



# Reinvent Veterans Parkway

*Our Community Vision*

## Current Conditions Report

9 January 2025

Prepared for the McLean County Regional Planning Commission by TYLin, Chicago, IL



# TYLin

# Table of Contents

Introduction and Key Takeaways	3
Existing Plan Review	6
Existing Roadway Characteristics	10
Mobility Network Connectivity, Barriers, and Gaps	14
Land Use Analysis	26
Existing Traffic Conditions	36
Existing Travel Behavior	42
Crash Analysis	50
Stakeholder Engagement	59
Appendix A	61
Technical Appendix	67

# Introduction and Key Takeaways

## Background and Project Purpose

One of the most critical employment and commercial corridors in the region, the 10-mile auto-oriented stretch of Veterans Parkway (I-55 Business/Old Route 66) is also one of the most dangerous in the Bloomington-Normal region. In 2024, the McLean County Regional Planning Commission (MCRPC), the Illinois Department of Transportation (IDOT), and other local partners launched a planning study to reinvent and re-envision Veterans Parkway for a Corridor Plan by all and for all, with focuses on safety, equity, and sustainability. Of particular importance is to safely accommodate all vehicles, pedestrians, bicyclists, and public transit users.

This extent of this project covers Veterans Parkway between the Interstate-74/55 interchange in the City of Bloomington and Northtown Road in the Town of Normal, including a 0.25-mile buffer in either direction of the roadway. The corridor includes several major retailers, regional destinations, and employers, including State Farm Insurance, COUNTRY Financial, OSF St. Joseph Medical Center, Bridgestone/Firestone Co., GROWMARK, Inc., Tentac Enterprises, IAA/the Illinois Farm Bureau, and multiple major shopping centers. Additionally, the south and western end of the corridor study area includes portions of an area federally-designated as J40 Disadvantaged Communities. The J40 Disadvantaged Community designation covers communities that are “marginalized by underinvestment and overburdened by pollution.”

This project is divided into four phases (Initial Outreach and Current Conditions, Investigation and Incorporation of new Data, Develop and Refine Corridor Alternatives, and Determine Preferred Corridor Alternative) and is scheduled to conclude in August 2026. This report represents the findings of Phase 1 and established current corridor conditions and baseline data.

## Project Team

The client and responsible agency for this project is the McLean County Regional Planning Commission (MCRPC) in cooperation with the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The project is supported financially by a federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) planning grant as well as IDOT and local funding. A Project Steering Committee comprised of local, regional, state, and federal representatives and stakeholders has been convened to advise the project. The project consultant team (project team) is led by TYLin and supported by the 1861 Group (land use and market analysis), Design Workshop (outreach and engagement), and Terra Engineering (corridor design and data collection).

## Key Takeaways

While community engagement is ongoing and a comprehensive needs assessment is scheduled to be complete in Phase 2, this Current Conditions Report reveals several key takeaways:

**Corridor Characteristics:** Veterans Parkway is comprised of several distinct roadway configurations and surrounding land uses. The corridor varies from agricultural land on the northern end, the major national employers and large-format retailers in the middle, to low-density residential development and commercial uses in the south.

**Existing Roadway Design:** Veterans Parkway is heavily access-managed, with connections almost exclusively at signalized intersections or via ramps at grade-separated intersections. There are no driveways along the corridor. The corridor features several intersections that, per IDOT standards, do not meet warrants for existing double-left turn lanes and/or right-turn lanes. These turn lanes subsequently impact pedestrian accessibility and safety.

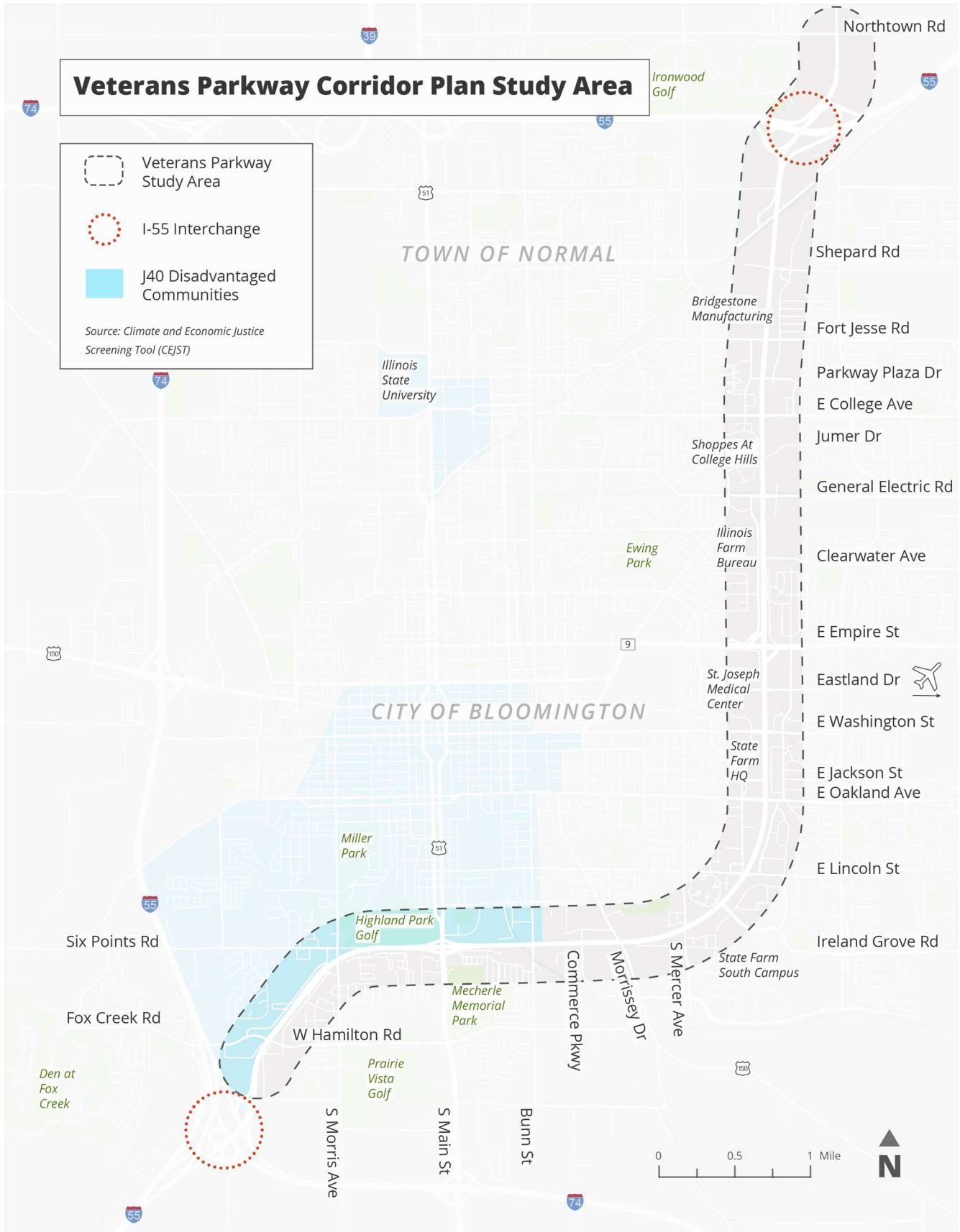


Figure 1: Veterans Parkway Corridor Plan Study Area

**Signal Timing:** Signals on Veterans Parkway are set to provide long green times along the corridor during peak periods on weekdays, prioritizing maximum throughput. The lowest vehicle travel time between Hamilton Road/Old Route 66 and the Old Route 66 southbound off-ramp north of Shepard Road is 13 minutes.

**Traffic Volumes:** For most of the length of the corridor, Veterans Parkway experiences higher traffic volumes than any other surface street in the region, peaking at more than 44,000 average daily vehicles near Empire Street. Volumes peak between 7:15-8:15AM and between 4:30-5:30PM. Average traffic volumes along the corridor in 2023 were down 12% from 2019 volumes.

**Roadway Capacity:** During the weekday morning and evening peak hours when traffic volumes are highest, the vast majority of the corridor operates below the 0.85-0.95 volume-to-capacity (v/c) ratio range advised by the Federal Highway Administration (FHWA). Exceptions occur exclusively on side-street approaches or for left-turn movements. Of the 28 signalized intersections along the corridor, 43% experienced a Level of Service (LOS) of A or B during the peak hours assessed. 100% of intersections experienced LOS C or better during the same analysis period.

**Corridor Speeds:** While most average speeds are typically within 5-6mph of the speed limit, the corridor experiences some exceptionally high speeds from the top 15% and 5% of drivers, ranging from 15-25 mph over the speed limit. Speed-related causes were flagged in over 50% of total crashes. The most dangerous segment for speeding crashes is the 2.5-mile stretch between Oakland Avenue and College Avenue (26% of the corridor length), which saw 65% of total crashes flagged as speed-related (and 61% of crashes overall).

**Pedestrian Network:** The pedestrian network around Veterans Parkway is disconnected and sparse in many areas. There are no Veterans Parkway segments with sidewalks on both sides, and only 5% of the corridor has a sidewalk on one side. Pedestrian crossings are spaced far apart along the corridor, and fewer than half of signalized intersection have crosswalks. Due to multi-stage crossings and signal timing, it can take up to eight minutes to fully cross Veterans Parkway on foot at several intersections. 52% of all pedestrians observed during intersection peak hour traffic counts were at the intersection of Clearwater Avenue.

**Bicycle Network:** There are no bicycle facilities along Veterans Parkway, and most road segments within a quarter mile of the corridor are considered high-stress for cyclists. 30% of all cyclists observed during intersection peak hour traffic counts were at the Main Street interchange, and 23% were at the intersection of Washington Street.

**Transit Network:** Transit service varies greatly within the corridor, with relatively sparse service south of Lincoln Street and the most robust service between General Electric Road and Parkway Plaza Drive. Many existing bus stops in the corridor study area are disconnected from the sidewalk network, making access difficult and dangerous.

**Crashes:** Between 2014-2023, a total of 3,720 total crashes occurred along the corridor, seriously injuring 78 people and killing nine people. Veterans Parkway is responsible for 19% of all crashes in Bloomington/Normal. Pedestrian crashes represent just 0.6% of all crashes but 15% of serious injury crashes and 50% of fatal crashes. The highest concentration of crashes occur between College Avenue and Washington Street. This 2.5-mile stretch (26% of total corridor length) saw 61% of all corridor crashes.

**Corridor Land Use:** Veterans Parkway is a major regional shopping and employment corridor and is an economic and tax driver of the region. Nearly 40% of land within a quarter mile of the corridor is dedicated to commercial use, although a substantial portion of this is vehicle parking. Vacancies along the corridor are low, although there are several major potential future redevelopment/re-use sites along the corridor, including the former General Electric Plant, Eastland Mall, and potentially the State Farm Corporate South campus.

**Regional Travel Patterns:** Based on an analysis generated by a mobility data software provider, it's estimated that less than 1% of trips along Veterans Parkway travel the entire length of the corridor between I-55 and I-74. About 85% of trips ending along the corridor originate from within 10 miles of the corridor.

## Existing Plan Review

The Veterans Parkway Corridor Plan will build on the strong foundation of previous planning efforts within the region. These plans help establish shared goals, strategies, and proposed improvements for the corridor developed from past analysis and community input. MCRPC staff requested the project team review the five existing plans detailed below.

### The B-N Metropolitan Long-Range Transportation Plan 2050

The B-N Metropolitan Long-Range Transportation Plan (MLRTP) was adopted in October 2022 as a guide to envisioning the transportation system future residents will need and want through an analysis of current system conditions and deficits, as well as anticipated future demand. The plan establishes a vision to support mobility for all and provide access to a safe, sustainable, and resilient transportation system. The plan established four key focus areas and public priorities:

- Transportation system safety
- Sustainability and resilience
- Equity analysis
- Economic support

### Population Projections

The MLRTP projects county population declines between 2020-2050 of between 4-15%.

### Veterans Parkway

The current Veterans Parkway Corridor Plan is frequently cited in the plan as a key study for the region's transportation system. As part of the planning process, residents were asked to identify roadways and intersections that were most concerning, and Veterans Parkway was cited most frequently. The plan emphasizes that equity should be an especially important consideration for future Veterans Parkway studies.

Additionally, the plan highlights recent commitments by Bloomington and Normal to shift towards sustainable land-use decision-making that minimizes sprawl and maximizes compact development—providing both sustainability and multimodal transportation benefits. The plan identifies a number of annexed vacant parcels, redevelopment opportunities, and growth priorities areas along the Veterans Parkway corridor—particularly near both interstate interchanges.

### The McLean County Go:Safe Action Plan

The Go:Safe Action Plan was adopted by the McLean County Regional Planning Commission (MCRPC) in April 2021 with the vision to build a multimodal and responsible transportation community by 2025 and setting a single-minded target: zero fatalities or life-changing injuries by 2030. The plan establishes a series of core principles, including:

- Traffic deaths are preventable and unacceptable.
- Human life is the highest priority—Preserving human life takes priority over convenience, and saving lives is not expensive.
- Human error is inevitable and predictable. The transportation system should be designed to anticipate human error so that the consequence is not death or severe injury.
- Human behaviors, education, and traffic enforcement are essential contributors to a safe transportation system.

- People are inherently vulnerable to crash injury, and speed is a fundamental predictor of crash survival. The transportation system should be designed for speeds that protect human life.

The plan’s infrastructure recommendations include ensuring reconstruction projects follow Complete Streets policies, prioritizing transit stops for infrastructure improvements, creating a fully interconnected walking and bicycling network, expanding transit catchment areas, and promoting multimodal travel on IDOT facilities.

### Veterans Parkway

Veterans Parkway was identified in the Go:Safe Action Plan as a “known threat” to safety (the only corridor specifically called out), and the plan identifies anyone crossing Veterans Parkway on foot or bike as “vulnerable populations.” Five high priority street segments were identified along Veterans Parkway under the plan’s infrastructure recommendations. The plan recommends upgrading priority segments, such as Veterans Parkway, with appropriate Complete Streets improvements and developing context-sensitive design based on existing planned land use, mode, and roadway conditions. Other high priority streets that intersect Veterans Parkway are outlined below.

### Complete Streets

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets design is called out in the statement of purpose within the County’s Metropolitan Long-Range Transportation Plan (MLRTP), and both Bloomington and Normal have passed Complete Streets policies.

Priority Rank	Street Segment	Road Class	Bus Stop Sidewalk Connection	Existing Plans for Street Segment	Proposed Changes
2	Veterans Parkway (Shepard to Hamilton)	Highway	N/A	City of Bloomington Master Bicycle Plan	Improve crossings for visibility and driver awareness, and safe access for pedestrian and bicycle users.
4	E College Avenue (Grandview to Veterans Parkway)	Minor Arterial	Low	Town of Normal Bike/Ped Plan Update	Crossings mid-block near bus stops, refuge island treatments, and pedestrian-activated flashing beacons.
9	S Main Street (Veterans Parkway to Hamilton)	Highway	Medium-low	N/A	Crosswalks at signalized intersections should include pedestrian countdown signals.
10	E Lincoln Street (Mercer to Veterans Parkway)	Major Collector	High	City of Bloomington Bicycle Master Plan	Implement the bike lane plan, complete the sidewalk west of Mercer, connect bus stops to sidewalks and bikeway.
12	Parkway Plaza Drive (Veterans Parkway to Susan Drive)	Minor Collector	Low	Some ADA improvements completed	Provide sidewalk, crosswalks, and bus shelters.

## Road Safety Assessment: Illinois 9 (Empire Street) and I-55 Business (Veterans Parkway), Bloomington IL

The Illinois Department of Transportation (IDOT) undertook a feasibility study for the potential reconfiguration of the Veterans Parkway and Empire Street intersection. In 2009, a Road Safety Audit (RSA) was performed to identify short-, mid-, and long-term solutions to improve the safety of this intersection. Eight key safety findings and 10 recommendations were identified to improve pedestrian and bicycle safety performance. Patterns from crash data were also analyzed and showed a high concern for rear-end collisions and challenges with driver confusion from closely spaced decision points combined with the in-place traffic control causing drivers to contemplate decisions at 40 or 50 miles per hour. Based on the findings from the RSA, IDOT presented eight design alternatives. The Bloomington Planning Commission and Bloomington

Transportation Commission expressed a preference for a diverging diamond interchange or a single point urban interchange based on the highway's value as a business corridor and based on improving bicycle connections.

## I-55 Business/Veterans Parkway at IL-9/Empire Street Feasibility Study

In 2021, IDOT District 5 completed a study to determine feasible alternatives for improving safety and address capacity/mobility concerns at Veterans Parkway and Empire Street. Building on prior studies, including the 2009 Road Safety Assessment and a 2013-2017 crash analysis, the study identified left-turn delays and angle-type crashes involving eastbound ramp vehicles as critical issues. Roadway complexity along I-55 Business was also cited as a key factor in driver confusion.

Seventeen alternatives were reviewed, with a fatal flaw analysis narrowing the list to eight. Full grade separation between Veterans Parkway and Empire Street was preferred for its potential to improve traffic flow. The evaluation also considered environmental factors, emphasizing minimal impact on local businesses reliant on pass-by traffic.

The study recommended further analysis of the Single-Point Urban Interchange (SPUI) and Diverging Diamond Interchange (DDI). The SPUI offers cost efficiency and community support, while the DDI provides greater traffic flow improvements for future needs. Both align with the project's goals of enhanced safety and multi-modal access.

## City of Bloomington Bicycle Master Plan

In 2015, the Bloomington City Council adopted the Bloomington Bicycle Master Plan. The plan proposes an expanded network of bicycle routes to facilitate travel to all sections of the city and beyond. The proposed network builds on the existing Constitution Trail system as a key network component but also advises that: "the trail alone, however, cannot get people to work, to business districts, and to other destinations."

### Veterans Parkway

The plan proposes a sidepath or trail along Veterans Parkway between Commerce Parkway and College Avenue along with bicycle crossings of the Parkway at the following locations. Improved Veterans Parkway crossings was a recurring theme expressed during public input.

- Empire Street (sidepath or trail)
- Lincoln Street (bike lane)
- Mercer Street (bike lane)
- Morrissey Drive (sidepath or trail)
- Bunn Street (paved shoulders)
- Main Street (widened sidepath)
- Morris Avenue (bike lane)

A two-pronged approach to crossing Veterans Parkway is recommended to address safety concerns. The first recommendation is to provide grade-separated crossings approximately every two miles and, more specifically, investigate engineering feasibility for an underpass or overpass somewhere between Eastland Drive and Lincoln Street. The plan also recommends implementing a Constitution Trail extension along the railroad easement from Lincoln/Clayton, under Veterans Parkway, to Bunn. Second, the plan recommends that any Veterans Parkway project that includes resurfacing of cross streets in their intersection functional areas should study striping reconfiguration and lane narrowing for bike lanes.

## Normal Bicycle & Pedestrian Master Plan Update

Normal's 2020 Bicycle & Pedestrian Master Plan Update establishes a vision where walking, bicycling, and accessing transit in the Town of Normal are safe, easy, and routine parts of daily life for people of all ages and abilities. Specific goals include:

- Create a complete, interconnected system of streets and pathways that support walking, bicycling, and other forms of active transportation.
- Enhance safety and accessibility for active transportation and recreation.
- Incorporate social equity into transportation decision-making, outreach, and engagement.
- Improve community health and livability through Complete Streets and inviting public spaces.

### Veterans Parkway

The plan identifies Veterans Parkway as a “pedestrian priority corridor” and proposes a shared-use trail along Veterans Parkway between Shepard Road and General Electric Road. The plan also identifies the following streets intersecting Veterans Parkway as “pedestrian priority corridors” that should receive intersection improvements at Veterans Parkway:

- Shepard Road (shared-use trail improvement)
- Fort Jesse Road (shared-use trail improvement)
- Parkway Plaza Drive (shared-use trail improvement)
- College Avenue (shared-use trail improvement)
- General Electric Road

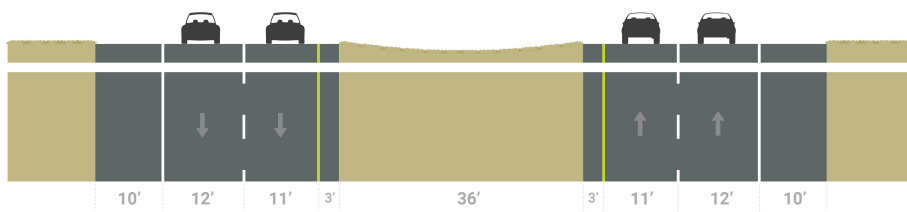
Additionally, bicycle facilities are recommended for near corridors, including Landmark Drive and Greenbriar Drive.

## Existing Roadway Characteristics

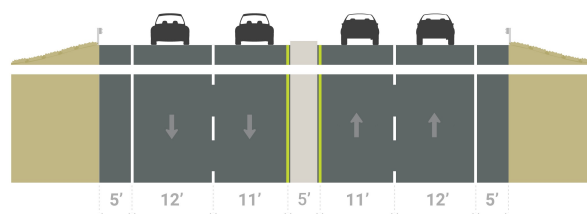
### Right-of-Way Configuration

Veterans Parkway has four distinct typical configurations:

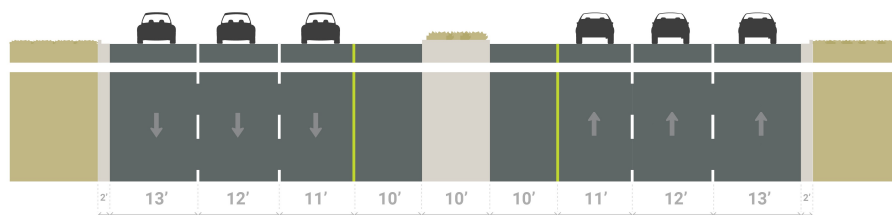
**A:** Two travel lanes in each direction with a grassy median up to 40' wide and a paved 10' shoulder, from I-74 to Six Points Road.



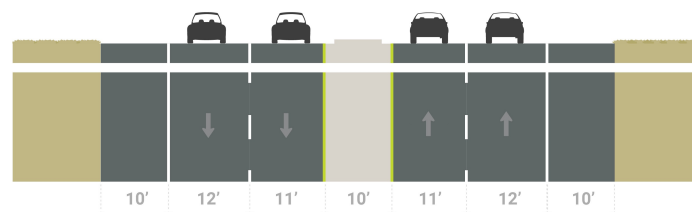
**B:** Two travel lanes in each direction with a narrow median, between Six Points Road and Commerce Parkway.



**C:** Three travel lanes in each direction with a median up to 30' wide, from Commerce Parkway to the north I-55 Interchange.



**D:** Two travel lanes in each direction with a narrow concrete median and a paved 10' shoulder, from the north I-55 Interchange to Northtown Road.



Travel lanes are typically 11-13' wide. The typical curb-to-curb width for most of the corridor is 106'-120', although it narrows at overpasses and to 80'-90' north of Shepard Drive. The corridor is elevated on an earthen berm between Main Street and Commerce Parkway as well as between Shepard Road and Raab Road, featuring a grade-separated interchanges at Main Street and at Old US Route 66 and overpasses at Bunn Street, the Norfolk Southern railway, and Old US Route 66/the Union Pacific railway.

Veterans Parkway features approximately four miles of service or frontage roads directly adjacent to the corridor. There are no driveways with direct access to Veterans Parkway. Instead, a network of local roadways on either side of the corridor connect to streets intersecting the corridor. The corridor features adjacent sidewalks in just two sections: A 2,300-ft section on the east side between Oakland Avenue and Washington St, and a 300-ft section on the east side just south of Clearwater Avenue. Additional pedestrian and bicycle network analysis can be found on page 16.

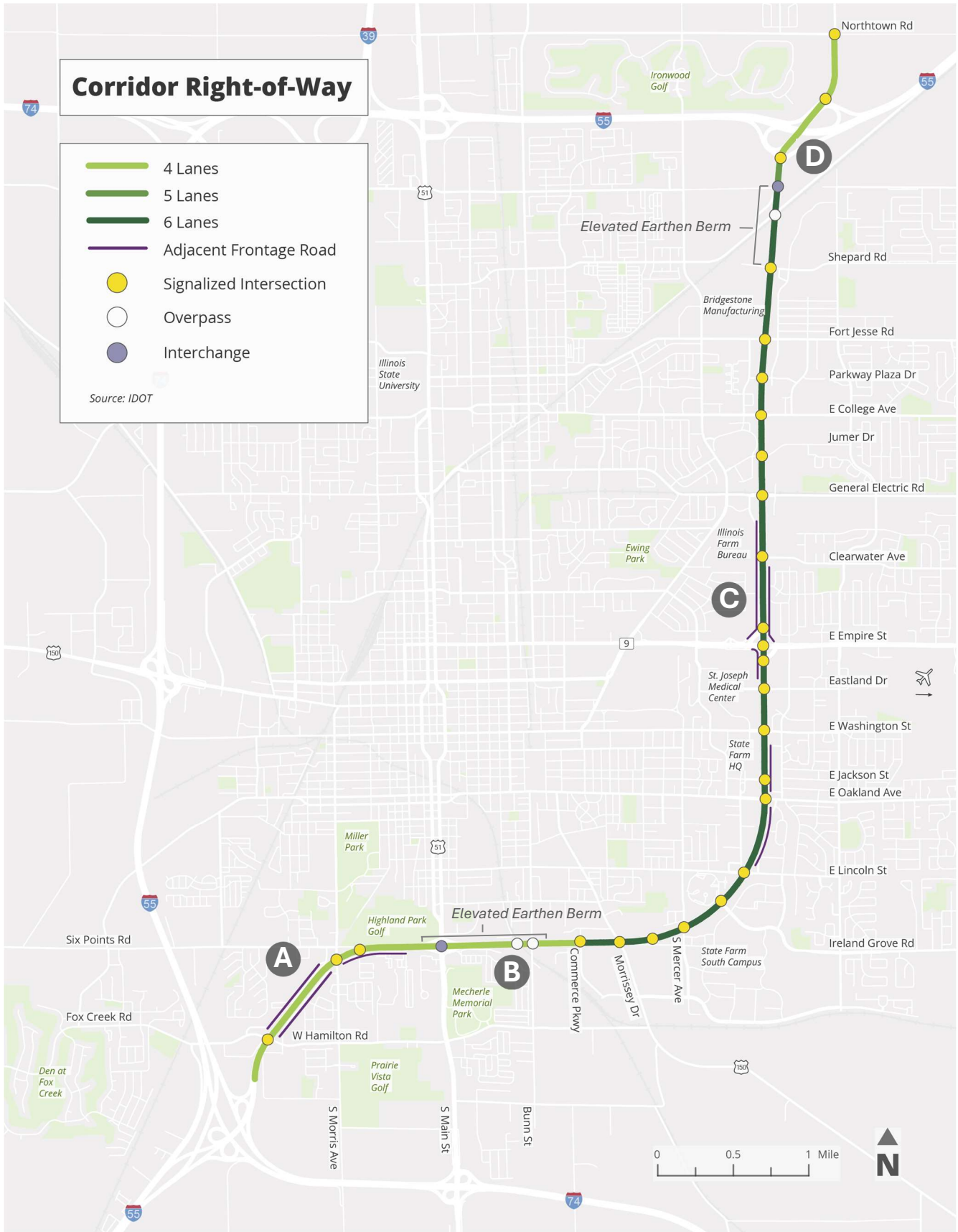


Figure 2: Corridor Right-of-Way

## Intersections

Along the corridor, the majority of intersecting roadways meet Veterans Parkway at a signalized intersection. The exceptions are at Main Street (US Route 51), which connects to Veterans Parkway at a standard diamond interchange (with traffic signals at the ramp junctions on Main Street), and at Six Points Road west of Greenwood Avenue, where traffic may exit westbound Veterans Parkway at a diverge ramp. At most intersections, Veterans Parkway provides at least one dedicated left-turn and one dedicated right-turn lane in each direction. In the north-south section of the corridor, Veterans Parkway provides dual-left turn lanes at most intersections. Lane configurations at each study intersection are detailed further in the Technical Appendix.

## Turning Lanes

Based on the Illinois Bureau of Design and Environment (BDE) Manual, a variety of factors could warrant consideration of dedicated turn lanes, including traffic volumes, level-of-service criteria, crash experience, sight distance restrictions, or uniformity along a roadway. From a volume perspective, dedicated right-turn lanes should be considered where right-turning volumes equal or exceed 150 vehicles per hour, and dual left-turn lanes should be considered where left-turning volumes equal or exceed 300 vehicles per hour. Of the dedicated right-turn lanes on Veterans Parkway, approximately 61% meet the corresponding volume criteria to consider dedicated lanes during peak hours, while the remainder are below the given volume threshold. For dual left-turn lanes, approximately 25% meet the corresponding criteria.



*Large corner radii allow vehicles to make right turns at higher speeds.*

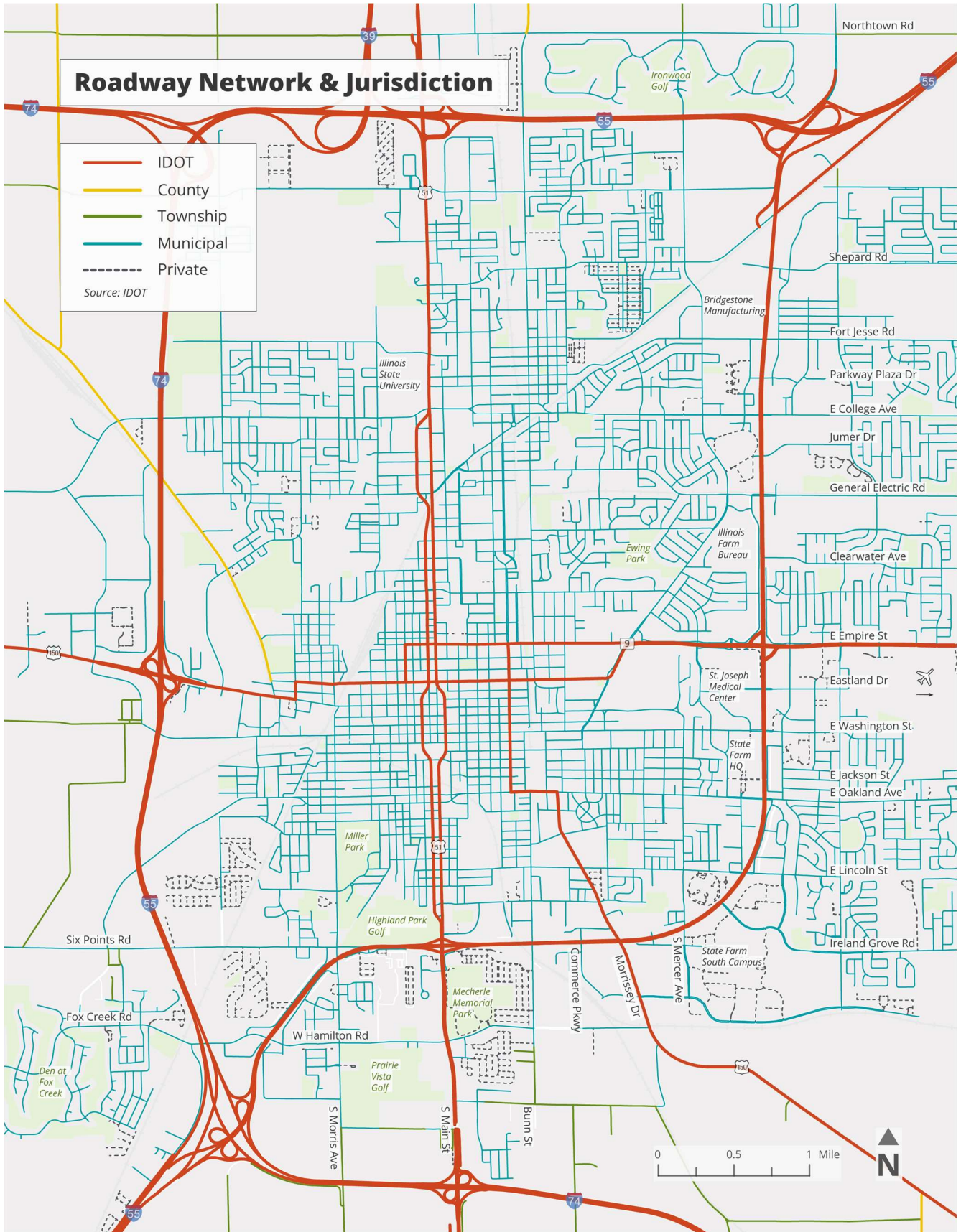


Figure 3: Roadway Network & Jurisdiction

## Mobility Network Connectivity, Barriers, and Gaps

Veterans Parkway serves as the spine of a highly connected and efficient vehicle network. However, the roadway itself often acts as a barrier to pedestrian, bicycle, and transit networks. Disconnected and sparse sidewalk networks, long gaps between corridor crossings, long crossing times, high stress cycling routes, and gaps in transit connectivity all result in substantial barriers to non-automobile use on and around the corridor.

### Vehicle Network

Figure 4 details the existing regional vehicle network. Veterans Parkway is an IDOT route, and when combined with Interstate 74 (I-74) and Interstate 55 (I-55), forms a loop around much of the City of Bloomington and Town of Normal. Veterans Parkway is classified as a Principal Arterial, along with IL-9 (Empire Street) running east-west across the corridor and US 51 (Main Street) running north-south two miles west of the corridor. Veterans Parkway then intersects with another 11 minor arterials, with arterial crossings spaced roughly 0.5 to 0.75 miles apart for most of the corridor.

Veterans Parkway is heavily access-managed, with connections only at signalized intersections or via ramps at grade-separated intersections. The lone exception is an exit lane to Six Points Road, west of Greenwood Avenue. There are a total 26 signalized intersections along the corridor, including two signalized ramp junctions at the grade-separated interchange with Main Street. There is also an exit ramp to Old Route 66 north of Shepard Road and a full-access interchange with I-55 between Shepard Road and Northtown Road which uses a combination of signalized intersections and unsignalized ramps.

Signals on Veterans Parkway are set to provide long green times along the corridor during peak periods on weekdays, prioritizing maximum throughput. According to StreetLight<sup>1</sup>, the lowest travel time recorded between Fox Creek Road and the Old Route 66 off-ramp north of Shepard Road is 13 minutes.

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<sup>1</sup> StreetLight is a third-party data-sourcing platform that aggregates cell phone and location data to provide a variety of vehicular travel metrics including travel speeds, vehicular volumes, and routing decisions, among others.

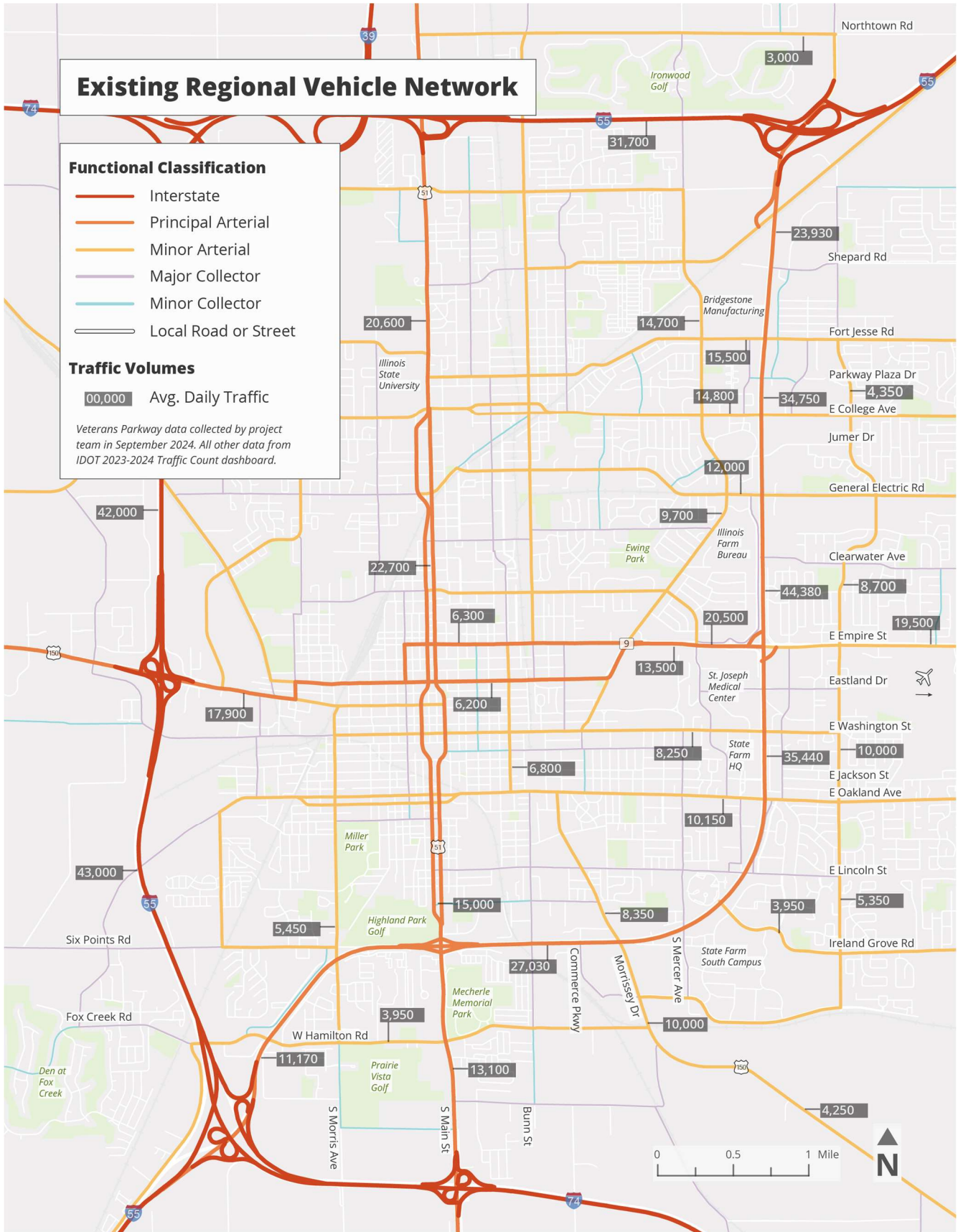


Figure 4: Existing Regional Vehicle Network

## Pedestrian Network

The pedestrian network around Veterans Parkway is disconnected and sparse in many areas. There are no Veterans Parkway corridor segments with sidewalks on both sides, and only 5% of the corridor has a sidewalk available on one side. Within a quarter mile of the corridor, Figure 6 shows the sidewalk network is also sparse in many places, with connectivity highest in the area between Lincoln Street and Eastland Drive and between Empire Street and Clearwater Avenue. Just 49% of streets intersecting Veterans Parkway have sidewalks on at least one side. Particularly west of Mercer Avenue, there are few sidewalks within a quarter mile of the corridor, creating a barrier for people who live in communities adjacent to the corridor in this area.

### Pedestrian Crossings

Pedestrian crossings are spaced far apart along the corridor. There are a total of 14 pedestrian crossing opportunities along the entire corridor, averaging approximately 0.69 miles between each crossing. The longest distance between crossings is between Commerce Parkway and Main Street (0.97 miles) where Veterans Parkway passes over the Norfolk Southern Railroad. Between Eastland Drive and Clearwater Avenue, there is a 0.87-mile gap between crossings.

Less than half (42%) of signalized intersections have crosswalks, and no intersections have crosswalks across all legs. Where there are crosswalks, the total pedestrian crossing distances are long (commonly in excess of 150'), with the longest at Hamilton Road—more than 200'. A 200' crossing would take approximately 60 seconds for the average pedestrian to cross at 3.5'/second and longer for those with mobility challenges (elderly, children, people with disabilities). On Veterans Parkway, crossings typically take longer due to multi-stage crossings.

To illustrate the time penalties crossing gaps cause, a pedestrian on the north side of Empire Street who needs to cross Veterans Parkway would need to travel 0.5 miles north to Clearwater Avenue and then 0.5 miles back south. This diversion could take more than 25 minutes, including 5 minutes to cross Veterans Parkway based on the signal timings at Clearwater Avenue. See Figure 5.

Two corridor fatalities between 2019-2023 featured pedestrians attempting to cross Veterans Parkway at Empire Street, where no nearby crosswalk was available (see page 50).

Underpass crossings are available at Main Street and at trail crossings just north of General Electric Road and at Old Route 66. While these underpass crossings may be more comfortable and safer than at-grade crossings, they don't provide any direct connection the corridor itself.

### Intersection Design

Existing intersection design presents several challenges for pedestrians, even when crossings are available. Several of the signalized intersections along Veterans Parkway have right-turn channelization, adding length and stages to the pedestrian crossing pathway and exposing pedestrians to additional conflict. At Veterans Parkway and Lincoln Street, for example, a pedestrian must cross an additional 20' due to the right-turn channelization and refuge island. Many of these channelized right-turn lane crossings are unique signal segments, meaning that pedestrians must wait at the refuge island for the next signal, and then wait again at the next channelized right-turn lane.

Signals are programmed to allow enough time for a pedestrian to comfortably cross only to the median when a pedestrian phase is called, requiring a pedestrian to wait in the median for a full cycle length for a second walk signal. Based on peak hour cycle lengths of 120 to 140 seconds, this can add more than two minutes to a crossing



Figure 5: Pedestrian Crossing Path, Veterans Parkway at Empire Street

and create a highly uncomfortable experience for pedestrians. Given the multi-stage nature of pedestrian crossings across the study corridor, it can take up to eight minutes to get to the other side of Veterans Parkway on foot at many intersections. Comparatively, vehicular travel times along the length of the corridor (Fox Creek Road to Old Route 66) are estimated as low as 13 minutes<sup>2</sup>, highlighting the substantial time penalties pedestrians on the corridor face. Additionally, because crossing Veterans Parkway requires a median for a pedestrian to wait in, the presence of double left-turn lanes (that occupy the entirety of available median space) currently prohibits crosswalk installation under the existing timing plans. At least one corridor fatality between 2019-2023 appears to be a pedestrian attempting to cross the second leg of a crosswalk against the signal after making it to the median (see page 50).



*A typical multi-stage pedestrian crosswalk design.*



*A pedestrian crosses mid-block south of Oakland Avenue (nearest crosswalk 1,300 feet*

<sup>2</sup> StreetLight travel time estimate

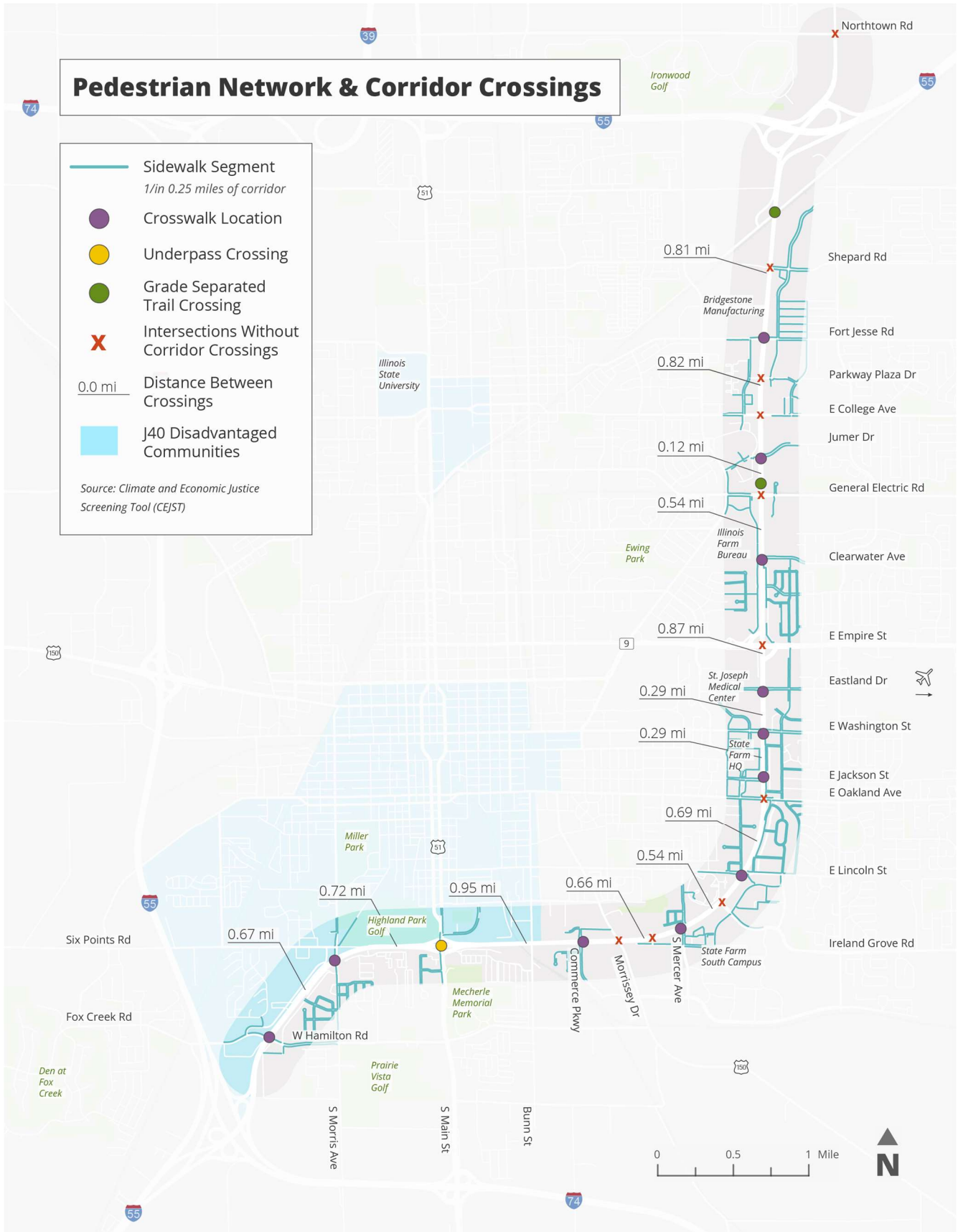


Figure 6: Pedestrian Network & Corridor Crossings

## Bicycle Network

There are no bicycle facilities along Veterans Parkway. Nonetheless, Veterans Parkway plays an important role within the larger Bloomington-Normal bicycle network several bicycle routes and the Constitution Trail cross the corridor. There are existing on-street bike routes at Morris Avenue, Mercer Avenue, Lincoln Street, Oakland Avenue, and Clearwater Avenue that cross Veterans Parkway. These bike routes, however, are limited to designation only and lack signage, paint, or other bicycle amenities. Washington Street features bike lanes that stop 500' west of Veterans Parkway. Additionally, Fairway Drive/Regency Drive provides bike lanes parallel to the corridor between Empire Street and Jackson Street, but these lack connections to Veterans Parkway itself. Although Figure 8 shows a moderate network of on-road bike routes, the vast majority of these routes lack infrastructure or markings, limiting their ability to provide a safe and comfortable experience for cyclists of all ages and abilities.

At Hamilton Road, the Constitution Trail (Southtown Trail Branch) crosses Veterans Parkway at-grade. The Constitution Trail Bloomer Line Trail Branch and Route 66 Branch cross Veterans Parkway via underpasses. While these crossings are the safest way for bicyclists to get across the Veterans Parkway corridor, they provide no direct access to destinations along the corridor itself.

See page 8 for future bicycle facility plans on and adjacent to the corridor, including a recommendation from the 2015 Bloomington Bicycle Master Plan to add a shared-use trail alongside the entire extent of Veterans Parkway.

### Bicycle Level of Traffic Stress

Level of Traffic Stress (LTS) is an approach that quantifies the comfort that people feel when bicycling on or along roadways. The LTS score is based on variables including speed limit, traffic volume, and number of travel lanes. The LTS score classifies roads into four categories with LTS 1 being the lowest stress and accommodating for less-experienced cyclists and LTS 4 being the highest stress and accommodating for only the most confident riders. As LTS relies on quantitative inputs, it does not fully capture the actual experience of a person bicycling, particularly at intersections.

Figure 7: Levels of Traffic Stress



Veterans Parkway is a high-stress facility and inaccessible and unsafe for most cyclists. As Figure 9 shows, all roadways intersecting with Veterans Parkway, including those with designated bike routes, are also categorized as high stress (LTS 3 or 4). Even where bike lanes are present, they are painted lanes directly adjacent to high-volume, high-speed traffic lanes, making them high stress for the average rider. Within a quarter mile of the Veterans Parkway corridor, there are pockets of lower stress streets. However, all are within residential neighborhoods and do not intersect with Veterans Parkway. The Constitution Trail accounts for nearly all of the lowest-stress routes within the study area. Removed from busy roadways, trail users can comfortably and safely walk, roll, or ride.

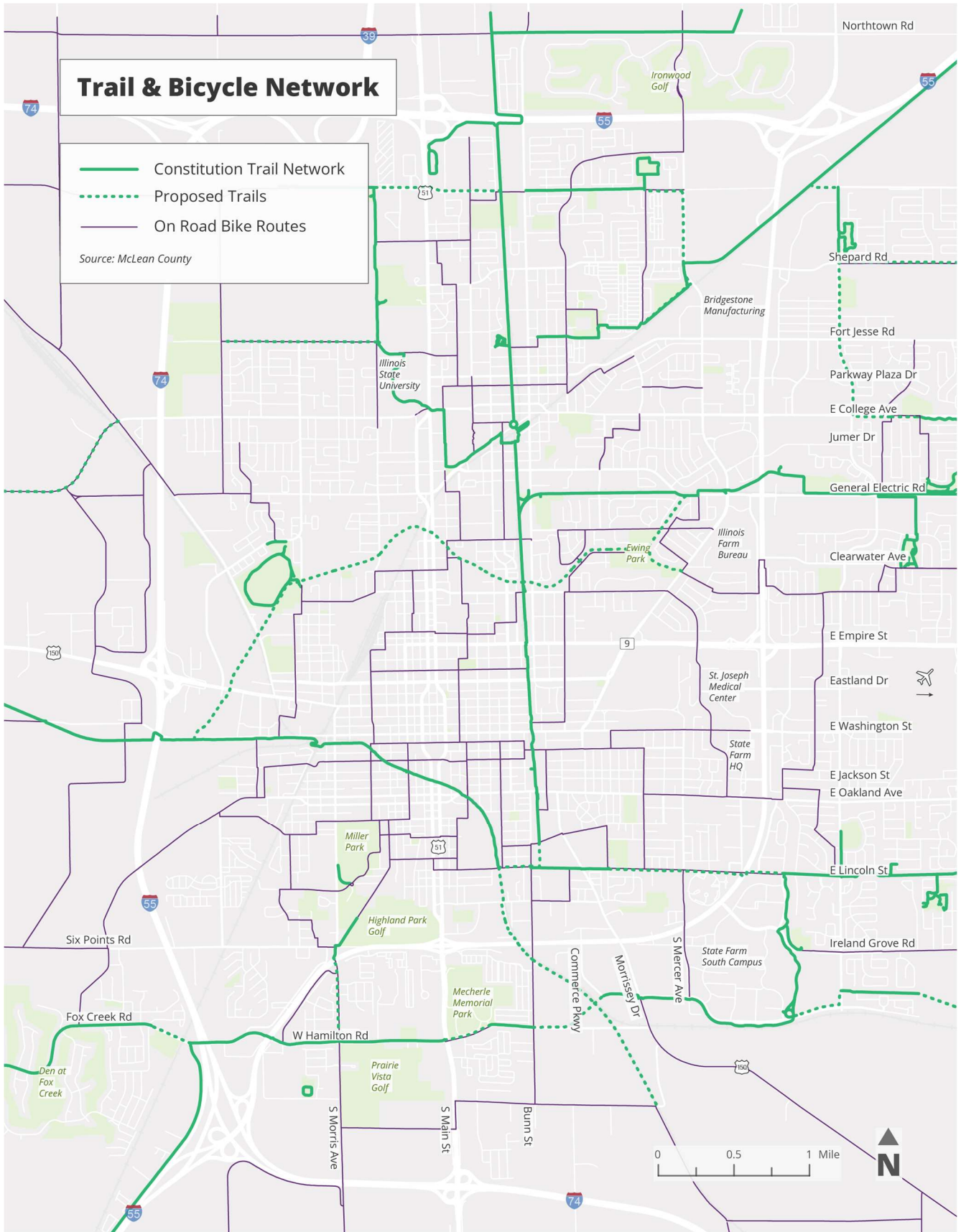


Figure 8: Existing Trail and Bicycle Network

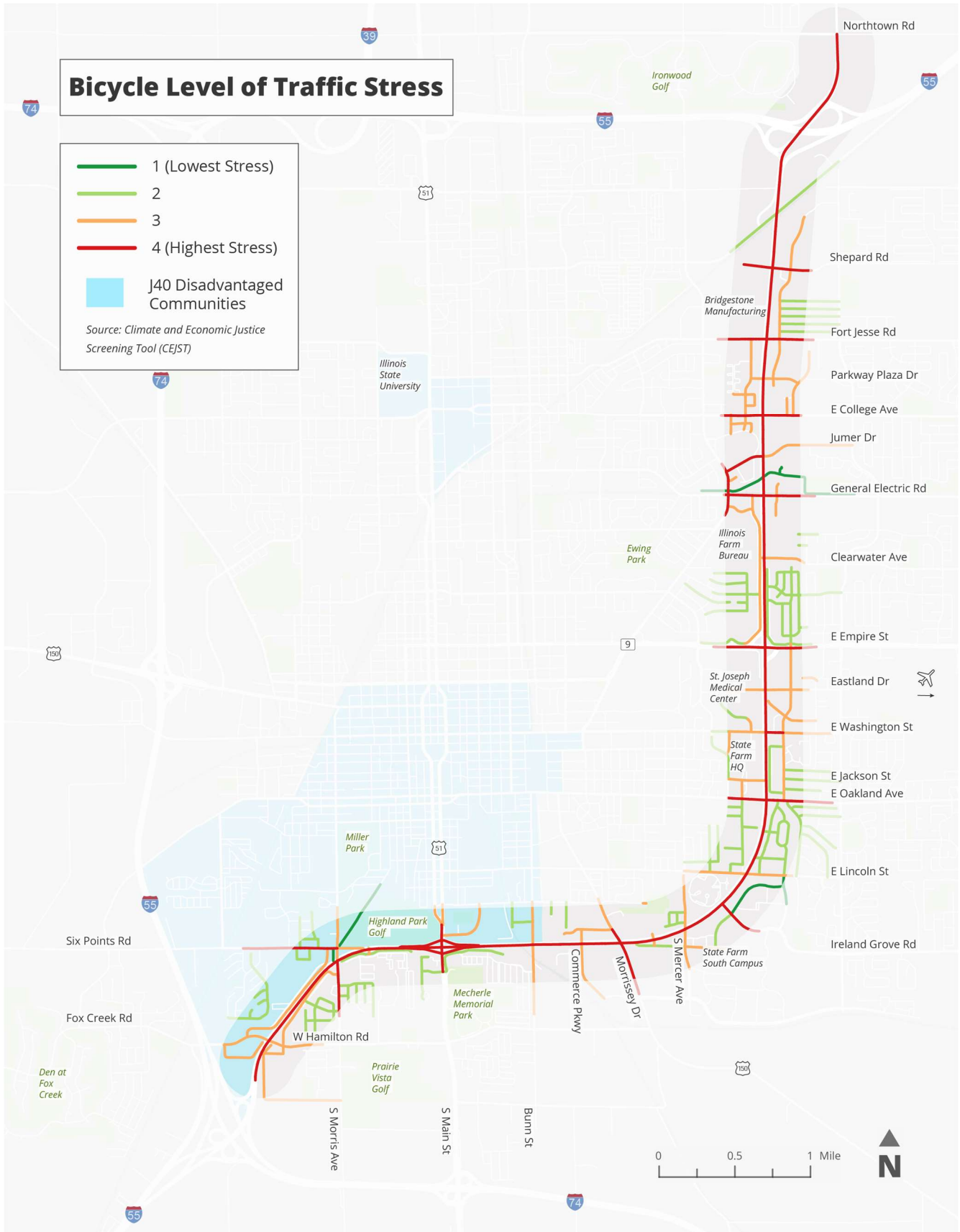


Figure 9: Bicycle Level of Traffic Stress

## Transit Network

Half of Connect Transit's 16 routes have stops within a quarter mile of Veterans Parkway, although no route stops directly on the corridor. Largely due to a lack of pedestrian accommodations on Veterans Parkway itself, transit serving the corridor needs to be routed to adjacent streets. The Red Route most closely resembles a route tracing the corridor, traveling nearly 2.5 miles of north-south roads adjacent to Veterans Parkway between Parkway Plaza Drive and Washington Street. The Red Route and the Tan Route both briefly travel on Veterans Parkway.

Most Connect Transit routes run on a consistent schedule of 30- or 60-minute headways on weekdays and 60-minute headways on weekends. Exceptions include the Red Route running 30-minute weekend headways and the Red Express running 15-minute headways on weekdays during peak commuting hours.

### Level of Service by Stop

There are 62 total bus stops within a quarter mile of Veterans Parkway, but none on the corridor itself. 79% of the stops are located within the 2.8-mile stretch between Oakland Avenue and Parkway Plaza Drive. Figure 10 shows all Connect Transit routes and all bus stops within a quarter mile of the corridor. The map further shows the number of total daily trips at each stop as well as the number of unique routes serving each stop—both indicating levels of transit service in a specific area.

The highest levels of transit service on the corridor are located between General Electric Road and Parkway Plaza Drive, where several bus stops serve 2-3 different routes and more than 45 total daily trips. Stops along the Red Route also feature higher levels of service due to consistent 30-minute headways.

### Pedestrian Connections

Nearly every transit trip starts and ends as a pedestrian trip. Riders cannot access bus routes and cannot access destinations from stops if they cannot safely walk to and from stops. The sparse and disconnected sidewalk network along the corridor hinders transit access and the number of destinations that can be reached by transit.

Figure 10 highlights areas accessible within 5 and 10 minutes from stops within a quarter mile of the corridor. These walksheds reveal how disconnected local street networks and barriers such as long distances between crossings severely limit transit access, even when a bus route runs nearby. Further, these walksheds were generated using roadways—many of which have no sidewalks. The reality however is that many current transit users must travel alongside roadways without sidewalks to get to and from stops. Walksheds using only existing sidewalks and trails would be much smaller.

### Early-Morning and Late-Night Service

Of the bus stops within a quarter mile of Veterans Parkway, 29% are served before 6:00am on weekdays, and 82% by 6:30am. Just over half of stops (55%) are served after 9:00pm on weekdays, but all bus service ceases after 10:00pm. There is no bus service along the corridor south of Washington Street. after 9:00pm on weekdays. Early morning and late night transit service is particularly important for people working outside the 9:00am-5:00pm work schedule.

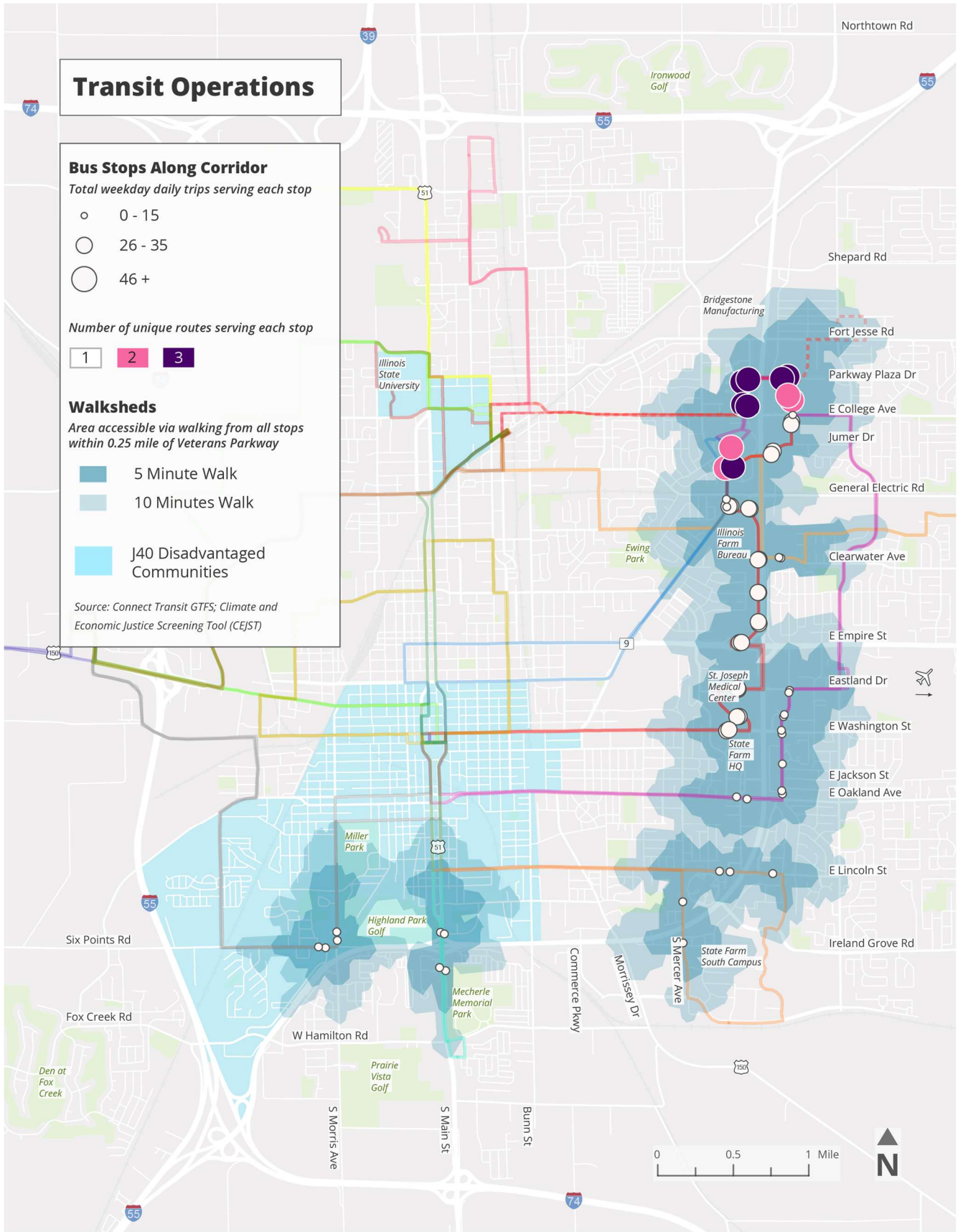


Figure 10: Transit Operations within Quarter Mile of Corridor

### Transit Penalty Analysis

To demonstrate the quality of existing transit service to the corridor, a transit penalty analysis was conducted using five sample origins from within J40 Disadvantaged Community areas and five sample destinations along the corridor. A transit penalty analysis measures the difference in time it takes to access a destination using transit versus driving. The first two tables below show total weekday travel from origins (left) to destination (across the top) using transit (to arrive by 9:00am\*) and using a vehicle. The third table shows the total penalty, in minutes, between transit and driving, and the fourth table calculates how many times longer the transit trip is compared to driving. This analysis shows that even relatively short transit trips from Disadvantaged Communities to corridor destinations take at least 3.5 times longer than driving, and some trips can take up to 7 times longer on transit compared to driving. These penalties represent significant lost time for transit riders.

<b>Transit Time Arrive 9am (min)</b>	Bridgestone Plant	Shoppes at College Hills	Illinois Farm Bureau	OSF Healthcare St. Joseph	State Farm Operations
Eleanor Dr & Alexander Rd	66	63	63	63	63
Morris Ave & Oakland Ave	68	57	57	46	53
Lincoln St & Clayton St	68	38	38	38	39
Clinton St & Washington St	58	28	28	28	54
Jefferson & and Allin St	58	42	42	42	52

<b>Driving Time (min)</b>	Bridgestone Plant	Shoppes at College Hills	Illinois Farm Bureau	OSF Healthcare St. Joseph	State Farm Operations
Eleanor Dr & Alexander Rd	16	15	15	11	9
Morris Ave & Oakland Ave	15	13	11	10	8
Lincoln St & Clayton St	13	11	10	8	6
Clinton St & Washington St	11	8	7	5	8
Jefferson & and Allin St	14	11	10	9	9

<b>Penalty (min)</b>	Bridgestone Plant	Shoppes at College Hills	Illinois Farm Bureau	OSF Healthcare St. Joseph	State Farm Operations
Eleanor Dr & Alexander Rd	50	48	48	52	54
Morris Ave & Oakland Ave	53	44	46	36	45
Lincoln St & Clayton St	55	27	28	30	33
Clinton St & Washington St	47	20	21	23	46
Jefferson & and Allin St	44	31	32	33	43

<b>Penalty (times longer)</b>	Bridgestone Plant	Shoppes at College Hills	Illinois Farm Bureau	OSF Healthcare St. Joseph	State Farm Operations
Eleanor Dr & Alexander Rd	4.1	4.2	4.2	5.7	7.0
Morris Ave & Oakland Ave	4.5	4.4	5.2	4.6	6.6
Lincoln St & Clayton St	5.2	3.5	3.8	4.8	6.5
Clinton St & Washington St	5.3	3.5	4.0	5.6	6.8
Jefferson & and Allin St	4.1	3.8	4.2	4.7	5.8

\*Included in transit travel times are the minutes between scheduled arrival and 9:00am—factoring in potential additional time required as a result of arriving early due to lower service frequencies.

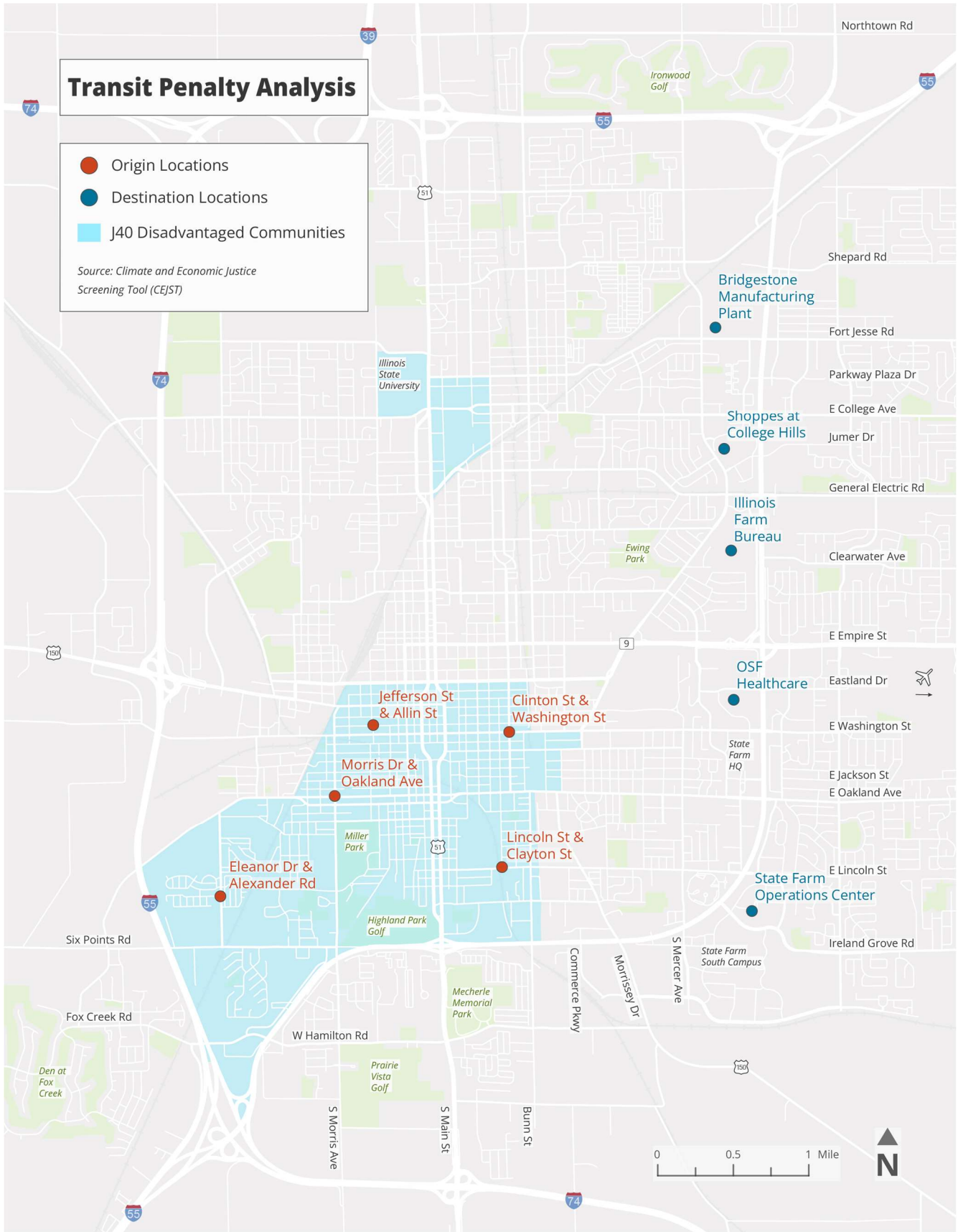


Figure 11: Transit Penalty Analysis

## Land Use Analysis

The land use assessment process included three key analyses: a traditional land use analysis; an asset and amenity analysis; and an impervious surface analysis. These analyses were designed to establish an understanding of existing conditions, to identify opportunities for future investment, and to identify shortfalls and inefficiencies in the built environment and spatial economy.

The land use analysis breaks down the land uses in the corridor and identifies potential opportunities to increase the efficiency of land use and improve the equity and livability of the Veterans Parkway corridor.

The amenity and anchor map assists in identifying areas that have lacked prior investment and could represent an opportunity to address this lack of investment. Amenities like public service buildings and cultural amenities can anchor a new development and can drive demand for other businesses nearby and can help increase demand for new housing in an area. The final key to cataloging amenities is to help identify areas of inequality in the built environment—those with fewer cultural and government amenities might represent opportunities to address historically unequal development patterns.

The last component of the land use assessment is to map and calculate impervious surface coverage. While many businesses require a certain volume of parking to successfully operate their businesses, many businesses are often “overparked” naturally or through outdated mandated parking minimums. This can impact the economics of opening a new business and potentially discourage entrepreneurship. Beyond the capital and operating expenses of overparking there are safety concerns that can impact a business’s foot traffic and, in turn, their bottom line. Lastly, impervious surfaces impact public infrastructure, especially stormwater management and sewer infrastructure, and can negatively impact private buildings and require costly upkeep and investment.

Overall, these analyses establish that the Veterans Parkway corridor is a successful regional shopping and employment corridor. There is very little retail vacancy compared to national trends, and it is an economic and tax driver of the region. The primary land use on the corridor is commercial uses, which has entailed a high amount of impervious surface, an abundance of asphalt parking lots, and an unpleasant and unsafe experience for anyone not in a vehicle. Thinking about the future, there are four possible large-scale redevelopment opportunities. For residents who live on or near Veterans Parkway, access to cultural amenities is lacking, as the corridor is primarily regional-serving retail and employment centers. A reduction of parking mandates and identifying large, underutilized parking lots as potential development sites could be a future step for analysis.

## Land Use Inventory

Understanding the land use surrounding Veterans Parkway is imperative to understanding how it functions as a roadway. This inventory helps determine where people are living, what generates traffic in the corridor, where inconsistent or inefficient mixes of land uses exist, and where future private and public investment can be directed. The project team used a quarter-mile buffer for this analysis to include every property that fronts Veterans Parkway, including all the larger parcels like State Farm’s Corporate Headquarters, located at 1 State Farm Plaza. Within the quarter mile buffer, there are 2,208 parcels located along the roughly nine-mile corridor.

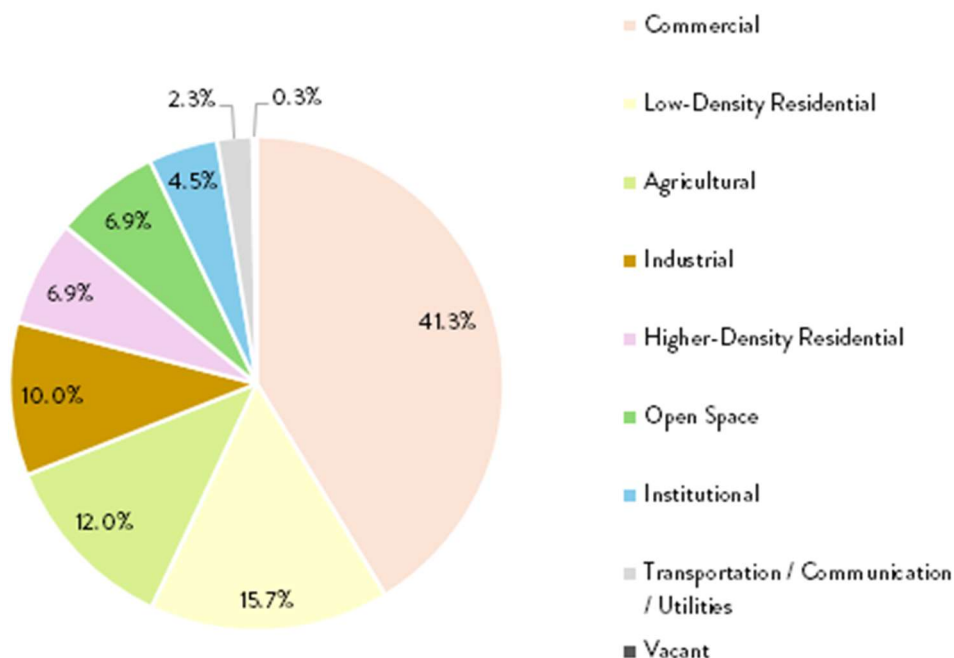
This analysis inventoried every parcel (2,208 total) in the corridor and categorized their land uses into descriptive yet purposefully broad buckets. The land uses closely follow other regional planning commission standards, and definitions are provided in Appendix A.

## Most Common Land Uses

The land use across the corridor is typical of what is found in many auto-oriented corridors that developed in the middle of the 20<sup>th</sup> century: segregated land uses that negatively impact walkability and sense of place.

The largest share (41.3%) of land along the corridor is dedicated to commercial uses, especially large-format retail which includes national retailers and buildings greater than 30,000 square feet (SF). Other commercial uses include smaller format shopping centers, standalone retail and service establishments, and medical or office uses. The second most prevalent land use is low-density residential (15.7%), which is mostly clustered at the SW end of the corridor, west of Bunn Street to the I-55 and I-74 intersection. Agricultural use (12.0%) is found near the intersection of Veterans Parkway and I-55 at both ends of the corridor.

Figure 12: Most Common Land Uses



The next largest land uses are industrial uses, which comprise 10% of the land, and then open space and higher-density residential, both at nearly 7% of land use along the corridor. The higher-density residential uses found on the corridor are typically fewer than four floors in construction, and industrial uses include everything from heavy machine shops and transportation, distribution, and logistics (TDL) facilities to tree farms and material storage. Rarer land uses include vacant land (0.3%) and Transportation/Communication/Utilities (2.3%) which, of note, does *not* include road or rail acreage but includes land utilized by utilities or easements that are clearly undevelopable due to proximity to transportation routes.

Most of the open space is part of Highland Park Golf Course, located at the intersection of Veterans Parkway and Main Street. This is the only parcel of open space that borders Veterans Parkway. Tucked off Veterans Parkway are baseball fields and preservation areas, such as RT Dunn Fields and Angler’s Lake Nature Preserve. Open space is important as a corridor and livability amenity. However, as most of the property is privately owned on Veterans Parkway, it is unlikely any becomes solely open space in the near future.

## Mixed-Use Developments

There are no multi-story, mixed-use developments on the corridor. While found traditionally in more urban environments, such as Downtown Bloomington, mixed-use with both commercial and residential uses are gaining popularity in more suburban settings. There are some higher-density developments along the Corridor that encircle commercial uses at Main Street and R T Dunn Drive, just off Veterans Parkway, which creates a sort of mixed-use “campus” environment that could be replicated elsewhere on the corridor. Mixed-use developments can reduce traffic by promoting walkability and can be a more equitable development type for those without cars or those who are unable to drive such as seniors or those with mobility constraints.

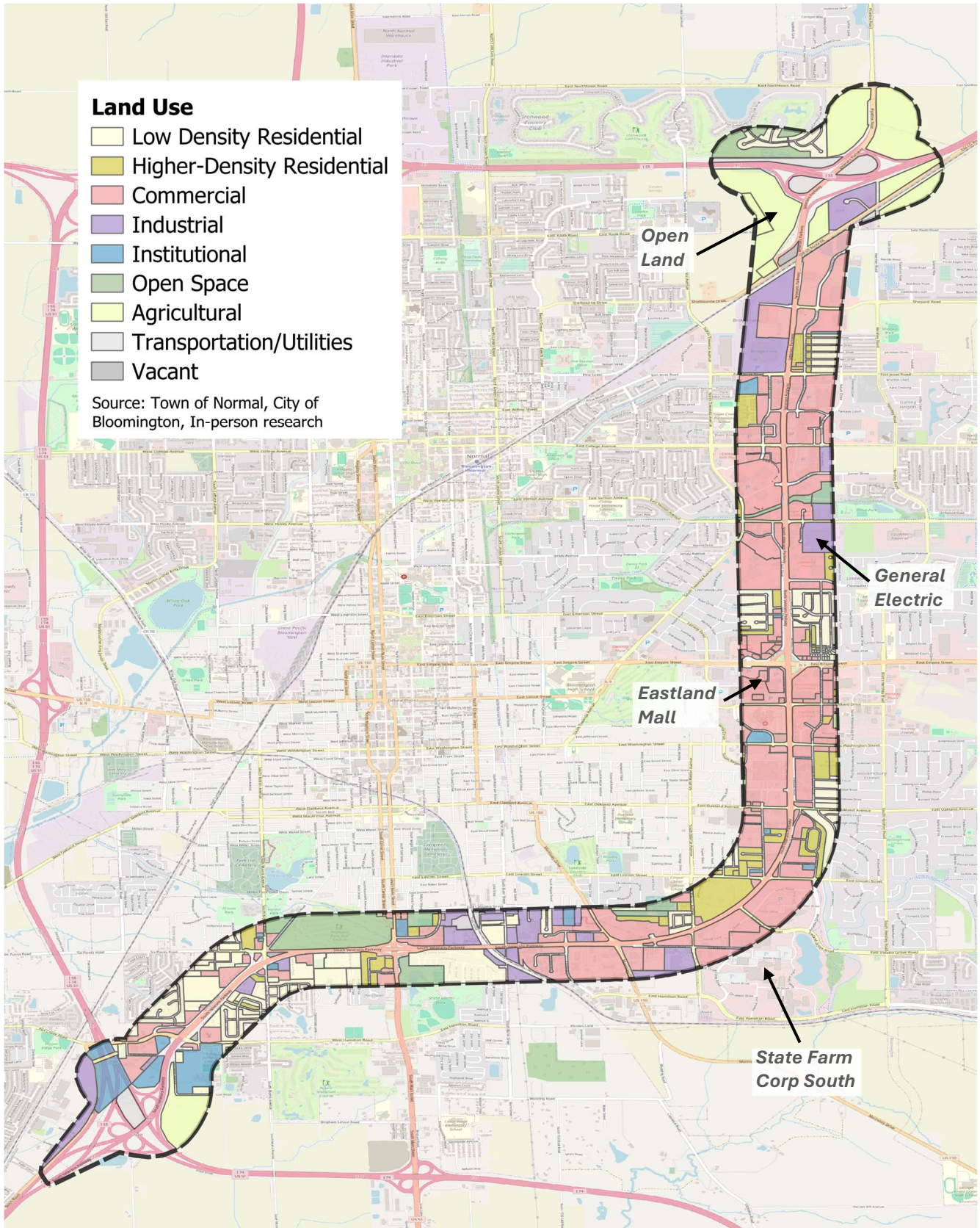


Figure 13: Land Use Zoning and Large-Scale Redevelopment/Re-Use Opportunities

## Redevelopment Opportunity Sites and Future Land Use

Four large-scale redevelopment sites exist along the corridor and will be examined more in depth in the upcoming market analysis. The first redevelopment opportunity is the concentration of vacant land at the northern end of the corridor near the I-55 interchange. This site is mentioned in Normal's Comprehensive Plan as a Growth Priority Area. The second redevelopment opportunity site includes State Farm Corporate South, which will be nearly vacant by the end of Q1 2025, according to State Farm representatives. The third site is the now-shuttered, 30-acre General Electric plant at 1601 General Electric Road. The fourth and final large-scale redevelopment opportunity is Eastland Mall, which currently has a very high vacancy rate.

While the corridor's commercial character drives most of its economic value, the state of retail continues to shift, and it is bound to evolve even on Veterans Parkway. Planning for more mixed-use and higher-density residential development will preserve the longevity and importance of this corridor and make it more equitable for future residents. The large-scale nature of some redevelopment sites means mixed-use development could be a wider, campus-style development. Bringing denser residential uses within a quarter mile of the corridor could reduce the need for auto ownership and increase access to jobs for those who may not own a vehicle. The future of certain lower-activity or vacant commercial centers like the old General Electric plant, State Farm Corporate South Campus, and Eastland Mall are major opportunities to redefine the corridor with a wider mix of uses. Anchoring these developments with cultural or governmental amenities could also help ensure their success and create a more equitable corridor.

## Amenity and Anchor Analysis

The analysis of anchors and amenities helps identify opportunity areas to leverage new investment. The anchors and amenities identified include destinations with the highest social impact to the market: places that provide social services, parks, cultural assets, and add to the overall quality and ease of life. Amenities can augment a corridor, anchor a new development, and can be used to address historically inequitable development patterns. Employment anchors on the corridor, such as State Farm, have been analyzed separately.

The corridor's identity as a 4-6-lane thoroughfare and its focus as a regional employment and shopping destination has limited the potential for development of cultural amenities that serve nearby residents. For residents of any community, accessing jobs is imperative for economic growth, but access to parks and open space, government services, and cultural amenities are important quality of life amenities that make a place truly livable.

The corridor was developed in the middle of the 20<sup>th</sup> century as a regional shopping draw and employment center, and other uses such as open space (parks) and institutional (schools) were not planned. As a result, the corridor is underserved for cultural amenities, outside of major medical facilities and job centers that would make this area feel like a well-rounded community and an appealing place to live.

Amenities examined in this section of the report include:

- Educational facilities
- Government facilities such as secretary of state offices, courthouses, and public safety offices like fire and police stations
- Cultural amenities including museums, theaters, and parks
- Major medical facilities
- Major employment centers

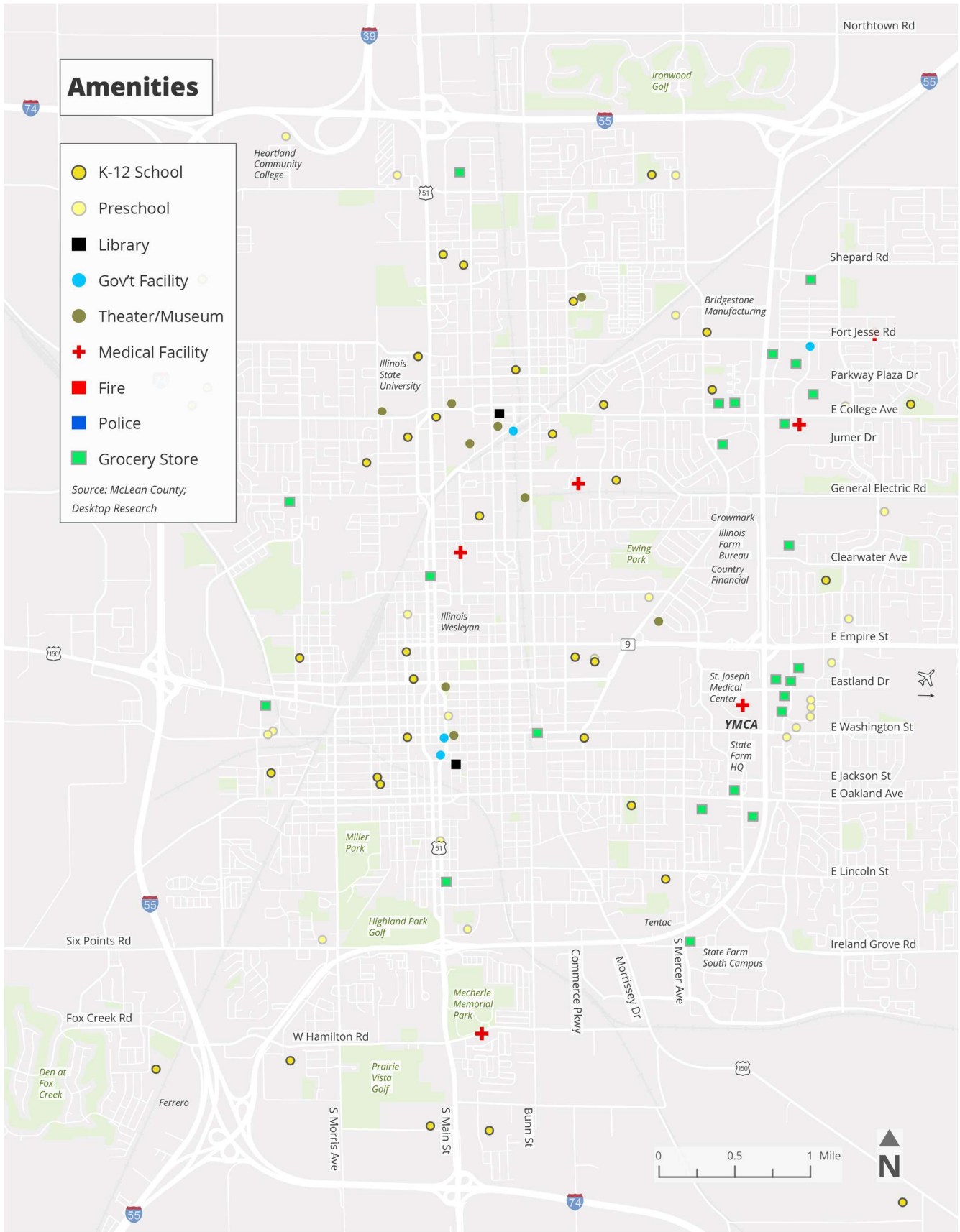


Figure 14: Amenities

## Regional and Corridor Amenities

The largest clusters of cultural amenities in the region are in two unsurprising locations: downtown Bloomington and the Illinois State University campus in Normal, both of which are approximately two miles west of the corridor. While automobile access to these clusters is relatively simple, access via transit, walking, or bicycle is likely to be challenging, unsafe, or time-consuming.

The corridor itself was zoned and rapidly developed for car-dependent retail uses in the 1960s, which impacted the development of cultural amenities. The main amenities along the corridor are grocery stores and medical facilities, including the OSF St. Joseph Medical Center. There are no public K-12 schools within a quarter mile of Veterans Parkway, just three within a half mile, and nine total a full mile in each direction. There is one private K-12 school within a quarter mile of the corridor. There is a cluster of early childhood education facilities south of Empire Street, as well as a pair at Main Street and at Morris Avenue. Given the low population density on the corridor, this relatively low propensity of educational options is not surprising.

Recreational amenities are not common on the Corridor due to its commercial identity, and are spread relatively regularly along Veteran's Parkway. These include the Constitution Trail, Angler's Lake Nature Preserve, Highland Park Golf Course, and a new 70,000 square foot (SF) YMCA that opened in Q3 of 2024 one block off of Veterans Parkway at 202 St. Joseph Drive.

The census tracts towards the southern end of the corridor (south of Oakland Avenue) have a lower annual median household income than the rest of the Veterans Parkway corridor. While there is a lower concentration of households here, this area is still noticeably underserved when it comes to cultural amenities and easy, non-auto access to downtown Bloomington and Normal. Moving forward, developers could work with the City of Bloomington and potentially anchor future developments with much needed public cultural amenities or governmental facilities (i.e., community centers, libraries, cultural institutions) in these areas.

## Employment

Veterans Parkway’s importance lies in its identity as a shopping and employment destination for the region, with its concentration of national retailers and employers drawing even from beyond McLean County. As of 2021, more than 41% of workers in McLean County came from outside of the County, and there were significantly more workers coming to work in McLean County than those leaving McLean County to work elsewhere, according to the US Census Bureau.

The largest employers in the corridor span both private and public entities and contribute to the more than 30,000 total jobs found on the corridor. The list of major employers on the corridor is led by State Farm, followed by COUNTRY Financial, which shares an office complex with GROWMARK, Inc. and IAA/Illinois Farm Bureau. Other major employers include OSF Healthcare, Bridgestone/Firestone, and Tentac Enterprises. Beside these major employers, there are several big box retailers and malls, such as the Shoppes at College Hills which provide thousands of jobs along the corridor.

Figure 15: Largest Employers on Veterans Parkway Corridor

Largest Employers on Veterans Parkway Corridor	
Business	Employees
State Farm Insurance Co.	14,386
COUNTRY Financial	2,020
OSF HealthCare	1,286
Bridgestone/Firestone Co.	502
GROWMARK, Inc.	495
Tentac Enterprises	348
IAA/Illinois Farm Bureau	329

Source: Bloomington-Normal Area Convention & Visitors Bureau.  
Businesses with headquarters on corridor with 300+ employees.

## Employment and Educational Attainment

Of the jobs on and around the corridor, 64.4% are available to those without any college education (this figure includes post-secondary non-degree awards such as dental assistant or cosmetology diploma), while 32.0% require a bachelor’s degree or higher. According to JobsEQ, an employment data service, the five occupations with the highest projected demand from 2024-2025, totaling 811 new jobs, all require a maximum of a high school diploma. This shows the importance of the jobs available on the corridor for residents who do not have a college degree, which is oftentimes lower-income residents. For these residents, ensuring easier and safer multimodal access to jobs across the corridor is key to strengthening their economic mobility.

## Impervious Surface Analysis

Veterans Parkway is one of the least permeable areas in McLean County. To measure this, McClean County was divided into 30-square-meter cells, and the percentage of impervious surface was calculated for each cell. The findings are not unexpected, but the volume of impervious surfaces is notably higher than most of Bloomington-Normal, as seen on the following map.

Veterans Parkway's wide right-of-way and the large-scale commercial uses all require significant concrete, asphalt, and building coverage. The median figure for the 30m<sup>2</sup> grids impervious surface coverage is 60.0%, while the average is 56.7%. The agricultural land use at both ends of the corridor (totaling 11.0% of land use in the corridor) and Highland Park Golf Course skews the average down. A further breakdown of the data into quarters illustrates just how much of the corridor is impermeable. The bottom quarter of cells (with the most agricultural uses) reaches 38% impervious coverage, and the top quarter begins at 77% coverage. Below is a map of the parcels with the highest levels of impermeability, showing how high the concentration is around Empire Street and College Avenue in particular.

The reason behind all the impervious surface is mainly parking minimums. While requirements differ somewhat between Bloomington and Normal, the long-standing requirement of parking for nearly all land uses has created an overabundance of parking and can inadvertently discourage entrepreneurship. While some retailers need all the parking, it can also be a cost-burden to open small businesses or the amenity type spaces mentioned in the earlier section. If a small business owner in Bloomington or Normal wanted to locate their office or commercial establishment along the corridor, they are required to have and pay for one parking stall per 300 SF of space, and to accommodate ingress and egress, a typical surface parking lot requires 330 SF per parking space. These outdated mandated parking requirements create tens of thousands of dollars in upfront costs for small business owners and can therefore depress entrepreneurship and lead to a higher concentration of national retailers.

It's important to consider the propensity of impervious surface for two key reasons. Beyond the capital and operating expenses of overparking there are safety concerns around too many vehicles on the road and the difficulty that makes for pedestrians, bicyclists, and people walking to/from public transportation stops. Nationally, auto-related deaths are at an all-time high since the mid-2000s, and pedestrian fatalities are at the highest level in 40 years.

Secondly, impervious surfaces impact public infrastructure, especially stormwater management and sewer infrastructure, and can require costly upkeep and investment. Considering extreme weather events, increasing permeable surfaces are in the best interest of municipalities nationwide. One future analysis could be a detailed corridor parking study to identify underutilized parking that could in turn be redeveloped into useful commercial, residential, or cultural spaces.

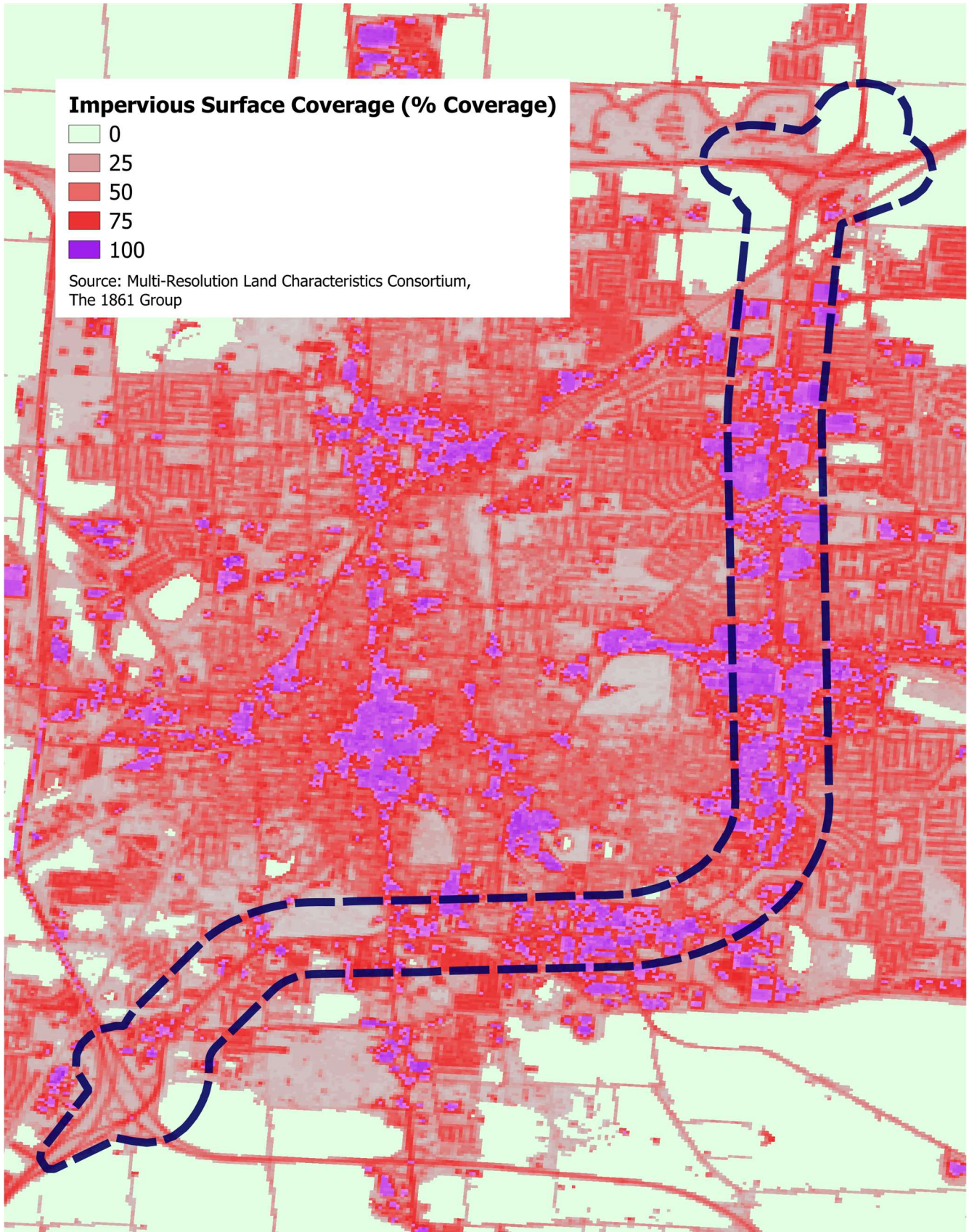


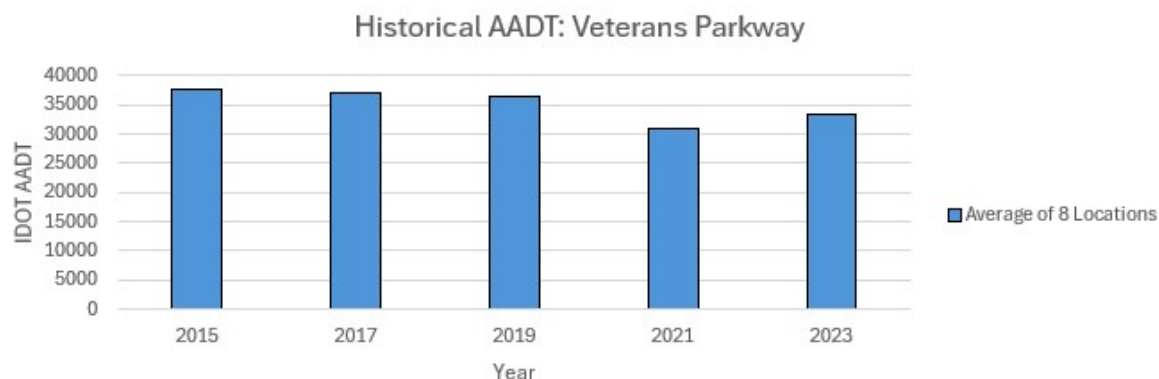
Figure 16: Impervious Surface Analysis

## Existing Traffic Conditions

### Traffic Volumes

In order to provide context for trends in vehicular volume on Veterans Parkway, the project team referenced publicly available historical Average Annual Daily Traffic (AADT) data via the IDOT website. The chart below shows a trend of declining traffic since 2015, with that trend becoming more pronounced immediately after the pandemic. In 2023, volumes rebounded from the pandemic but remain below pre-pandemic levels. This trend could be indicative of a corridor designed for historically higher volumes that may not be present today, particularly with the increasing prevalence of work-from-home arrangements and online retail shopping.

Figure 17: Historical AADT



To establish existing peak period traffic conditions on the corridor, Turning Movement Counts (TMCs) were conducted at 26 signalized intersections along the corridor and the two signalized intersections at Veterans Parkway’s interchange with Main Street. Counts were performed during typical weekday morning (6:00-9:00AM) and evening (3:00-6:00PM) peak periods. Additionally, 24-hour bidirectional counts were performed for a seven-day period at six locations spaced throughout the corridor. The above data collection plan is illustrated spatially on a figure in the Technical Appendix.

As a corridor that draws commuters, shoppers, and residents to a variety of land uses, Veterans Parkway exhibits travel patterns that are generally consistent with a typical regional arterial with peaks in the morning and evening periods. Figure 18 shows traffic volumes on Veterans Parkway at five segment count locations for an average midweek day (Tuesday, Wednesday, Thursday), demonstrating that the highest volumes of hourly weekday traffic were observed in typical morning and evening peaks. Based on a corridor-wide analysis, the morning and evening peak hours occurred between 7:15-8:15AM in the morning and between 4:30-5:30PM in the evening. The charts shown on Figure 18 are also included as an Appendix item.

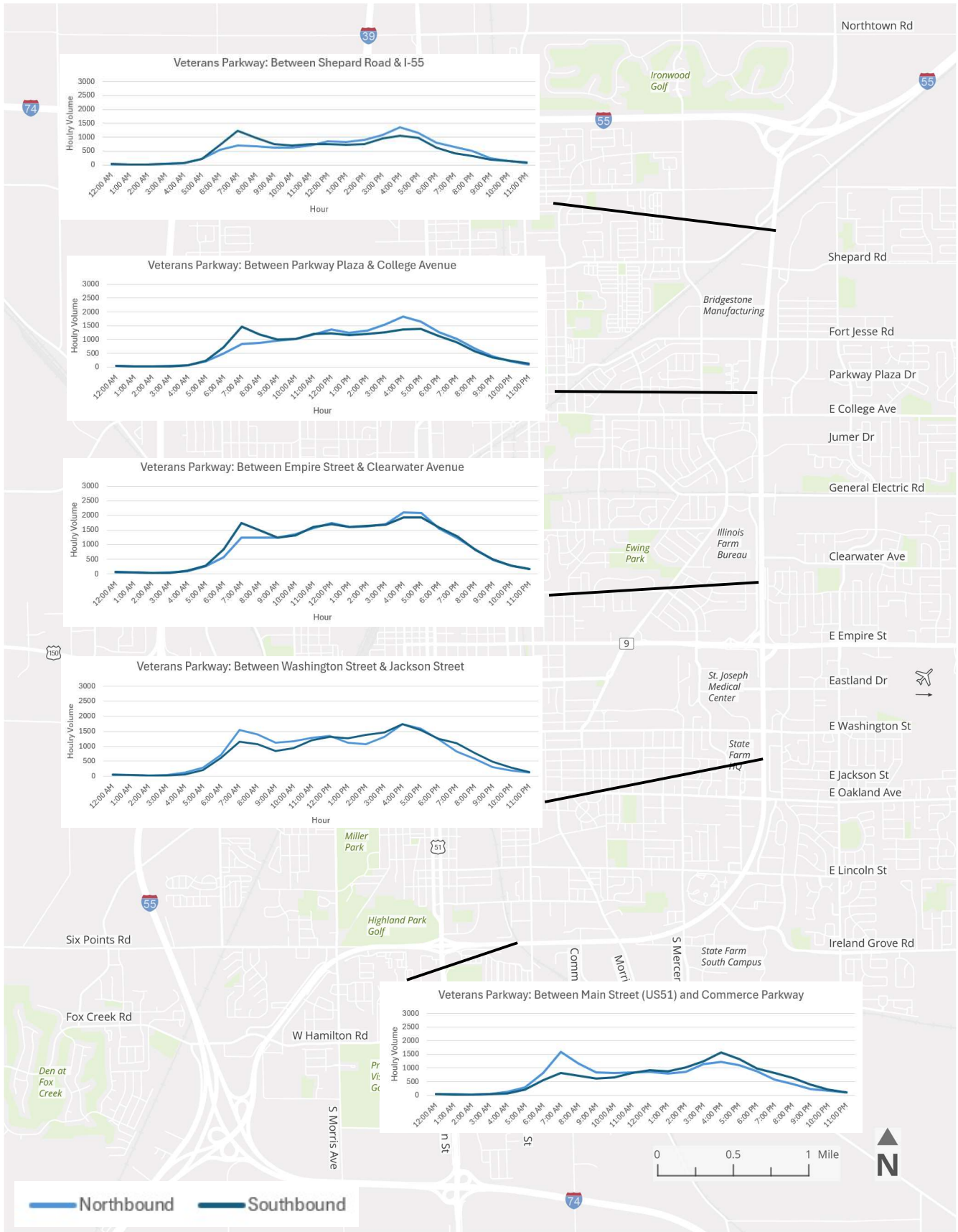


Figure 18: Roadway Traffic Volumes

## Volume/Capacity Ratio

From the Federal Highway Administration (FHWA) [Signalized Intersections: Informational Guide](#): “The v/c (volume/capacity) ratio, also referred to as degree of saturation, represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio less than 0.85 generally indicates that adequate capacity is available, and vehicles are not expected to experience significant queues and delays. For design purposes, a v/c ratio between 0.85 and 0.95 generally is used for the peak hour of the horizon year.”

Based on capacity analysis performed in Synchro software using existing volumes, only a single lane group on the Veterans Parkway corridor currently operates at or above the upper 0.95 v/c ratio range specified by FHWA (the northbound left-turn movement from Veterans Parkway to Von Maur Drive in the morning peak hour). In the morning peak hour, no other lane group operates at or above 0.85. During the evening peak hour, fewer than three percent of the total lane groups on the corridor operate at a v/c greater than 0.85. All of these lane groups are minor-leg movements or left-turn movements off of Veterans Parkway. The relative abundance of high-capacity lane groups on the corridor, particularly for through movements on Veterans Parkway itself, suggest that the corridor currently provides excess capacity.

## Volume Directionality

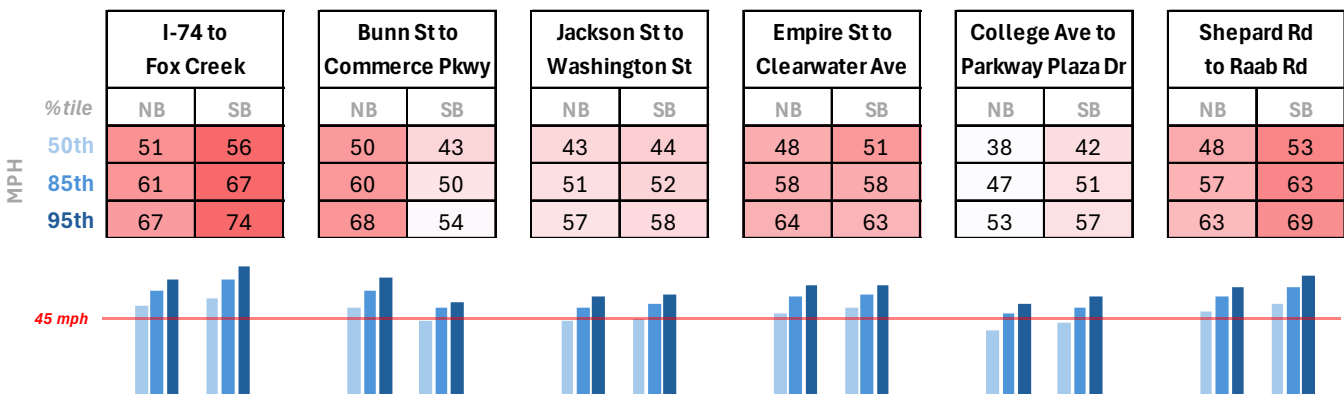
It is not uncommon for heavily traveled arterials to display commuter splits, with one direction experiencing heavier flow in the morning as commuters travel to work and heavier in the opposite direction in the evening as they return home. Figure 18 details hourly traffic volumes collected at five points along the corridor indicating that Veterans Parkway has differing commuter patterns based on location. In the northern segments of the corridor, morning travel is heavier in the southbound direction, while in the southern end of the corridor, morning travel is heavier in the northbound direction. The reverse trends are true in the evening peak period, with the inflection of peak volume directional flow around Washington Street.

## Traffic Speeds

The entirety of Veterans Parkway has a posted speed limit of 45 miles per hour (mph).

The project team collected detailed speed data at six locations in mid-September 2024, shown in Figure 19. This table reveals that driver speeds are in excess of the posted speed limit for the majority of the corridor—particularly at either end of the corridor but also in the core of the corridor, between Empire Street and Clearwater Avenue and northbound between Bunn Street and Commerce Parkway. The table below is broken down into 50<sup>th</sup>, 85<sup>th</sup>, and 95<sup>th</sup> percentiles, revealing that while most average speeds are typically within 5-6mph of the speed limit, the corridor experiences some exceptionally high speeds from the top 15% and 5% of drivers, ranging from 15-25 mph over the speed limit.

Figure 19: Vehicle Travel Speeds



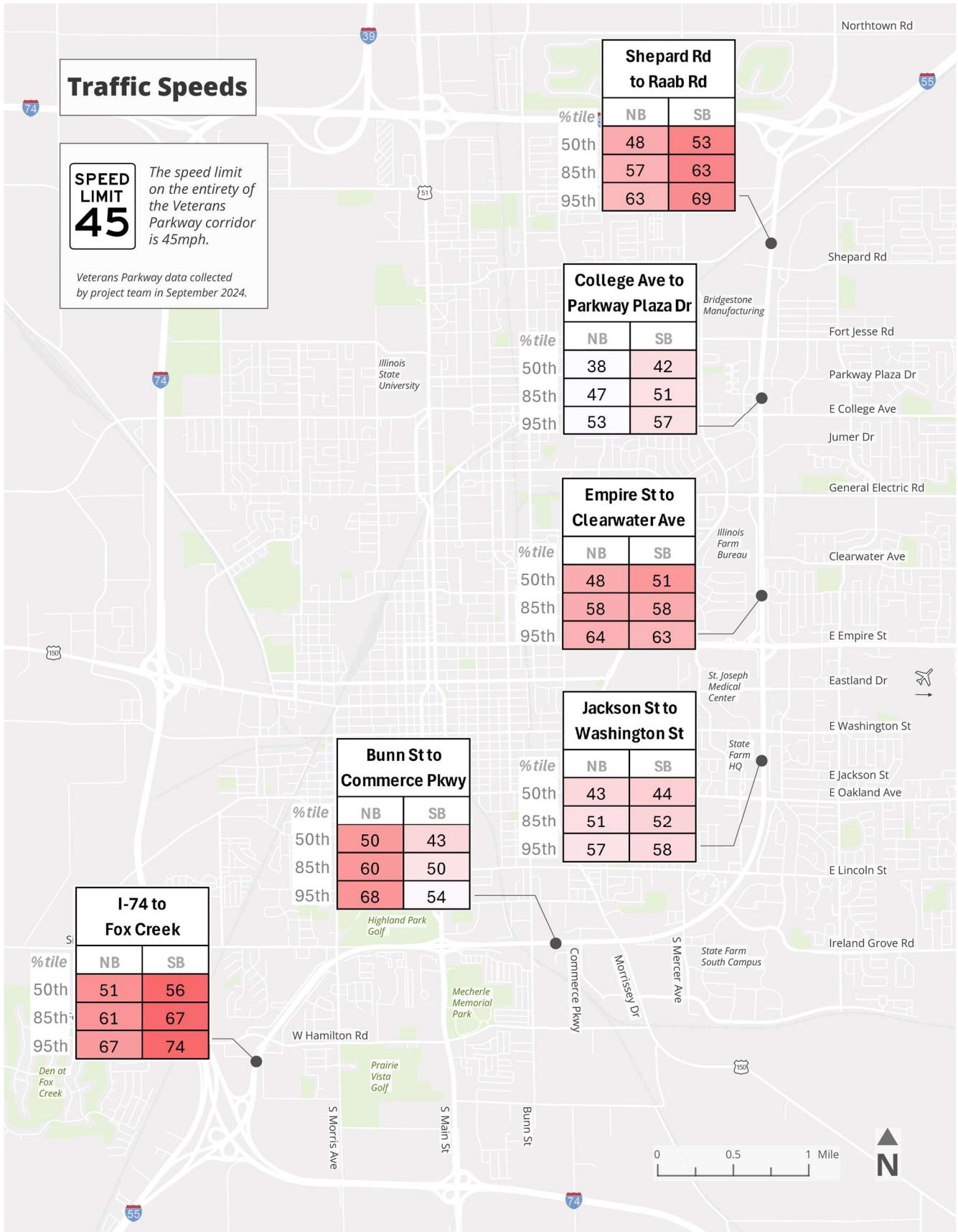


Figure 20: Observed Traffic Speeds

## Intersection Operations

The operational effectiveness of transportation facilities is measured in terms of Level of Service (LOS). LOS ranges from LOS A to LOS F, with LOS A reflecting the lowest level of vehicular delay and LOS F being the highest. LOS A represents free-flow conditions where motorists experience a high level of comfort and convenience. LOS E represents saturated or at-capacity conditions, and LOS F represents oversaturated conditions. Many transportation agencies set LOS D as the typical acceptable standard for peak hour operations. However, lower LOS grades during peak hours may be appropriate for some corridors in order to avoid excess capacity at off-peak times that may result in adverse effects such as higher driver speeds and higher and more severe crash rates.

Existing traffic conditions were evaluated with the use of Synchro 12 capacity software. The results of these analyses, which are provided in greater detail in the Technical Appendix, show that all intersections in the study area currently operate at overall LOS C or better during both peak hours assessed.

It should be noted that while overall intersection performance reflects high LOS, this result generally reflects the averaging of very low levels of delay for through traffic on Veterans Parkway and higher levels of delay for minor-leg and left-turn movements. This distribution of delay is a design feature of the corridor's timing plan, which prioritizes maximizing throughput and minimizing stops on Veterans Parkway. Higher delay for minor-leg and left-turn movements is also partially attributable to long cycle lengths (120 to 140 seconds). So even intersections with overall LOS C at peak hour typically perform at a higher level of service for through movements on Veterans Parkway.

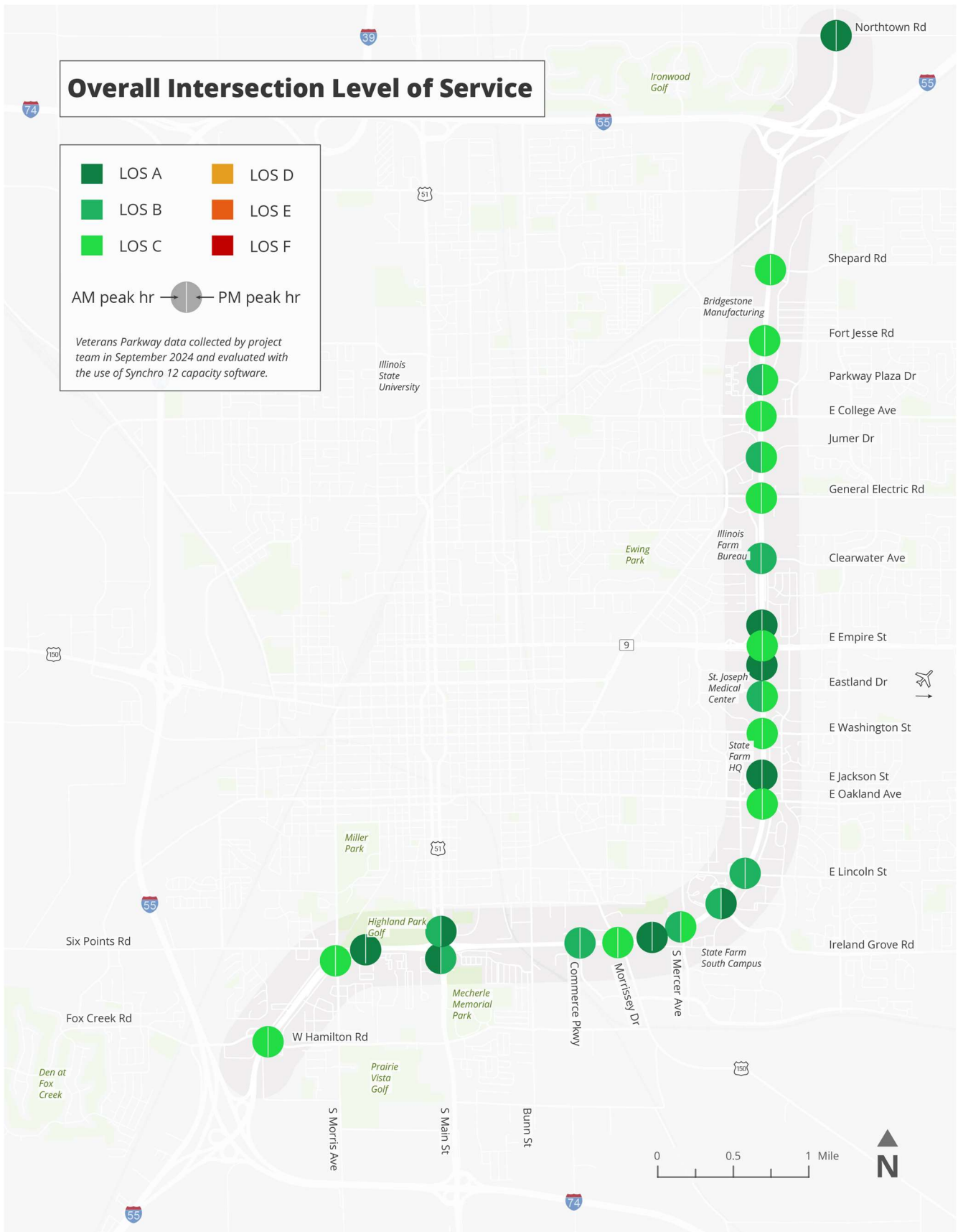


Figure 21: Overall Intersection Level of Service

## Existing Travel Behavior

### Origin Destination Analysis

As an I-55 Business Route, Veterans Parkway has the potential to serve as a high-speed alternative to the parent I-55 corridor for vehicular traffic. To help understand how later corridor alternatives may impact traffic diversions away from Veterans Parkway, the project team assessed the potential for longer-range trips to divert to I-55.

The project team leveraged StreetLight, a third-party data-sourcing platform that aggregates cell phone and location data to provide a variety of vehicular travel metrics including travel speeds, vehicular volumes, and routing decisions, among others. StreetLight’s “Top Routes” feature highlights popular roadways used to arrive or depart from a selected segment.

Figure 22 shows top routes utilized by vehicles that pass through I-55 Southbound south of its interchange with I-74. For trips originating on Veterans Parkway, it is notable that most trips north of Fort Jesse Road travel northbound to access southbound I-55 rather than utilize southbound Veterans Parkway. This would indicate that I-55 is a more efficient way to travel between extreme ends of the corridor, and that there are few existing trips that travel the full length. In the opposite direction, Figure 23 shows that most trips beginning on Veterans Parkway and continuing on I-55 northbound originate north of Lincoln Street. Filtering for trips that stay on Veterans Parkway, StreetLight estimates that less than one percent of daily vehicles travel along the entire length of the corridor.

As the project continues and specific segments are selected for further analysis and exploration, StreetLight will serve as a valuable tool in assessing the diversion routes vehicles are likely to take, including alternative north-south routes such as Main Street.

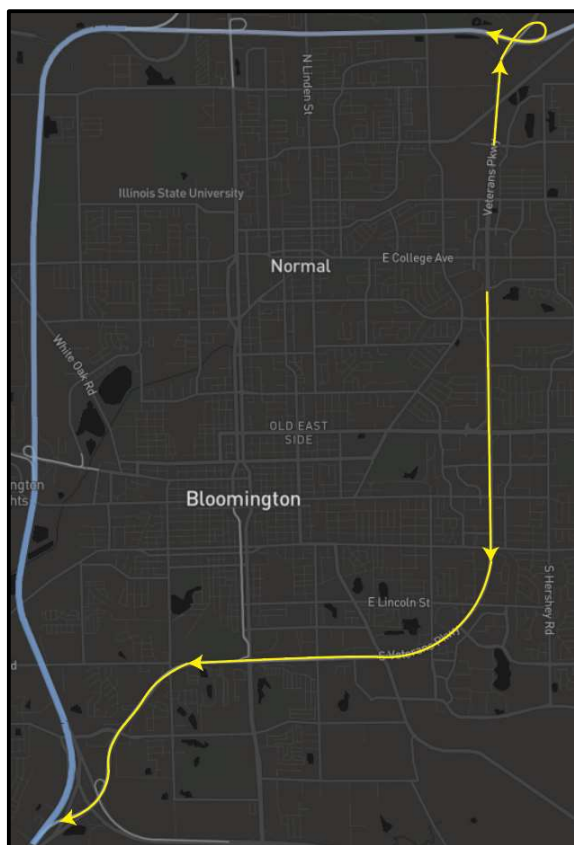


Figure 22: Top Routes Southbound

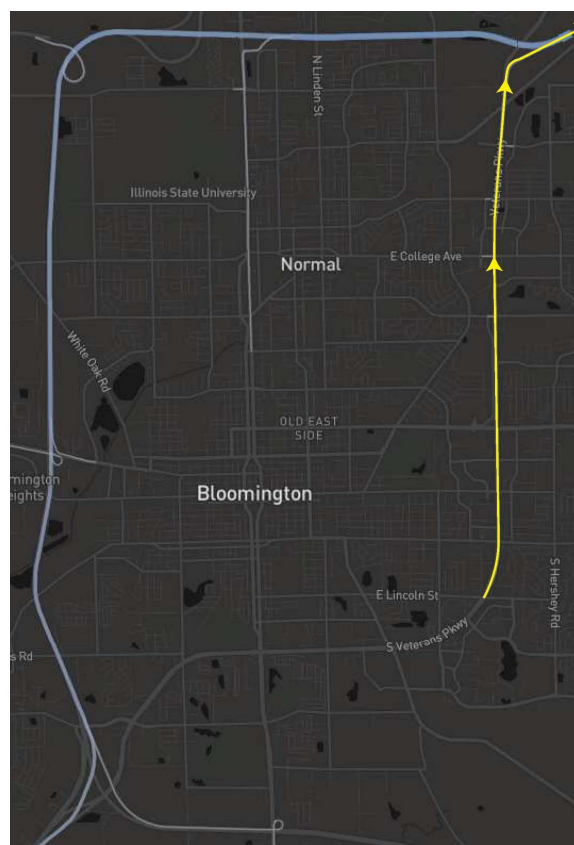


Figure 23: Top Routes Northbound

### Regional Origins

Veterans Parkway is a major retail and employment destination for the entire region. Figures 24 and 25 show the spatial distribution of average weekday origins for trips ending along Veterans Parkway. This data is derived from Replica, which leverages large data sets such as cellphone and census data to detail mobility trends. The data show that most trips originate from within 10 miles of the corridor, but the corridor also has a broader regional draw.

Figure 24: Average Weekday Origins for Trips Ending Along Veterans Parkway (source, Replica)

Origin Distance from Corridor	Share of Trips
0-10 miles	85%
10-20 miles	6%
20-30 miles	3%
30-40 miles	2%
40-50 miles	2%
50+ miles	2%

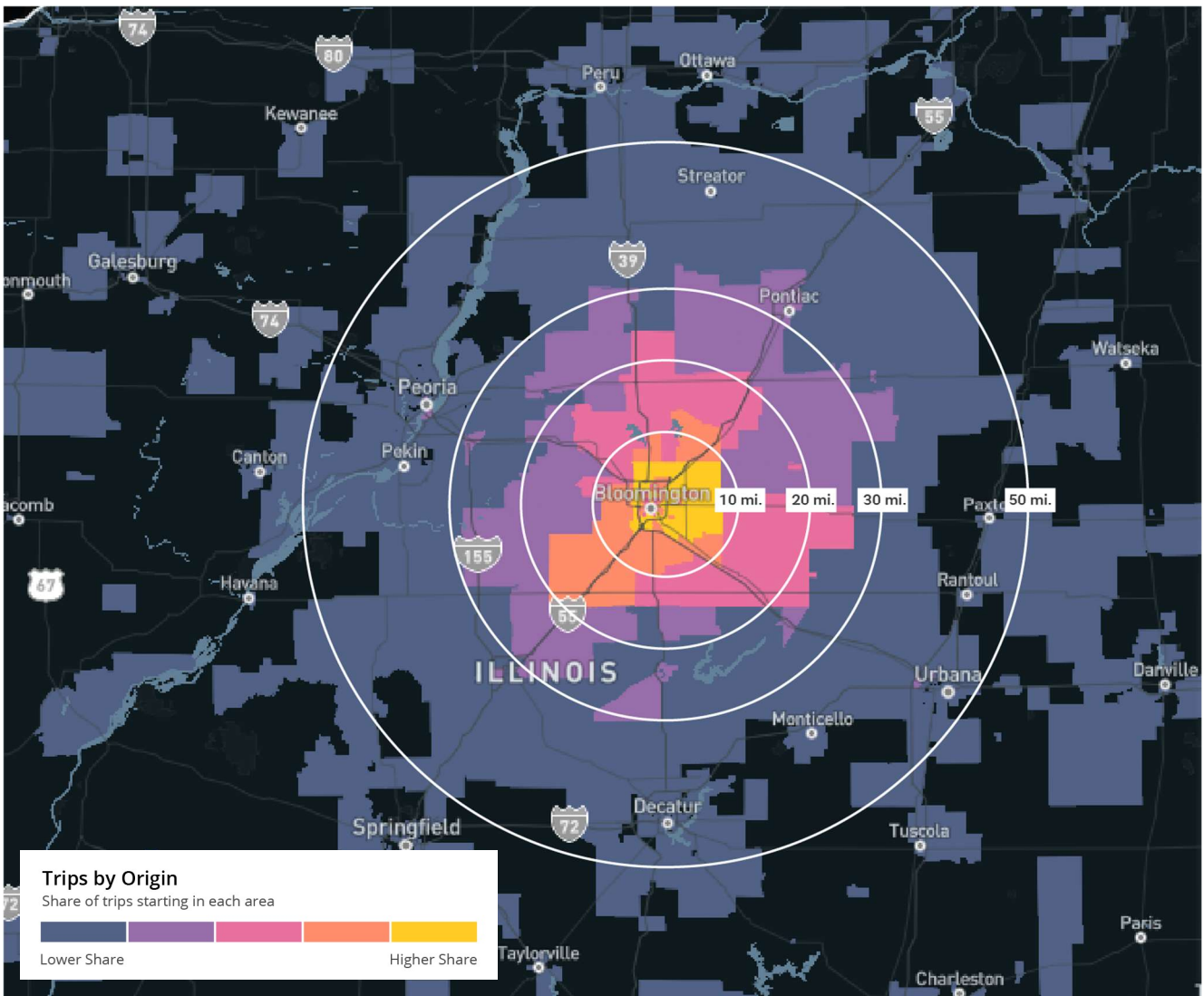


Figure 25: Average Weekday Origins for Trips Ending Along Veterans Parkway (source: Replica)

## Mode Share Patterns

By several metrics, the vast majority of people accessing destinations along the Veterans Parkway corridor are doing so by car—but not exclusively.

### Traffic Count Data

Traffic count data at intersections recorded a total of 13 pedestrians in the AM peak hour and 14 in the PM peak hour, as well as 10 cyclists in the AM peak hour and 26 in the PM peak hour across all 28 intersections surveyed (compared to hundreds or even thousands of vehicles at each intersection). This data underscores the substantial scarcity of non-vehicle users traveling along and across the corridor.

### Replica Data

Figure 26 is derived from Replica and breaks down the mode share for trips ending within a quarter mile of Veterans Parkway (but excluding trips that begin within that quarter mile to filter out for long walking trips in parking lots from vehicles to destinations). For trips originating in McLean County, nearly 94% represent vehicle trips. Based on traffic count data collected, the share of trips walking is likely over-inflated—potentially due to recording people walking from their cars in large parking lots to their eventual destination. However, this data is still helpful for understanding the approximate share of non-automobile users.

Comparing McLean County data to trips originating only in J40 Disadvantaged Communities also reveals higher walking mode share, lower transit mode share, and higher cycling mode share in J40 communities. What this data is unable to conclude, however, is how much these differences are based on preference, resource constraints, and available infrastructure/service.

*Figure 26: Mode Share for Trips Ending Along Corridor*

Mode	McLean County	J40 Communities
Personal Vehicle	90.77%	90.05%
Walking	4.46%	4.60%
Public Transit	1.45%	1.35%
Taxi/TNC	0.83%	1.11%
Cycling	0.50%	0.64%

## Transit Demand

The American Community Survey documents mode share for employment commuting trips, which does not capture all trips but can be useful in observing large trends. Figure 27 details what areas of the region rely more on transit to commute to work. Improving transit service from these areas to the Veterans Parkway corridor—a major regional employment center—may help more residents access more job opportunities. However, these data may also be a reflection of where transit is available, and so further outreach to gain community insight is needed.

Transit ridership data is not currently available to the project team but may provide additional insights into transit demand.

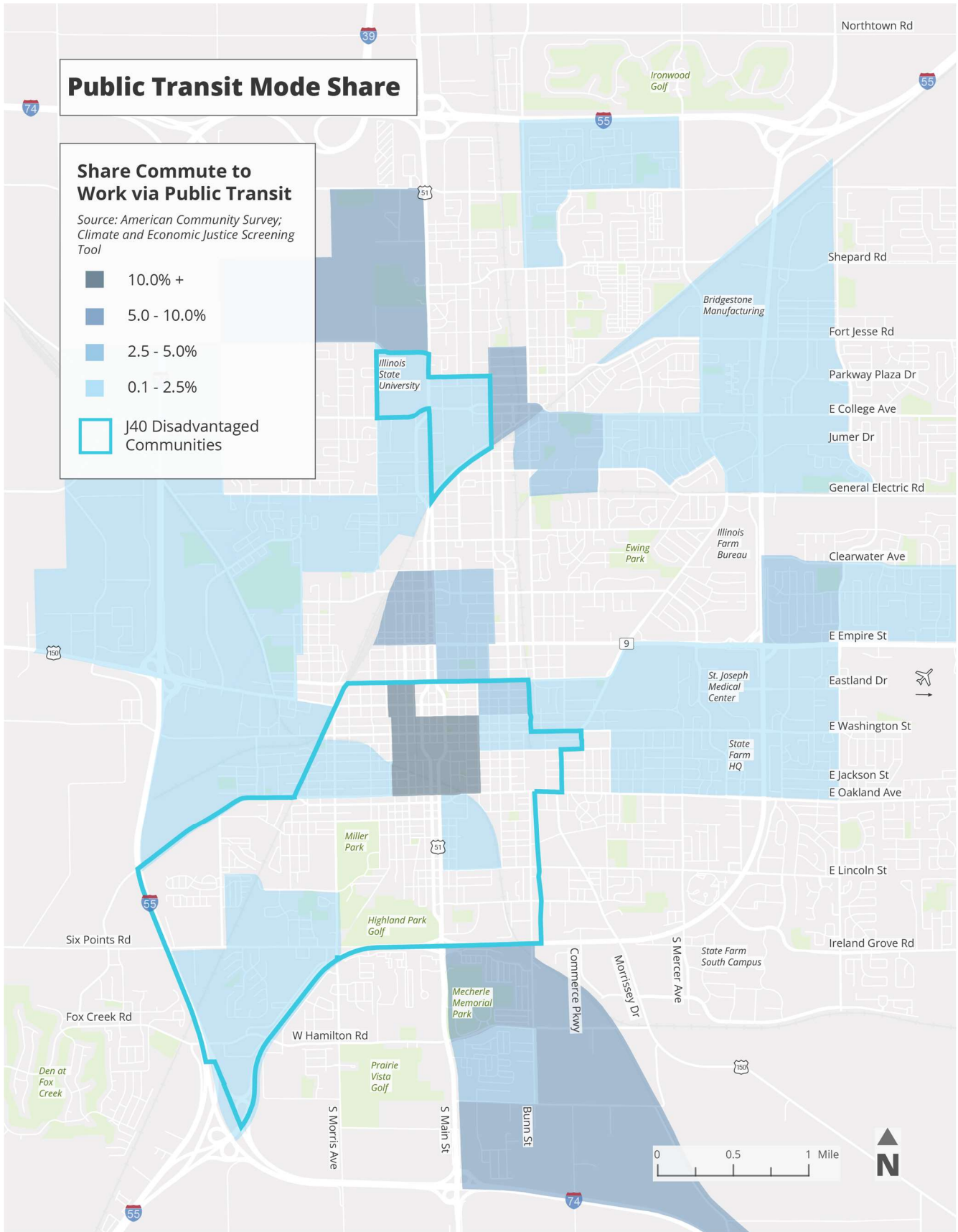


Figure 27: Public Transit Mode Share

## Pedestrian and Bicycle Demand

Traffic count data indicates existing pedestrian and bicycle travel along the corridor is rare. The Level of Traffic Stress (LTS) analysis (Figure 9) further shows the scarcity of safe and comfortable routes for cycling within the corridor, and Figure 6 reveals substantial gaps in the sidewalk network. Combined, these data indicate existing low cycling and pedestrian demand but do not reveal potential latent demand if infrastructure or land use changes were to be implemented.

One metric that may indicate latent demand is trip duration. Shorter trips are more amenable to walking and cycling, and so understanding where along the corridor shorter trips are more often currently taking place provides some insight into where existing vehicle trips may be more likely to be replaced by cycling and walking trips with future infrastructure and land use changes. Figure 29 details the difference in existing trip length based on corridor segment, revealing a higher share of shorter trips between Hamilton Road and Main Street as well as between Mercer Avenue and Empire Street.

Figure 28 details what areas of the region rely more on cycling to commute to work. Improving bicycle infrastructure from these areas to the Veterans Parkway corridor may help more residents access more job opportunities.

Further, intersection count data at peak hours does reveal some hotspots for existing pedestrian and bicycle travel. The most pedestrians were recorded at the intersection of Veterans Parkway and Clearwater Avenue (52% of all pedestrians observed). Cyclist counts were more distributed along the corridor, although 30% of all cyclists in peak hours were recorded at the Main Street interchange, and 23% were recorded at the intersection with Washington Street.

It should be noted though that traffic count data does not reflect pedestrians crossing the corridor outside intersections. For instance, while conducting site fieldwork, the project team observed several pedestrians crossing the corridor north of Empire Street.

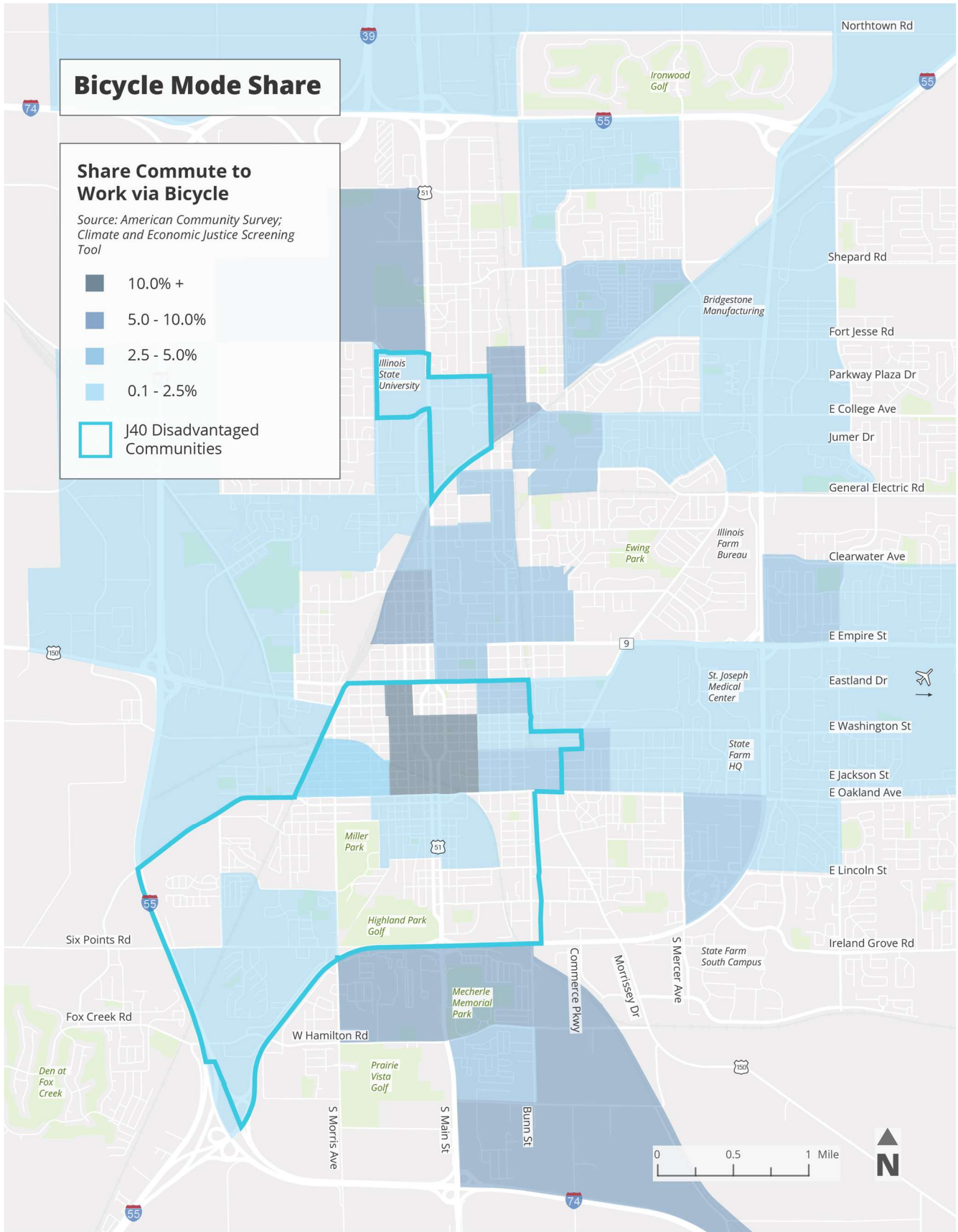


Figure 28: Bicycle Mode Share

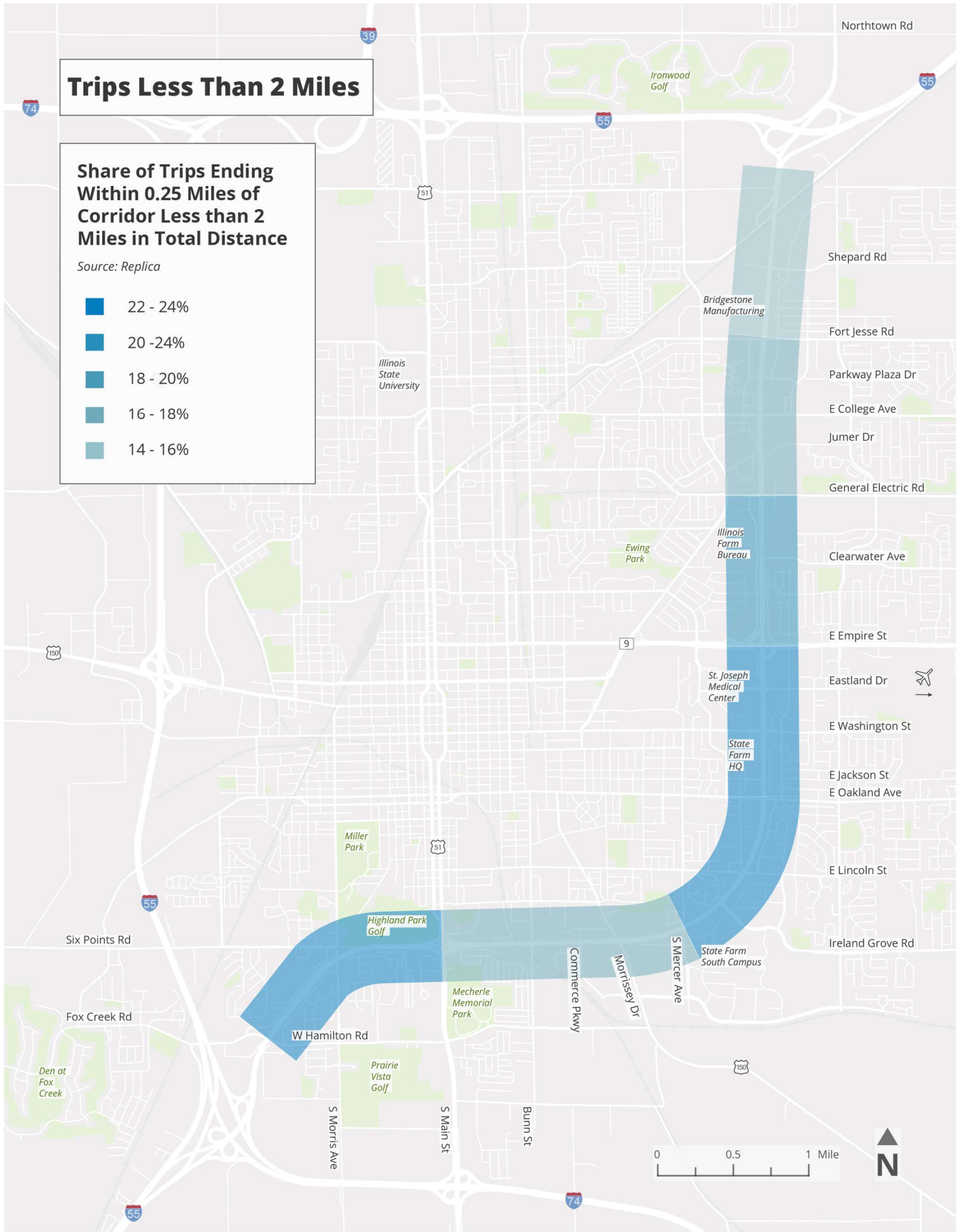


Figure 29: Share of Trips Ending on Corridor Less Than 2 Miles in Total Distance



*A bus shelter, located on IAA Drive west of Veterans Parkway connected to the sidewalk network at Clearwater Avenue*



*Median at two-stage pedestrian crossing, at Jackson Street*

## Crash Analysis

### Corridor Crash Trends: 2014-2023

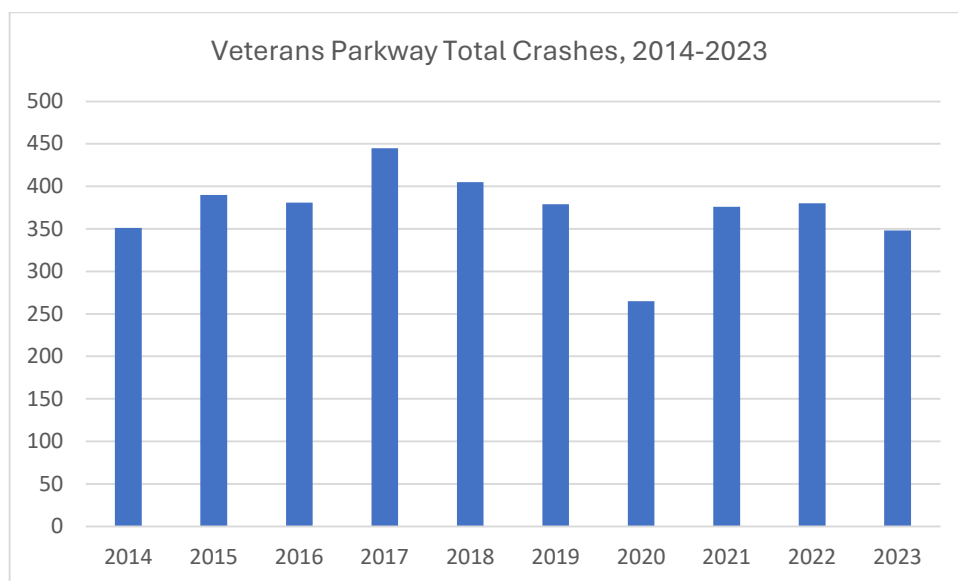
Between 2014-2023, a total of 3,720 crashes occurred along Veterans Parkway (within 75’ of corridor centerline), averaging 370 annual crashes—or about one crash per day. There were 68 serious injury crashes and nine fatal crashes. Nine people have died in serious crashes in the past 10 years, and 78 have been seriously injured.

Crashes along the corridor have consistently hovered between 350-400 each year for the past 10 years, with the exception of a higher number of crashes in 2017 (reasons unclear) and a significant drop in 2020 (likely partially attributable pandemic reductions in travel volumes).

Figure 30: Crashes by Severity, 2014-2023

Year	Serious Injury	Fatal	All Crashes
<b>2014</b>	13	0	351
<b>2015</b>	6	0	390
<b>2016</b>	9	0	381
<b>2017</b>	8	2	445
<b>2018</b>	4	1	405
<b>2019</b>	8	4	379
<b>2020</b>	2	0	265
<b>2021</b>	7	0	376
<b>2022</b>	7	2	380
<b>2023</b>	4	0	348
<b>Total</b>	<b>68</b>	<b>9</b>	<b>3,720</b>
<b>Annual Avg</b>	<b>6.8</b>	<b>0.9</b>	<b>372</b>

Figure 31: Total Crashes by Year, 2014-2023



## Corridor Crash Trends: 2019-2023

A closer analysis was conducted using the most recent five years of crash data (2019-2023).

### Share of Regional Crashes

16% of all crashes and 19% of all fatal crashes in Bloomington and Normal (including interstate crashes) occurred along Veterans Parkway.

### Pedestrians and Bicyclists

Between 2019-2023, there were a total of eight pedestrian crashes and four bicycle crashes. Half of all fatal crashes on the corridor in the past five years have involved a pedestrian, and 62% of all pedestrian crashes resulted in serious injury or fatality, compared to just 1.6% of all crashes. Pedestrian crashes represent just 0.6% of all crashes but 15% of serious injury crashes and 50% of fatal crashes.

Figure 32: Pedestrian and Bicycle Crashes, 2019-2023

	Serious Injury	Fatal	Total	% Serious Injury or Fatal
<b>Pedestrian</b>	2	3	8	62.5%
<b>Bicycle</b>	0	0	4	0.0%
<b>Vehicle Only</b>	26	3	1736	1.7%

Two-thirds of pedestrian and bicycle crashes had a reported lighting condition of “darkness” or “darkness/lighted road” compared to 24% of all crashes. All serious injury/fatal pedestrian crashes occurred in the dark.

Fatal and serious injury pedestrian crashes between 2019-2023 are fairly concentrated on the corridor, with all five occurring between Empire Street and Shepard Drive.

### Crash Distribution

Figure 34 displays crash hotspots along the corridor. The highest concentration of crashes occurred between College Avenue and Washington Street. This 2.5-mile stretch (26% of corridor length) saw 61% of all crashes.

Figure 35 displays serious injury and fatal crash hotspots. The highest concentration of serious injury/fatal crashes occurred between Eastland Drive and Shepard Road. This 2.8-mile stretch (29% of the corridor length) saw 62% of all serious injury/fatal corridor crashes.

### Intersection Crashes

Between 2019-2023, 84% of all crashes and 82% of fatal and serious injury crashes occurred within 150’ of a signalized intersection. Figure 33 shows that the intersection of Empire Street saw the most crashes between 2019-2023, followed by General Electric Road. The five intersections below account for 53% of all fatal and serious injury crashes along the corridor between 2019-2023.

Figure 33: Top Crash Intersections, 2019-2023

Intersection	Total Crashes
Empire Street	174
General Electric Road	132
Clearwater Avenue	119
College Avenue	114
Morrissey Drive	101

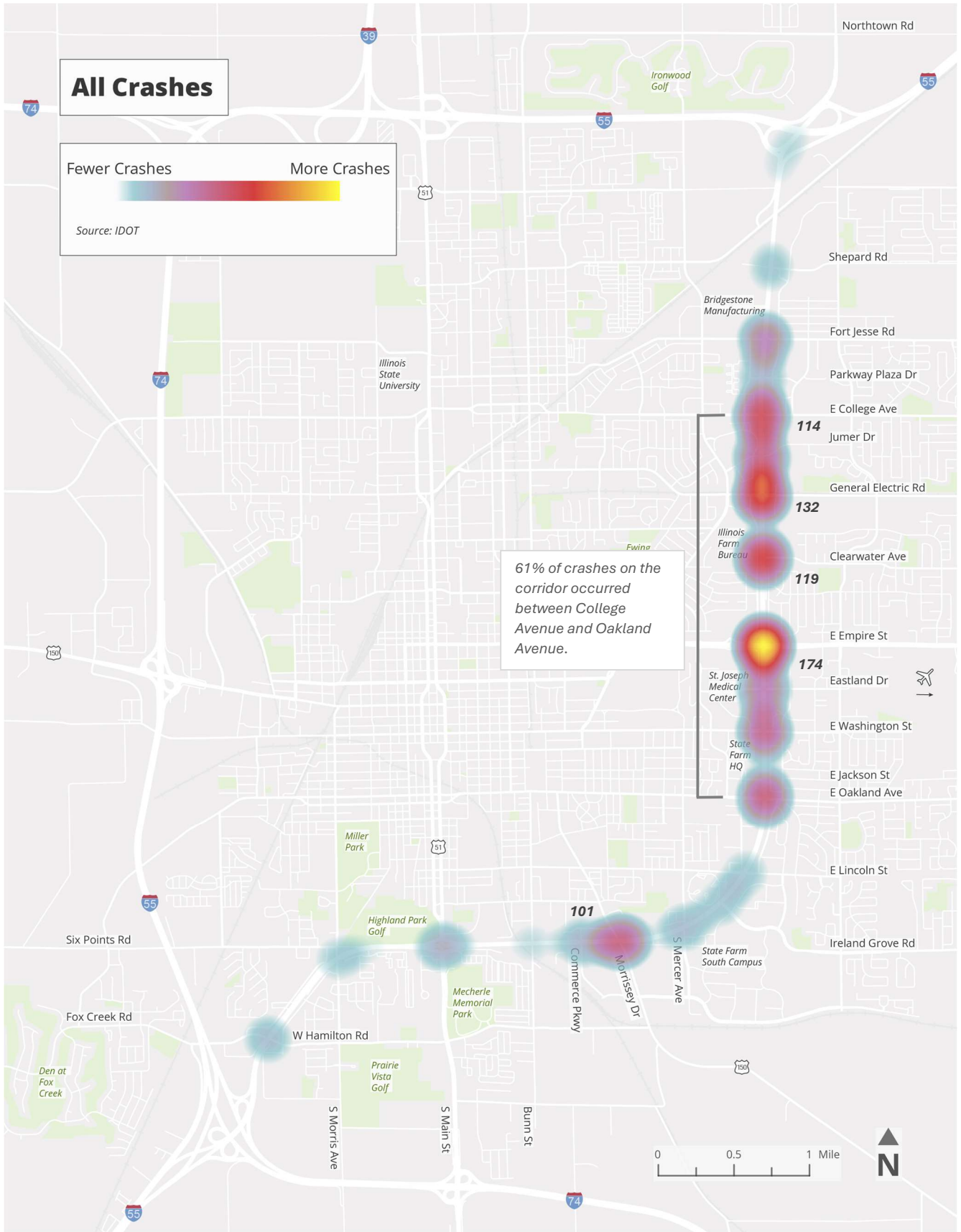


Figure 34: All Crashes Hotspot, 2019-2023

## Fatal Crash Summaries

Below is a summary of fatal crashes along Veterans Parkway between 2019-2023. Names have been withheld.

Location	Sex/ Age	Type	Date/Time	Description
Pipeline Road & Northtown Road	M, 44	Motorcyclist	6/20/19 1:45PM	A 44-year-old man on a motorcycle was traveling at a high rate of speed and lost control, striking a utility pole.
Veterans Parkway & Empire Street	M, 18	Pedestrian	9/26/19 8:30PM	An 18-year-old man and employee of the nearby Pizza Ranch was struck and killed while crossing Veterans Parkway north of Empire Street. The SUV driver had been changing lanes immediately prior to striking the pedestrian. The pedestrian died from injuries a few days after the crash. The nearest available crosswalks were 2,900' to the north and 1,600' to the south (which would require crossing Empire Street as well).
Veterans Parkway & Fort Jesse Road	M, 85	Motorist	10/11/19 12:56PM	An 85-year-old man in pickup truck was traveling northbound and turned left at the intersection from the through lane against red left turn signal. The driver failed to yield to an oncoming, southbound SUV with green signal and was struck.
Veterans Parkway & Fort Jesse Road	M, 25	Pedestrian	11/6/19 8:00PM	A 25-year-old man was struck and killed while crossing Veterans Parkway at Fort Jesse Road, within the crosswalk but against the signal. Witnesses observed man stopped in the center median on the north side of the intersection before walking eastbound in the crosswalk against the walk signal. The man was struck by two separate vehicles.
Veterans Parkway & Empire Street	M, 37	Pedestrian	9/2/22 9:30PM	A 37-year-old man and employee of the nearby Target store was struck and killed while crossing Veterans Parkway at Empire Street (east ramp). The striking motorcyclist had been driving recklessly (doing a wheelie) immediately prior to striking the pedestrian. Additionally, the motorcyclist was driving under the influence. The nearest available crosswalk was 1,800' to the south.
Veterans Parkway & Main Street	F, 28	Motorist	10/31/22 8:41AM	A 28-year-old woman and local postal service employee was traveling southbound on the Veterans Parkway overpass near the Main Street exit when the vehicle hydroplaned on the wet road. The vehicle struck and went over the center median and then struck a northbound pickup truck head on. The woman's 2-year-old child was in the backseat and had no reported injuries.

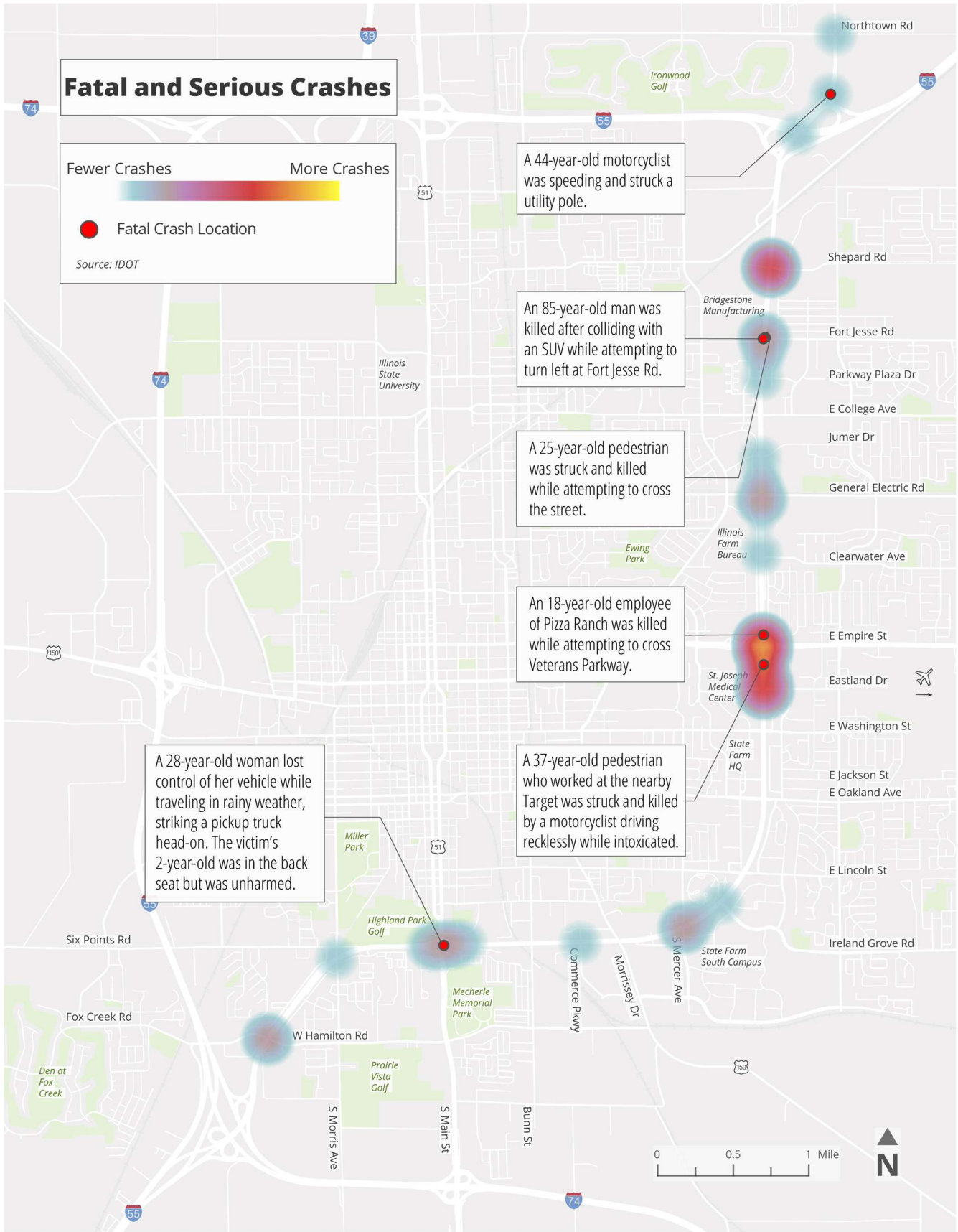


Figure 35: All Serious Injury and Fatal Crashes Hotspot, 2019-2023

## Common Crash Types and Causes

### Top Crash Causes

Contributory causes are reported by law enforcement detailing the most significant factors that cause a crash, based on information available to the officer and determined by the officer's judgement. In addition to contributory causes, vehicles deemed by the officer to have been traveling at excessive speed are also marked separately.

Among the 34 serious injury and fatal crashes along the corridor the following causes were most commonly flagged:

- Speed-related: **47%**
- Disregarding Signals & Signs: **26%**
- Failure to Yield: **21%**
- Driving Under the Influence: **9%**

Speed-related causes were flagged in over 50% of total crashes as well, representing an atypically high share for a corridor. The most dangerous segment for speeding crashes is the 2.5-mile stretch between Oakland Avenue and College Avenue (26% of the corridor), which saw 65% of total crashes flagged as speed-related (compared to 61% of crashes overall). As Figure 20 shows, data collected by the project team reveals an acute issue of excess speeds between Empire Street and Clearwater Avenue. This segment also experiences among the highest volumes on the corridor.

Disregarding signals and signs appears to be an especially prevalent problem at the intersection with Empire Street, which saw a quarter of all crash types flagged with that designation.

## Top Crash Types

Crash types indicate the action taken by involved individuals right before a crash occurs and can help point to interventions to prevent future crashes. Figure 36 includes a Relative Severity measure, which indicates whether a crash type is over- or under-represented among fatal and serious injury crashes. A relative severity over 1 indicates that crashes of that type are more likely to result in fatalities or serious injuries than the average crash. Looking at share of crashes and relative severity helps identify key crash types that are both occur frequently and are more severe when they do occur.

Figure 36: Share of Crashes by Crash Type, 2019-2023

Crash Type	Pct Total Crashes	Pct Serious Injury/Fatal Crashes	Relative Severity
<b>Turning</b>	<b>26%</b>	<b>34%</b>	<b>1.3</b>
Front to Rear	48%	24%	0.5
<b>Angle</b>	<b>6%</b>	<b>14%</b>	<b>2.3</b>
<b>Fixed Object</b>	<b>7%</b>	<b>14%</b>	<b>2.1</b>
Front to Front	0%	3%	20
Other Non-Collision	0%	3%	8.6
Other Object	1%	3%	3.3
Overtaken	0%	3%	7.5
Animal	1%	0%	0
Parked Motor Vehicle	0%	0%	0
Rear to Front	1%	0%	0
Sideswipe Opposite Direction	0%	0%	0
Sideswipe Same Direction	10%	0%	0

Turning<sup>3</sup>, Angle<sup>4</sup> and Fixed Object<sup>5</sup> crashes account for 62% of all serious injury/fatal crashes, despite only accounting for 39% of total crashes. This indicates that countermeasures to reduce these crash types will have a higher impact in reducing severe crashes. Front to Rear (rear end) crashes are the most common type of crash, making up nearly half of total crashes, but the crash type is significantly underrepresented among serious injury/fatal crashes, indicating that countermeasures may reduce overall crashes but have a smaller impact on saving lives and reducing serious injuries.

<sup>3</sup> For those occurring at an intersection, the initial impact must take place within the specific boundaries of the intersection. At least one unit must be in the process of performing a turning maneuver to be considered a Turning crash. For the non-intersection Turning crash, at least one unit must be in the process of performing a Turning maneuver.

<sup>4</sup> A collision between two motor vehicles approaching a location, such as an intersection, at an angle to each other where the intent of both motor vehicles is to go straight (forward only). Other locations where an Angle crash may occur would be a driveway entrance or diagonal parking position.

<sup>5</sup> A collision of a motor vehicle with a fixed object when no other vehicle or object has been struck.

### Turning Crashes

Figure 37 shows the intersections with the highest number of turning crashes. Further, Shepard Road, Eastland Drive, and Hamilton Road are the only locations with multiple Turning crashes that resulted in serious injury or fatality despite having lower relative numbers of total turning crashes—this indicates disproportionately severe turning crashes at these locations. See Appendix A for a heatmap of all Turning crashes.

Figure 37: Top Intersections for Turning Crashes, 2019-2023

Intersection	Total Turning Crashes
Oakland Avenue	49
Morrissey Drive	46
Empire Street	42
General Electric Road	42
Clearwater Avenue	35

Figure 38: Top Intersections for Serious Injury/Fatal Turning Crashes, 2019-2023

Intersection	Total Turning Crashes	Serious Injury/Fatal "Turning" Crashes	Share of Turning Crashes Severe
Shepard Road	8	2	<b>25%</b>
Hamilton Road	13	2	<b>15%</b>
Eastland Drive	19	2	<b>11%</b>

### Fixed Object Crashes

Fixed object crashes are the third most common crash type along the corridor and have led to a disproportionate number of severe injuries. The intersection of College Avenue saw the highest number of fixed object crashes (8). However, this crash type is far less concentrated at specific intersections than angle and turning crashes, with 19 different intersections seeing multiple fixed object crashes.

### Angle Crashes

Angle crashes are the fourth most common crash type along the corridor and have led to a disproportionate number of severe injuries. The intersection of Empire Street saw the highest number of angle crashes as well as 75% of all severe angle crashes along the corridor (3 of 4). See Appendix A for a heatmap of all Angle crashes.

Figure 39: Top Intersections for Angle Crashes, 2019-2023

Intersection	Total Angle Crashes
Empire Street	33
College Avenue	15
Washington Street	9
General Electric Road	8
E Oakland Avenue	4

### Crashes by Time and Day

Figure 40 details the total number of crashes by time of day and day of the week.

Total crashes see the highest share on weekdays and in the late afternoons, with 31% of total crashes occurring between 3:00PM and 6:00PM, tracking with levels of traffic volumes. However, this share is substantially higher than the 20% of crashes occurring countywide between 3:00PM and 6:00PM according to the Go:Safe Action Plan.

While the number of serious injury/fatal crashes is too low to identify definitive time and day trends, these crashes appear to be much more evenly distributed throughout daytime hours and days of the week. For example, 3PM-6PM accounts for 31% of total crash but just 18% of serious injury/fatal crashes. This indicates that times with lower traffic volumes may be equally or more dangerous than times with higher traffic volumes. This may be linked to lower traffic volumes allowing drivers to travel at higher speeds. A full chart can be found in Appendix A.

Figure 40: Total Crashes by Time of Day and Day of Week, 2019-2023

Hour	MON	TUE	WED	THU	FRI	SAT	SUN	Share
12AM	0	0	0	1	0	3	2	0%
1AM	0	2	1	4	2	4	4	1%
2AM	1	2	3	2	0	4	3	1%
3AM	1	2	0	2	1	2	1	1%
4AM	1	0	0	2	4	1	3	1%
5AM	3	5	1	3	2	1	2	1%
6AM	3	4	7	7	5	2	0	2%
7AM	12	14	14	16	9	3	1	4%
8AM	7	14	10	10	3	5	4	3%
9AM	6	17	10	11	13	12	1	4%
10AM	16	9	11	11	13	13	2	4%
11AM	12	14	9	16	21	18	7	6%
12PM	19	15	22	21	29	26	16	8%
1PM	19	16	15	14	24	22	10	7%
2PM	14	16	15	21	37	19	9	7%
3PM	22	26	24	15	31	18	6	8%
4PM	27	31	35	27	33	22	13	11%
5PM	31	32	39	36	31	26	9	12%
6PM	12	13	16	21	31	12	12	7%
7PM	10	13	7	12	19	9	6	4%
8PM	11	8	8	13	13	13	2	4%
9PM	4	2	7	7	8	4	4	2%
10PM	6	3	7	3	4	3	2	2%
11PM	2	4	3	4	7	2	1	1%
<b>Share</b>	<b>14%</b>	<b>15%</b>	<b>15%</b>	<b>16%</b>	<b>19%</b>	<b>14%</b>	<b>7%</b>	

# Stakeholder Engagement

## Public Engagement and Awareness Building

In Phase 1, the project team developed a stakeholder engagement plan, a comprehensive stakeholder matrix, and project branding. A project website with interactive feedback features was also drafted, and the project team set up the infrastructure to host focus groups and coffee talks with community members.

## Project Steering Committee

A Project Steering Committee (PSC) was formed to provide insight into the corridor and future input on design alternatives. The PSC is comprised of municipal, County, and State planning and engineering staff, as well as representatives from key community groups and businesses. A full list can be found in Appendix A. The PSC will convene approximately monthly for the duration of the project.

## Project Steering Committee Meetings

The PSC kick-off meeting was convened on November 1, 2024, and included a project overview, initial analysis findings, and two interactive exercises to collect PSC member ideas and insights.

### *Mapping Exercise*

PSC members were asked to participate in a mapping exercise identifying key locations, concerns, and opportunities. PSC members were given five stickers each of six different colors, with each color representing a different prompt on the map. The exercise also included organic conversation about these key locations, concerns, and opportunities between PSC members and project team members. Key findings include:

**What's working well and not working well operationally?** Participants largely agreed that corridor segments south and west of Lincoln Avenue are generally working well, with Ireland Grove Road receiving a large share of votes. Participants also largely agreed that corridor segments north of Lincoln Avenue are not working well, with the most votes of concern at Empire Street, followed by Fort Jesse Road, and College Avenue. There was also concern at the intersections of Shepard Road, Eastland Drive, and Washington Street.

**What are critical, important, and sensitive destinations along the corridor?** Participants highlighted St. Joseph Hospital, State Farm HQ, the State Farm Corporate South Campus, the Shoppes at College Hills, and the Walmart at Fort Jesse Road. Almost all destinations identified were north of Oakland Avenue.

**What areas are most poised for future redevelopment or land-use changes?** Participants highlighted the State Farm Corporate South Campus, the Eastland Mall, the GE factory, land south of the State Farm Corporate South Campus, and land north of the Bridgestone factory.

**What are areas of safety concern?** The number one concern is the intersection of Empire Drive, followed by the intersections of College Avenue and Fort Jesse Road.

**What are key areas for pedestrian and bicycle connections?** The number one location is Empire Drive, followed by the intersections of Fort Jesse Road, College Avenue, Clearwater Avenue and Washington Street. There was substantial overlap between these areas and areas of safety concern.

### *Project Vision and Goals Conversation*

PSC members were asked to participate in a conversation about project vision and goals, with each member submitting written responses electronically. This exercise was designed to establish an understanding of PSC expectations and their vision for the project and the corridor. Findings included:

**This project will be a success if** we put forward a plan with a defined path and specific feasible alternatives that help create a corridor that is safe, efficient, and accessible for all users. The plan should focus particularly on improving multimodal access, multimodal safety, and connections across the corridor and should be forward-looking towards future generations and development.

**To endorse a final recommendation, the plan will need to:**

- Be based on data and should have a well-documented process supporting the recommendations. The plan will need to communicate legitimacy.
- Have a well-defined scope and provide both short- and long-term recommendations.
- Be community endorsed and informed by the input of both drivers and non-drivers.
- Include solutions to make the corridor friendly and safe for all users and for people of all backgrounds and abilities. These solutions need to address equity, safety, accessibility, sustainability, and aesthetics.

**The three most important issues we need to solve on Veterans Parkway are:**

1. Safety
2. Accessibility
3. Bicycles and Pedestrian Accommodations
4. Speeding

**The top project concerns and obstacles are:**

- Funding
- Acceptance/community buy-in
- Capturing all voices

## Project Vision

Based on PSC feedback, the following vision for the future of Veterans parkway was compiled:

*Veterans Parkway is a vibrant corridor for families and people of all ages and abilities to access jobs, entertainment, and opportunities. The corridor is a model for efficient and safe multimodal transportation. Walkability makes the corridor the key to the region's success, and Veterans Parkway is a driver of economic growth. Driving along the corridor is a pleasure, aided by new technologies that improve operations. Veterans Parkway serves as a model for regional cooperation in building better infrastructure.*

## Appendix A

### Project Steering Committee

<b>Name</b>	<b>Representation/Affiliation</b>	<b>Alternate</b>
Andrew Kiefaber	Federal Transit Administration	
Betsy Tracy	Federal Highway Administration	
Brian Hogan	Illinois Department of Transportation District 5	
Carl Olson	Central Illinois Regional Airport	
Carl Teichman	Bloomington-Normal Economic Development Council	
Charlie Moore	McLean County Chamber of Commerce	Tyler Cravens
Damon Kelly	State Farm Insurance	
David Braun	Connect Transit	
Erin Kennedy	OSF Healthcare	
Jerry Stokes	McLean County Highway Department	Luke Hohulin
Jon Branham	City of Bloomington Development Services Department	
Kevin Jackson	Bloomington-Normal National Association for the Advancement of Colored People (NAACP)	
Kevin Kothe	City of Bloomington Operations and Engineering Services	
Patrick Dullard	Friends of the Constitution Trail	Bill Wasson
Philip Dick	McLean County Department of Building & Zoning	
Raymond Lai	McLean County Regional Planning Commission (MCRPC)	
Robert Innis	Illinois Department of Transportation Bureau of Planning	
Tessa Ferraro	Town of Normal Planning & Zoning	
Zachary Wall	Town of Normal Public Works and Engineering	

## Land Use Analysis: Definitions

- **Low-density residential** consists of residential developments zoned for and featuring 13 units/acre or less. These building typologies are single family detached homes, single family attached homes (townhomes), and other multi-unit structures with individual unit entrances.
- **Higher-density residential** includes all multiple-unit residential buildings with a common area, as well as two-flats, three-flats, condominiums, and senior housing developments. This includes developments across the affordability spectrum.
- **Commercial includes** retail, services, and office, with buildings ranging from small, standalone buildings up to large-scale shopping centers and malls.
- **Industrial** includes large and small manufacturing centers, transportation, distribution, and logistics (TDL) sites, materials storage, and other warehousing uses.
- **Institutional** uses include educational facilities, governmental uses ranging from local to federal uses, cemeteries, and religious institutions.
- **Open space** includes parks, golf courses, and any preservation land. Any formalized outdoor recreational space, either active or passive.
- **Agricultural** uses include parcels where land is dominated by row crops, field crops, pasture, animal or plant processing, and other large-scale agricultural uses.
- **Transportation/utilities** includes transportation-related activities separate from right-of-way parcels, such as maintenance yards and freight terminals. It also includes parcels used by utilities and communications infrastructure, waste facilities, and stormwater management infrastructure.
- **Vacant** includes vacant and undeveloped land, or land with an out of use building that will likely be demolished for a new use in the future.

## Crash Analysis

Figure 41: Total Serious Injury/Fatal Crashes by Time of Day and Day of Week, 2019-2023

Hour	MON	TUE	WED	THU	FRI	SAT	SUN	Share
12AM	0	0	0	0	0	0	0	0%
1AM	0	0	0	0	0	0	0	0%
2AM	0	0	0	0	0	0	1	3%
3AM	0	0	0	0	0	0	0	0%
4AM	0	0	0	0	0	0	0	0%
5AM	0	0	0	0	0	0	0	0%
6AM	0	0	0	0	0	0	0	0%
7AM	0	0	0	0	0	0	0	0%
8AM	1	0	0	1	0	0	0	6%
9AM	0	1	1	0	0	0	0	6%
10AM	1	0	1	0	2	0	0	12%
11AM	1	0	0	0	0	0	0	3%
12PM	0	0	1	1	1	0	0	9%
1PM	0	0	0	2	1	1	0	12%
2PM	1	0	0	0	1	0	0	6%
3PM	0	1	0	0	1	1	0	9%
4PM	0	0	1	0	0	1	0	6%
5PM	0	0	0	1	0	0	0	3%
6PM	0	0	0	0	0	1	1	6%
7PM	0	0	0	0	0	0	1	3%
8PM	0	1	1	1	0	0	0	9%
9PM	0	0	0	0	1	0	0	3%
10PM	1	0	0	0	0	0	0	3%
11PM	0	0	0	0	0	1	0	3%
<b>Share</b>	<b>15%</b>	<b>9%</b>	<b>15%</b>	<b>18%</b>	<b>21%</b>	<b>15%</b>	<b>9%</b>	

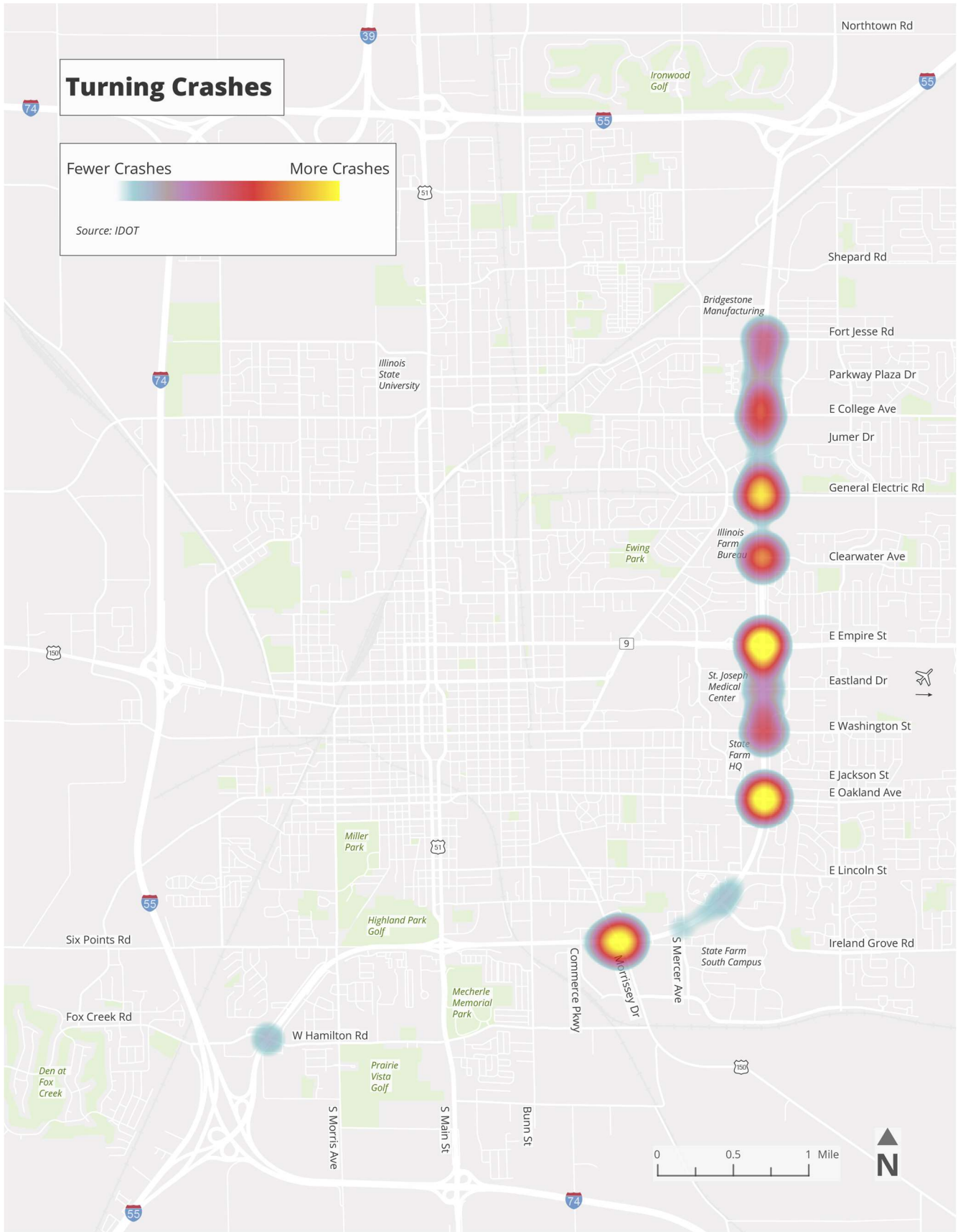


Figure 42: Top Intersections for Turning Crashes

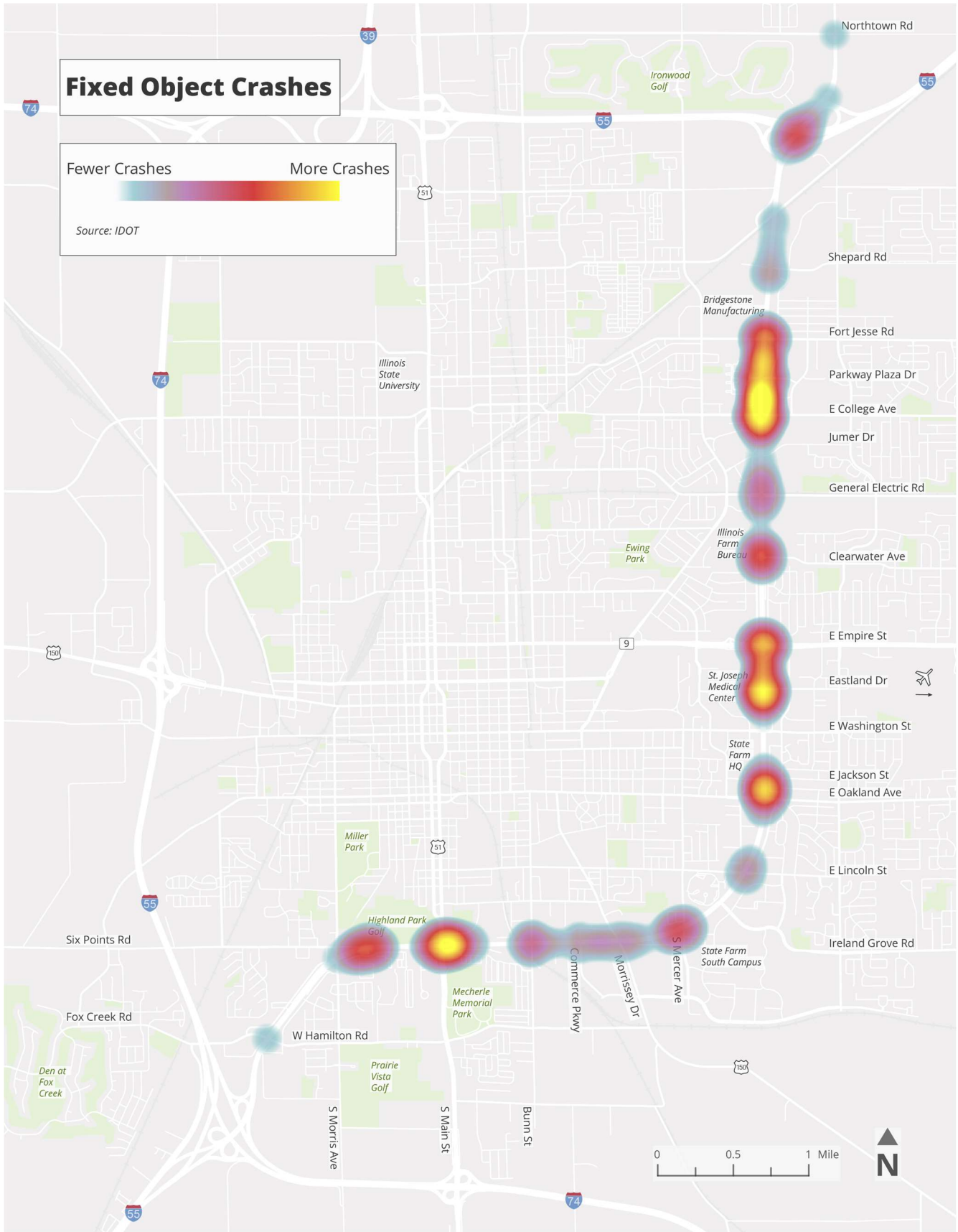


Figure 43: Top Intersections for Fixed Object Crashes

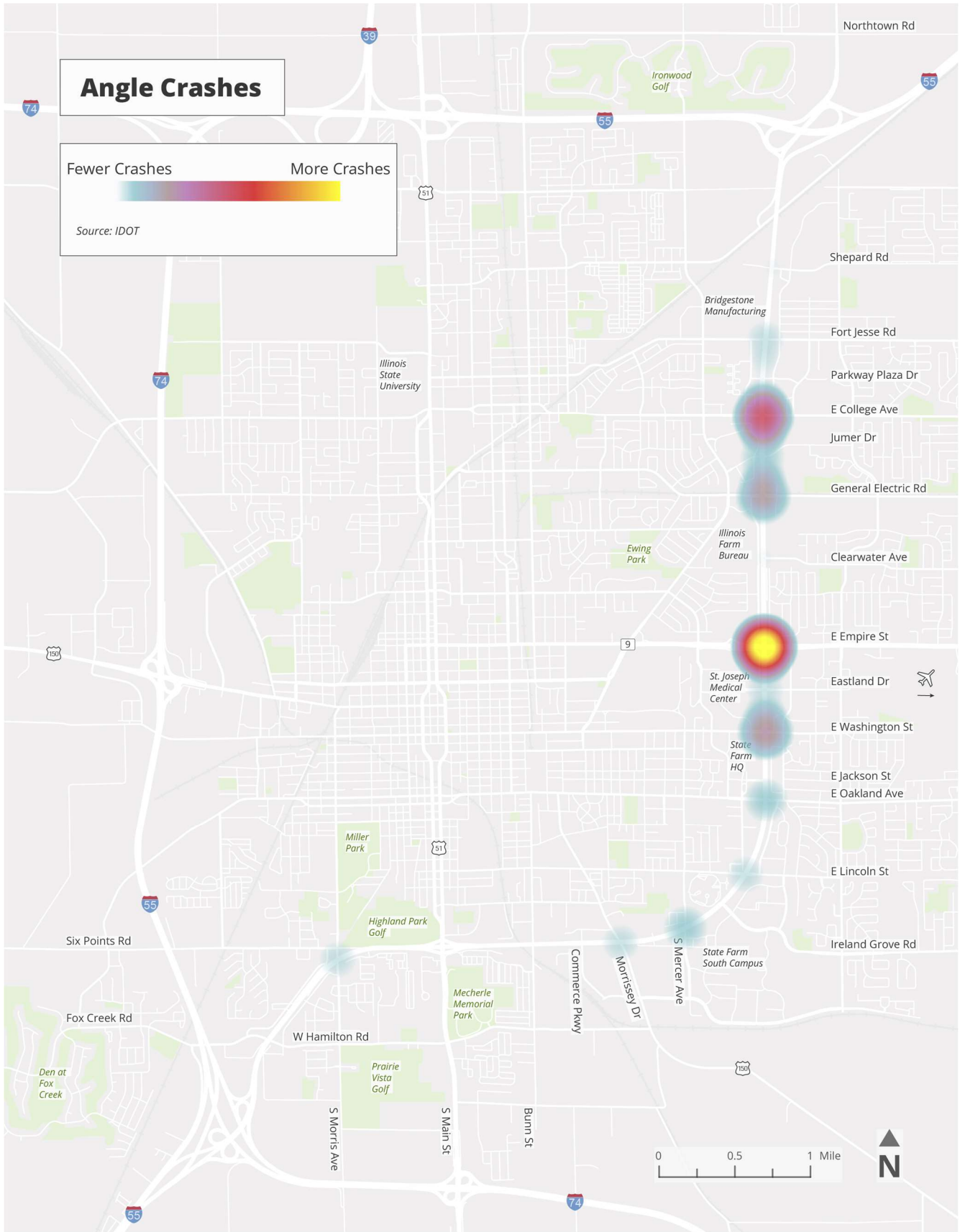


Figure 44: Top Intersections for Angle Crashes

# Technical Appendix

## Contents:

- Data Collection Map
- Existing (2024) Traffic Volumes Figure
- Existing (2024) Intersection Lane Geometry Figure
- Daily Volume Line Graphs
- Existing (2024) Level of Service Table
- Synchro Capacity Reports
- Raw Count Data

### Existing (2024) Data Collection

○ Weekday Turning Movement Count

▬ 7-Day Bidirectional Count

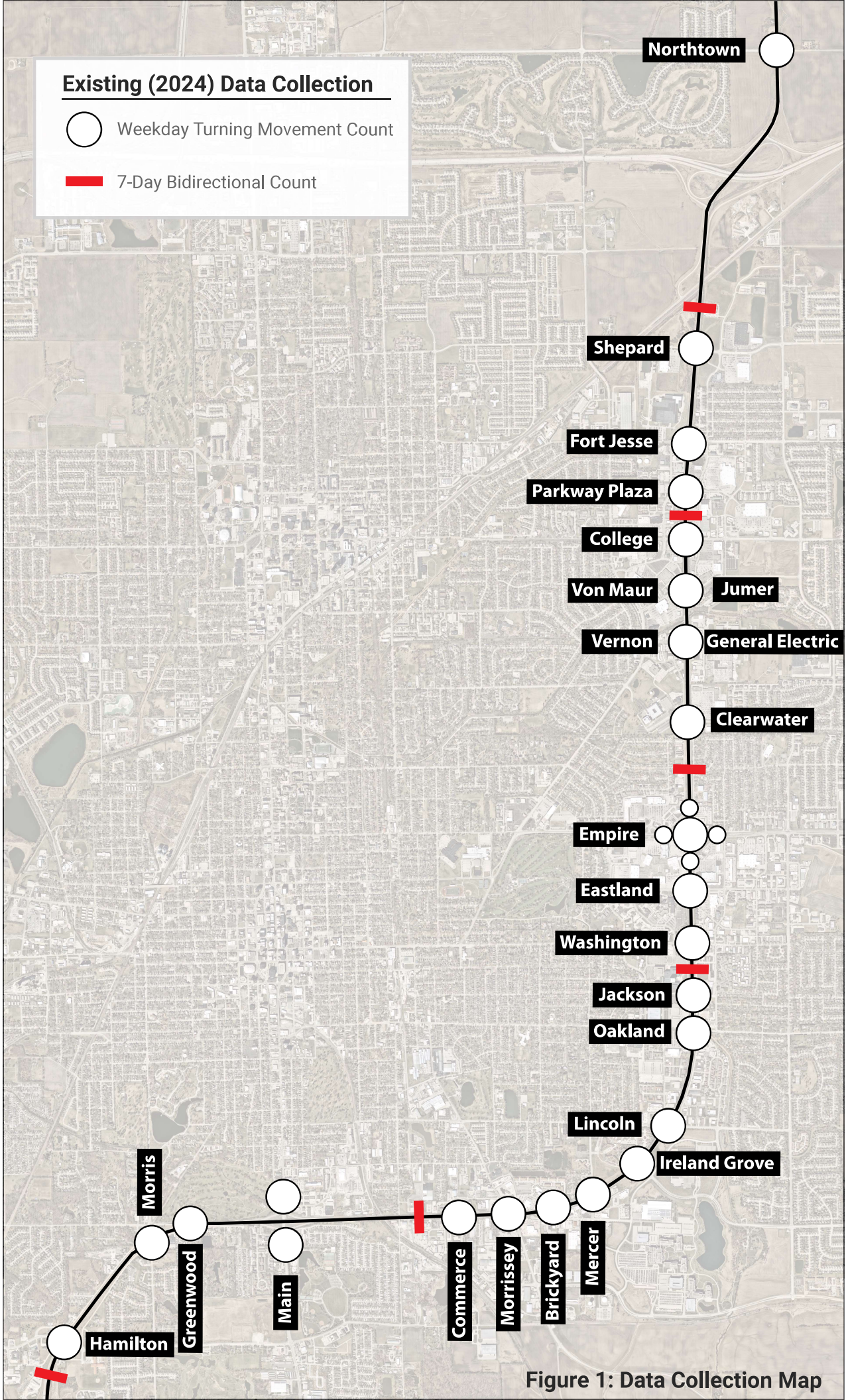
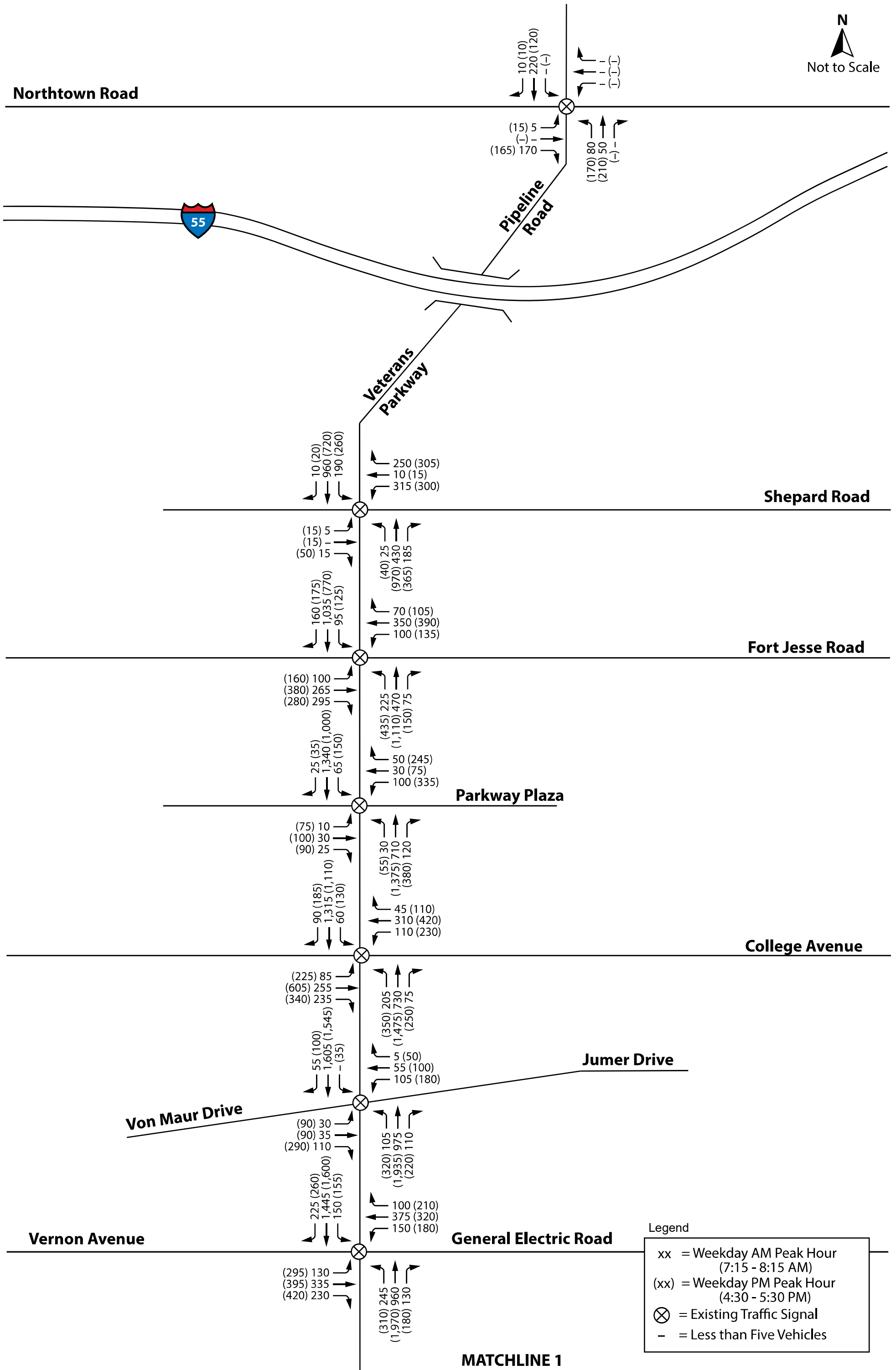
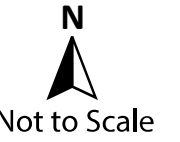


Figure 1: Data Collection Map



MATCHLINE 1



Veterans Parkway

Clearwater Avenue

Empire Street

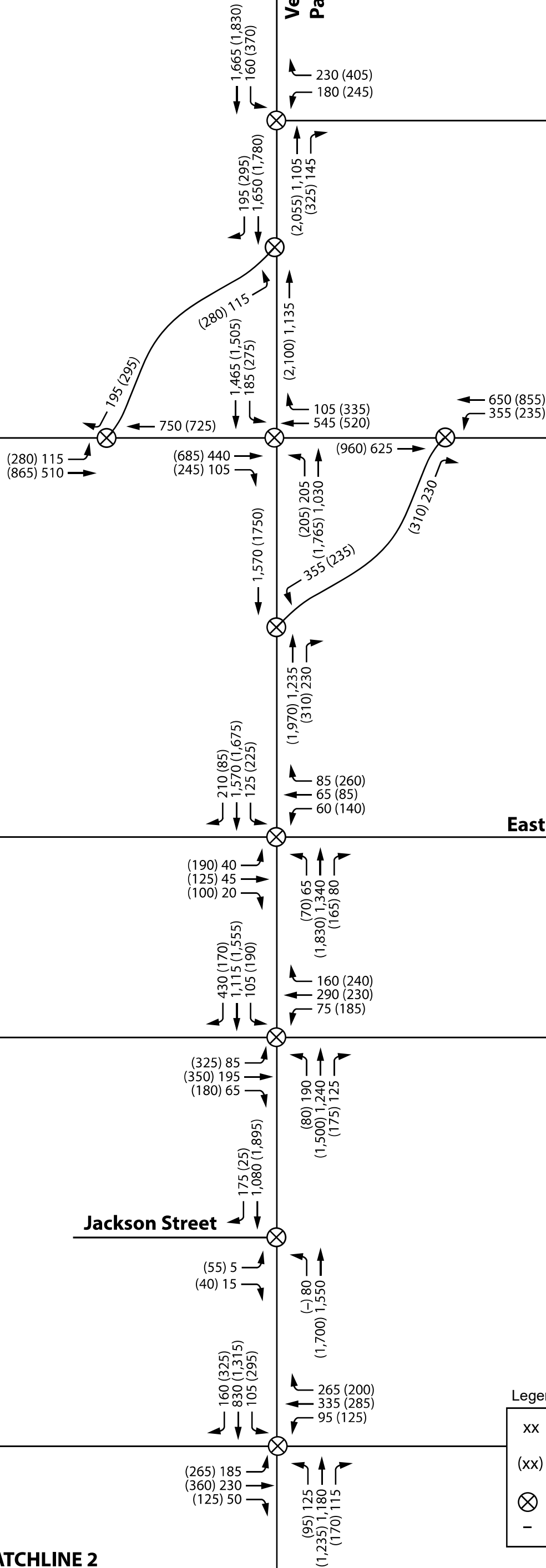
Eastland Drive

Washington Street

Jackson Street

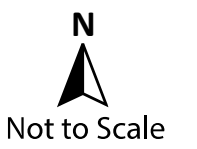
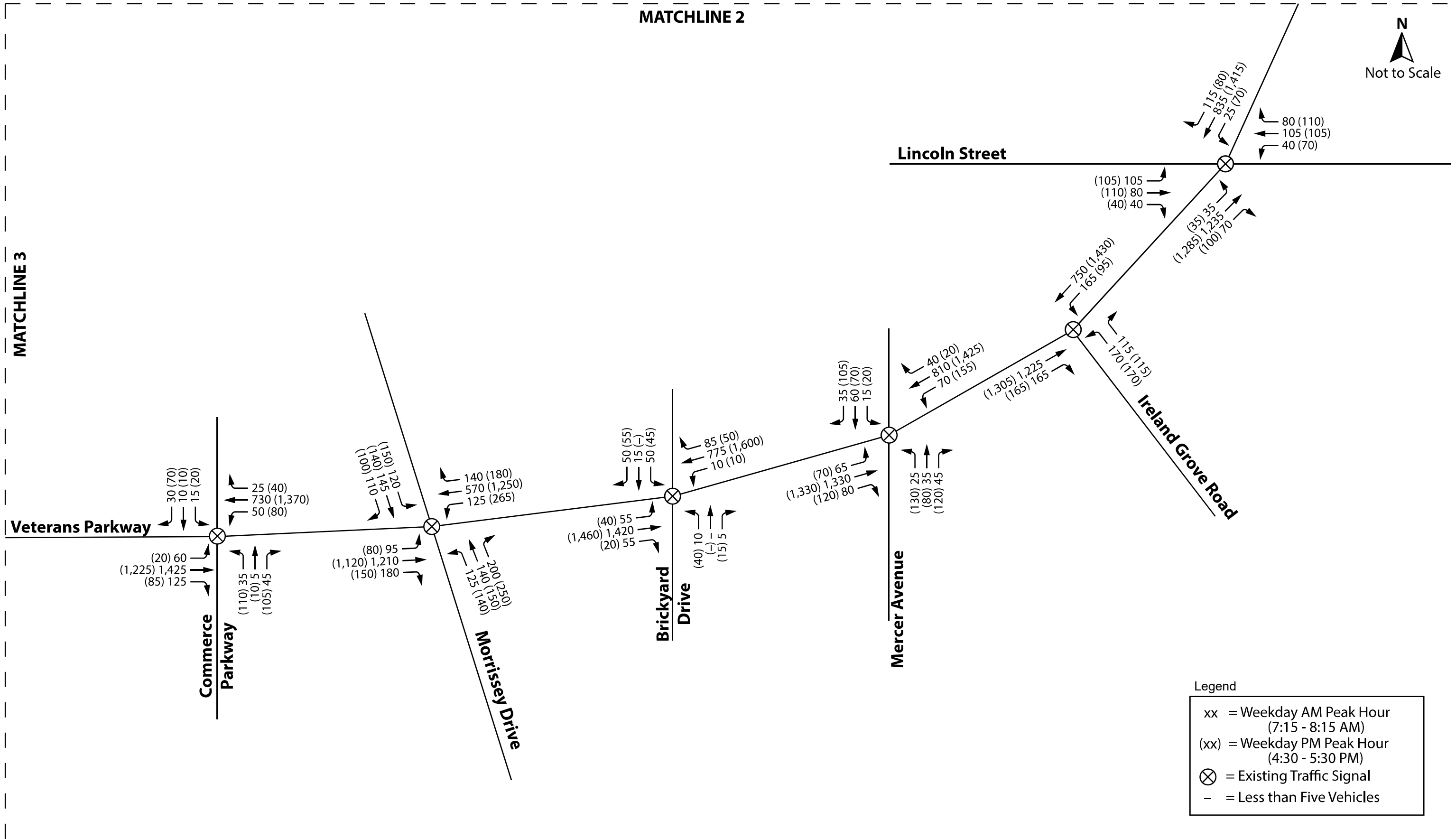
Oakland Avenue

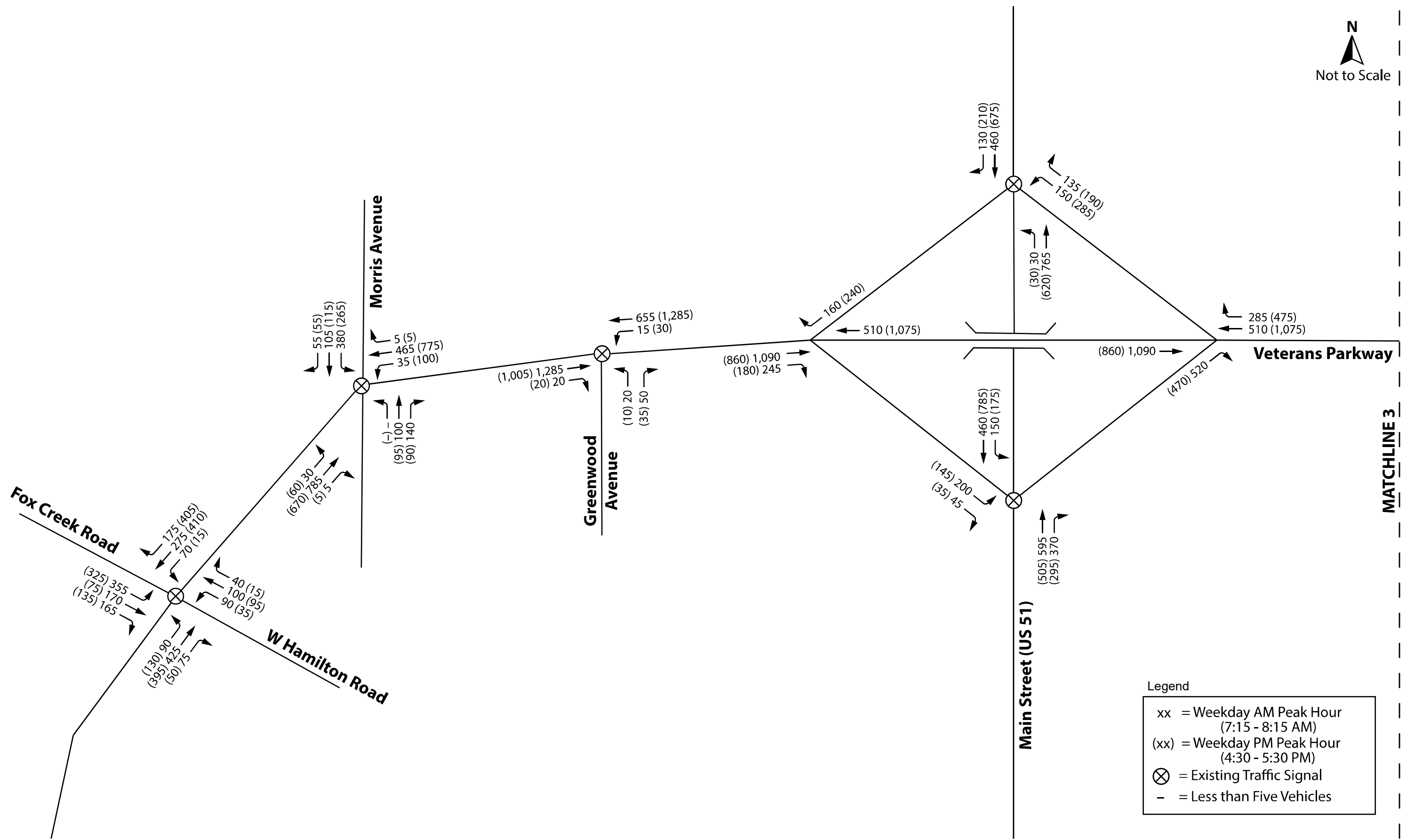
MATCHLINE 2



Legend

- xx = Weekday AM Peak Hour (7:15 - 8:15 AM)
- (xx) = Weekday PM Peak Hour (4:30 - 5:30 PM)
- ⊗ = Existing Traffic Signal
- = Less than Five Vehicles

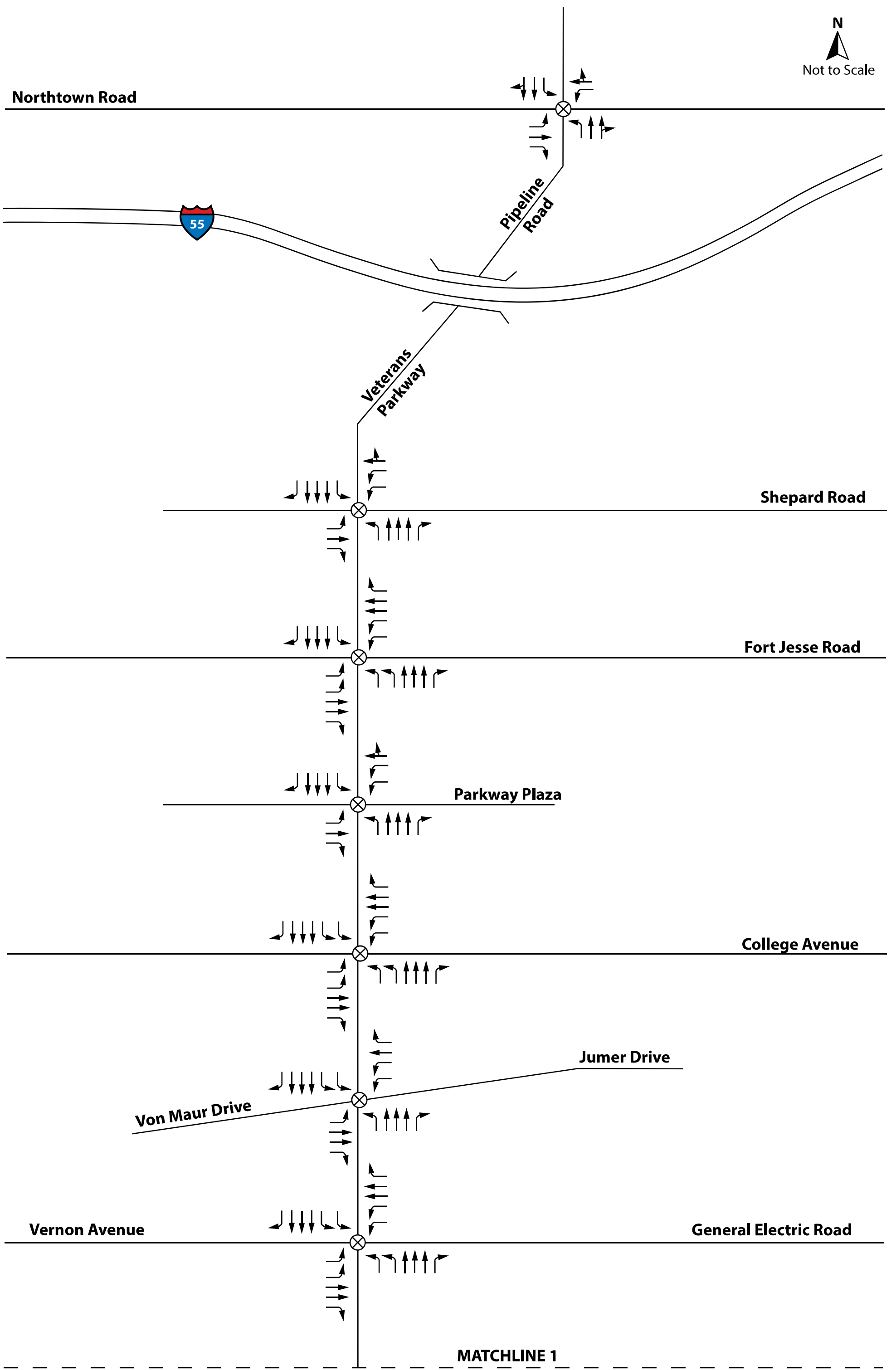
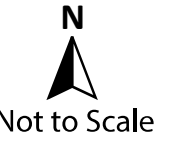




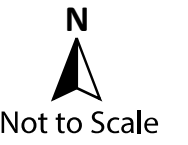
MATCHLINE 3

Legend

- xx = Weekday AM Peak Hour (7:15 - 8:15 AM)
- (xx) = Weekday PM Peak Hour (4:30 - 5:30 PM)
- ⊗ = Existing Traffic Signal
- = Less than Five Vehicles



MATCHLINE 1



Veterans  
Parkway

Clearwater Avenue

Empire Street

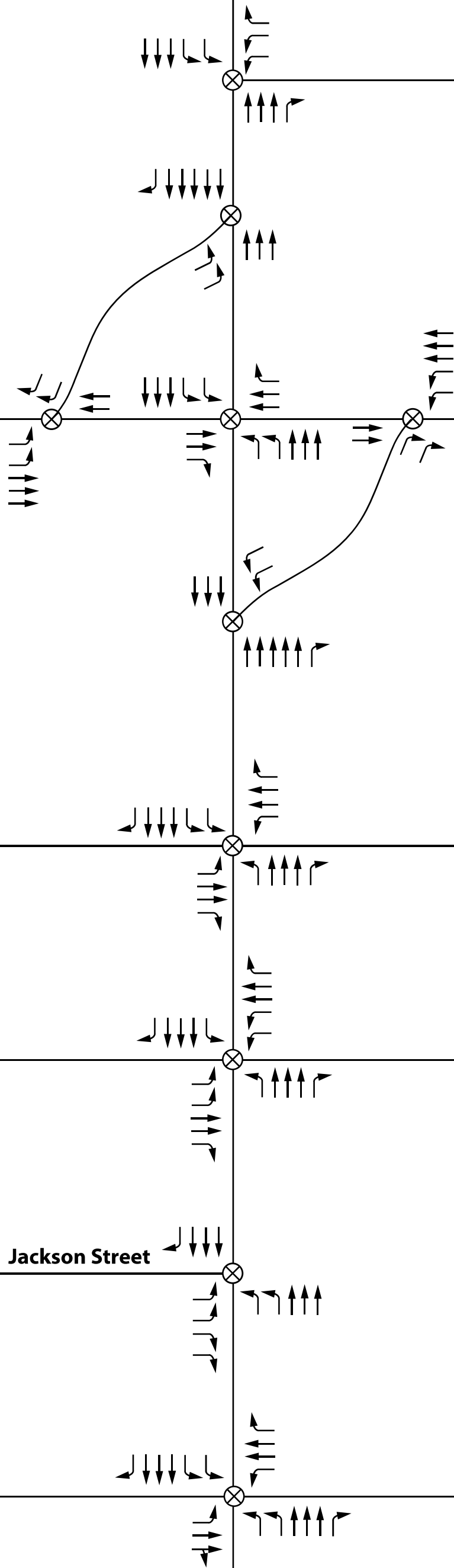
Eastland Drive

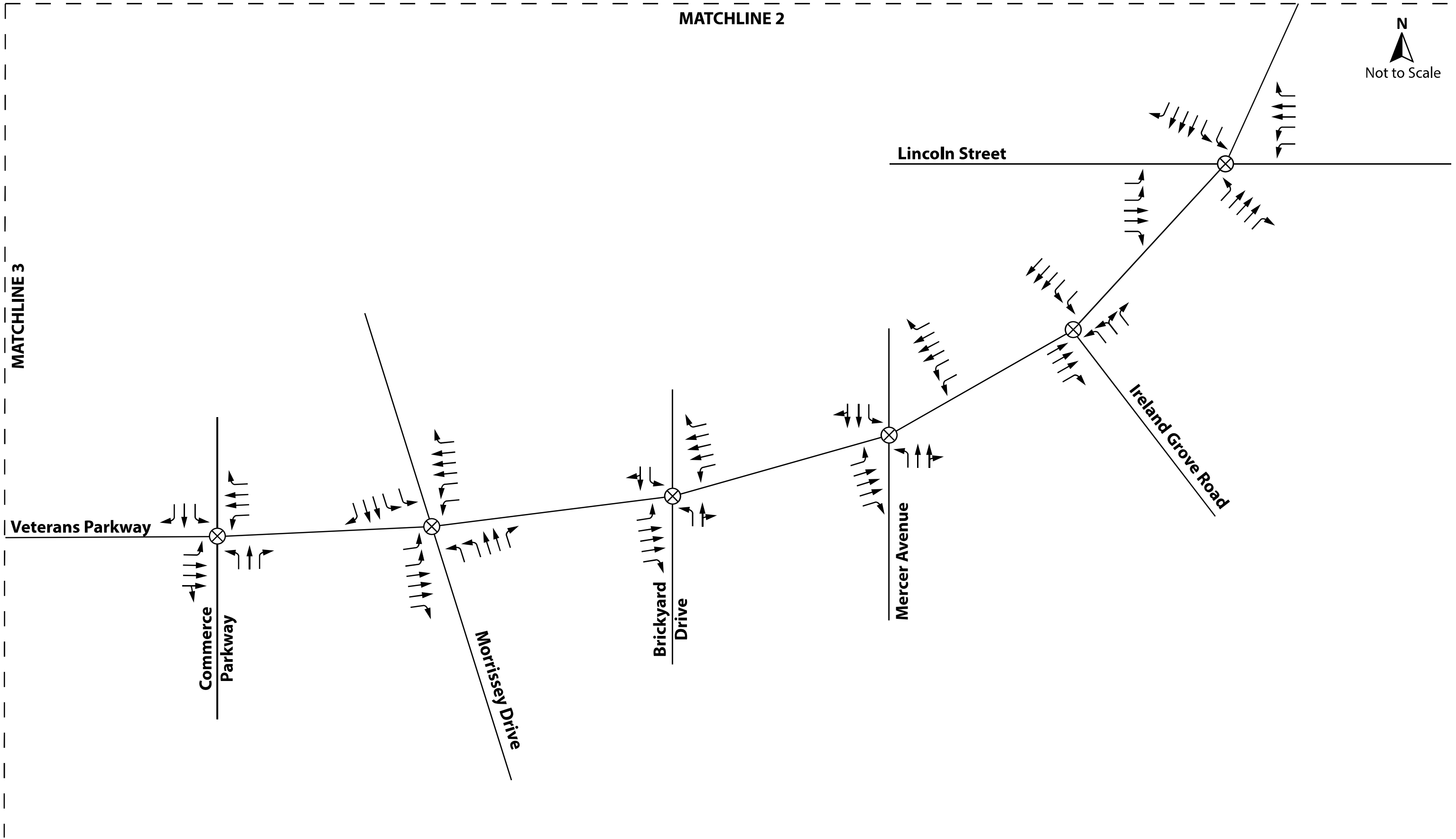
E Washington Street

Jackson Street

Oakland Avenue

MATCHLINE 2





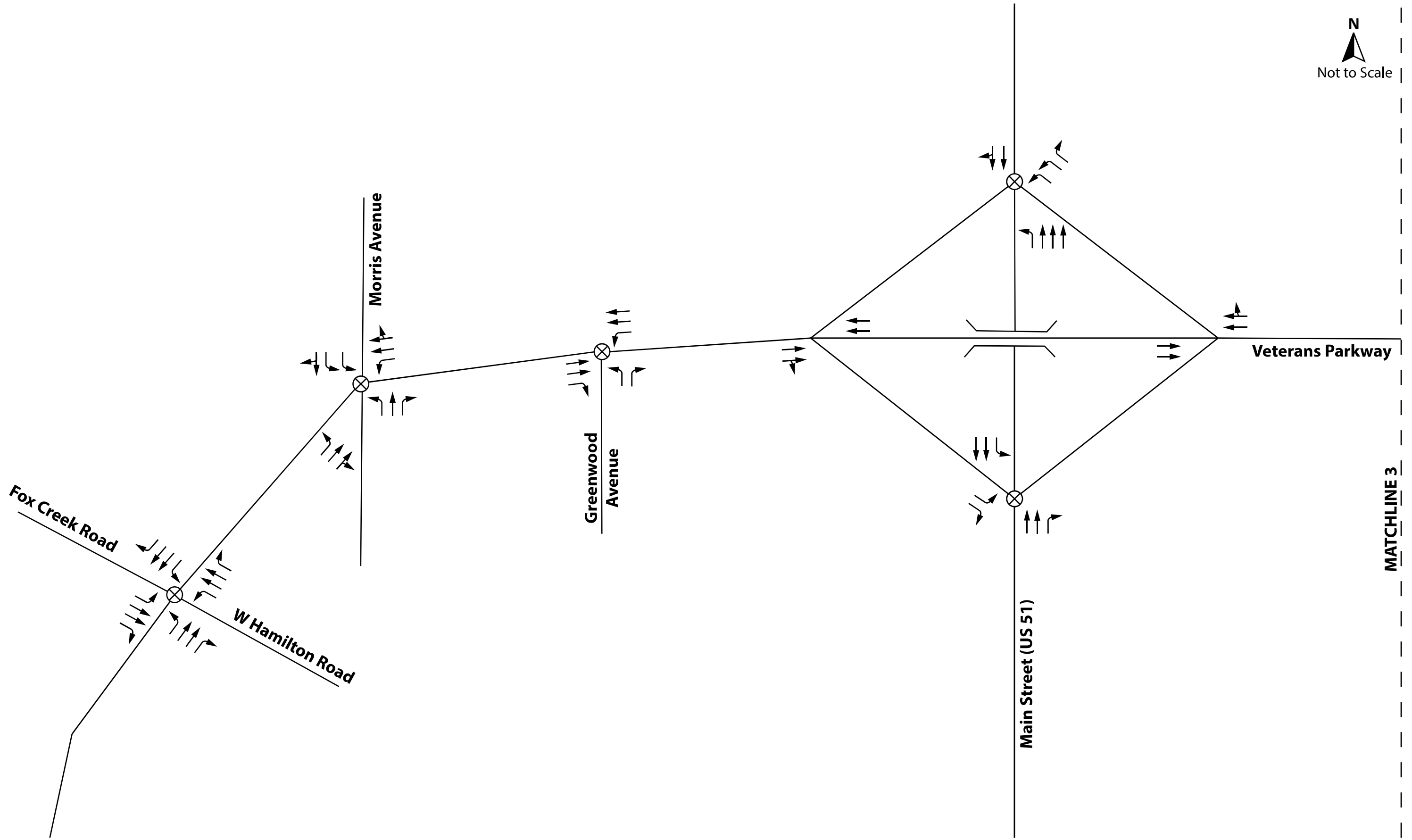
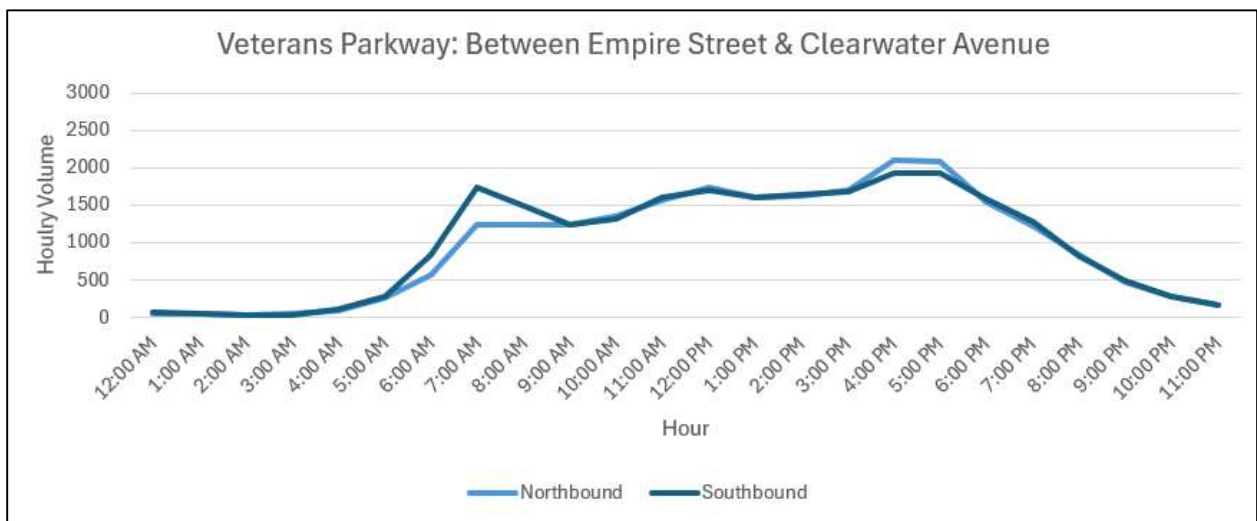
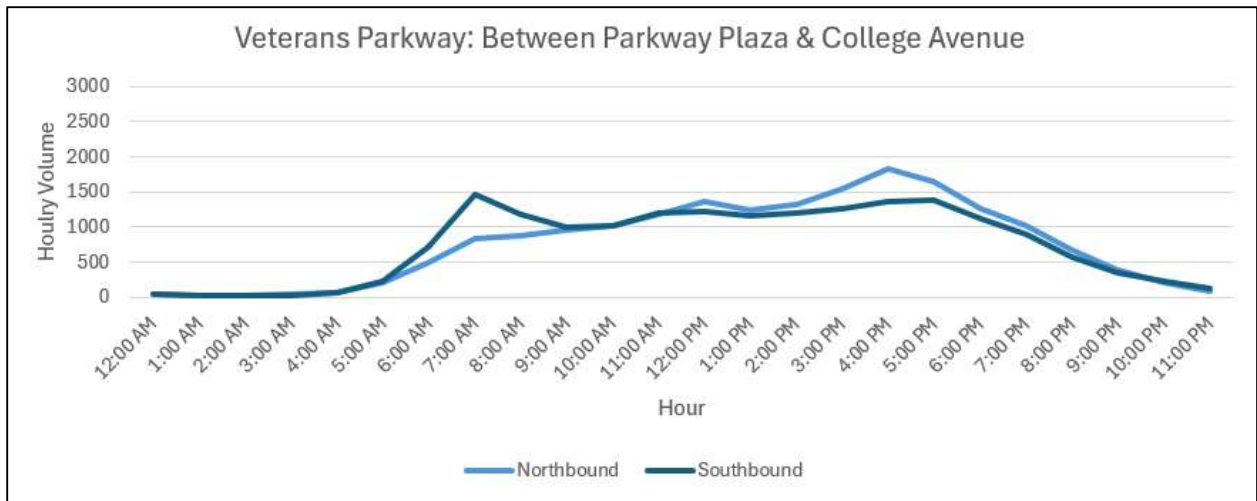
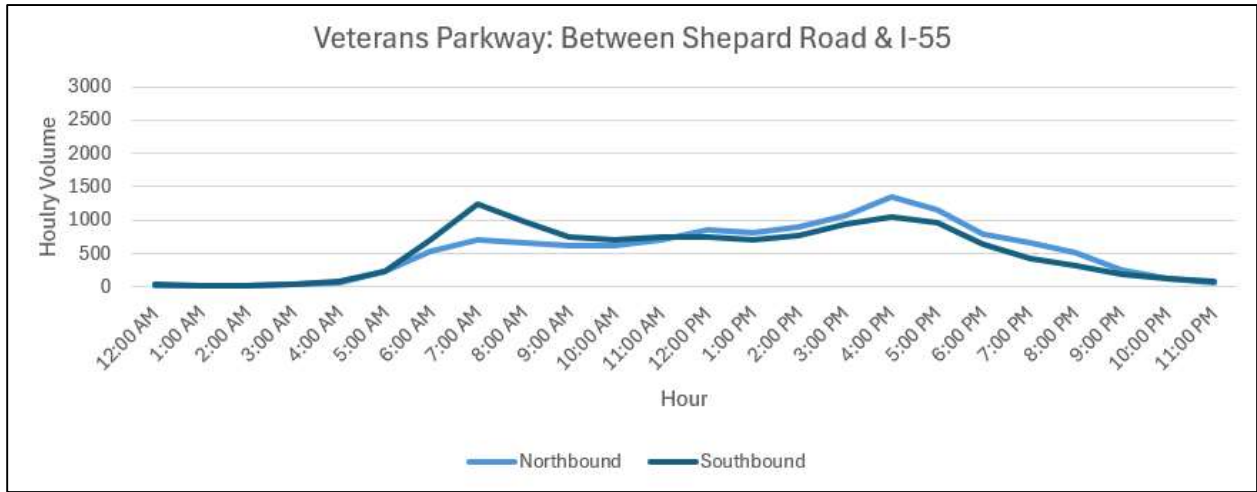
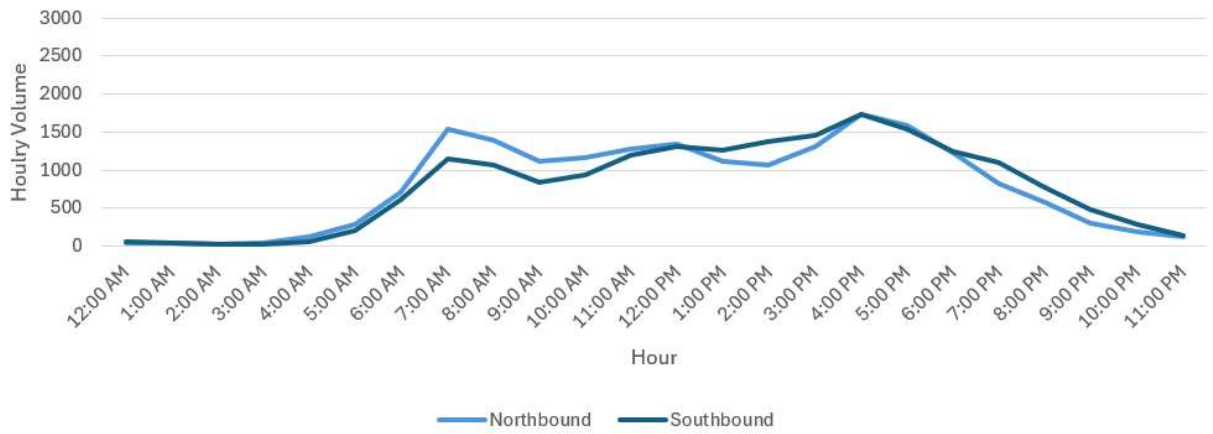


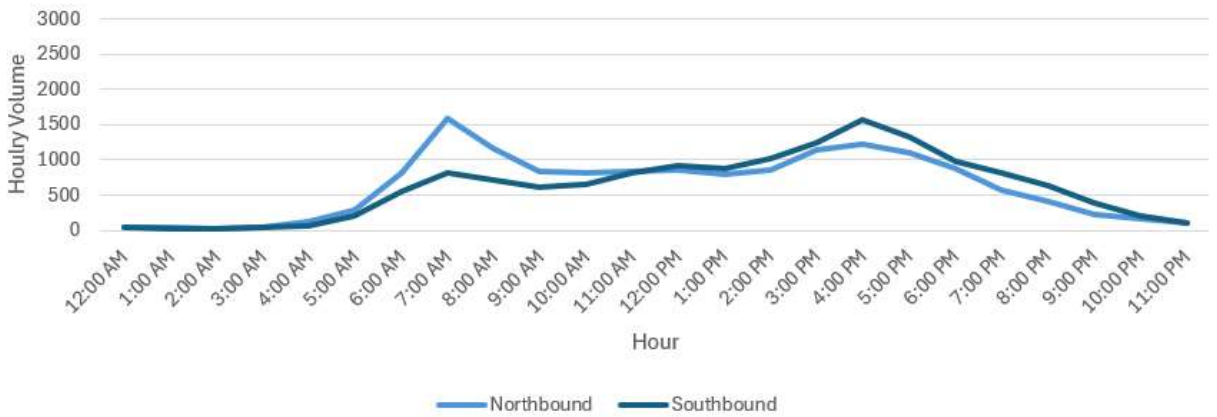
Figure 18 (Continued): Daily Weekday volume by Hour



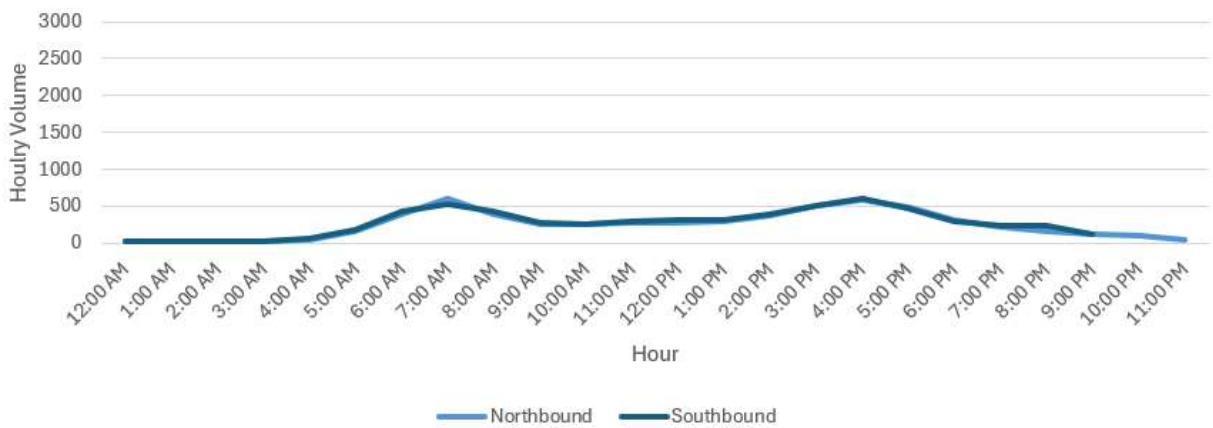
Veterans Parkway: Between Washington Street & Jackson Street



Veterans Parkway: Between Main Street (US51) and Commerce Parkway



Veterans Parkway: Between Fox Creek Road & I-55



### Existing Conditions (2024) - Signalized Intersections

#	Intersection & Approach	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)	Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)
1	<b>Pipeline Road &amp; Northtown Road</b>										
	Eastbound	L	0.03	24.2	C	9	L	0.08	25.0	C	19
		T	0.01	30.0	C	5	T	0.01	29.0	C	5
		R	0.50	9.2	A	41	R	0.47	8.0	A	37
	Westbound	L	0.01	24.0	C	4	L	0.01	23.5	C	5
		TR	0.01	26.0	C	7	TR	0.01	26.0	C	7
	Northbound	L	0.09	1.4	A	15	L	0.18	1.1	A	16
		TR	0.02	2.2	A	6	TR	0.07	1.9	A	50
	Southbound	L	0.00	4.0	A	2	L	0.00	4.0	A	2
		TR	0.10	5.9	A	55	TR	0.06	6.7	A	36
			<i>Intersection</i>	6.2	A				<i>Intersection</i>	4.7	A
2	<b>Veterans Parkway &amp; Shepard Road</b>										
	Eastbound	L	0.10	68.4	E	20	L	0.20	70.3	E	38
		T	0.02	63.5	E	12	T	0.13	64.2	E	36
		R	0.07	0.6	A	0	R	0.16	1.0	A	0
	Westbound	L	0.79	73.3	E	225	L	0.81	77.1	E	215
		TR	0.67	16.8	B	99	TR	0.74	18.2	B	111
	Northbound	L	0.25	83.0	F	61	L	0.19	38.9	D	76
		T	0.16	16.6	B	157	T	0.38	6.9	A	68
		R	0.16	5.7	A	124	R	0.31	1.2	A	15
	Southbound	L	0.68	67.7	E	286	L	0.72	65.0	E	383
		T	0.28	9.8	A	187	T	0.24	15.1	B	170
		R	0.01	0.0	A	0	R	0.02	0.1	A	0
				<i>Intersection</i>	25.3	C				<i>Intersection</i>	21.9
3	<b>Veterans Parkway &amp; Fort Jesse Road</b>										
	Eastbound	L	0.53	72.5	E	78	L	0.62	72.0	E	114
		T	0.54	58.6	E	165	T	0.69	60.9	E	224
		R	0.59	22.1	C	173	R	0.42	18.3	B	160
	Westbound	L	0.50	71.4	E	78	L	0.59	72.9	E	101
		T	0.74	66.9	E	217	T	0.75	65.3	E	236
		R	0.15	1.1	A	4	R	0.21	3.5	A	24
	Northbound	L	0.57	33.0	C	83	L	0.76	50.9	D	176
		T	0.18	8.4	A	41	T	0.51	12.3	B	263
		R	0.08	0.2	A	0	R	0.17	0.5	A	8
	Southbound	L	0.66	66.8	E	128	L	0.52	54.0	D	178
		T	0.43	23.1	C	352	T	0.38	20.4	C	206
		R	0.18	5.5	A	43	R	0.19	5.0	A	56
			<i>Intersection</i>	31.6	C				<i>Intersection</i>	32.0	C
4	<b>Veterans Parkway &amp; Parkway Plaza</b>										
	Eastbound	L	0.16	69.5	E	32	L	0.68	91.0	F	135
		T	0.35	72.5	E	63	T	0.50	65.2	E	152
		R	0.09	0.6	A	0	R	0.21	1.0	A	0
	Westbound	L	0.50	71.1	E	78	L	0.76	69.1	E	207
		TR	0.52	41.0	D	88	TR	0.88	61.6	E	321
	Northbound	L	0.22	63.1	E	69	L	0.37	46.0	D	77
		T	0.22	3.6	A	37	T	0.62	12.6	B	326
		R	0.10	0.6	A	0	R	0.40	1.8	A	28
	Southbound	L	0.61	96.9	F	101	L	0.81	83.6	F	300
		T	0.42	8.4	A	239	T	0.43	30.5	C	357
		R	0.03	0.0	A	0	R	0.04	4.0	A	20
				<i>Intersection</i>	13.9	B				<i>Intersection</i>	30.7
5	<b>Veterans Parkway &amp; College Avenue</b>										
	Eastbound	L	0.47	71.5	E	70	L	0.71	73.0	E	154
		T	0.69	68.3	E	171	T	0.90	70.4	E	400
		R	0.60	20.1	C	129	R	0.52	22.0	C	236
	Westbound	L	0.48	68.6	E	85	L	0.82	84.9	F	179
		T	0.72	67.2	E	201	T	0.66	57.6	E	265
		R	0.12	0.6	A	0	R	0.23	3.4	A	24
	Northbound	L	0.71	62.3	E	119	L	0.78	85.4	F	186
		T	0.27	15.7	B	250	T	0.70	9.5	A	125
		R	0.07	1.6	A	6	R	0.31	2.0	A	26
	Southbound	L	0.27	53.4	D	57	L	0.50	53.0	D	101
		T	0.52	12.8	B	226	T	0.61	23.2	C	427
		R	0.09	0.3	A	1	R	0.22	9.1	A	54
			<i>Intersection</i>	28.7	C				<i>Intersection</i>	34.9	C
6	<b>Veterans Parkway &amp; Von Maur Drive/Jumer Drive</b>										
	Eastbound	L	0.33	72.5	E	62	L	0.71	91.3	F	163
		T	0.20	65.9	E	36	T	0.42	69.2	E	74
		R	0.42	9.2	A	35	R	0.51	23.7	C	209
	Westbound	L	0.48	70.4	E	81	L	0.67	75.0	E	126
		T	0.51	80.2	F	98	T	0.82	106.9	F	196
		R	0.01	0.0	A	0	R	0.14	0.8	A	0
	Northbound	L	1.07	153.6	F	230	L	0.92	68.8	E	426
		T	0.26	5.3	A	106	T	0.61	13.8	B	455
		R	0.08	0.1	A	1	R	0.18	0.8	A	4
	Southbound	L	0.01	90.0	F	1	L	0.22	49.3	D	24
		T	0.49	12.5	B	320	T	0.67	19.0	B	271
		R	0.05	0.4	A	1	R	0.11	0.8	A	1
			<i>Intersection</i>	18.5	B				<i>Intersection</i>	25.4	C
7	<b>Veterans Parkway &amp; Vernon Avenue/General Electric Road</b>										
	Eastbound	L	0.63	76.9	E	97	L	0.82	78.3	E	192
		T	0.79	72.3	E	221	T	0.77	66.8	E	246
		R	0.51	15.7	B	117	R	0.71	23.4	C	254
	Westbound	L	0.66	76.9	E	109	L	0.77	84.8	F	135
		T	0.84	75.3	E	242	T	0.83	78.8	E	223
		R	0.24	2.7	A	16	R	0.55	16.5	B	101
	Northbound	L	0.69	60.4	E	168	L	0.50	34.7	C	160
		T	0.38	13.3	B	115	T	0.79	14.3	B	335
		R	0.13	0.4	A	2	R	0.18	1.2	A	9
	Southbound	L	0.60	82.3	F	92	L	0.65	64.0	E	106
		T	0.60	12.0	B	297	T	0.84	33.7	C	640
		R	0.23	0.9	A	3	R	0.29	3.9	A	75
			<i>Intersection</i>	30.2	C				<i>Intersection</i>	32.9	C

Notes: L = Left Turn, T= Through, R = Right Turn

### Existing Conditions (2024) - Signalized Intersections

#	Intersection & Approach	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)	Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)
8	<b>Veterans Parkway &amp; Clearwater Avenue</b>										
	Westbound	L	0.55	65.4	E	124	L	0.64	66.2	E	165
		R	0.56	33.3	C	209	R	0.81	54.5	D	492
	Northbound	T	0.35	3.4	A	58	T	0.76	16.7	B	462
		R	0.12	0.6	A	0	R	0.30	3.5	A	40
	Southbound	L	0.54	55.5	E	124	L	0.66	45.2	D	233
		T	0.44	1.8	A	86	T	0.49	2.5	A	104
		<i>Intersection</i>	10.1	B		<i>Intersection</i>	18.2	B			
9	<b>Veterans Parkway &amp; Empire Street North Junction</b>										
	Eastbound	L	0.47	72.7	E	95	L	0.68	74.0	E	196
		T	0.28	0.6	A	19	T	0.54	2.3	A	96
	Southbound	T	0.27	2.1	A	71	T	0.31	3.2	A	76
		R	0.12	0.1	A	0	R	0.18	0.2	A	0
		<i>Intersection</i>	4.0	A		<i>Intersection</i>	7.0	A			
10	<b>Veterans Parkway West Junction &amp; Empire Street</b>										
	Eastbound	L	0.45	66.0	E	87	L	0.55	57.4	E	168
		T	0.11	0.0	A	0	T	0.18	0.1	A	0
	Westbound	T	0.28	0.5	A	1	T	0.29	0.5	A	2
		R	0.49	10.0	B	13	R	0.47	6.7	A	15
		<i>Intersection</i>	6.4	A		<i>Intersection</i>	8.5	A			
11	<b>Veterans Parkway &amp; Empire Street</b>										
	Eastbound	T	0.65	54.7	D	248	T	0.89	66.4	E	417
		R	0.18	9.1	A	53	R	0.39	21.9	C	184
	Westbound	T	0.78	60.3	E	311	T	0.68	53.9	D	303
		R	0.18	8.8	A	51	R	0.55	29.8	C	291
	Northbound	L	0.63	55.1	E	151	L	0.58	51.0	D	150
		T	0.39	3.0	A	66	T	0.69	10.2	B	215
	Southbound	L	0.60	80.5	F	111	L	0.87	99.4	F	207
		T	0.56	11.1	B	288	T	0.60	12.9	B	108
		<i>Intersection</i>	25.6	C		<i>Intersection</i>	29.6	C			
12	<b>Veterans Parkway East Junction &amp; Empire Street</b>										
	Eastbound	T	0.26	0.3	A	0	T	0.37	2.9	A	52
		L	0.55	54.5	D	183	L	0.40	52.0	D	130
	Westbound	T	0.13	0.1	A	0	T	0.17	0.1	A	0
		R	0.29	3.5	A	29	R	0.52	28.9	C	68
		<i>Intersection</i>	10.5	B		<i>Intersection</i>	10.2	B			
13	<b>Veterans Parkway &amp; Empire Street South Junction</b>										
	Westbound	L	0.76	53.1	D	228	L	0.69	79.8	E	169
		T	0.22	0.4	A	9	T	0.33	1.3	A	41
	Northbound	R	0.15	0.2	A	0	R	0.20	0.2	A	0
		T	0.42	0.6	A	9	T	0.44	0.9	A	21
		<i>Intersection</i>	5.7	A		<i>Intersection</i>	5.4	A			
14	<b>Veterans Parkway &amp; Eastland Drive</b>										
	Eastbound	L	0.31	56.9	E	69	L	0.75	65.7	E	236
		T	0.25	66.6	E	44	T	0.39	62.5	E	92
		R	0.07	0.5	A	0	R	0.27	4.2	A	22
	Westbound	L	0.43	61.3	E	95	L	0.71	66.2	E	176
		T	0.33	67.7	E	58	T	0.42	69.6	E	71
		R	0.25	2.7	A	9	R	0.78	34.7	C	160
	Northbound	L	0.50	49.5	D	98	L	0.51	65.8	E	76
		T	0.44	24.2	C	480	T	0.68	14.9	B	595
		R	0.08	3.6	A	40	R	0.16	2.0	A	33
	Southbound	L	0.38	59.0	E	98	L	0.79	69.4	E	174
		T	0.49	8.4	A	156	T	0.61	11.2	B	403
		R	0.19	1.3	A	18	R	0.09	0.8	A	5
		<i>Intersection</i>	19.0	B		<i>Intersection</i>	22.6	C			
15	<b>Veterans Parkway &amp; Washington Street</b>										
	Eastbound	L	0.44	70.5	E	71	L	0.82	75.8	E	213
		T	0.46	59.4	E	133	T	0.67	61.1	E	212
		R	0.13	0.5	A	0	R	0.46	9.2	A	58
	Westbound	L	0.42	70.5	E	64	L	0.67	73.8	E	132
		T	0.71	67.4	E	190	T	0.60	64.0	E	150
		R	0.38	11.2	B	73	R	0.72	26.4	C	138
	Northbound	L	0.78	62.4	E	305	L	0.63	62.8	E	150
		T	0.50	11.0	B	173	T	0.78	20.7	C	198
		R	0.12	1.1	A	18	R	0.24	1.2	A	1
	Southbound	L	0.67	60.2	E	131	L	0.71	51.3	D	384
T		0.50	14.9	B	342	T	0.67	26.3	C	605	
R		0.50	11.4	B	435	R	0.21	7.3	A	112	
		<i>Intersection</i>	24.0	C		<i>Intersection</i>	32.9	C			
16	<b>Veterans Parkway &amp; Jackson Street</b>										
	Eastbound	L	0.04	64.6	E	10	L	0.31	67.3	E	50
		R	0.04	20.3	C	12	R	0.12	28.6	C	27
	Northbound	L	0.39	81.4	F	63	L	0.01	89.5	F	2
		T	0.37	1.5	A	49	T	0.40	1.6	A	51
	Southbound	T	0.30	1.2	A	32	T	0.48	2.6	A	102
R		0.13	0.4	A	0	R	0.02	0.2	A	1	
		<i>Intersection</i>	3.7	A		<i>Intersection</i>	3.4	A			
17	<b>Veterans Parkway &amp; Oakland Avenue</b>										
	Eastbound	L	0.81	66.8	E	230	L	0.75	49.6	D	257
		TR	0.55	54.5	D	166	TR	0.73	54.7	D	256
	Westbound	L	0.39	44.0	D	115	L	0.57	44.3	D	125
		T	0.76	69.2	E	213	T	0.73	70.4	E	186
	Northbound	R	0.68	28.5	C	164	R	0.45	8.5	A	54
		L	0.55	95.7	F	81	L	0.48	48.5	D	62
		T	0.47	7.2	A	85	T	0.57	23.9	C	502
	Southbound	R	0.12	0.3	A	0	R	0.20	5.8	A	118
		L	0.48	46.1	D	85	L	0.91	69.7	E	229
		T	0.33	4.5	A	49	T	0.56	13.1	B	238
R		0.16	0.7	A	0	R	0.30	1.2	A	31	
		<i>Intersection</i>	25.0	C		<i>Intersection</i>	29.3	C			

Notes: L = Left Turn, T= Through, R = Right Turn

### Existing Conditions (2024) - Signalized Intersections

#	Intersection & Approach	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)	Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)
17	<b>Veterans Parkway &amp; Oakland Avenue</b>										
	Eastbound	L	0.81	66.8	E	230	L	0.75	49.6	D	257
		TR	0.55	54.5	D	166	TR	0.73	54.7	D	256
	Westbound	L	0.39	44.0	D	115	L	0.57	44.3	D	125
		T	0.76	69.2	E	213	T	0.73	70.4	E	186
	Northbound	R	0.68	28.5	C	164	R	0.45	8.5	A	54
		L	0.55	95.7	F	81	L	0.48	48.5	D	62
		T	0.47	7.2	A	85	T	0.57	23.9	C	502
	Southbound	R	0.12	0.3	A	0	R	0.20	5.8	A	118
		L	0.48	46.1	D	85	L	0.91	69.7	E	229
		T	0.33	4.5	A	49	T	0.56	13.1	B	238
		R	0.16	0.7	A	0	R	0.30	1.2	A	31
<i>Intersection</i>			25.0	C		<i>Intersection</i>			29.3	C	
18	<b>Veterans Parkway &amp; Lincoln Street</b>										
	Eastbound	L	0.61	78.1	E	85	L	0.60	77.8	E	84
		T	0.28	62.2	E	67	T	0.47	68.7	E	87
		R	0.12	0.6	A	0	R	0.12	0.8	A	0
	Westbound	L	0.32	71.5	E	41	L	0.46	74.0	E	61
		T	0.52	72.3	E	85	T	0.52	72.1	E	85
		R	0.29	2.4	A	0	R	0.37	6.2	A	27
	Northbound	L	0.29	56.8	E	64	L	0.29	65.4	E	74
		T	0.40	1.1	A	21	T	0.42	6.1	A	239
		R	0.06	0.1	A	0	R	0.09	0.7	A	9
	Southbound	L	0.21	70.2	E	25	L	0.45	89.3	F	53
		T	0.28	8.0	A	160	T	0.47	6.9	A	57
		R	0.11	2.0	A	20	R	0.07	0.5	A	1
	<i>Intersection</i>			13.0	B		<i>Intersection</i>			15.7	B
	19	<b>Veterans Parkway &amp; Ireland Grove Road</b>									
Northwestbound		LR	0.65	67.6	E	134	LR	0.61	64.9	E	129
		R	0.15	18.5	B	82	R	0.26	34.4	C	112
Northeastbound		T	0.55	21.2	C	452	T	0.41	6.4	A	261
		R	0.17	2.3	A	3	R	0.13	0.2	A	1
Southwestbound		L	0.18	38.6	D	113	L	0.31	48.3	D	80
		T	0.20	0.7	A	17	T	0.37	0.8	A	8
<i>Intersection</i>			18.6	B		<i>Intersection</i>			9.1	A	
20	<b>Veterans Parkway &amp; Mercer Avenue</b>										
	Eastbound	L	0.37	47.9	D	113	L	0.57	62.3	E	117
		T	0.45	7.1	A	78	T	0.49	9.7	A	194
		R	0.07	0.2	A	1	R	0.11	0.2	A	0
	Westbound	L	0.46	51.2	D	56	L	0.67	52.8	D	99
		T	0.29	22.6	C	304	T	0.52	22.3	C	508
		R	0.04	3.4	A	20	R	0.02	0.7	A	5
	Northbound	L	0.17	53.2	D	50	L	0.66	64.7	E	178
		TR	0.29	33.1	C	46	TR	0.44	26.7	C	81
	Southbound	L	0.12	52.2	D	35	L	0.15	48.4	D	41
		TR	0.44	46.4	D	62	TR	0.62	35.3	D	76
<i>Intersection</i>			16.8	B		<i>Intersection</i>			21.5	C	
21	<b>Veterans Parkway &amp; Brickyard Drive</b>										
	Eastbound	L	0.53	88.0	F	107	L	0.43	82.0	F	80
		T	0.38	2.8	A	113	T	0.41	4.9	A	169
		R	0.05	0.1	A	0	R	0.02	0.1	A	0
	Westbound	L	0.15	108.2	F	33	L	0.11	64.1	E	21
		T	0.23	0.9	A	21	T	0.47	8.1	A	601
		R	0.07	0.1	A	0	R	0.04	0.1	A	0
	Northbound	L	0.13	60.1	E	27	L	0.33	61.2	E	71
		TR	0.06	40.2	D	16	TR	0.16	31.2	C	28
	Southbound	L	0.40	64.4	E	85	L	0.27	54.5	D	77
		TR	0.47	32.6	C	65	TR	0.40	23.3	C	48
	<i>Intersection</i>			6.7	A		<i>Intersection</i>			9.2	A
22	<b>Veterans Parkway &amp; Morrissey Drive</b>										
	Eastbound	L	0.49	76.7	E	67	L	0.46	99.7	F	74
		T	0.46	8.8	A	69	T	0.47	11.2	B	98
		R	0.19	1.2	A	2	R	0.17	0.8	A	10
	Westbound	L	0.54	60.6	E	104	L	0.66	50.0	D	192
		T	0.21	3.3	A	15	T	0.46	2.7	A	26
		R	0.13	0.3	A	0	R	0.16	0.3	A	0
	Northbound	L	0.61	74.8	E	98	L	0.59	71.8	E	106
		T	0.50	66.5	E	106	T	0.55	68.4	E	113
		R	0.60	19.8	B	108	R	0.63	21.1	C	140
	Southbound	L	0.58	73.5	E	94	L	0.61	71.8	E	111
		T	0.56	68.7	E	110	T	0.50	66.2	E	106
R		0.30	5.5	A	32	R	0.26	4.0	A	22	
<i>Intersection</i>			22.0	C		<i>Intersection</i>			21.0	C	
23	<b>Veterans Parkway &amp; Commerce Parkway</b>										
	Eastbound	L	0.59	84.4	F	108	L	0.32	76.9	E	50
		TR	0.47	11.2	B	352	TR	0.48	17.4	B	356
	Westbound	L	0.46	62.5	E	97	L	0.40	44.8	D	120
		T	0.32	6.6	A	166	T	0.63	10.9	B	183
		R	0.02	0.0	A	1	R	0.04	0.1	A	0
	Northbound	L	0.36	68.1	E	65	L	0.65	71.1	E	151
		T	0.05	62.6	E	19	T	0.07	57.2	E	29
		R	0.16	1.1	A	0	R	0.25	3.6	A	24
	Southbound	L	0.13	55.7	E	35	L	0.17	52.1	D	41
		T	0.13	66.6	E	31	T	0.11	65.1	E	31
R		0.12	0.9	A	0	R	0.29	2.7	A	0	
<i>Intersection</i>			13.6	B		<i>Intersection</i>			17.0	B	
24	<b>Veterans Parkway North Ramps &amp; Main Street</b>										
	Westbound	L	0.41	39.9	D	74	L	0.64	42.9	D	127
		R	0.44	8.0	A	37	R	0.45	4.9	A	25
	Northbound	L	0.24	46.5	D	48	L	0.22	42.9	D	49
		T	0.22	2.1	A	34	T	0.20	1.7	A	21
	Southbound	TR	0.31	9.8	A	121	TR	0.48	24.7	C	228
<i>Intersection</i>			9.5	A		<i>Intersection</i>			18.6	B	























Notes: L = Left Turn, T= Through, R = Right Turn

**Existing Conditions (2024) - Signalized Intersections**

#	Intersection & Approach	Weekday AM Peak Hour					Weekday PM Peak Hour				
		Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)	Lane Group	v/c Ratio	Delay (sec)	LOS	95th Percentile Queue Length (ft)
25	<b>Veterans Parkway South Ramps &amp; Main Street</b>										
	Eastbound	L	0.72	48.7	D	186	L	0.61	46.2	D	142
		R	0.14	0.8	A	0	R	0.11	0.7	A	0
	Northbound	T	0.39	16.6	B	172	T	0.28	11.4	B	120
		R	0.42	3.2	A	50	R	0.32	2.3	A	38
	Southbound	L	0.25	4.6	A	42	L	0.27	4.2	A	55
		T	0.21	3.1	A	54	T	0.33	3.6	A	105
		<i>Intersection</i>	12.6	B		<i>Intersection</i>	8.6	A			
26	<b>Veterans Parkway &amp; Greenwood Avenue</b>										
	Eastbound	T	0.48	2.2	A	43	T	0.38	1.3	A	13
		R	0.02	0.2	A	1	R	0.02	0.1	A	1
	Westbound	L	0.14	55.0	D	35	L	0.22	54.4	D	56
		T	0.24	2.3	A	63	T	0.44	2.6	A	153
	Northbound	L	0.17	54.4	D	44	L	0.07	52.1	D	27
		R	0.31	18.6	B	41	R	0.22	19.2	B	35
		<i>Intersection</i>	3.5	A		<i>Intersection</i>	3.1	A			
27	<b>Veterans Parkway &amp; Morris Avenue</b>										
	Eastbound	L	0.29	70.3	E	52	L	0.49	51.1	D	64
		TR	0.55	23.4	C	230	TR	0.50	31.1	C	340
	Westbound	L	0.24	52.7	D	64	L	0.43	49.6	D	137
		TR	0.29	16.6	B	117	TR	0.48	19.9	B	306
	Northbound	L	0.02	54.5	D	10	L	0.02	54.5	D	10
		T	0.71	77.5	E	168	T	0.55	61.5	E	134
R		0.35	11.0	B	67	R	0.18	2.6	A	18	
Southbound	L	0.74	55.4	E	206	L	0.66	56.9	E	154	
	TR	0.36	33.3	C	171	TR	0.41	35.6	D	182	
		<i>Intersection</i>	31.3	C		<i>Intersection</i>	32.1	C			
28	<b>Veterans Parkway &amp; Fox Creek Road/W Hamilton Road</b>										
	Eastbound	L	0.79	42.6	D	335	L	0.91	65.8	E	325
		T	0.24	37.2	D	92	T	0.12	41.3	D	52
		R	0.27	3.9	A	38	R	0.22	4.4	A	37
	Westbound	L	0.44	33.6	C	87	L	0.17	32.7	C	47
		T	0.40	55.7	E	72	T	0.36	55.2	E	70
		R	0.11	0.6	A	0	R	0.05	0.3	A	0
	Northeastbound	L	0.61	66.1	E	130	L	0.68	64.8	E	170
		T	0.34	26.6	C	194	T	0.24	16.6	B	140
		R	0.10	0.8	A	5	R	0.05	0.1	A	0
	Southwestbound	L	0.49	86.7	F	116	L	0.15	66.4	E	29
T		0.24	13.3	B	34	T	0.32	12.5	B	55	
R		0.18	1.5	A	0	R	0.42	2.2	A	27	
		<i>Intersection</i>	28.6	C		<i>Intersection</i>	25.7	C			

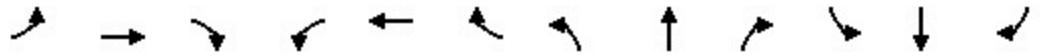
Notes: L = Left Turn, T= Through, R = Right Turn

Lanes, Volumes, Timings  
1: Pipeline Rd & Northtown Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	1	170	1	1	1	80	50	1	1	220	10
Future Volume (vph)	5	1	170	1	1	1	80	50	1	1	220	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Storage Length (ft)	120		0	120		0	350		0	185		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	145			175			200			235		
Satd. Flow (prot)	1504	1900	1583	1805	1758	0	1805	3530	0	1745	3567	0
Flt Permitted							0.532			0.720		
Satd. Flow (perm)	1583	1900	1583	1900	1758	0	1011	3530	0	1322	3567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			181		1			1			7	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1101			1250			1320			879	
Travel Time (s)		16.7			18.9			20.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	20%	0%	2%	0%	0%	0%	0%	2%	0%	0%	0%	11%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1	181	1	2	0	85	54	0	1	245	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	17.0	9.0	9.3	17.0		9.0	21.5		9.0	21.5	
Total Split (s)	14.0	17.0	13.0	14.0	17.0		13.0	26.0		13.0	26.0	
Total Split (%)	20.0%	24.3%	18.6%	20.0%	24.3%		18.6%	37.1%		18.6%	37.1%	
Maximum Green (s)	9.0	11.2	8.0	8.7	11.5		8.0	20.5		8.0	20.5	
Yellow Time (s)	4.0	4.3	4.0	4.3	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.8	5.0	5.3	5.5		5.0	5.5		5.0	5.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Act Effct Green (s)	7.2	5.6	9.0	6.8	5.6		60.0	62.2		54.3	48.3	
Actuated g/C Ratio	0.10	0.08	0.13	0.10	0.08		0.86	0.89		0.78	0.69	
v/c Ratio	0.03	0.01	0.50	0.01	0.01		0.09	0.02		0.00	0.10	
Control Delay (s/veh)	24.2	30.0	9.2	24.0	26.0		1.4	2.2		4.0	5.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	24.2	30.0	9.2	24.0	26.0		1.4	2.2		4.0	5.9	
LOS	C	C	A	C	C		A	A		A	A	
Approach Delay (s/veh)		9.7			25.3			1.7			5.9	
Approach LOS		A			C			A			A	
90th %ile Green (s)	6.4	6.1	8.4	5.7	6.0		8.4	31.0		5.6	28.2	
90th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord		Gap	Coord	

# Lanes, Volumes, Timings

## 1: Pipeline Rd & Northtown Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	0.0	0.0	7.9	0.0	0.0		7.9	64.5		0.0	51.6	
70th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
50th %ile Green (s)	0.0	0.0	5.7	0.0	0.0		5.7	64.5		0.0	53.8	
50th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
30th %ile Green (s)	0.0	0.0	5.6	0.0	0.0		5.6	64.5		0.0	53.9	
30th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
10th %ile Green (s)	0.0	0.0	5.5	0.0	0.0		5.5	64.5		0.0	54.0	
10th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
Queue Length 50th (ft)	2	0	0	0	0		1	0		0	9	
Queue Length 95th (ft)	9	5	41	4	7		m15	m6		2	55	
Internal Link Dist (ft)		1021			1170			1240			799	
Turn Bay Length (ft)	120			120			350			185		
Base Capacity (vph)	224	304	390	258	289		957	3137		1120	2463	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.00	0.46	0.00	0.01		0.09	0.02		0.00	0.10	
























### Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 55 (79%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.50  
 Intersection Signal Delay (s/veh): 6.2      Intersection LOS: A  
 Intersection Capacity Utilization 33.4%      ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 1: Pipeline Rd & Northtown Rd



Lanes, Volumes, Timings  
 2: Veterans Pkwy & Shepard Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	2	15	315	10	250	25	430	185	190	960	10
Future Volume (vph)	5	2	15	315	10	250	25	430	185	190	960	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	13	12	13	14	12	13
Storage Length (ft)	160		180	250		0	250		450	455		260
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	140			135			185			185		
Satd. Flow (prot)	1357	1963	1615	3400	1566	0	1865	4940	1605	1816	5036	1284
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1357	1963	1615	3400	1566	0	1865	4940	1605	1816	5036	1284
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		258				191			77
Link Speed (mph)		30			40			45				45
Link Distance (ft)		462			1492			2523				3295
Travel Time (s)		10.5			25.4			38.2				49.9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	33%	0%	0%	3%	0%	4%	0%	5%	4%	6%	3%	30%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	2	15	325	268	0	26	443	191	196	990	10
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.0	20.0	12.5	20.0	20.0		12.5	26.5	20.0	12.5	26.5	12.0
Total Split (s)	17.0	20.0	16.0	23.0	26.0		16.0	76.0	23.0	21.0	81.0	17.0
Total Split (%)	12.1%	14.3%	11.4%	16.4%	18.6%		11.4%	54.3%	16.4%	15.0%	57.9%	12.1%
Maximum Green (s)	10.2	13.5	9.6	16.2	19.5		9.6	70.3	16.2	14.6	75.3	10.2
Yellow Time (s)	4.3	4.0	4.0	4.3	4.0		4.0	4.5	4.3	4.0	4.5	4.3
All-Red Time (s)	2.5	2.5	2.4	2.5	2.5		2.4	1.2	2.5	2.4	1.2	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.5	6.4	6.8	6.5		6.4	5.7	6.8	6.4	5.7	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	4.5	2.0	2.0	4.5	2.0
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	5.4	7.2	9.4	17.0	15.1		7.8	79.0	101.8	22.2	98.0	105.0
Actuated g/C Ratio	0.04	0.05	0.07	0.12	0.11		0.06	0.56	0.73	0.16	0.70	0.75
v/c Ratio	0.10	0.02	0.07	0.79	0.67		0.25	0.16	0.16	0.68	0.28	0.01
Control Delay (s/veh)	68.4	63.5	0.6	73.3	16.8		83.0	16.6	5.7	67.7	9.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.4	63.5	0.6	73.3	16.8		83.0	16.6	5.7	67.7	9.8	0.0
LOS	E	E	A	E	B		F	B	A	E	A	A
Approach Delay (s/veh)		21.7			47.8			16.1			19.2	
Approach LOS		C			D			B			B	
90th %ile Green (s)	6.5	7.9	9.6	16.2	17.6		9.6	70.3	16.2	20.2	80.9	6.5
90th %ile Term Code	Gap	Hold	Hold	Max	Gap		Hold	Coord	Max	Max	Coord	Gap

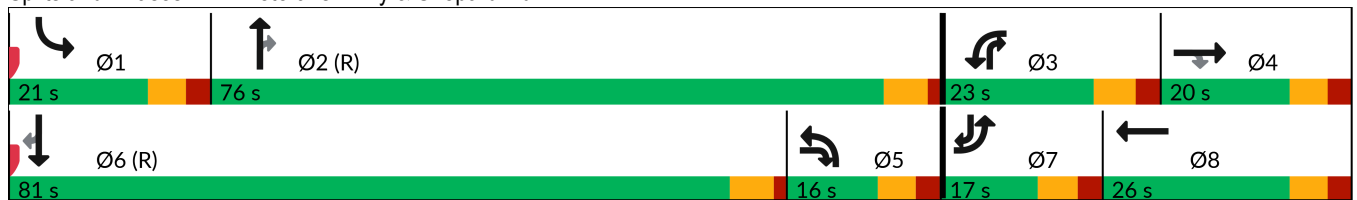
## Lanes, Volumes, Timings 2: Veterans Pkwy & Shepard Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	5.6	0.0	9.6	23.2	11.1		9.6	74.0	23.2	23.9	88.3	5.6
70th %ile Term Code	Gap	Skip	Hold	Hold	Gap		Hold	Coord	Hold	Gap	Coord	Gap
50th %ile Green (s)	0.0	0.0	9.6	16.2	16.5		9.6	82.0	16.2	22.9	95.3	0.0
50th %ile Term Code	Skip	Skip	Hold	Max	Hold		Hold	Coord	Max	Gap	Coord	Skip
30th %ile Green (s)	0.0	0.0	0.0	16.2	16.5		0.0	82.7	16.2	22.2	111.3	0.0
30th %ile Term Code	Skip	Skip	Skip	Max	Hold		Skip	Coord	Max	Gap	Coord	Skip
10th %ile Green (s)	0.0	0.0	0.0	13.4	13.7		0.0	86.1	13.4	21.6	114.1	0.0
10th %ile Term Code	Skip	Skip	Skip	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Skip
Queue Length 50th (ft)	5	2	0	151	8		25	106	65	170	121	0
Queue Length 95th (ft)	20	12	0	#225	99		61	157	124	#286	187	m0
Internal Link Dist (ft)		382			1412			2443			3215	
Turn Bay Length (ft)	160		180	250			250		450	455		260
Base Capacity (vph)	98	189	243	427	440		127	2788	1224	287	3524	1023
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01	0.06	0.76	0.61		0.20	0.16	0.16	0.68	0.28	0.01


































### Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 37 (26%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.79  
 Intersection Signal Delay (s/veh): 25.3      Intersection LOS: C  
 Intersection Capacity Utilization 54.5%      ICU Level of Service A  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 2: Veterans Pkwy & Shepard Rd



### Lanes, Volumes, Timings 3: Veterans Pkwy & Fort Jesse Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  			  	
Traffic Volume (vph)	100	265	295	100	350	70	225	470	75	95	1035	160
Future Volume (vph)	100	265	295	100	350	70	225	470	75	95	1035	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	10	12	12	12	12	12	13
Storage Length (ft)	110		225	175		200	245		255	345		575
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	190			160			250			205		
Satd. Flow (prot)	2996	3455	1599	3351	3388	1492	3400	5085	1553	1752	5085	1605
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2996	3455	1599	3351	3388	1492	3400	5085	1553	1752	5085	1605
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120			123			78			76
Link Speed (mph)		35			30			45			45	
Link Distance (ft)		1427			760			1379			2523	
Travel Time (s)		27.8			17.3			20.9			38.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	1%	1%	1%	3%	1%	3%	2%	4%	3%	2%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	276	307	104	365	73	234	490	78	99	1078	167
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	11.0	21.4	11.0	11.0	28.0	11.0	11.0	21.4	11.0	11.0	21.4	11.0
Total Split (s)	20.0	32.0	23.0	18.0	30.0	22.0	23.0	68.0	18.0	22.0	67.0	20.0
Total Split (%)	14.3%	22.9%	16.4%	12.9%	21.4%	15.7%	16.4%	48.6%	12.9%	15.7%	47.9%	14.3%
Maximum Green (s)	14.0	25.6	17.0	12.0	23.6	16.0	17.0	61.6	12.0	16.0	60.6	14.0
Yellow Time (s)	4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	2.0	1.9	2.0	2.0	1.9	2.0	2.0	1.9	2.0	2.0	1.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.0	6.0	6.4	6.0	6.0	6.4	6.0	6.0	6.4	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	3.0	5.5	2.0	2.0	5.5	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)					7.0							
Flash Don't Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	9.2	20.8	38.2	8.7	20.3	38.6	17.0	73.7	88.8	12.0	68.7	78.3
Actuated g/C Ratio	0.07	0.15	0.27	0.06	0.15	0.28	0.12	0.53	0.63	0.09	0.49	0.56
v/c Ratio	0.53	0.54	0.59	0.50	0.74	0.15	0.57	0.18	0.08	0.66	0.43	0.18
Control Delay (s/veh)	72.5	58.6	22.1	71.4	66.9	1.1	33.0	8.4	0.2	66.8	23.1	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	58.6	22.1	71.4	66.9	1.1	33.0	8.4	0.2	66.8	23.1	5.5
LOS	E	E	C	E	E	A	C	A	A	E	C	A
Approach Delay (s/veh)		44.4			58.9			14.8			24.1	

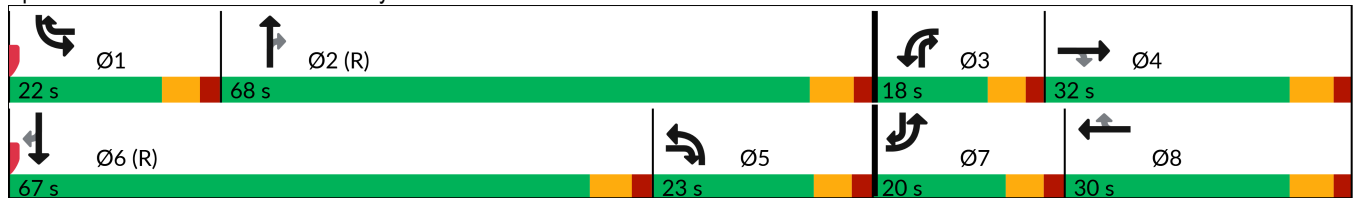
Lanes, Volumes, Timings  
 3: Veterans Pkwy & Fort Jesse Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			E			B			C		
90th %ile Green (s)	12.3	26.1	17.0	11.5	25.3	16.0	17.0	61.6	11.5	16.0	60.6	12.3
90th %ile Term Code	Gap	Hold	Max	Gap	Max	Max	Max	Coord	Gap	Max	Coord	Gap
70th %ile Green (s)	10.5	23.0	17.0	9.8	22.3	14.3	17.0	68.1	9.8	14.3	65.4	10.5
70th %ile Term Code	Gap	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Gap
50th %ile Green (s)	9.2	20.8	17.0	8.7	20.3	12.3	17.0	73.4	8.7	12.3	68.7	9.2
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Gap
30th %ile Green (s)	8.0	18.6	17.0	7.6	18.2	10.2	17.0	78.8	7.6	10.2	72.0	8.0
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
10th %ile Green (s)	6.2	15.4	17.0	6.0	15.2	7.1	17.0	86.7	6.0	7.1	76.8	6.2
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
Queue Length 50th (ft)	47	124	115	47	170	0	95	27	1	90	272	56
Queue Length 95th (ft)	78	165	173	78	217	4	83	41	0	m128	352	m43
Internal Link Dist (ft)	1347			680			1299			2443		
Turn Bay Length (ft)	110	225		175	200		245	255		345	575	
Base Capacity (vph)	299	634	523	287	579	540	412	2677	1048	200	2495	983
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.44	0.59	0.36	0.63	0.14	0.57	0.18	0.07	0.50	0.43	0.17

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 79 (56%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay (s/veh): 31.6      Intersection LOS: C  
 Intersection Capacity Utilization 60.9%      ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

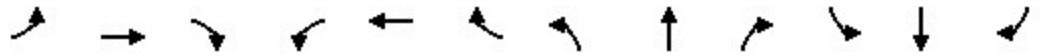
Splits and Phases: 3: Veterans Pkwy & Fort Jesse Rd



Lanes, Volumes, Timings  
 4: Veterans Pkwy & Parkway Plaza

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	30	25	100	30	50	30	710	120	65	1340	25
Future Volume (vph)	10	30	25	100	30	50	30	710	120	65	1340	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	90		130	0		0	515		545	505		530
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	105			25			235			205		
Satd. Flow (prot)	1685	1481	1561	3319	1553	0	1736	5036	1615	1752	5085	1324
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1685	1481	1532	3275	1553	0	1736	5036	1595	1750	5085	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		47				126			77
Link Speed (mph)		30			30			45				45
Link Distance (ft)		397			383			1295				1379
Travel Time (s)		9.0			8.7			19.6				20.9
Confl. Peds. (#/hr)			4	4					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	24%	0%	2%	19%	0%	4%	3%	0%	3%	2%	22%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	32	26	105	85	0	32	747	126	68	1411	26
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	11.8	13.0	11.4	11.8	20.0		11.4	21.4	11.8	12.0	21.4	11.8
Total Split (s)	16.0	17.0	20.0	19.0	20.0		20.0	88.0	19.0	16.0	84.0	16.0
Total Split (%)	11.4%	12.1%	14.3%	13.6%	14.3%		14.3%	62.9%	13.6%	11.4%	60.0%	11.4%
Maximum Green (s)	9.2	11.0	13.6	12.2	13.5		13.6	82.3	12.2	9.6	78.3	9.2
Yellow Time (s)	4.3	4.0	4.0	4.3	4.0		4.0	4.5	4.3	4.0	4.5	4.3
All-Red Time (s)	2.5	2.0	2.4	2.5	2.5		2.4	1.2	2.5	2.4	1.2	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.0	6.4	6.8	6.5		6.4	5.7	6.8	6.4	5.7	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	5.5	2.0	2.0	5.5	2.0
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	5.7	8.8	17.6	8.9	11.0		11.9	96.1	103.9	8.9	93.0	99.0
Actuated g/C Ratio	0.04	0.06	0.13	0.06	0.08		0.09	0.69	0.74	0.06	0.66	0.71
v/c Ratio	0.16	0.35	0.09	0.50	0.52		0.22	0.22	0.10	0.61	0.42	0.03
Control Delay (s/veh)	69.5	72.5	0.6	71.1	41.0		63.1	3.6	0.6	96.9	8.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.5	72.5	0.6	71.1	41.0		63.1	3.6	0.6	96.9	8.4	0.0
LOS	E	E	A	E	D		E	A	A	F	A	A
Approach Delay (s/veh)		44.9			57.6			5.3			12.2	
Approach LOS		D			E			A			B	
90th %ile Green (s)	7.2	11.6	13.6	11.6	15.5		13.6	82.3	11.6	9.6	78.3	7.2

Lanes, Volumes, Timings  
 4: Veterans Pkwy & Parkway Plaza

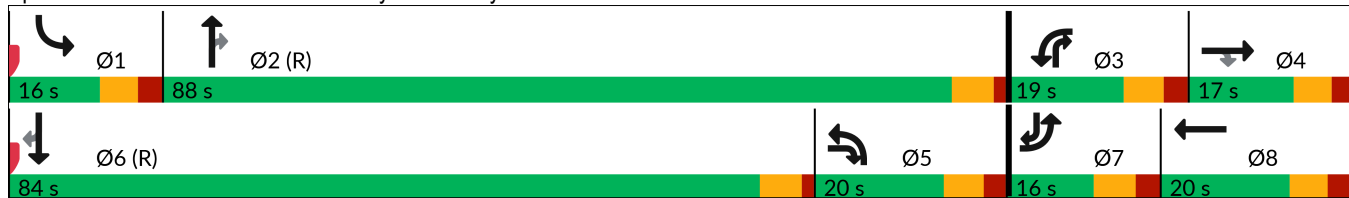


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Gap	Max	Hold	Gap	Hold		Hold	Coord	Gap	Max	Coord	Gap
70th %ile Green (s)	6.1	9.8	13.6	9.9	13.1		13.6	83.8	9.9	11.6	81.8	6.1
70th %ile Term Code	Gap	Gap	Hold	Gap	Hold		Hold	Coord	Gap	Gap	Coord	Gap
50th %ile Green (s)	5.4	8.4	13.6	8.8	11.3		13.6	88.1	8.8	9.8	84.3	5.4
50th %ile Term Code	Gap	Gap	Hold	Gap	Hold		Hold	Coord	Gap	Gap	Coord	Gap
30th %ile Green (s)	0.0	0.0	13.6	7.7	8.0		13.6	105.3	7.7	8.1	99.8	0.0
30th %ile Term Code	Skip	Skip	Hold	Gap	Hold		Hold	Coord	Gap	Gap	Coord	Skip
10th %ile Green (s)	0.0	0.0	0.0	6.7	7.0		0.0	120.8	6.7	0.0	120.8	0.0
10th %ile Term Code	Skip	Skip	Skip	Hold	Min		Skip	Coord	Hold	Skip	Coord	Skip
Queue Length 50th (ft)	10	29	0	48	33		30	31	0	48	356	0
Queue Length 95th (ft)	32	63	0	78	88		69	37	0	m#101	239	m0
Internal Link Dist (ft)		317			303			1215			1299	
Turn Bay Length (ft)	90		130				515		545	505		530
Base Capacity (vph)	110	117	321	289	196		168	3455	1252	125	3377	989
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.27	0.08	0.36	0.43		0.19	0.22	0.10	0.54	0.42	0.03


































Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 99 (71%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 70  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay (s/veh): 13.9 Intersection LOS: B  
 Intersection Capacity Utilization 55.1% ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

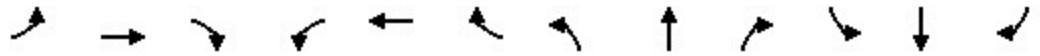
Splits and Phases: 4: Veterans Pkwy & Parkway Plaza



Lanes, Volumes, Timings  
5: Veterans Pkwy & E College Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (vph)	85	255	235	110	310	45	205	730	75	60	1315	90
Future Volume (vph)	85	255	235	110	310	45	205	730	75	60	1315	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	140		315	110		135	415		455	415		505
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	190			230			230			225		
Satd. Flow (prot)	3255	3355	1531	3286	3455	1432	3502	5085	1509	3400	5085	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3255	3355	1531	3286	3455	1432	3502	5085	1509	3400	5085	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			139			139
Link Speed (mph)		30			35			45				45
Link Distance (ft)		1820			778			1447			1295	
Travel Time (s)		41.4			15.2			21.9			19.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	2%	3%	1%	9%	0%	2%	7%	3%	2%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	271	250	117	330	48	218	777	80	64	1399	96
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.3	16.0	12.0	12.3	20.0	12.0	12.0	36.0	12.3	12.0	21.4	12.3
Total Split (s)	18.0	27.0	20.0	21.0	30.0	18.0	20.0	74.0	21.0	18.0	72.0	18.0
Total Split (%)	12.9%	19.3%	14.3%	15.0%	21.4%	12.9%	14.3%	52.9%	15.0%	12.9%	51.4%	12.9%
Maximum Green (s)	10.7	20.5	13.0	13.7	23.5	11.0	13.0	67.9	13.7	11.0	65.9	10.7
Yellow Time (s)	4.8	4.0	4.5	4.8	4.0	4.5	4.5	4.5	4.8	4.5	4.5	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.6	2.5	2.5	1.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.5	7.0	7.3	6.5	7.0	7.0	6.1	7.3	7.0	6.1	7.3
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	8.2	16.5	28.3	10.3	18.6	27.9	12.3	78.9	95.3	9.8	74.0	88.3
Actuated g/C Ratio	0.06	0.12	0.20	0.07	0.13	0.20	0.09	0.56	0.68	0.07	0.53	0.63
v/c Ratio	0.47	0.69	0.60	0.48	0.72	0.12	0.71	0.27	0.07	0.27	0.52	0.09
Control Delay (s/veh)	71.5	68.3	20.1	68.6	67.2	0.6	62.3	15.7	1.6	53.4	12.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.5	68.3	20.1	68.6	67.2	0.6	62.3	15.7	1.6	53.4	12.8	0.3
LOS	E	E	C	E	E	A	E	B	A	D	B	A
Approach Delay (s/veh)		49.1			61.1			24.1			13.7	
Approach LOS		D			E			C			B	
90th %ile Green (s)	10.7	20.5	13.3	13.4	23.2	11.0	13.3	68.2	13.4	11.0	65.9	10.7
90th %ile Term Code	Max	Max	Max	Hold	Gap	Hold	Max	Coord	Hold	Hold	Coord	Max

Lanes, Volumes, Timings  
 5: Veterans Pkwy & E College Ave

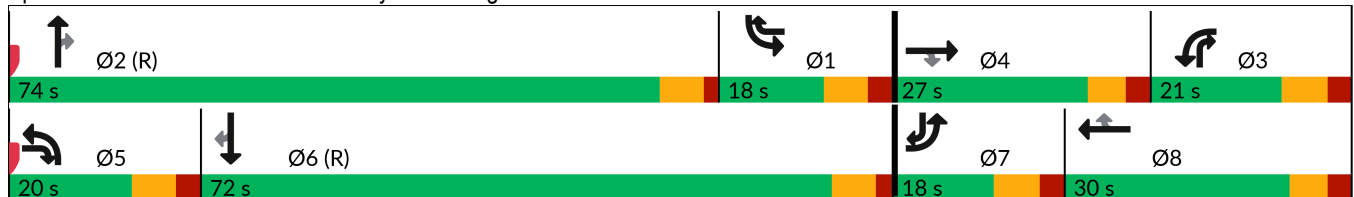


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	9.3	18.3	14.6	11.5	20.5	11.0	14.6	72.3	11.5	11.0	68.7	9.3
70th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Hold	Gap	Coord	Hold	Hold	Coord	Gap
50th %ile Green (s)	8.3	16.5	13.0	10.4	18.6	11.0	13.0	75.2	10.4	11.0	73.2	8.3
50th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Hold	Gap	Coord	Hold	Hold	Coord	Gap
30th %ile Green (s)	7.2	14.8	11.5	9.1	16.7	11.0	11.5	78.2	9.1	11.0	77.7	7.2
30th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Hold	Gap	Coord	Hold	Hold	Coord	Gap
10th %ile Green (s)	5.6	12.2	9.3	7.3	13.9	0.0	9.3	100.6	7.3	0.0	84.3	5.6
10th %ile Term Code	Gap	Gap	Gap	Hold	Gap	Skip	Gap	Coord	Hold	Skip	Coord	Gap
Queue Length 50th (ft)	41	126	69	53	154	0	80	148	0	30	193	0
Queue Length 95th (ft)	70	171	129	85	201	0	119	250	6	57	226	1
Internal Link Dist (ft)	1740			698			1367			1215		
Turn Bay Length (ft)	140		315	110		135	415		455	415		505
Base Capacity (vph)	248	491	428	321	579	404	334	2865	1033	267	2686	1055
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.55	0.58	0.36	0.57	0.12	0.65	0.27	0.08	0.24	0.52	0.09

























Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	101 (72%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay (s/veh):	28.7
Intersection LOS:	C
Intersection Capacity Utilization:	66.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 5: Veterans Pkwy & E College Ave



Lanes, Volumes, Timings  
6: Veterans Pkwy & Von Maur Dr/Jumer Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	35	110	105	55	5	105	975	110	2	1605	55
Future Volume (vph)	30	35	110	105	55	5	105	975	110	2	1605	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	90		120	145		225	555		695	530		590
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	80			115			220			250		
Satd. Flow (prot)	1745	3292	1501	3351	1749	1561	1752	5085	1599	3502	5085	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3292	1501	3351	1749	1561	1752	5085	1599	3502	5085	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			129			129			112			86
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		275			1066			1370			1447	
Travel Time (s)		6.3			24.2			20.8			21.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	6%	4%	1%	5%	0%	3%	2%	1%	0%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	36	112	107	56	5	107	995	112	2	1638	56
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.0	60.0	12.0	12.0	23.0	15.0	12.0	38.5	12.0	15.0	21.4	12.0
Total Split (s)	15.0	15.0	15.0	16.0	16.0	15.0	15.0	94.0	16.0	15.0	94.0	15.0
Total Split (%)	10.7%	10.7%	10.7%	11.4%	11.4%	10.7%	10.7%	67.1%	11.4%	10.7%	67.1%	10.7%
Maximum Green (s)	9.0	8.0	8.0	10.0	9.0	8.0	8.0	87.5	10.0	8.0	87.5	9.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	5.0	4.5	4.0	5.0	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0	7.0	6.0	7.0	7.0	7.0	6.5	6.0	7.0	6.5	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0				5.0		7.0		5.0		
Flash Don't Walk (s)		11.0				5.0		14.0		5.0		
Pedestrian Calls (#/hr)		0				0		0		0		
Act Effct Green (s)	7.6	7.6	14.2	9.3	8.8	21.4	8.0	103.8	120.8	5.6	91.4	99.5
Actuated g/C Ratio	0.05	0.05	0.10	0.07	0.06	0.15	0.06	0.74	0.86	0.04	0.65	0.71
v/c Ratio	0.33	0.20	0.42	0.48	0.51	0.01	1.07	0.26	0.08	0.01	0.49	0.05
Control Delay (s/veh)	72.5	65.9	9.2	70.4	80.2	0.0	153.6	5.4	0.1	90.0	12.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.5	65.9	9.2	70.4	80.2	0.0	153.6	5.4	0.1	90.0	12.5	0.4
LOS	E	E	A	E	F	A	F	A	A	F	B	A
Approach Delay (s/veh)		31.6			71.6			18.0			12.2	

Lanes, Volumes, Timings  
 6: Veterans Pkwy & Von Maur Dr/Jumer Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			E			B			B		
90th %ile Green (s)	9.0	8.0	8.0	10.0	9.0	5.9	8.0	89.6	10.0	5.9	87.5	9.0
90th %ile Term Code	Max	Max	Max	Max	Max	Gap	Max	Coord	Max	Gap	Coord	Max
70th %ile Green (s)	9.0	8.0	8.0	10.0	9.0	0.0	8.0	102.5	10.0	0.0	87.5	9.0
70th %ile Term Code	Max	Hold	Max	Max	Max	Skip	Max	Coord	Max	Skip	Coord	Max
50th %ile Green (s)	7.9	7.9	8.0	9.8	9.8	0.0	8.0	102.8	9.8	0.0	87.8	7.9
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Skip	Max	Coord	Gap	Skip	Coord	Gap
30th %ile Green (s)	6.7	7.0	8.0	8.7	9.0	0.0	8.0	104.8	8.7	0.0	89.8	6.7
30th %ile Term Code	Gap	Min	Max	Gap	Hold	Skip	Max	Coord	Gap	Skip	Coord	Gap
10th %ile Green (s)	0.0	0.0	8.0	8.0	7.0	0.0	8.0	119.5	8.0	0.0	104.5	0.0
10th %ile Term Code	Skip	Skip	Max	Hold	Hold	Skip	Max	Coord	Hold	Skip	Coord	Skip
Queue Length 50th (ft)	28	16	0	48	50	0	~109	56	0	1	484	2
Queue Length 95th (ft)	62	36	35	81	98	0	#230	108	1	m1	320	m1
Internal Link Dist (ft)	195			986			1290			1367		
Turn Bay Length (ft)	90	120		145	225		555	695		530	590	
Base Capacity (vph)	112	188	267	239	114	372	100	3771	1390	200	3320	1188
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.19	0.42	0.45	0.49	0.01	1.07	0.26	0.08	0.01	0.49	0.05

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 6 (4%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 140  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 1.07  
 Intersection Signal Delay (s/veh): 18.5      Intersection LOS: B  
 Intersection Capacity Utilization 63.6%      ICU Level of Service B  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Veterans Pkwy & Von Maur Dr/Jumer Dr



Lanes, Volumes, Timings

7: Veterans Pkwy & E Vernon Ave/General Electric Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	335	230	150	375	100	245	960	130	150	1445	225
Future Volume (vph)	130	335	230	150	375	100	245	960	130	150	1445	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	235		140	180		160	530		590	400		685
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	80			150			230			210		
Satd. Flow (prot)	3351	3388	1531	3319	3388	1531	3433	5085	1583	3367	5085	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3351	3388	1531	3319	3388	1531	3433	5085	1583	3367	5085	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			140			140			140
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		379			486			2185			1370	
Travel Time (s)		8.6			11.0			33.1			20.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	3%	2%	2%	3%	2%	2%	2%	2%	4%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	349	240	156	391	104	255	1000	135	156	1505	234
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.0	20.0	12.0	12.0	20.0	12.0	12.0	21.4	12.0	12.0	21.4	12.0
Total Split (s)	18.0	26.0	22.0	20.0	28.0	22.0	22.0	72.0	20.0	22.0	72.0	18.0
Total Split (%)	12.9%	18.6%	15.7%	14.3%	20.0%	15.7%	15.7%	51.4%	14.3%	15.7%	51.4%	12.9%
Maximum Green (s)	11.0	19.0	15.0	13.0	21.0	15.0	15.0	65.0	13.0	15.0	65.0	11.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	2.5	1.0	2.0	2.0	2.5	4.5	1.0	2.0	4.5	1.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.0	18.3	33.3	9.9	19.2	30.1	15.0	72.9	89.9	10.9	68.8	84.8
Actuated g/C Ratio	0.06	0.13	0.24	0.07	0.14	0.22	0.11	0.52	0.64	0.08	0.49	0.61
v/c Ratio	0.63	0.79	0.51	0.66	0.84	0.24	0.69	0.38	0.13	0.60	0.60	0.23
Control Delay (s/veh)	76.9	72.3	15.7	76.9	75.3	2.7	60.3	13.3	0.4	82.3	12.0	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	72.3	15.7	76.9	75.3	2.7	60.3	13.3	0.4	82.3	12.0	0.9
LOS	E	E	B	E	E	A	E	B	A	F	B	A
Approach Delay (s/veh)		54.4			64.1			20.7			16.4	
Approach LOS		D			E			C			B	
90th %ile Green (s)	11.0	19.0	15.0	13.0	21.0	14.2	15.0	65.8	13.0	14.2	65.0	11.0
90th %ile Term Code	Max	Max	Max	Max	Max	Gap	Max	Coord	Max	Gap	Coord	Max

# Lanes, Volumes, Timings

## 7: Veterans Pkwy & E Vernon Ave/General Electric Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	11.0	20.6	15.0	11.4	21.0	12.2	15.0	67.8	11.4	12.2	65.0	11.0
70th %ile Term Code	Hold	Max	Max	Gap	Max	Gap	Max	Coord	Gap	Gap	Coord	Hold
50th %ile Green (s)	9.1	19.6	15.0	10.0	20.5	10.9	15.0	71.5	10.0	10.9	67.4	9.1
50th %ile Term Code	Gap	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Gap
30th %ile Green (s)	7.8	17.6	15.0	8.6	18.4	9.5	15.0	76.3	8.6	9.5	70.8	7.8
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
10th %ile Green (s)	5.9	14.6	15.0	6.6	15.3	7.5	15.0	83.3	6.6	7.5	75.8	5.9
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
Queue Length 50th (ft)	62	162	56	72	183	0	119	107	0	59	152	1
Queue Length 95th (ft)	97	221	117	109	242	16	168	115	2	92	297	3
Internal Link Dist (ft)		299			406			2105			1290	
Turn Bay Length (ft)	235		140	180		160	530		590	400		685
Base Capacity (vph)	263	470	470	308	508	480	367	2649	1097	360	2498	1010
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.74	0.51	0.51	0.77	0.22	0.69	0.38	0.12	0.43	0.60	0.23



















### Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	30 (21%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay (s/veh):	30.2
Intersection LOS:	C
Intersection Capacity Utilization:	72.8%
ICU Level of Service:	C
Analysis Period (min):	15

### Splits and Phases: 7: Veterans Pkwy & E Vernon Ave/General Electric Rd

Ø1 22 s	Ø2 (R) 72 s	Ø3 20 s	Ø4 26 s
Ø6 (R) 72 s	Ø5 22 s	Ø8 28 s	Ø7 18 s

Lanes, Volumes, Timings  
 8: Veterans Pkwy & Clearwater Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	180	230	1105	145	160	1665
Future Volume (vph)	180	230	1105	145	160	1665
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	12
Storage Length (ft)	0	335		560	380	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				240	
Satd. Flow (prot)	3286	1501	5085	1620	3400	5085
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3248	1501	5085	1598	3398	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		90		96		
Link Speed (mph)	30		45			45
Link Distance (ft)	1078		2570			2185
Travel Time (s)	24.5		38.9			33.1
Confl. Peds. (#/hr)	5			1	1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	4%	2%	3%	3%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	191	245	1176	154	170	1771
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	3	1 3	2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	1 3	2	3	1	6
Switch Phase						
Minimum Initial (s)	8.0		10.0	8.0	6.0	10.0
Minimum Split (s)	20.0		51.0	20.0	17.0	21.4
Total Split (s)	25.0		95.0	25.0	20.0	115.0
Total Split (%)	17.9%		67.9%	17.9%	14.3%	82.1%
Maximum Green (s)	18.0		88.0	18.0	13.0	108.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0		7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		3.0	4.0	2.0	3.0
Recall Mode	None		C-Max	None	None	C-Max
Walk Time (s)			7.0		5.0	
Flash Don't Walk (s)			17.0		5.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	14.7	34.7	91.3	106.0	13.0	111.3
Actuated g/C Ratio	0.11	0.25	0.65	0.76	0.09	0.80
v/c Ratio	0.55	0.56	0.35	0.12	0.54	0.44
Control Delay (s/veh)	65.4	33.3	3.4	0.6	55.5	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.4	33.3	3.4	0.6	55.5	1.8
LOS	E	C	A	A	E	A

Lanes, Volumes, Timings  
 8: Veterans Pkwy & Clearwater Ave



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay (s/veh)	47.3		3.1			6.5
Approach LOS	D		A			A
90th %ile Green (s)	18.0		88.0	18.0	13.0	108.0
90th %ile Term Code	Max		Coord	Max	Max	Coord
70th %ile Green (s)	16.8		89.2	16.8	13.0	109.2
70th %ile Term Code	Gap		Coord	Gap	Max	Coord
50th %ile Green (s)	15.3		90.7	15.3	13.0	110.7
50th %ile Term Code	Gap		Coord	Gap	Max	Coord
30th %ile Green (s)	12.8		93.2	12.8	13.0	113.2
30th %ile Term Code	Gap		Coord	Gap	Max	Coord
10th %ile Green (s)	10.6		95.4	10.6	13.0	115.4
10th %ile Term Code	Gap		Coord	Gap	Hold	Coord
Queue Length 50th (ft)	86	122	33	0	83	50
Queue Length 95th (ft)	124	209	58	0	124	86
Internal Link Dist (ft)	998		2490			2105
Turn Bay Length (ft)		335		560	380	
Base Capacity (vph)	422	472	3316	1270	315	4042
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.52	0.35	0.12	0.54	0.44

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	24 (17%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay (s/veh):	10.1
Intersection LOS:	B
Intersection Capacity Utilization	50.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 8: Veterans Pkwy & Clearwater Ave



Lanes, Volumes, Timings  
 9: Veterans Pkwy & Empire Street North Junction



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↷			↑↑↑	↑↑↑↑	↷
Traffic Volume (vph)	115	0	0	1135	1650	195
Future Volume (vph)	115	0	0	1135	1650	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Storage Length (ft)	0	0	0			480
Storage Lanes	2	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	3479	0	0	5085	7544	1636
Flt Permitted	0.950					
Satd. Flow (perm)	3479	0	0	5085	7544	1636
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	383			530	2570	
Travel Time (s)	7.5			8.0	38.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	0%	0%	2%	2%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	0	0	1182	1719	203
Turn Type	Prot			NA	NA	pm+ov
Protected Phases	3			2	6	3
Permitted Phases						6
Detector Phase	3			2	6	3
Switch Phase						
Minimum Initial (s)	8.0			15.0	15.0	8.0
Minimum Split (s)	20.0			21.2	21.2	20.0
Total Split (s)	35.0			105.0	105.0	35.0
Total Split (%)	25.0%			75.0%	75.0%	25.0%
Maximum Green (s)	28.7			98.8	98.8	28.7
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.3			2.2	2.2	2.3
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.3			6.2	6.2	6.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	None			C-Max	C-Max	None
Act Effct Green (s)	10.3			117.2	117.2	140.0
Actuated g/C Ratio	0.07			0.84	0.84	1.00
v/c Ratio	0.47			0.28	0.27	0.12
Control Delay (s/veh)	72.7			0.6	2.1	0.1
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	72.7			0.6	2.1	0.1
LOS	E			A	A	A
Approach Delay (s/veh)	72.7			0.6	1.9	
Approach LOS	E			A	A	
90th %ile Green (s)	13.0			114.5	114.5	13.0
90th %ile Term Code	Gap			Coord	Coord	Gap

# Lanes, Volumes, Timings

## 9: Veterans Pkwy & Empire Street North Junction



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
70th %ile Green (s)	11.4			116.1	116.1	11.4
70th %ile Term Code	Gap			Coord	Coord	Gap
50th %ile Green (s)	10.2			117.3	117.3	10.2
50th %ile Term Code	Gap			Coord	Coord	Gap
30th %ile Green (s)	9.0			118.5	118.5	9.0
30th %ile Term Code	Gap			Coord	Coord	Gap
10th %ile Green (s)	8.0			119.5	119.5	8.0
10th %ile Term Code	Min			Coord	Coord	Min
Queue Length 50th (ft)	60			11	40	0
Queue Length 95th (ft)	95			19	71	0
Internal Link Dist (ft)	303			450	2490	
Turn Bay Length (ft)						480
Base Capacity (vph)	713			4256	6314	1636
Starvation Cap Reductn	0			773	0	0
Spillback Cap Reductn	0			0	24	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.17			0.34	0.27	0.12

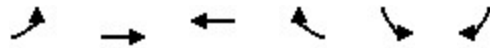
### Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 104 (74%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay (s/veh): 4.0      Intersection LOS: A  
 Intersection Capacity Utilization 39.0%      ICU Level of Service A  
 Analysis Period (min) 15

### Splits and Phases: 9: Veterans Pkwy & Empire Street North Junction

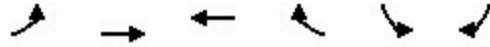


Lanes, Volumes, Timings  
 10: E Empire St & Veterans Parkway West Junction



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑			↔↔
Traffic Volume (vph)	115	510	750	0	0	195
Future Volume (vph)	115	510	750	0	0	195
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245			0	0	0
Storage Lanes	2			0	0	2
Taper Length (ft)	165				25	
Satd. Flow (prot)	3367	4988	3505	0	0	2760
Flt Permitted	0.950					
Satd. Flow (perm)	3367	4988	3505	0	0	2760
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						219
Link Speed (mph)		35	35		35	
Link Distance (ft)		2754	530		355	
Travel Time (s)		53.6	10.3		6.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	3%	0%	0%	3%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	548	806	0	0	210
Turn Type	Prot	NA	NA			Over
Protected Phases	4	2 4	2			4
Permitted Phases						
Detector Phase	4	2 4	2			4
Switch Phase						
Minimum Initial (s)	8.0		8.0			8.0
Minimum Split (s)	21.0		21.0			21.0
Total Split (s)	65.0		75.0			65.0
Total Split (%)	46.4%		53.6%			46.4%
Maximum Green (s)	58.7		68.7			58.7
Yellow Time (s)	4.0		4.0			4.0
All-Red Time (s)	2.3		2.3			2.3
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.3		6.3			6.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0			2.0
Recall Mode	None		C-Max			None
Act Effct Green (s)	11.4	140.0	116.0			11.4
Actuated g/C Ratio	0.08	1.00	0.83			0.08
v/c Ratio	0.45	0.11	0.28			0.49
Control Delay (s/veh)	66.0	0.0	0.4			10.0
Queue Delay	0.0	0.0	0.1			0.0
Total Delay (s/veh)	66.0	0.0	0.5			10.0
LOS	E	A	A			B
Approach Delay (s/veh)		12.2	0.5		10.0	
Approach LOS		B	A		B	
90th %ile Green (s)	15.5		111.9			15.5
90th %ile Term Code	Gap		Coord			Gap
70th %ile Green (s)	12.8		114.6			12.8

Lanes, Volumes, Timings  
 10: E Empire St & Veterans Parkway West Junction



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
70th %ile Term Code	Gap		Coord			Gap
50th %ile Green (s)	11.5		115.9			11.5
50th %ile Term Code	Gap		Coord			Gap
30th %ile Green (s)	9.3		118.1			9.3
30th %ile Term Code	Gap		Coord			Gap
10th %ile Green (s)	8.0		119.4			8.0
10th %ile Term Code	Min		Coord			Min
Queue Length 50th (ft)	56	0	3			10
Queue Length 95th (ft)	87	0	1			13
Internal Link Dist (ft)		2674	450		275	
Turn Bay Length (ft)	245					
Base Capacity (vph)	1411	4988	2903			1284
Starvation Cap Reductn	0	0	832			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.09	0.11	0.39			0.16













Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	53 (38%), Referenced to phase 2:EBWB, Start of 1st Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay (s/veh):	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	38.1%
ICU Level of Service:	A
Analysis Period (min):	15

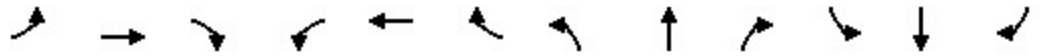
Splits and Phases: 10: E Empire St & Veterans Parkway West Junction



Lanes, Volumes, Timings  
 11: Veterans Pkwy & E Empire St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↘↘	↑↑↑		↘↘	↑↑↑	
Traffic Volume (vph)	0	440	105	0	545	105	205	1030	0	185	1465	0
Future Volume (vph)	0	440	105	0	545	105	205	1030	0	185	1465	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3471	1553	0	3539	1583	3433	5085	0	3433	5085	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	3471	1553	0	3539	1583	3433	5085	0	3433	5085	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			86						
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		530			509			475			530	
Travel Time (s)		10.3			9.9			7.2			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	4%	0%	2%	2%	2%	2%	0%	2%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	463	111	0	574	111	216	1084	0	195	1542	0
Turn Type		NA	pm+ov		NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase		4	5		8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)		15.0	5.0		15.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)		22.0	19.0		22.0	12.0	19.0	22.0		12.0	22.0	
Total Split (s)		49.0	21.0		49.0	22.0	21.0	69.0		22.0	70.0	
Total Split (%)		35.0%	15.0%		35.0%	15.7%	15.0%	49.3%		15.7%	50.0%	
Maximum Green (s)		42.0	14.0		42.0	15.0	14.0	62.0		15.0	63.0	
Yellow Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)		2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Lead/Lag			Lag			Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode		None	None		None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		29.0	50.0		29.0	49.2	14.0	76.8		13.2	76.0	
Actuated g/C Ratio		0.21	0.36		0.21	0.35	0.10	0.55		0.09	0.54	
v/c Ratio		0.65	0.18		0.78	0.18	0.63	0.39		0.60	0.56	
Control Delay (s/veh)		54.7	9.1		60.3	8.8	55.1	2.8		80.5	10.9	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.1		0.0	0.2	
Total Delay (s/veh)		54.7	9.1		60.3	8.8	55.1	3.0		80.5	11.1	
LOS		D	A		E	A	E	A		F	B	
Approach Delay (s/veh)		45.9			52.0			11.6			18.9	
Approach LOS		D			D			B			B	
90th %ile Green (s)		35.8	14.0		35.8	16.9	14.0	66.3		16.9	69.2	
90th %ile Term Code		Hold	Max		Gap	Gap	Max	Coord		Gap	Coord	
70th %ile Green (s)		31.5	14.0		31.5	14.7	14.0	72.8		14.7	73.5	
70th %ile Term Code		Hold	Max		Gap	Gap	Max	Coord		Gap	Coord	
50th %ile Green (s)		29.0	14.0		29.0	13.2	14.0	76.8		13.2	76.0	
50th %ile Term Code		Hold	Max		Gap	Gap	Max	Coord		Gap	Coord	

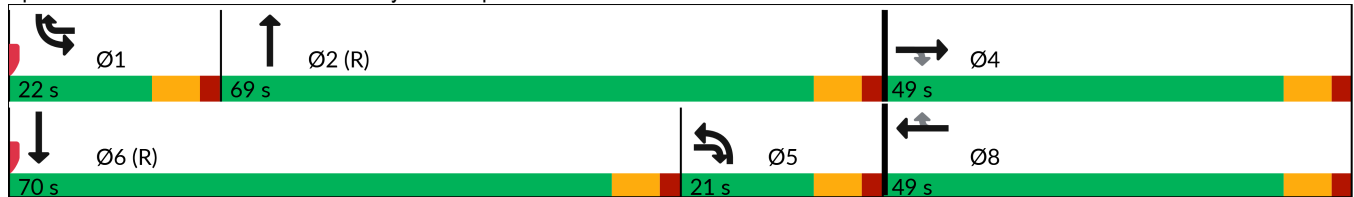
Lanes, Volumes, Timings  
 11: Veterans Pkwy & E Empire St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
30th %ile Green (s)		26.5	14.0		26.5	11.8	14.0	80.7		11.8	78.5	
30th %ile Term Code		Hold	Hold		Gap	Gap	Hold	Coord		Gap	Coord	
10th %ile Green (s)		22.0	14.0		22.0	9.6	14.0	87.4		9.6	83.0	
10th %ile Term Code		Hold	Hold		Gap	Gap	Hold	Coord		Gap	Coord	
Queue Length 50th (ft)		205	15		263	15	106	24		86	142	
Queue Length 95th (ft)		248	53		311	51	151	66		111	288	
Internal Link Dist (ft)		450			429			395			450	
Turn Bay Length (ft)												
Base Capacity (vph)		1041	609		1061	635	343	2789		376	2761	
Starvation Cap Reductn		0	0		0	0	0	666		0	353	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.44	0.18		0.54	0.17	0.63	0.51		0.52	0.64	

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	114 (81%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay (s/veh):	25.6
Intersection LOS:	C
Intersection Capacity Utilization:	66.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: Veterans Pkwy & E Empire St

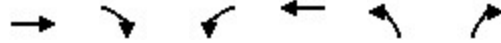


Lanes, Volumes, Timings  
 12: Veterans Parkway East Junction & E Empire St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘↘	↑↑↑		↗↗
Traffic Volume (vph)	625	0	335	650	0	230
Future Volume (vph)	625	0	335	650	0	230
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	245		0	0
Storage Lanes		0	2		0	2
Taper Length (ft)			125		25	
Satd. Flow (prot)	3471	0	3433	5085	0	2787
Flt Permitted			0.950			
Satd. Flow (perm)	3471	0	3433	5085	0	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						389
Link Speed (mph)	35			35	35	
Link Distance (ft)	509			2577	334	
Travel Time (s)	9.9			50.2	6.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	2%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	644	0	345	670	0	237
Turn Type	NA		Prot	NA		Over
Protected Phases	2		4	2 4		4
Permitted Phases						
Detector Phase	2		4	2 4		4
Switch Phase						
Minimum Initial (s)	15.0		8.0			8.0
Minimum Split (s)	21.4		21.0			21.0
Total Split (s)	80.0		60.0			60.0
Total Split (%)	57.1%		42.9%			42.9%
Maximum Green (s)	73.8		53.7			53.7
Yellow Time (s)	4.0		4.0			4.0
All-Red Time (s)	2.2		2.3			2.3
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.2		6.3			6.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0			3.0
Recall Mode	C-Max		None			None
Act Effct Green (s)	101.9		25.6	140.0		25.6
Actuated g/C Ratio	0.73		0.18	1.00		0.18
v/c Ratio	0.26		0.55	0.13		0.29
Control Delay (s/veh)	0.3		54.5	0.1		3.5
Queue Delay	0.0		0.0	0.0		0.0
Total Delay (s/veh)	0.3		54.5	0.1		3.5
LOS	A		D	A		A
Approach Delay (s/veh)	0.3			18.5	3.5	
Approach LOS	A			B	A	
90th %ile Green (s)	92.6		34.9			34.9
90th %ile Term Code	Coord		Gap			Gap
70th %ile Green (s)	98.8		28.7			28.7

Lanes, Volumes, Timings  
 12: Veterans Parkway East Junction & E Empire St

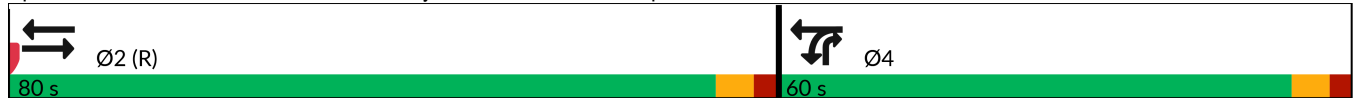


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
70th %ile Term Code	Coord		Gap			Gap
50th %ile Green (s)	102.5		25.0			25.0
50th %ile Term Code	Coord		Gap			Gap
30th %ile Green (s)	105.4		22.1			22.1
30th %ile Term Code	Coord		Gap			Gap
10th %ile Green (s)	110.1		17.4			17.4
10th %ile Term Code	Coord		Gap			Gap
Queue Length 50th (ft)	0		149	0		24
Queue Length 95th (ft)	0		183	0		29
Internal Link Dist (ft)	429			2497	254	
Turn Bay Length (ft)			245			
Base Capacity (vph)	2525		1316	5085		1308
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.26		0.26	0.13		0.18

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	70 (50%), Referenced to phase 2:EBWB, Start of 1st Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay (s/veh):	10.5
Intersection LOS:	B
Intersection Capacity Utilization:	37.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 12: Veterans Parkway East Junction & E Empire St



Lanes, Volumes, Timings  
 13: Veterans Pkwy & Empire Street South Junction



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙↙		↑↑↑↑	↘		↑↑↑
Traffic Volume (vph)	335	0	1235	230	0	1570
Future Volume (vph)	335	0	1235	230	0	1570
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		410	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	3433	0	7544	1583	0	5085
Flt Permitted	0.950					
Satd. Flow (perm)	3433	0	7544	1583	0	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	378		1025			475
Travel Time (s)	7.4		15.5			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	2%	2%	0%	2%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	349	0	1286	240	0	1635
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	3		2	3		6
Permitted Phases				2		
Detector Phase	3		2	3		6
Switch Phase						
Minimum Initial (s)	6.0		15.0	6.0		15.0
Minimum Split (s)	15.0		23.5	15.0		21.4
Total Split (s)	40.0		100.0	40.0		100.0
Total Split (%)	28.6%		71.4%	28.6%		71.4%
Maximum Green (s)	33.0		94.1	33.0		94.1
Yellow Time (s)	5.0		4.5	5.0		4.5
All-Red Time (s)	2.0		1.4	2.0		1.4
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.0		5.9	7.0		5.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Recall Mode	None		C-Max	None		C-Max
Act Effct Green (s)	18.7		108.4	140.0		108.4
Actuated g/C Ratio	0.13		0.77	1.00		0.77
v/c Ratio	0.76		0.22	0.15		0.42
Control Delay (s/veh)	53.1		0.4	0.2		0.6
Queue Delay	0.0		0.0	0.0		0.1
Total Delay (s/veh)	53.1		0.4	0.2		0.6
LOS	D		A	A		A
Approach Delay (s/veh)	53.1		0.4			0.6
Approach LOS	D		A			A
90th %ile Green (s)	23.6		103.5	23.6		103.5
90th %ile Term Code	Gap		Coord	Gap		Coord
70th %ile Green (s)	20.7		106.4	20.7		106.4

Lanes, Volumes, Timings  
 13: Veterans Pkwy & Empire Street South Junction



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
70th %ile Term Code	Gap		Coord	Gap		Coord
50th %ile Green (s)	18.7		108.4	18.7		108.4
50th %ile Term Code	Gap		Coord	Gap		Coord
30th %ile Green (s)	16.6		110.5	16.6		110.5
30th %ile Term Code	Gap		Coord	Gap		Coord
10th %ile Green (s)	13.7		113.4	13.7		113.4
10th %ile Term Code	Gap		Coord	Gap		Coord
Queue Length 50th (ft)	175		3	0		7
Queue Length 95th (ft)	228		9	0		9
Internal Link Dist (ft)	298		945			395
Turn Bay Length (ft)				410		
Base Capacity (vph)	809		5843	1583		3938
Starvation Cap Reductn	0		0	0		559
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.43		0.22	0.15		0.48

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	106 (76%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay (s/veh):	5.7
Intersection LOS:	A
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 13: Veterans Pkwy & Empire Street South Junction



Lanes, Volumes, Timings  
 14: Veterans Pkwy & Eastland Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	45	20	60	65	85	65	1340	80	125	1570	210
Future Volume (vph)	40	45	20	60	65	85	65	1340	80	125	1570	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Storage Length (ft)	350		105	145		305	535		535	365		555
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	215			125			225			230		
Satd. Flow (prot)	1662	3421	1432	1719	3610	1583	1770	5085	1583	3467	5085	1583
Flt Permitted	0.710			0.681			0.950			0.950		
Satd. Flow (perm)	1242	3421	1409	1230	3610	1583	1769	5085	1583	3467	5085	1561
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			137			86			219
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1352			1635			1478			1025	
Travel Time (s)		30.7			37.2			22.4			15.5	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	2%	9%	5%	0%	2%	2%	2%	2%	1%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	47	21	63	68	89	68	1396	83	130	1635	219
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.0	35.0	17.0	12.0	29.0	17.0	17.0	41.6	12.0	17.0	54.6	12.0
Total Split (s)	15.0	20.0	18.0	15.0	20.0	21.0	18.0	84.0	15.0	21.0	87.0	15.0
Total Split (%)	10.7%	14.3%	12.9%	10.7%	14.3%	15.0%	12.9%	60.0%	10.7%	15.0%	62.1%	10.7%
Maximum Green (s)	8.0	13.0	11.0	8.0	13.0	14.0	11.0	77.4	8.0	14.0	80.4	8.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.6	5.0	5.0	4.6	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.6	7.0	7.0	6.6	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	3.0	1.5	2.0	3.0	3.0	3.0	1.5	3.0	3.0	1.5
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0	5.0		7.0	5.0		7.0		5.0	7.0	
Flash Don't Walk (s)		15.0	5.0		15.0	5.0		17.0		5.0	14.0	
Pedestrian Calls (#/hr)		0	0		0	0		0		0	0	
Act Effct Green (s)	13.0	7.6	16.9	13.8	8.0	20.6	10.7	86.4	94.6	14.0	92.4	98.8
Actuated g/C Ratio	0.09	0.05	0.12	0.10	0.06	0.15	0.08	0.62	0.68	0.10	0.66	0.71
v/c Ratio	0.31	0.25	0.07	0.43	0.33	0.25	0.50	0.44	0.08	0.38	0.49	0.19
Control Delay (s/veh)	56.9	66.6	0.5	61.3	67.7	2.7	49.5	24.2	3.6	58.8	8.2	1.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	66.6	0.5	61.3	67.7	2.7	49.5	24.2	3.6	58.8	8.2	1.3
LOS	E	E	A	E	E	A	D	C	A	E	A	A

Lanes, Volumes, Timings  
 14: Veterans Pkwy & Eastland Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)		50.3			39.6			24.2			10.8	
Approach LOS		D			D			C			B	
90th %ile Green (s)	8.0	9.1	14.9	8.0	9.1	14.0	14.9	81.3	8.0	14.0	80.4	8.0
90th %ile Term Code	Max	Hold	Max	Max	Gap	Hold	Max	Coord	Max	Hold	Coord	Max
70th %ile Green (s)	8.0	7.9	12.4	8.0	7.9	14.0	12.4	82.5	8.0	14.0	84.1	8.0
70th %ile Term Code	Max	Hold	Gap	Max	Gap	Hold	Gap	Coord	Max	Hold	Coord	Max
50th %ile Green (s)	7.0	7.0	10.7	8.0	8.0	14.0	10.7	83.4	8.0	14.0	86.7	7.0
50th %ile Term Code	Gap	Min	Gap	Max	Hold	Hold	Gap	Coord	Max	Hold	Coord	Gap
30th %ile Green (s)	5.8	7.0	9.0	6.9	8.1	14.0	9.0	84.5	6.9	14.0	89.5	5.8
30th %ile Term Code	Gap	Min	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Hold	Coord	Gap
10th %ile Green (s)	5.0	0.0	0.0	5.0	0.0	14.0	0.0	100.4	5.0	14.0	121.4	5.0
10th %ile Term Code	Min	Skip	Skip	Min	Skip	Hold	Skip	Coord	Min	Hold	Coord	Min
Queue Length 50th (ft)	34	22	0	51	32	0	58	425	14	61	119	10
Queue Length 95th (ft)	69	44	0	95	58	9	98	480	40	98	143	18
Internal Link Dist (ft)		1272			1555			1398			945	
Turn Bay Length (ft)	350		105	145		305	535		535	365		555
Base Capacity (vph)	150	317	304	156	335	350	152	3138	1091	346	3356	1179
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.15	0.07	0.40	0.20	0.25	0.45	0.44	0.08	0.38	0.49	0.19

**Intersection Summary**

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 108 (77%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

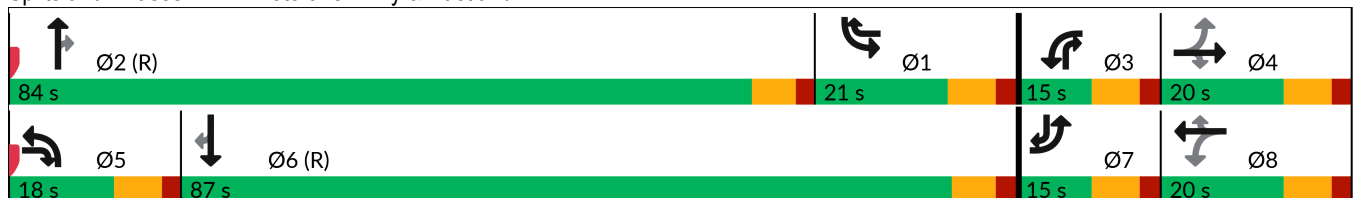
Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 18.9      Intersection LOS: B

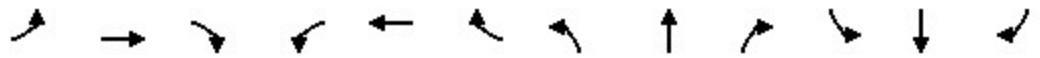
Intersection Capacity Utilization 61.7%      ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 14: Veterans Pkwy & Eastland Dr



Lanes, Volumes, Timings  
 15: Veterans Pkwy & E Washington St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↘	↖↖	↗↗	↘	↖	↗↗↗	↘	↖	↗↗↗	↘
Traffic Volume (vph)	85	195	65	75	290	160	190	1240	125	105	1115	430
Future Volume (vph)	85	195	65	75	290	160	190	1240	125	105	1115	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	12	12	13	12	12	12
Storage Length (ft)	245		310	160		315	495		490	435		615
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	85			155			225			235		
Satd. Flow (prot)	3385	3355	1516	3467	3455	1561	1770	5085	1652	1752	5036	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3385	3355	1496	3467	3455	1538	1769	5085	1652	1752	5036	1592
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			140			133			156
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		494			1269			1707			1478	
Travel Time (s)		11.2			28.8			25.9			22.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			1			4						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	3%	1%	1%	0%	2%	2%	1%	3%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	207	69	80	309	170	202	1319	133	112	1186	457
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	5.0	5.0	8.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	11.5	26.0	12.5	11.5	22.6	12.5	12.5	50.0	11.5	12.5	45.0	11.5
Total Split (s)	15.0	29.0	28.0	20.0	34.0	26.0	28.0	65.0	20.0	26.0	63.0	15.0
Total Split (%)	10.7%	20.7%	20.0%	14.3%	24.3%	18.6%	20.0%	46.4%	14.3%	18.6%	45.0%	10.7%
Maximum Green (s)	8.5	22.4	20.5	13.5	27.4	18.5	20.5	58.0	13.5	18.5	56.0	8.5
Yellow Time (s)	4.0	4.1	5.0	4.0	4.1	5.0	5.0	4.5	4.0	5.0	4.5	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.6	7.5	6.5	6.6	7.5	7.5	7.0	6.5	7.5	7.0	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0			5.0			7.0			7.0	
Flash Don't Walk (s)		12.0			7.0			20.0			20.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	8.5	18.6	38.2	7.6	17.8	30.2	20.5	72.8	87.5	13.3	65.6	74.6
Actuated g/C Ratio	0.06	0.13	0.27	0.05	0.13	0.22	0.15	0.52	0.63	0.10	0.47	0.53
v/c Ratio	0.44	0.46	0.13	0.42	0.71	0.38	0.78	0.50	0.12	0.67	0.50	0.50
Control Delay (s/veh)	70.5	59.4	0.5	70.5	67.4	11.2	62.4	11.0	1.1	60.2	14.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.5	59.4	0.5	70.5	67.4	11.2	62.4	11.0	1.1	60.2	14.9	11.4

Lanes, Volumes, Timings  
 15: Veterans Pkwy & E Washington St

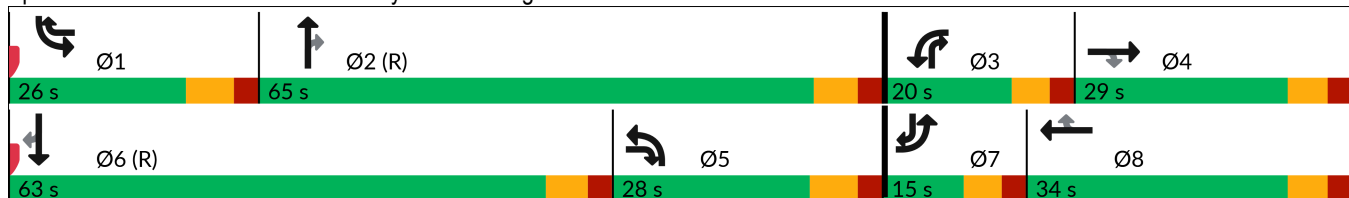


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	A	E	E	B	E	B	A	E	B	B
Approach Delay (s/veh)		51.0			50.7			16.4			16.9	
Approach LOS		D			D			B			B	
90th %ile Green (s)	8.5	20.8	20.5	10.0	22.3	18.7	20.5	62.9	10.0	18.7	61.1	8.5
90th %ile Term Code	Max	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Max
70th %ile Green (s)	8.5	19.6	20.5	8.6	19.7	15.5	20.5	68.7	8.6	15.5	63.7	8.5
70th %ile Term Code	Max	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Max
50th %ile Green (s)	8.5	18.7	20.5	7.6	17.8	13.3	20.5	72.8	7.6	13.3	65.6	8.5
50th %ile Term Code	Max	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Max
30th %ile Green (s)	8.5	17.7	20.5	6.7	15.9	11.1	20.5	76.9	6.7	11.1	67.5	8.5
30th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Max
10th %ile Green (s)	8.5	16.4	20.5	5.3	13.2	7.8	20.5	82.9	5.3	7.8	70.2	8.5
10th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Max
Queue Length 50th (ft)	41	93	0	37	144	21	185	145	2	79	319	298
Queue Length 95th (ft)	71	133	0	64	190	73	#305	173	18	131	342	435
Internal Link Dist (ft)		414			1189			1627			1398	
Turn Bay Length (ft)	245		310	160		315	495		490	435		615
Base Capacity (vph)	205	536	513	334	676	496	259	2645	1145	232	2360	922
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.39	0.13	0.24	0.46	0.34	0.78	0.50	0.12	0.48	0.50	0.50

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 30 (21%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.78  
 Intersection Signal Delay (s/veh): 24.0 Intersection LOS: C  
 Intersection Capacity Utilization 68.2% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 15: Veterans Pkwy & E Washington St



Lanes, Volumes, Timings  
 16: Veterans Pkwy & E Jackson St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	15	80	1550	1080	175
Future Volume (vph)	5	15	80	1550	1080	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Storage Length (ft)	0	0	130			570
Storage Lanes	2	2	2			1
Taper Length (ft)	25		185			
Satd. Flow (prot)	3385	2748	3502	5085	5036	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3375	2748	3502	5085	5036	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		16				184
Link Speed (mph)	25			45	45	
Link Distance (ft)	493			666	1707	
Travel Time (s)	13.4			10.1	25.9	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	16	84	1632	1137	184
Turn Type	Prot	pt+ov	Prot	NA	NA	pm+ov
Protected Phases	3	3 5	5	2	6	3
Permitted Phases						6
Detector Phase	3	3 5	5	2	6	3
Switch Phase						
Minimum Initial (s)	5.0		5.0	10.0	10.0	5.0
Minimum Split (s)	20.0		24.2	20.0	52.5	20.0
Total Split (s)	20.0		30.0	120.0	90.0	20.0
Total Split (%)	14.3%		21.4%	85.7%	64.3%	14.3%
Maximum Green (s)	14.0		23.8	113.5	83.5	14.0
Yellow Time (s)	4.0		4.0	4.3	4.3	4.0
All-Red Time (s)	2.0		2.2	2.2	2.2	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.2	6.5	6.5	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	None
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			7.0		14.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	5.8	20.8	8.7	121.7	106.7	119.1
Actuated g/C Ratio	0.04	0.15	0.06	0.87	0.76	0.85
v/c Ratio	0.04	0.04	0.39	0.37	0.30	0.13
Control Delay (s/veh)	64.6	20.3	81.4	1.4	1.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.6	20.3	81.4	1.5	1.2	0.4
LOS	E	C	F	A	A	A

Lanes, Volumes, Timings  
 16: Veterans Pkwy & E Jackson St

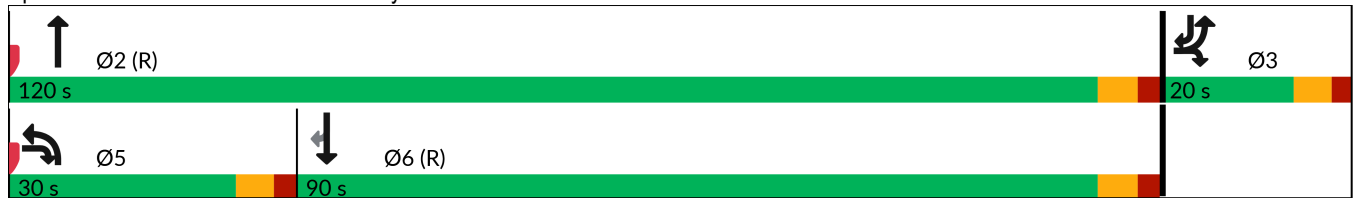


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay (s/veh)	30.9			5.4	1.1	
Approach LOS	C			A	A	
90th %ile Green (s)	6.6		11.1	120.9	103.6	6.6
90th %ile Term Code	Gap		Gap	Coord	Coord	Gap
70th %ile Green (s)	5.9		9.7	121.6	105.7	5.9
70th %ile Term Code	Gap		Gap	Coord	Coord	Gap
50th %ile Green (s)	5.7		8.7	121.8	106.9	5.7
50th %ile Term Code	Gap		Gap	Coord	Coord	Gap
30th %ile Green (s)	5.5		7.8	122.0	108.0	5.5
30th %ile Term Code	Gap		Gap	Coord	Coord	Gap
10th %ile Green (s)	5.5		6.4	122.0	109.4	5.5
10th %ile Term Code	Gap		Gap	Coord	Coord	Gap
Queue Length 50th (ft)	2	0	40	59	28	0
Queue Length 95th (ft)	10	12	m63	49	32	0
Internal Link Dist (ft)	413			586	1627	
Turn Bay Length (ft)			130			570
Base Capacity (vph)	338	715	595	4418	3838	1484
Starvation Cap Reductn	0	0	0	774	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.02	0.14	0.45	0.30	0.12

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 14 (10%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.39  
 Intersection Signal Delay (s/veh): 3.7      Intersection LOS: A  
 Intersection Capacity Utilization 44.8%      ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: Veterans Pkwy & E Jackson St



Lanes, Volumes, Timings  
 17: Veterans Pkwy & Oakland Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	230	50	95	335	265	125	1180	115	105	830	160
Future Volume (vph)	185	230	50	95	335	265	125	1180	115	105	830	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	280		240	400		450	175		160
Storage Lanes	1		0	1		1	2		1	2		1
Taper Length (ft)	90			115			275			190		
Satd. Flow (prot)	1787	3260	0	1805	3610	1599	3467	5085	1615	3367	5036	1509
Flt Permitted	0.261			0.565			0.950			0.950		
Satd. Flow (perm)	491	3260	0	1074	3610	1599	3467	5085	1615	3367	5036	1509
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18				128			121			168
Link Speed (mph)		30			35			45				45
Link Distance (ft)		1460			1350			2739				666
Travel Time (s)		33.2			26.3			41.5				10.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	9%	2%	0%	0%	1%	1%	2%	0%	4%	3%	7%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	295	0	100	353	279	132	1242	121	111	874	168
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	11.0	24.7		11.0	24.7	12.4	12.4	60.0	11.0	12.4	32.0	11.0
Total Split (s)	19.0	44.0		15.0	40.0	17.0	22.0	64.0	15.0	17.0	59.0	19.0
Total Split (%)	13.6%	31.4%		10.7%	28.6%	12.1%	15.7%	45.7%	10.7%	12.1%	42.1%	13.6%
Maximum Green (s)	13.0	37.3		9.0	33.3	9.6	14.6	58.0	9.0	9.6	53.0	13.0
Yellow Time (s)	4.0	4.2		4.0	4.2	4.9	4.9	4.3	4.0	4.9	4.3	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	1.7	2.0	2.5	1.7	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.7		6.0	6.7	7.4	7.4	6.0	6.0	7.4	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	6.0	2.0	2.0	6.0	2.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		6.0			6.0			18.0			18.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	35.8	22.3		27.4	18.1	27.0	9.7	73.4	82.0	9.6	73.3	92.1
Actuated g/C Ratio	0.26	0.16		0.20	0.13	0.19	0.07	0.52	0.59	0.07	0.52	0.66
v/c Ratio	0.81	0.55		0.39	0.76	0.68	0.55	0.47	0.12	0.48	0.33	0.16
Control Delay (s/veh)	66.8	54.5		44.0	69.2	28.5	95.7	7.2	0.3	46.1	4.5	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.8	54.5		44.0	69.2	28.5	95.7	7.2	0.3	46.1	4.5	0.7
LOS	E	D		D	E	C	F	A	A	D	A	A
Approach Delay (s/veh)		59.4			50.3			14.5			8.0	
Approach LOS		E			D			B			A	

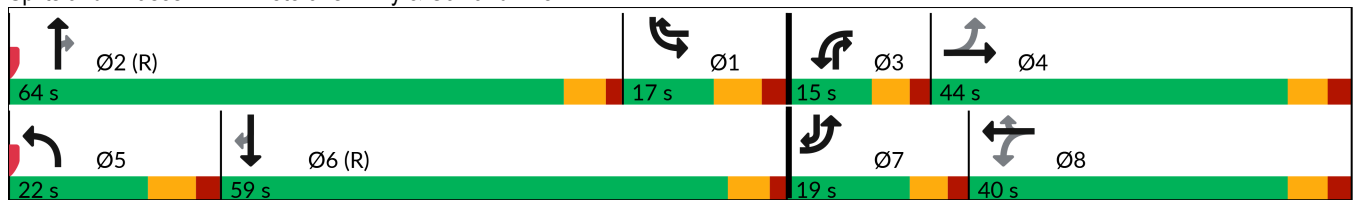
Lanes, Volumes, Timings  
17: Veterans Pkwy & Oakland Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	13.0	26.9		9.0	22.9	9.6	12.7	68.4	9.0	9.6	65.3	13.0
90th %ile Term Code	Max	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
70th %ile Green (s)	13.0	24.1		9.0	20.1	9.6	10.9	71.2	9.0	9.6	69.9	13.0
70th %ile Term Code	Max	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
50th %ile Green (s)	13.0	22.1		9.0	18.1	9.6	9.7	73.2	9.0	9.6	73.1	13.0
50th %ile Term Code	Max	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
30th %ile Green (s)	13.0	20.3		8.9	16.2	9.6	8.5	75.1	8.9	9.6	76.2	13.0
30th %ile Term Code	Max	Hold		Gap	Gap	Max	Gap	Coord	Gap	Max	Coord	Max
10th %ile Green (s)	11.6	18.3		6.7	13.4	9.6	6.7	79.3	6.7	9.6	82.2	11.6
10th %ile Term Code	Gap	Hold		Gap	Gap	Hold	Gap	Coord	Gap	Hold	Coord	Gap
Queue Length 50th (ft)	146	124		71	165	96	59	73	0	52	39	0
Queue Length 95th (ft)	#230	166		115	213	164	81	85	0	85	49	0
Internal Link Dist (ft)		1380			1270			2659			586	
Turn Bay Length (ft)	410			280		240	400		450	175		160
Base Capacity (vph)	246	881		260	858	412	361	2667	1000	230	2638	1052
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.33		0.38	0.41	0.68	0.37	0.47	0.12	0.48	0.33	0.16


































Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 39 (28%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay (s/veh): 25.0 Intersection LOS: C  
 Intersection Capacity Utilization 68.2% ICU Level of Service C  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 17: Veterans Pkwy & Oakland Ave



Lanes, Volumes, Timings  
 18: Veterans Pkwy & E Lincoln St

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			  		 	  	
Traffic Volume (vph)	105	80	40	40	105	80	35	1235	70	25	835	115
Future Volume (vph)	105	80	40	40	105	80	35	1235	70	25	835	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	190		135	245		345	415		480	365		420
Storage Lanes	2		1	2		1	1		1	2		1
Taper Length (ft)	165			190			240			230		
Satd. Flow (prot)	3286	3172	1516	3286	3421	1501	1805	5085	1615	3502	5085	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3274	3172	1516	3286	3421	1481	1805	5085	1615	3502	5085	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			151			81			122
Link Speed (mph)		30			30			45				45
Link Distance (ft)		528			572			1313				2739
Travel Time (s)		12.0			13.0			19.9				41.5
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	3%	10%	3%	3%	2%	4%	0%	2%	0%	0%	2%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	85	43	43	112	85	37	1314	74	27	888	122
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	5.0	5.0	8.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.4	30.0	12.0	12.4	21.0	12.0	12.0	56.5	12.4	12.0	54.5	12.4
Total Split (s)	17.0	24.0	18.0	17.0	24.0	18.0	18.0	81.0	17.0	18.0	81.0	17.0
Total Split (%)	12.1%	17.1%	12.9%	12.1%	17.1%	12.9%	12.9%	57.9%	12.1%	12.9%	57.9%	12.1%
Maximum Green (s)	9.6	16.6	11.1	9.6	16.6	12.0	11.1	73.5	9.6	12.0	73.5	9.6
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.4	2.4	1.9	2.4	2.4	1.0	1.9	2.5	2.4	1.0	2.5	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.9	7.4	7.4	6.0	6.9	7.5	7.4	6.0	7.5	7.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0						7.0			7.0	
Flash Don't Walk (s)		15.0						21.0			21.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	7.9	13.5	23.9	5.7	8.8	15.4	9.9	89.8	103.0	5.2	86.6	96.1
Actuated g/C Ratio	0.06	0.10	0.17	0.04	0.06	0.11	0.07	0.64	0.74	0.04	0.62	0.69
v/c Ratio	0.61	0.28	0.12	0.32	0.52	0.29	0.29	0.40	0.06	0.21	0.28	0.11
Control Delay (s/veh)	78.1	62.2	0.6	71.5	72.3	2.4	56.8	1.1	0.1	70.2	8.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.1	62.2	0.6	71.5	72.3	2.4	56.8	1.1	0.1	70.2	8.0	2.0
LOS	E	E	A	E	E	A	E	A	A	E	A	A

Lanes, Volumes, Timings  
 18: Veterans Pkwy & E Lincoln St

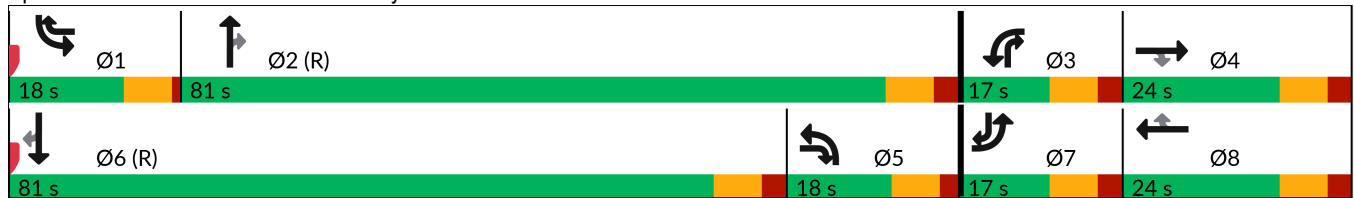


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)	58.6			47.4			2.5			8.9		
Approach LOS	E			D			A			A		
90th %ile Green (s)	9.6	13.3	11.1	7.1	10.8	5.9	11.1	85.4	7.1	5.9	79.3	9.6
90th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Max
70th %ile Green (s)	9.4	12.6	11.1	6.0	9.2	5.1	11.1	88.0	6.0	5.1	81.1	9.4
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
50th %ile Green (s)	8.2	10.9	11.1	5.3	8.0	5.0	11.1	90.5	5.3	5.0	83.5	8.2
50th %ile Term Code	Gap	Hold	Hold	Gap	Min	Min	Hold	Coord	Gap	Min	Coord	Gap
30th %ile Green (s)	7.0	10.0	11.1	5.0	8.0	5.0	11.1	91.7	5.0	5.0	84.7	7.0
30th %ile Term Code	Gap	Hold	Hold	Min	Min	Min	Hold	Coord	Min	Min	Coord	Gap
10th %ile Green (s)	5.3	20.7	0.0	0.0	8.0	5.0	0.0	93.4	0.0	5.0	104.4	5.3
10th %ile Term Code	Gap	Hold	Skip	Skip	Min	Min	Skip	Coord	Skip	Min	Coord	Gap
Queue Length 50th (ft)	52	39	0	20	53	0	35	16	0	10	147	7
Queue Length 95th (ft)	85	67	0	41	85	0	m64	21	0	25	160	20
Internal Link Dist (ft)	448			492			1233			2659		
Turn Bay Length (ft)	190		135	245		345	415		480	365		420
Base Capacity (vph)	225	395	399	225	405	363	143	3261	1252	300	3145	1153
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.22	0.11	0.19	0.28	0.23	0.26	0.40	0.06	0.09	0.28	0.11



















Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 117 (84%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 115  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay (s/veh): 13.0      Intersection LOS: B  
 Intersection Capacity Utilization 51.2%      ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 18: Veterans Pkwy & E Lincoln St



Lanes, Volumes, Timings  
 19: Veterans Pkwy & Ireland Grove Rd

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	170	115	1225	165	165	750
Future Volume (vph)	170	115	1225	165	165	750
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		585	340	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				230	
Satd. Flow (prot)	3393	1441	5036	1538	3467	5036
Flt Permitted	0.958				0.950	
Satd. Flow (perm)	3393	1441	5036	1538	3467	5036
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	10	23		176		
Link Speed (mph)	35		45			45
Link Distance (ft)	485		1559			1313
Travel Time (s)	9.4		23.6			19.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	3%	5%	1%	3%
Shared Lane Traffic (%)		23%				
Lane Group Flow (vph)	209	94	1303	176	176	798
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	4	1 4	2	4	1	6
Permitted Phases				2		
Detector Phase	4	1 4	2	4	1	6
Switch Phase						
Minimum Initial (s)	6.0		10.0	6.0	5.0	10.0
Minimum Split (s)	21.0		21.4	21.0	20.0	20.0
Total Split (s)	22.0		71.0	22.0	47.0	118.0
Total Split (%)	15.7%		50.7%	15.7%	33.6%	84.3%
Maximum Green (s)	14.9		64.3	14.9	40.0	111.3
Yellow Time (s)	5.0		4.5	5.0	5.0	4.5
All-Red Time (s)	2.1		2.2	2.1	2.0	2.2
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1		6.7	7.1	7.0	6.7
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	None	None	C-Max
Act Effct Green (s)	13.0	60.1	66.2	85.9	40.0	113.2
Actuated g/C Ratio	0.09	0.43	0.47	0.61	0.29	0.81
v/c Ratio	0.65	0.15	0.55	0.17	0.18	0.20
Control Delay (s/veh)	67.6	18.5	21.2	2.3	38.6	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.6	18.5	21.2	2.3	38.6	0.7
LOS	E	B	C	A	D	A
Approach Delay (s/veh)	52.4		19.0			7.5
Approach LOS	D		B			A
90th %ile Green (s)	14.9		64.3	14.9	40.0	111.3
90th %ile Term Code	Max		Coord	Max	Hold	Coord
70th %ile Green (s)	14.9		64.3	14.9	40.0	111.3

Lanes, Volumes, Timings  
 19: Veterans Pkwy & Ireland Grove Rd

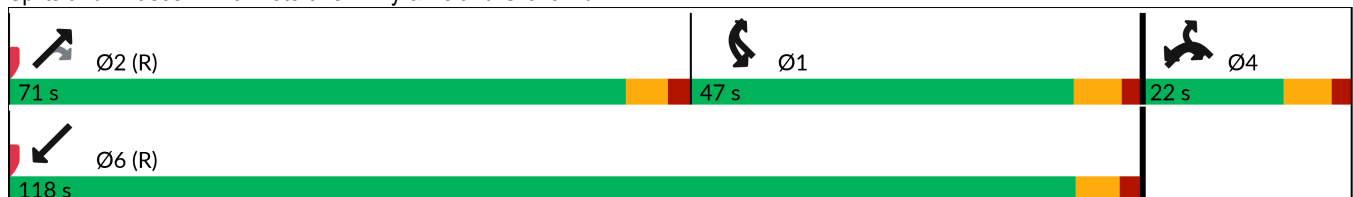


Lane Group	NWL	NWR	NET	NER	SWL	SWT
70th %ile Term Code	Max		Coord	Max	Hold	Coord
50th %ile Green (s)	13.5		65.7	13.5	40.0	112.7
50th %ile Term Code	Gap		Coord	Gap	Hold	Coord
30th %ile Green (s)	12.0		67.2	12.0	40.0	114.2
30th %ile Term Code	Gap		Coord	Gap	Hold	Coord
10th %ile Green (s)	9.7		69.5	9.7	40.0	116.5
10th %ile Term Code	Gap		Coord	Gap	Hold	Coord
Queue Length 50th (ft)	91	41	387	23	76	14
Queue Length 95th (ft)	134	82	452	3	113	17
Internal Link Dist (ft)	405		1479			1233
Turn Bay Length (ft)				585	340	
Base Capacity (vph)	370	650	2381	988	990	4071
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.14	0.55	0.18	0.18	0.20

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 109 (78%), Referenced to phase 2:NET and 6:SWT, Start of 1st Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.65  
 Intersection Signal Delay (s/veh): 18.6 Intersection LOS: B  
 Intersection Capacity Utilization 51.8% ICU Level of Service A  
 Analysis Period (min) 15

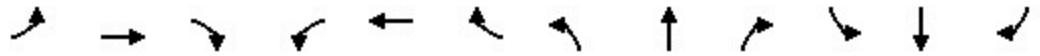
Splits and Phases: 19: Veterans Pkwy & Ireland Grove Rd



Lanes, Volumes, Timings  
 20: Mercer Ave & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1330	80	70	810	40	25	35	45	15	60	35
Future Volume (vph)	65	1330	80	70	810	40	25	35	45	15	60	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		445	520		505	70		0	205		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	250			240			55			80		
Satd. Flow (prot)	1805	5036	1615	3467	4988	1568	1805	3161	0	1687	3369	0
Flt Permitted	0.950			0.950			0.600			0.698		
Satd. Flow (perm)	1805	5036	1615	3467	4988	1568	1140	3161	0	1239	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			94		49				38
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1164			1559			988				1006
Travel Time (s)		17.6			23.6			22.5				22.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	1%	4%	3%	0%	8%	2%	7%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	1446	87	76	880	43	27	87	0	16	103	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	12.5	32.9	12.5	12.5	46.5	12.5	12.5	21.0		12.5	28.0	
Total Split (s)	25.0	83.0	15.0	20.0	78.0	15.0	15.0	22.0		15.0	22.0	
Total Split (%)	17.9%	59.3%	10.7%	14.3%	55.7%	10.7%	10.7%	15.7%		10.7%	15.7%	
Maximum Green (s)	17.5	76.1	7.5	12.5	71.5	7.5	7.5	14.5		7.5	14.5	
Yellow Time (s)	5.0	4.5	5.0	5.0	4.5	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.4	2.5	2.5	2.0	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	6.9	7.5	7.5	6.5	7.5	7.5	7.5		7.5	7.5	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	4.0	1.0	1.0	4.0	1.0	1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		19.0			14.0			6.0			13.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	15.0	90.0	102.7	6.7	84.5	90.4	15.9	11.1		13.5	8.2	
Actuated g/C Ratio	0.11	0.64	0.73	0.05	0.60	0.65	0.11	0.08		0.10	0.06	
v/c Ratio	0.37	0.45	0.07	0.46	0.29	0.04	0.17	0.29		0.12	0.44	
Control Delay (s/veh)	47.9	7.1	0.2	51.2	22.6	3.4	53.2	33.1		52.2	46.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	47.9	7.1	0.2	51.2	22.6	3.4	53.2	33.1		52.2	46.4	
LOS	D	A	A	D	C	A	D	C		D	D	
Approach Delay (s/veh)		8.5			24.0			37.9			47.1	
Approach LOS		A			C			D			D	

Lanes, Volumes, Timings  
 20: Mercer Ave & Veterans Pkwy

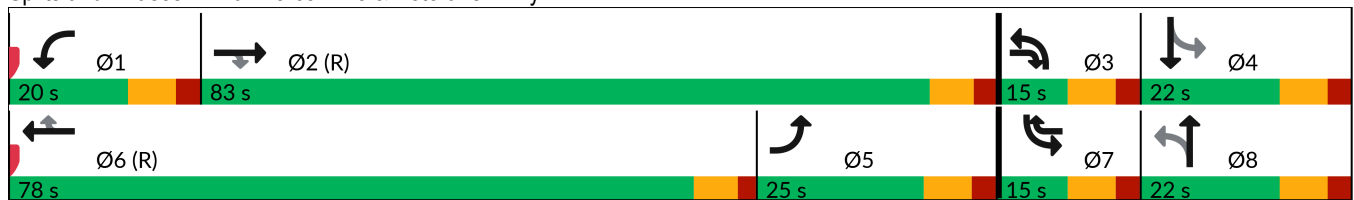


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	17.5	85.4	7.5	8.8	77.1	6.4	7.5	10.0		6.4	8.9	
90th %ile Term Code	Hold	Coord	Max	Gap	Coord	Gap	Max	Hold		Gap	Gap	
70th %ile Green (s)	17.5	89.0	6.2	7.4	79.3	5.4	6.2	8.8		5.4	8.0	
70th %ile Term Code	Hold	Coord	Gap	Gap	Coord	Gap	Gap	Hold		Gap	Min	
50th %ile Green (s)	17.5	90.8	5.3	6.5	80.2	5.0	5.3	8.3		5.0	8.0	
50th %ile Term Code	Hold	Coord	Gap	Gap	Coord	Min	Gap	Hold		Min	Min	
30th %ile Green (s)	17.5	92.0	5.0	5.6	80.5	5.0	5.0	8.0		5.0	8.0	
30th %ile Term Code	Hold	Coord	Min	Gap	Coord	Min	Min	Min		Min	Min	
10th %ile Green (s)	0.0	92.6	5.0	5.0	105.5	0.0	5.0	20.5		0.0	8.0	
10th %ile Term Code	Skip	Coord	Min	Min	Coord	Skip	Min	Hold		Skip	Min	
Queue Length 50th (ft)	61	151	0	36	250	7	22	17		13	30	
Queue Length 95th (ft)	113	78	1	56	304	m20	50	46		35	62	
Internal Link Dist (ft)		1084			1479			908			926	
Turn Bay Length (ft)	430		445	520		505	70			205		
Base Capacity (vph)	225	3235	1227	309	3011	1068	175	398		163	382	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.32	0.45	0.07	0.25	0.29	0.04	0.15	0.22		0.10	0.27	























Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 38 (27%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 100  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.46  
 Intersection Signal Delay (s/veh): 16.8      Intersection LOS: B  
 Intersection Capacity Utilization 56.2%      ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

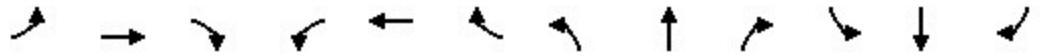
Splits and Phases: 20: Mercer Ave & Veterans Pkwy



Lanes, Volumes, Timings  
 21: Brickyard Dr & Veterans Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	1420	55	10	775	85	10	1	5	50	15	50
Future Volume (vph)	55	1420	55	10	775	85	10	1	5	50	15	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	10	12	12	10	12	12
Storage Length (ft)	395		535	490		180	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	210			190			25			25		
Satd. Flow (prot)	1736	5036	1538	1805	4988	1669	1546	1662	0	1685	1628	0
Flt Permitted	0.950			0.950						0.506		
Satd. Flow (perm)	1736	5036	1538	1805	4988	1669	1627	1662	0	897	1628	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			125		5			54	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1158			1164			211			266	
Travel Time (s)		17.5			17.6			4.8			6.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	3%	5%	0%	4%	0%	9%	0%	0%	0%	7%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1543	60	11	842	92	11	6	0	54	70	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	11.4	20.0	20.0	11.4	22.4	22.4	12.0	15.0		11.0	15.0	
Total Split (s)	18.0	92.0	92.0	16.0	90.0	90.0	14.0	18.0		14.0	18.0	
Total Split (%)	12.9%	65.7%	65.7%	11.4%	64.3%	64.3%	10.0%	12.9%		10.0%	12.9%	
Maximum Green (s)	11.6	86.0	86.0	9.6	84.0	84.0	7.9	11.5		8.0	11.5	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.4	1.7	1.7	2.4	1.7	1.7	2.1	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.0	6.0	6.4	6.0	6.0	6.1	6.5		6.0	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	9.2	112.8	112.8	5.7	104.7	104.7	7.7	8.3		12.4	8.5	
Actuated g/C Ratio	0.07	0.81	0.81	0.04	0.75	0.75	0.06	0.06		0.09	0.06	
v/c Ratio	0.53	0.38	0.05	0.15	0.23	0.07	0.13	0.06		0.40	0.47	
Control Delay (s/veh)	88.0	2.8	0.1	108.2	0.9	0.1	60.1	40.2		64.4	32.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	88.0	2.8	0.1	108.2	0.9	0.1	60.1	40.2		64.4	32.6	
LOS	F	A	A	F	A	A	E	D		E	C	
Approach Delay (s/veh)		5.8			2.1			53.1			46.4	
Approach LOS		A			A			D			D	
90th %ile Green (s)	13.2	90.4	90.4	7.0	84.2	84.2	7.0	9.7		8.0	10.6	
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Max	Gap	

Lanes, Volumes, Timings  
 21: Brickyard Dr & Veterans Pkwy

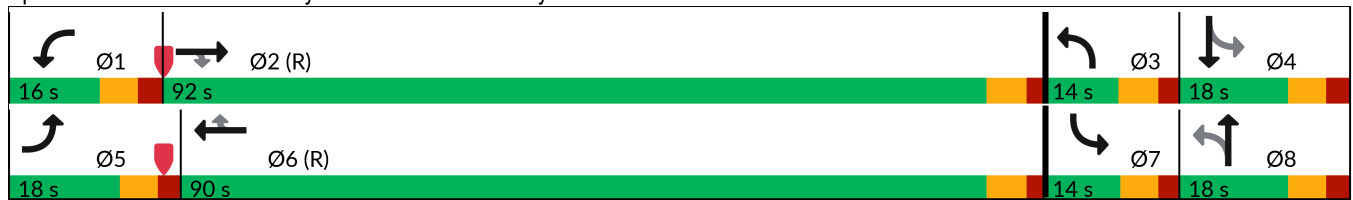


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	10.9	94.8	94.8	6.0	89.9	89.9	6.2	0.0		20.8	8.0	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Skip		Hold	Min	
50th %ile Green (s)	9.2	119.5	119.5	0.0	103.9	103.9	0.0	0.0		8.5	8.0	
50th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Skip		Hold	Min	
30th %ile Green (s)	7.6	119.5	119.5	0.0	105.5	105.5	0.0	0.0		8.5	8.0	
30th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Skip		Hold	Min	
10th %ile Green (s)	0.0	134.0	134.0	0.0	134.0	134.0	0.0	0.0		0.0	0.0	
10th %ile Term Code	Skip	Coord	Coord	Skip	Coord	Coord	Skip	Skip		Skip	Skip	
Queue Length 50th (ft)	58	37	0	10	8	1	10	1		49	14	
Queue Length 95th (ft)	m107	113	m0	33	21	0	27	16		85	65	
Internal Link Dist (ft)		1078			1084			131			186	
Turn Bay Length (ft)	395		535	490		180						
Base Capacity (vph)	147	4059	1264	123	3730	1279	110	141		143	183	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.41	0.38	0.05	0.09	0.23	0.07	0.10	0.04		0.38	0.38	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 48 (34%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.53  
 Intersection Signal Delay (s/veh): 6.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 56.8%  
 ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

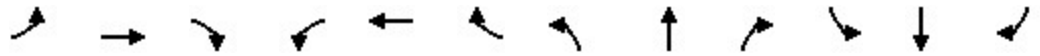
Splits and Phases: 21: Brickyard Dr & Veterans Pkwy



Lanes, Volumes, Timings  
 22: Morrissey Dr & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1210	180	125	570	140	125	140	200	120	145	110
Future Volume (vph)	95	1210	180	125	570	140	125	140	200	120	145	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	11	11	11	11	11	11
Storage Length (ft)	335		510	315		480	240		300	120		290
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	230			235			175			130		
Satd. Flow (prot)	3400	5036	1568	3335	4988	1605	3164	3455	1531	3255	3323	1446
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	5036	1568	3335	4988	1605	3164	3455	1510	3255	3323	1446
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151			152			145			145
Link Speed (mph)		45			45			40				35
Link Distance (ft)		1347			1158			561				499
Travel Time (s)		20.4			17.5			9.6				9.7
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	5%	4%	4%	7%	1%	2%	4%	5%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	1315	196	136	620	152	136	152	217	130	158	120
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	8.0	5.0	5.0	8.0	5.0
Minimum Split (s)	12.4	21.4	12.5	12.4	21.4	12.5	12.5	21.4	12.4	12.5	21.4	12.4
Total Split (s)	18.0	80.0	19.0	18.0	80.0	19.0	19.0	23.0	18.0	19.0	23.0	18.0
Total Split (%)	12.9%	57.1%	13.6%	12.9%	57.1%	13.6%	13.6%	16.4%	12.9%	13.6%	16.4%	12.9%
Maximum Green (s)	10.6	73.3	11.5	10.6	73.3	11.5	11.5	16.3	10.6	11.5	16.3	10.6
Yellow Time (s)	4.9	4.3	5.0	4.9	4.3	5.0	5.0	4.2	4.9	5.0	4.2	4.9
All-Red Time (s)	2.5	2.4	2.5	2.5	2.4	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.7	7.5	7.4	6.7	7.5	7.5	6.7	7.4	7.5	6.7	7.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	8.6	79.2	88.3	10.6	81.2	97.5	9.9	12.2	22.1	9.6	12.0	27.3
Actuated g/C Ratio	0.06	0.57	0.63	0.08	0.58	0.70	0.07	0.09	0.16	0.07	0.09	0.20
v/c Ratio	0.49	0.46	0.19	0.54	0.21	0.13	0.61	0.50	0.60	0.58	0.56	0.30
Control Delay (s/veh)	76.7	8.8	1.2	60.6	3.3	0.3	74.8	66.5	19.8	73.5	68.7	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.7	8.8	1.2	60.6	3.3	0.3	74.8	66.5	19.8	73.5	68.7	5.5
LOS	E	A	A	E	A	A	E	E	B	E	E	A
Approach Delay (s/veh)		12.2			11.4			48.6			51.6	
Approach LOS		B			B			D			D	
90th %ile Green (s)	11.3	74.2	11.5	10.6	73.5	11.5	11.5	15.4	10.6	11.5	15.4	11.3

Lanes, Volumes, Timings  
 22: Morrissey Dr & Veterans Pkwy

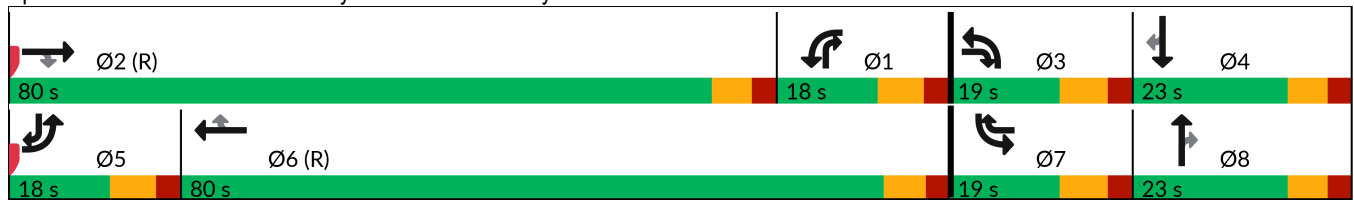


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Gap	Coord	Max	Max	Coord	Max	Max	Hold	Max	Max	Gap	Gap
70th %ile Green (s)	9.7	76.3	11.5	10.6	77.2	11.2	11.5	13.6	10.6	11.2	13.3	9.7
70th %ile Term Code	Gap	Coord	Max	Max	Coord	Gap	Max	Hold	Max	Gap	Gap	Gap
50th %ile Green (s)	8.6	78.7	10.4	10.6	80.7	10.0	10.4	12.4	10.6	10.0	12.0	8.6
50th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Hold	Hold	Gap	Gap	Gap
30th %ile Green (s)	7.5	81.5	9.0	10.6	84.6	8.7	9.0	10.9	10.6	8.7	10.6	7.5
30th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Hold	Hold	Gap	Gap	Gap
10th %ile Green (s)	6.0	85.4	7.1	10.6	90.0	6.8	7.1	8.9	10.6	6.8	8.6	6.0
10th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Hold	Hold	Gap	Gap	Gap
Queue Length 50th (ft)	41	250	31	67	21	0	62	70	46	60	74	0
Queue Length 95th (ft)	67	69	2	104	15	0	98	106	108	94	110	32
Internal Link Dist (ft)		1267			1078			481			419	
Turn Bay Length (ft)	335		510	315		480	240		300	120		290
Base Capacity (vph)	260	2849	1061	252	2893	1183	259	402	362	267	386	418
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.18	0.54	0.21	0.13	0.53	0.38	0.60	0.49	0.41	0.29

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 48 (34%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay (s/veh): 22.0 Intersection LOS: C  
 Intersection Capacity Utilization 62.0% ICU Level of Service B  
 Analysis Period (min) 15

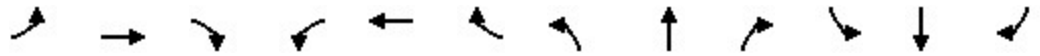
Splits and Phases: 22: Morrissey Dr & Veterans Pkwy



Lanes, Volumes, Timings  
 23: Commerce Pkwy & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	1425	125	50	730	25	35	5	45	15	10	30
Future Volume (vph)	60	1425	125	50	730	25	35	5	45	15	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	13	12	11	13	11	11	12	11	11	12
Storage Length (ft)	400		470	540		215	100		200	175		115
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	260			220			105			30		
Satd. Flow (prot)	1805	4813	0	1736	3355	1605	1646	1837	1455	1745	1469	1392
Flt Permitted	0.950			0.950			0.769			0.870		
Satd. Flow (perm)	1805	4813	0	1736	3355	1605	1332	1837	1455	1598	1469	1392
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				142			139			139
Link Speed (mph)		45			45			35				30
Link Distance (ft)		3936			1347			692				256
Travel Time (s)		59.6			20.4			13.5				5.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	2%	4%	4%	4%	6%	0%	11%	0%	25%	16%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1666	0	54	785	27	38	5	48	16	11	32
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases						6	8		8	4		4
Detector Phase	5	2		1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0	5.0
Minimum Split (s)	21.0	48.5		21.0	30.0	30.0	12.0	26.0	21.0	11.9	15.0	21.0
Total Split (s)	18.0	88.0		18.0	88.0	88.0	15.0	19.0	18.0	15.0	19.0	18.0
Total Split (%)	12.9%	62.9%		12.9%	62.9%	62.9%	10.7%	13.6%	12.9%	10.7%	13.6%	12.9%
Maximum Green (s)	10.6	81.5		10.6	81.5	81.5	8.1	12.1	10.6	8.1	12.1	10.6
Yellow Time (s)	5.0	4.5		5.0	4.5	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.4	2.0		2.4	2.0	2.0	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.5		7.4	6.5	6.5	6.9	6.9	7.4	6.9	6.9	7.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	5.0	7.0		7.0	4.0	4.0		7.0	7.0			5.0
Flash Don't Walk (s)	6.0	12.0		6.0	19.0	19.0		12.0	6.0			6.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0			0
Act Effct Green (s)	8.6	102.5		9.5	103.4	103.4	9.4	8.4	17.3	10.4	8.0	14.5
Actuated g/C Ratio	0.06	0.73		0.07	0.74	0.74	0.07	0.06	0.12	0.07	0.06	0.10
v/c Ratio	0.59	0.47		0.46	0.32	0.02	0.36	0.05	0.16	0.13	0.13	0.12
Control Delay (s/veh)	84.4	11.2		62.5	6.6	0.0	68.1	62.6	1.1	55.7	66.6	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	84.4	11.2		62.5	6.6	0.0	68.1	62.6	1.1	55.7	66.6	0.9
LOS	F	B		E	A	A	E	E	A	E	E	A
Approach Delay (s/veh)		13.9			9.9			32.5			28.0	

Lanes, Volumes, Timings  
 23: Commerce Pkwy & Veterans Pkwy

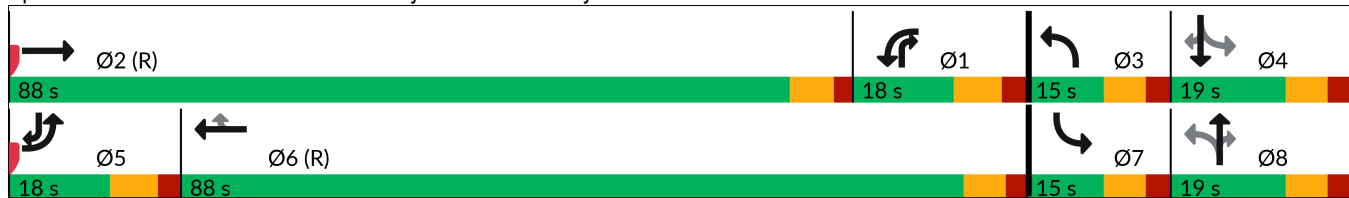


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			A			C			C		
90th %ile Green (s)	12.5	85.6		10.6	83.7	83.7	8.1	9.8	10.6	6.3	8.0	12.5
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Hold	Max	Gap	Min	Gap
70th %ile Green (s)	10.1	85.7		10.6	86.2	86.2	8.0	0.0	10.6	22.9	8.0	10.1
70th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Gap	Skip	Hold	Hold	Min	Gap
50th %ile Green (s)	8.5	100.6		10.6	102.7	102.7	8.0	8.0	10.6	0.0	0.0	8.5
50th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Hold	Hold	Hold	Skip	Skip	Gap
30th %ile Green (s)	6.8	100.6		10.6	104.4	104.4	8.0	8.0	10.6	0.0	0.0	6.8
30th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Hold	Hold	Hold	Skip	Skip	Gap
10th %ile Green (s)	0.0	133.5		0.0	133.5	133.5	0.0	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip	Skip	Skip	Skip	Skip
Queue Length 50th (ft)	59	213		49	66	0	34	4	0	15	10	0
Queue Length 95th (ft)	108	352		m97	166	m1	65	19	0	35	31	0
Internal Link Dist (ft)		3856			1267			612			176	
Turn Bay Length (ft)	400			540		215	100		200	175		115
Base Capacity (vph)	141	3528		131	2477	1222	114	158	312	155	126	290
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.47		0.41	0.32	0.02	0.33	0.03	0.15	0.10	0.09	0.11






















Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 27 (19%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 110  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.59  
 Intersection Signal Delay (s/veh): 13.6 Intersection LOS: B  
 Intersection Capacity Utilization 60.4% ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 23: Commerce Pkwy & Veterans Pkwy



Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				  			 	
Traffic Volume (vph)	0	0	0	150	0	135	30	765	0	0	460	130
Future Volume (vph)	0	0	0	150	0	135	30	765	0	0	460	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		260	0		0
Storage Lanes	0		0	2		1	1		1	0		0
Taper Length (ft)	25			205			65			25		
Satd. Flow (prot)	0	0	0	3367	0	1538	1517	4988	0	0	3210	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	3367	0	1538	1511	4988	0	0	3210	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						175						65
Link Speed (mph)		45			45			35				35
Link Distance (ft)		848			932			471				170
Travel Time (s)		12.8			14.1			9.2				3.3
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	4%	0%	5%	19%	4%	0%	0%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	163	0	147	33	832	0	0	641	0
Turn Type				Prot		Perm	Prot	NA			NA	
Protected Phases				4			5	2			6	
Permitted Phases						4						
Detector Phase				4		4	5	2			6	
Switch Phase												
Minimum Initial (s)				10.0		10.0	6.0	14.0			14.0	
Minimum Split (s)				16.1		16.1	11.2	25.1			24.1	
Total Split (s)				19.0		19.0	15.0	52.0			56.0	
Total Split (%)				21.1%		21.1%	16.7%	57.8%			62.2%	
Maximum Green (s)				12.9		12.9	9.8	45.9			49.9	
Yellow Time (s)				3.6		3.6	3.2	3.6			3.6	
All-Red Time (s)				2.5		2.5	2.0	2.5			2.5	
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.1		6.1	5.2	6.1			6.1	
Lead/Lag							Lag	Lag			Lead	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Recall Mode				None		None	None	C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								12.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)				10.6		10.6	8.3	67.2			58.2	
Actuated g/C Ratio				0.12		0.12	0.09	0.75			0.65	
v/c Ratio				0.41		0.44	0.24	0.22			0.31	
Control Delay (s/veh)				39.9		8.0	46.5	2.1			7.8	
Queue Delay				0.0		0.0	0.0	0.0			2.0	
Total Delay (s/veh)				39.9		8.0	46.5	2.1			9.8	
LOS				D		A	D	A			A	

Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	10.0
Minimum Split (s)	11.2	22.1
Total Split (s)	19.0	19.0
Total Split (%)	21%	21%
Maximum Green (s)	13.8	12.9
Yellow Time (s)	3.2	3.6
All-Red Time (s)	2.0	2.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		7.0
Flash Don't Walk (s)		9.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		

# Lanes, Volumes, Timings

## 24: Main St & Veteran's N. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)					24.8			3.8				9.8
Approach LOS					C			A				A
90th %ile Green (s)				12.4		12.4	9.8	65.4				50.4
90th %ile Term Code				Gap		Gap	Max	Coord				Coord
70th %ile Green (s)				10.8		10.8	9.8	67.0				52.0
70th %ile Term Code				Gap		Gap	Hold	Coord				Coord
50th %ile Green (s)				10.0		10.0	9.8	67.8				52.8
50th %ile Term Code				Min		Min	Hold	Coord				Coord
30th %ile Green (s)				10.0		10.0	0.0	67.8				67.8
30th %ile Term Code				Min		Min	Skip	Coord				Coord
10th %ile Green (s)				10.0		10.0	0.0	67.8				67.8
10th %ile Term Code				Min		Min	Skip	Coord				Coord
Queue Length 50th (ft)				45		0	20	32				80
Queue Length 95th (ft)				74		37	m48	34				121
Internal Link Dist (ft)		768				852		391				90
Turn Bay Length (ft)							75					
Base Capacity (vph)				482		370	165	3722				2097
Starvation Cap Reductn				0		0	0	0				1260
Spillback Cap Reductn				0		0	0	0				0
Storage Cap Reductn				0		0	0	0				0
Reduced v/c Ratio				0.34		0.40	0.20	0.22				0.77

### Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay (s/veh):	9.5
Intersection LOS:	A
Intersection Capacity Utilization:	37.6%
ICU Level of Service:	A
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	

### Splits and Phases: 24: Main St & Veteran's N. Ramp



Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

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Lane Group	Ø1	Ø8
Approach Delay (s/veh)		
Approach LOS		
90th %ile Green (s)	0.0	12.4
90th %ile Term Code	Skip	Hold
70th %ile Green (s)	0.0	10.8
70th %ile Term Code	Skip	Hold
50th %ile Green (s)	0.0	10.0
50th %ile Term Code	Skip	Hold
30th %ile Green (s)	0.0	10.0
30th %ile Term Code	Skip	Hold
10th %ile Green (s)	0.0	10.0
10th %ile Term Code	Skip	Hold
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lanes, Volumes, Timings  
 25: Main St & Veteran's S. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	0	45	0	0	0	0	595	370	150	460	0
Future Volume (vph)	200	0	45	0	0	0	0	595	370	150	460	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		300	75		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1752	0	1509	0	0	0	0	3438	1568	1736	3374	0
Flt Permitted	0.950									0.369		
Satd. Flow (perm)	1752	0	1489	0	0	0	0	3438	1535	674	3374	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112						398			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		843			942			1445				471
Travel Time (s)		12.8			14.3			28.1				9.2
Confl. Peds. (#/hr)			1	1			4					4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	0%	7%	0%	0%	0%	0%	5%	3%	4%	7%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	215	0	48	0	0	0	0	640	398	161	495	0
Turn Type	Prot		Prot					NA	Perm	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4		4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0		10.0					14.0	14.0	6.0	14.0	
Minimum Split (s)	15.6		15.6					20.1	20.1	11.2	21.1	
Total Split (s)	24.0		24.0					46.0	46.0	20.0	66.0	
Total Split (%)	26.7%		26.7%					51.1%	51.1%	22.2%	73.3%	
Maximum Green (s)	18.4		18.4					39.9	39.9	14.8	59.9	
Yellow Time (s)	3.6		3.6					3.6	3.6	3.2	3.6	
All-Red Time (s)	2.0		2.0					2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6		5.6					6.1	6.1	5.2	6.1	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)												7.0
Flash Don't Walk (s)												8.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)	15.4		15.4					42.9	42.9	63.8	62.9	
Actuated g/C Ratio	0.17		0.17					0.48	0.48	0.71	0.70	
v/c Ratio	0.72		0.14					0.39	0.42	0.25	0.21	
Control Delay (s/veh)	48.7		0.8					16.6	3.2	4.6	3.1	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	48.7		0.8					16.6	3.2	4.6	3.1	
LOS	D		A					B	A	A	A	

Lanes, Volumes, Timings  
 25: Main St & Veteran's S. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)		40.0						11.5				3.4
Approach LOS		D						B				A
90th %ile Green (s)	18.4		18.4					39.9	39.9	14.8		59.9
90th %ile Term Code	Max		Max					Coord	Coord	Hold		Coord
70th %ile Green (s)	18.4		18.4					39.9	39.9	14.8		59.9
70th %ile Term Code	Max		Max					Coord	Coord	Hold		Coord
50th %ile Green (s)	16.2		16.2					42.1	42.1	14.8		62.1
50th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
30th %ile Green (s)	13.8		13.8					44.5	44.5	14.8		64.5
30th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
10th %ile Green (s)	10.2		10.2					48.1	48.1	14.8		68.1
10th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
Queue Length 50th (ft)	115		0					120	0	25		42
Queue Length 95th (ft)	186		0					172	50	42		54
Internal Link Dist (ft)		763			862			1365				391
Turn Bay Length (ft)			50						300	75		
Base Capacity (vph)	358		397					1638	940	652		2358
Starvation Cap Reductn	0		0					0	0	0		0
Spillback Cap Reductn	0		0					0	0	0		0
Storage Cap Reductn	0		0					0	0	0		0
Reduced v/c Ratio	0.60		0.12					0.39	0.42	0.25		0.21

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	1 (1%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay (s/veh):	12.6
Intersection LOS:	B
Intersection Capacity Utilization:	56.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 25: Main St & Veteran's S. Ramp



Lanes, Volumes, Timings  
 26: Greenwood Ave & Veterans Pkwy



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1285	20	15	655	20	50
Future Volume (vph)	1285	20	15	655	20	50
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		270	210		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			210		25	
Satd. Flow (prot)	3539	1417	1687	3406	1597	1495
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1417	1687	3406	1597	1495
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		22				54
Link Speed (mph)	45			30	30	
Link Distance (ft)	1154			1757	165	
Travel Time (s)	17.5			39.9	3.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	14%	7%	6%	13%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1382	22	16	704	22	54
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	3
Permitted Phases		2				
Detector Phase	2	2	1	6	3	3
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	14.0	10.0	10.0
Minimum Split (s)	19.8	19.8	12.5	19.8	15.5	15.5
Total Split (s)	85.0	85.0	15.0	100.0	20.0	20.0
Total Split (%)	70.8%	70.8%	12.5%	83.3%	16.7%	16.7%
Maximum Green (s)	79.2	79.2	9.5	94.2	14.5	14.5
Yellow Time (s)	4.3	4.3	3.6	4.3	3.2	3.2
All-Red Time (s)	1.5	1.5	1.9	1.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.5	5.8	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	97.0	97.0	8.0	103.0	10.0	10.0
Actuated g/C Ratio	0.81	0.81	0.07	0.86	0.08	0.08
v/c Ratio	0.48	0.02	0.14	0.24	0.17	0.31
Control Delay (s/veh)	2.2	0.2	55.0	2.3	54.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.2	0.2	55.0	2.3	54.4	18.6
LOS	A	A	D	A	D	B
Approach Delay (s/veh)	2.2			3.4	29.0	
Approach LOS	A			A	C	
90th %ile Green (s)	83.7	83.7	9.5	98.7	10.0	10.0
90th %ile Term Code	Coord	Coord	Hold	Coord	Min	Min
70th %ile Green (s)	83.7	83.7	9.5	98.7	10.0	10.0

Lanes, Volumes, Timings  
 26: Greenwood Ave & Veterans Pkwy



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
70th %ile Term Code	Coord	Coord	Hold	Coord	Min	Min
50th %ile Green (s)	98.7	98.7	0.0	98.7	10.0	10.0
50th %ile Term Code	Coord	Coord	Skip	Coord	Min	Min
30th %ile Green (s)	98.7	98.7	0.0	98.7	10.0	10.0
30th %ile Term Code	Coord	Coord	Skip	Coord	Min	Min
10th %ile Green (s)	114.2	114.2	0.0	114.2	0.0	0.0
10th %ile Term Code	Coord	Coord	Skip	Coord	Skip	Skip
Queue Length 50th (ft)	8	0	12	50	16	0
Queue Length 95th (ft)	43	m1	35	63	44	41
Internal Link Dist (ft)	1074			1677	85	
Turn Bay Length (ft)		270	210			
Base Capacity (vph)	2859	1149	133	2922	192	228
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.02	0.12	0.24	0.11	0.24

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 111 (93%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 60  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay (s/veh): 3.5 Intersection LOS: A  
 Intersection Capacity Utilization 53.3% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Greenwood Ave & Veterans Pkwy



Lanes, Volumes, Timings  
 27: Morris Ave & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	785	5	35	465	5	2	100	140	380	105	55
Future Volume (vph)	30	785	5	35	465	5	2	100	140	380	105	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	250		0	200		250	0		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	220			250			90			25		
Satd. Flow (prot)	1703	3498	0	1703	3433	0	1805	1863	1538	3467	1739	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	3498	0	1703	3433	0	1801	1863	1538	3467	1739	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				137			21
Link Speed (mph)		45			30			35				35
Link Distance (ft)		1575			1154			1275				394
Travel Time (s)		23.9			26.2			24.8				7.7
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	6%	3%	17%	6%	5%	0%	0%	2%	5%	1%	2%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	888	0	39	528	0	2	112	157	427	180	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		6.0	10.0	7.0	6.0	10.0	
Minimum Split (s)	12.6	20.8		12.6	20.8		11.2	15.7	12.6	11.2	40.7	
Total Split (s)	17.0	54.0		17.0	54.0		14.0	16.0	17.0	33.0	35.0	
Total Split (%)	14.2%	45.0%		14.2%	45.0%		11.7%	13.3%	14.2%	27.5%	29.2%	
Maximum Green (s)	11.4	47.2		11.4	47.2		8.8	10.3	11.4	27.8	29.3	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.2	3.2	3.6	3.2	3.2	
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.5	2.0	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	6.8		5.6	6.8		5.2	5.7	5.6	5.2	5.7	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)												4.0
Flash Don't Walk (s)												31.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)	8.3	55.1		11.4	63.2		6.0	10.2	27.3	20.0	33.2	
Actuated g/C Ratio	0.07	0.46		0.10	0.53		0.05	0.09	0.23	0.17	0.28	
v/c Ratio	0.29	0.55		0.24	0.29		0.02	0.71	0.35	0.74	0.36	
Control Delay (s/veh)	70.3	23.4		52.7	16.6		54.5	77.5	11.0	55.4	33.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	70.3	23.4		52.7	16.6		54.5	77.5	11.0	55.4	33.3	
LOS	E	C		D	B		D	E	B	E	C	
Approach Delay (s/veh)		25.1			19.0			38.8			48.8	

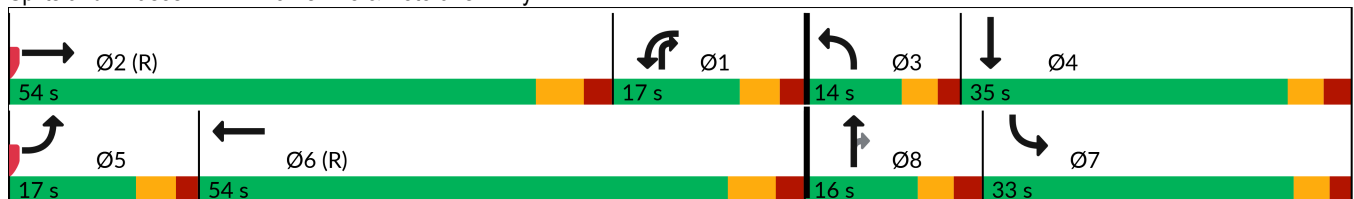
Lanes, Volumes, Timings  
 27: Morris Ave & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			B			D			D		
90th %ile Green (s)	10.6	50.1		11.4	50.9		6.2	10.3	11.4	24.9	29.0	
90th %ile Term Code	Gap	Coord		Max	Coord		Gap	Max	Max	Gap	Hold	
70th %ile Green (s)	9.0	53.0		11.4	55.4		0.0	10.3	11.4	22.0	37.5	
70th %ile Term Code	Gap	Coord		Hold	Coord		Skip	Max	Hold	Gap	Hold	
50th %ile Green (s)	7.8	55.0		11.4	58.6		0.0	10.3	11.4	20.0	35.5	
50th %ile Term Code	Gap	Coord		Hold	Coord		Skip	Max	Hold	Gap	Hold	
30th %ile Green (s)	0.0	57.0		11.4	74.0		0.0	10.3	11.4	18.0	33.5	
30th %ile Term Code	Skip	Coord		Hold	Coord		Skip	Max	Hold	Gap	Hold	
10th %ile Green (s)	0.0	60.2		11.4	77.2		0.0	10.0	11.4	15.1	30.3	
10th %ile Term Code	Skip	Coord		Hold	Coord		Skip	Min	Hold	Gap	Hold	
Queue Length 50th (ft)	29	197		29	95		2	86	12	163	96	
Queue Length 95th (ft)	m52	230		64	117		10	#168	67	206	171	
Internal Link Dist (ft)		1495			1074			1195			314	
Turn Bay Length (ft)	175			250			200		250			
Base Capacity (vph)	161	1605		161	1808		132	159	455	803	496	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	0.55		0.24	0.29		0.02	0.70	0.35	0.53	0.36	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.74  
 Intersection Signal Delay (s/veh): 31.3      Intersection LOS: C  
 Intersection Capacity Utilization 58.1%      ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Morris Ave & Veterans Pkwy



Lanes, Volumes, Timings  
 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	355	170	165	90	100	40	90	425	75	70	275	175
Future Volume (vph)	355	170	165	90	100	40	90	425	75	70	275	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	12	12	13	12	12
Storage Length (ft)	295		265	200		170	420		430	415		415
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	120			140			220			220		
Satd. Flow (prot)	1770	3343	1468	1703	3312	1615	1665	3438	1553	1847	3406	1583
Flt Permitted	0.444			0.629			0.950			0.950		
Satd. Flow (perm)	825	3343	1468	1127	3312	1591	1665	3438	1553	1847	3406	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190			133			135			201
Link Speed (mph)		45			45			45				45
Link Distance (ft)		756			539			1707				2116
Travel Time (s)		11.5			8.2			25.9				32.1
Confl. Peds. (#/hr)	2						2					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	2%	8%	10%	6%	9%	0%	12%	5%	4%	1%	6%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	408	195	190	103	115	46	103	489	86	80	316	201
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	7.0	6.0	10.0	7.0	7.0	14.0	6.0	7.0	14.0	6.0
Minimum Split (s)	11.6	16.6	12.6	11.6	32.6	12.6	12.6	21.4	11.6	12.6	20.4	11.6
Total Split (s)	34.0	41.0	17.0	15.0	22.0	17.0	17.0	47.0	15.0	17.0	47.0	34.0
Total Split (%)	28.3%	34.2%	14.2%	12.5%	18.3%	14.2%	14.2%	39.2%	12.5%	14.2%	39.2%	28.3%
Maximum Green (s)	28.4	34.4	11.4	9.4	15.4	11.4	11.4	40.6	9.4	11.4	40.6	28.4
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	3.6
All-Red Time (s)	2.0	2.3	2.0	2.0	2.3	2.0	2.0	2.1	2.0	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.6	5.6	5.6	6.6	5.6	5.6	6.4	5.6	5.6	6.4	5.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)					7.0			7.0				
Flash Don't Walk (s)					19.0			8.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)	44.4	28.9	47.8	20.4	10.6	22.2	12.3	49.9	65.2	10.6	45.7	79.3
Actuated g/C Ratio	0.37	0.24	0.40	0.17	0.09	0.19	0.10	0.42	0.54	0.09	0.38	0.66
v/c Ratio	0.79	0.24	0.27	0.44	0.40	0.11	0.61	0.34	0.10	0.49	0.24	0.18
Control Delay (s/veh)	42.6	37.2	3.9	33.6	55.7	0.6	66.1	26.6	0.8	86.7	13.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.6	37.2	3.9	33.6	55.7	0.6	66.1	26.6	0.8	86.7	13.3	1.5
LOS	D	D	A	C	E	A	E	C	A	F	B	A

Lanes, Volumes, Timings  
 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Approach Delay (s/veh)		32.0			37.5			29.3			19.2	
Approach LOS		C			D			C			B	
90th %ile Green (s)	28.4	31.2	14.6	9.4	12.2	14.5	14.6	40.7	9.4	14.5	40.6	28.4
90th %ile Term Code	Max	Hold	Max	Max	Gap	Gap	Max	Coord	Max	Gap	Coord	Max
70th %ile Green (s)	28.4	29.6	15.0	9.4	10.6	12.2	15.0	44.6	9.4	12.2	41.8	28.4
70th %ile Term Code	Max	Hold	Gap	Max	Gap	Gap	Gap	Coord	Max	Gap	Coord	Max
50th %ile Green (s)	28.4	29.0	13.0	9.4	10.0	10.5	13.0	46.9	9.4	10.5	44.4	28.4
50th %ile Term Code	Max	Hold	Gap	Max	Min	Gap	Gap	Coord	Max	Gap	Coord	Max
30th %ile Green (s)	28.4	29.3	10.9	9.1	10.0	8.9	10.9	48.5	9.1	8.9	46.5	28.4
30th %ile Term Code	Max	Hold	Gap	Gap	Min	Gap	Gap	Coord	Gap	Gap	Coord	Max
10th %ile Green (s)	22.5	25.4	8.0	7.1	10.0	0.0	8.0	68.9	7.1	0.0	55.3	22.5
10th %ile Term Code	Gap	Hold	Gap	Gap	Min	Skip	Gap	Coord	Gap	Skip	Coord	Gap
Queue Length 50th (ft)	254	64	0	53	45	0	77	140	0	67	26	0
Queue Length 95th (ft)	335	92	38	87	72	0	130	194	5	116	34	0
Internal Link Dist (ft)		676			459			1627			2036	
Turn Bay Length (ft)	295		265	200		170	420		430	415		415
Base Capacity (vph)	529	958	707	241	425	423	181	1430	911	187	1297	1128
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.20	0.27	0.43	0.27	0.11	0.57	0.34	0.09	0.43	0.24	0.18

**Intersection Summary**

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 81 (68%), Referenced to phase 2:NET and 6:SWT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

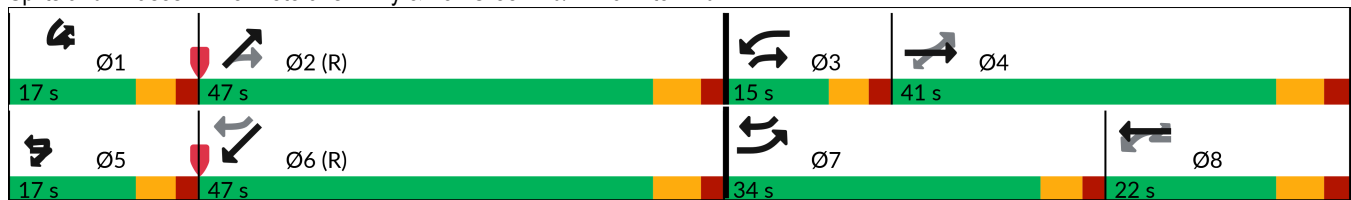
Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 28.6      Intersection LOS: C

Intersection Capacity Utilization 66.6%      ICU Level of Service C

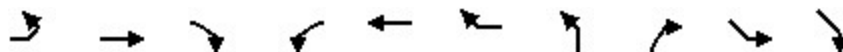
Analysis Period (min) 15

Splits and Phases: 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd



Lanes, Volumes, Timings

29: Veterans Pkwy EB & Veterans Pkwy & Veterans Pkwy WB



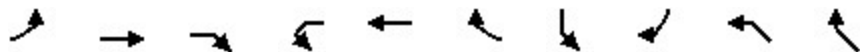
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑			↑↑			↑		
Traffic Volume (vph)	0	1090	0	0	510	285	0	520	0	0
Future Volume (vph)	0	1090	0	0	510	285	0	520	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	0	0	3348	0	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3348	0	0	1611	0	0
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		1718			3936		942		932	
Travel Time (s)		26.0			59.6		14.3		14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1185	0	0	864	0	0	565	0	0
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.0%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

30: Veterans Pkwy EB & Veterans Pkwy & Veterans Pkwy WB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations		↑↑			↑↑			↑		
Traffic Volume (vph)	0	1090	245	0	510	0	0	160	0	0
Future Volume (vph)	0	1090	245	0	510	0	0	160	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3444	0	0	3539	0	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3444	0	0	3539	0	0	1611	0	0
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		1757			1718		848		843	
Travel Time (s)		26.6			26.0		12.8		12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1451	0	0	554	0	0	174	0	0
Sign Control		Free			Free		Free		Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.0%
	ICU Level of Service C
Analysis Period (min)	15

Lanes, Volumes, Timings  
 33: Main St & Rt. Dunn St.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	0	0	0	0	0	0		
Future Volume (vph)	0	0	0	0	0	0		
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0	200			
Storage Lanes	1	1		0	1			
Taper Length (ft)	25				110			
Satd. Flow (prot)	1863	1863	5085	0	1863	3539		
Flt Permitted								
Satd. Flow (perm)	1863	1863	5085	0	1863	3539		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)								
Link Speed (mph)	30		35			35		
Link Distance (ft)	210		170			890		
Travel Time (s)	4.8		3.3			17.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	0	0	0		
Turn Type	Prot	pm+ov			Prot			
Protected Phases	8	1	2		1	6	4	5
Permitted Phases		8						
Detector Phase	8	1	2		1	6		
Switch Phase								
Minimum Initial (s)	10.0	6.0	14.0		6.0	14.0	10.0	6.0
Minimum Split (s)	22.1	11.2	25.1		11.2	24.1	16.1	11.2
Total Split (s)	19.0	19.0	52.0		19.0	56.0	19.0	15.0
Total Split (%)	21.1%	21.1%	57.8%		21.1%	62.2%	21%	17%
Maximum Green (s)	12.9	13.8	45.9		13.8	49.9	12.9	9.8
Yellow Time (s)	3.6	3.2	3.6		3.2	3.6	3.6	3.2
All-Red Time (s)	2.5	2.0	2.5		2.0	2.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	6.1	5.2	6.1		5.2	6.1		
Lead/Lag		Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max	None	None
Walk Time (s)	7.0		7.0			7.0		
Flash Don't Walk (s)	9.0		12.0			11.0		
Pedestrian Calls (#/hr)	0		0			0		
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay (s/veh)								
Queue Delay								
Total Delay (s/veh)								
LOS								
Approach Delay (s/veh)								
Approach LOS								
90th %ile Green (s)	12.4	0.0	65.4		0.0	50.4	12.4	9.8

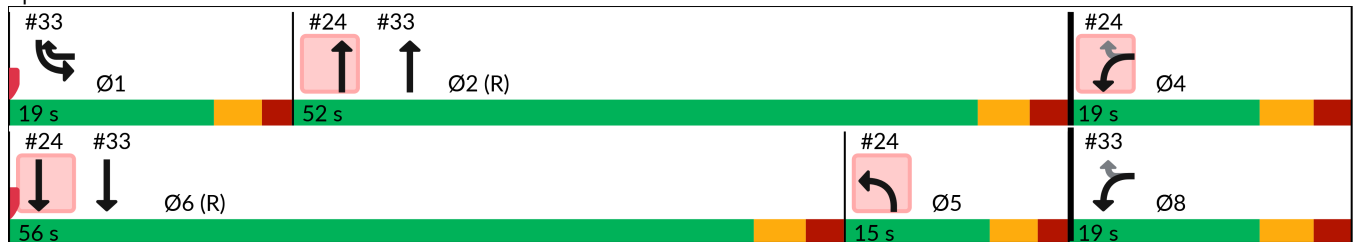
Lanes, Volumes, Timings  
 33: Main St & Rt. Dunn St.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
90th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Gap	Max
70th %ile Green (s)	10.8	0.0	67.0		0.0	52.0	10.8	9.8
70th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Gap	Hold
50th %ile Green (s)	10.0	0.0	67.8		0.0	52.8	10.0	9.8
50th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Min	Hold
30th %ile Green (s)	10.0	0.0	67.8		0.0	67.8	10.0	0.0
30th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Min	Skip
10th %ile Green (s)	10.0	0.0	67.8		0.0	67.8	10.0	0.0
10th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Min	Skip
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)	130		90			810		
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								



















Intersection Summary	
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green	
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay (s/veh): 0.0	Intersection LOS: A
Intersection Capacity Utilization 0.0%	ICU Level of Service A
Analysis Period (min)	15

Splits and Phases: 33: Main St & Rt. Dunn St.



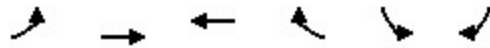
# Lanes, Volumes, Timings

## 91: Ireland Grove Rd

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			110			25			25		
Satd. Flow (prot)	1863	3539	0	1863	3539	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	1863	3539	0	1863	3539	0	0	0	0	0	0	0
Link Speed (mph)		35			35			30				30
Link Distance (ft)		485			597			206				117
Travel Time (s)		9.4			11.6			4.7				2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Free				Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0%					ICU Level of Service A						
Analysis Period (min)	15											























# Lanes, Volumes, Timings

## 95: E Lincoln St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	165				25	
Satd. Flow (prot)	1863	3539	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	1863	3539	3539	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		823	528		136	
Travel Time (s)		18.7	12.0		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Free	
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings  
1: Pipeline Rd & Northtown Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1	165	2	1	1	170	210	1	1	120	10
Future Volume (vph)	15	1	165	2	1	1	170	210	1	1	120	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	11	12	12
Storage Length (ft)	120		0	120		0	350		0	185		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	145			175			200			235		
Satd. Flow (prot)	1805	1900	1599	1805	1758	0	1736	3606	0	1745	3466	0
Flt Permitted							0.588			0.612		
Satd. Flow (perm)	1900	1900	1599	1900	1758	0	1074	3606	0	1124	3466	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176		1			1			11	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1101			1250			1320			879	
Travel Time (s)		16.7			18.9			20.0			13.3	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	1%	0%	0%	0%	4%	0%	0%	0%	1%	25%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1	176	2	2	0	181	224	0	1	139	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6		3	8		7	4	
Permitted Phases	2		2	6			8			4		
Detector Phase	5	2	3	1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	21.5	9.0	9.0	21.5		9.0	21.5		9.0	21.5	
Total Split (s)	13.0	16.0	13.0	13.0	16.0		13.0	28.0		13.0	28.0	
Total Split (%)	18.6%	22.9%	18.6%	18.6%	22.9%		18.6%	40.0%		18.6%	40.0%	
Maximum Green (s)	8.0	10.5	8.0	8.0	10.5		8.0	22.5		8.0	22.5	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.5	1.0	1.0	1.5		1.0	1.5		1.0	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.5	5.0	5.0	5.5		5.0	5.5		5.0	5.5	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		5.0			5.0			5.0			5.0	
Flash Don't Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	7.6	5.8	9.9	6.9	5.6		60.3	62.1		53.5	47.4	
Actuated g/C Ratio	0.11	0.08	0.14	0.10	0.08		0.86	0.89		0.76	0.68	
v/c Ratio	0.08	0.01	0.47	0.01	0.01		0.18	0.07		0.00	0.06	
Control Delay (s/veh)	25.0	29.0	8.0	23.5	26.0		1.1	1.9		4.0	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	25.0	29.0	8.0	23.5	26.0		1.1	1.9		4.0	6.7	
LOS	C	C	A	C	C		A	A		A	A	
Approach Delay (s/veh)		9.6			24.8			1.5			6.7	

# Lanes, Volumes, Timings

## 1: Pipeline Rd & Northtown Rd

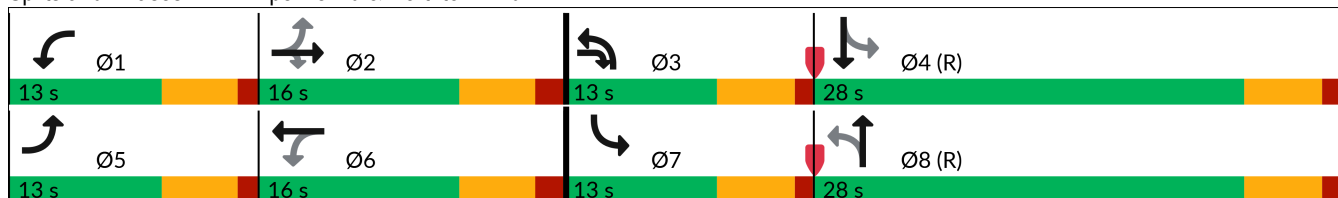


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	A			C			A			A		
90th %ile Green (s)	7.0	7.1	11.5	5.9	6.0		11.5	30.4		5.6	24.5	
90th %ile Term Code	Gap	Hold	Gap	Gap	Gap		Gap	Coord		Gap	Coord	
70th %ile Green (s)	0.0	0.0	7.8	0.0	0.0		7.8	64.5		0.0	51.7	
70th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
50th %ile Green (s)	0.0	0.0	6.0	0.0	0.0		6.0	64.5		0.0	53.5	
50th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
30th %ile Green (s)	0.0	0.0	5.9	0.0	0.0		5.9	64.5		0.0	53.6	
30th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
10th %ile Green (s)	0.0	0.0	5.6	0.0	0.0		5.6	64.5		0.0	53.9	
10th %ile Term Code	Skip	Skip	Gap	Skip	Skip		Gap	Coord		Skip	Coord	
Queue Length 50th (ft)	7	0	0	1	0		0	0		0	5	
Queue Length 95th (ft)	19	5	37	5	7		m16	50		2	36	
Internal Link Dist (ft)	1021			1170			1240			799		
Turn Bay Length (ft)	120			120			350			185		
Base Capacity (vph)	247	285	403	241	264		1007	3198		969	2352	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.00	0.44	0.01	0.01		0.18	0.07		0.00	0.06	
























### Intersection Summary

Area Type: Other  
 Cycle Length: 70  
 Actuated Cycle Length: 70  
 Offset: 19 (27%), Referenced to phase 4:SBTL and 8:NBTL, Start of 1st Green  
 Natural Cycle: 65  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.47  
 Intersection Signal Delay (s/veh): 4.7  
 Intersection LOS: A  
 Intersection Capacity Utilization 33.9%  
 ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 1: Pipeline Rd & Northtown Rd

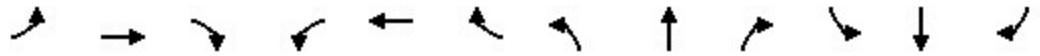


Lanes, Volumes, Timings  
 2: Veterans Pkwy & Shepard Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	15	50	300	15	305	40	970	365	260	720	20
Future Volume (vph)	15	15	50	300	15	305	40	970	365	260	720	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	13	12	12	12	12	13	12	13	14	12	13
Storage Length (ft)	160		180	250		0	250		450	455		260
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	140			135			185			185		
Satd. Flow (prot)	1805	1963	1583	3467	1583	0	1865	5085	1652	1906	5136	1669
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	1963	1583	3467	1583	0	1865	5085	1652	1906	5136	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			124		314				376			77
Link Speed (mph)		30			40			45			45	
Link Distance (ft)		462			1492			2523			3295	
Travel Time (s)		10.5			25.4			38.2			49.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	1%	0%	3%	0%	2%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	15	52	309	329	0	41	1000	376	268	742	21
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	12.0	20.0	12.5	20.0	20.0		12.5	26.5	20.0	12.5	26.5	12.0
Total Split (s)	22.0	24.0	25.0	22.0	24.0		25.0	69.0	22.0	25.0	69.0	22.0
Total Split (%)	15.7%	17.1%	17.9%	15.7%	17.1%		17.9%	49.3%	15.7%	17.9%	49.3%	15.7%
Maximum Green (s)	15.2	17.5	18.6	15.2	17.5		18.6	63.3	15.2	18.6	63.3	15.2
Yellow Time (s)	4.3	4.0	4.0	4.3	4.0		4.0	4.5	4.3	4.0	4.5	4.3
All-Red Time (s)	2.5	2.5	2.4	2.5	2.5		2.4	1.2	2.5	2.4	1.2	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.5	6.4	6.8	6.5		6.4	5.7	6.8	6.4	5.7	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	4.5	2.0	2.0	4.5	2.0
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	5.9	8.1	19.8	15.5	14.3		15.9	71.8	93.0	27.4	85.5	91.7
Actuated g/C Ratio	0.04	0.06	0.14	0.11	0.10		0.11	0.51	0.66	0.20	0.61	0.66
v/c Ratio	0.20	0.13	0.16	0.81	0.74		0.19	0.38	0.31	0.72	0.24	0.02
Control Delay (s/veh)	70.3	64.2	1.0	77.1	18.2		38.9	6.9	1.2	65.0	15.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.3	64.2	1.0	77.1	18.2		38.9	6.9	1.2	65.0	15.1	0.1
LOS	E	E	A	E	B		D	A	A	E	B	A
Approach Delay (s/veh)		25.2			46.7			6.3			27.8	
Approach LOS		C			D			A			C	
90th %ile Green (s)	7.5	12.1	18.6	15.2	19.8		18.6	63.3	15.2	24.0	68.7	7.5
90th %ile Term Code	Gap	Hold	Hold	Max	Gap		Hold	Coord	Max	Max	Coord	Gap

## Lanes, Volumes, Timings

### 2: Veterans Pkwy & Shepard Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	6.4	7.2	18.6	15.2	16.0		18.6	63.3	15.2	28.9	73.6	6.4
70th %ile Term Code	Gap	Gap	Hold	Max	Hold		Hold	Coord	Max	Max	Coord	Gap
50th %ile Green (s)	5.6	0.0	18.6	19.2	7.1		18.6	73.9	19.2	28.0	83.3	5.6
50th %ile Term Code	Gap	Skip	Hold	Hold	Gap		Hold	Coord	Hold	Gap	Coord	Gap
30th %ile Green (s)	0.0	0.0	18.6	15.2	15.5		18.6	78.2	15.2	27.7	87.3	0.0
30th %ile Term Code	Skip	Skip	Hold	Max	Hold		Hold	Coord	Max	Gap	Coord	Skip
10th %ile Green (s)	0.0	0.0	0.0	12.7	13.0		0.0	80.1	12.7	28.3	114.8	0.0
10th %ile Term Code	Skip	Skip	Skip	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Skip
Queue Length 50th (ft)	14	13	0	139	13		38	54	5	230	113	0
Queue Length 95th (ft)	38	36	0	#215	111		m76	68	15	#383	170	m0
Internal Link Dist (ft)		382			1412			2443			3215	
Turn Bay Length (ft)	160		180	250			250		450	455		260
Base Capacity (vph)	195	245	358	396	476		247	2606	1227	372	3138	1241
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.06	0.15	0.78	0.69		0.17	0.38	0.31	0.72	0.24	0.02

#### Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 116 (83%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay (s/veh): 21.9      Intersection LOS: C

Intersection Capacity Utilization 67.7%      ICU Level of Service C

Analysis Period (min) 15






































# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

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

#### Splits and Phases: 2: Veterans Pkwy & Shepard Rd

Ø1 25 s	Ø2 (R) 69 s	Ø3 22 s	Ø4 24 s
Ø6 (R) 69 s	Ø5 25 s	Ø7 22 s	Ø8 24 s

### Lanes, Volumes, Timings 3: Veterans Pkwy & Fort Jesse Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 	 	 	  	 	  	  	
Traffic Volume (vph)	160	380	280	135	390	105	435	1110	150	125	770	175
Future Volume (vph)	160	380	280	135	390	105	435	1110	150	125	770	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	11	11	10	12	12	12	12	12	13
Storage Length (ft)	110		225	175		200	245		255	345		575
Storage Lanes	2		1	2		1	2		1	1		1
Taper Length (ft)	190			160			250			205		
Satd. Flow (prot)	3319	3490	1615	3385	3490	1463	3502	5085	1615	1752	5136	1669
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3319	3490	1615	3385	3490	1463	3502	5085	1615	1752	5136	1669
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			123			120			156			96
Link Speed (mph)		35			30			45				45
Link Distance (ft)		1427			760			1379				2523
Travel Time (s)		27.8			17.3			20.9				38.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	0%	0%	0%	0%	3%	0%	2%	0%	3%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	396	292	141	406	109	453	1156	156	130	802	182
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	11.0	21.4	11.0	11.0	28.0	11.0	11.0	21.4	11.0	11.0	21.4	11.0
Total Split (s)	21.0	41.0	40.0	18.0	38.0	26.0	40.0	55.0	18.0	26.0	41.0	21.0
Total Split (%)	15.0%	29.3%	28.6%	12.9%	27.1%	18.6%	28.6%	39.3%	12.9%	18.6%	29.3%	15.0%
Maximum Green (s)	15.0	34.6	34.0	12.0	31.6	20.0	34.0	48.6	12.0	20.0	34.6	15.0
Yellow Time (s)	4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	4.0
All-Red Time (s)	2.0	1.9	2.0	2.0	1.9	2.0	2.0	1.9	2.0	2.0	1.9	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.4	6.0	6.0	6.4	6.0	6.0	6.4	6.0	6.0	6.4	6.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	2.0	3.0	5.5	2.0	2.0	5.5	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)					7.0							
Flash Don't Walk (s)					14.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	11.4	23.2	53.5	9.9	21.7	42.1	23.9	62.1	72.4	20.0	58.2	76.0
Actuated g/C Ratio	0.08	0.17	0.38	0.07	0.16	0.30	0.17	0.44	0.52	0.14	0.42	0.54
v/c Ratio	0.62	0.69	0.42	0.59	0.75	0.21	0.76	0.51	0.17	0.52	0.38	0.19
Control Delay (s/veh)	72.0	60.9	18.3	72.9	65.3	3.5	50.9	12.3	0.5	54.0	20.4	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.0	60.9	18.3	72.9	65.3	3.5	50.9	12.3	0.5	54.0	20.4	5.0
LOS	E	E	B	E	E	A	D	B	A	D	C	A
Approach Delay (s/veh)		48.5			56.7			21.2			21.8	

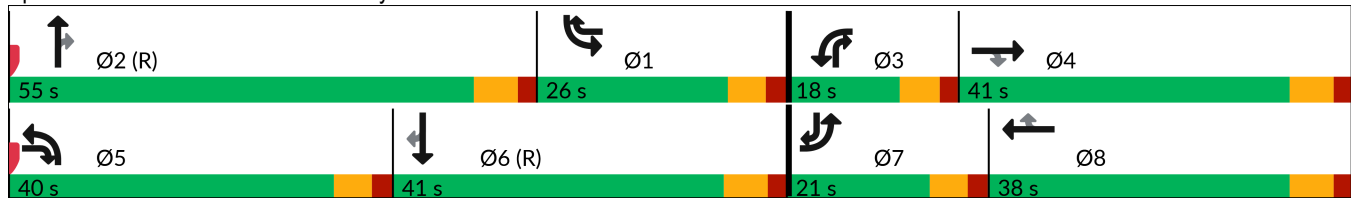
Lanes, Volumes, Timings  
 3: Veterans Pkwy & Fort Jesse Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			E			C			C		
90th %ile Green (s)	14.9	30.4	29.6	12.0	27.5	20.0	29.6	52.8	12.0	20.0	43.2	14.9
90th %ile Term Code	Gap	Hold	Gap	Max	Gap	Max	Gap	Coord	Max	Max	Coord	Gap
70th %ile Green (s)	12.8	25.0	26.5	11.5	23.7	20.0	26.5	58.7	11.5	20.0	52.2	12.8
70th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Hold	Coord	Gap
50th %ile Green (s)	11.4	22.8	24.3	10.2	21.6	20.0	24.3	62.2	10.2	20.0	57.9	11.4
50th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Hold	Coord	Gap
30th %ile Green (s)	10.0	20.5	21.2	8.9	19.4	20.0	21.2	65.8	8.9	20.0	64.6	10.0
30th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Hold	Coord	Gap
10th %ile Green (s)	7.9	17.2	17.9	7.1	16.4	20.0	17.9	70.9	7.1	20.0	73.0	7.9
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Hold	Gap	Coord	Gap	Hold	Coord	Gap
Queue Length 50th (ft)	77	181	109	64	188	0	134	69	0	115	129	27
Queue Length 95th (ft)	114	224	160	101	236	24	176	263	m8	m178	206	m56
Internal Link Dist (ft)	1347			680			1299			2443		
Turn Bay Length (ft)	110	225		175	200		245	255		345	575	
Base Capacity (vph)	355	862	800	290	787	524	850	2254	932	250	2134	989
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.37	0.49	0.52	0.21	0.53	0.51	0.17	0.52	0.38	0.18

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 113 (81%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay (s/veh): 32.0 Intersection LOS: C  
 Intersection Capacity Utilization 64.4% ICU Level of Service C  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Veterans Pkwy & Fort Jesse Rd

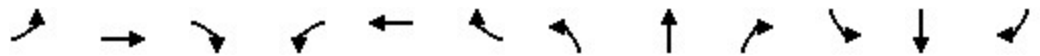


Lanes, Volumes, Timings  
4: Veterans Pkwy & Parkway Plaza

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	100	90	335	75	245	55	1375	380	150	1000	35
Future Volume (vph)	75	100	90	335	75	245	55	1375	380	150	1000	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	11	11	11	11	12	12	12	12	12	12	12
Storage Length (ft)	90		130	0		0	515		545	505		530
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	105			25			235			205		
Satd. Flow (prot)	1668	1766	1561	3385	1607	0	1736	5136	1615	1805	5136	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1668	1766	1533	3368	1607	0	1736	5136	1595	1804	5136	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		108				180			130
Link Speed (mph)		30			30			45				45
Link Distance (ft)		397			383			1295				1379
Travel Time (s)		9.0			8.7			19.6				20.9
Confl. Peds. (#/hr)			4	4					1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	4%	0%	0%	5%	0%	4%	1%	0%	0%	1%	3%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	105	95	353	337	0	58	1447	400	158	1053	37
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8		5	2	3	1	6	7
Permitted Phases			4						2			6
Detector Phase	7	4	5	3	8		5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0		5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	11.8	20.0	11.4	11.8	20.0		11.4	21.4	11.8	12.0	21.4	11.8
Total Split (s)	18.0	20.0	19.0	36.0	38.0		19.0	65.0	36.0	19.0	65.0	18.0
Total Split (%)	12.9%	14.3%	13.6%	25.7%	27.1%		13.6%	46.4%	25.7%	13.6%	46.4%	12.9%
Maximum Green (s)	11.2	14.0	12.6	29.2	31.5		12.6	59.3	29.2	12.6	59.3	11.2
Yellow Time (s)	4.3	4.0	4.0	4.3	4.0		4.0	4.5	4.3	4.0	4.5	4.3
All-Red Time (s)	2.5	2.0	2.4	2.5	2.5		2.4	1.2	2.5	2.4	1.2	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.0	6.4	6.8	6.5		6.4	5.7	6.8	6.4	5.7	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0		2.0	5.5	2.0	2.0	5.5	2.0
Recall Mode	None	None	None	None	None		None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.8	16.7	28.9	19.1	25.5		12.6	64.0	82.1	15.3	66.7	75.4
Actuated g/C Ratio	0.07	0.12	0.21	0.14	0.18		0.09	0.46	0.59	0.11	0.48	0.54
v/c Ratio	0.68	0.50	0.21	0.76	0.88		0.37	0.62	0.40	0.81	0.43	0.04
Control Delay (s/veh)	91.0	65.2	1.0	69.1	61.6		46.0	12.6	1.8	83.6	30.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.0	65.2	1.0	69.1	61.6		46.0	12.6	1.8	83.6	30.5	4.0
LOS	F	E	A	E	E		D	B	A	F	C	A
Approach Delay (s/veh)		50.7			65.4			11.4			36.4	
Approach LOS		D			E			B			D	
90th %ile Green (s)	11.2	18.4	12.6	24.8	31.5		12.6	59.3	24.8	12.6	59.3	11.2

# Lanes, Volumes, Timings

## 4: Veterans Pkwy & Parkway Plaza

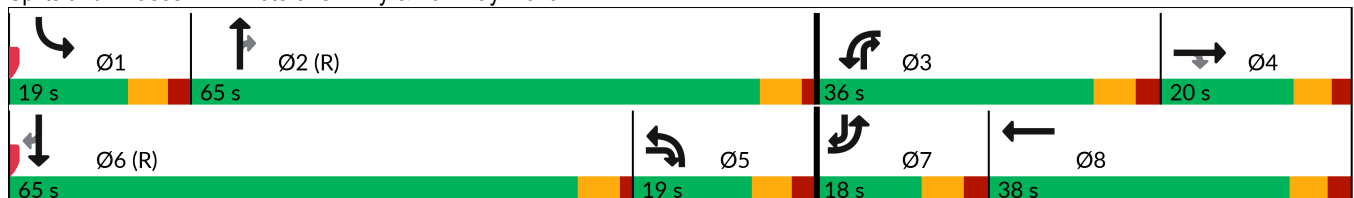


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Max	Max	Max	Gap	Max		Max	Coord	Gap	Max	Coord	Max
70th %ile Green (s)	11.2	21.9	12.6	21.0	31.2		12.6	59.3	21.0	12.9	59.6	11.2
70th %ile Term Code	Max	Hold	Hold	Gap	Gap		Hold	Coord	Gap	Max	Coord	Max
50th %ile Green (s)	11.1	19.4	12.6	19.0	26.8		12.6	59.3	19.0	17.4	64.1	11.1
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Hold	Coord	Gap	Max	Coord	Gap
30th %ile Green (s)	9.1	15.0	12.6	16.9	22.3		12.6	65.2	16.9	18.0	70.6	9.1
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Hold	Coord	Gap	Gap	Coord	Gap
10th %ile Green (s)	6.3	8.7	12.6	14.0	15.9		12.6	77.0	14.0	15.4	79.8	6.3
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Hold	Coord	Gap	Gap	Coord	Gap
Queue Length 50th (ft)	71	89	0	162	210		52	227	0	150	276	1
Queue Length 95th (ft)	#135	152	0	207	321		m77	326	28	#300	357	m20
Internal Link Dist (ft)		317			303			1215			1299	
Turn Bay Length (ft)	90		130				515		545	505		530
Base Capacity (vph)	133	223	458	706	445		156	2348	1115	196	2446	918
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.47	0.21	0.50	0.76		0.37	0.62	0.36	0.81	0.43	0.04
































### Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 61 (44%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.88  
 Intersection Signal Delay (s/veh): 30.7      Intersection LOS: C  
 Intersection Capacity Utilization 79.2%      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.  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 4: Veterans Pkwy & Parkway Plaza



Lanes, Volumes, Timings  
5: Veterans Pkwy & E College Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		  		
Traffic Volume (vph)	225	605	340	230	420	110	350	1475	250	130	1110	185
Future Volume (vph)	225	605	340	230	420	110	350	1475	250	130	1110	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	140		315	110		135	415		455	415		505
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	190			230			230			225		
Satd. Flow (prot)	3385	3490	1561	3385	3490	1561	3502	5136	1599	3502	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3385	3490	1561	3385	3490	1561	3502	5136	1599	3502	5136	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			82			82
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		1820			778			1447			1295	
Travel Time (s)		41.4			15.2			21.9			19.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	1%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	239	644	362	245	447	117	372	1569	266	138	1181	197
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	9.0	5.0	5.0	9.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	13.0	16.0	13.0	13.0	16.0	13.0	13.0	40.0	13.0	13.0	40.0	13.0
Total Split (s)	24.0	36.0	34.0	20.0	32.0	18.0	34.0	66.0	20.0	18.0	50.0	24.0
Total Split (%)	17.1%	25.7%	24.3%	14.3%	22.9%	12.9%	24.3%	47.1%	14.3%	12.9%	35.7%	17.1%
Maximum Green (s)	16.7	29.5	27.0	12.7	25.5	11.0	27.0	59.9	12.7	11.0	43.9	16.7
Yellow Time (s)	4.8	4.0	4.5	4.8	4.0	4.5	4.5	4.5	4.8	4.5	4.5	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	1.6	2.5	2.5	1.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	6.5	7.0	7.3	6.5	7.0	7.0	6.1	7.3	7.0	6.1	7.3
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	13.9	28.8	54.5	12.3	27.2	37.7	19.2	61.0	72.1	11.0	52.8	72.8
Actuated g/C Ratio	0.10	0.21	0.39	0.09	0.19	0.27	0.14	0.44	0.52	0.08	0.38	0.52
v/c Ratio	0.71	0.90	0.52	0.82	0.66	0.23	0.78	0.70	0.31	0.50	0.61	0.22
Control Delay (s/veh)	73.0	70.4	22.0	84.9	57.6	3.4	85.4	9.5	2.0	53.0	23.2	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	73.0	70.4	22.0	84.9	57.6	3.4	85.4	9.5	2.0	53.0	23.2	9.1
LOS	E	E	C	F	E	A	F	A	A	D	C	A
Approach Delay (s/veh)		56.8			58.0			21.4			24.1	
Approach LOS		E			E			C			C	
90th %ile Green (s)	16.7	29.5	24.1	12.7	25.5	11.0	24.1	59.9	12.7	11.0	46.8	16.7
90th %ile Term Code	Max	Max	Gap	Max	Max	Max	Gap	Coord	Max	Max	Coord	Max

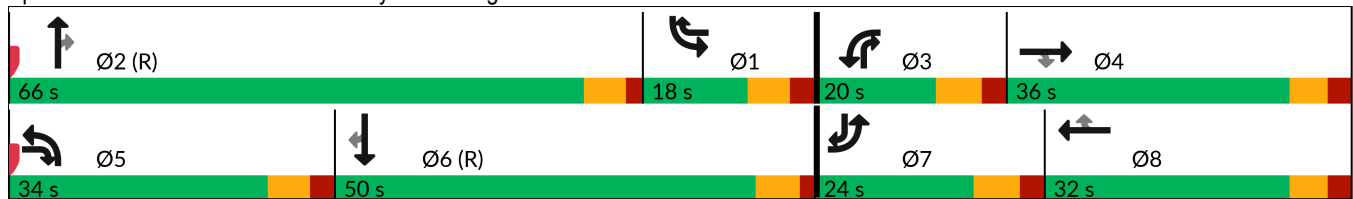
Lanes, Volumes, Timings  
5: Veterans Pkwy & E College Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	15.9	29.5	21.2	12.7	26.3	11.0	21.2	59.9	12.7	11.0	49.7	15.9
70th %ile Term Code	Gap	Max	Gap	Max	Hold	Max	Gap	Coord	Max	Max	Coord	Gap
50th %ile Green (s)	14.2	29.5	19.2	12.7	28.0	11.0	19.2	59.9	12.7	11.0	51.7	14.2
50th %ile Term Code	Gap	Max	Gap	Max	Hold	Hold	Gap	Coord	Max	Hold	Coord	Gap
30th %ile Green (s)	12.5	29.5	17.2	12.7	29.7	11.0	17.2	59.9	12.7	11.0	53.7	12.5
30th %ile Term Code	Gap	Max	Gap	Max	Hold	Hold	Gap	Coord	Max	Hold	Coord	Gap
10th %ile Green (s)	10.1	26.0	14.3	10.7	26.6	11.0	14.3	65.4	10.7	11.0	62.1	10.1
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Hold	Gap	Coord	Gap	Hold	Coord	Gap
Queue Length 50th (ft)	110	302	154	114	198	0	147	72	1	66	377	27
Queue Length 95th (ft)	154	#400	236	#179	265	24	186	125	26	101	427	54
Internal Link Dist (ft)		1740			698			1367			1215	
Turn Bay Length (ft)	140		315	110		135	415		455	415		505
Base Capacity (vph)	403	735	770	307	678	519	675	2237	867	275	1937	909
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.88	0.47	0.80	0.66	0.23	0.55	0.70	0.31	0.50	0.61	0.22

































Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 53 (38%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.90  
 Intersection Signal Delay (s/veh): 34.9 Intersection LOS: C  
 Intersection Capacity Utilization 78.4% 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.

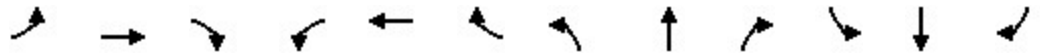
Splits and Phases: 5: Veterans Pkwy & E College Ave



Lanes, Volumes, Timings  
6: Veterans Pkwy & Von Maur Dr/Jumer Dr

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 				  		  	  	
Traffic Volume (vph)	90	90	290	180	100	50	320	1935	220	35	1545	100
Future Volume (vph)	90	90	290	180	100	50	320	1935	220	35	1545	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	90		120	145		225	555		695	530		590
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	80			115			220			250		
Satd. Flow (prot)	1745	3421	1546	3385	1766	1531	1805	5136	1615	3502	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1745	3421	1546	3385	1766	1531	1805	5136	1615	3502	5136	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136			136			224			102
Link Speed (mph)		30			30			45				45
Link Distance (ft)		275			1066			1370				1447
Travel Time (s)		6.3			24.2			20.8				21.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	2%	1%	0%	4%	2%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	92	296	184	102	51	327	1974	224	36	1577	102
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	13.0	24.0	13.0	13.0	15.0	18.0	13.0	40.0	13.0	18.0	40.0	13.0
Total Split (s)	18.0	16.0	36.0	19.0	17.0	14.0	36.0	91.0	19.0	14.0	69.0	18.0
Total Split (%)	12.9%	11.4%	25.7%	13.6%	12.1%	10.0%	25.7%	65.0%	13.6%	10.0%	49.3%	12.9%
Maximum Green (s)	11.0	9.0	29.0	12.0	10.0	7.0	29.0	84.5	12.0	7.0	62.5	11.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	7.0	7.0	6.5	7.0
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		5.0				5.0		7.0		5.0		
Flash Don't Walk (s)		11.0				5.0		14.0		5.0		
Pedestrian Calls (#/hr)		0				0		0		0		
Act Effct Green (s)	10.4	9.0	43.7	11.3	9.9	22.2	27.8	88.0	100.2	6.7	64.4	74.3
Actuated g/C Ratio	0.07	0.06	0.31	0.08	0.07	0.16	0.20	0.63	0.72	0.05	0.46	0.53
v/c Ratio	0.71	0.42	0.51	0.67	0.82	0.14	0.92	0.61	0.18	0.22	0.67	0.11
Control Delay (s/veh)	91.3	69.2	23.7	75.0	106.9	0.8	68.8	13.8	0.8	49.3	19.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	91.3	69.2	23.7	75.0	106.9	0.8	68.8	13.8	0.8	49.3	19.0	0.8
LOS	F	E	C	E	F	A	E	B	A	D	B	A
Approach Delay (s/veh)		45.4			73.4			19.8			18.6	

Lanes, Volumes, Timings  
 6: Veterans Pkwy & Von Maur Dr/Jumer Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			E			B			B		
90th %ile Green (s)	11.0	9.0	29.0	12.0	10.0	7.0	29.0	84.5	12.0	7.0	62.5	11.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord	Max	Max	Coord	Max
70th %ile Green (s)	11.0	9.0	29.0	12.0	10.0	7.0	29.0	84.5	12.0	7.0	62.5	11.0
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord	Max	Max	Coord	Max
50th %ile Green (s)	11.0	9.0	29.0	12.0	10.0	7.0	29.0	84.5	12.0	7.0	62.5	11.0
50th %ile Term Code	Max	Max	Max	Max	Max	Hold	Max	Coord	Max	Hold	Coord	Max
30th %ile Green (s)	11.0	9.6	28.6	11.4	10.0	7.0	28.6	84.5	11.4	7.0	62.9	11.0
30th %ile Term Code	Max	Hold	Gap	Gap	Max	Hold	Gap	Coord	Gap	Hold	Coord	Max
10th %ile Green (s)	8.1	8.2	23.3	9.3	9.4	0.0	23.3	102.0	9.3	0.0	71.7	8.1
10th %ile Term Code	Gap	Hold	Gap	Gap	Gap	Skip	Gap	Coord	Gap	Skip	Coord	Gap
Queue Length 50th (ft)	83	43	115	85	93	0	254	534	6	15	193	1
Queue Length 95th (ft)	#163	74	209	126	#196	0	m#426	455	m4	m24	271	m1
Internal Link Dist (ft)	195			986			1290			1367		
Turn Bay Length (ft)	90	120		145	225		555	695		530	590	
Base Capacity (vph)	137	222	589	290	126	374	373	3227	1226	175	2363	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.41	0.50	0.63	0.81	0.14	0.88	0.61	0.18	0.21	0.67	0.11

Intersection Summary



































Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 38 (27%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.92  
 Intersection Signal Delay (s/veh): 25.4 Intersection LOS: C  
 Intersection Capacity Utilization 76.5% 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.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Veterans Pkwy & Von Maur Dr/Jumer Dr



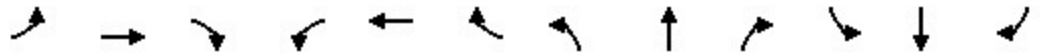
Lanes, Volumes, Timings

7: Veterans Pkwy & E Vernon Ave/General Electric Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	  		 	  	
Traffic Volume (vph)	295	395	420	180	320	210	310	1970	180	155	1600	260
Future Volume (vph)	295	395	420	180	320	210	310	1970	180	155	1600	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	235		140	180		160	530		590	400		685
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	80			150			230			210		
Satd. Flow (prot)	3385	3490	1546	3385	3490	1531	3502	5136	1599	3467	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3385	3490	1546	3385	3490	1531	3502	5136	1599	3467	5136	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			140			86			86
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		379			486			2185			1370	
Travel Time (s)		8.6			11.0			33.1			20.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	1%	0%	0%	2%	0%	1%	1%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	307	411	438	188	333	219	323	2052	188	161	1667	271
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.0	20.0	12.0	12.0	20.0	12.0	12.0	21.4	12.0	12.0	21.4	12.0
Total Split (s)	25.0	31.0	33.0	18.0	24.0	18.0	33.0	73.0	18.0	18.0	58.0	25.0
Total Split (%)	17.9%	22.1%	23.6%	12.9%	17.1%	12.9%	23.6%	52.1%	12.9%	12.9%	41.4%	17.9%
Maximum Green (s)	18.0	24.0	26.0	11.0	17.0	11.0	26.0	66.0	11.0	11.0	51.0	18.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	2.0	2.5	1.0	2.0	2.0	2.5	4.5	1.0	2.0	4.5	1.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	15.5	21.5	47.5	10.1	16.0	26.0	26.0	70.4	87.5	10.0	54.4	77.0
Actuated g/C Ratio	0.11	0.15	0.34	0.07	0.11	0.19	0.19	0.50	0.63	0.07	0.39	0.55
v/c Ratio	0.82	0.77	0.71	0.77	0.83	0.55	0.50	0.79	0.18	0.65	0.84	0.29
Control Delay (s/veh)	78.3	66.8	23.4	84.8	78.8	16.5	34.7	14.3	1.2	64.0	33.7	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	78.3	66.8	23.4	84.8	78.8	16.5	34.7	14.3	1.2	64.0	33.7	3.9
LOS	E	E	C	F	E	B	C	B	A	E	C	A
Approach Delay (s/veh)		53.4			61.9			15.9			32.2	
Approach LOS		D			E			B			C	
90th %ile Green (s)	18.0	24.0	26.0	11.0	17.0	11.0	26.0	66.0	11.0	11.0	51.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord	Max	Max	Coord	Max

# Lanes, Volumes, Timings

## 7: Veterans Pkwy & E Vernon Ave/General Electric Rd

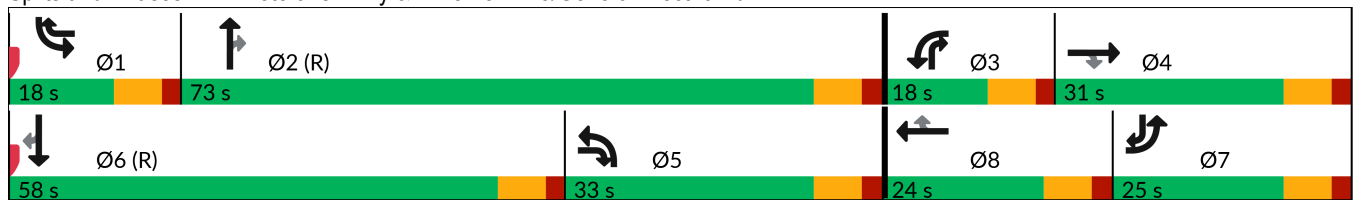


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	18.0	24.0	26.0	11.0	17.0	11.0	26.0	66.0	11.0	11.0	51.0	18.0
70th %ile Term Code	Max	Hold	Max	Max	Max	Max	Max	Coord	Max	Max	Coord	Max
50th %ile Green (s)	16.1	22.1	26.0	11.0	17.0	10.9	26.0	68.0	11.0	10.9	52.9	16.1
50th %ile Term Code	Gap	Hold	Hold	Max	Max	Gap	Hold	Coord	Max	Gap	Coord	Gap
30th %ile Green (s)	14.2	20.4	26.0	9.8	16.0	9.5	26.0	72.3	9.8	9.5	55.8	14.2
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
10th %ile Green (s)	11.4	17.0	26.0	7.6	13.2	7.6	26.0	79.8	7.6	7.6	61.4	11.4
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
Queue Length 50th (ft)	142	190	168	87	157	44	125	178	5	64	553	41
Queue Length 95th (ft)	192	246	254	#135	#223	101	m160	335	m9	106	640	75
Internal Link Dist (ft)		299			406			2105			1290	
Turn Bay Length (ft)	235		140	180		160	530		590	400		685
Base Capacity (vph)	435	598	617	265	423	408	650	2583	1041	272	1996	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.69	0.71	0.71	0.79	0.54	0.50	0.79	0.18	0.59	0.84	0.30



















### Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 132 (94%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.84  
 Intersection Signal Delay (s/veh): 32.9      Intersection LOS: C  
 Intersection Capacity Utilization 83.1%      ICU Level of Service E  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 7: Veterans Pkwy & E Vernon Ave/General Electric Rd



Lanes, Volumes, Timings  
 8: Veterans Pkwy & Clearwater Ave

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	245	405	2055	325	370	1830
Future Volume (vph)	245	405	2055	325	370	1830
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	13	12	12
Storage Length (ft)	0	335		560	380	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				240	
Satd. Flow (prot)	3351	1546	5136	1669	3502	5136
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3312	1546	5136	1646	3501	5136
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		4		50		
Link Speed (mph)	30		45			45
Link Distance (ft)	1078		2570			2185
Travel Time (s)	24.5		38.9			33.1
Confl. Peds. (#/hr)	5			1	1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	261	431	2186	346	394	1947
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	3	1 3	2	3	1	6
Permitted Phases		3		2		
Detector Phase	3	1 3	2	3	1	6
Switch Phase						
Minimum Initial (s)	8.0		10.0	8.0	6.0	10.0
Minimum Split (s)	20.0		51.0	20.0	23.0	21.4
Total Split (s)	25.0		84.0	25.0	31.0	115.0
Total Split (%)	17.9%		60.0%	17.9%	22.1%	82.1%
Maximum Green (s)	18.0		77.0	18.0	24.0	108.0
Yellow Time (s)	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0		7.0	7.0	7.0	7.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0		3.0	4.0	2.0	3.0
Recall Mode	None		C-Max	None	None	C-Max
Walk Time (s)			7.0		5.0	
Flash Don't Walk (s)			17.0		5.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	17.0	48.0	78.0	95.0	24.0	109.0
Actuated g/C Ratio	0.12	0.34	0.56	0.68	0.17	0.78
v/c Ratio	0.64	0.81	0.76	0.30	0.66	0.49
Control Delay (s/veh)	66.2	54.5	16.7	3.5	45.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.2	54.5	16.7	3.5	45.2	2.5
LOS	E	D	B	A	D	A

# Lanes, Volumes, Timings

## 8: Veterans Pkwy & Clearwater Ave

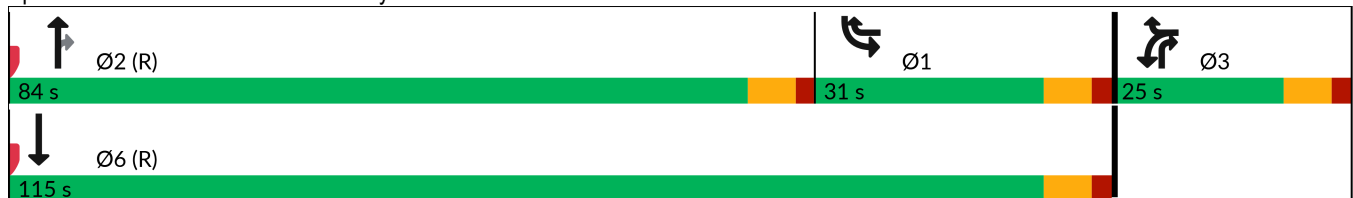


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Approach Delay (s/veh)	58.9		14.9			9.7
Approach LOS	E		B			A
90th %ile Green (s)	18.0		77.0	18.0	24.0	108.0
90th %ile Term Code	Max		Coord	Max	Max	Coord
70th %ile Green (s)	18.0		77.0	18.0	24.0	108.0
70th %ile Term Code	Max		Coord	Max	Max	Coord
50th %ile Green (s)	18.0		77.0	18.0	24.0	108.0
50th %ile Term Code	Max		Coord	Max	Max	Coord
30th %ile Green (s)	17.4		77.6	17.4	24.0	108.6
30th %ile Term Code	Gap		Coord	Gap	Max	Coord
10th %ile Green (s)	13.7		81.3	13.7	24.0	112.3
10th %ile Term Code	Gap		Coord	Gap	Max	Coord
Queue Length 50th (ft)	117	349	495	23	189	103
Queue Length 95th (ft)	165	#492	462	40	m233	104
Internal Link Dist (ft)	998		2490			2105
Turn Bay Length (ft)		335		560	380	
Base Capacity (vph)	430	543	2860	1146	600	3998
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.79	0.76	0.30	0.66	0.49

### Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 123 (88%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.81  
 Intersection Signal Delay (s/veh): 18.2      Intersection LOS: B  
 Intersection Capacity Utilization 76.4%      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.  
 m Volume for 95th percentile queue is metered by upstream signal.

### Splits and Phases: 8: Veterans Pkwy & Clearwater Ave



Lanes, Volumes, Timings

9: Veterans Pkwy & Empire Street North Junction



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	280	0	0	2100	1780	295
Future Volume (vph)	280	0	0	2100	1780	295
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	12	12	12	12	13
Storage Length (ft)	0	0	0			480
Storage Lanes	2	0	0			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	3618	0	0	5136	7619	1669
Flt Permitted	0.950					
Satd. Flow (perm)	3618	0	0	5136	7619	1669
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	35			45	45	
Link Distance (ft)	383			530	2570	
Travel Time (s)	7.5			8.0	38.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	0	0	2188	1854	307
Turn Type	Prot			NA	NA	pm+ov
Protected Phases	3			2	6	3
Permitted Phases						6
Detector Phase	3			2	6	3
Switch Phase						
Minimum Initial (s)	8.0			15.0	15.0	8.0
Minimum Split (s)	20.0			21.2	21.2	20.0
Total Split (s)	32.0			108.0	108.0	32.0
Total Split (%)	22.9%			77.1%	77.1%	22.9%
Maximum Green (s)	25.7			101.8	101.8	25.7
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.3			2.2	2.2	2.3
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.3			6.2	6.2	6.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	None			C-Max	C-Max	None
Act Effct Green (s)	16.8			110.7	110.7	140.0
Actuated g/C Ratio	0.12			0.79	0.79	1.00
v/c Ratio	0.68			0.54	0.31	0.18
Control Delay (s/veh)	74.0			2.3	3.2	0.2
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	74.0			2.3	3.2	0.2
LOS	E			A	A	A
Approach Delay (s/veh)	74.0			2.3	2.8	
Approach LOS	E			A	A	
90th %ile Green (s)	21.7			105.8	105.8	21.7
90th %ile Term Code	Gap			Coord	Coord	Gap

# Lanes, Volumes, Timings

## 9: Veterans Pkwy & Empire Street North Junction



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
70th %ile Green (s)	18.3			109.2	109.2	18.3
70th %ile Term Code	Gap			Coord	Coord	Gap
50th %ile Green (s)	16.6			110.9	110.9	16.6
50th %ile Term Code	Gap			Coord	Coord	Gap
30th %ile Green (s)	14.9			112.6	112.6	14.9
30th %ile Term Code	Gap			Coord	Coord	Gap
10th %ile Green (s)	12.3			115.2	115.2	12.3
10th %ile Term Code	Gap			Coord	Coord	Gap
Queue Length 50th (ft)	146			80	59	0
Queue Length 95th (ft)	196			96	76	0
Internal Link Dist (ft)	303			450	2490	
Turn Bay Length (ft)						480
Base Capacity (vph)	664			4062	6026	1663
Starvation Cap Reductn	0			70	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.44			0.55	0.31	0.18

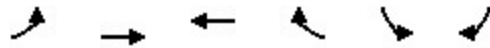
### Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	63 (45%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay (s/veh):	7.0
Intersection LOS:	A
Intersection Capacity Utilization	59.0%
ICU Level of Service	B
Analysis Period (min)	15

### Splits and Phases: 9: Veterans Pkwy & Empire Street North Junction



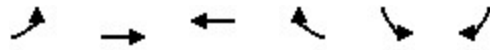
Lanes, Volumes, Timings  
 10: E Empire St & Veterans Parkway West Junction



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑			↔↔
Traffic Volume (vph)	280	865	725	0	0	295
Future Volume (vph)	280	865	725	0	0	295
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	245			0	0	0
Storage Lanes	2			0	0	2
Taper Length (ft)	165				25	
Satd. Flow (prot)	3502	5136	3574	0	0	2842
Flt Permitted	0.950					
Satd. Flow (perm)	3502	5136	3574	0	0	2842
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						274
Link Speed (mph)		35	35		35	
Link Distance (ft)		2754	530		355	
Travel Time (s)		53.6	10.3		6.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	1%	0%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	301	930	780	0	0	317
Turn Type	Prot	NA	NA			Over
Protected Phases	7	2 7	2			7
Permitted Phases						
Detector Phase	7	2 7	2			7
Switch Phase						
Minimum Initial (s)	8.0		15.0			8.0
Minimum Split (s)	21.0		22.4			21.0
Total Split (s)	60.0		80.0			60.0
Total Split (%)	42.9%		57.1%			42.9%
Maximum Green (s)	53.7		73.8			53.7
Yellow Time (s)	4.0		4.0			4.0
All-Red Time (s)	2.3		2.2			2.3
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.3		6.2			6.3
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0			2.0
Recall Mode	None		C-Max			None
Act Effct Green (s)	22.0	140.0	105.5			22.0
Actuated g/C Ratio	0.16	1.00	0.75			0.16
v/c Ratio	0.55	0.18	0.29			0.47
Control Delay (s/veh)	57.4	0.1	0.4			6.7
Queue Delay	0.0	0.0	0.1			0.0
Total Delay (s/veh)	57.4	0.1	0.5			6.7
LOS	E	A	A			A
Approach Delay (s/veh)		14.1	0.5		6.7	
Approach LOS		B	A		A	
90th %ile Green (s)	30.0		97.5			30.0
90th %ile Term Code	Gap		Coord			Gap
70th %ile Green (s)	24.8		102.7			24.8

# Lanes, Volumes, Timings

## 10: E Empire St & Veterans Parkway West Junction



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
70th %ile Term Code	Gap		Coord			Gap
50th %ile Green (s)	22.1		105.4			22.1
50th %ile Term Code	Gap		Coord			Gap
30th %ile Green (s)	18.4		109.1			18.4
30th %ile Term Code	Gap		Coord			Gap
10th %ile Green (s)	14.8		112.7			14.8
10th %ile Term Code	Gap		Coord			Gap
Queue Length 50th (ft)	131	0	1			11
Queue Length 95th (ft)	168	0	2			15
Internal Link Dist (ft)		2674	450		275	
Turn Bay Length (ft)	245					
Base Capacity (vph)	1343	5136	2692			1259
Starvation Cap Reductn	0	0	664			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.22	0.18	0.38			0.25

### Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	10 (7%), Referenced to phase 2:EBWB, Start of 1st Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay (s/veh):	8.5
Intersection LOS:	A
Intersection Capacity Utilization	40.8%
ICU Level of Service	A
Analysis Period (min)	15

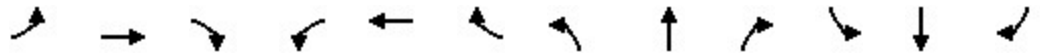
Splits and Phases: 10: E Empire St & Veterans Parkway West Junction



Lanes, Volumes, Timings  
 11: Veterans Pkwy & E Empire St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗	↘↘	↑↑↑		↘↘	↑↑↑	
Traffic Volume (vph)	0	685	245	0	520	335	205	1765	0	275	1505	0
Future Volume (vph)	0	685	245	0	520	335	205	1765	0	275	1505	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	1583	0	3574	1583	3467	5136	0	3502	5136	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	3574	1583	0	3574	1583	3467	5136	0	3502	5136	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			86			86						
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		530			509			475			530	
Travel Time (s)		10.3			9.9			7.2			8.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	2%	0%	1%	2%	1%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	721	258	0	547	353	216	1858	0	289	1584	0
Turn Type		NA	pm+ov		NA	pm+ov	Prot	NA		Prot	NA	
Protected Phases		4	5		8	1	5	2		1	6	
Permitted Phases			4			8						
Detector Phase		4	5		8	1	5	2		1	6	
Switch Phase												
Minimum Initial (s)		15.0	5.0		15.0	5.0	5.0	15.0		5.0	15.0	
Minimum Split (s)		22.0	19.0		22.0	12.0	19.0	22.0		12.0	22.0	
Total Split (s)		40.0	22.0		40.0	20.0	22.0	80.0		20.0	78.0	
Total Split (%)		28.6%	15.7%		28.6%	14.3%	15.7%	57.1%		14.3%	55.7%	
Maximum Green (s)		33.0	15.0		33.0	13.0	15.0	73.0		13.0	71.0	
Yellow Time (s)		5.0	5.0		5.0	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)		2.0	2.0		2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Lead/Lag			Lag			Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode		None	None		None	None	None	C-Max		None	C-Max	
Act Effct Green (s)		31.7	53.7		31.7	52.1	15.0	73.9		13.3	72.3	
Actuated g/C Ratio		0.23	0.38		0.23	0.37	0.11	0.53		0.10	0.52	
v/c Ratio		0.89	0.39		0.68	0.55	0.58	0.69		0.87	0.60	
Control Delay (s/veh)		66.4	21.9		53.9	29.1	51.0	10.1		99.4	12.8	
Queue Delay		0.0	0.0		0.0	0.7	0.0	0.1		0.0	0.1	
Total Delay (s/veh)		66.4	21.9		53.9	29.8	51.0	10.2		99.4	12.9	
LOS		E	C		D	C	D	B		F	B	
Approach Delay (s/veh)		54.6			44.5			14.5			26.2	
Approach LOS		D			D			B			C	
90th %ile Green (s)		33.0	15.0		33.0	13.0	15.0	73.0		13.0	71.0	
90th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)		33.0	15.0		33.0	13.0	15.0	73.0		13.0	71.0	
70th %ile Term Code		Max	Max		Hold	Max	Max	Coord		Max	Coord	
50th %ile Green (s)		33.0	15.0		33.0	13.0	15.0	73.0		13.0	71.0	
50th %ile Term Code		Max	Max		Hold	Max	Max	Coord		Max	Coord	

Lanes, Volumes, Timings  
 11: Veterans Pkwy & E Empire St

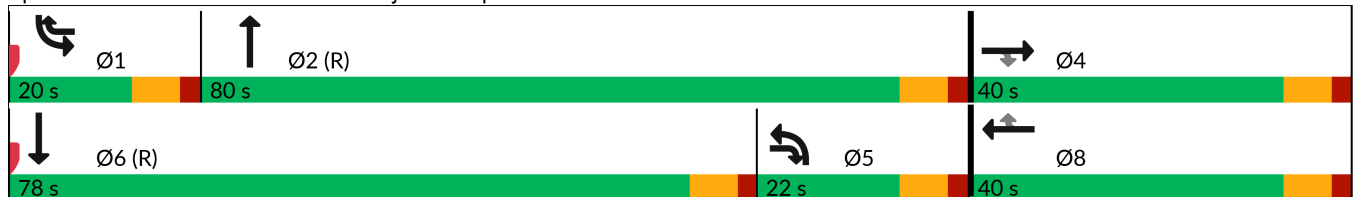


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
30th %ile Green (s)		31.8	15.0		31.8	14.2	15.0	73.0		14.2	72.2	
30th %ile Term Code		Gap	Hold		Hold	Max	Hold	Coord		Max	Coord	
10th %ile Green (s)		27.9	15.0		27.9	13.5	15.0	77.6		13.5	76.1	
10th %ile Term Code		Gap	Hold		Hold	Gap	Hold	Coord		Gap	Coord	
Queue Length 50th (ft)		333	109		238	189	105	298		134	190	
Queue Length 95th (ft)		#417	184		303	291	150	215		#207	108	
Internal Link Dist (ft)		450			429			395			450	
Turn Bay Length (ft)												
Base Capacity (vph)		842	660		842	642	371	2712		333	2650	
Starvation Cap Reductn		0	0		0	88	0	144		0	256	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.86	0.39		0.65	0.64	0.58	0.72		0.87	0.66	

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 62 (44%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 75  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.89  
 Intersection Signal Delay (s/veh): 29.6      Intersection LOS: C  
 Intersection Capacity Utilization 78.4%      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: 11: Veterans Pkwy & E Empire St



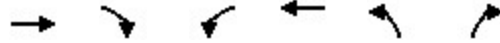
# Lanes, Volumes, Timings

## 12: Veterans Parkway East Junction & E Empire St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘↙	↑↑↑		↘↙
Traffic Volume (vph)	960	0	235	855	0	310
Future Volume (vph)	960	0	235	855	0	310
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	245		0	0
Storage Lanes		0	2		0	2
Taper Length (ft)			125		25	
Satd. Flow (prot)	3574	0	3467	5136	0	2814
Flt Permitted			0.950			
Satd. Flow (perm)	3574	0	3467	5136	0	2814
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						158
Link Speed (mph)	35			35	35	
Link Distance (ft)	509			2577	334	
Travel Time (s)	9.9			50.2	6.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	990	0	242	881	0	320
Turn Type	NA		Prot	NA		Over
Protected Phases	2		4	2 4		4
Permitted Phases						
Detector Phase	2		4	2 4		4
Switch Phase						
Minimum Initial (s)	8.0		4.0			4.0
Minimum Split (s)	21.0		20.0			20.0
Total Split (s)	80.0		60.0			60.0
Total Split (%)	57.1%		42.9%			42.9%
Maximum Green (s)	73.7		56.0			56.0
Yellow Time (s)	4.0		3.5			3.5
All-Red Time (s)	2.3		0.5			0.5
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	6.3		4.0			4.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0			3.0
Recall Mode	C-Max		None			None
Walk Time (s)			5.0			5.0
Flash Don't Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	105.3		24.4	140.0		24.4
Actuated g/C Ratio	0.75		0.17	1.00		0.17
v/c Ratio	0.37		0.40	0.17		0.52
Control Delay (s/veh)	2.7		52.0	0.1		28.9
Queue Delay	0.2		0.0	0.0		0.0
Total Delay (s/veh)	2.9		52.0	0.1		28.9
LOS	A		D	A		C
Approach Delay (s/veh)	2.9			11.3	28.9	
Approach LOS	A			B	C	

Lanes, Volumes, Timings  
 12: Veterans Parkway East Junction & E Empire St



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
90th %ile Green (s)	94.4		35.3			35.3
90th %ile Term Code	Coord		Gap			Gap
70th %ile Green (s)	101.8		27.9			27.9
70th %ile Term Code	Coord		Gap			Gap
50th %ile Green (s)	106.1		23.6			23.6
50th %ile Term Code	Coord		Gap			Gap
30th %ile Green (s)	109.6		20.1			20.1
30th %ile Term Code	Coord		Gap			Gap
10th %ile Green (s)	114.8		14.9			14.9
10th %ile Term Code	Coord		Gap			Gap
Queue Length 50th (ft)	34		103	0		50
Queue Length 95th (ft)	52		130	0		68
Internal Link Dist (ft)	429			2497	254	
Turn Bay Length (ft)			245			
Base Capacity (vph)	2688		1386	5136		1220
Starvation Cap Reductn	711		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.50		0.17	0.17		0.26

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 7 (5%), Referenced to phase 2:EBWB, Start of 1st Green  
 Natural Cycle: 45  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.52  
 Intersection Signal Delay (s/veh): 10.2      Intersection LOS: B  
 Intersection Capacity Utilization 46.0%      ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 12: Veterans Parkway East Junction & E Empire St



Lanes, Volumes, Timings  
 13: Veterans Pkwy & Empire Street South Junction



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	235	0	1970	310	0	1750
Future Volume (vph)	235	0	1970	310	0	1750
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		410	0	
Storage Lanes	2	0		1	0	
Taper Length (ft)	25				25	
Satd. Flow (prot)	3467	0	7619	1599	0	5136
Flt Permitted	0.950					
Satd. Flow (perm)	3467	0	7619	1599	0	5136
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	35		45			45
Link Distance (ft)	378		1025			475
Travel Time (s)	7.4		15.5			7.2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	0%	1%	1%	0%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	245	0	2052	323	0	1823
Turn Type	Prot		NA	pm+ov		NA
Protected Phases	3		2	3		6
Permitted Phases				2		
Detector Phase	3		2	3		6
Switch Phase						
Minimum Initial (s)	6.0		15.0	6.0		15.0
Minimum Split (s)	15.0		23.5	15.0		21.4
Total Split (s)	30.0		110.0	30.0		110.0
Total Split (%)	21.4%		78.6%	21.4%		78.6%
Maximum Green (s)	23.0		104.1	23.0		104.1
Yellow Time (s)	5.0		4.5	5.0		4.5
All-Red Time (s)	2.0		1.4	2.0		1.4
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	7.0		5.9	7.0		5.9
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	2.0		2.0	2.0		2.0
Recall Mode	None		C-Max	None		C-Max
Act Effct Green (s)	14.3		112.8	140.0		112.8
Actuated g/C Ratio	0.10		0.81	1.00		0.81
v/c Ratio	0.69		0.33	0.20		0.44
Control Delay (s/veh)	79.8		1.3	0.2		0.8
Queue Delay	0.0		0.0	0.0		0.1
Total Delay (s/veh)	79.8		1.3	0.2		0.9
LOS	E		A	A		A
Approach Delay (s/veh)	79.8		1.2			0.9
Approach LOS	E		A			A
90th %ile Green (s)	18.3		108.8	18.3		108.8
90th %ile Term Code	Gap		Coord	Gap		Coord
70th %ile Green (s)	15.9		111.2	15.9		111.2

Lanes, Volumes, Timings  
 13: Veterans Pkwy & Empire Street South Junction



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
70th %ile Term Code	Gap		Coord	Gap		Coord
50th %ile Green (s)	14.3		112.8	14.3		112.8
50th %ile Term Code	Gap		Coord	Gap		Coord
30th %ile Green (s)	12.6		114.5	12.6		114.5
30th %ile Term Code	Gap		Coord	Gap		Coord
10th %ile Green (s)	10.2		116.9	10.2		116.9
10th %ile Term Code	Gap		Coord	Gap		Coord
Queue Length 50th (ft)	122		41	0		14
Queue Length 95th (ft)	169		41	m0		21
Internal Link Dist (ft)	298		945			395
Turn Bay Length (ft)				410		
Base Capacity (vph)	569		6140	1594		4139
Starvation Cap Reductn	0		0	0		772
Spillback Cap Reductn	0		121	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.43		0.34	0.20		0.54

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 61 (44%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 40  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay (s/veh): 5.4 Intersection LOS: A  
 Intersection Capacity Utilization 51.3% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Pkwy & Empire Street South Junction



Lanes, Volumes, Timings  
 14: Veterans Pkwy & Eastland Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	125	100	140	85	260	70	1830	165	225	1675	85
Future Volume (vph)	190	125	100	140	85	260	70	1830	165	225	1675	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	12	12	12	12	12	12	12	12
Storage Length (ft)	350		105	145		305	535		535	365		555
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	215			125			225			230		
Satd. Flow (prot)	1711	3455	1546	1787	3610	1599	1805	5136	1599	3467	5136	1538
Flt Permitted	0.426			0.670			0.950			0.950		
Satd. Flow (perm)	767	3455	1521	1258	3610	1599	1805	5136	1599	3467	5136	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			137			137			172			89
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1352			1635			1478			1025	
Travel Time (s)		30.7			37.2			22.4			15.5	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	1%	1%	1%	0%	1%	0%	1%	1%	1%	1%	5%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	130	104	146	89	271	73	1906	172	234	1745	89
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	7.0	5.0	5.0	7.0	5.0	5.0	15.0	5.0	5.0	15.0	5.0
Minimum Split (s)	13.0	30.0	18.0	13.0	30.0	18.0	18.0	40.0	13.0	18.0	40.0	13.0
Total Split (s)	24.0	28.0	31.0	18.0	22.0	19.0	31.0	75.0	18.0	19.0	63.0	24.0
Total Split (%)	17.1%	20.0%	22.1%	12.9%	15.7%	13.6%	22.1%	53.6%	12.9%	13.6%	45.0%	17.1%
Maximum Green (s)	17.0	21.0	24.0	11.0	15.0	12.0	24.0	68.4	11.0	12.0	56.4	17.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.6	5.0	5.0	4.6	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.6	7.0	7.0	6.6	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	3.0	1.5	2.0	3.0	3.0	3.0	1.5	3.0	3.0	1.5
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0	5.0		7.0	5.0		7.0		5.0		7.0
Flash Don't Walk (s)		15.0	5.0		15.0	5.0		17.0		5.0		14.0
Pedestrian Calls (#/hr)		0	0		0	0		0		0		0
Act Effct Green (s)	29.1	13.4	24.4	18.7	8.2	20.2	11.0	76.5	86.6	12.0	77.5	92.8
Actuated g/C Ratio	0.21	0.10	0.17	0.13	0.06	0.14	0.08	0.55	0.62	0.09	0.55	0.66
v/c Ratio	0.75	0.39	0.27	0.71	0.42	0.78	0.51	0.68	0.16	0.79	0.61	0.09
Control Delay (s/veh)	65.7	62.5	4.2	66.2	69.6	34.7	65.8	14.9	2.0	69.4	11.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.7	62.5	4.2	66.2	69.6	34.7	65.8	14.9	2.0	69.4	11.2	0.8
LOS	E	E	A	E	E	C	E	B	A	E	B	A

Lanes, Volumes, Timings  
 14: Veterans Pkwy & Eastland Dr

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)	50.0			49.9			15.6			17.3		
Approach LOS	D			D			B			B		
90th %ile Green (s)	17.0	16.2	15.3	11.0	10.2	12.0	15.3	73.2	11.0	12.0	69.9	17.0
90th %ile Term Code	Max	Hold	Gap	Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
70th %ile Green (s)	17.0	14.8	12.8	11.0	8.8	12.0	12.8	74.6	11.0	12.0	73.8	17.0
70th %ile Term Code	Max	Hold	Gap	Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
50th %ile Green (s)	17.0	13.9	11.0	11.0	7.9	12.0	11.0	75.5	11.0	12.0	76.5	17.0
50th %ile Term Code	Max	Hold	Gap	Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
30th %ile Green (s)	15.7	11.7	9.3	11.0	7.0	12.0	9.3	77.7	11.0	12.0	80.4	15.7
30th %ile Term Code	Gap	Hold	Gap	Max	Min	Max	Gap	Coord	Max	Max	Coord	Gap
10th %ile Green (s)	11.8	10.4	6.7	8.4	7.0	12.0	6.7	81.6	8.4	12.0	86.9	11.8
10th %ile Term Code	Gap	Hold	Gap	Gap	Min	Hold	Gap	Coord	Gap	Hold	Coord	Gap
Queue Length 50th (ft)	159	59	0	113	42	86	56	529	21	111	144	2
Queue Length 95th (ft)	236	92	22	176	71	160	m76	595	m33	#174	403	5
Internal Link Dist (ft)	1272			1555			1398			945		
Turn Bay Length (ft)	350		105	145		305	535		535	365		555
Base Capacity (vph)	279	518	510	214	386	347	309	2807	1060	297	2843	1051
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.25	0.20	0.68	0.23	0.78	0.24	0.68	0.16	0.79	0.61	0.08

**Intersection Summary**

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 66 (47%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay (s/veh): 22.6      Intersection LOS: C

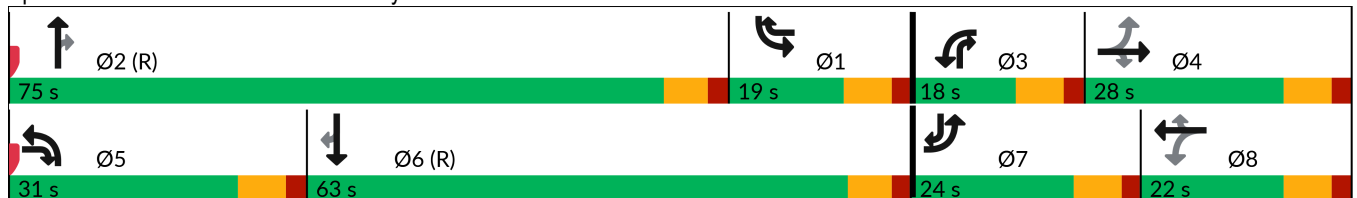
Intersection Capacity Utilization 81.1%      ICU Level of Service D

Analysis Period (min) 15

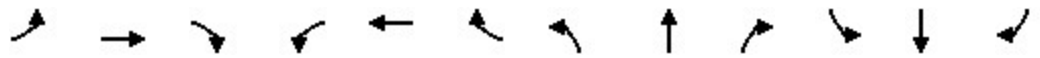
# 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

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

Splits and Phases: 14: Veterans Pkwy & Eastland Dr



Lanes, Volumes, Timings  
 15: Veterans Pkwy & E Washington St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↗↗	↖	↖↖	↗↗	↖	↖	↗↗↗	↖	↖	↗↗↗	↖
Traffic Volume (vph)	325	350	180	185	230	240	80	1500	175	190	1555	170
Future Volume (vph)	325	350	180	185	230	240	80	1500	175	190	1555	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	12	11	11	12	12	13	12	12	12
Storage Length (ft)	245		310	160		315	495		490	435		615
Storage Lanes	2		1	2		1	1		1	1		1
Taper Length (ft)	85			155			225			235		
Satd. Flow (prot)	3351	3455	1546	3502	3490	1546	1787	5136	1669	1787	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3351	3455	1526	3502	3490	1520	1787	5136	1669	1787	5136	1592
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			199			186			181
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		494			1269			1707			1478	
Travel Time (s)		11.2			28.8			25.9			22.4	
Confl. Peds. (#/hr)							1					1
Confl. Bikes (#/hr)			1			4						1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	0%	0%	1%	1%	1%	0%	1%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	346	372	191	197	245	255	85	1596	186	202	1654	181
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	8.0	8.0	5.0	8.0	8.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.0	26.0	26.0	12.0	21.0	21.0	13.0	40.0	40.0	13.0	40.0	40.0
Total Split (s)	26.0	38.0	38.0	20.0	32.0	32.0	18.0	63.0	63.0	19.0	64.0	64.0
Total Split (%)	18.6%	27.1%	27.1%	14.3%	22.9%	22.9%	12.9%	45.0%	45.0%	13.6%	45.7%	45.7%
Maximum Green (s)	19.5	31.4	31.4	13.5	25.4	25.4	10.5	56.0	56.0	11.5	57.0	57.0
Yellow Time (s)	4.0	4.1	4.1	4.0	4.1	4.1	5.0	4.5	4.5	5.0	4.5	4.5
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	7.5	7.0	7.0	7.5	7.0	7.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		12.0	12.0		7.0	7.0		20.0	20.0		20.0	20.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	17.6	22.4	22.4	11.7	16.5	16.5	10.5	56.0	56.0	22.2	67.7	67.7
Actuated g/C Ratio	0.13	0.16	0.16	0.08	0.12	0.12	0.08	0.40	0.40	0.16	0.48	0.48
v/c Ratio	0.82	0.67	0.46	0.67	0.60	0.72	0.63	0.78	0.24	0.71	0.67	0.21
Control Delay (s/veh)	75.8	61.1	9.2	73.8	64.0	26.4	62.8	20.7	1.2	51.3	26.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	75.8	61.1	9.2	73.8	64.0	26.4	62.8	20.7	1.2	51.3	26.3	7.3

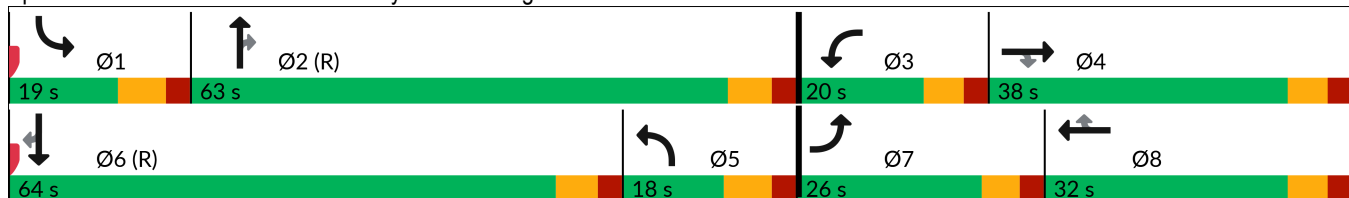
Lanes, Volumes, Timings  
 15: Veterans Pkwy & E Washington St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	E	E	A	E	E	C	E	C	A	D	C	A
Approach Delay (s/veh)		55.8			53.0			20.7			27.1	
Approach LOS		E			D			C			C	
90th %ile Green (s)	19.5	29.8	29.8	13.5	23.8	23.8	10.5	56.0	56.0	13.1	58.6	58.6
90th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	19.5	24.1	24.1	13.5	18.1	18.1	10.5	56.0	56.0	18.8	64.3	64.3
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	18.7	22.6	22.6	12.2	16.1	16.1	10.5	56.0	56.0	21.6	67.1	67.1
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	16.7	19.4	19.4	10.8	13.5	13.5	10.5	56.0	56.0	26.2	71.7	71.7
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	13.8	16.3	16.3	8.6	11.1	11.1	10.5	56.0	56.0	31.5	77.0	77.0
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Coord	Max	Coord	Coord
Queue Length 50th (ft)	159	170	0	91	113	48	79	445	1	182	508	61
Queue Length 95th (ft)	213	212	58	132	150	138	#150	198	1	#384	605	112
Internal Link Dist (ft)		414			1189			1627			1398	
Turn Bay Length (ft)	245		310	160		315	495		490	435		615
Base Capacity (vph)	466	774	496	337	633	438	134	2054	779	283	2484	863
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.48	0.39	0.58	0.39	0.58	0.63	0.78	0.24	0.71	0.67	0.21

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.82  
 Intersection Signal Delay (s/veh): 32.9      Intersection LOS: C  
 Intersection Capacity Utilization 78.4%      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: 15: Veterans Pkwy & E Washington St



Lanes, Volumes, Timings  
 16: Veterans Pkwy & E Jackson St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷↷	↶↶	↷↷↷	↷↷↷	↶
Traffic Volume (vph)	55	40	2	1700	1895	25
Future Volume (vph)	55	40	2	1700	1895	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Storage Length (ft)	0	0	130			570
Storage Lanes	2	2	2			1
Taper Length (ft)	25		185			
Satd. Flow (prot)	3385	2748	3502	5136	5136	1615
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3379	2748	3502	5136	5136	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				26
Link Speed (mph)	25			45	45	
Link Distance (ft)	493			666	1707	
Travel Time (s)	13.4			10.1	25.9	
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	0%	1%	1%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	42	2	1789	1995	26
Turn Type	Prot	pt+ov	Prot	NA	NA	pm+ov
Protected Phases	3	3 5	5	2	6	3
Permitted Phases						6
Detector Phase	3	3 5	5	2	6	3
Switch Phase						
Minimum Initial (s)	5.0		5.0	10.0	10.0	5.0
Minimum Split (s)	20.0		21.0	20.0	52.5	20.0
Total Split (s)	30.0		16.0	110.0	94.0	30.0
Total Split (%)	21.4%		11.4%	78.6%	67.1%	21.4%
Maximum Green (s)	24.0		9.8	103.5	87.5	24.0
Yellow Time (s)	4.0		4.0	4.3	4.3	4.0
All-Red Time (s)	2.0		2.2	2.2	2.2	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0		6.2	6.5	6.5	6.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		None	C-Max	C-Max	None
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			7.0		14.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	7.8	17.3	5.6	123.4	113.9	125.7
Actuated g/C Ratio	0.06	0.12	0.04	0.88	0.81	0.90
v/c Ratio	0.31	0.12	0.01	0.40	0.48	0.02
Control Delay (s/veh)	67.3	28.6	89.5	1.5	2.6	0.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay (s/veh)	67.3	28.6	89.5	1.6	2.6	0.2
LOS	E	C	F	A	A	A

Lanes, Volumes, Timings  
 16: Veterans Pkwy & E Jackson St



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Approach Delay (s/veh)	51.0			1.7	2.6	
Approach LOS	D			A	A	
90th %ile Green (s)	9.8		5.9	117.7	105.6	9.8
90th %ile Term Code	Gap		Gap	Coord	Coord	Gap
70th %ile Green (s)	8.6		5.7	118.9	107.0	8.6
70th %ile Term Code	Gap		Gap	Coord	Coord	Gap
50th %ile Green (s)	7.8		5.5	119.7	108.0	7.8
50th %ile Term Code	Gap		Gap	Coord	Coord	Gap
30th %ile Green (s)	7.0		5.5	120.5	108.8	7.0
30th %ile Term Code	Gap		Gap	Coord	Coord	Gap
10th %ile Green (s)	0.0		0.0	133.5	133.5	0.0
10th %ile Term Code	Skip		Skip	Coord	Coord	Skip
Queue Length 50th (ft)	26	7	1	42	84	0
Queue Length 95th (ft)	50	27	m2	51	102	m1
Internal Link Dist (ft)	413			586	1627	
Turn Bay Length (ft)			130			570
Base Capacity (vph)	580	499	245	4525	4178	1595
Starvation Cap Reductn	0	0	0	1141	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.08	0.01	0.53	0.48	0.02

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 136 (97%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.48  
 Intersection Signal Delay (s/veh): 3.4      Intersection LOS: A  
 Intersection Capacity Utilization 51.2%      ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.













Splits and Phases: 16: Veterans Pkwy & E Jackson St



Lanes, Volumes, Timings  
17: Veterans Pkwy & Oakland Ave

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	360	125	125	285	200	95	1235	170	295	1315	325
Future Volume (vph)	265	360	125	125	285	200	95	1235	170	295	1315	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	410		0	280		240	400		450	175		160
Storage Lanes	1		0	1		1	2		1	2		1
Taper Length (ft)	90			115			275			190		
Satd. Flow (prot)	1805	3444	0	1787	3574	1615	3502	5136	1615	3502	5136	1599
Flt Permitted	0.280			0.416			0.950			0.950		
Satd. Flow (perm)	532	3444	0	783	3574	1615	3502	5136	1615	3502	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				175			133			175
Link Speed (mph)		30			35			45				45
Link Distance (ft)		1460			1350			2739				666
Travel Time (s)		33.2			26.3			41.5				10.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	1%	0%	1%	1%	0%	0%	1%	0%	0%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	511	0	132	300	211	100	1300	179	311	1384	342
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases	4			8		8			2			6
Detector Phase	7	4		3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0	5.0	5.0	12.0	5.0	5.0	12.0	5.0
Minimum Split (s)	12.0	20.0		12.0	20.0	13.0	13.0	40.0	12.0	13.0	40.0	12.0
Total Split (s)	35.0	45.0		18.0	28.0	21.0	22.0	56.0	18.0	21.0	55.0	35.0
Total Split (%)	25.0%	32.1%		12.9%	20.0%	15.0%	15.7%	40.0%	12.9%	15.0%	39.3%	25.0%
Maximum Green (s)	29.0	38.3		12.0	21.3	13.6	14.6	50.0	12.0	13.6	49.0	29.0
Yellow Time (s)	4.0	4.2		4.0	4.2	4.9	4.9	4.3	4.0	4.9	4.3	4.0
All-Red Time (s)	2.0	2.5		2.0	2.5	2.5	2.5	1.7	2.0	2.5	1.7	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.7		6.0	6.7	7.4	7.4	6.0	6.0	7.4	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	6.0	2.0	2.0	6.0	2.0
Recall Mode	None	None		None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		6.0			6.0			18.0			18.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	45.1	27.5		27.7	16.1	29.0	8.4	61.9	72.8	13.6	67.1	95.4
Actuated g/C Ratio	0.32	0.20		0.20	0.12	0.21	0.06	0.44	0.52	0.10	0.48	0.68
v/c Ratio	0.75	0.73		0.57	0.73	0.45	0.48	0.57	0.20	0.91	0.56	0.30
Control Delay (s/veh)	49.6	54.7		44.3	70.4	8.5	48.5	23.9	5.8	69.7	13.1	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.6	54.7		44.3	70.4	8.5	48.5	23.9	5.8	69.7	13.1	1.2
LOS	D	D		D	E	A	D	C	A	E	B	A
Approach Delay (s/veh)		52.9			44.8			23.4			19.7	
Approach LOS		D			D			C			B	

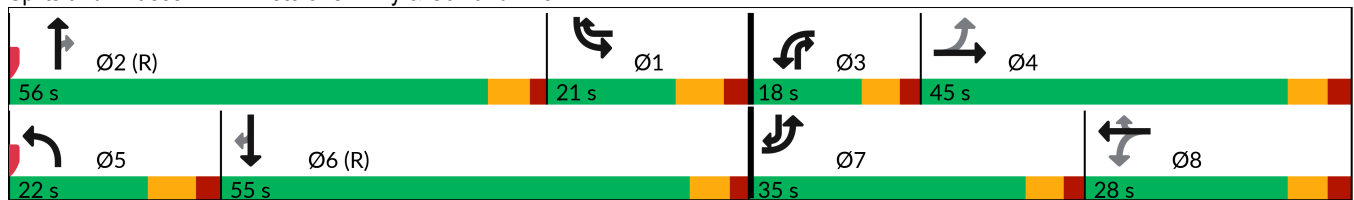
Lanes, Volumes, Timings  
 17: Veterans Pkwy & Oakland Ave

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	29.0	37.4		12.0	20.4	13.6	11.0	50.9	12.0	13.6	53.5	29.0
90th %ile Term Code	Max	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Max
70th %ile Green (s)	25.2	31.1		12.0	17.9	13.6	9.5	57.2	12.0	13.6	61.3	25.2
70th %ile Term Code	Gap	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Gap
50th %ile Green (s)	22.3	26.4		12.0	16.1	13.6	8.4	61.9	12.0	13.6	67.1	22.3
50th %ile Term Code	Gap	Hold		Max	Gap	Max	Gap	Coord	Max	Max	Coord	Gap
30th %ile Green (s)	19.6	23.3		10.6	14.3	13.6	7.3	66.4	10.6	13.6	72.7	19.6
30th %ile Term Code	Gap	Hold		Gap	Gap	Max	Gap	Coord	Gap	Max	Coord	Gap
10th %ile Green (s)	15.6	19.3		8.0	11.7	13.6	5.8	73.0	8.0	13.6	80.8	15.6
10th %ile Term Code	Gap	Hold		Gap	Gap	Max	Gap	Coord	Gap	Max	Coord	Gap
Queue Length 50th (ft)	204	219		88	141	18	36	402	55	133	55	0
Queue Length 95th (ft)	257	256		125	186	54	62	502	118	#229	238	31
Internal Link Dist (ft)		1380			1270			2659			586	
Turn Bay Length (ft)	410			280		240	400		450	175		160
Base Capacity (vph)	434	966		247	543	473	365	2270	914	340	2460	1213
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.53		0.53	0.55	0.45	0.27	0.57	0.20	0.91	0.56	0.28

Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay (s/veh): 29.3 Intersection LOS: C  
 Intersection Capacity Utilization 76.6% 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: 17: Veterans Pkwy & Oakland Ave



Lanes, Volumes, Timings  
 18: Veterans Pkwy & E Lincoln St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	110	40	70	105	110	35	1285	100	70	1415	80
Future Volume (vph)	105	110	40	70	105	110	35	1285	100	70	1415	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	190		135	245		345	415		480	365		420
Storage Lanes	2		1	2		1	1		1	2		1
Taper Length (ft)	165			190			240			230		
Satd. Flow (prot)	3351	3490	1561	3385	3455	1561	1805	5136	1615	3502	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3339	3490	1561	3385	3455	1540	1805	5136	1615	3502	5136	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			139			151			106			93
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		528			572			1313			2739	
Travel Time (s)		12.0			13.0			19.9			41.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	0%	0%	1%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	112	117	43	74	112	117	37	1367	106	74	1505	85
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	8.0	5.0	5.0	8.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	13.0	30.0	12.0	13.0	16.0	12.0	12.0	40.0	13.0	12.0	40.0	13.0
Total Split (s)	17.0	23.0	18.0	19.0	25.0	16.0	18.0	82.0	19.0	16.0	80.0	17.0
Total Split (%)	12.1%	16.4%	12.9%	13.6%	17.9%	11.4%	12.9%	58.6%	13.6%	11.4%	57.1%	12.1%
Maximum Green (s)	9.6	15.6	11.1	11.6	17.6	10.0	11.1	74.5	11.6	10.0	72.5	9.6
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.4	2.4	1.9	2.4	2.4	1.0	1.9	2.5	2.4	1.0	2.5	2.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4	6.9	7.4	7.4	6.0	6.9	7.5	7.4	6.0	7.5	7.4
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	1.0	1.0	3.0	1.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)		7.0						7.0			7.0	
Flash Don't Walk (s)		15.0						21.0			21.0	
Pedestrian Calls (#/hr)		0						0			0	
Act Effct Green (s)	7.8	10.0	20.3	6.6	8.8	16.7	9.9	88.5	102.7	6.6	86.7	96.1
Actuated g/C Ratio	0.06	0.07	0.15	0.05	0.06	0.12	0.07	0.63	0.73	0.05	0.62	0.69
v/c Ratio	0.60	0.47	0.12	0.46	0.52	0.37	0.29	0.42	0.09	0.45	0.47	0.07
Control Delay (s/veh)	77.8	68.7	0.8	74.0	72.1	6.2	65.4	6.1	0.7	89.3	6.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.8	68.7	0.8	74.0	72.1	6.2	65.4	6.1	0.7	89.3	6.9	0.5
LOS	E	E	A	E	E	A	E	A	A	F	A	A

Lanes, Volumes, Timings  
 18: Veterans Pkwy & E Lincoln St

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)	61.7			47.1			7.1			10.2		
Approach LOS	E			D			A			B		
90th %ile Green (s)	9.6	11.6	11.1	8.8	10.8	8.6	11.1	82.7	8.8	8.6	79.3	9.6
90th %ile Term Code	Max	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Max
70th %ile Green (s)	9.3	11.0	11.1	7.4	9.1	7.3	11.1	86.0	7.4	7.3	81.3	9.3
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Hold	Coord	Gap	Gap	Coord	Gap
50th %ile Green (s)	8.1	9.6	11.1	6.5	8.0	6.4	11.1	89.2	6.5	6.4	83.6	8.1
50th %ile Term Code	Gap	Hold	Hold	Gap	Min	Gap	Hold	Coord	Gap	Gap	Coord	Gap
30th %ile Green (s)	6.9	9.4	11.1	5.5	8.0	5.5	11.1	91.3	5.5	5.5	84.8	6.9
30th %ile Term Code	Gap	Hold	Hold	Gap	Min	Gap	Hold	Coord	Gap	Gap	Coord	Gap
10th %ile Green (s)	5.2	8.2	0.0	5.0	8.0	5.0	0.0	93.5	5.0	5.0	104.5	5.2
10th %ile Term Code	Gap	Hold	Skip	Min	Min	Min	Skip	Coord	Min	Min	Coord	Gap
Queue Length 50th (ft)	52	55	0	34	53	0	35	205	0	36	149	3
Queue Length 95th (ft)	84	87	0	61	85	27	74	239	9	53	57	1
Internal Link Dist (ft)	448			492			1233			2659		
Turn Bay Length (ft)	190		135	245		345	415		480	365		420
Base Capacity (vph)	229	388	358	280	434	352	143	3248	1266	250	3180	1157
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.30	0.12	0.26	0.26	0.33	0.26	0.42	0.08	0.30	0.47	0.07

**Intersection Summary**

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 67 (48%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

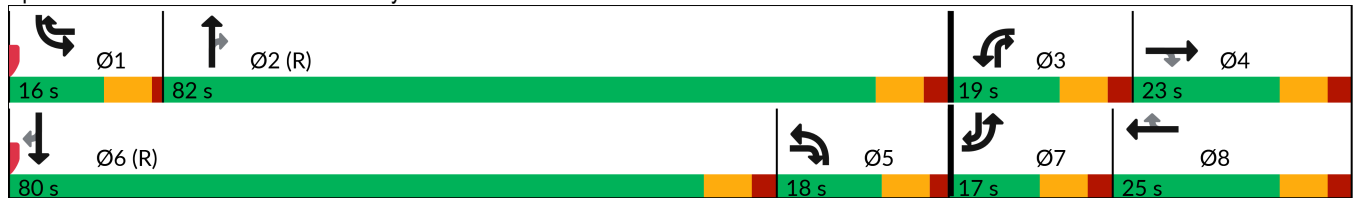
Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 15.7      Intersection LOS: B



















Intersection Capacity Utilization 53.8%      ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 18: Veterans Pkwy & E Lincoln St



Lanes, Volumes, Timings  
 19: Veterans Pkwy & Ireland Grove Rd

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	170	115	1305	165	95	1430
Future Volume (vph)	170	115	1305	165	95	1430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		585	340	
Storage Lanes	2	1		1	2	
Taper Length (ft)	25				230	
Satd. Flow (prot)	3431	1470	5136	1599	3502	5085
Flt Permitted	0.958				0.950	
Satd. Flow (perm)	3431	1470	5136	1599	3502	5085
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	12	21		176		
Link Speed (mph)	35		45			45
Link Distance (ft)	485		1559			1313
Travel Time (s)	9.4		23.6			19.9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	0%	1%	1%	0%	2%
Shared Lane Traffic (%)		23%				
Lane Group Flow (vph)	209	94	1388	176	101	1521
Turn Type	Prot	pt+ov	NA	pm+ov	Prot	NA
Protected Phases	4	1 4	2	4	1	6
Permitted Phases				2		
Detector Phase	4	1 4	2	4	1	6
Switch Phase						
Minimum Initial (s)	6.0		10.0	6.0	5.0	10.0
Minimum Split (s)	14.0		40.0	14.0	13.0	40.0
Total Split (s)	46.0		74.0	46.0	20.0	94.0
Total Split (%)	32.9%		52.9%	32.9%	14.3%	67.1%
Maximum Green (s)	38.9		67.3	38.9	13.0	87.3
Yellow Time (s)	5.0		4.5	5.0	5.0	4.5
All-Red Time (s)	2.1		2.2	2.1	2.0	2.2
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.1		6.7	7.1	7.0	6.7
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	None		C-Max	None	None	C-Max
Act Effct Green (s)	13.4	33.5	92.8	112.9	13.0	112.8
Actuated g/C Ratio	0.10	0.24	0.66	0.81	0.09	0.81
v/c Ratio	0.61	0.26	0.41	0.13	0.31	0.37
Control Delay (s/veh)	64.9	34.4	6.4	0.2	48.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	64.9	34.4	6.4	0.2	48.3	0.8
LOS	E	C	A	A	D	A
Approach Delay (s/veh)	55.4		5.7			3.7
Approach LOS	E		A			A
90th %ile Green (s)	17.3		88.9	17.3	13.0	108.9
90th %ile Term Code	Gap		Coord	Gap	Max	Coord
70th %ile Green (s)	15.0		91.2	15.0	13.0	111.2

Lanes, Volumes, Timings  
 19: Veterans Pkwy & Ireland Grove Rd



Lane Group	NWL	NWR	NET	NER	SWL	SWT
70th %ile Term Code	Gap		Coord	Gap	Max	Coord
50th %ile Green (s)	13.4		92.8	13.4	13.0	112.8
50th %ile Term Code	Gap		Coord	Gap	Hold	Coord
30th %ile Green (s)	11.9		94.3	11.9	13.0	114.3
30th %ile Term Code	Gap		Coord	Gap	Hold	Coord
10th %ile Green (s)	9.6		96.6	9.6	13.0	116.6
10th %ile Term Code	Gap		Coord	Gap	Hold	Coord
Queue Length 50th (ft)	90	59	182	0	47	8
Queue Length 95th (ft)	129	112	261	1	80	8
Internal Link Dist (ft)	405		1479			1233
Turn Bay Length (ft)				585	340	
Base Capacity (vph)	961	631	3402	1323	325	4095
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.15	0.41	0.13	0.31	0.37
































Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	68 (49%), Referenced to phase 2:NET and 6:SWT, Start of 1st Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay (s/veh):	9.1
Intersection LOS:	A
Intersection Capacity Utilization:	52.8%
ICU Level of Service:	A
Analysis Period (min):	15

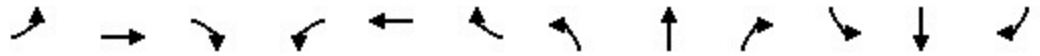
Splits and Phases: 19: Veterans Pkwy & Ireland Grove Rd



Lanes, Volumes, Timings  
 20: Mercer Ave & Veterans Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  		  	  			 		 		
Traffic Volume (vph)	70	1330	120	155	1425	20	130	80	120	20	70	105
Future Volume (vph)	70	1330	120	155	1425	20	130	80	120	20	70	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	430		445	520		505	70		0	205		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	250			240			55			80		
Satd. Flow (prot)	1787	5136	1615	3502	5136	1615	1805	3285	0	1805	3246	0
Flt Permitted	0.950			0.950			0.390			0.616		
Satd. Flow (perm)	1787	5136	1615	3502	5136	1615	741	3285	0	1170	3246	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			130			94		130			114	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1164			1559			988			1006	
Travel Time (s)		17.6			23.6			22.5			22.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	3%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1446	130	168	1549	22	141	217	0	22	190	0
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2	3	1	6	7	3	8		7	4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	3	1	6	7	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	13.0	40.0	13.0	13.0	40.0	13.0	13.0	21.0		13.0	28.0	
Total Split (s)	18.0	79.0	19.0	18.0	79.0	15.0	19.0	28.0		15.0	24.0	
Total Split (%)	12.9%	56.4%	13.6%	12.9%	56.4%	10.7%	13.6%	20.0%		10.7%	17.1%	
Maximum Green (s)	10.5	72.1	11.5	10.5	72.5	7.5	11.5	20.5		7.5	16.5	
Yellow Time (s)	5.0	4.5	5.0	5.0	4.5	5.0	5.0	5.0		5.0	5.0	
All-Red Time (s)	2.5	2.4	2.5	2.5	2.0	2.5	2.5	2.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	6.9	7.5	7.5	6.5	7.5	7.5	7.5		7.5	7.5	
Lead/Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	4.0	1.0	1.0	4.0	1.0	1.0	1.0		1.0	1.0	
Recall Mode	None	C-Max	None	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Don't Walk (s)		19.0			14.0			6.0			13.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	10.5	81.2	98.7	10.1	81.2	85.7	25.4	16.3		14.1	8.7	
Actuated g/C Ratio	0.08	0.58	0.71	0.07	0.58	0.61	0.18	0.12		0.10	0.06	
v/c Ratio	0.57	0.49	0.11	0.67	0.52	0.02	0.66	0.44		0.15	0.62	
Control Delay (s/veh)	62.3	9.7	0.2	52.8	22.3	0.7	64.7	26.7		48.4	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	62.3	9.7	0.2	52.8	22.3	0.7	64.7	26.7		48.4	35.3	
LOS	E	A	A	D	C	A	E	C		D	D	
Approach Delay (s/veh)		11.4			25.0			41.7			36.7	
Approach LOS		B			C			D			D	

Lanes, Volumes, Timings  
 20: Mercer Ave & Veterans Pkwy

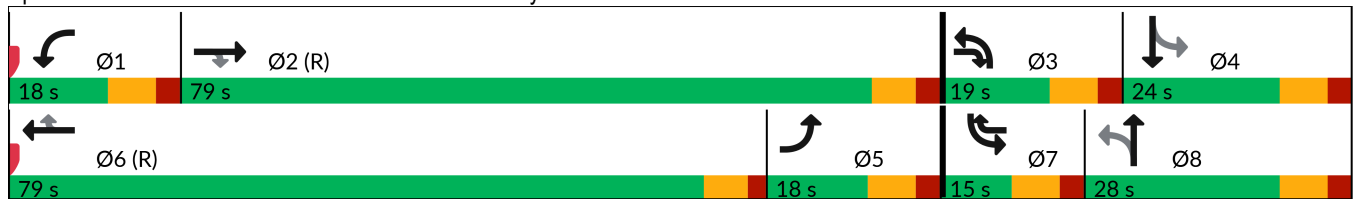


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	10.5	74.9	11.5	13.4	78.2	6.7	11.5	15.6		6.7	10.8	
90th %ile Term Code	Max	Coord	Max	Gap	Coord	Gap	Max	Hold		Gap	Gap	
70th %ile Green (s)	10.5	79.1	11.5	11.5	80.5	5.6	11.5	14.4		5.6	8.5	
70th %ile Term Code	Max	Coord	Max	Gap	Coord	Gap	Max	Hold		Gap	Gap	
50th %ile Green (s)	10.5	81.0	11.5	10.1	81.0	5.0	11.5	14.5		5.0	8.0	
50th %ile Term Code	Hold	Coord	Max	Gap	Coord	Min	Max	Hold		Min	Min	
30th %ile Green (s)	10.5	83.1	10.8	8.7	81.7	5.0	10.8	13.8		5.0	8.0	
30th %ile Term Code	Hold	Coord	Gap	Gap	Coord	Min	Gap	Hold		Min	Min	
10th %ile Green (s)	10.5	88.0	7.8	6.8	84.7	0.0	7.8	23.3		0.0	8.0	
10th %ile Term Code	Hold	Coord	Gap	Gap	Coord	Skip	Gap	Hold		Skip	Min	
Queue Length 50th (ft)	70	97	0	74	452	0	114	38		17	35	
Queue Length 95th (ft)	117	194	0	99	508	5	178	81		41	76	
Internal Link Dist (ft)		1084			1479			908			926	
Turn Bay Length (ft)	430		445	520		505	70			205		
Base Capacity (vph)	134	2979	1186	282	2979	1047	222	604		168	483	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.57	0.49	0.11	0.60	0.52	0.02	0.64	0.36		0.13	0.39	






























Intersection Summary

Area Type: Other  
 Cycle Length: 140  
 Actuated Cycle Length: 140  
 Offset: 135 (96%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.67  
 Intersection Signal Delay (s/veh): 21.5      Intersection LOS: C  
 Intersection Capacity Utilization 69.7%      ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 20: Mercer Ave & Veterans Pkwy






































Lanes, Volumes, Timings  
 21: Brickyard Dr & Veterans Pkwy

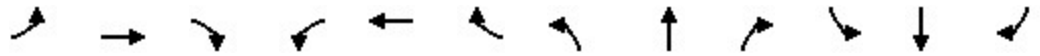
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Traffic Volume (vph)	40	1460	20	10	1600	50	40	2	15	45	1	55
Future Volume (vph)	40	1460	20	10	1600	50	40	2	15	45	1	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	10	12	12	10	12	12
Storage Length (ft)	395		535	490		180	0		0	0		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	210			190			25			25		
Satd. Flow (prot)	1805	5136	1538	1805	5136	1669	1652	1647	0	1685	1619	0
Flt Permitted	0.950			0.950						0.435		
Satd. Flow (perm)	1805	5136	1538	1805	5136	1669	1739	1647	0	771	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125			125		16				60
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1158			1164			211				266
Travel Time (s)		17.5			17.6			4.8				6.0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	1%	5%	0%	1%	0%	2%	0%	0%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	43	1587	22	11	1739	54	43	18	0	49	61	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		
Detector Phase	5	2	2	1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	8.0		5.0	8.0	
Minimum Split (s)	11.4	20.0	20.0	11.4	22.4	22.4	25.0	22.3		11.0	22.3	
Total Split (s)	18.0	81.0	81.0	18.0	81.0	81.0	15.0	26.0		15.0	26.0	
Total Split (%)	12.9%	57.9%	57.9%	12.9%	57.9%	57.9%	10.7%	18.6%		10.7%	18.6%	
Maximum Green (s)	11.6	75.0	75.0	11.6	75.0	75.0	8.9	19.5		9.0	19.5	
Yellow Time (s)	4.0	4.3	4.3	4.0	4.3	4.3	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.4	1.7	1.7	2.4	1.7	1.7	2.1	2.5		2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.4	6.0	6.0	6.4	6.0	6.0	6.1	6.5		6.0	6.5	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	7.8	104.8	104.8	7.7	100.1	100.1	11.1	8.2		17.0	8.2	
Actuated g/C Ratio	0.06	0.75	0.75	0.06	0.72	0.72	0.08	0.06		0.12	0.06	
v/c Ratio	0.43	0.41	0.02	0.11	0.47	0.04	0.33	0.16		0.27	0.40	
Control Delay (s/veh)	82.0	4.9	0.1	64.1	8.1	0.1	61.2	31.2		54.5	23.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	82.0	4.9	0.1	64.1	8.1	0.1	61.2	31.2		54.5	23.3	
LOS	F	A	A	E	A	A	E	C		D	C	
Approach Delay (s/veh)		6.8			8.2			52.3			37.2	
Approach LOS		A			A			D			D	
90th %ile Green (s)	11.0	85.4	85.4	11.6	86.0	86.0	8.9	9.1		9.0	9.1	
90th %ile Term Code	Gap	Coord	Coord	Hold	Coord	Coord	Max	Hold		Max	Gap	



Lanes, Volumes, Timings  
 22: Morrissey Dr & Veterans Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  		 	 		 	 	
Traffic Volume (vph)	80	1120	150	265	1250	180	140	150	250	150	140	100
Future Volume (vph)	80	1120	150	265	1250	180	140	150	250	150	140	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	13	11	11	11	11	11	11
Storage Length (ft)	335		510	315		480	240		300	120		290
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	230			235			175			130		
Satd. Flow (prot)	3335	5136	1568	3467	5136	1652	3351	3490	1561	3385	3490	1546
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3335	5136	1568	3467	5136	1652	3351	3490	1541	3385	3490	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			196			145			145
Link Speed (mph)		45			45			40				35
Link Distance (ft)		1347			1158			561				499
Travel Time (s)		20.4			17.5			9.6				9.7
Confl. Bikes (#/hr)									1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	5%	1%	3%	1%	1%	1%	1%	0%	0%	0%	0%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1217	163	288	1359	196	152	163	272	163	152	109
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	5	2	3	1	6	7	3	8	1	7	4	5
Permitted Phases			2			6			8			4
Detector Phase	5	2	3	1	6	7	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	8.0	5.0	5.0	8.0	5.0
Minimum Split (s)	12.4	21.4	12.5	12.4	21.4	12.5	12.5	21.4	12.4	12.5	21.4	12.4
Total Split (s)	22.0	67.0	23.0	25.0	70.0	23.0	23.0	25.0	25.0	23.0	25.0	22.0
Total Split (%)	15.7%	47.9%	16.4%	17.9%	50.0%	16.4%	16.4%	17.9%	17.9%	16.4%	17.9%	15.7%
Maximum Green (s)	14.6	60.3	15.5	17.6	63.3	15.5	15.5	18.3	17.6	15.5	18.3	14.6
Yellow Time (s)	4.9	4.3	5.0	4.9	4.3	5.0	5.0	4.2	4.9	5.0	4.2	4.9
All-Red Time (s)	2.5	2.4	2.5	2.5	2.4	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.7	7.5	7.4	6.7	7.5	7.5	6.7	7.4	7.5	6.7	7.4
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	5.0	2.0	2.0	5.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0
Recall Mode	None	C-Max	None	None	C-Max	None	None	None	None	None	None	None
Act Effct Green (s)	8.1	71.1	81.1	17.6	80.7	98.5	10.7	11.9	28.8	11.1	12.2	27.0
Actuated g/C Ratio	0.06	0.51	0.58	0.13	0.58	0.70	0.08	0.09	0.21	0.08	0.09	0.19
v/c Ratio	0.46	0.47	0.17	0.66	0.46	0.16	0.59	0.55	0.63	0.61	0.50	0.26
Control Delay (s/veh)	99.7	11.2	0.8	50.0	2.7	0.3	71.8	68.4	21.1	71.8	66.2	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	99.7	11.2	0.8	50.0	2.7	0.3	71.8	68.4	21.1	71.8	66.2	4.0
LOS	F	B	A	D	A	A	E	E	C	E	E	A
Approach Delay (s/veh)		15.3			9.8			47.3			52.4	
Approach LOS		B			A			D			D	
90th %ile Green (s)	10.6	64.5	14.0	17.6	71.5	14.5	14.0	15.1	17.6	14.5	15.6	10.6

Lanes, Volumes, Timings  
 22: Morrissey Dr & Veterans Pkwy

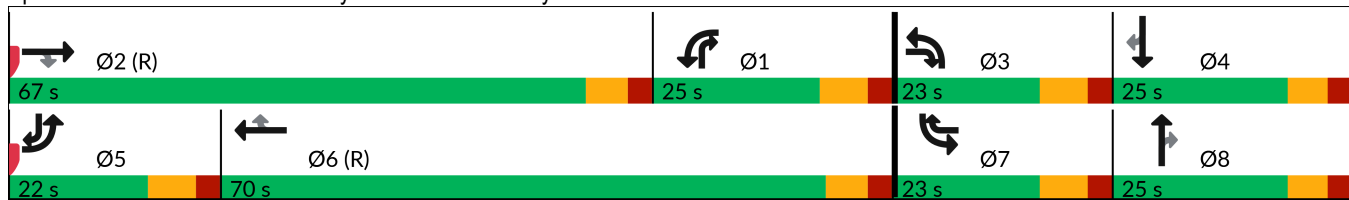


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Term Code	Gap	Coord	Gap	Max	Coord	Gap	Gap	Gap	Max	Gap	Hold	Gap
70th %ile Green (s)	9.1	68.4	12.1	17.6	76.9	12.5	12.1	13.2	17.6	12.5	13.6	9.1
70th %ile Term Code	Gap	Coord	Gap	Max	Coord	Gap	Gap	Gap	Max	Gap	Hold	Gap
50th %ile Green (s)	8.1	71.1	10.7	17.6	80.6	11.1	10.7	11.9	17.6	11.1	12.3	8.1
50th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Gap	Hold	Gap	Hold	Gap
30th %ile Green (s)	7.0	73.9	9.4	17.6	84.5	9.7	9.4	10.5	17.6	9.7	10.8	7.0
30th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Gap	Hold	Gap	Hold	Gap
10th %ile Green (s)	5.5	77.8	7.4	17.6	89.9	7.7	7.4	8.6	17.6	7.7	8.9	5.5
10th %ile Term Code	Gap	Coord	Gap	Hold	Coord	Gap	Gap	Gap	Hold	Gap	Hold	Gap
Queue Length 50th (ft)	37	83	2	141	20	0	70	76	77	75	70	0
Queue Length 95th (ft)	74	98	10	192	26	0	106	113	140	111	106	22
Internal Link Dist (ft)		1267			1078			481			419	
Turn Bay Length (ft)	335		510	315		480	240		300	120		290
Base Capacity (vph)	347	2610	1018	435	2959	1265	371	456	434	374	456	480
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.47	0.16	0.66	0.46	0.15	0.41	0.36	0.63	0.44	0.33	0.23

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	17 (12%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay (s/veh):	21.0
Intersection LOS:	C
Intersection Capacity Utilization:	63.7%
ICU Level of Service:	B
Analysis Period (min):	15

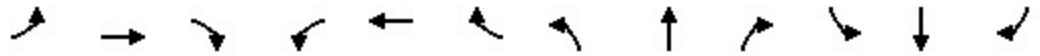
Splits and Phases: 22: Morrissey Dr & Veterans Pkwy



Lanes, Volumes, Timings  
 23: Commerce Pkwy & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	1225	85	80	1370	40	110	10	105	20	10	70
Future Volume (vph)	20	1225	85	80	1370	40	110	10	105	20	10	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	13	12	11	13	11	11	12	11	11	12
Storage Length (ft)	400		470	540		215	100		200	175		115
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	260			220			105			30		
Satd. Flow (prot)	1641	4909	0	1805	3455	1669	1711	1837	1599	1745	1837	1615
Flt Permitted	0.950			0.950			0.396					
Satd. Flow (perm)	1641	4909	0	1805	3455	1669	713	1837	1599	1837	1837	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				142			139			139
Link Speed (mph)		45			45			35				30
Link Distance (ft)		3936			1347			692				256
Travel Time (s)		59.6			20.4			13.5				5.8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	10%	1%	3%	0%	1%	0%	2%	0%	1%	0%	0%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1408	0	86	1473	43	118	11	113	22	11	75
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov
Protected Phases	5	2		1	6		3	8	1	7	4	5
Permitted Phases						6	8		8	4		4
Detector Phase	5	2		1	6	6	3	8	1	7	4	5
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0	12.0	5.0	8.0	5.0	5.0	8.0	5.0
Minimum Split (s)	21.0	40.0		21.0	40.0	40.0	12.0	26.0	21.0	12.0	15.0	21.0
Total Split (s)	16.0	77.0		24.0	85.0	85.0	23.0	21.0	24.0	18.0	16.0	16.0
Total Split (%)	11.4%	55.0%		17.1%	60.7%	60.7%	16.4%	15.0%	17.1%	12.9%	11.4%	11.4%
Maximum Green (s)	8.6	70.5		16.6	78.5	78.5	16.1	14.1	16.6	11.1	9.1	8.6
Yellow Time (s)	5.0	4.5		5.0	4.5	4.5	4.5	4.5	5.0	4.5	4.5	5.0
All-Red Time (s)	2.4	2.0		2.4	2.0	2.0	2.4	2.4	2.4	2.4	2.4	2.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	6.5		7.4	6.5	6.5	6.9	6.9	7.4	6.9	6.9	7.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0		1.0	3.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0		7.0	4.0	4.0		7.0	7.0			7.0
Flash Don't Walk (s)	6.0	12.0		6.0	19.0	19.0		12.0	6.0			6.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0			0
Act Effct Green (s)	5.9	84.3		16.6	95.0	95.0	18.3	12.0	29.6	10.3	8.0	11.9
Actuated g/C Ratio	0.04	0.60		0.12	0.68	0.68	0.13	0.09	0.21	0.07	0.06	0.09
v/c Ratio	0.32	0.48		0.40	0.63	0.04	0.65	0.07	0.25	0.17	0.11	0.29
Control Delay (s/veh)	76.9	17.4		44.8	10.9	0.1	71.1	57.2	3.6	52.1	65.1	2.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	76.9	17.4		44.8	10.9	0.1	71.1	57.2	3.6	52.1	65.1	2.7
LOS	E	B		D	B	A	E	E	A	D	E	A
Approach Delay (s/veh)		18.3			12.4			39.0			19.1	

Lanes, Volumes, Timings  
 23: Commerce Pkwy & Veterans Pkwy

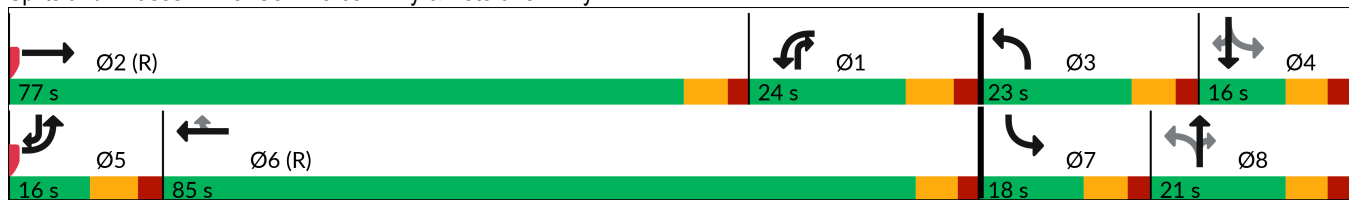


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	B			B			D			B		
90th %ile Green (s)	7.9	71.6		16.6	80.3	80.3	16.1	17.3	16.6	6.8	8.0	7.9
90th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Max	Hold	Hold	Gap	Min	Gap
70th %ile Green (s)	6.3	73.8		16.6	84.1	84.1	13.9	16.2	16.6	5.7	8.0	6.3
70th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Gap	Hold	Hold	Gap	Min	Gap
50th %ile Green (s)	5.3	89.4		16.6	100.7	100.7	13.2	0.0	16.6	13.2	0.0	5.3
50th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Gap	Skip	Hold	Hold	Skip	Gap
30th %ile Green (s)	5.0	92.0		16.6	103.6	103.6	10.6	10.6	16.6	0.0	0.0	5.0
30th %ile Term Code	Min	Coord		Hold	Coord	Coord	Gap	Hold	Hold	Skip	Skip	Min
10th %ile Green (s)	5.0	94.6		16.6	106.2	106.2	8.0	8.0	16.6	0.0	0.0	5.0
10th %ile Term Code	Min	Coord		Hold	Coord	Coord	Hold	Hold	Hold	Skip	Skip	Min
Queue Length 50th (ft)	20	221		79	155	0	106	10	0	19	10	0
Queue Length 95th (ft)	50	356		120	183	0	151	29	24	41	31	0
Internal Link Dist (ft)	3856			1267			612			176		
Turn Bay Length (ft)	400			540			215			100		
Base Capacity (vph)	100	2959		214	2343	1177	224	199	447	185	119	292
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.48		0.40	0.63	0.04	0.53	0.06	0.25	0.12	0.09	0.26






















Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay (s/veh):	17.0
Intersection LOS:	B
Intersection Capacity Utilization:	72.1%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 23: Commerce Pkwy & Veterans Pkwy



Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				  			 	
Traffic Volume (vph)	0	0	0	285	0	190	30	620	0	0	675	210
Future Volume (vph)	0	0	0	285	0	190	30	620	0	0	675	210
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		260	0		0
Storage Lanes	0		0	2		1	1		1	0		0
Taper Length (ft)	25			205			65			25		
Satd. Flow (prot)	0	0	0	3467	0	1615	1752	5036	0	0	3386	0
Flt Permitted				0.950			0.950					
Satd. Flow (perm)	0	0	0	3467	0	1615	1748	5036	0	0	3386	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						272						67
Link Speed (mph)		45			45			35				35
Link Distance (ft)		848			932			471				170
Travel Time (s)		12.8			14.1			9.2				3.3
Confl. Peds. (#/hr)							4					4
Confl. Bikes (#/hr)												3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	3%	3%	0%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	310	0	207	33	674	0	0	962	0
Turn Type				Prot		Perm	Prot	NA			NA	
Protected Phases				4			5	2			6	
Permitted Phases						4						
Detector Phase				4		4	5	2			6	
Switch Phase												
Minimum Initial (s)				10.0		10.0	6.0	14.0			14.0	
Minimum Split (s)				16.1		16.1	11.2	29.1			28.1	
Total Split (s)				20.0		20.0	14.0	57.0			56.0	
Total Split (%)				22.2%		22.2%	15.6%	63.3%			62.2%	
Maximum Green (s)				13.9		13.9	8.8	46.9			45.9	
Yellow Time (s)				3.6		3.6	3.2	3.6			3.6	
All-Red Time (s)				2.5		2.5	2.0	6.5			6.5	
Lost Time Adjust (s)				0.0		0.0	0.0	0.0			0.0	
Total Lost Time (s)				6.1		6.1	5.2	10.1			10.1	
Lead/Lag							Lag	Lag			Lead	
Lead-Lag Optimize?							Yes	Yes			Yes	
Vehicle Extension (s)				3.0		3.0	3.0	3.0			3.0	
Recall Mode				None		None	None	C-Max			C-Max	
Walk Time (s)								7.0			7.0	
Flash Don't Walk (s)								12.0			11.0	
Pedestrian Calls (#/hr)								0			0	
Act Effct Green (s)				12.6		12.6	7.7	61.2			52.8	
Actuated g/C Ratio				0.14		0.14	0.09	0.68			0.59	
v/c Ratio				0.64		0.45	0.22	0.20			0.48	
Control Delay (s/veh)				42.9		4.9	42.9	1.7			12.2	
Queue Delay				0.0		0.0	0.0	0.0			12.5	
Total Delay (s/veh)				42.9		4.9	42.9	1.7			24.7	
LOS				D		A	D	A			C	

Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

Lane Group	Ø1	Ø8
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Heavy Vehicles (%)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	1	8
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	6.0	10.0
Minimum Split (s)	11.2	22.1
Total Split (s)	13.0	20.0
Total Split (%)	14%	22%
Maximum Green (s)	7.8	13.9
Yellow Time (s)	3.2	3.6
All-Red Time (s)	2.0	2.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)		7.0
Flash Don't Walk (s)		9.0
Pedestrian Calls (#/hr)		0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay (s/veh)		
Queue Delay		
Total Delay (s/veh)		
LOS		

Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)					27.7			3.6				24.7
Approach LOS					C			A				C
90th %ile Green (s)				13.9		13.9	8.8	59.9				45.9
90th %ile Term Code				Max		Max	Max	Coord				Coord
70th %ile Green (s)				13.9		13.9	8.8	59.9				45.9
70th %ile Term Code				Max		Max	Hold	Coord				Coord
50th %ile Green (s)				13.2		13.2	8.8	60.6				46.6
50th %ile Term Code				Gap		Gap	Hold	Coord				Coord
30th %ile Green (s)				11.8		11.8	0.0	62.0				62.0
30th %ile Term Code				Gap		Gap	Skip	Coord				Coord
10th %ile Green (s)				10.0		10.0	0.0	63.8				63.8
10th %ile Term Code				Min		Min	Skip	Coord				Coord
Queue Length 50th (ft)				86		0	19	27				168
Queue Length 95th (ft)				127		25	m49	21				228
Internal Link Dist (ft)		768				852		391				90
Turn Bay Length (ft)								75				
Base Capacity (vph)				535		479	171	3426				2015
Starvation Cap Reductn				0		0	0	0				1039
Spillback Cap Reductn				0		0	0	0				0
Storage Cap Reductn				0		0	0	0				0
Reduced v/c Ratio				0.58		0.43	0.19	0.20				0.99

**Intersection Summary**

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 65 (72%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

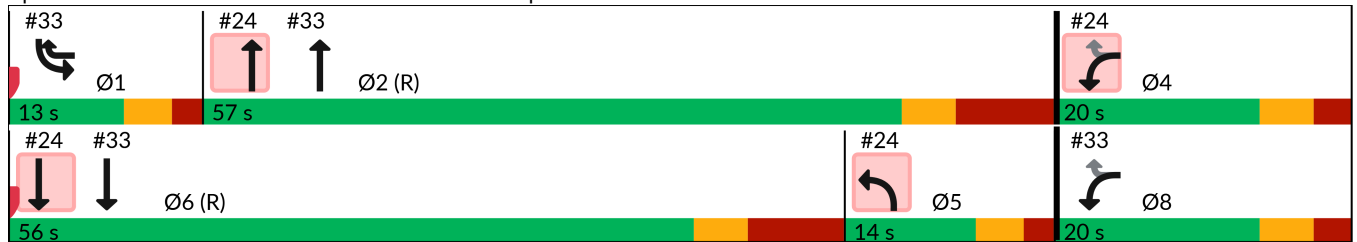
Intersection Signal Delay (s/veh): 18.6      Intersection LOS: B

Intersection Capacity Utilization 45.3%      ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 24: Main St & Veteran's N. Ramp



Lanes, Volumes, Timings  
 24: Main St & Veteran's N. Ramp

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Lane Group	Ø1	Ø8
Approach Delay (s/veh)		
Approach LOS		
90th %ile Green (s)	0.0	13.9
90th %ile Term Code	Skip	Hold
70th %ile Green (s)	0.0	13.9
70th %ile Term Code	Skip	Hold
50th %ile Green (s)	0.0	13.2
50th %ile Term Code	Skip	Hold
30th %ile Green (s)	0.0	11.8
30th %ile Term Code	Skip	Hold
10th %ile Green (s)	0.0	10.0
10th %ile Term Code	Skip	Hold
Queue Length 50th (ft)		
Queue Length 95th (ft)		
Internal Link Dist (ft)		
Turn Bay Length (ft)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		
Intersection Summary		

Lanes, Volumes, Timings  
 25: Main St & Veteran's S. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	0	35	0	0	0	0	505	295	175	785	0
Future Volume (vph)	145	0	35	0	0	0	0	505	295	175	785	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		50	0		0	0		300	75		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1736	0	1615	0	0	0	0	3505	1583	1787	3539	0
Flt Permitted	0.950									0.438		
Satd. Flow (perm)	1736	0	1593	0	0	0	0	3505	1551	824	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112						317			
Link Speed (mph)		45			45			35				35
Link Distance (ft)		843			942			1445				471
Travel Time (s)		12.8			14.3			28.1				9.2
Confl. Peds. (#/hr)			1	1			4					4
Confl. Bikes (#/hr)									1			2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	0%	3%	2%	1%	2%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	0	38	0	0	0	0	543	317	188	844	0
Turn Type	Prot		Prot					NA	Perm	pm+pt	NA	
Protected Phases	4		4					2		1	6	
Permitted Phases	4		4						2	6		
Detector Phase	4		4					2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0		10.0					14.0	14.0	6.0	14.0	
Minimum Split (s)	21.5		21.5					21.5	21.5	11.2	23.5	
Total Split (s)	22.0		22.0					53.0	53.0	15.0	68.0	
Total Split (%)	24.4%		24.4%					58.9%	58.9%	16.7%	75.6%	
Maximum Green (s)	16.4		16.4					46.9	46.9	9.8	61.9	
Yellow Time (s)	3.6		3.6					3.6	3.6	3.2	3.6	
All-Red Time (s)	2.0		2.0					2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0		0.0					0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6		5.6					6.1	6.1	5.2	6.1	
Lead/Lag								Lead	Lead	Lag		
Lead-Lag Optimize?								Yes	Yes	Yes		
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Recall Mode	None		None					C-Max	C-Max	None	C-Max	
Walk Time (s)												7.0
Flash Don't Walk (s)												8.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)	13.2		13.2					50.1	50.1	66.0	65.1	
Actuated g/C Ratio	0.15		0.15					0.56	0.56	0.73	0.72	
v/c Ratio	0.61		0.11					0.28	0.32	0.27	0.33	
Control Delay (s/veh)	46.2		0.7					11.4	2.3	4.2	3.6	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay (s/veh)	46.2		0.7					11.4	2.3	4.2	3.6	
LOS	D		A					B	A	A	A	

Lanes, Volumes, Timings  
 25: Main St & Veteran's S. Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay (s/veh)		37.2						8.0				3.7
Approach LOS		D						A				A
90th %ile Green (s)	16.4		16.4					46.9	46.9	9.8		61.9
90th %ile Term Code	Max		Max					Coord	Coord	Hold		Coord
70th %ile Green (s)	15.3		15.3					48.0	48.0	9.8		63.0
70th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
50th %ile Green (s)	13.3		13.3					50.0	50.0	9.8		65.0
50th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
30th %ile Green (s)	11.2		11.2					52.1	52.1	9.8		67.1
30th %ile Term Code	Gap		Gap					Coord	Coord	Hold		Coord
10th %ile Green (s)	10.0		10.0					53.3	53.3	9.8		68.3
10th %ile Term Code	Min		Min					Coord	Coord	Hold		Coord
Queue Length 50th (ft)	84		0					80	0	27		83
Queue Length 95th (ft)	142		0					120	38	55		105
Internal Link Dist (ft)		763			862			1365				391
Turn Bay Length (ft)			50						300	75		
Base Capacity (vph)	316		385					1949	1003	708		2558
Starvation Cap Reductn	0		0					0	0	0		0
Spillback Cap Reductn	0		0					0	0	0		0
Storage Cap Reductn	0		0					0	0	0		0
Reduced v/c Ratio	0.49		0.10					0.28	0.32	0.27		0.33

Intersection Summary

Area Type: Other  
 Cycle Length: 90  
 Actuated Cycle Length: 90  
 Offset: 67 (74%), Referenced to phase 2:NBT and 6:SBTL, Start of 1st Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.61  
 Intersection Signal Delay (s/veh): 8.6  
 Intersection LOS: A  
 Intersection Capacity Utilization 56.6%  
 ICU Level of Service B  
 Analysis Period (min) 15

Splits and Phases: 25: Main St & Veteran's S. Ramp



Lanes, Volumes, Timings  
 26: Greenwood Ave & Veterans Pkwy



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (vph)	1005	20	30	1285	10	35
Future Volume (vph)	1005	20	30	1285	10	35
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		270	210		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			210		25	
Satd. Flow (prot)	3539	1615	1805	3539	1805	1615
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	3539	1615	1805	3539	1805	1615
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		22				38
Link Speed (mph)	45			30	30	
Link Distance (ft)	1154			1757	165	
Travel Time (s)	17.5			39.9	3.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	0%	0%	2%	0%	0%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1081	22	32	1382	11	38
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	2		1	6	3	3
Permitted Phases		2				
Detector Phase	2	2	1	6	3	3
Switch Phase						
Minimum Initial (s)	14.0	14.0	7.0	14.0	10.0	10.0
Minimum Split (s)	19.8	19.8	12.5	19.8	15.5	15.5
Total Split (s)	83.0	83.0	17.0	100.0	20.0	20.0
Total Split (%)	69.2%	69.2%	14.2%	83.3%	16.7%	16.7%
Maximum Green (s)	77.2	77.2	11.5	94.2	14.5	14.5
Yellow Time (s)	4.3	4.3	3.6	4.3	3.2	3.2
All-Red Time (s)	1.5	1.5	1.9	1.5	2.3	2.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.5	5.8	5.5	5.5
Lead/Lag	Lead	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Act Effct Green (s)	97.0	97.0	9.7	107.2	10.0	10.0
Actuated g/C Ratio	0.81	0.81	0.08	0.89	0.08	0.08
v/c Ratio	0.38	0.02	0.22	0.44	0.07	0.22
Control Delay (s/veh)	1.3	0.1	54.4	2.6	52.1	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.3	0.1	54.4	2.6	52.1	19.2
LOS	A	A	D	A	D	B
Approach Delay (s/veh)	1.3			3.8	26.6	
Approach LOS	A			A	C	
90th %ile Green (s)	81.7	81.7	11.5	98.7	10.0	10.0
90th %ile Term Code	Coord	Coord	Hold	Coord	Min	Min
70th %ile Green (s)	81.7	81.7	11.5	98.7	10.0	10.0

Lanes, Volumes, Timings  
 26: Greenwood Ave & Veterans Pkwy



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
70th %ile Term Code	Coord	Coord	Hold	Coord	Min	Min
50th %ile Green (s)	81.7	81.7	11.5	98.7	10.0	10.0
50th %ile Term Code	Coord	Coord	Hold	Coord	Min	Min
30th %ile Green (s)	114.2	114.2	0.0	114.2	0.0	0.0
30th %ile Term Code	Coord	Coord	Skip	Coord	Skip	Skip
10th %ile Green (s)	114.2	114.2	0.0	114.2	0.0	0.0
10th %ile Term Code	Coord	Coord	Skip	Coord	Skip	Skip
Queue Length 50th (ft)	11	0	23	126	8	0
Queue Length 95th (ft)	13	m1	56	153	27	35
Internal Link Dist (ft)	1074			1677	85	
Turn Bay Length (ft)		270	210			
Base Capacity (vph)	2861	1310	172	3162	218	228
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.02	0.19	0.44	0.05	0.17























Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 117 (98%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 55  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.44  
 Intersection Signal Delay (s/veh): 3.1 Intersection LOS: A  
 Intersection Capacity Utilization 53.3% ICU Level of Service A  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 26: Greenwood Ave & Veterans Pkwy



Lanes, Volumes, Timings  
 27: Morris Ave & Veterans Pkwy

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	670	5	100	775	5	2	95	90	265	115	55
Future Volume (vph)	60	670	5	100	775	5	2	95	90	265	115	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	175		0	250		0	200		250	0		0
Storage Lanes	1		0	1		0	1		1	2		0
Taper Length (ft)	220			250			90			25		
Satd. Flow (prot)	1719	3536	0	1805	3536	0	1805	1845	1599	3467	1763	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3536	0	1805	3536	0	1801	1845	1599	3467	1763	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1				137			19
Link Speed (mph)		45			30			35				35
Link Distance (ft)		1575			1154			1275				394
Travel Time (s)		23.9			26.2			24.8				7.7
Confl. Peds. (#/hr)							3					3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	5%	2%	0%	0%	2%	0%	0%	3%	1%	1%	1%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	759	0	112	877	0	2	107	101	298	191	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	7.0	14.0		7.0	14.0		6.0	10.0	7.0	6.0	10.0	
Minimum Split (s)	12.6	20.8		12.6	20.8		11.2	15.7	12.6	11.2	40.7	
Total Split (s)	15.0	49.0		23.0	57.0		12.0	22.0	23.0	26.0	36.0	
Total Split (%)	12.5%	40.8%		19.2%	47.5%		10.0%	18.3%	19.2%	21.7%	30.0%	
Maximum Green (s)	9.4	42.2		17.4	50.2		6.8	16.3	17.4	20.8	30.3	
Yellow Time (s)	3.6	4.3		3.6	4.3		3.2	3.2	3.6	3.2	3.2	
All-Red Time (s)	2.0	2.5		2.0	2.5		2.0	2.5	2.0	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	6.8		5.6	6.8		5.2	5.7	5.6	5.2	5.7	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lead	Lag	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)												4.0
Flash Don't Walk (s)												31.0
Pedestrian Calls (#/hr)												0
Act Effct Green (s)	9.5	51.1		17.4	61.5		6.0	12.6	35.7	15.6	31.1	
Actuated g/C Ratio	0.08	0.43		0.15	0.51		0.05	0.11	0.30	0.13	0.26	
v/c Ratio	0.49	0.50		0.43	0.48		0.02	0.55	0.18	0.66	0.41	
Control Delay (s/veh)	51.1	31.1		49.6	19.9		54.5	61.5	2.6	56.9	35.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	51.1	31.1		49.6	19.9		54.5	61.5	2.6	56.9	35.6	
LOS	D	C		D	B		D	E	A	E	D	
Approach Delay (s/veh)		32.7			23.3			33.1			48.6	

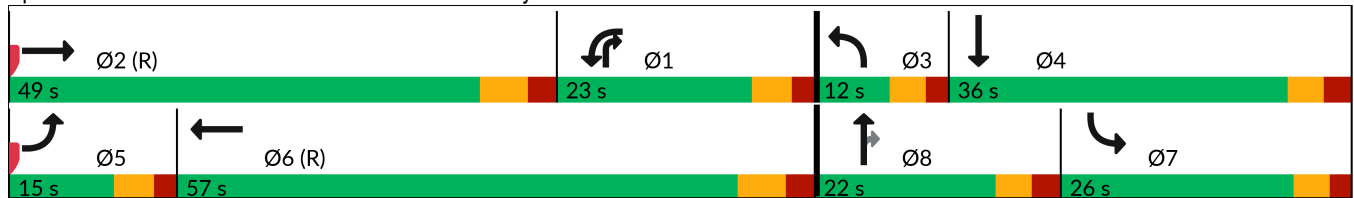
Lanes, Volumes, Timings  
 27: Morris Ave & Veterans Pkwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			C			D		
90th %ile Green (s)	10.6	43.4		17.4	50.2		6.2	16.3	17.4	19.6	29.7	
90th %ile Term Code	Max	Coord		Max	Coord		Gap	Max	Max	Gap	Hold	
70th %ile Green (s)	11.6	47.9		17.4	53.7		0.0	14.2	17.4	17.2	36.6	
70th %ile Term Code	Gap	Coord		Hold	Coord		Skip	Gap	Hold	Gap	Hold	
50th %ile Green (s)	10.0	51.4		17.4	58.8		0.0	12.3	17.4	15.6	33.1	
50th %ile Term Code	Gap	Coord		Hold	Coord		Skip	Gap	Hold	Gap	Hold	
30th %ile Green (s)	8.4	55.1		17.4	64.1		0.0	10.3	17.4	13.9	29.4	
30th %ile Term Code	Gap	Coord		Hold	Coord		Skip	Gap	Hold	Gap	Hold	
10th %ile Green (s)	0.0	57.8		17.4	80.8		0.0	10.0	17.4	11.5	26.7	
10th %ile Term Code	Skip	Coord		Hold	Coord		Skip	Min	Hold	Gap	Hold	
Queue Length 50th (ft)	38	277		80	167		2	80	0	114	108	
Queue Length 95th (ft)	m64	m340		137	306		10	134	18	154	182	
Internal Link Dist (ft)	1495			1074			1195			314		
Turn Bay Length (ft)	175			250			200			250		
Base Capacity (vph)	146	1507		261	1813		102	250	572	600	485	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.50		0.43	0.48		0.02	0.43	0.18	0.50	0.39	

Intersection Summary

Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.66  
 Intersection Signal Delay (s/veh): 32.1 Intersection LOS: C  
 Intersection Capacity Utilization 58.1% ICU Level of Service B  
 Analysis Period (min) 15  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 27: Morris Ave & Veterans Pkwy



Lanes, Volumes, Timings  
 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	325	75	135	35	95	15	130	395	50	15	410	405
Future Volume (vph)	325	75	135	35	95	15	130	395	50	15	410	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	13	12	12	13	12	12
Storage Length (ft)	295		265	200		170	420		430	415		415
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	120			140			220			220		
Satd. Flow (prot)	1787	3610	1538	1805	3505	1615	1636	3505	1583	1865	3539	1583
Flt Permitted	0.458			0.698			0.950			0.950		
Satd. Flow (perm)	860	3610	1538	1326	3505	1591	1636	3505	1583	1865	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			155			133			135			318
Link Speed (mph)		45			45			45				45
Link Distance (ft)		756			539			1707				2116
Travel Time (s)		11.5			8.2			25.9				32.1
Confl. Peds. (#/hr)	2						2					
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	1%	0%	5%	0%	3%	0%	14%	3%	2%	0%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	374	86	155	40	109	17	149	454	57	17	471	466
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	6.0	10.0	7.0	6.0	10.0	7.0	7.0	14.0	6.0	7.0	14.0	6.0
Minimum Split (s)	11.6	16.6	12.6	11.6	32.6	12.6	12.6	21.4	11.6	12.6	20.4	11.6
Total Split (s)	25.0	32.0	21.0	16.0	23.0	17.0	21.0	55.0	16.0	17.0	51.0	25.0
Total Split (%)	20.8%	26.7%	17.5%	13.3%	19.2%	14.2%	17.5%	45.8%	13.3%	14.2%	42.5%	20.8%
Maximum Green (s)	19.4	25.4	15.4	10.4	16.4	11.4	15.4	48.6	10.4	11.4	44.6	19.4
Yellow Time (s)	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	3.6	3.6	4.3	3.6
All-Red Time (s)	2.0	2.3	2.0	2.0	2.3	2.0	2.0	2.1	2.0	2.0	2.1	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.6	5.6	5.6	6.6	5.6	5.6	6.4	5.6	5.6	6.4	5.6
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Walk Time (s)					7.0			7.0				
Flash Don't Walk (s)					19.0			8.0				
Pedestrian Calls (#/hr)					0			0				
Act Effct Green (s)	36.3	24.5	47.2	18.8	10.3	18.6	16.1	63.8	77.7	7.3	50.0	75.8
Actuated g/C Ratio	0.30	0.20	0.39	0.16	0.09	0.16	0.13	0.53	0.65	0.06	0.42	0.63
v/c Ratio	0.91	0.12	0.22	0.17	0.36	0.05	0.68	0.24	0.05	0.15	0.32	0.42
Control Delay (s/veh)	65.8	41.3	4.4	32.7	55.2	0.3	64.8	16.6	0.1	66.4	12.5	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.8	41.3	4.4	32.7	55.2	0.3	64.8	16.6	0.1	66.4	12.5	2.2
LOS	E	D	A	C	E	A	E	B	A	E	B	A

Lanes, Volumes, Timings  
 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd

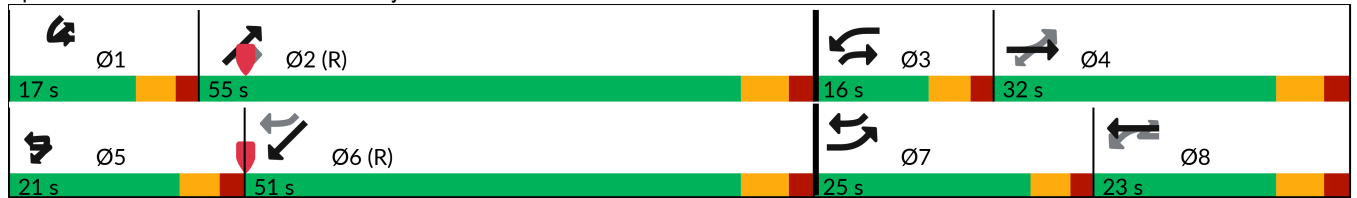


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Approach Delay (s/veh)	46.9			44.2			26.1			8.5		
Approach LOS	D			D			C			A		
90th %ile Green (s)	19.4	21.4	20.3	9.5	11.5	8.3	20.3	56.6	9.5	8.3	44.6	19.4
90th %ile Term Code	Max	Hold	Max	Gap	Gap	Gap	Max	Coord	Gap	Gap	Coord	Max
70th %ile Green (s)	19.4	21.3	19.0	8.2	10.1	7.3	19.0	59.0	8.2	7.3	47.3	19.4
70th %ile Term Code	Max	Hold	Gap	Gap	Gap	Gap	Gap	Coord	Gap	Gap	Coord	Max
50th %ile Green (s)	19.4	22.0	16.6	7.4	10.0	7.0	16.6	59.4	7.4	7.0	49.8	19.4
50th %ile Term Code	Max	Hold	Gap	Gap	Min	Min	Gap	Coord	Gap	Min	Coord	Max
30th %ile Green (s)	19.4	22.9	14.1	6.5	10.0	0.0	14.1	72.0	6.5	0.0	52.3	19.4
30th %ile Term Code	Max	Hold	Gap	Gap	Min	Skip	Gap	Coord	Gap	Skip	Coord	Max
10th %ile Green (s)	19.4	35.0	10.4	0.0	10.0	0.0	10.4	72.0	0.0	0.0	56.0	19.4
10th %ile Term Code	Max	Hold	Gap	Skip	Min	Skip	Gap	Coord	Skip	Skip	Coord	Max
Queue Length 50th (ft)	256	29	0	22	42	0	111	104	0	14	44	9
Queue Length 95th (ft)	#325	52	37	47	70	0	170	140	0	m29	55	27
Internal Link Dist (ft)	676			459			1627			2036		
Turn Bay Length (ft)	295		265	200		170	420		430	415		415
Base Capacity (vph)	409	822	713	281	479	411	236	1863	1107	177	1474	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.10	0.22	0.14	0.23	0.04	0.63	0.24	0.05	0.10	0.32	0.42

Intersection Summary

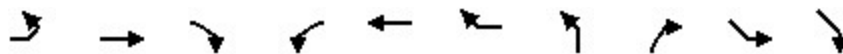
Area Type: Other  
 Cycle Length: 120  
 Actuated Cycle Length: 120  
 Offset: 70 (58%), Referenced to phase 2:NET and 6:SWT, Start of Green  
 Natural Cycle: 80  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.91  
 Intersection Signal Delay (s/veh): 25.7      Intersection LOS: C  
 Intersection Capacity Utilization 59.0%      ICU Level of Service B  
 Analysis Period (min) 15  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Veterans Pkwy & Fox Creek Rd/W Hamilton Rd



Lanes, Volumes, Timings

29: Veterans Pkwy EB & Veterans Pkwy & Veterans Pkwy WB



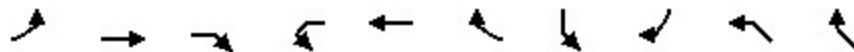
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations		↑↑			↑↑			↑		
Traffic Volume (vph)	0	860	0	0	1075	475	0	470	0	0
Future Volume (vph)	0	860	0	0	1075	475	0	470	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3539	0	0	3376	0	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3539	0	0	3376	0	0	1611	0	0
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		1718			3936		942		932	
Travel Time (s)		26.0			59.6		14.3		14.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	935	0	0	1684	0	0	511	0	0
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.5%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings

30: Veterans Pkwy EB & Veterans Pkwy & Veterans Pkwy WB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations		↑↑			↑↑			↑		
Traffic Volume (vph)	0	860	180	0	1075	0	0	240	0	0
Future Volume (vph)	0	860	180	0	1075	0	0	240	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3447	0	0	3539	0	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3447	0	0	3539	0	0	1611	0	0
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		1757			1718		848		843	
Travel Time (s)		26.6			26.0		12.8		12.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1131	0	0	1168	0	0	261	0	0
Sign Control		Free			Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.5%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings  
33: Main St & Rt. Dunn St.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
Lane Configurations								
Traffic Volume (vph)	0	0	0	0	0	0		
Future Volume (vph)	0	0	0	0	0	0		
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0	200			
Storage Lanes	1	1		0	1			
Taper Length (ft)	25				110			
Satd. Flow (prot)	1863	1863	5085	0	1863	3539		
Flt Permitted								
Satd. Flow (perm)	1863	1863	5085	0	1863	3539		
Right Turn on Red		Yes		Yes				
Satd. Flow (RTOR)								
Link Speed (mph)	30		35			35		
Link Distance (ft)	210		170			890		
Travel Time (s)	4.8		3.3			17.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	0	0	0		
Turn Type	Prot	pm+ov			Prot			
Protected Phases	8	1	2		1	6	4	5
Permitted Phases		8						
Detector Phase	8	1	2		1	6		
Switch Phase								
Minimum Initial (s)	10.0	6.0	14.0		6.0	14.0	10.0	6.0
Minimum Split (s)	22.1	11.2	29.1		11.2	28.1	16.1	11.2
Total Split (s)	20.0	13.0	57.0		13.0	56.0	20.0	14.0
Total Split (%)	22.2%	14.4%	63.3%		14.4%	62.2%	22%	16%
Maximum Green (s)	13.9	7.8	46.9		7.8	45.9	13.9	8.8
Yellow Time (s)	3.6	3.2	3.6		3.2	3.6	3.6	3.2
All-Red Time (s)	2.5	2.0	6.5		2.0	6.5	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	6.1	5.2	10.1		5.2	10.1		
Lead/Lag		Lead	Lag		Lead	Lead		Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max	None	None
Walk Time (s)	7.0		7.0			7.0		
Flash Don't Walk (s)	9.0		12.0			11.0		
Pedestrian Calls (#/hr)	0		0			0		
Act Effct Green (s)								
Actuated g/C Ratio								
v/c Ratio								
Control Delay (s/veh)								
Queue Delay								
Total Delay (s/veh)								
LOS								
Approach Delay (s/veh)								
Approach LOS								
90th %ile Green (s)	13.9	0.0	59.9		0.0	45.9	13.9	8.8

Lanes, Volumes, Timings  
 33: Main St & Rt. Dunn St.

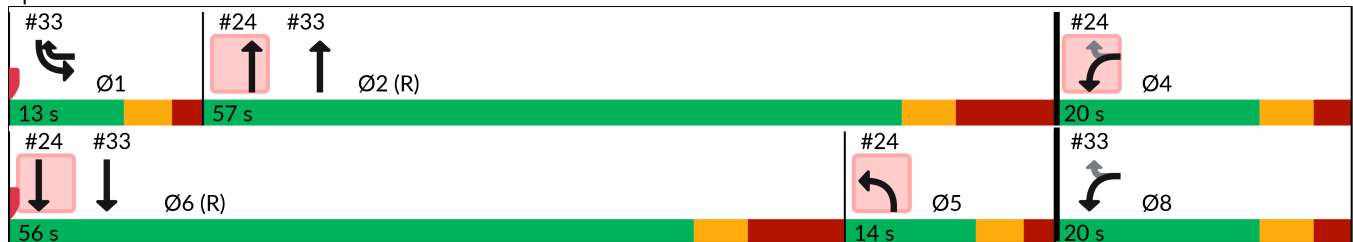


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø4	Ø5
90th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Max	Max
70th %ile Green (s)	13.9	0.0	59.9		0.0	45.9	13.9	8.8
70th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Max	Hold
50th %ile Green (s)	13.2	0.0	60.6		0.0	46.6	13.2	8.8
50th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Gap	Hold
30th %ile Green (s)	11.8	0.0	62.0		0.0	62.0	11.8	0.0
30th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Gap	Skip
10th %ile Green (s)	10.0	0.0	63.8		0.0	63.8	10.0	0.0
10th %ile Term Code	Hold	Skip	Coord		Skip	Coord	Min	Skip
Queue Length 50th (ft)								
Queue Length 95th (ft)								
Internal Link Dist (ft)	130		90			810		
Turn Bay Length (ft)								
Base Capacity (vph)								
Starvation Cap Reductn								
Spillback Cap Reductn								
Storage Cap Reductn								
Reduced v/c Ratio								

Intersection Summary



















Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	65 (72%), Referenced to phase 2:NBT and 6:SBT, Start of 1st Green
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay (s/veh):	0.0
Intersection LOS:	A
Intersection Capacity Utilization:	0.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 33: Main St & Rt. Dunn St.



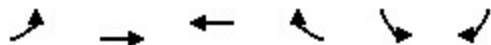
# Lanes, Volumes, Timings

## 91: Ireland Grove Rd

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		 			 							
Traffic Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	95		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			110			25			25		
Satd. Flow (prot)	1863	3539	0	1863	3539	0	0	0	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	1863	3539	0	1863	3539	0	0	0	0	0	0	0
Link Speed (mph)		35			35			30				30
Link Distance (ft)		485			597			206				117
Travel Time (s)		9.4			11.6			4.7				2.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Free				Stop
<b>Intersection Summary</b>												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	0.0%					ICU Level of Service A						
Analysis Period (min)	15											

# Lanes, Volumes, Timings

## 95: E Lincoln St



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	0
Taper Length (ft)	165				25	
Satd. Flow (prot)	1863	3539	3539	0	0	0
Flt Permitted						
Satd. Flow (perm)	1863	3539	3539	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		823	528		136	
Travel Time (s)		18.7	12.0		3.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Sign Control		Free	Free		Free	

### Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	0.0% ICU Level of Service A
Analysis Period (min)	15

Veterans Pkwy & Northtown Rd - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1230230, Location: 40.547007, -88.944267



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Pipeline Rd Southbound					Northtown Rd Westbound					Pipeline Rd Northbound					Northtown Rd Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-09-24 6:00AM	1	10	0	0	11	0	0	0	0	0	0	6	7	0	13	12	0	1	0	13	37
6:15AM	1	25	0	0	26	0	0	0	0	0	0	4	18	0	22	17	0	0	0	17	65
6:30AM	2	29	0	0	31	0	0	0	0	0	0	8	26	0	34	36	0	2	0	38	103
6:45AM	4	36	0	0	40	0	0	0	0	0	0	5	29	0	34	32	0	2	0	34	108
Hourly Total	8	100	0	0	108	0	0	0	0	0	0	23	80	0	103	97	0	5	0	102	313
7:00AM	4	57	0	0	61	0	0	0	0	0	0	12	16	0	28	41	0	1	0	42	131
7:15AM	2	54	0	0	56	0	0	0	0	0	0	9	15	0	24	43	0	2	0	45	125
7:30AM	0	72	0	0	72	0	0	0	0	0	0	9	14	0	23	47	0	2	0	49	144
7:45AM	1	53	0	0	54	0	0	0	0	0	0	17	25	0	42	48	0	0	0	48	144
Hourly Total	7	236	0	0	243	0	0	0	0	0	0	47	70	0	117	179	0	5	0	184	544
8:00AM	6	40	0	0	46	1	0	0	0	1	0	13	27	0	40	30	1	1	0	32	119
8:15AM	1	32	0	0	33	0	0	1	0	1	0	15	23	1	39	28	0	1	0	29	102
8:30AM	0	30	0	0	30	0	0	0	0	0	0	19	17	0	36	32	0	1	0	33	99
8:45AM	6	35	0	0	41	0	0	0	0	0	0	19	20	0	39	25	0	3	1	29	109
Hourly Total	13	137	0	0	150	1	0	1	0	2	0	66	87	1	154	115	1	6	1	123	429
3:00PM	3	18	0	0	21	0	0	0	0	0	0	32	27	0	59	31	0	3	0	34	114
3:15PM	0	21	0	0	21	0	0	0	0	0	0	54	23	0	77	22	0	6	0	28	126
3:30PM	3	28	0	0	31	0	0	0	0	0	0	41	31	0	72	44	2	4	0	50	153
3:45PM	1	27	0	0	28	0	2	0	0	2	0	37	30	0	67	28	2	3	0	33	130
Hourly Total	7	94	0	0	101	0	2	0	0	2	0	164	111	0	275	125	4	16	0	145	523
4:00PM	5	32	0	0	37	0	0	0	0	0	0	59	33	0	92	38	0	1	0	39	168
4:15PM	3	29	0	0	32	0	0	0	0	0	0	43	31	0	74	27	0	3	0	30	136
4:30PM	2	31	0	0	33	0	0	0	0	0	0	43	57	1	101	39	0	6	0	45	179
4:45PM	3	27	0	0	30	0	0	0	0	0	0	55	44	0	99	44	0	4	0	48	177
Hourly Total	13	119	0	0	132	0	0	0	0	0	0	200	165	1	366	148	0	14	0	162	660
5:00PM	2	36	0	0	38	0	0	1	0	1	1	50	34	1	86	54	0	5	0	59	184
5:15PM	1	28	0	0	29	0	1	1	0	2	0	62	33	0	95	26	0	1	1	28	154
5:30PM	1	29	0	0	30	0	0	1	0	1	0	44	32	0	76	40	0	3	0	43	150
5:45PM	1	29	0	0	30	0	1	0	0	1	0	31	36	0	67	13	0	4	0	17	115
Hourly Total	5	122	0	0	127	0	2	3	0	5	1	187	135	1	324	133	0	13	1	147	603
<b>Total</b>	53	808	0	0	861	1	4	4	0	9	1	687	648	3	1339	797	5	59	2	863	3072
<b>% Approach</b>	6.2%	93.8%	0%	0%	-	11.1%	44.4%	44.4%	0%	-	0.1%	51.3%	48.4%	0.2%	-	92.4%	0.6%	6.8%	0.2%	-	-
<b>% Total</b>	1.7%	26.3%	0%	0%	28.0%	0%	0.1%	0.1%	0%	0.3%	0%	22.4%	21.1%	0.1%	43.6%	25.9%	0.2%	1.9%	0.1%	28.1%	-
<b>Lights</b>	47	803	0	0	850	1	4	3	0	8	1	684	617	2	1304	773	5	54	2	834	2996
<b>% Lights</b>	88.7%	99.4%	0%	0%	98.7%	100%	100%	75.0%	0%	88.9%	100%	99.6%	95.2%	66.7%	97.4%	97.0%	100%	91.5%	100%	96.6%	97.5%
<b>Articulated Trucks</b>	0	1	0	0	1	0	0	1	0	1	0	0	1	1	2	6	0	0	0	6	10
<b>% Articulated Trucks</b>	0%	0.1%	0%	0%	0.1%	0%	0%	25.0%	0%	11.1%	0%	0%	0.2%	33.3%	0.1%	0.8%	0%	0%	0%	0.7%	0.3%
<b>Buses and Single-Unit Trucks</b>	6	4	0	0	10	0	0	0	0	0	0	3	30	0	33	18	0	5	0	23	66
<b>% Buses and Single-Unit Trucks</b>	11.3%	0.5%	0%	0%	1.2%	0%	0%	0%	0%	0%	0%	0.4%	4.6%	0%	2.5%	2.3%	0%	8.5%	0%	2.7%	2.1%

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

Veterans Pkwy & Northtown Rd - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

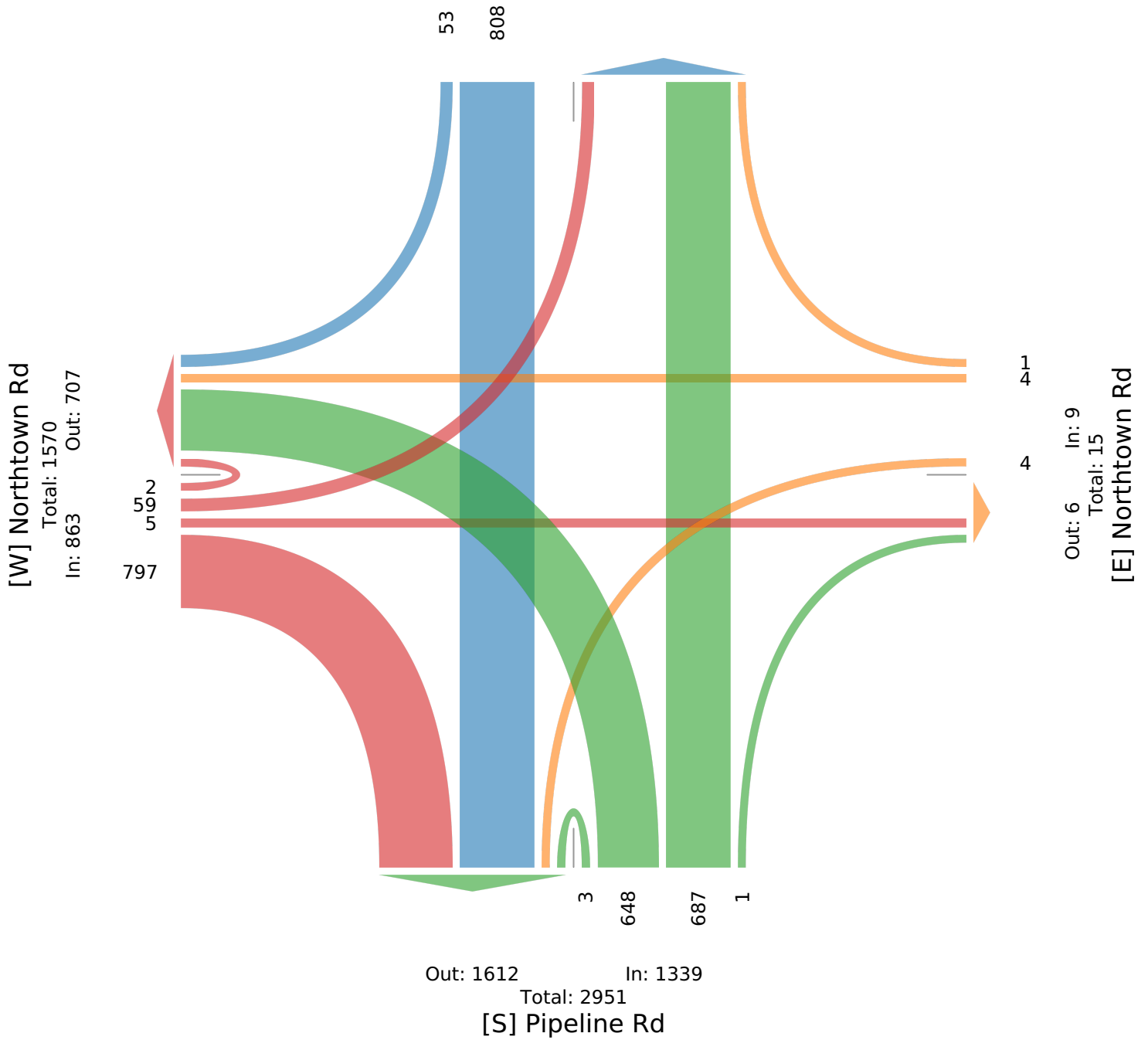
ID: 1230230, Location: 40.547007, -88.944267



[N] Pipeline Rd

Total: 1608

In: 861 Out: 747



Veterans Pkwy & Northtown Rd - TMC

Tue Sep 24, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1230230, Location: 40.547007, -88.944267



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Pipeline Rd Southbound					Northtown Rd Westbound					Pipeline Rd Northbound					Northtown Rd Eastbound					Int
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-09-24 7:00AM	4	57	0	0	61	0	0	0	0	0	0	12	16	0	28	41	0	1	0	42	131
7:15AM	2	54	0	0	56	0	0	0	0	0	0	9	15	0	24	43	0	2	0	45	125
7:30AM	0	72	0	0	72	0	0	0	0	0	0	9	14	0	23	47	0	2	0	49	144
7:45AM	1	53	0	0	54	0	0	0	0	0	0	17	25	0	42	48	0	0	0	48	144
<b>Total</b>	7	236	0	0	243	0	0	0	0	0	0	47	70	0	117	179	0	5	0	184	544
<b>% Approach</b>	2.9%	97.1%	0%	0%	-	0%	0%	0%	0%	-	0%	40.2%	59.8%	0%	-	97.3%	0%	2.7%	0%	-	-
<b>% Total</b>	1.3%	43.4%	0%	0%	44.7%	0%	0%	0%	0%	0%	0%	8.6%	12.9%	0%	21.5%	32.9%	0%	0.9%	0%	33.8%	-
<b>PHF</b>	0.438	0.819	-	-	0.844	-	-	-	-	-	-	0.691	0.700	-	0.696	0.932	-	0.625	-	0.939	0.944
<b>Lights</b>	7	235	0	0	242	0	0	0	0	0	0	46	70	0	116	172	0	4	0	176	534
<b>% Lights</b>	100%	99.6%	0%	0%	99.6%	0%	0%	0%	0%	-	0%	97.9%	100%	0%	99.1%	96.1%	0%	80.0%	0%	95.7%	98.2%
<b>Articulated Trucks</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.6%	0%	0%	0%	0.5%	0.2%
<b>Buses and Single-Unit Trucks</b>	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	6	0	1	0	7	9
<b>% Buses and Single-Unit Trucks</b>	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	-	0%	2.1%	0%	0%	0.9%	3.4%	0%	20.0%	0%	3.8%	1.7%

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

Veterans Pkwy & Northtown Rd - TMC

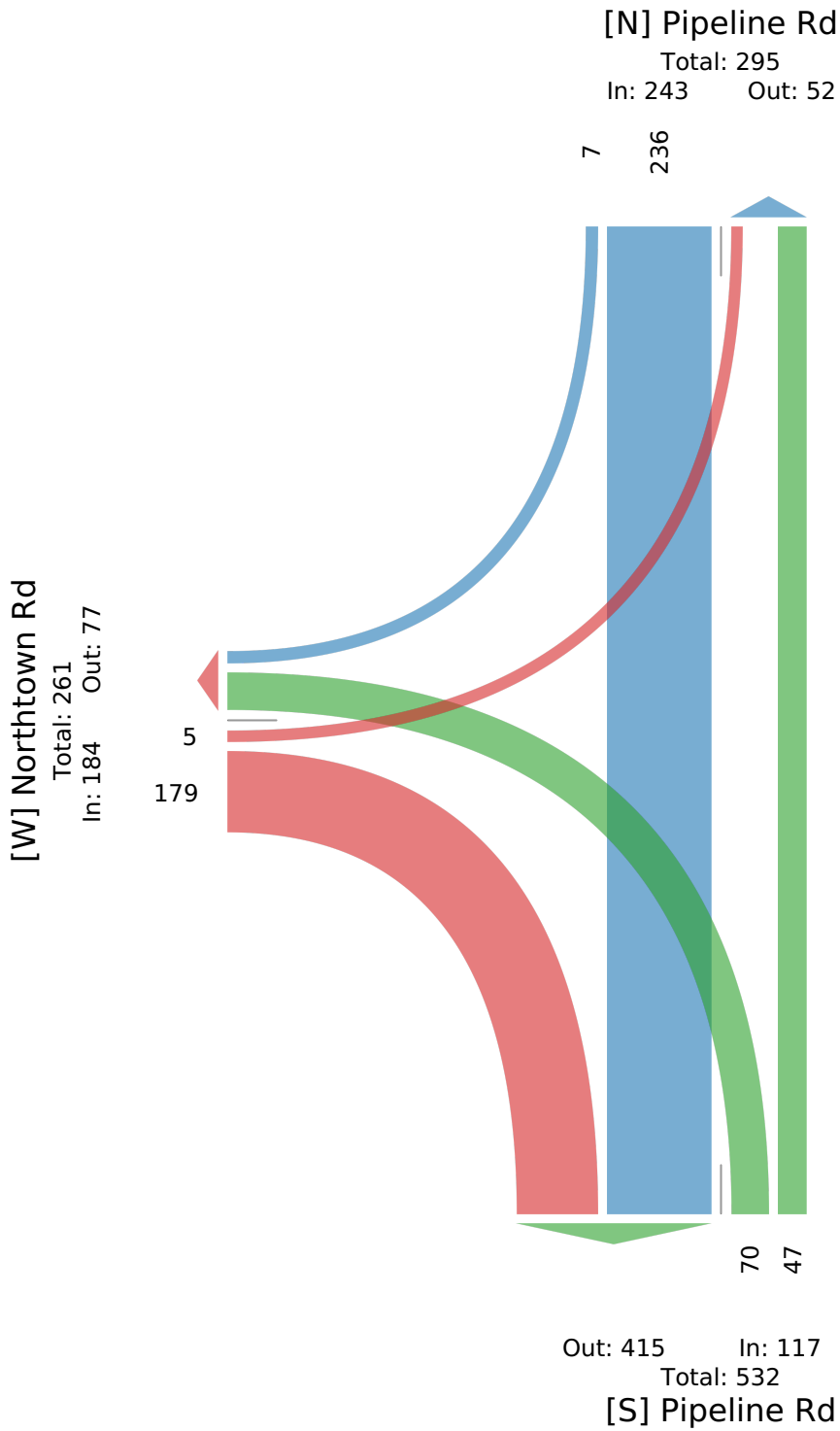
Tue Sep 24, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1230230, Location: 40.547007, -88.944267



Veterans Pkwy & Northtown Rd - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1230230, Location: 40.547007, -88.944267



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Pipeline Rd Southbound					Northtown Rd Westbound					Pipeline Rd Northbound					Northtown Rd Eastbound					
Time	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	R	T	L	U	App	Int
2024-09-24 4:30PM	2	31	0	0	<b>33</b>	0	0	0	0	<b>0</b>	0	43	57	1	<b>101</b>	39	0	6	0	<b>45</b>	<b>179</b>
4:45PM	3	27	0	0	<b>30</b>	0	0	0	0	<b>0</b>	0	55	44	0	<b>99</b>	44	0	4	0	<b>48</b>	<b>177</b>
5:00PM	2	36	0	0	<b>38</b>	0	0	1	0	<b>1</b>	1	50	34	1	<b>86</b>	54	0	5	0	<b>59</b>	<b>184</b>
5:15PM	1	28	0	0	<b>29</b>	0	1	1	0	<b>2</b>	0	62	33	0	<b>95</b>	26	0	1	1	<b>28</b>	<b>154</b>
<b>Total</b>	<b>8</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>210</b>	<b>168</b>	<b>2</b>	<b>381</b>	<b>163</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>180</b>	<b>694</b>
<b>% Approach</b>	6.2%	93.8%	0%	0%	-	0%	33.3%	66.7%	0%	-	0.3%	55.1%	44.1%	0.5%	-	90.6%	0%	8.9%	0.6%	-	-
<b>% Total</b>	1.2%	17.6%	0%	0%	<b>18.7%</b>	0%	0.1%	0.3%	0%	<b>0.4%</b>	0.1%	30.3%	24.2%	0.3%	<b>54.9%</b>	23.5%	0%	2.3%	0.1%	<b>25.9%</b>	-
<b>PHF</b>	0.667	0.847	-	-	<b>0.855</b>	-	0.250	0.500	-	<b>0.375</b>	0.250	0.847	0.737	0.500	<b>0.943</b>	0.755	-	0.667	0.250	<b>0.763</b>	0.943
<b>Lights</b>	6	121	0	0	<b>127</b>	0	1	2	0	<b>3</b>	1	210	161	2	<b>374</b>	162	0	16	1	<b>179</b>	683
<b>% Lights</b>	75.0%	99.2%	0%	0%	<b>97.7%</b>	0%	100%	100%	0%	<b>100%</b>	100%	100%	95.8%	100%	<b>98.2%</b>	99.4%	0%	100%	100%	<b>99.4%</b>	98.4%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	0	0	0	0	<b>0</b>	0	0	0	0	<b>0</b>	0	0	0	0	<b>0</b>	0
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	0%	0%	<b>0%</b>	0%
<b>Buses and Single-Unit Trucks</b>	2	1	0	0	<b>3</b>	0	0	0	0	<b>0</b>	0	0	7	0	<b>7</b>	1	0	0	0	<b>1</b>	11
<b>% Buses and Single-Unit Trucks</b>	25.0%	0.8%	0%	0%	<b>2.3%</b>	0%	0%	0%	0%	<b>0%</b>	0%	0%	4.2%	0%	<b>1.8%</b>	0.6%	0%	0%	0%	<b>0.6%</b>	1.6%

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

Veterans Pkwy & Northtown Rd - TMC

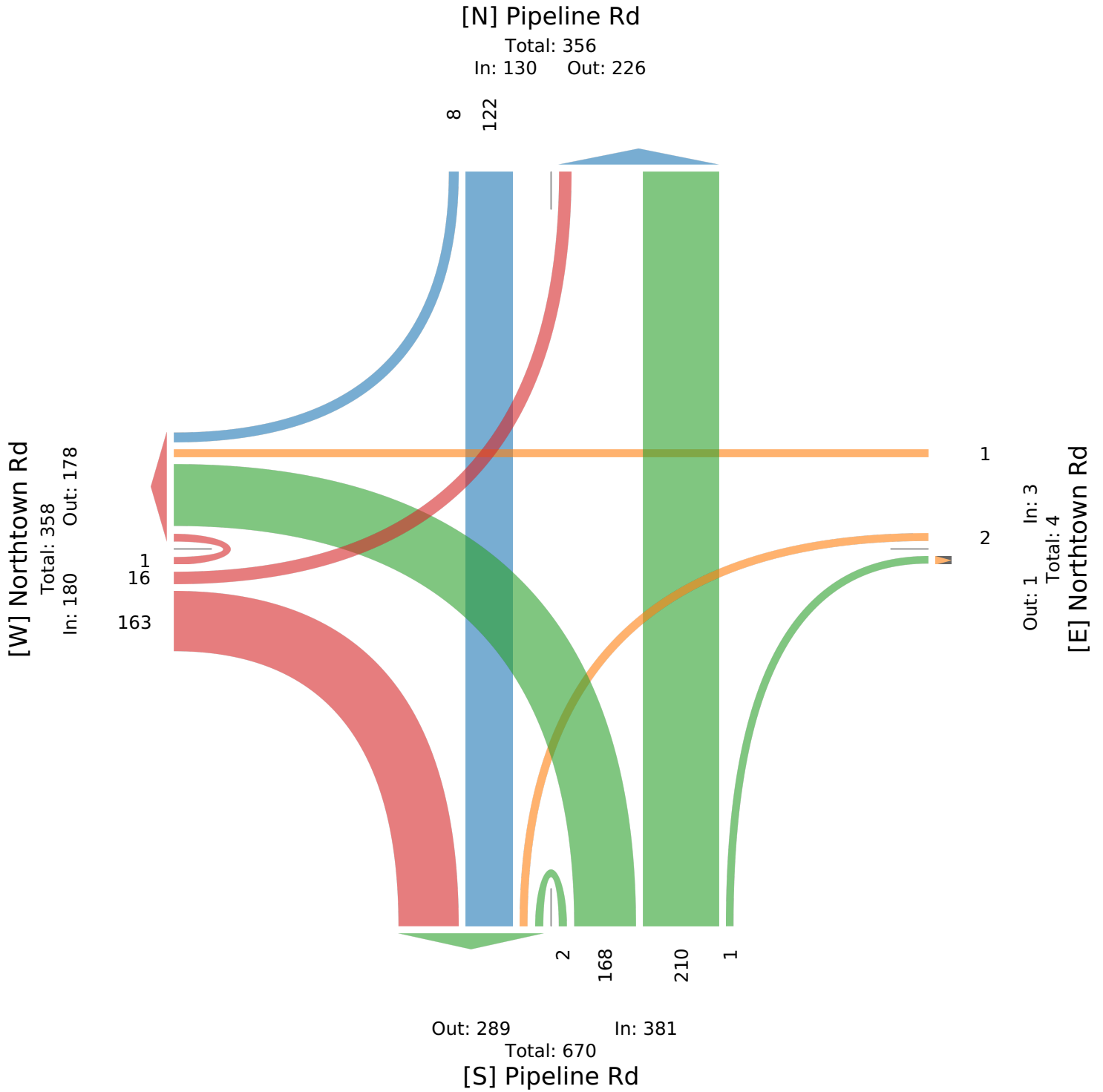
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks)

All Movements

ID: 1230230, Location: 40.547007, -88.944267



**Veterans Pkwy & Shepard Rd - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



Leg Direction	Veterans Pkwy Southbound						Shepard Rd Westbound						Veterans Pkwy Northbound						Home Depot Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 6:00AM	1	72	14	0	87	0	22	0	21	0	43	0	11	76	2	0	89	0	1	0	1	0	2	0	221
6:15AM	2	124	17	1	144	0	38	0	20	0	58	0	12	96	0	0	108	0	0	0	2	0	2	0	312
6:30AM	1	195	19	0	215	0	58	0	19	0	77	0	14	87	2	0	103	0	3	0	0	0	3	0	398
6:45AM	2	217	33	0	252	0	58	1	32	0	91	0	21	99	0	0	120	0	3	1	0	0	4	0	467
Hourly Total	6	608	83	1	698	0	176	1	92	0	269	0	58	358	4	0	420	0	7	1	3	0	11	0	1398
7:00AM	2	186	42	0	230	0	67	1	38	0	106	0	28	93	2	0	123	0	1	0	1	0	2	0	461
7:15AM	2	237	47	0	286	0	61	0	58	0	119	0	33	122	3	0	158	0	2	0	2	0	4	0	567
7:30AM	2	228	46	0	276	0	68	6	93	0	167	0	43	115	4	0	162	0	4	1	1	0	6	0	611
7:45AM	2	256	55	0	313	0	56	3	88	0	147	0	63	125	7	0	195	0	2	1	1	0	4	0	659
Hourly Total	8	907	190	0	1105	0	252	10	277	0	539	0	167	455	16	0	638	0	9	2	5	0	16	0	2298
8:00AM	4	196	44	0	244	0	66	1	59	0	126	0	64	113	8	1	186	0	5	0	2	0	7	0	563
8:15AM	5	175	35	0	215	0	61	4	67	0	132	0	47	82	9	0	138	0	8	0	4	0	12	0	497
8:30AM	2	208	40	0	250	0	46	3	79	0	128	0	49	108	10	0	167	0	12	1	2	0	15	0	560
8:45AM	6	178	43	0	227	0	48	4	44	0	96	0	61	102	7	0	170	0	5	1	1	0	7	0	500
Hourly Total	17	757	162	0	936	0	221	12	249	0	482	0	221	405	34	1	661	0	30	2	9	0	41	0	2120
3:00PM	2	141	53	0	196	0	65	7	69	0	141	0	76	163	8	0	247	0	7	4	4	0	15	0	599
3:15PM	4	145	57	0	206	0	58	5	59	0	122	0	95	221	13	0	329	0	10	5	2	0	17	0	674
3:30PM	3	149	61	0	213	0	72	4	100	0	176	0	89	186	5	0	280	0	7	7	4	0	18	0	687
3:45PM	2	209	78	0	289	0	67	6	65	0	138	0	79	197	7	0	283	0	5	1	4	0	10	0	720
Hourly Total	11	644	249	0	904	0	262	22	293	0	577	0	339	767	33	0	1139	0	29	17	14	0	60	0	2680
4:00PM	4	153	56	0	213	0	72	5	77	0	154	0	109	240	10	0	359	0	6	4	6	0	16	0	742
4:15PM	4	182	75	0	261	0	67	5	76	0	148	0	83	235	13	0	331	0	4	4	5	0	13	0	753
4:30PM	6	181	65	0	252	0	72	2	67	0	141	0	94	279	13	1	387	0	16	5	5	0	26	0	806
4:45PM	6	191	68	0	265	0	90	4	69	0	163	0	107	259	8	1	375	0	15	1	5	0	21	0	824
Hourly Total	20	707	264	0	991	0	301	16	289	0	606	0	393	1013	44	2	1452	0	41	14	21	0	76	0	3125
5:00PM	7	173	67	0	247	0	67	3	74	2	146	0	112	265	5	1	383	0	11	6	4	0	21	0	797
5:15PM	3	185	58	2	248	0	76	5	93	0	174	0	79	229	10	0	318	0	7	5	3	0	15	0	755
5:30PM	4	183	76	0	263	0	54	2	54	0	110	0	106	213	10	0	329	0	7	2	3	0	12	0	714
5:45PM	1	133	33	0	167	0	58	1	73	0	132	0	99	144	5	0	248	0	13	7	1	0	21	0	568
Hourly Total	15	674	234	2	925	0	255	11	294	2	562	0	396	851	30	1	1278	0	38	20	11	0	69	0	2834
<b>Total</b>	77	4297	1182	3	5559	0	1467	72	1494	2	3035	0	1574	3849	161	4	5588	0	154	56	63	0	273	0	14455
<b>% Approach</b>	1.4%	77.3%	21.3%	0.1%	-	-	48.3%	2.4%	49.2%	0.1%	-	-	28.2%	68.9%	2.9%	0.1%	-	-	56.4%	20.5%	23.1%	0%	-	-	-
<b>% Total</b>	0.5%	29.7%	8.2%	0%	38.5%	-	10.1%	0.5%	10.3%	0%	21.0%	-	10.9%	26.6%	1.1%	0%	38.7%	-	1.1%	0.4%	0.4%	0%	1.9%	-	-
<b>Lights</b>	72	4150	1143	3	5368	-	1404	70	1471	2	2947	-	1557	3719	161	4	5441	-	151	55	58	0	264	-	14020
<b>% Lights</b>	93.5%	96.6%	96.7%	100%	96.6%	-	95.7%	97.2%	98.5%	100%	97.1%	-	98.9%	96.6%	100%	100%	97.4%	-	98.1%	98.2%	92.1%	0%	96.7%	-	97.0%
<b>Single-Unit Trucks</b>	1	47	11	0	59	-	7	1	11	0	19	-	6	39	0	0	45	-	1	1	1	0	3	-	126
<b>% Single-Unit Trucks</b>	1.3%	1.1%	0.9%	0%	1.1%	-	0.5%	1.4%	0.7%	0%	0.6%	-	0.4%	1.0%	0%	0%	0.8%	-	0.6%	1.8%	1.6%	0%	1.1%	-	0.9%
<b>Articulated Trucks</b>	3	62	11	0	76	-	11	1	3	0	15	-	1	53	0	0	54	-	1	0	4	0	5	-	150
<b>% Articulated Trucks</b>	3.9%	1.4%	0.9%	0%	1.4%	-	0.7%	1.4%	0.2%	0%	0.5%	-	0.1%	1.4%	0%	0%	1.0%	-	0.6%	0%	6.3%	0%	1.8%	-	1.0%
<b>Buses</b>	1	38	17	0	56	-	45	0	9	0	54	-	10	38	0	0	48	-	1	0	0	0	1	-	159
<b>% Buses</b>	1.3%	0.9%	1.4%	0%	1.0%	-	3.1%	0%	0.6%	0%	1.8%	-	0.6%	1.0%	0%	0%	0.9%	-	0.6%	0%	0%	0%	0.4%	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Shepard Rd - TMC**

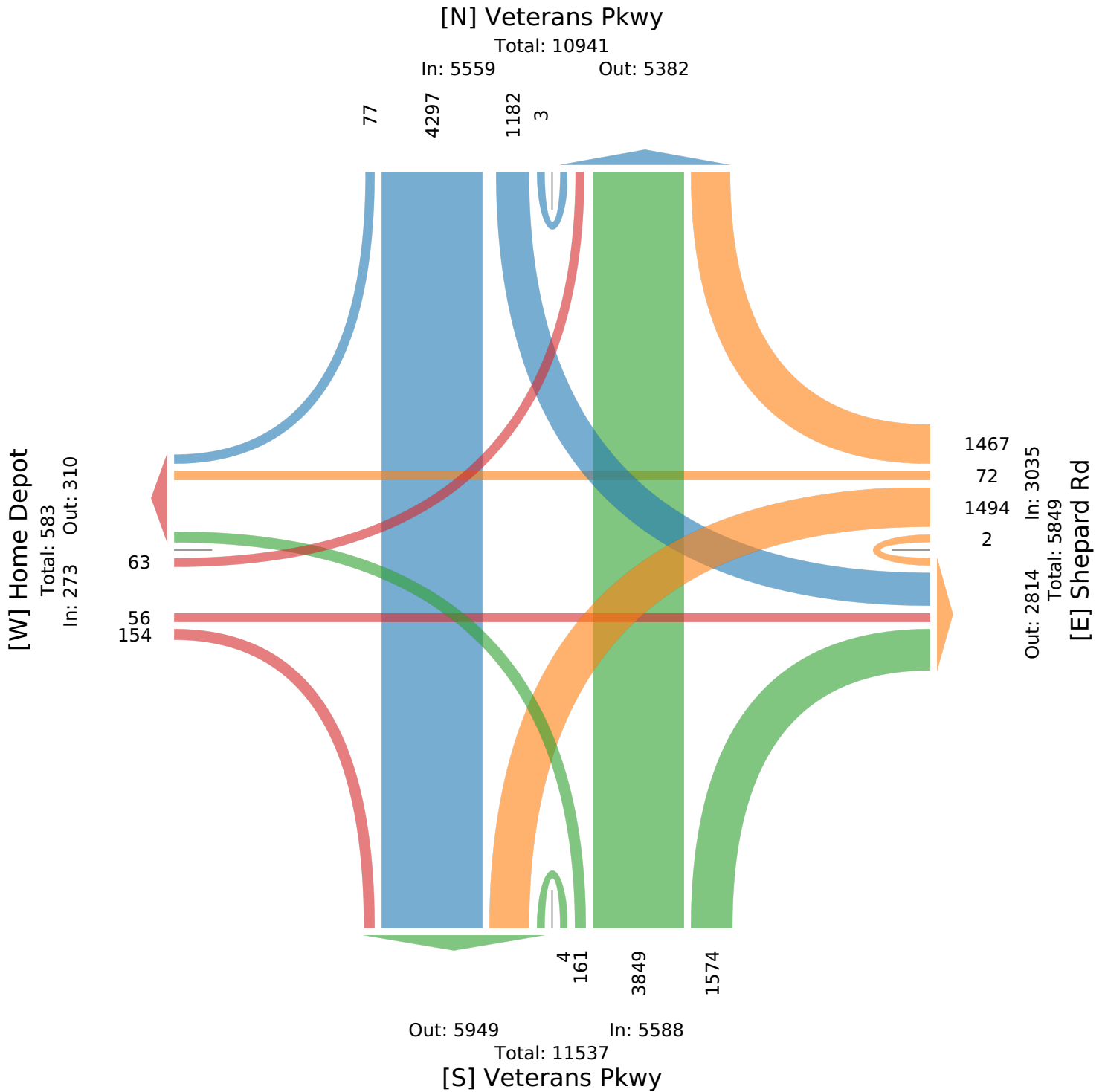
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



Veterans Pkwy & Shepard Rd - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



Leg Direction	Veterans Pkwy Southbound						Shepard Rd Westbound						Veterans Pkwy Northbound						Home Depot Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	2	237	47	0	<b>286</b>	0	61	0	58	0	<b>119</b>	0	33	122	3	0	<b>158</b>	0	2	0	2	0	<b>4</b>	0	<b>567</b>
7:30AM	2	228	46	0	<b>276</b>	0	68	6	93	0	<b>167</b>	0	43	115	4	0	<b>162</b>	0	4	1	1	0	<b>6</b>	0	<b>611</b>
7:45AM	2	256	55	0	<b>313</b>	0	56	3	88	0	<b>147</b>	0	63	125	7	0	<b>195</b>	0	2	1	1	0	<b>4</b>	0	<b>659</b>
8:00AM	4	196	44	0	<b>244</b>	0	66	1	59	0	<b>126</b>	0	64	113	8	1	<b>186</b>	0	5	0	2	0	<b>7</b>	0	<b>563</b>
<b>Total</b>	10	917	192	0	<b>1119</b>	0	251	10	298	0	<b>559</b>	0	203	475	22	1	<b>701</b>	0	13	2	6	0	<b>21</b>	0	<b>2400</b>
<b>% Approach</b>	0.9%	81.9%	17.2%	0%	-	-	44.9%	1.8%	53.3%	0%	-	-	29.0%	67.8%	3.1%	0.1%	-	-	61.9%	9.5%	28.6%	0%	-	-	-
<b>% Total</b>	0.4%	38.2%	8.0%	0%	<b>46.6%</b>	-	10.5%	0.4%	12.4%	0%	<b>23.3%</b>	-	8.5%	19.8%	0.9%	0%	<b>29.2%</b>	-	0.5%	0.1%	0.3%	0%	<b>0.9%</b>	-	-
<b>PHF</b>	0.625	0.896	0.873	-	<b>0.894</b>	-	0.923	0.417	0.801	-	<b>0.837</b>	-	0.793	0.950	0.688	0.250	<b>0.899</b>	-	0.650	0.500	0.750	-	<b>0.750</b>	-	0.910
<b>Lights</b>	7	892	180	0	<b>1079</b>	-	242	10	290	0	<b>542</b>	-	195	452	22	1	<b>670</b>	-	13	2	4	0	<b>19</b>	-	2310
<b>% Lights</b>	70.0%	97.3%	93.8%	0%	<b>96.4%</b>	-	96.4%	100%	97.3%	0%	<b>97.0%</b>	-	96.1%	95.2%	100%	100%	<b>95.6%</b>	-	100%	100%	66.7%	0%	<b>90.5%</b>	-	96.3%
<b>Single-Unit Trucks</b>	1	8	4	0	<b>13</b>	-	3	0	4	0	<b>7</b>	-	1	13	0	0	<b>14</b>	-	0	0	0	0	<b>0</b>	-	34
<b>% Single-Unit Trucks</b>	10.0%	0.9%	2.1%	0%	<b>1.2%</b>	-	1.2%	0%	1.3%	0%	<b>1.3%</b>	-	0.5%	2.7%	0%	0%	<b>2.0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.4%
<b>Articulated Trucks</b>	2	14	2	0	<b>18</b>	-	3	0	2	0	<b>5</b>	-	0	8	0	0	<b>8</b>	-	0	0	2	0	<b>2</b>	-	33
<b>% Articulated Trucks</b>	20.0%	1.5%	1.0%	0%	<b>1.6%</b>	-	1.2%	0%	0.7%	0%	<b>0.9%</b>	-	0%	1.7%	0%	0%	<b>1.1%</b>	-	0%	0%	33.3%	0%	<b>9.5%</b>	-	1.4%
<b>Buses</b>	0	3	6	0	<b>9</b>	-	3	0	2	0	<b>5</b>	-	7	2	0	0	<b>9</b>	-	0	0	0	0	<b>0</b>	-	23
<b>% Buses</b>	0%	0.3%	3.1%	0%	<b>0.8%</b>	-	1.2%	0%	0.7%	0%	<b>0.9%</b>	-	3.4%	0.4%	0%	0%	<b>1.3%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.0%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Shepard Rd - TMC**

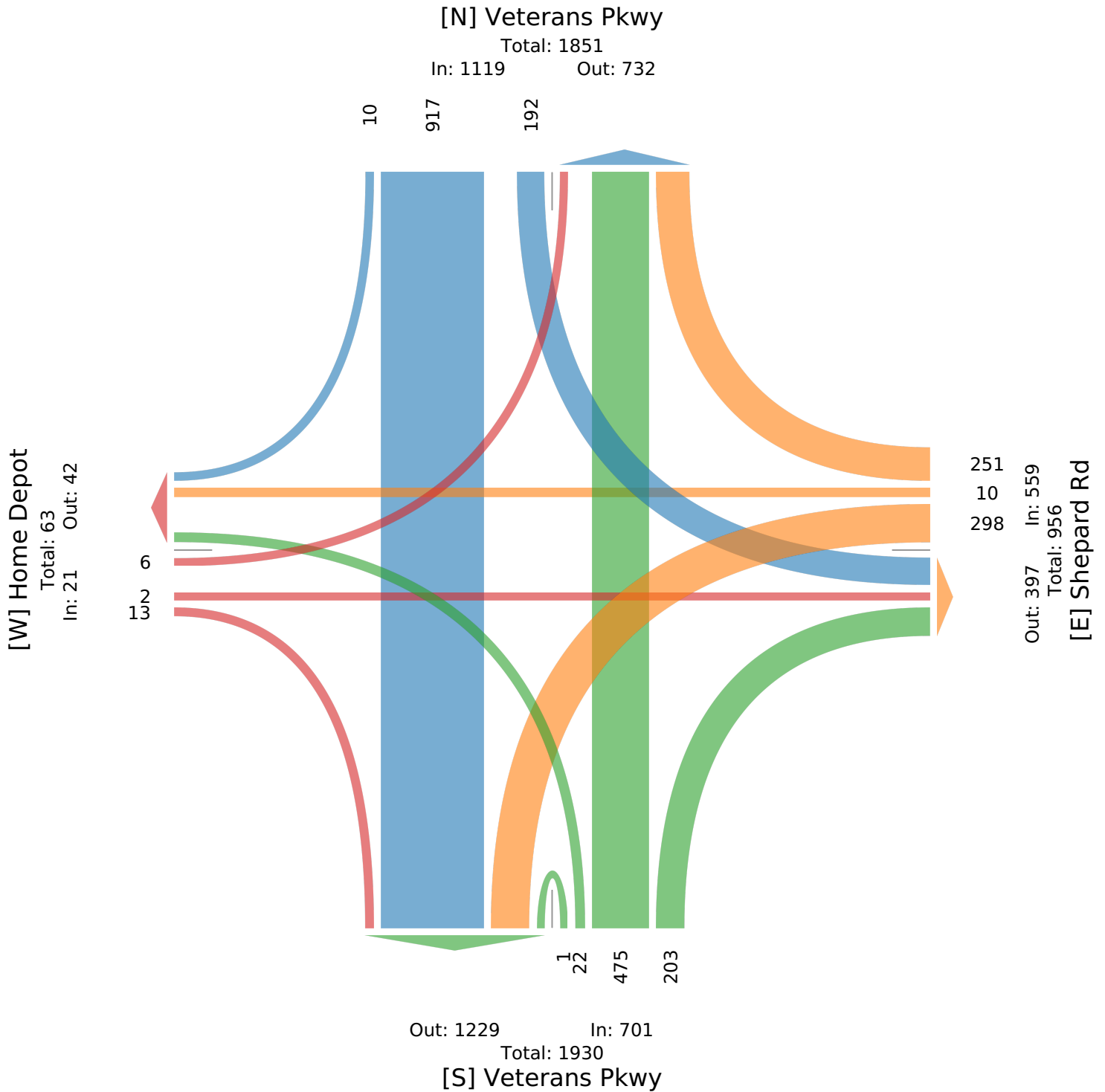
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



**Veterans Pkwy & Shepard Rd - TMC**

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



Leg Direction	Veterans Pkwy Southbound						Shepard Rd Westbound						Veterans Pkwy Northbound						Home Depot Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:30PM	6	181	65	0	252	0	72	2	67	0	141	0	94	279	13	1	387	0	16	5	5	0	26	0	806
4:45PM	6	191	68	0	265	0	90	4	69	0	163	0	107	259	8	1	375	0	15	1	5	0	21	0	824
5:00PM	7	173	67	0	247	0	67	3	74	2	146	0	112	265	5	1	383	0	11	6	4	0	21	0	797
5:15PM	3	185	58	2	248	0	76	5	93	0	174	0	79	229	10	0	318	0	7	5	3	0	15	0	755
<b>Total</b>	22	730	258	2	1012	0	305	14	303	2	624	0	392	1032	36	3	1463	0	49	17	17	0	83	0	3182
<b>% Approach</b>	2.2%	72.1%	25.5%	0.2%	-	-	48.9%	2.2%	48.6%	0.3%	-	-	26.8%	70.5%	2.5%	0.2%	-	-	59.0%	20.5%	20.5%	0%	-	-	-
<b>% Total</b>	0.7%	22.9%	8.1%	0.1%	31.8%	-	9.6%	0.4%	9.5%	0.1%	19.6%	-	12.3%	32.4%	1.1%	0.1%	46.0%	-	1.5%	0.5%	0.5%	0%	2.6%	-	-
<b>PHF</b>	0.786	0.955	0.949	0.250	0.955	-	0.847	0.700	0.815	0.250	0.897	-	0.875	0.925	0.692	0.750	0.945	-	0.766	0.708	0.850	-	0.798	-	0.965
<b>Lights</b>	22	723	256	2	1003	-	297	14	301	2	614	-	390	1010	36	3	1439	-	48	17	17	0	82	-	3138
<b>% Lights</b>	100%	99.0%	99.2%	100%	99.1%	-	97.4%	100%	99.3%	100%	98.4%	-	99.5%	97.9%	100%	100%	98.4%	-	98.0%	100%	100%	0%	98.8%	-	98.6%
<b>Single-Unit Trucks</b>	0	5	2	0	7	-	2	0	2	0	4	-	1	5	0	0	6	-	0	0	0	0	0	-	17
<b>% Single-Unit Trucks</b>	0%	0.7%	0.8%	0%	0.7%	-	0.7%	0%	0.7%	0%	0.6%	-	0.3%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.5%
<b>Articulated Trucks</b>	0	2	0	0	2	-	1	0	0	0	1	-	1	8	0	0	9	-	0	0	0	0	0	-	12
<b>% Articulated Trucks</b>	0%	0.3%	0%	0%	0.2%	-	0.3%	0%	0%	0%	0.2%	-	0.3%	0.8%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.4%
<b>Buses</b>	0	0	0	0	0	-	5	0	0	0	5	-	0	9	0	0	9	-	1	0	0	0	1	-	15
<b>% Buses</b>	0%	0%	0%	0%	0%	-	1.6%	0%	0%	0%	0.8%	-	0%	0.9%	0%	0%	0.6%	-	2.0%	0%	0%	0%	1.2%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Shepard Rd - TMC**

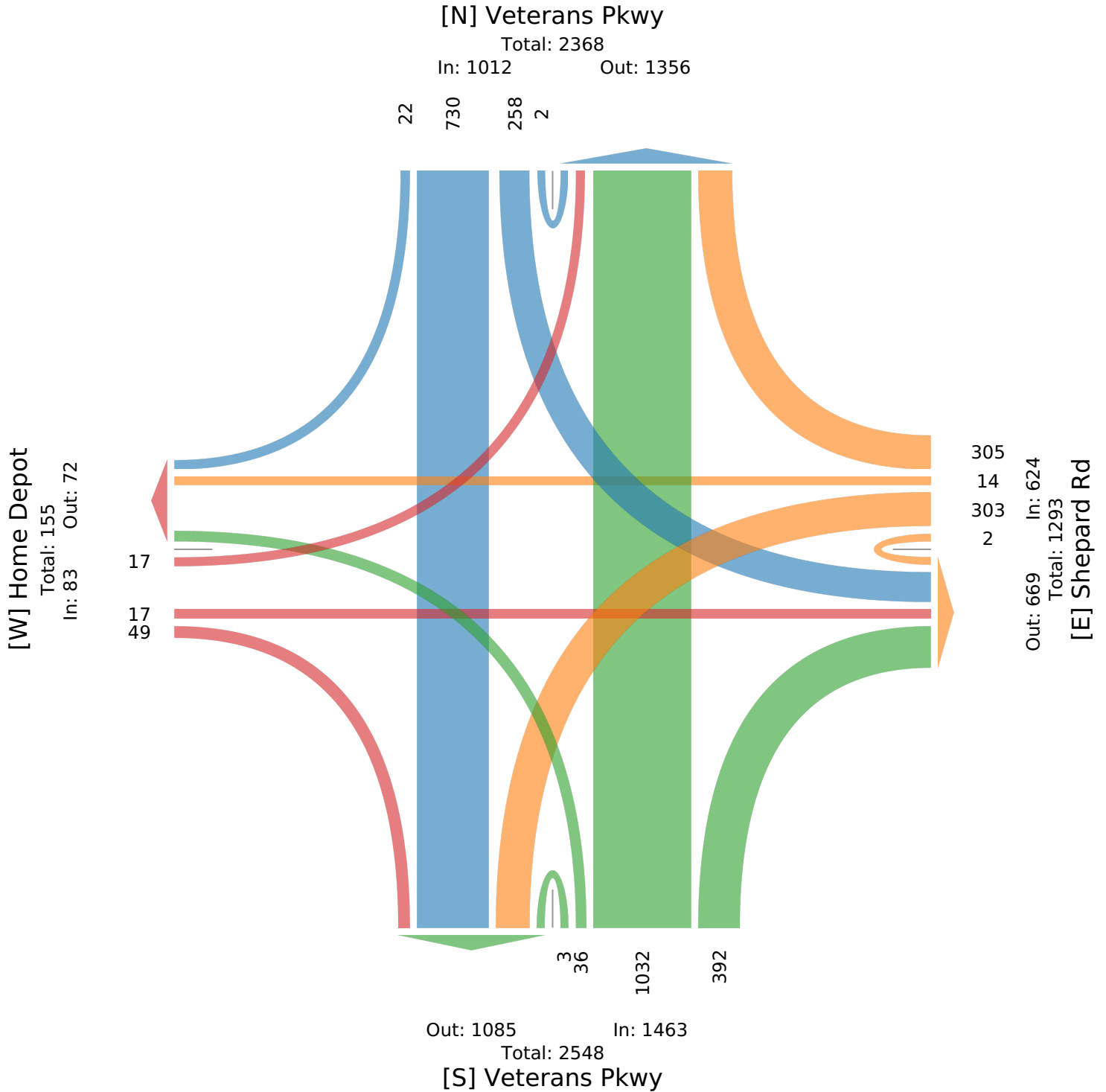
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230233, Location: 40.524593, -88.952219



Veterans Pkwy & Fort Jesse Rd - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



Leg Direction	Veterans Pkwy Southbound						Fort Jesse Rd Westbound						Veterans Pkwy Northbound						Fort Jesse Rd Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	21	74	5	0	100	0	17	23	5	0	45	0	4	60	21	0	85	0	23	19	11	0	53	0	283
6:15AM	34	102	10	0	146	0	10	27	9	0	46	0	6	72	29	0	107	0	35	26	11	0	72	0	371
6:30AM	33	161	16	0	210	0	17	50	11	0	78	0	4	64	39	0	107	0	51	22	13	0	86	0	481
6:45AM	41	208	19	0	268	0	7	69	17	0	93	0	10	82	33	0	125	0	66	38	11	0	115	0	601
Hourly Total	129	545	50	0	724	0	51	169	42	0	262	0	24	278	122	0	424	0	175	105	46	0	326	0	1736
7:00AM	29	174	21	0	224	0	12	48	16	0	76	0	14	86	40	0	140	0	73	53	28	0	154	0	594
7:15AM	36	214	19	0	269	0	14	75	25	0	114	0	13	99	58	0	170	0	79	57	23	0	159	0	712
7:30AM	55	287	25	0	367	0	24	97	27	0	148	0	18	113	68	0	199	0	78	59	22	0	159	0	873
7:45AM	40	276	28	1	345	0	19	96	33	0	148	0	32	143	65	0	240	0	82	73	33	0	188	0	921
Hourly Total	160	951	93	1	1205	0	69	316	101	0	486	0	77	441	231	0	749	0	312	242	106	0	660	0	3100
8:00AM	31	233	24	0	288	0	13	80	17	0	110	0	19	137	43	0	199	0	53	78	23	0	154	0	751
8:15AM	50	182	12	0	244	0	14	80	29	0	123	0	13	108	54	0	175	0	61	62	35	0	158	0	700
8:30AM	55	181	24	0	260	0	12	62	25	0	99	0	16	123	47	0	186	0	55	62	33	0	150	0	695
8:45AM	34	208	19	0	261	0	13	52	18	0	83	0	25	122	54	0	201	0	54	63	28	0	145	0	690
Hourly Total	170	804	79	0	1053	0	52	274	89	0	415	0	73	490	198	0	761	0	223	265	119	0	607	0	2836
3:00PM	37	140	16	0	193	0	22	65	29	0	116	0	27	196	99	0	322	0	52	95	36	0	183	0	814
3:15PM	43	159	26	0	228	0	21	62	32	0	115	0	35	242	72	0	349	0	82	86	42	0	210	0	902
3:30PM	55	161	22	0	238	0	20	88	27	0	135	0	33	204	98	0	335	0	78	100	56	0	234	0	942
3:45PM	46	195	24	0	265	0	16	61	35	0	112	0	29	244	110	0	383	0	47	81	30	0	158	0	918
Hourly Total	181	655	88	0	924	0	79	276	123	0	478	0	124	886	379	0	1389	0	259	362	164	0	785	0	3576
4:00PM	43	157	42	0	242	0	30	92	35	0	157	0	36	263	95	0	394	0	71	97	44	0	212	0	1005
4:15PM	44	170	31	0	245	0	29	80	34	0	143	0	36	279	119	0	434	0	77	101	30	0	208	0	1030
4:30PM	50	211	30	0	291	0	19	100	44	0	163	0	39	287	121	0	447	0	61	94	39	0	194	0	1095
4:45PM	38	192	28	0	258	0	28	125	25	0	178	0	46	307	119	0	472	0	64	103	38	0	205	0	1113
Hourly Total	175	730	131	0	1036	0	106	397	138	0	641	0	157	1136	454	0	1747	0	273	395	151	0	819	0	4243
5:00PM	44	190	38	0	272	0	27	72	43	0	142	0	35	278	97	0	410	0	83	84	46	0	213	0	1037
5:15PM	42	199	30	0	271	0	31	91	29	0	151	0	30	241	102	0	373	0	76	100	39	0	215	0	1010
5:30PM	40	180	25	1	246	0	23	65	16	0	104	0	38	254	117	0	409	0	87	80	42	0	209	0	968
5:45PM	37	158	29	0	224	0	19	65	31	0	115	0	28	162	85	1	276	0	59	90	38	0	187	0	802
Hourly Total	163	727	122	1	1013	0	100	293	119	0	512	0	131	935	401	1	1468	0	305	354	165	0	824	0	3817
<b>Total</b>	<b>978</b>	<b>4412</b>	<b>563</b>	<b>2</b>	<b>5955</b>	<b>0</b>	<b>457</b>	<b>1725</b>	<b>612</b>	<b>0</b>	<b>2794</b>	<b>0</b>	<b>586</b>	<b>4166</b>	<b>1785</b>	<b>1</b>	<b>6538</b>	<b>0</b>	<b>1547</b>	<b>1723</b>	<b>751</b>	<b>0</b>	<b>4021</b>	<b>0</b>	<b>19308</b>
<b>% Approach</b>	16.4%	74.1%	9.5%	0%	-	-	16.4%	61.7%	21.9%	0%	-	-	9.0%	63.7%	27.3%	0%	-	-	38.5%	42.9%	18.7%	0%	-	-	-
<b>% Total</b>	5.1%	22.9%	2.9%	0%	<b>30.8%</b>	-	2.4%	8.9%	3.2%	0%	<b>14.5%</b>	-	3.0%	21.6%	9.2%	0%	<b>33.9%</b>	-	8.0%	8.9%	3.9%	0%	<b>20.8%</b>	-	-
<b>Lights</b>	955	4298	536	2	5791	-	444	1699	601	0	2744	-	573	4070	1765	1	6409	-	1530	1703	714	0	3947	-	18891
<b>% Lights</b>	97.6%	97.4%	95.2%	100%	<b>97.2%</b>	-	97.2%	98.5%	98.2%	0%	<b>98.2%</b>	-	97.8%	97.7%	98.9%	100%	<b>98.0%</b>	-	98.9%	98.8%	95.1%	0%	<b>98.2%</b>	-	97.8%
<b>Single-Unit Trucks</b>	8	32	10	0	50	-	4	3	1	0	8	-	3	32	10	0	45	-	7	3	11	0	21	-	124
<b>% Single-Unit Trucks</b>	0.8%	0.7%	1.8%	0%	<b>0.8%</b>	-	0.9%	0.2%	0.2%	0%	<b>0.3%</b>	-	0.5%	0.8%	0.6%	0%	<b>0.7%</b>	-	0.5%	0.2%	1.5%	0%	<b>0.5%</b>	-	0.6%
<b>Articulated Trucks</b>	11	55	7	0	73	-	3	0	1	0	4	-	1	32	0	0	33	-	4	2	20	0	26	-	136
<b>% Articulated Trucks</b>	1.1%	1.2%	1.2%	0%	<b>1.2%</b>	-	0.7%	0%	0.2%	0%	<b>0.1%</b>	-	0.2%	0.8%	0%	0%	<b>0.5%</b>	-	0.3%	0.1%	2.7%	0%	<b>0.6%</b>	-	0.7%
<b>Buses</b>	4	27	9	0	40	-	6	23	9	0	38	-	9	32	10	0	51	-	6	14	6	0	26	-	155
<b>% Buses</b>	0.4%	0.6%	1.6%	0%	<b>0.7%</b>	-	1.3%	1.3%	1.5%	0%	<b>1.4%</b>	-	1.5%	0.8%	0.6%	0%	<b>0.8%</b>	-	0.4%	0.8%	0.8%	0%	<b>0.6%</b>	-	0.8%
<b>Bicycles on Road</b>	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0.2%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.1%	0%	0%	<b>0%</b>	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Fort Jesse Rd - TMC**

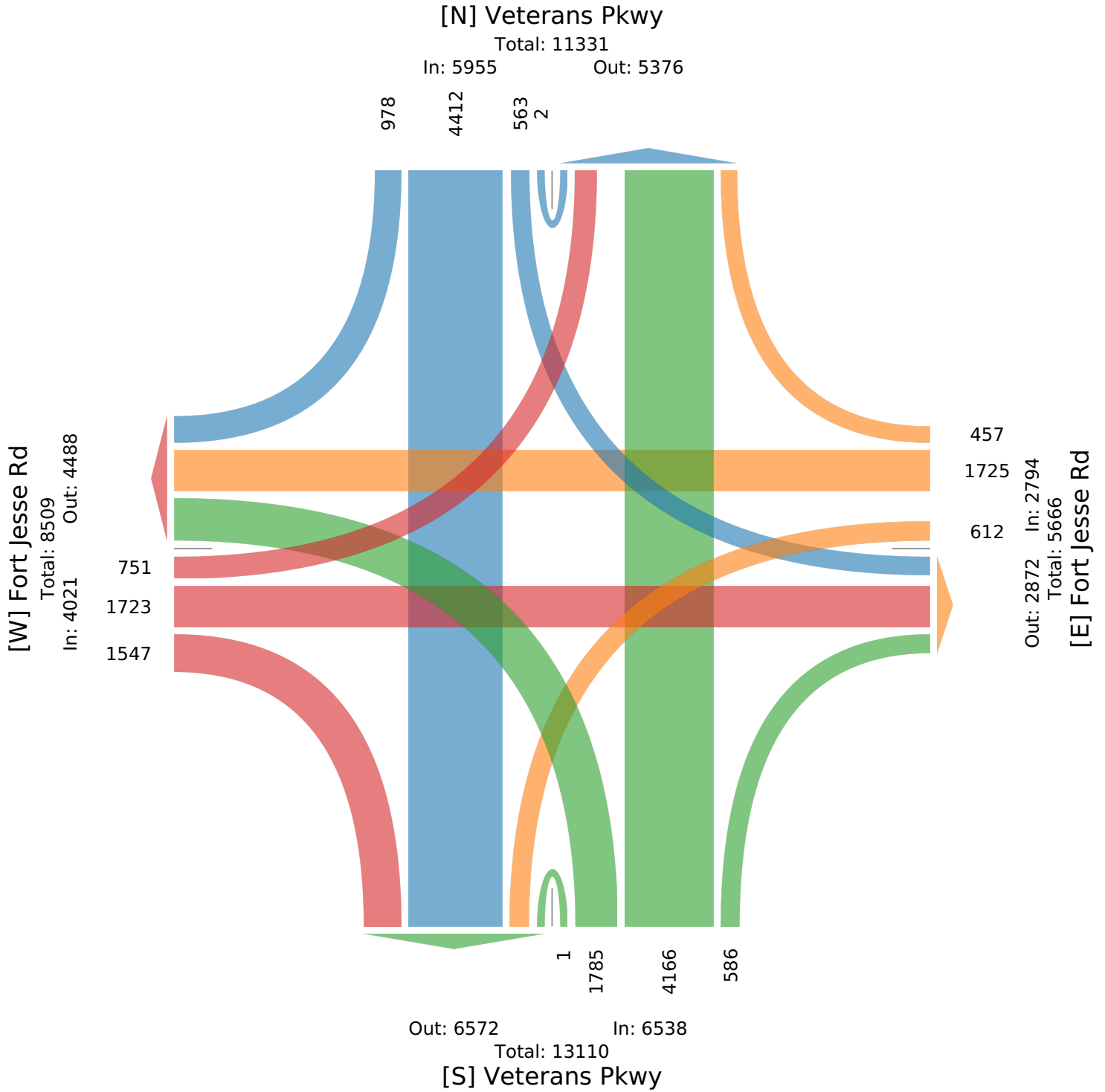
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



**Veterans Pkwy & Fort Jesse Rd - TMC**

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



Leg Direction	Veterans Pkwy Southbound						Fort Jesse Rd Westbound						Veterans Pkwy Northbound						Fort Jesse Rd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	36	214	19	0	269	0	14	75	25	0	114	0	13	99	58	0	170	0	79	57	23	0	159	0	712
7:30AM	55	287	25	0	367	0	24	97	27	0	148	0	18	113	68	0	199	0	78	59	22	0	159	0	873
7:45AM	40	276	28	1	345	0	19	96	33	0	148	0	32	143	65	0	240	0	82	73	33	0	188	0	921
8:00AM	31	233	24	0	288	0	13	80	17	0	110	0	19	137	43	0	199	0	53	78	23	0	154	0	751
<b>Total</b>	162	1010	96	1	1269	0	70	348	102	0	520	0	82	492	234	0	808	0	292	267	101	0	660	0	3257
<b>% Approach</b>	12.8%	79.6%	7.6%	0.1%	-	-	13.5%	66.9%	19.6%	0%	-	-	10.1%	60.9%	29.0%	0%	-	-	44.2%	40.5%	15.3%	0%	-	-	-
<b>% Total</b>	5.0%	31.0%	2.9%	0%	39.0%	-	2.1%	10.7%	3.1%	0%	16.0%	-	2.5%	15.1%	7.2%	0%	24.8%	-	9.0%	8.2%	3.1%	0%	20.3%	-	-
<b>PHF</b>	0.736	0.880	0.857	0.250	0.864	-	0.729	0.897	0.773	-	0.878	-	0.641	0.860	0.860	-	0.842	-	0.890	0.856	0.765	-	0.878	-	0.884
<b>Lights</b>	156	988	93	1	1238	-	69	336	101	0	506	-	79	481	227	0	787	-	289	265	88	0	642	-	3173
<b>% Lights</b>	96.3%	97.8%	96.9%	100%	97.6%	-	98.6%	96.6%	99.0%	0%	97.3%	-	96.3%	97.8%	97.0%	0%	97.4%	-	99.0%	99.3%	87.1%	0%	97.3%	-	97.4%
<b>Single-Unit Trucks</b>	2	5	2	0	9	-	1	0	0	0	1	-	0	6	2	0	8	-	2	0	1	0	3	-	21
<b>% Single-Unit Trucks</b>	1.2%	0.5%	2.1%	0%	0.7%	-	1.4%	0%	0%	0%	0.2%	-	0%	1.2%	0.9%	0%	1.0%	-	0.7%	0%	1.0%	0%	0.5%	-	0.6%
<b>Articulated Trucks</b>	2	15	1	0	18	-	0	0	1	0	1	-	0	2	0	0	2	-	0	0	7	0	7	-	28
<b>% Articulated Trucks</b>	1.2%	1.5%	1.0%	0%	1.4%	-	0%	0%	1.0%	0%	0.2%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	6.9%	0%	1.1%	-	0.9%
<b>Buses</b>	2	2	0	0	4	-	0	12	0	0	12	-	3	3	5	0	11	-	1	2	5	0	8	-	35
<b>% Buses</b>	1.2%	0.2%	0%	0%	0.3%	-	0%	3.4%	0%	0%	2.3%	-	3.7%	0.6%	2.1%	0%	1.4%	-	0.3%	0.7%	5.0%	0%	1.2%	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Fort Jesse Rd - TMC**

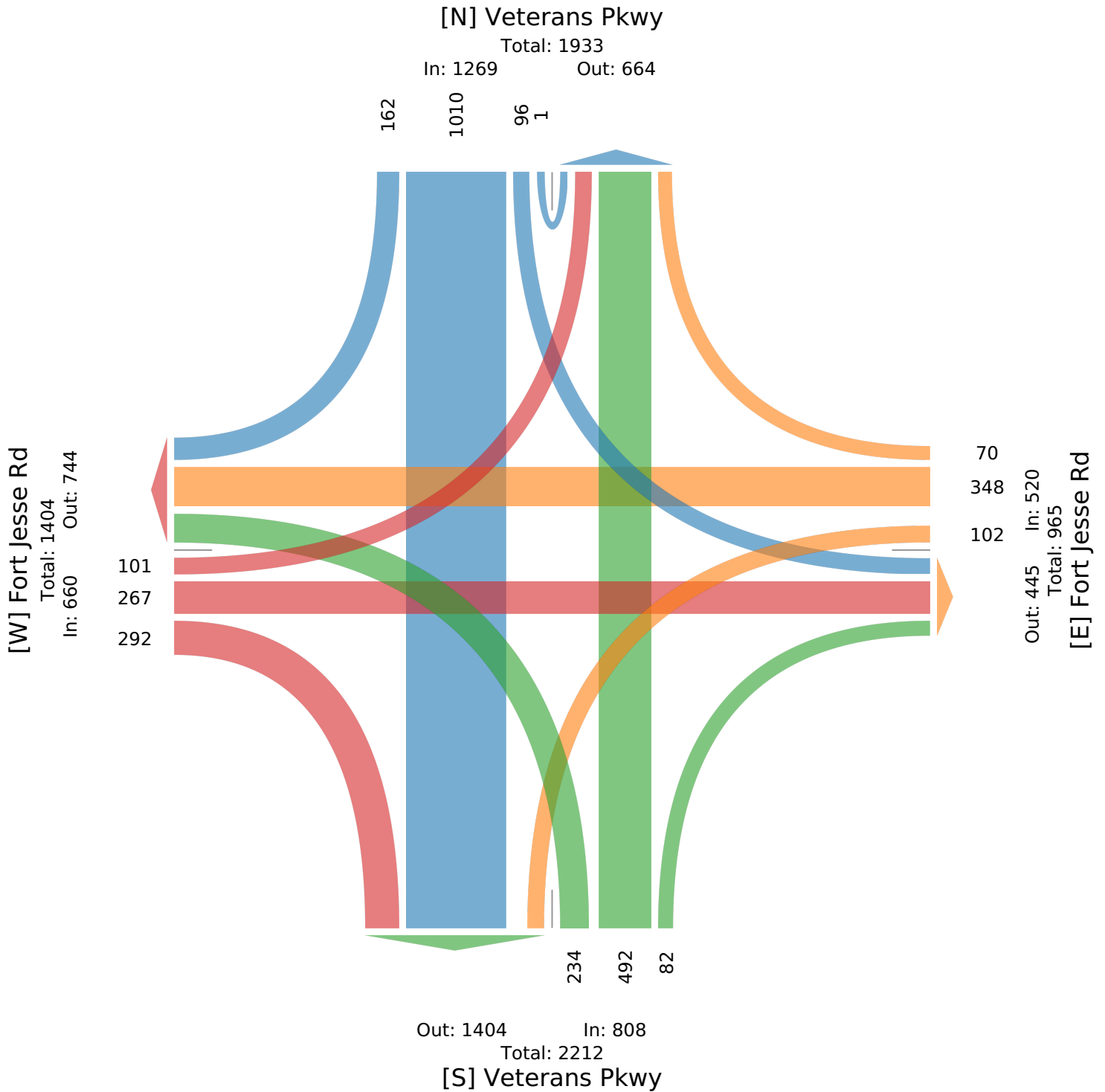
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



Veterans Pkwy & Fort Jesse Rd - TMC

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



Leg Direction	Veterans Pkwy Southbound						Fort Jesse Rd Westbound						Veterans Pkwy Northbound						Fort Jesse Rd Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 4:15PM	44	170	31	0	245	0	29	80	34	0	143	0	36	279	119	0	434	0	77	101	30	0	208	0	1030
4:30PM	50	211	30	0	291	0	19	100	44	0	163	0	39	287	121	0	447	0	61	94	39	0	194	0	1095
4:45PM	38	192	28	0	258	0	28	125	25	0	178	0	46	307	119	0	472	0	64	103	38	0	205	0	1113
5:00PM	44	190	38	0	272	0	27	72	43	0	142	0	35	278	97	0	410	0	83	84	46	0	213	0	1037
<b>Total</b>	176	763	127	0	1066	0	103	377	146	0	626	0	156	1151	456	0	1763	0	285	382	153	0	820	0	4275
<b>% Approach</b>	16.5%	71.6%	11.9%	0%	-	-	16.5%	60.2%	23.3%	0%	-	-	8.8%	65.3%	25.9%	0%	-	-	34.8%	46.6%	18.7%	0%	-	-	-
<b>% Total</b>	4.1%	17.8%	3.0%	0%	24.9%	-	2.4%	8.8%	3.4%	0%	14.6%	-	3.6%	26.9%	10.7%	0%	41.2%	-	6.7%	8.9%	3.6%	0%	19.2%	-	-
<b>PHF</b>	0.880	0.904	0.836	-	0.916	-	0.888	0.754	0.830	-	0.879	-	0.848	0.937	0.942	-	0.934	-	0.858	0.927	0.832	-	0.962	-	0.960
<b>Lights</b>	176	756	124	0	1056	-	99	375	146	0	620	-	156	1127	456	0	1739	-	285	380	151	0	816	-	4231
<b>% Lights</b>	100%	99.1%	97.6%	0%	99.1%	-	96.1%	99.5%	100%	0%	99.0%	-	100%	97.9%	100%	0%	98.6%	-	100%	99.5%	98.7%	0%	99.5%	-	99.0%
<b>Single-Unit Trucks</b>	0	5	1	0	6	-	1	0	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	9
<b>% Single-Unit Trucks</b>	0%	0.7%	0.8%	0%	0.6%	-	1.0%	0%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Articulated Trucks</b>	0	2	2	0	4	-	1	0	0	0	1	-	0	8	0	0	8	-	0	0	2	0	2	-	15
<b>% Articulated Trucks</b>	0%	0.3%	1.6%	0%	0.4%	-	1.0%	0%	0%	0%	0.2%	-	0%	0.7%	0%	0%	0.5%	-	0%	0%	1.3%	0%	0.2%	-	0.4%
<b>Buses</b>	0	0	0	0	0	-	2	2	0	0	4	-	0	14	0	0	14	-	0	2	0	0	2	-	20
<b>% Buses</b>	0%	0%	0%	0%	0%	-	1.9%	0.5%	0%	0%	0.6%	-	0%	1.2%	0%	0%	0.8%	-	0%	0.5%	0%	0%	0.2%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Fort Jesse Rd - TMC**

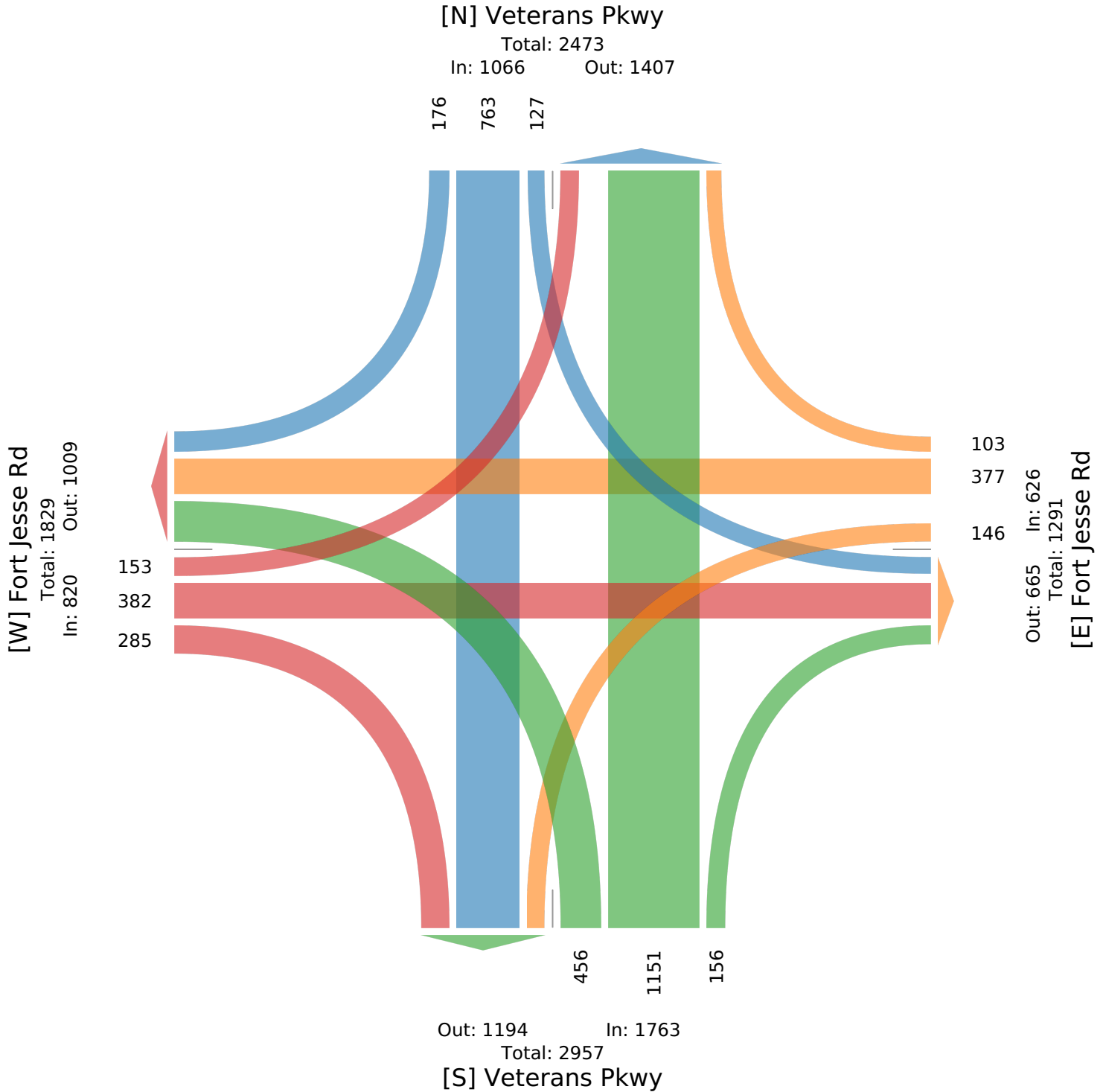
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230236, Location: 40.517725, -88.952914



Veterans Pkwy & Parkway Plaza Dr - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



Leg Direction	Veterans Pkwy Southbound						Parkway Plaza Dr Westbound						Veterans Pkwy Northbound						Parkway Plaza Dr Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	2	84	6	0	92	0	9	0	6	0	15	0	10	73	1	0	84	0	2	2	0	0	4	0	195
6:15AM	2	132	9	0	143	0	10	4	4	0	18	0	13	85	0	0	98	0	1	1	1	0	3	0	262
6:30AM	2	203	10	0	215	0	8	6	9	0	23	0	18	95	1	0	114	0	0	2	0	0	2	0	354
6:45AM	2	241	12	0	255	0	15	10	18	0	43	0	13	108	3	0	124	0	7	7	0	0	14	0	436
Hourly Total	8	660	37	0	705	0	42	20	37	0	99	0	54	361	5	0	420	0	10	12	1	0	23	0	1247
7:00AM	7	246	20	0	273	0	12	3	21	0	36	0	25	126	1	0	152	1	4	2	0	0	6	0	467
7:15AM	0	304	12	0	316	0	12	6	18	0	36	0	22	138	7	0	167	0	7	5	0	0	12	0	531
7:30AM	7	340	13	0	360	0	12	8	20	0	40	0	28	183	4	1	216	0	4	15	1	0	20	0	636
7:45AM	14	332	13	0	359	0	11	11	24	0	46	0	25	191	12	0	228	0	9	3	3	0	15	0	648
Hourly Total	28	1222	58	0	1308	0	47	28	83	0	158	0	100	638	24	1	763	1	24	25	4	0	53	0	2282
8:00AM	6	273	26	0	305	1	16	7	29	0	52	0	39	164	4	0	207	0	4	6	7	0	17	0	581
8:15AM	8	263	14	0	285	0	15	9	22	0	46	0	33	145	4	0	182	0	4	5	2	0	11	0	524
8:30AM	9	239	17	0	265	0	18	8	31	0	57	0	37	165	7	0	209	0	4	13	5	0	22	0	553
8:45AM	6	259	21	0	286	0	22	9	23	0	54	0	33	168	7	0	208	0	6	11	3	0	20	0	568
Hourly Total	29	1034	78	0	1141	1	71	33	105	0	209	0	142	642	22	0	806	0	18	35	17	0	70	0	2226
3:00PM	15	183	32	0	230	0	45	16	64	0	125	0	77	222	10	0	309	0	9	18	12	0	39	0	703
3:15PM	11	196	35	0	242	0	68	18	76	0	162	1	77	227	7	2	313	2	5	17	17	0	39	0	756
3:30PM	8	269	29	0	306	0	50	16	56	0	122	1	88	288	13	1	390	1	12	16	1	0	29	0	847
3:45PM	13	228	32	0	273	0	60	18	85	0	163	0	79	289	15	0	383	0	5	22	5	0	32	0	851
Hourly Total	47	876	128	0	1051	0	223	68	281	0	572	2	321	1026	45	3	1395	3	31	73	35	0	139	0	3157
4:00PM	10	214	48	1	273	0	56	12	86	0	154	0	79	338	12	1	430	0	4	25	12	0	41	0	898
4:15PM	10	228	26	0	264	0	61	15	66	0	142	1	101	347	10	1	459	1	18	12	7	0	37	0	902
4:30PM	6	233	29	0	268	0	55	22	75	0	152	0	90	342	10	0	442	0	23	20	21	0	64	0	926
4:45PM	10	251	40	0	301	0	66	16	75	0	157	1	86	394	12	1	493	1	16	20	23	0	59	0	1010
Hourly Total	36	926	143	1	1106	0	238	65	302	0	605	2	356	1421	44	3	1824	2	61	77	63	0	201	0	3736
5:00PM	5	223	33	0	261	0	59	13	102	0	174	0	107	287	16	0	410	2	30	35	25	0	90	0	935
5:15PM	12	263	49	0	324	0	64	25	73	0	162	0	87	315	15	0	417	1	21	24	7	0	52	0	955
5:30PM	8	201	36	0	245	0	67	19	91	0	177	0	90	272	15	0	377	0	14	17	15	0	46	0	845
5:45PM	7	198	35	0	240	0	62	13	65	0	140	4	85	218	11	0	314	3	17	30	6	0	53	0	747
Hourly Total	32	885	153	0	1070	0	252	70	331	0	653	4	369	1092	57	0	1518	6	82	106	53	0	241	0	3482
<b>Total</b>	180	5603	597	1	6381	1	873	284	1139	0	2296	8	1342	5180	197	7	6726	12	226	328	173	0	727	0	16130
<b>% Approach</b>	2.8%	87.8%	9.4%	0%	-	-	38.0%	12.4%	49.6%	0%	-	-	20.0%	77.0%	2.9%	0.1%	-	-	31.1%	45.1%	23.8%	0%	-	-	-
<b>% Total</b>	1.1%	34.7%	3.7%	0%	39.6%	-	5.4%	1.8%	7.1%	0%	14.2%	-	8.3%	32.1%	1.2%	0%	41.7%	-	1.4%	2.0%	1.1%	0%	4.5%	-	-
<b>Lights</b>	165	5465	588	1	6219	-	870	254	1131	0	2255	-	1340	5057	191	7	6595	-	226	300	168	0	694	-	15763
<b>% Lights</b>	91.7%	97.5%	98.5%	100%	97.5%	-	99.7%	89.4%	99.3%	0%	98.2%	-	99.9%	97.6%	97.0%	100%	98.1%	-	100%	91.5%	97.1%	0%	95.5%	-	97.7%
<b>Single-Unit Trucks</b>	4	67	2	0	73	-	2	2	7	0	11	-	2	41	4	0	47	-	0	3	4	0	7	-	138
<b>% Single-Unit Trucks</b>	2.2%	1.2%	0.3%	0%	1.1%	-	0.2%	0.7%	0.6%	0%	0.5%	-	0.1%	0.8%	2.0%	0%	0.7%	-	0%	0.9%	2.3%	0%	1.0%	-	0.9%
<b>Articulated Trucks</b>	9	35	6	0	50	-	0	2	1	0	3	-	0	33	0	0	33	-	0	0	1	0	1	-	87
<b>% Articulated Trucks</b>	5.0%	0.6%	1.0%	0%	0.8%	-	0%	0.7%	0.1%	0%	0.1%	-	0%	0.6%	0%	0%	0.5%	-	0%	0%	0.6%	0%	0.1%	-	0.5%
<b>Buses</b>	2	36	1	0	39	-	1	26	0	0	27	-	0	49	2	0	51	-	0	25	0	0	25	-	142
<b>% Buses</b>	1.1%	0.6%	0.2%	0%	0.6%	-	0.1%	9.2%	0%	0%	1.2%	-	0%	0.9%	1.0%	0%	0.8%	-	0%	7.6%	0%	0%	3.4%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	11	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	91.7%	-	-	-	-	-	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	8.3%	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Parkway Plaza Dr - TMC**

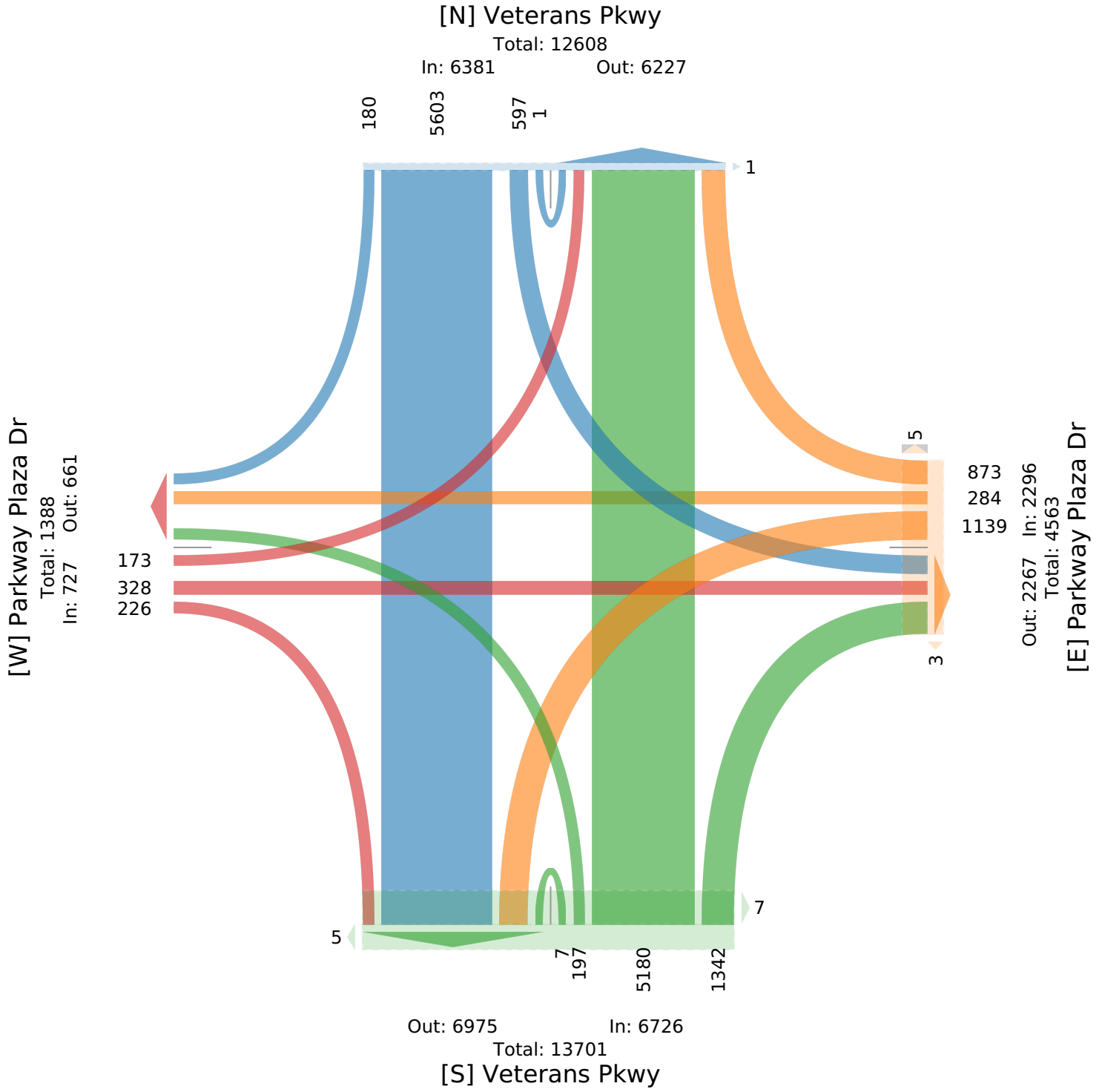
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



**Veterans Pkwy & Parkway Plaza Dr - TMC**

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



Leg Direction	Veterans Pkwy Southbound						Parkway Plaza Dr Westbound						Veterans Pkwy Northbound						Parkway Plaza Dr Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	0	304	12	0	316	0	12	6	18	0	36	0	22	138	7	0	167	0	7	5	0	0	12	0	531
7:30AM	7	340	13	0	360	0	12	8	20	0	40	0	28	183	4	1	216	0	4	15	1	0	20	0	636
7:45AM	14	332	13	0	359	0	11	11	24	0	46	0	25	191	12	0	228	0	9	3	3	0	15	0	648
8:00AM	6	273	26	0	305	1	16	7	29	0	52	0	39	164	4	0	207	0	4	6	7	0	17	0	581
<b>Total</b>	27	1249	64	0	1340	1	51	32	91	0	174	0	114	676	27	1	818	0	24	29	11	0	64	0	2396
<b>% Approach</b>	2.0%	93.2%	4.8%	0%	-	-	29.3%	18.4%	52.3%	0%	-	-	13.9%	82.6%	3.3%	0.1%	-	-	37.5%	45.3%	17.2%	0%	-	-	-
<b>% Total</b>	1.1%	52.1%	2.7%	0%	55.9%	-	2.1%	1.3%	3.8%	0%	7.3%	-	4.8%	28.2%	1.1%	0%	34.1%	-	1.0%	1.2%	0.5%	0%	2.7%	-	-
<b>PHF</b>	0.482	0.918	0.615	-	0.931	-	0.797	0.727	0.784	-	0.837	-	0.731	0.885	0.563	0.250	0.897	-	0.667	0.483	0.393	-	0.800	-	0.924
<b>Lights</b>	21	1225	62	0	1308	-	51	26	89	0	166	-	114	656	26	1	797	-	24	22	11	0	57	-	2328
<b>% Lights</b>	77.8%	98.1%	96.9%	0%	97.6%	-	100%	81.3%	97.8%	0%	95.4%	-	100%	97.0%	96.3%	100%	97.4%	-	100%	75.9%	100%	0%	89.1%	-	97.2%
<b>Single-Unit Trucks</b>	1	10	0	0	11	-	0	1	2	0	3	-	0	8	0	0	8	-	0	2	0	0	2	-	24
<b>% Single-Unit Trucks</b>	3.7%	0.8%	0%	0%	0.8%	-	0%	3.1%	2.2%	0%	1.7%	-	0%	1.2%	0%	0%	1.0%	-	0%	6.9%	0%	0%	3.1%	-	1.0%
<b>Articulated Trucks</b>	3	11	2	0	16	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	18
<b>% Articulated Trucks</b>	11.1%	0.9%	3.1%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.8%
<b>Buses</b>	2	3	0	0	5	-	0	5	0	0	5	-	0	10	1	0	11	-	0	5	0	0	5	-	26
<b>% Buses</b>	7.4%	0.2%	0%	0%	0.4%	-	0%	15.6%	0%	0%	2.9%	-	0%	1.5%	3.7%	0%	1.3%	-	0%	17.2%	0%	0%	7.8%	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Parkway Plaza Dr - TMC**

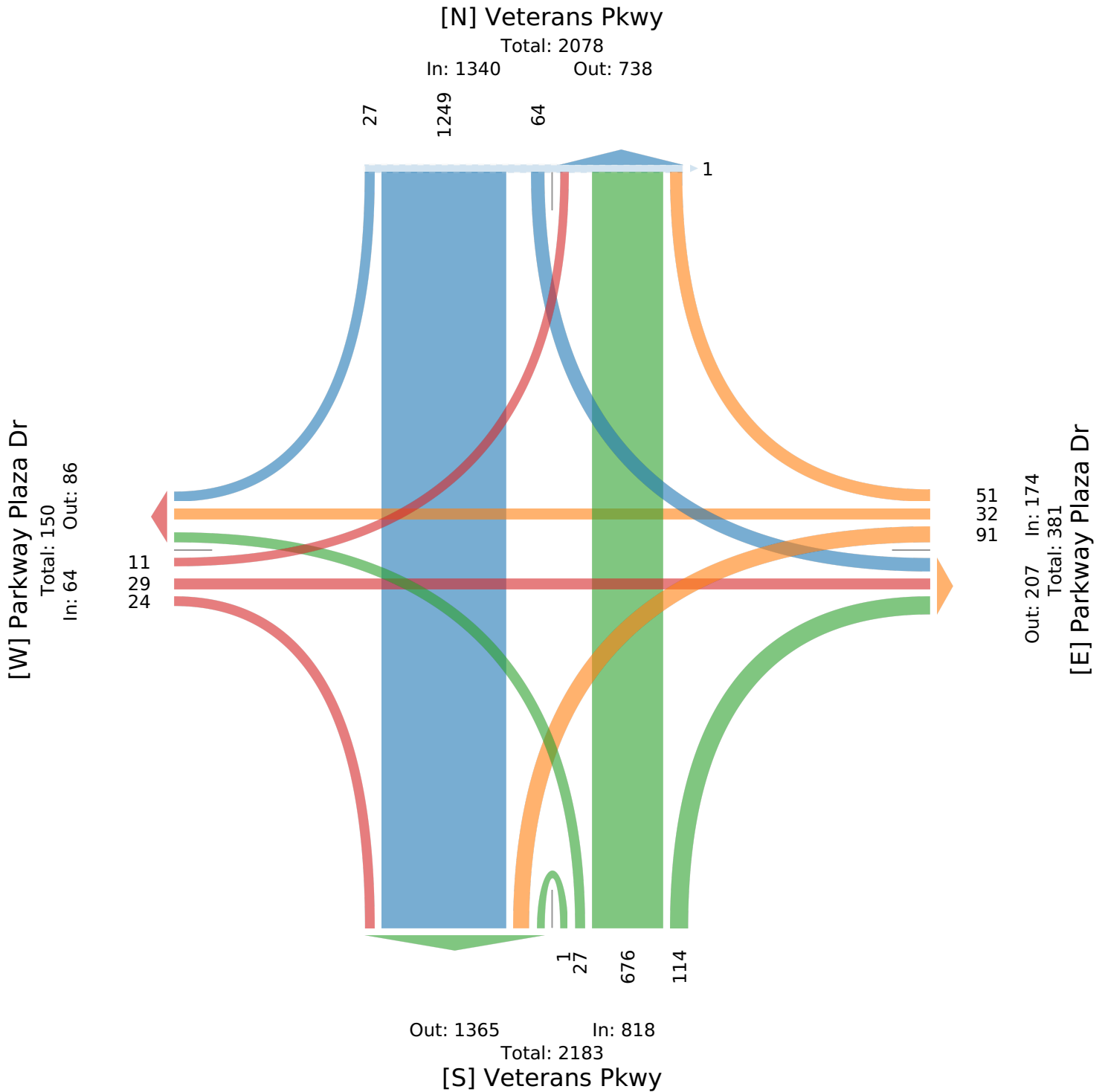
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



**Veterans Pkwy & Parkway Plaza Dr - TMC**

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



Leg Direction	Veterans Pkwy Southbound						Parkway Plaza Dr Westbound						Veterans Pkwy Northbound						Parkway Plaza Dr Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:30PM	6	233	29	0	<b>268</b>	0	55	22	75	0	<b>152</b>	0	90	342	10	0	<b>442</b>	0	23	20	21	0	<b>64</b>	0	<b>926</b>
4:45PM	10	251	40	0	<b>301</b>	0	66	16	75	0	<b>157</b>	1	86	394	12	1	<b>493</b>	1	16	20	23	0	<b>59</b>	0	<b>1010</b>
5:00PM	5	223	33	0	<b>261</b>	0	59	13	102	0	<b>174</b>	0	107	287	16	0	<b>410</b>	2	30	35	25	0	<b>90</b>	0	<b>935</b>
5:15PM	12	263	49	0	<b>324</b>	0	64	25	73	0	<b>162</b>	0	87	315	15	0	<b>417</b>	1	21	24	7	0	<b>52</b>	0	<b>955</b>
<b>Total</b>	<b>33</b>	<b>970</b>	<b>151</b>	<b>0</b>	<b>1154</b>	<b>0</b>	<b>244</b>	<b>76</b>	<b>325</b>	<b>0</b>	<b>645</b>	<b>1</b>	<b>370</b>	<b>1338</b>	<b>53</b>	<b>1</b>	<b>1762</b>	<b>4</b>	<b>90</b>	<b>99</b>	<b>76</b>	<b>0</b>	<b>265</b>	<b>0</b>	<b>3826</b>
<b>% Approach</b>	2.9%	84.1%	13.1%	0%	-	-	37.8%	11.8%	50.4%	0%	-	-	21.0%	75.9%	3.0%	0.1%	-	-	34.0%	37.4%	28.7%	0%	-	-	-
<b>% Total</b>	0.9%	25.4%	3.9%	0%	<b>30.2%</b>	-	6.4%	2.0%	8.5%	0%	<b>16.9%</b>	-	9.7%	35.0%	1.4%	0%	<b>46.1%</b>	-	2.4%	2.6%	2.0%	0%	<b>6.9%</b>	-	-
<b>PHF</b>	0.688	0.922	0.770	-	<b>0.890</b>	-	0.924	0.760	0.797	-	<b>0.927</b>	-	0.864	0.849	0.828	0.250	<b>0.894</b>	-	0.750	0.707	0.760	-	<b>0.736</b>	-	0.947
<b>Lights</b>	32	965	151	0	<b>1148</b>	-	243	72	324	0	<b>639</b>	-	370	1320	51	1	<b>1742</b>	-	90	95	75	0	<b>260</b>	-	3789
<b>% Lights</b>	97.0%	99.5%	100%	0%	<b>99.5%</b>	-	99.6%	94.7%	99.7%	0%	<b>99.1%</b>	-	100%	98.7%	96.2%	100%	<b>98.9%</b>	-	100%	96.0%	98.7%	0%	<b>98.1%</b>	-	99.0%
<b>Single-Unit Trucks</b>	1	5	0	0	<b>6</b>	-	0	0	0	0	<b>0</b>	-	0	6	2	0	<b>8</b>	-	0	0	0	0	<b>0</b>	-	14
<b>% Single-Unit Trucks</b>	3.0%	0.5%	0%	0%	<b>0.5%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.4%	3.8%	0%	<b>0.5%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.4%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	-	0	0	1	0	<b>1</b>	-	0	6	0	0	<b>6</b>	-	0	0	1	0	<b>1</b>	-	8
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0.3%	0%	<b>0.2%</b>	-	0%	0.4%	0%	0%	<b>0.3%</b>	-	0%	0%	1.3%	0%	<b>0.4%</b>	-	0.2%
<b>Buses</b>	0	0	0	0	<b>0</b>	-	1	4	0	0	<b>5</b>	-	0	6	0	0	<b>6</b>	-	0	4	0	0	<b>4</b>	-	15
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-	0.4%	5.3%	0%	0%	<b>0.8%</b>	-	0%	0.4%	0%	0%	<b>0.3%</b>	-	0%	4.0%	0%	0%	<b>1.5%</b>	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Parkway Plaza Dr - TMC**

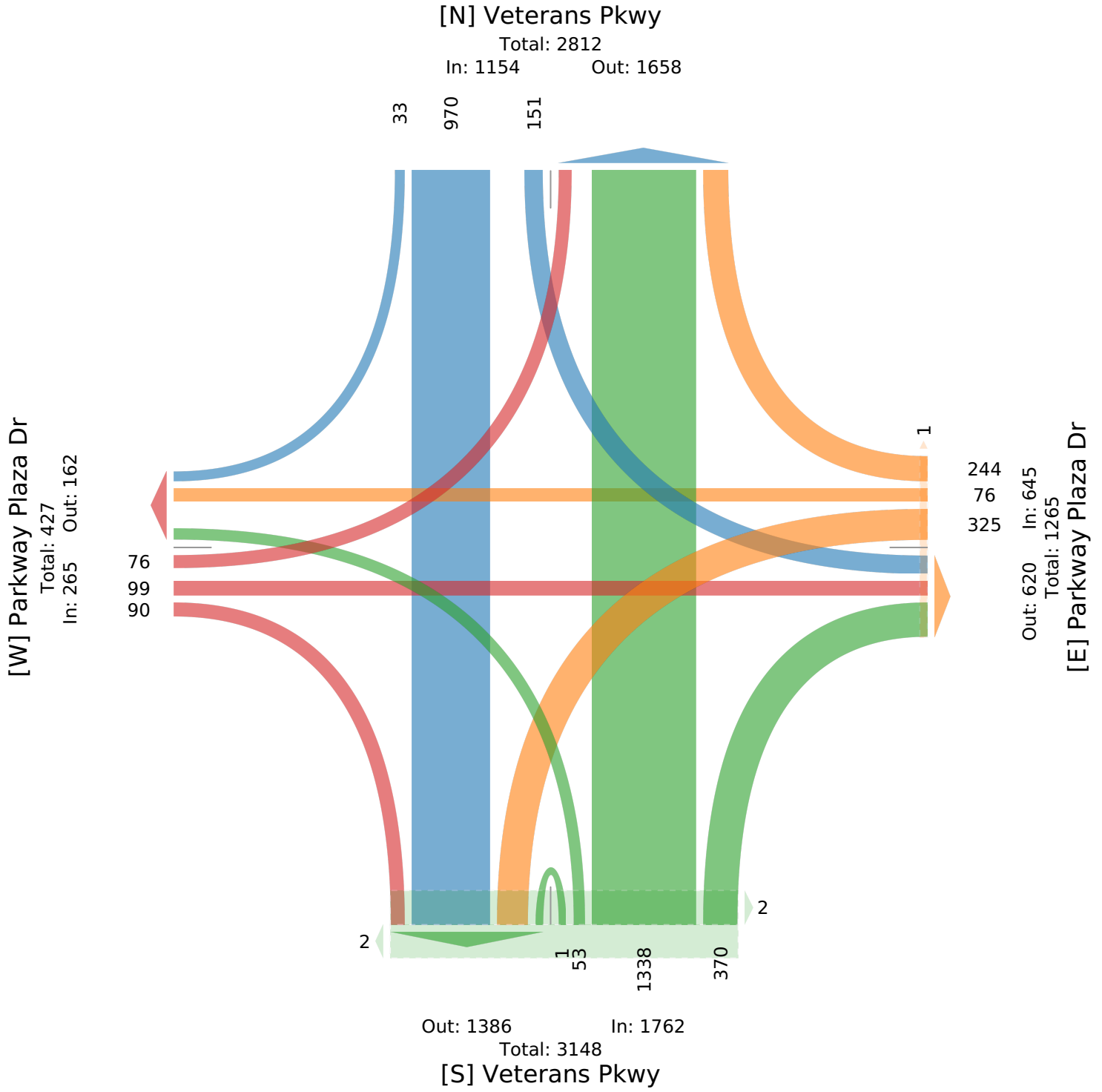
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230239, Location: 40.513979, -88.953273



Veterans Pkwy & College Ave - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



Leg Direction	Veterans Pkwy Southbound						College Ave Westbound						Veterans Pkwy Northbound						College Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 6:00AM	3	86	4	0	93	0	0	9	12	0	21	0	5	83	10	0	98	0	11	6	8	0	25	0	237
6:15AM	3	124	6	0	133	0	3	12	3	0	18	0	5	108	8	0	121	0	16	12	3	0	31	0	303
6:30AM	12	180	5	0	197	0	7	26	10	0	43	0	8	112	22	0	142	0	26	12	4	0	42	0	424
6:45AM	17	233	18	0	268	0	4	44	19	0	67	0	15	128	28	0	171	0	32	27	7	0	66	0	572
Hourly Total	35	623	33	0	691	0	14	91	44	0	149	0	33	431	68	0	532	0	85	57	22	0	164	0	1536
7:00AM	21	241	14	0	276	0	4	30	14	0	48	0	17	143	29	0	189	0	20	26	15	0	61	0	574
7:15AM	19	293	14	0	326	0	12	64	15	0	91	0	17	162	44	0	223	0	32	30	14	0	76	0	716
7:30AM	19	319	13	0	351	0	14	99	35	0	148	0	13	206	68	0	287	0	52	68	24	0	144	0	930
7:45AM	25	387	17	0	429	0	8	92	31	0	131	0	21	194	54	0	269	0	81	92	21	0	194	0	1023
Hourly Total	84	1240	58	0	1382	0	38	285	95	0	418	0	68	705	195	0	968	0	185	216	74	0	475	0	3243
8:00AM	28	239	18	0	285	0	11	54	26	0	91	0	24	167	40	0	231	0	62	64	24	0	150	0	757
8:15AM	28	282	13	0	323	0	13	70	24	0	107	0	36	125	41	0	202	0	49	33	25	0	107	0	739
8:30AM	20	240	18	0	278	0	14	58	29	0	101	0	29	160	44	0	233	0	47	63	29	0	139	0	751
8:45AM	27	229	18	0	274	0	7	62	24	0	93	0	39	184	54	0	277	0	39	51	14	0	104	0	748
Hourly Total	103	990	67	0	1160	0	45	244	103	0	392	0	128	636	179	0	943	0	197	211	92	0	500	0	2995
3:00PM	44	203	25	0	272	0	27	95	45	0	167	0	44	273	79	0	396	0	74	98	53	0	225	0	1060
3:15PM	47	204	24	0	275	0	25	79	50	0	154	0	62	275	52	0	389	0	93	150	49	0	292	0	1110
3:30PM	43	272	26	0	341	0	24	65	46	0	135	0	73	335	61	0	469	0	63	121	50	0	234	0	1179
3:45PM	36	252	30	0	318	0	30	89	48	0	167	0	74	310	56	0	440	0	86	105	50	0	241	0	1166
Hourly Total	170	931	105	0	1206	0	106	328	189	0	623	0	253	1193	248	0	1694	0	316	474	202	0	992	0	4515
4:00PM	45	223	22	0	290	0	40	101	49	0	190	0	62	363	83	0	508	0	85	153	50	1	289	0	1277
4:15PM	42	300	33	0	375	0	37	98	55	0	190	0	61	359	69	0	489	0	82	107	60	0	249	0	1303
4:30PM	49	260	19	0	328	0	28	112	50	0	190	0	48	381	82	3	514	0	95	148	48	0	291	0	1323
4:45PM	39	290	39	0	368	0	26	99	52	0	177	0	73	428	89	1	591	0	93	141	58	0	292	0	1428
Hourly Total	175	1073	113	0	1361	0	131	410	206	0	747	0	244	1531	323	4	2102	0	355	549	216	1	1121	0	5331
5:00PM	42	259	41	0	342	0	34	104	67	0	205	0	71	303	77	0	451	0	69	172	65	0	306	0	1304
5:15PM	54	285	30	0	369	0	23	103	56	0	182	0	57	341	93	0	491	0	78	146	54	0	278	0	1320
5:30PM	35	252	31	0	318	0	34	87	50	0	171	0	50	282	66	0	398	0	67	145	58	0	270	0	1157
5:45PM	33	219	29	0	281	0	24	91	52	0	167	0	54	277	89	0	420	0	35	101	49	0	185	0	1053
Hourly Total	164	1015	131	0	1310	0	115	385	225	0	725	0	232	1203	325	0	1760	0	249	564	226	0	1039	0	4834
<b>Total</b>	731	5872	507	0	7110	0	449	1743	862	0	3054	0	958	5699	1338	4	7999	0	1387	2071	832	1	4291	0	22454
<b>% Approach</b>	10.3%	82.6%	7.1%	0%	-	-	14.7%	57.1%	28.2%	0%	-	-	12.0%	71.2%	16.7%	0.1%	-	-	32.3%	48.3%	19.4%	0%	-	-	-
<b>% Total</b>	3.3%	26.2%	2.3%	0%	31.7%	-	2.0%	7.8%	3.8%	0%	13.6%	-	4.3%	25.4%	6.0%	0%	35.6%	-	6.2%	9.2%	3.7%	0%	19.1%	-	-
<b>Lights</b>	719	5749	500	0	6968	-	439	1734	853	0	3026	-	946	5604	1331	4	7885	-	1370	2043	817	1	4231	-	22110
<b>% Lights</b>	98.4%	97.9%	98.6%	0%	98.0%	-	97.8%	99.5%	99.0%	0%	99.1%	-	98.7%	98.3%	99.5%	100%	98.6%	-	98.8%	98.6%	98.2%	100%	98.6%	-	98.5%
<b>Single-Unit Trucks</b>	2	54	2	0	58	-	2	2	7	0	11	-	6	30	3	0	39	-	10	9	3	0	22	-	130
<b>% Single-Unit Trucks</b>	0.3%	0.9%	0.4%	0%	0.8%	-	0.4%	0.1%	0.8%	0%	0.4%	-	0.6%	0.5%	0.2%	0%	0.5%	-	0.7%	0.4%	0.4%	0%	0.5%	-	0.6%
<b>Articulated Trucks</b>	4	37	2	0	43	-	0	1	1	0	2	-	5	29	0	0	34	-	3	1	5	0	9	-	88
<b>% Articulated Trucks</b>	0.5%	0.6%	0.4%	0%	0.6%	-	0%	0.1%	0.1%	0%	0.1%	-	0.5%	0.5%	0%	0%	0.4%	-	0.2%	0%	0.6%	0%	0.2%	-	0.4%
<b>Buses</b>	6	32	3	0	41	-	8	6	1	0	15	-	1	36	4	0	41	-	4	17	7	0	28	-	125
<b>% Buses</b>	0.8%	0.5%	0.6%	0%	0.6%	-	1.8%	0.3%	0.1%	0%	0.5%	-	0.1%	0.6%	0.3%	0%	0.5%	-	0.3%	0.8%	0.8%	0%	0.7%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & College Ave - TMC

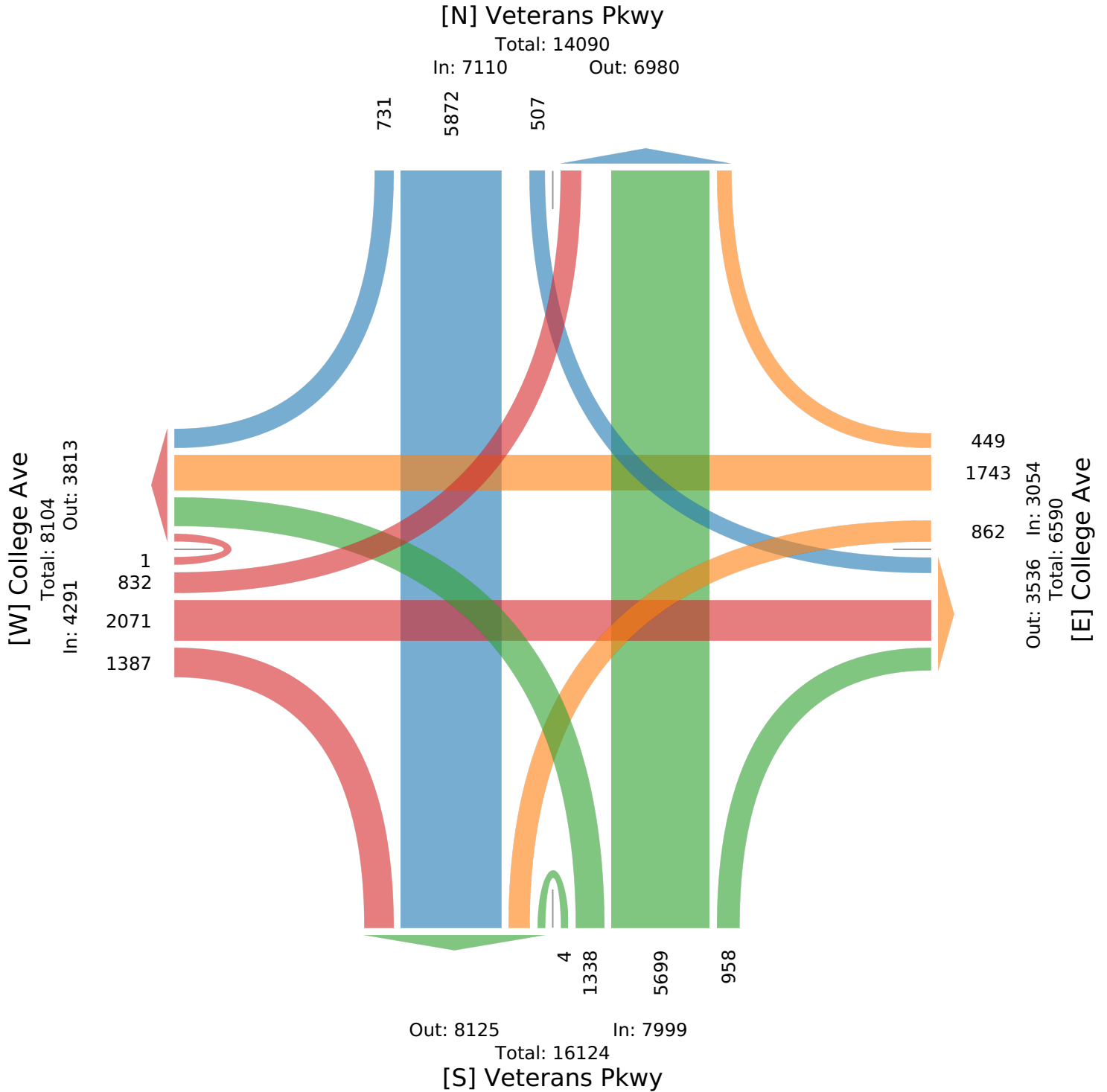
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



**Veterans Pkwy & College Ave - TMC**

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



Leg Direction	Veterans Pkwy Southbound						College Ave Westbound						Veterans Pkwy Northbound						College Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:30AM	19	319	13	0	351	0	14	99	35	0	148	0	13	206	68	0	287	0	52	68	24	0	144	0	930
7:45AM	25	387	17	0	429	0	8	92	31	0	131	0	21	194	54	0	269	0	81	92	21	0	194	0	1023
8:00AM	28	239	18	0	285	0	11	54	26	0	91	0	24	167	40	0	231	0	62	64	24	0	150	0	757
8:15AM	28	282	13	0	323	0	13	70	24	0	107	0	36	125	41	0	202	0	49	33	25	0	107	0	739
<b>Total</b>	100	1227	61	0	1388	0	46	315	116	0	477	0	94	692	203	0	989	0	244	257	94	0	595	0	3449
<b>% Approach</b>	7.2%	88.4%	4.4%	0%	-	-	9.6%	66.0%	24.3%	0%	-	-	9.5%	70.0%	20.5%	0%	-	-	41.0%	43.2%	15.8%	0%	-	-	-
<b>% Total</b>	2.9%	35.6%	1.8%	0%	40.2%	-	1.3%	9.1%	3.4%	0%	13.8%	-	2.7%	20.1%	5.9%	0%	28.7%	-	7.1%	7.5%	2.7%	0%	17.3%	-	-
<b>PHF</b>	0.893	0.793	0.847	-	0.809	-	0.821	0.795	0.829	-	0.806	-	0.653	0.840	0.746	-	0.861	-	0.753	0.698	0.940	-	0.767	-	0.843
<b>Lights</b>	95	1203	59	0	1357	-	43	310	112	0	465	-	89	672	202	0	963	-	240	245	92	0	577	-	3362
<b>% Lights</b>	95.0%	98.0%	96.7%	0%	97.8%	-	93.5%	98.4%	96.6%	0%	97.5%	-	94.7%	97.1%	99.5%	0%	97.4%	-	98.4%	95.3%	97.9%	0%	97.0%	-	97.5%
<b>Single-Unit Trucks</b>	0	13	1	0	14	-	1	0	2	0	3	-	3	9	0	0	12	-	0	6	0	0	6	-	35
<b>% Single-Unit Trucks</b>	0%	1.1%	1.6%	0%	1.0%	-	2.2%	0%	1.7%	0%	0.6%	-	3.2%	1.3%	0%	0%	1.2%	-	0%	2.3%	0%	0%	1.0%	-	1.0%
<b>Articulated Trucks</b>	1	7	1	0	9	-	0	1	1	0	2	-	1	3	0	0	4	-	1	0	0	0	1	-	16
<b>% Articulated Trucks</b>	1.0%	0.6%	1.6%	0%	0.6%	-	0%	0.3%	0.9%	0%	0.4%	-	1.1%	0.4%	0%	0%	0.4%	-	0.4%	0%	0%	0%	0.2%	-	0.5%
<b>Buses</b>	4	4	0	0	8	-	2	4	1	0	7	-	1	8	1	0	10	-	3	6	2	0	11	-	36
<b>% Buses</b>	4.0%	0.3%	0%	0%	0.6%	-	4.3%	1.3%	0.9%	0%	1.5%	-	1.1%	1.2%	0.5%	0%	1.0%	-	1.2%	2.3%	2.1%	0%	1.8%	-	1.0%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & College Ave - TMC**

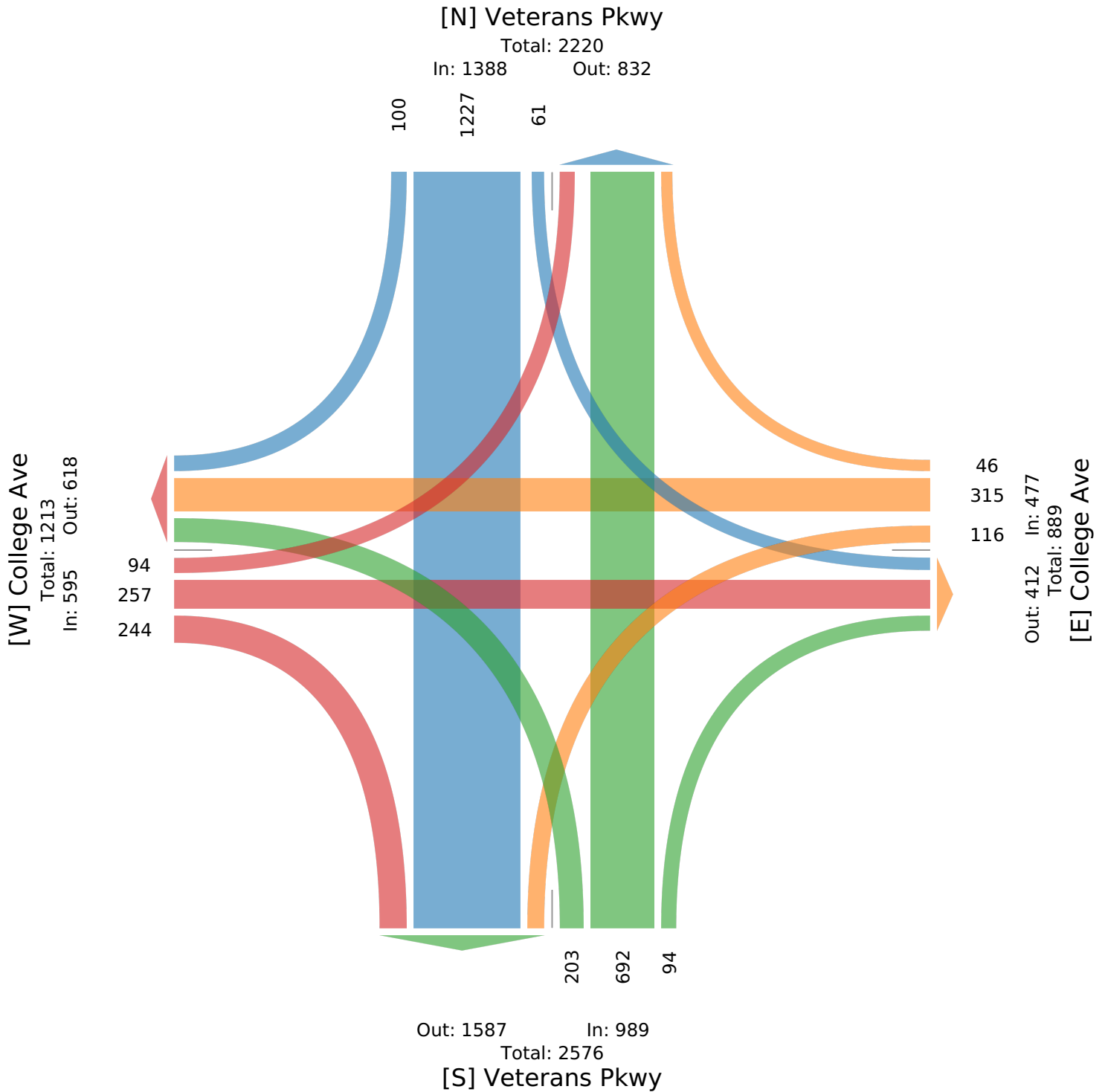
Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



Veterans Pkwy & College Ave - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



Leg Direction	Veterans Pkwy Southbound						College Ave Westbound						Veterans Pkwy Northbound						College Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:30PM	49	260	19	0	328	0	28	112	50	0	190	0	48	381	82	3	514	0	95	148	48	0	291	0	1323
4:45PM	39	290	39	0	368	0	26	99	52	0	177	0	73	428	89	1	591	0	93	141	58	0	292	0	1428
5:00PM	42	259	41	0	342	0	34	104	67	0	205	0	71	303	77	0	451	0	69	172	65	0	306	0	1304
5:15PM	54	285	30	0	369	0	23	103	56	0	182	0	57	341	93	0	491	0	78	146	54	0	278	0	1320
<b>Total</b>	184	1094	129	0	1407	0	111	418	225	0	754	0	249	1453	341	4	2047	0	335	607	225	0	1167	0	5375
<b>% Approach</b>	13.1%	77.8%	9.2%	0%	-	-	14.7%	55.4%	29.8%	0%	-	-	12.2%	71.0%	16.7%	0.2%	-	-	28.7%	52.0%	19.3%	0%	-	-	-
<b>% Total</b>	3.4%	20.4%	2.4%	0%	26.2%	-	2.1%	7.8%	4.2%	0%	14.0%	-	4.6%	27.0%	6.3%	0.1%	38.1%	-	6.2%	11.3%	4.2%	0%	21.7%	-	-
<b>PHF</b>	0.852	0.943	0.787	-	0.953	-	0.816	0.933	0.840	-	0.920	-	0.853	0.849	0.917	0.333	0.866	-	0.882	0.882	0.865	-	0.953	-	0.941
<b>Lights</b>	184	1087	129	0	1400	-	111	417	224	0	752	-	246	1438	340	4	2028	-	334	606	225	0	1165	-	5345
<b>% Lights</b>	100%	99.4%	100%	0%	99.5%	-	100%	99.8%	99.6%	0%	99.7%	-	98.8%	99.0%	99.7%	100%	99.1%	-	99.7%	99.8%	100%	0%	99.8%	-	99.4%
<b>Single-Unit Trucks</b>	0	6	0	0	6	-	0	1	1	0	2	-	2	3	1	0	6	-	1	0	0	0	1	-	15
<b>% Single-Unit Trucks</b>	0%	0.5%	0%	0%	0.4%	-	0%	0.2%	0.4%	0%	0.3%	-	0.8%	0.2%	0.3%	0%	0.3%	-	0.3%	0%	0%	0%	0.1%	-	0.3%
<b>Articulated Trucks</b>	0	1	0	0	1	-	0	0	0	0	0	-	1	6	0	0	7	-	0	0	0	0	0	-	8
<b>% Articulated Trucks</b>	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.4%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Buses</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	6	0	0	6	-	0	1	0	0	1	-	7
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & College Ave - TMC**

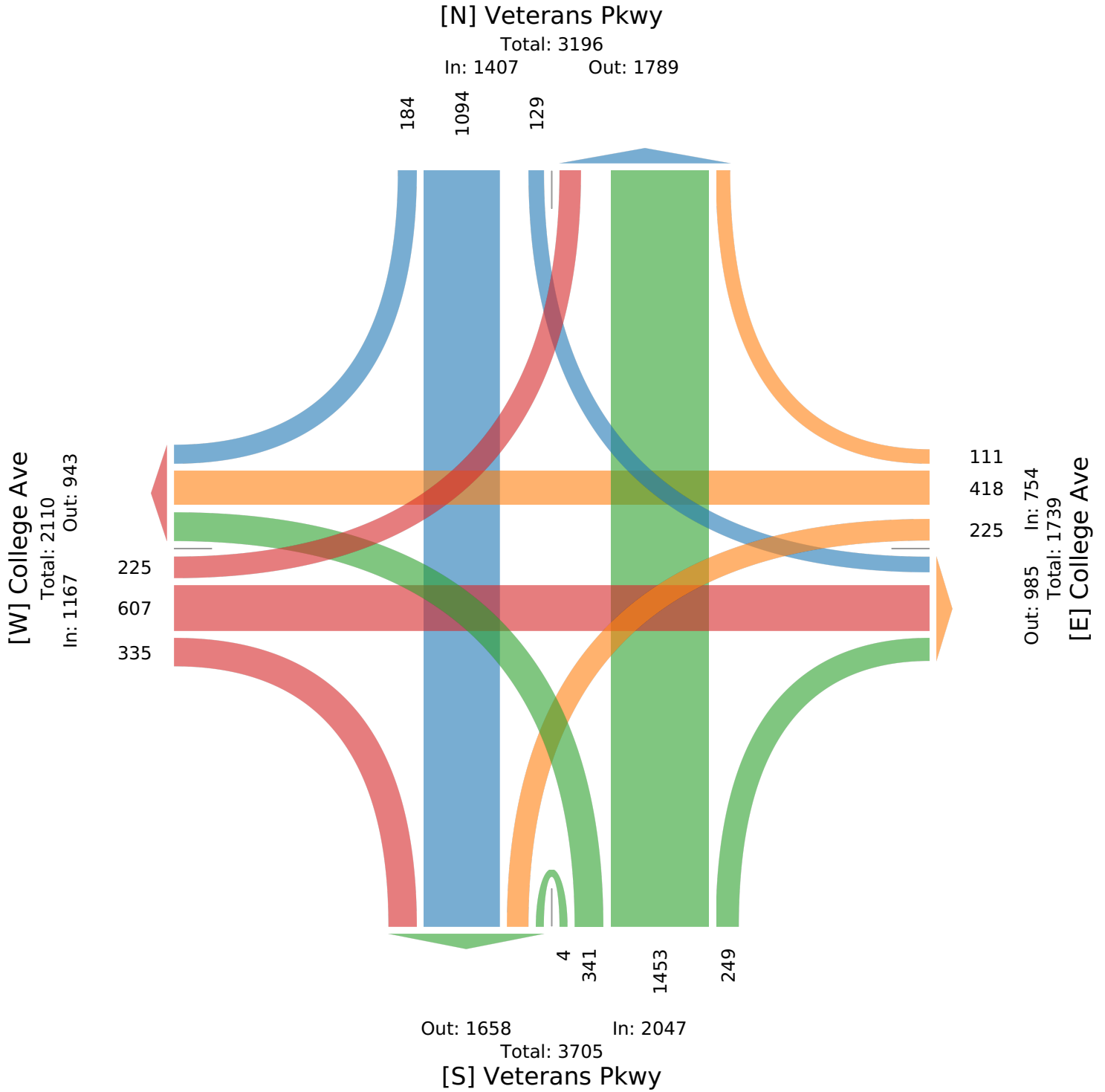
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230247, Location: 40.510381, -88.953315



Veterans Pkwy & Jumer Dr - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



Leg Direction	Veterans Pkwy Southbound					Jumer Dr Westbound					Veterans Pkwy Northbound					Von Maur Dr Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-09-24 6:00AM	7	100	0	0	107	0	1	3	5	0	9	0	4	99	15	0	118	0	11	2	3	0	16	0	250
6:15AM	7	151	0	0	158	0	0	5	3	0	8	0	5	111	11	0	127	0	12	8	3	0	23	0	316
6:30AM	9	204	0	0	213	0	2	6	6	0	14	0	9	137	12	0	158	0	16	6	4	0	26	0	411
6:45AM	9	263	0	0	272	0	2	6	9	0	17	0	22	185	22	0	229	0	22	5	5	0	32	0	550
Hourly Total	32	718	0	0	750	0	5	20	23	0	48	0	40	532	60	0	632	0	61	21	15	0	97	0	1527
7:00AM	10	243	0	0	253	0	1	9	16	1	27	0	16	163	12	2	193	0	23	4	11	3	41	0	514
7:15AM	14	365	1	0	380	0	1	10	19	0	30	0	16	226	22	0	264	0	26	5	6	0	37	0	711
7:30AM	14	393	1	0	408	0	3	9	27	0	39	0	36	266	26	0	328	0	26	11	7	0	44	0	819
7:45AM	18	509	0	0	527	0	1	18	35	0	54	0	33	277	30	0	340	0	37	6	8	0	51	0	972
Hourly Total	56	1510	2	0	1568	0	6	46	97	1	150	0	101	932	90	2	1125	0	112	26	32	3	173	0	3016
8:00AM	8	313	0	0	321	0	2	19	20	0	41	0	24	223	28	0	275	0	17	11	9	0	37	0	674
8:15AM	9	326	4	0	339	0	3	10	21	0	34	0	23	206	29	0	258	0	14	6	5	0	25	0	656
8:30AM	15	289	4	0	308	0	2	7	15	0	24	0	12	212	31	0	255	0	24	2	15	0	41	0	628
8:45AM	9	269	1	0	279	0	1	14	27	0	42	0	19	247	40	0	306	0	25	8	7	1	41	0	668
Hourly Total	41	1197	9	0	1247	0	8	50	83	0	141	0	78	888	128	0	1094	0	80	27	36	1	144	0	2626
3:00PM	19	304	3	0	326	0	14	22	34	0	70	0	37	369	34	0	440	0	46	16	12	0	74	0	910
3:15PM	26	322	4	0	352	0	12	17	32	0	61	0	38	354	51	0	443	0	56	25	29	0	110	0	966
3:30PM	26	330	4	0	360	0	5	16	30	0	51	0	52	447	59	0	558	0	62	12	19	0	93	0	1062
3:45PM	34	355	9	0	398	0	11	25	35	0	71	0	49	414	48	0	511	0	49	14	18	0	81	0	1061
Hourly Total	105	1311	20	0	1436	0	42	80	131	0	253	0	176	1584	192	0	1952	0	213	67	78	0	358	0	3999
4:00PM	23	340	6	1	370	0	4	16	33	0	53	0	42	467	68	1	578	0	59	18	24	0	101	0	1102
4:15PM	24	380	3	0	407	0	6	24	35	0	65	0	49	438	64	0	551	0	57	17	16	0	90	0	1113
4:30PM	27	352	8	0	387	0	8	26	50	0	84	0	41	484	89	0	614	0	74	24	24	0	122	0	1207
4:45PM	23	403	8	0	434	0	14	24	38	0	76	0	43	512	78	0	633	0	59	23	16	0	98	0	1241
Hourly Total	97	1475	25	1	1598	0	32	90	156	0	278	0	175	1901	299	1	2376	0	249	82	80	0	411	0	4663
5:00PM	25	390	7	0	422	0	14	31	51	0	96	0	66	442	64	0	572	0	84	23	27	0	134	0	1224
5:15PM	27	388	10	1	426	0	14	20	43	0	77	0	60	427	76	1	564	0	72	18	21	0	111	0	1178
5:30PM	31	347	3	0	381	0	18	20	46	0	84	0	38	376	66	0	480	1	64	37	20	0	121	0	1066
5:45PM	28	311	10	0	349	0	13	28	45	0	86	0	36	359	62	0	457	0	70	27	29	0	126	0	1018
Hourly Total	111	1436	30	1	1578	0	59	99	185	0	343	0	200	1604	268	1	2073	1	290	105	97	0	492	0	4486
<b>Total</b>	<b>442</b>	<b>7647</b>	<b>86</b>	<b>2</b>	<b>8177</b>	<b>0</b>	<b>152</b>	<b>385</b>	<b>675</b>	<b>1</b>	<b>1213</b>	<b>0</b>	<b>770</b>	<b>7441</b>	<b>1037</b>	<b>4</b>	<b>9252</b>	<b>1</b>	<b>1005</b>	<b>328</b>	<b>338</b>	<b>4</b>	<b>1675</b>	<b>0</b>	<b>20317</b>
<b>% Approach</b>	5.4%	93.5%	1.1%	0%	-	-	12.5%	31.7%	55.6%	0.1%	-	-	8.3%	80.4%	11.2%	0%	-	-	60.0%	19.6%	20.2%	0.2%	-	-	-
<b>% Total</b>	2.2%	37.6%	0.4%	0%	<b>40.2%</b>	-	0.7%	1.9%	3.3%	0%	<b>6.0%</b>	-	3.8%	36.6%	5.1%	0%	<b>45.5%</b>	-	4.9%	1.6%	1.7%	0%	<b>8.2%</b>	-	-
<b>Lights</b>	438	7508	85	2	<b>8033</b>	-	148	371	672	1	<b>1192</b>	-	759	7325	1030	4	<b>9118</b>	-	989	316	337	4	<b>1646</b>	-	19989
<b>% Lights</b>	99.1%	98.2%	98.8%	100%	<b>98.2%</b>	-	97.4%	96.4%	99.6%	100%	<b>98.3%</b>	-	98.6%	98.4%	99.3%	100%	<b>98.6%</b>	-	98.4%	96.3%	99.7%	100%	<b>98.3%</b>	-	98.4%
<b>Single-Unit Trucks</b>	2	64	1	0	<b>67</b>	-	1	1	2	0	<b>4</b>	-	6	43	1	0	<b>50</b>	-	3	1	0	0	<b>4</b>	-	125
<b>% Single-Unit Trucks</b>	0.5%	0.8%	1.2%	0%	<b>0.8%</b>	-	0.7%	0.3%	0.3%	0%	<b>0.3%</b>	-	0.8%	0.6%	0.1%	0%	<b>0.5%</b>	-	0.3%	0.3%	0%	0%	<b>0.2%</b>	-	0.6%
<b>Articulated Trucks</b>	1	40	0	0	<b>41</b>	-	3	0	1	0	<b>4</b>	-	1	30	1	0	<b>32</b>	-	4	0	1	0	<b>5</b>	-	82
<b>% Articulated Trucks</b>	0.2%	0.5%	0%	0%	<b>0.5%</b>	-	2.0%	0%	0.1%	0%	<b>0.3%</b>	-	0.1%	0.4%	0.1%	0%	<b>0.3%</b>	-	0.4%	0%	0.3%	0%	<b>0.3%</b>	-	0.4%
<b>Buses</b>	0	35	0	0	<b>35</b>	-	0	13	0	0	<b>13</b>	-	2	43	5	0	<b>50</b>	-	8	11	0	0	<b>19</b>	-	117
<b>% Buses</b>	0%	0.5%	0%	0%	<b>0.4%</b>	-	0%	3.4%	0%	0%	<b>1.1%</b>	-	0.3%	0.6%	0.5%	0%	<b>0.5%</b>	-	0.8%	3.4%	0%	0%	<b>1.1%</b>	-	0.6%
<b>Bicycles on Road</b>	1	0	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	2	0	0	0	<b>2</b>	-	1	0	0	0	<b>1</b>	-	4
<b>% Bicycles on Road</b>	0.2%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.3%	0%	0%	0%	<b>0%</b>	-	0.1%	0%	0%	0%	<b>0.1%</b>	-	0%
<b>Pedestrians</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	0
<b>% Pedestrians</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	<b>-</b>	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	<b>0</b>	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-100%</b>	-	-	-	-	-	<b>-</b>	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Jumer Dr - TMC**

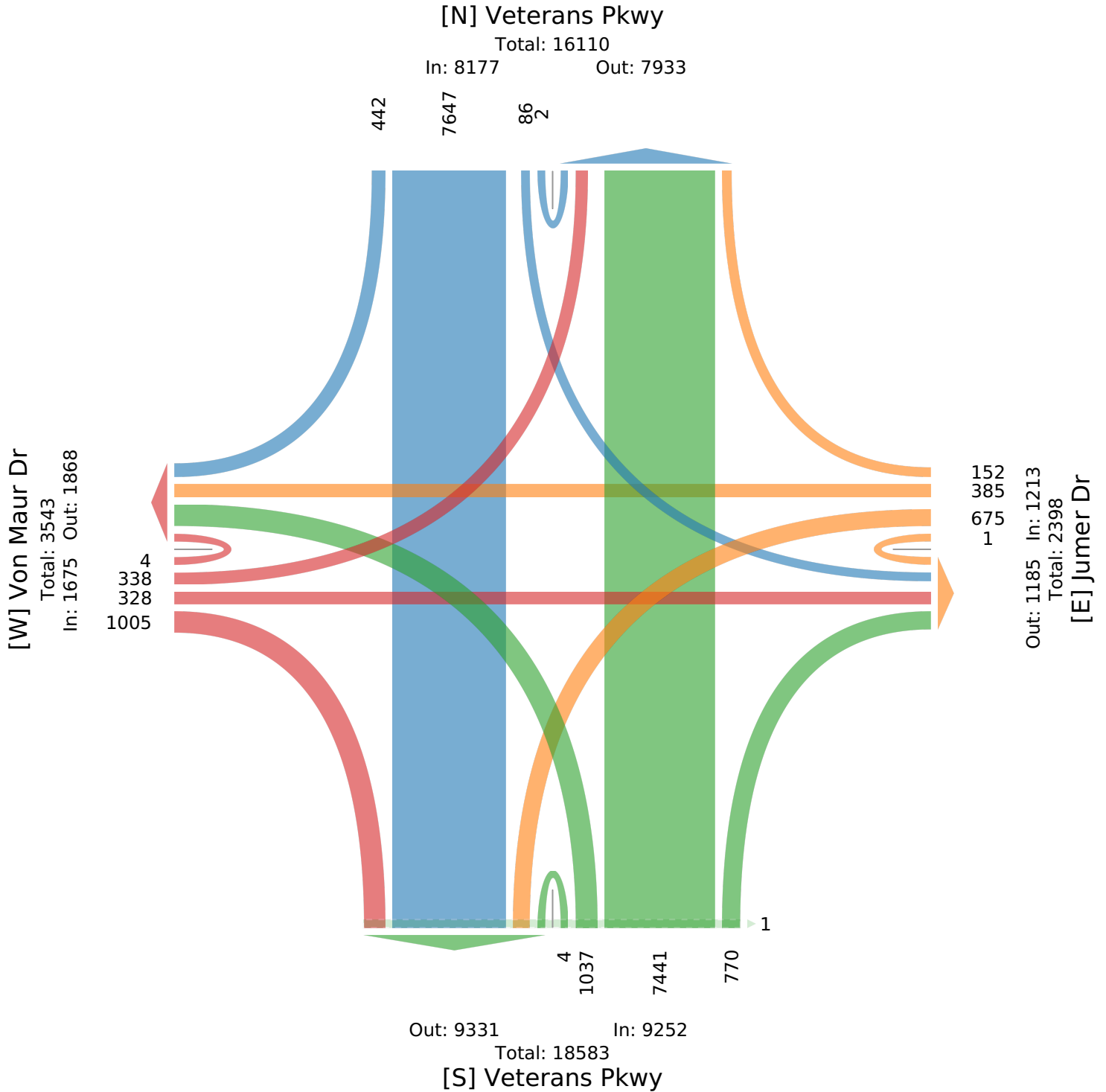
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



Veterans Pkwy & Jumer Dr - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



Leg Direction	Veterans Pkwy Southbound					Jumer Dr Westbound					Veterans Pkwy Northbound					Von Maur Dr Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-09-24 7:15AM	14	365	1	0	380	0	1	10	19	0	30	0	16	226	22	0	264	0	26	5	6	0	37	0	711
7:30AM	14	393	1	0	408	0	3	9	27	0	39	0	36	266	26	0	328	0	26	11	7	0	44	0	819
7:45AM	18	509	0	0	527	0	1	18	35	0	54	0	33	277	30	0	340	0	37	6	8	0	51	0	972
8:00AM	8	313	0	0	321	0	2	19	20	0	41	0	24	223	28	0	275	0	17	11	9	0	37	0	674
<b>Total</b>	54	1580	2	0	1636	0	7	56	101	0	164	0	109	992	106	0	1207	0	106	33	30	0	169	0	3176
<b>% Approach</b>	3.3%	96.6%	0.1%	0%	-	-	4.3%	34.1%	61.6%	0%	-	-	9.0%	82.2%	8.8%	0%	-	-	62.7%	19.5%	17.8%	0%	-	-	-
<b>% Total</b>	1.7%	49.7%	0.1%	0%	51.5%	-	0.2%	1.8%	3.2%	0%	5.2%	-	3.4%	31.2%	3.3%	0%	38.0%	-	3.3%	1.0%	0.9%	0%	5.3%	-	-
<b>PHF</b>	0.750	0.776	0.500	-	0.776	-	0.583	0.737	0.721	-	0.759	-	0.757	0.895	0.883	-	0.888	-	0.716	0.750	0.833	-	0.828	-	0.817
<b>Lights</b>	54	1549	2	0	1605	-	7	53	100	0	160	-	108	969	103	0	1180	-	102	31	30	0	163	-	3108
<b>% Lights</b>	100%	98.0%	100%	0%	98.1%	-	100%	94.6%	99.0%	0%	97.6%	-	99.1%	97.7%	97.2%	0%	97.8%	-	96.2%	93.9%	100%	0%	96.4%	-	97.9%
<b>Single-Unit Trucks</b>	0	17	0	0	17	-	0	1	1	0	2	-	0	11	1	0	12	-	1	1	0	0	2	-	33
<b>% Single-Unit Trucks</b>	0%	1.1%	0%	0%	1.0%	-	0%	1.8%	1.0%	0%	1.2%	-	0%	1.1%	0.9%	0%	1.0%	-	0.9%	3.0%	0%	0%	1.2%	-	1.0%
<b>Articulated Trucks</b>	0	11	0	0	11	-	0	0	0	0	0	-	0	4	1	0	5	-	1	0	0	0	1	-	17
<b>% Articulated Trucks</b>	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0.9%	0%	0.4%	-	0.9%	0%	0%	0%	0.6%	-	0.5%
<b>Buses</b>	0	3	0	0	3	-	0	2	0	0	2	-	1	8	1	0	10	-	2	1	0	0	3	-	18
<b>% Buses</b>	0%	0.2%	0%	0%	0.2%	-	0%	3.6%	0%	0%	1.2%	-	0.9%	0.8%	0.9%	0%	0.8%	-	1.9%	3.0%	0%	0%	1.8%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Jumer Dr - TMC**

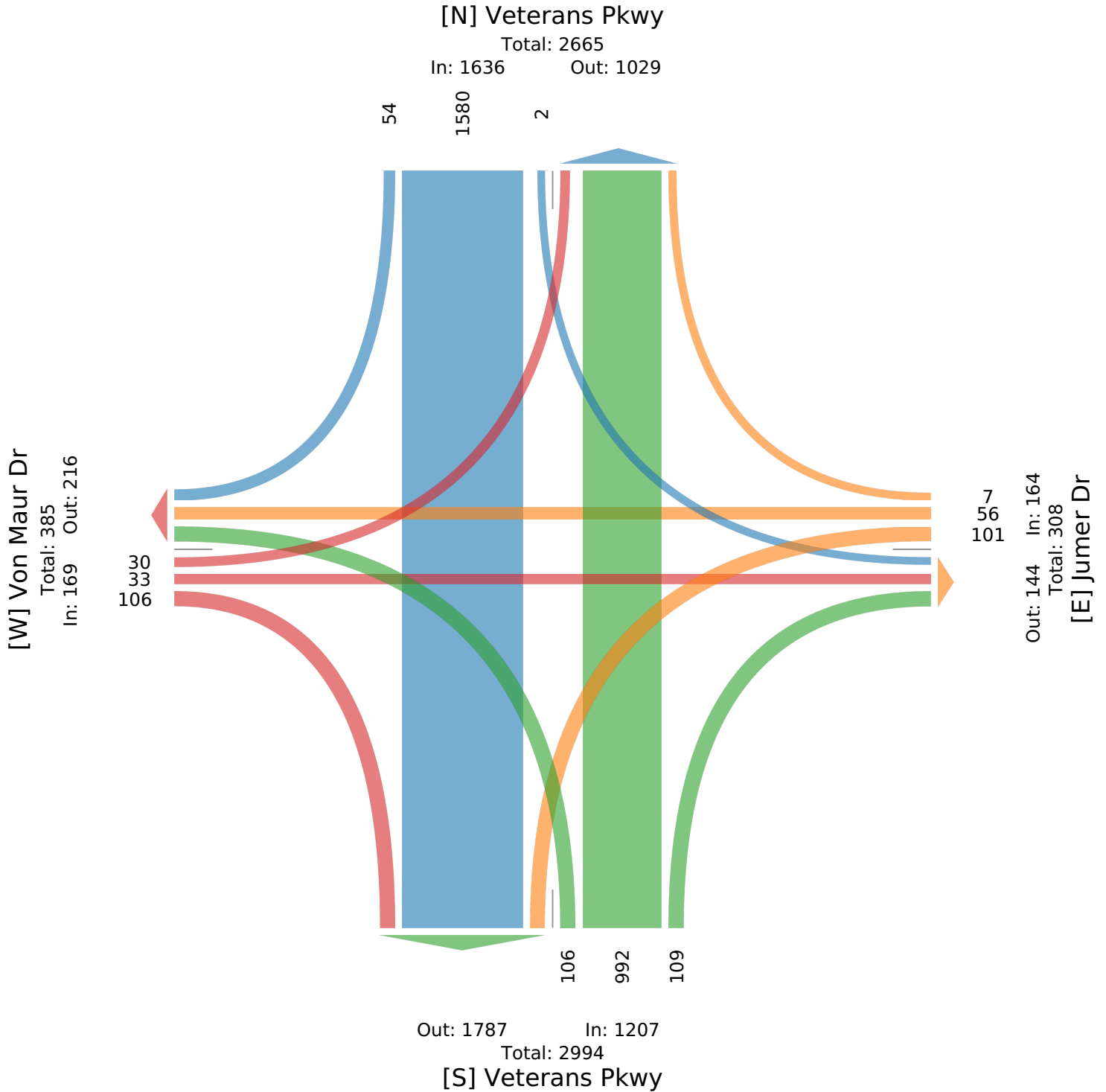
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



**Veterans Pkwy & Jumer Dr - TMC**

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



Leg Direction	Veterans Pkwy Southbound						Jumer Dr Westbound						Veterans Pkwy Northbound						Von Maur Dr Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 4:30PM	27	352	8	0	<b>387</b>	0	8	26	50	0	<b>84</b>	0	41	484	89	0	<b>614</b>	0	74	24	24	0	<b>122</b>	0	<b>1207</b>
4:45PM	23	403	8	0	<b>434</b>	0	14	24	38	0	<b>76</b>	0	43	512	78	0	<b>633</b>	0	59	23	16	0	<b>98</b>	0	<b>1241</b>
5:00PM	25	390	7	0	<b>422</b>	0	14	31	51	0	<b>96</b>	0	66	442	64	0	<b>572</b>	0	84	23	27	0	<b>134</b>	0	<b>1224</b>
5:15PM	27	388	10	1	<b>426</b>	0	14	20	43	0	<b>77</b>	0	60	427	76	1	<b>564</b>	0	72	18	21	0	<b>111</b>	0	<b>1178</b>
<b>Total</b>	102	1533	33	1	<b>1669</b>	0	50	101	182	0	<b>333</b>	0	210	1865	307	1	<b>2383</b>	0	289	88	88	0	<b>465</b>	0	<b>4850</b>
<b>% Approach</b>	6.1%	91.9%	2.0%	0.1%	-	-	15.0%	30.3%	54.7%	0%	-	-	8.8%	78.3%	12.9%	0%	-	-	62.2%	18.9%	18.9%	0%	-	-	-
<b>% Total</b>	2.1%	31.6%	0.7%	0%	<b>34.4%</b>	-	1.0%	2.1%	3.8%	0%	<b>6.9%</b>	-	4.3%	38.5%	6.3%	0%	<b>49.1%</b>	-	6.0%	1.8%	1.8%	0%	<b>9.6%</b>	-	-
<b>PHF</b>	0.944	0.951	0.825	0.250	<b>0.961</b>	-	0.893	0.815	0.892	-	<b>0.867</b>	-	0.795	0.911	0.862	0.250	<b>0.941</b>	-	0.860	0.917	0.815	-	<b>0.868</b>	-	0.977
<b>Lights</b>	102	1524	33	1	<b>1660</b>	-	49	97	182	0	<b>328</b>	-	209	1847	306	1	<b>2363</b>	-	287	86	88	0	<b>461</b>	-	4812
<b>% Lights</b>	100%	99.4%	100%	100%	<b>99.5%</b>	-	98.0%	96.0%	100%	0%	<b>98.5%</b>	-	99.5%	99.0%	99.7%	100%	<b>99.2%</b>	-	99.3%	97.7%	100%	0%	<b>99.1%</b>	-	99.2%
<b>Single-Unit Trucks</b>	0	8	0	0	<b>8</b>	-	0	0	0	0	<b>0</b>	-	1	5	0	0	<b>6</b>	-	1	0	0	0	<b>1</b>	-	15
<b>% Single-Unit Trucks</b>	0%	0.5%	0%	0%	<b>0.5%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.5%	0.3%	0%	0%	<b>0.3%</b>	-	0.3%	0%	0%	0%	<b>0.2%</b>	-	0.3%
<b>Articulated Trucks</b>	0	1	0	0	<b>1</b>	-	1	0	0	0	<b>1</b>	-	0	6	0	0	<b>6</b>	-	0	0	0	0	<b>0</b>	-	8
<b>% Articulated Trucks</b>	0%	0.1%	0%	0%	<b>0.1%</b>	-	2.0%	0%	0%	0%	<b>0.3%</b>	-	0%	0.3%	0%	0%	<b>0.3%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0.2%
<b>Buses</b>	0	0	0	0	<b>0</b>	-	0	4	0	0	<b>4</b>	-	0	7	1	0	<b>8</b>	-	1	2	0	0	<b>3</b>	-	15
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	4.0%	0%	0%	<b>1.2%</b>	-	0%	0.4%	0.3%	0%	<b>0.3%</b>	-	0.3%	2.3%	0%	0%	<b>0.6%</b>	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Jumer Dr - TMC**

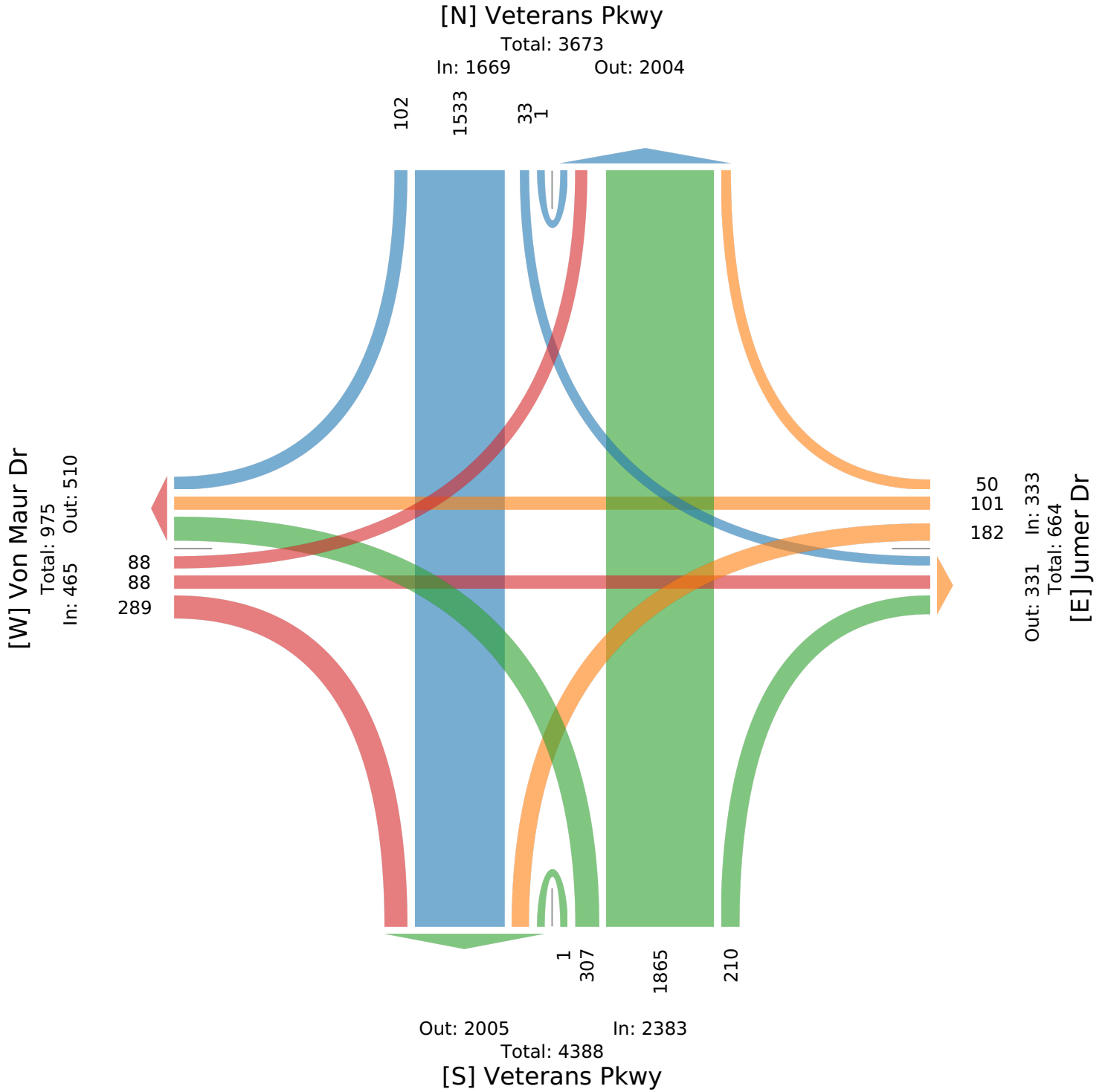
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230253, Location: 40.506438, -88.953203



**Veterans Pkwy & General Electric Rd - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



Leg Direction	Veterans Pkwy Southbound						General Electric Rd Westbound						Veterans Pkwy Northbound						Vernon Ave Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	10	104	8	0	122	0	9	16	6	0	31	0	4	82	16	0	102	0	17	18	12	0	47	0	302
6:15AM	17	140	9	0	166	0	9	22	7	0	38	0	5	103	20	0	128	0	14	16	20	0	50	0	382
6:30AM	16	197	12	0	225	1	7	26	9	0	42	0	6	135	30	0	171	0	23	27	16	0	66	0	504
6:45AM	29	302	26	0	357	0	11	47	21	0	79	0	15	202	29	0	246	0	42	30	18	0	90	0	772
Hourly Total	72	743	55	0	870	1	36	111	43	0	190	0	30	522	95	0	647	0	96	91	66	0	253	0	1960
7:00AM	39	200	21	0	260	0	9	57	23	0	89	0	19	147	48	0	214	0	37	40	20	0	97	0	660
7:15AM	44	332	39	0	415	0	23	75	24	0	122	0	20	213	47	0	280	0	25	45	30	0	100	0	917
7:30AM	47	361	28	0	436	0	31	112	43	0	186	0	34	277	82	0	393	0	64	88	31	0	183	0	1198
7:45AM	73	418	53	0	544	0	30	122	41	0	193	0	41	249	74	0	364	0	82	131	46	0	259	0	1360
Hourly Total	203	1311	141	0	1655	0	93	366	131	0	590	0	114	886	251	0	1251	0	208	304	127	0	639	0	4135
8:00AM	62	285	32	0	379	0	18	68	38	0	124	0	40	250	49	0	339	0	49	71	22	0	142	0	984
8:15AM	46	279	21	0	346	0	26	76	27	0	129	0	31	188	50	0	269	0	47	62	33	0	142	0	886
8:30AM	31	267	38	0	336	0	23	64	24	0	111	0	34	233	35	1	303	0	48	56	23	0	127	0	877
8:45AM	41	278	36	0	355	0	24	55	26	0	105	0	28	191	51	0	270	0	45	47	35	0	127	0	857
Hourly Total	180	1109	127	0	1416	0	91	263	115	0	469	0	133	862	185	1	1181	0	189	236	113	0	538	0	3604
3:00PM	47	290	25	0	362	0	42	59	36	0	137	0	36	328	58	1	423	0	60	105	58	0	223	0	1145
3:15PM	46	357	39	0	442	0	33	74	22	0	129	0	35	367	52	1	455	0	81	73	53	0	207	1	1233
3:30PM	58	299	31	0	388	0	48	78	30	0	156	0	51	400	69	0	520	1	78	80	68	0	226	0	1290
3:45PM	56	373	39	0	468	1	41	71	35	0	147	0	47	403	76	0	526	0	103	93	84	0	280	0	1421
Hourly Total	207	1319	134	0	1660	1	164	282	123	0	569	0	169	1498	255	2	1924	1	322	351	263	0	936	1	5089
4:00PM	53	308	36	0	397	0	49	70	41	0	160	0	47	552	72	3	674	0	92	94	85	0	271	0	1502
4:15PM	61	341	34	0	436	0	39	77	26	0	142	0	50	450	67	1	568	0	103	121	94	0	318	0	1464
4:30PM	55	355	42	0	452	0	65	74	49	0	188	0	40	572	77	1	690	0	104	81	81	0	266	0	1596
4:45PM	61	335	26	0	422	0	48	90	40	0	178	0	55	557	76	1	689	0	117	108	84	0	309	0	1598
Hourly Total	230	1339	138	0	1707	0	201	311	156	0	668	0	192	2131	292	6	2621	0	416	404	344	0	1164	0	6160
5:00PM	80	452	50	0	582	0	40	71	33	0	144	0	51	512	86	0	649	0	98	105	63	0	266	0	1641
5:15PM	66	376	36	1	479	0	55	84	48	0	187	0	43	410	86	0	539	0	82	99	67	0	248	0	1453
5:30PM	65	378	50	0	493	0	51	67	35	0	153	0	41	380	76	0	497	0	72	88	69	0	229	0	1372
5:45PM	58	319	41	2	420	0	47	77	33	0	157	0	49	337	71	1	458	0	67	76	53	0	196	0	1231
Hourly Total	269	1525	177	3	1974	0	193	299	149	0	641	0	184	1639	319	1	2143	0	319	368	252	0	939	0	5697
<b>Total</b>	1161	7346	772	3	9282	2	778	1632	717	0	3127	0	822	7538	1397	10	9767	1	1550	1754	1165	0	4469	1	26645
<b>% Approach</b>	12.5%	79.1%	8.3%	0%	-	-	24.9%	52.2%	22.9%	0%	-	-	8.4%	77.2%	14.3%	0.1%	-	-	34.7%	39.2%	26.1%	0%	-	-	-
<b>% Total</b>	4.4%	27.6%	2.9%	0%	34.8%	-	2.9%	6.1%	2.7%	0%	11.7%	-	3.1%	28.3%	5.2%	0%	36.7%	-	5.8%	6.6%	4.4%	0%	16.8%	-	-
<b>Lights</b>	1151	7218	752	3	9124	-	763	1613	706	0	3082	-	810	7427	1377	10	9624	-	1537	1727	1161	0	4425	-	26255
<b>% Lights</b>	99.1%	98.3%	97.4%	100%	98.3%	-	98.1%	98.8%	98.5%	0%	98.6%	-	98.5%	98.5%	98.6%	100%	98.5%	-	99.2%	98.5%	99.7%	0%	99.0%	-	98.5%
<b>Single-Unit Trucks</b>	7	55	7	0	69	-	7	5	5	0	17	-	11	39	8	0	58	-	5	9	4	0	18	-	162
<b>% Single-Unit Trucks</b>	0.6%	0.7%	0.9%	0%	0.7%	-	0.9%	0.3%	0.7%	0%	0.5%	-	1.3%	0.5%	0.6%	0%	0.6%	-	0.3%	0.5%	0.3%	0%	0.4%	-	0.6%
<b>Articulated Trucks</b>	2	40	2	0	44	-	2	0	4	0	6	-	0	27	0	0	27	-	1	1	0	0	2	-	79
<b>% Articulated Trucks</b>	0.2%	0.5%	0.3%	0%	0.5%	-	0.3%	0%	0.6%	0%	0.2%	-	0%	0.4%	0%	0%	0.3%	-	0.1%	0.1%	0%	0%	0%	-	0.3%
<b>Buses</b>	1	33	11	0	45	-	6	14	2	0	22	-	1	43	12	0	56	-	7	17	0	0	24	-	147
<b>% Buses</b>	0.1%	0.4%	1.4%	0%	0.5%	-	0.8%	0.9%	0.3%	0%	0.7%	-	0.1%	0.6%	0.9%	0%	0.6%	-	0.5%	1.0%	0%	0%	0.5%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	
<b>% Pedestrians</b>	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & General Electric Rd - TMC**

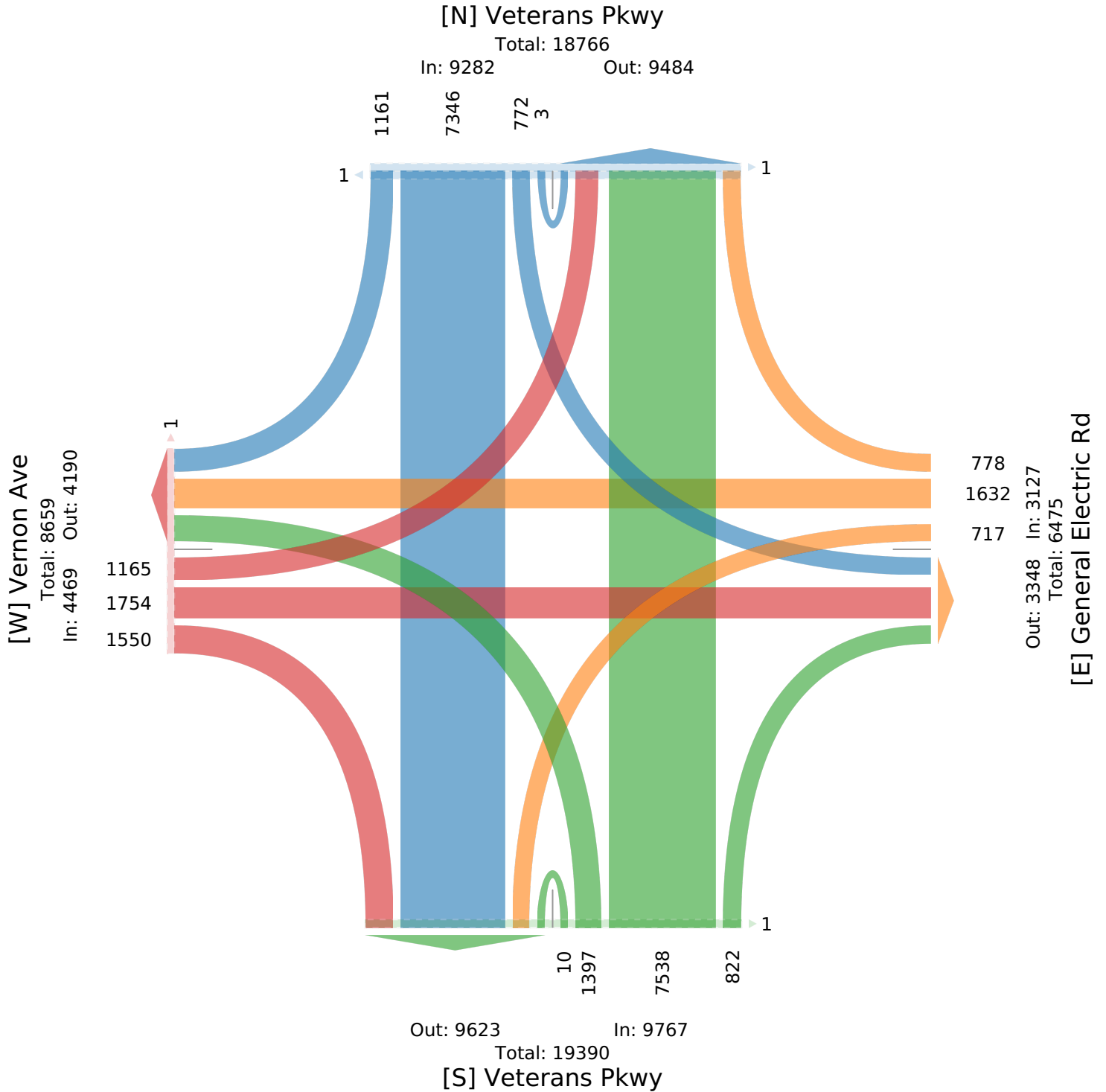
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



Veterans Pkwy & General Electric Rd - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



Leg Direction	Veterans Pkwy Southbound						General Electric Rd Westbound						Veterans Pkwy Northbound						Vernon Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	44	332	39	0	415	0	23	75	24	0	122	0	20	213	47	0	280	0	25	45	30	0	100	0	917
7:30AM	47	361	28	0	436	0	31	112	43	0	186	0	34	277	82	0	393	0	64	88	31	0	183	0	1198
7:45AM	73	418	53	0	544	0	30	122	41	0	193	0	41	249	74	0	364	0	82	131	46	0	259	0	1360
8:00AM	62	285	32	0	379	0	18	68	38	0	124	0	40	250	49	0	339	0	49	71	22	0	142	0	984
<b>Total</b>	226	1396	152	0	1774	0	102	377	146	0	625	0	135	989	252	0	1376	0	220	335	129	0	684	0	4459
<b>% Approach</b>	12.7%	78.7%	8.6%	0%	-	-	16.3%	60.3%	23.4%	0%	-	-	9.8%	71.9%	18.3%	0%	-	-	32.2%	49.0%	18.9%	0%	-	-	-
<b>% Total</b>	5.1%	31.3%	3.4%	0%	39.8%	-	2.3%	8.5%	3.3%	0%	14.0%	-	3.0%	22.2%	5.7%	0%	30.9%	-	4.9%	7.5%	2.9%	0%	15.3%	-	-
<b>PHF</b>	0.774	0.835	0.717	-	0.815	-	0.823	0.773	0.849	-	0.810	-	0.823	0.891	0.768	-	0.874	-	0.671	0.639	0.701	-	0.660	-	0.819
<b>Lights</b>	225	1366	146	0	1737	-	100	367	143	0	610	-	132	964	246	0	1342	-	216	324	128	0	668	-	4357
<b>% Lights</b>	99.6%	97.9%	96.1%	0%	97.9%	-	98.0%	97.3%	97.9%	0%	97.6%	-	97.8%	97.5%	97.6%	0%	97.5%	-	98.2%	96.7%	99.2%	0%	97.7%	-	97.7%
<b>Single-Unit Trucks</b>	1	17	3	0	21	-	2	3	1	0	6	-	2	11	2	0	15	-	0	4	1	0	5	-	47
<b>% Single-Unit Trucks</b>	0.4%	1.2%	2.0%	0%	1.2%	-	2.0%	0.8%	0.7%	0%	1.0%	-	1.5%	1.1%	0.8%	0%	1.1%	-	0%	1.2%	0.8%	0%	0.7%	-	1.1%
<b>Articulated Trucks</b>	0	9	2	0	11	-	0	0	1	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	14
<b>% Articulated Trucks</b>	0%	0.6%	1.3%	0%	0.6%	-	0%	0%	0.7%	0%	0.2%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Buses</b>	0	4	1	0	5	-	0	7	1	0	8	-	1	10	4	0	15	-	4	7	0	0	11	-	39
<b>% Buses</b>	0%	0.3%	0.7%	0%	0.3%	-	0%	1.9%	0.7%	0%	1.3%	-	0.7%	1.0%	1.6%	0%	1.1%	-	1.8%	2.1%	0%	0%	1.6%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & General Electric Rd - TMC**

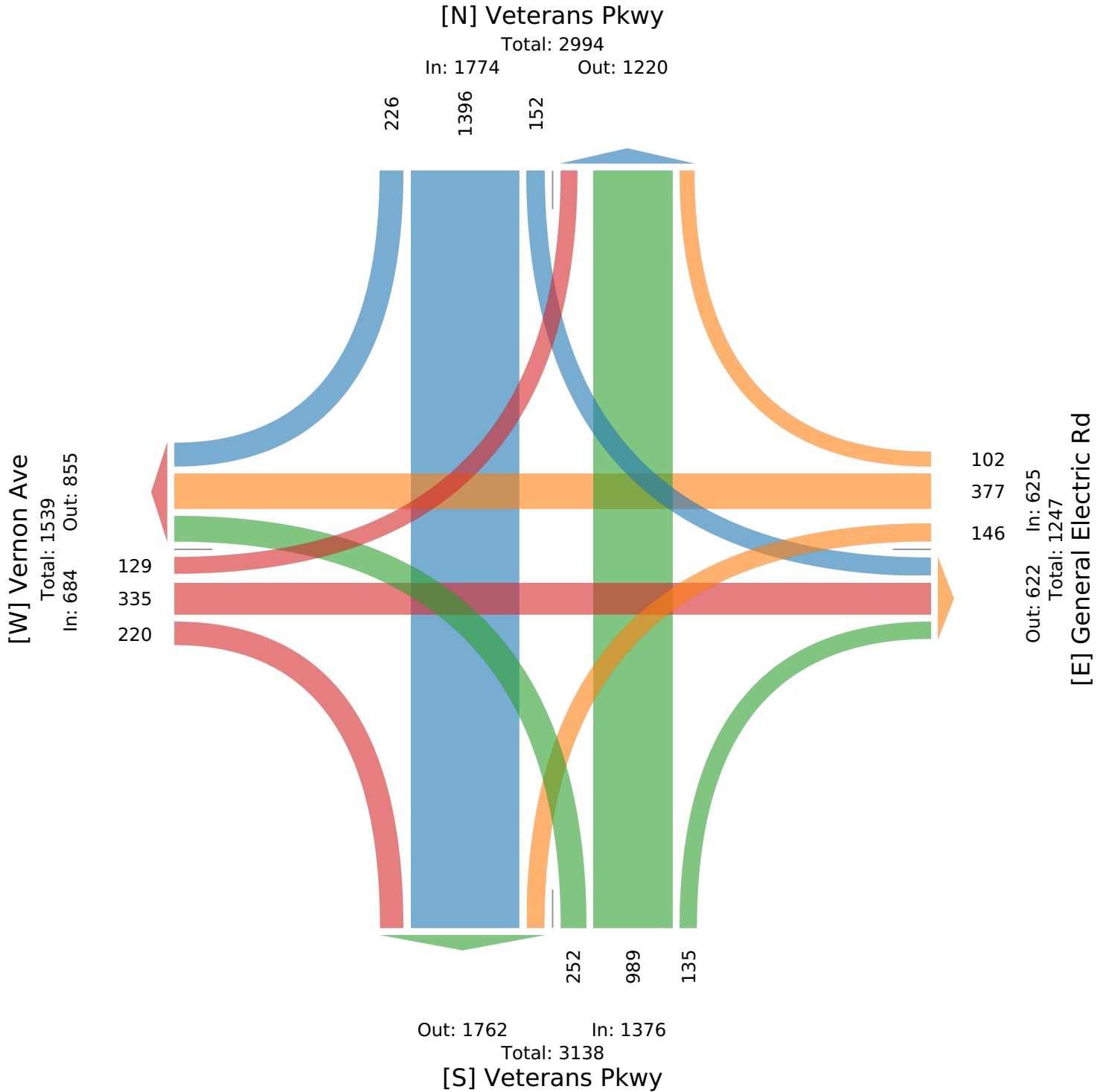
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



**Veterans Pkwy & General Electric Rd - TMC**

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



Leg Direction	Veterans Pkwy Southbound						General Electric Rd Westbound						Veterans Pkwy Northbound						Vernon Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:15PM	61	341	34	0	436	0	39	77	26	0	142	0	50	450	67	1	568	0	103	121	94	0	318	0	1464
4:30PM	55	355	42	0	452	0	65	74	49	0	188	0	40	572	77	1	690	0	104	81	81	0	266	0	1596
4:45PM	61	335	26	0	422	0	48	90	40	0	178	0	55	557	76	1	689	0	117	108	84	0	309	0	1598
5:00PM	80	452	50	0	582	0	40	71	33	0	144	0	51	512	86	0	649	0	98	105	63	0	266	0	1641
<b>Total</b>	257	1483	152	0	1892	0	192	312	148	0	652	0	196	2091	306	3	2596	0	422	415	322	0	1159	0	6299
<b>% Approach</b>	13.6%	78.4%	8.0%	0%	-	-	29.4%	47.9%	22.7%	0%	-	-	7.6%	80.5%	11.8%	0.1%	-	-	36.4%	35.8%	27.8%	0%	-	-	-
<b>% Total</b>	4.1%	23.5%	2.4%	0%	30.0%	-	3.0%	5.0%	2.3%	0%	10.4%	-	3.1%	33.2%	4.9%	0%	41.2%	-	6.7%	6.6%	5.1%	0%	18.4%	-	-
<b>PHF</b>	0.803	0.820	0.760	-	0.813	-	0.738	0.867	0.755	-	0.867	-	0.891	0.914	0.890	0.750	0.941	-	0.902	0.857	0.856	-	0.911	-	0.960
<b>Lights</b>	256	1475	151	0	1882	-	187	311	148	0	646	-	195	2067	306	3	2571	-	418	412	322	0	1152	-	6251
<b>% Lights</b>	99.6%	99.5%	99.3%	0%	99.5%	-	97.4%	99.7%	100%	0%	99.1%	-	99.5%	98.9%	100%	100%	99.0%	-	99.1%	99.3%	100%	0%	99.4%	-	99.2%
<b>Single-Unit Trucks</b>	1	4	1	0	6	-	2	0	0	0	2	-	1	7	0	0	8	-	3	1	0	0	4	-	20
<b>% Single-Unit Trucks</b>	0.4%	0.3%	0.7%	0%	0.3%	-	1.0%	0%	0%	0%	0.3%	-	0.5%	0.3%	0%	0%	0.3%	-	0.7%	0.2%	0%	0%	0.3%	-	0.3%
<b>Articulated Trucks</b>	0	3	0	0	3	-	0	0	0	0	0	-	0	7	0	0	7	-	1	0	0	0	1	-	11
<b>% Articulated Trucks</b>	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0.2%	0%	0%	0%	0.1%	-	0.2%
<b>Buses</b>	0	1	0	0	1	-	3	1	0	0	4	-	0	10	0	0	10	-	0	2	0	0	2	-	17
<b>% Buses</b>	0%	0.1%	0%	0%	0.1%	-	1.6%	0.3%	0%	0%	0.6%	-	0%	0.5%	0%	0%	0.4%	-	0%	0.5%	0%	0%	0.2%	-	0.3%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & General Electric Rd - TMC**

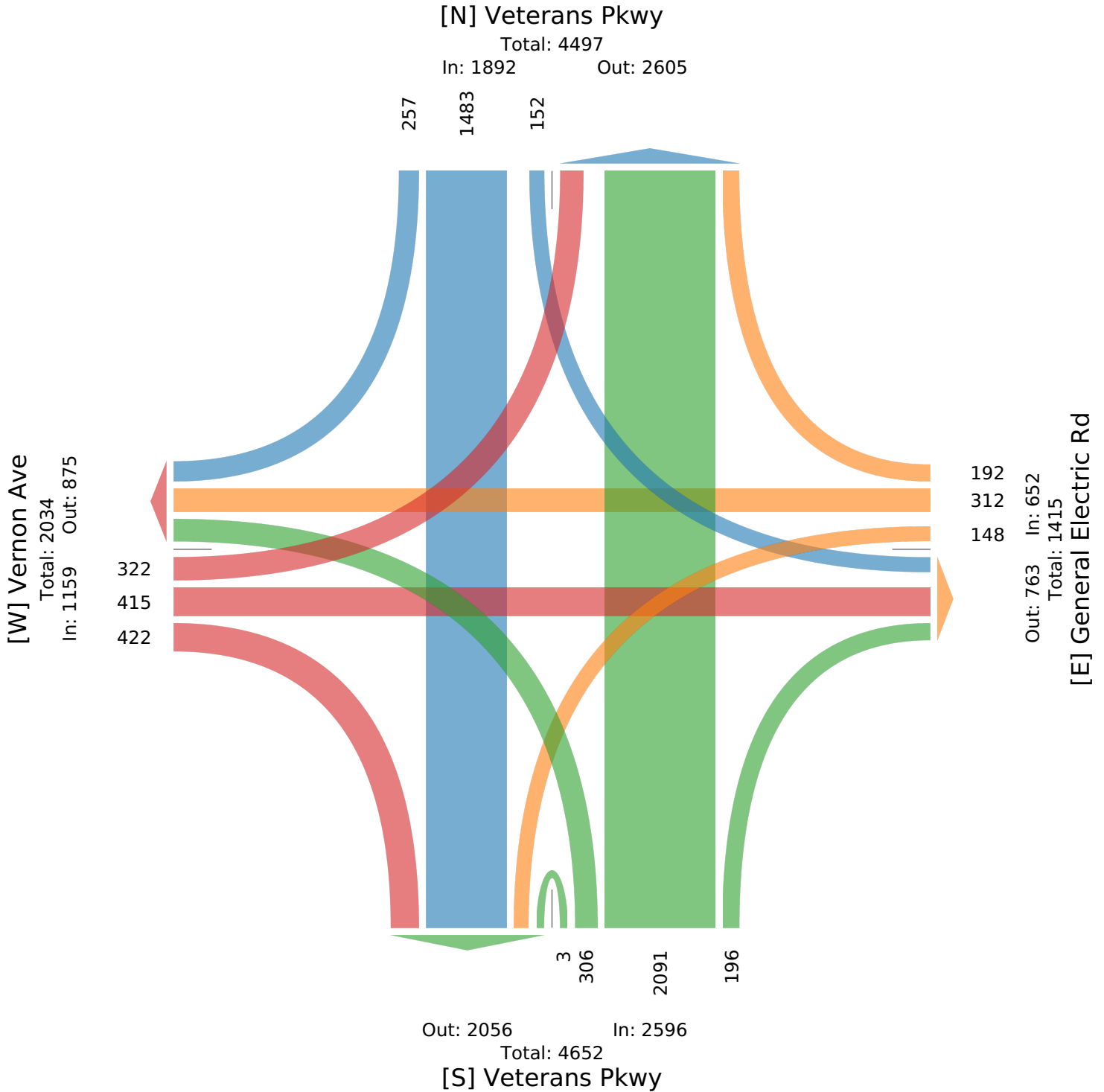
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230275, Location: 40.502656, -88.953123



# Veterans Pkwy & Clearwater Ave - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



Leg Direction	Veterans Pkwy Southbound					Clearwater Ave Westbound					Veterans Pkwy Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-09-24 6:00AM	99	16	0	115	0	31	21	0	52	0	12	72	0	84	0	251
6:15AM	141	16	0	157	0	35	23	0	58	0	17	99	0	116	0	331
6:30AM	211	24	0	235	0	43	40	0	83	0	14	134	0	148	0	466
6:45AM	334	24	0	358	0	46	24	0	70	0	21	204	0	225	0	653
Hourly Total	785	80	0	865	0	155	108	0	263	0	64	509	0	573	0	1701
7:00AM	248	32	0	280	0	41	40	0	81	1	24	163	0	187	1	548
7:15AM	343	34	0	377	0	50	34	0	84	1	31	260	0	291	1	752
7:30AM	467	43	0	510	0	78	42	0	120	1	38	278	0	316	1	946
7:45AM	499	45	0	544	0	62	64	0	126	1	37	304	0	341	1	1011
Hourly Total	1557	154	0	1711	0	231	180	0	411	4	130	1005	0	1135	4	3257
8:00AM	388	38	0	426	0	42	47	0	89	0	46	286	0	332	4	847
8:15AM	313	48	0	361	0	53	38	0	91	0	28	240	0	268	0	720
8:30AM	308	38	0	346	0	46	26	0	72	0	31	241	0	272	1	690
8:45AM	311	38	0	349	0	44	36	1	81	1	41	285	0	326	2	756
Hourly Total	1320	162	0	1482	0	185	147	1	333	1	146	1052	0	1198	7	3013
3:00PM	345	61	0	406	0	58	50	0	108	2	57	337	0	394	3	908
3:15PM	371	68	0	439	0	64	44	0	108	0	67	424	0	491	1	1038
3:30PM	348	88	0	436	0	88	59	0	147	0	64	407	0	471	0	1054
3:45PM	401	79	0	480	0	88	57	0	145	2	45	477	0	522	4	1147
Hourly Total	1465	296	0	1761	0	298	210	0	508	4	233	1645	0	1878	8	4147
4:00PM	426	90	2	518	0	69	62	0	131	3	68	489	0	557	6	1206
4:15PM	400	91	2	493	0	84	77	0	161	0	78	479	0	557	4	1211
4:30PM	489	71	0	560	0	90	62	0	152	0	84	584	0	668	3	1380
4:45PM	447	102	0	549	0	111	65	0	176	0	81	468	1	550	1	1275
Hourly Total	1762	354	4	2120	0	354	266	0	620	3	311	2020	1	2332	14	5072
5:00PM	466	91	0	557	0	92	62	0	154	1	82	593	0	675	0	1386
5:15PM	451	106	0	557	0	113	60	0	173	0	71	395	0	466	1	1196
5:30PM	368	74	0	442	0	78	66	0	144	0	73	456	0	529	0	1115
5:45PM	419	67	0	486	2	79	57	0	136	0	65	346	0	411	0	1033
Hourly Total	1704	338	0	2042	2	362	245	0	607	1	291	1790	0	2081	1	4730
<b>Total</b>	8593	1384	4	9981	2	1585	1156	1	2742	13	1175	8021	1	9197	34	21920
<b>% Approach</b>	86.1%	13.9%	0%	-	-	57.8%	42.2%	0%	-	-	12.8%	87.2%	0%	-	-	-
<b>% Total</b>	39.2%	6.3%	0%	45.5%	-	7.2%	5.3%	0%	12.5%	-	5.4%	36.6%	0%	42.0%	-	-
<b>Lights</b>	8467	1361	4	9832	-	1555	1137	1	2693	-	1157	7896	1	9054	-	21579
<b>% Lights</b>	98.5%	98.3%	100%	98.5%	-	98.1%	98.4%	100%	98.2%	-	98.5%	98.4%	100%	98.4%	-	98.4%
<b>Single-Unit Trucks</b>	58	7	0	65	-	10	8	0	18	-	10	56	0	66	-	149
<b>% Single-Unit Trucks</b>	0.7%	0.5%	0%	0.7%	-	0.6%	0.7%	0%	0.7%	-	0.9%	0.7%	0%	0.7%	-	0.7%
<b>Articulated Trucks</b>	38	5	0	43	-	3	3	0	6	-	0	27	0	27	-	76
<b>% Articulated Trucks</b>	0.4%	0.4%	0%	0.4%	-	0.2%	0.3%	0%	0.2%	-	0%	0.3%	0%	0.3%	-	0.3%
<b>Buses</b>	30	10	0	40	-	15	8	0	23	-	8	41	0	49	-	112
<b>% Buses</b>	0.3%	0.7%	0%	0.4%	-	0.9%	0.7%	0%	0.8%	-	0.7%	0.5%	0%	0.5%	-	0.5%
<b>Bicycles on Road</b>	0	1	0	1	-	2	0	0	2	-	0	1	0	1	-	4
<b>% Bicycles on Road</b>	0%	0.1%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	2	-	-	-	-	13	-	-	-	-	-	30
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	-	88.2%
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	4
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	11.8%

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Clearwater Ave - TMC**

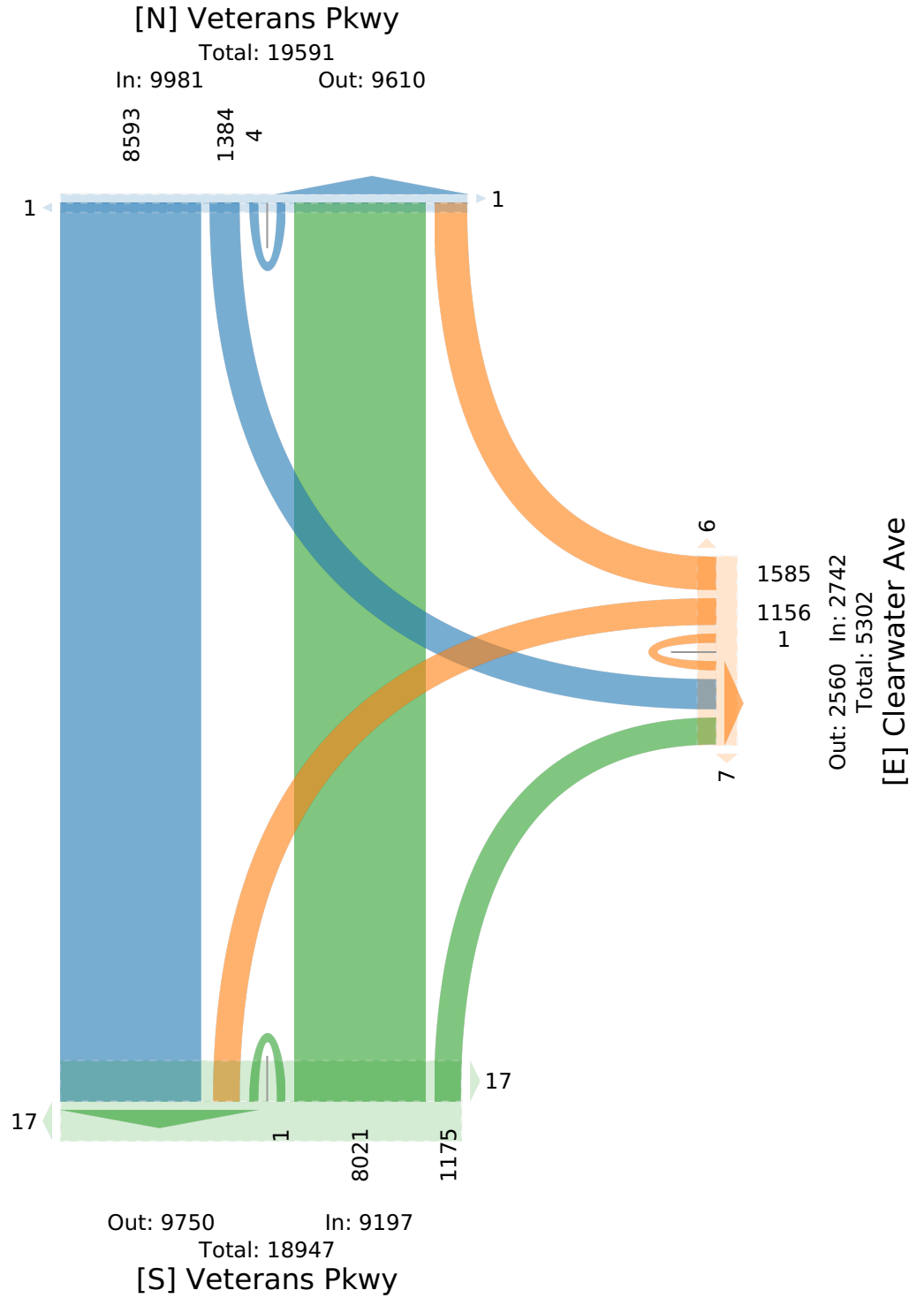
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



**Veterans Pkwy & Clearwater Ave - TMC**

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Southbound					Clearwater Ave Westbound					Veterans Pkwy Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
Time																
2024-09-24 7:15AM	343	34	0	377	0	50	34	0	84	1	31	260	0	291	1	752
7:30AM	467	43	0	510	0	78	42	0	120	1	38	278	0	316	1	946
7:45AM	499	45	0	544	0	62	64	0	126	1	37	304	0	341	1	1011
8:00AM	388	38	0	426	0	42	47	0	89	0	46	286	0	332	4	847
<b>Total</b>	1697	160	0	1857	0	232	187	0	419	3	152	1128	0	1280	7	3556
<b>% Approach</b>	91.4%	8.6%	0%	-	-	55.4%	44.6%	0%	-	-	11.9%	88.1%	0%	-	-	-
<b>% Total</b>	47.7%	4.5%	0%	52.2%	-	6.5%	5.3%	0%	11.8%	-	4.3%	31.7%	0%	36.0%	-	-
<b>PHF</b>	0.850	0.889	-	0.853	-	0.737	0.730	-	0.827	-	0.826	0.928	-	0.938	-	0.879
<b>Lights</b>	1671	156	0	1827	-	221	181	0	402	-	147	1103	0	1250	-	3479
<b>% Lights</b>	98.5%	97.5%	0%	98.4%	-	95.3%	96.8%	0%	95.9%	-	96.7%	97.8%	0%	97.7%	-	97.8%
<b>Single-Unit Trucks</b>	11	0	0	11	-	2	3	0	5	-	1	11	0	12	-	28
<b>% Single-Unit Trucks</b>	0.6%	0%	0%	0.6%	-	0.9%	1.6%	0%	1.2%	-	0.7%	1.0%	0%	0.9%	-	0.8%
<b>Articulated Trucks</b>	9	1	0	10	-	1	1	0	2	-	0	4	0	4	-	16
<b>% Articulated Trucks</b>	0.5%	0.6%	0%	0.5%	-	0.4%	0.5%	0%	0.5%	-	0%	0.4%	0%	0.3%	-	0.4%
<b>Buses</b>	6	3	0	9	-	6	2	0	8	-	4	10	0	14	-	31
<b>% Buses</b>	0.4%	1.9%	0%	0.5%	-	2.6%	1.1%	0%	1.9%	-	2.6%	0.9%	0%	1.1%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0.9%	0%	0%	0.5%	-	0%	0%	0%	0%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	3	-	-	-	-	7	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Clearwater Ave - TMC**

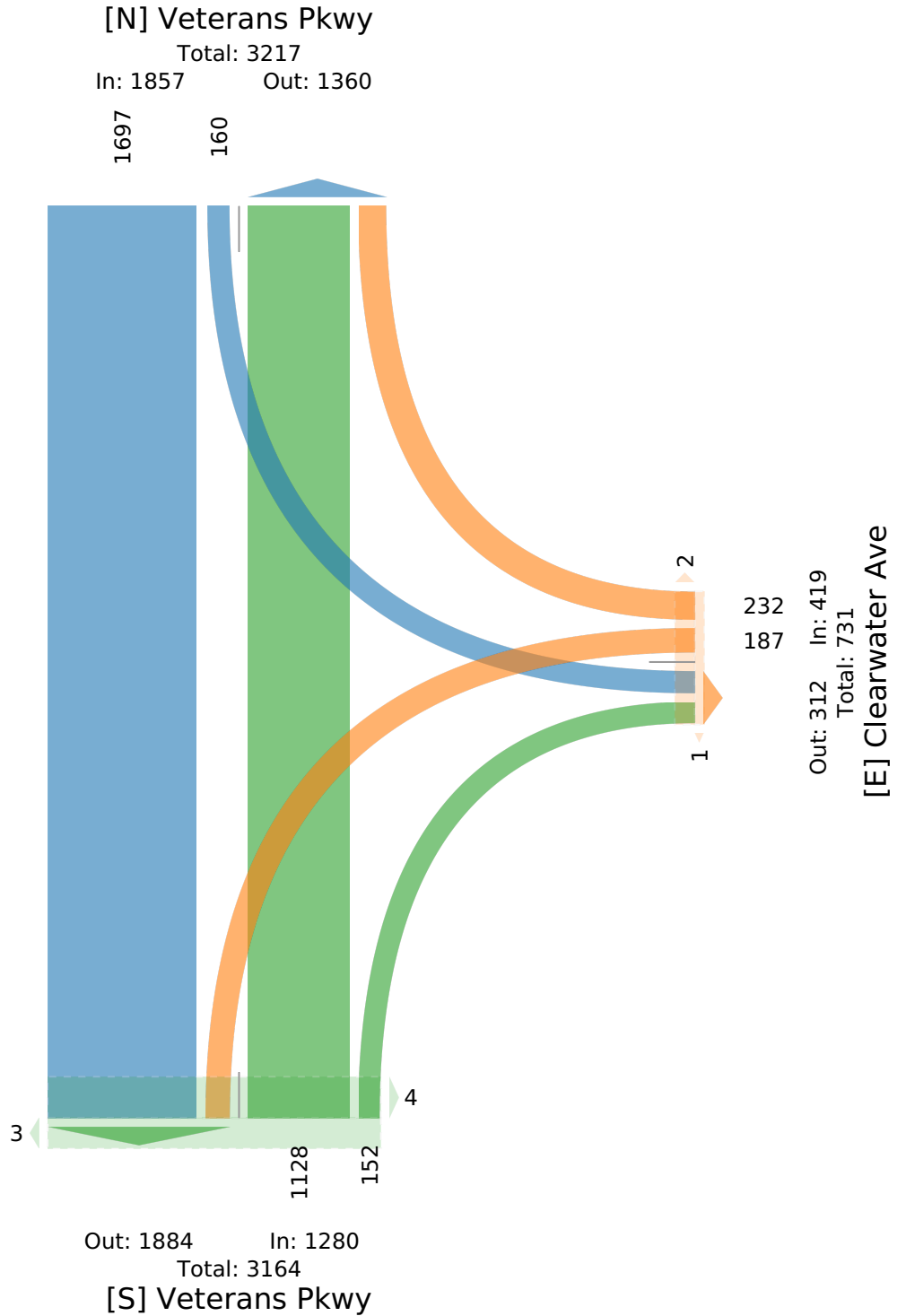
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



**Veterans Pkwy & Clearwater Ave - TMC**

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Southbound					Clearwater Ave Westbound					Veterans Pkwy Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-09-24 4:15PM	400	91	2	<b>493</b>	0	84	77	0	<b>161</b>	0	78	479	0	<b>557</b>	4	<b>1211</b>
4:30PM	489	71	0	<b>560</b>	0	90	62	0	<b>152</b>	0	84	584	0	<b>668</b>	3	<b>1380</b>
4:45PM	447	102	0	<b>549</b>	0	111	65	0	<b>176</b>	0	81	468	1	<b>550</b>	1	<b>1275</b>
5:00PM	466	91	0	<b>557</b>	0	92	62	0	<b>154</b>	1	82	593	0	<b>675</b>	0	<b>1386</b>
<b>Total</b>	1802	355	2	<b>2159</b>	0	377	266	0	<b>643</b>	1	325	2124	1	<b>2450</b>	8	<b>5252</b>
<b>% Approach</b>	83.5%	16.4%	0.1%	-	-	58.6%	41.4%	0%	-	-	13.3%	86.7%	0%	-	-	-
<b>% Total</b>	34.3%	6.8%	0%	<b>41.1%</b>	-	7.2%	5.1%	0%	<b>12.2%</b>	-	6.2%	40.4%	0%	<b>46.6%</b>	-	-
<b>PHF</b>	0.921	0.870	0.250	<b>0.964</b>	-	0.849	0.864	-	<b>0.913</b>	-	0.967	0.895	0.250	<b>0.907</b>	-	0.947
<b>Lights</b>	1790	352	2	<b>2144</b>	-	370	266	0	<b>636</b>	-	324	2108	1	<b>2433</b>	-	5213
<b>% Lights</b>	99.3%	99.2%	100%	<b>99.3%</b>	-	98.1%	100%	0%	<b>98.9%</b>	-	99.7%	99.2%	100%	<b>99.3%</b>	-	99.3%
<b>Single-Unit Trucks</b>	9	1	0	<b>10</b>	-	1	0	0	<b>1</b>	-	1	6	0	<b>7</b>	-	18
<b>% Single-Unit Trucks</b>	0.5%	0.3%	0%	<b>0.5%</b>	-	0.3%	0%	0%	<b>0.2%</b>	-	0.3%	0.3%	0%	<b>0.3%</b>	-	0.3%
<b>Articulated Trucks</b>	3	1	0	<b>4</b>	-	2	0	0	<b>2</b>	-	0	6	0	<b>6</b>	-	12
<b>% Articulated Trucks</b>	0.2%	0.3%	0%	<b>0.2%</b>	-	0.5%	0%	0%	<b>0.3%</b>	-	0%	0.3%	0%	<b>0.2%</b>	-	0.2%
<b>Buses</b>	0	1	0	<b>1</b>	-	4	0	0	<b>4</b>	-	0	4	0	<b>4</b>	-	9
<b>% Buses</b>	0%	0.3%	0%	<b>0%</b>	-	1.1%	0%	0%	<b>0.6%</b>	-	0%	0.2%	0%	<b>0.2%</b>	-	0.2%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	5
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	62.5%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	37.5%	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Clearwater Ave - TMC**

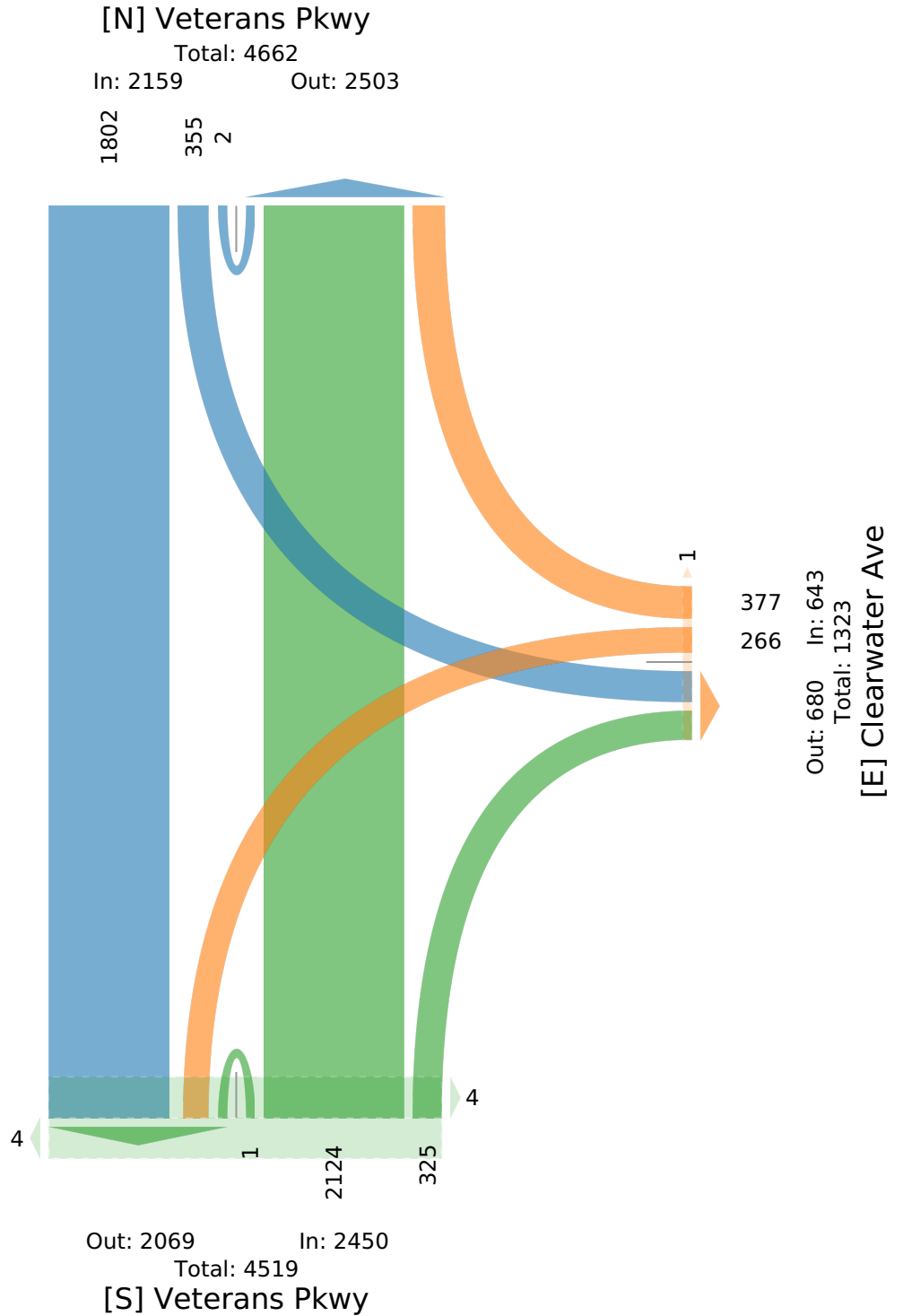
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230278, Location: 40.496687, -88.953005



# Veterans Pkwy & Empire St (North) - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy Northbound				Veterans Pkwy slip lane Eastbound				Int
	R	T	U	App	T	L	U	App	R	L	U	App	
2024-09-24 6:00AM	19	101	0	120	82	0	0	82	0	9	0	9	211
6:15AM	23	143	0	166	106	0	0	106	0	8	0	8	280
6:30AM	21	234	0	255	160	0	1	161	0	6	0	6	422
6:45AM	35	292	0	327	190	0	0	190	0	11	0	11	528
Hourly Total	98	770	0	868	538	0	1	539	0	34	0	34	1441
7:00AM	46	264	0	310	197	0	0	197	0	16	0	16	523
7:15AM	43	320	0	363	240	0	0	240	0	30	0	30	633
7:30AM	45	430	0	475	292	0	0	292	0	31	0	31	798
7:45AM	61	542	0	603	356	0	0	356	1	26	0	27	986
Hourly Total	195	1556	0	1751	1085	0	0	1085	1	103	0	104	2940
8:00AM	38	359	0	397	285	0	0	285	0	29	0	29	711
8:15AM	48	306	0	354	273	0	0	273	0	19	0	19	646
8:30AM	47	273	0	320	232	0	0	232	0	20	0	20	572
8:45AM	42	261	0	303	333	0	0	333	0	29	0	29	665
Hourly Total	175	1199	0	1374	1123	0	0	1123	0	97	0	97	2594
3:00PM	55	384	0	439	384	0	0	384	0	49	0	49	872
3:15PM	57	345	0	402	397	0	0	397	0	72	0	72	871
3:30PM	55	377	0	432	444	0	0	444	0	61	0	61	937
3:45PM	72	389	0	461	479	0	0	479	0	59	0	59	999
Hourly Total	239	1495	0	1734	1704	0	0	1704	0	241	0	241	3679
4:00PM	54	430	0	484	496	0	0	496	0	70	0	70	1050
4:15PM	70	413	0	483	544	0	0	544	0	49	0	49	1076
4:30PM	66	449	0	515	561	0	0	561	0	76	0	76	1152
4:45PM	63	483	0	546	509	0	0	509	1	64	0	65	1120
Hourly Total	253	1775	0	2028	2110	0	0	2110	1	259	0	260	4398
5:00PM	77	433	0	510	547	0	0	547	0	78	0	78	1135
5:15PM	87	437	0	524	409	0	0	409	0	67	0	67	1000
5:30PM	68	362	0	430	459	0	0	459	0	56	0	56	945
5:45PM	88	374	0	462	352	0	0	352	0	57	0	57	871
Hourly Total	320	1606	0	1926	1767	0	0	1767	0	258	0	258	3951
<b>Total</b>	1280	8401	0	9681	8327	0	1	8328	2	992	0	994	19003
<b>% Approach</b>	13.2%	86.8%	0%	-	100.0%	0%	0%	-	0.2%	99.8%	0%	-	-
<b>% Total</b>	6.7%	44.2%	0%	50.9%	43.8%	0%	0%	43.8%	0%	5.2%	0%	5.2%	-
<b>Lights</b>	1257	8277	0	9534	8207	0	1	8208	2	976	0	978	18720
<b>% Lights</b>	98.2%	98.5%	0%	98.5%	98.6%	0%	100%	98.6%	100%	98.4%	0%	98.4%	98.5%
<b>Single-Unit Trucks</b>	9	60	0	69	53	0	0	53	0	8	0	8	130
<b>% Single-Unit Trucks</b>	0.7%	0.7%	0%	0.7%	0.6%	0%	0%	0.6%	0%	0.8%	0%	0.8%	0.7%
<b>Articulated Trucks</b>	6	34	0	40	26	0	0	26	0	2	0	2	68
<b>% Articulated Trucks</b>	0.5%	0.4%	0%	0.4%	0.3%	0%	0%	0.3%	0%	0.2%	0%	0.2%	0.4%
<b>Buses</b>	8	30	0	38	41	0	0	41	0	6	0	6	85
<b>% Buses</b>	0.6%	0.4%	0%	0.4%	0.5%	0%	0%	0.5%	0%	0.6%	0%	0.6%	0.4%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (North) - TMC

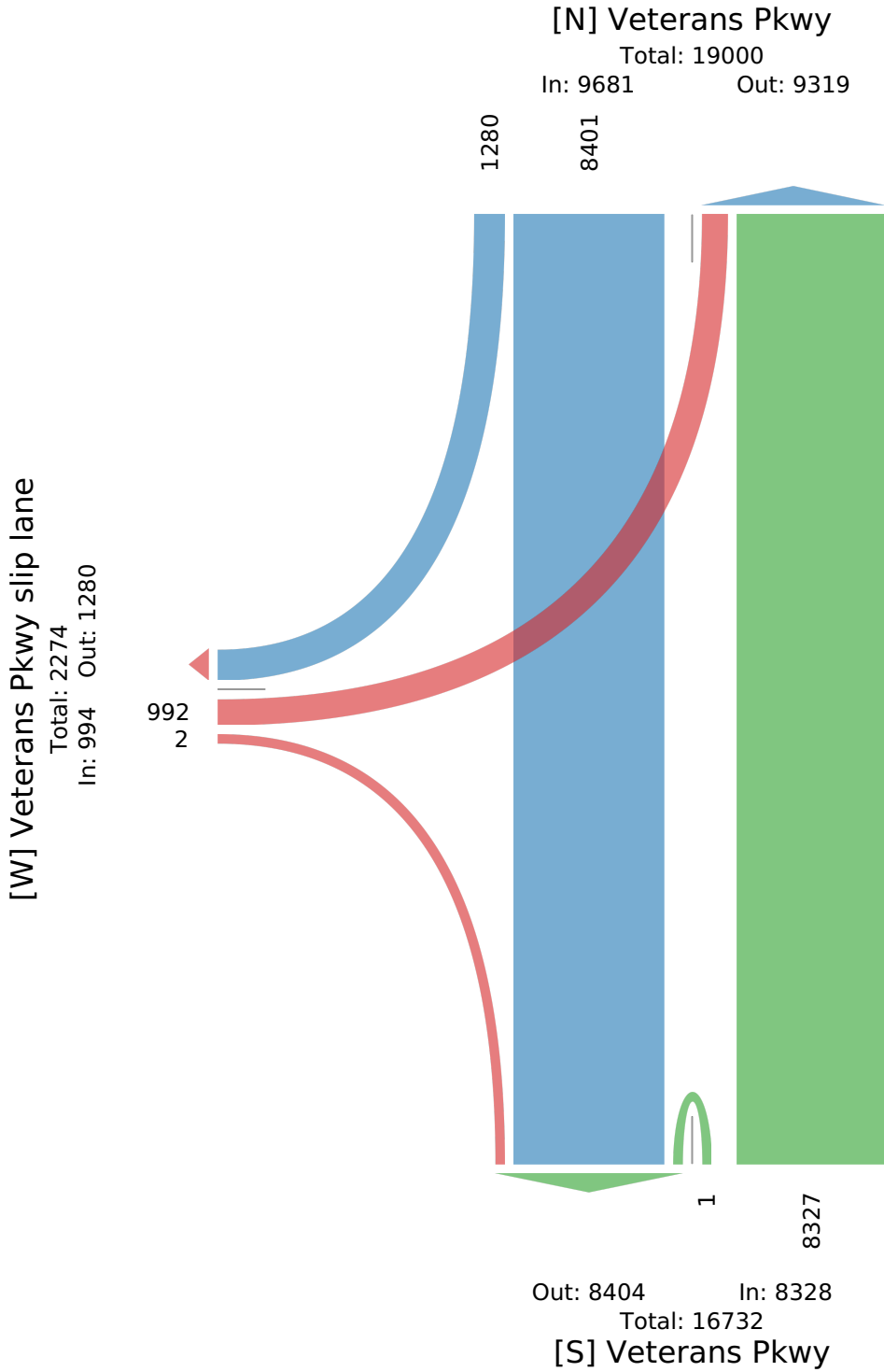
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



**Veterans Pkwy & Empire St (North) - TMC**

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy Northbound				Veterans Pkwy slip lane Eastbound				Int
	R	T	U	App	T	L	U	App	R	L	U	App	
Time													
2024-09-24 7:30AM	45	430	0	<b>475</b>	292	0	0	<b>292</b>	0	31	0	<b>31</b>	<b>798</b>
7:45AM	61	542	0	<b>603</b>	356	0	0	<b>356</b>	1	26	0	<b>27</b>	<b>986</b>
8:00AM	38	359	0	<b>397</b>	285	0	0	<b>285</b>	0	29	0	<b>29</b>	<b>711</b>
8:15AM	48	306	0	<b>354</b>	273	0	0	<b>273</b>	0	19	0	<b>19</b>	<b>646</b>
<b>Total</b>	192	1637	0	<b>1829</b>	1206	0	0	<b>1206</b>	1	105	0	<b>106</b>	<b>3141</b>
<b>% Approach</b>	10.5%	89.5%	0%	-	100%	0%	0%	-	0.9%	99.1%	0%	-	-
<b>% Total</b>	6.1%	52.1%	0%	<b>58.2%</b>	38.4%	0%	0%	<b>38.4%</b>	0%	3.3%	0%	<b>3.4%</b>	-
<b>PHF</b>	0.787	0.755	-	<b>0.758</b>	0.847	-	-	<b>0.847</b>	0.250	0.847	-	<b>0.855</b>	0.796
<b>Lights</b>	189	1605	0	<b>1794</b>	1178	0	0	<b>1178</b>	1	102	0	<b>103</b>	3075
<b>% Lights</b>	98.4%	98.0%	0%	<b>98.1%</b>	97.7%	0%	0%	<b>97.7%</b>	100%	97.1%	0%	<b>97.2%</b>	97.9%
<b>Single-Unit Trucks</b>	1	19	0	<b>20</b>	11	0	0	<b>11</b>	0	3	0	<b>3</b>	34
<b>% Single-Unit Trucks</b>	0.5%	1.2%	0%	<b>1.1%</b>	0.9%	0%	0%	<b>0.9%</b>	0%	2.9%	0%	<b>2.8%</b>	1.1%
<b>Articulated Trucks</b>	0	7	0	<b>7</b>	5	0	0	<b>5</b>	0	0	0	<b>0</b>	12
<b>% Articulated Trucks</b>	0%	0.4%	0%	<b>0.4%</b>	0.4%	0%	0%	<b>0.4%</b>	0%	0%	0%	<b>0%</b>	0.4%
<b>Buses</b>	2	6	0	<b>8</b>	12	0	0	<b>12</b>	0	0	0	<b>0</b>	20
<b>% Buses</b>	1.0%	0.4%	0%	<b>0.4%</b>	1.0%	0%	0%	<b>1.0%</b>	0%	0%	0%	<b>0%</b>	0.6%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%

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

Veterans Pkwy & Empire St (North) - TMC

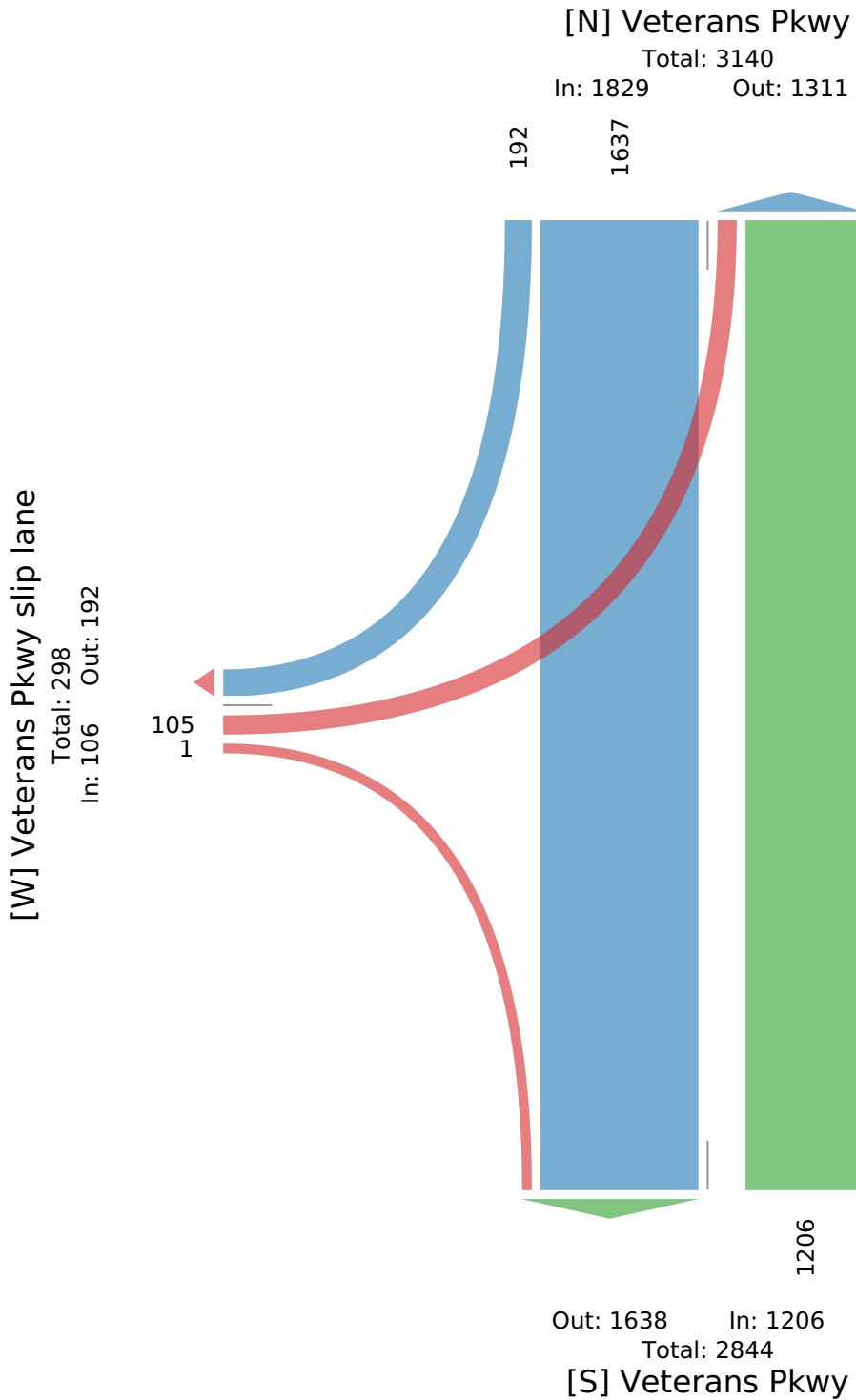
Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



Veterans Pkwy & Empire St (North) - TMC

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy Northbound				Veterans Pkwy slip lane Eastbound				Int
	R	T	U	App	T	L	U	App	R	L	U	App	
Time													
2024-09-24 4:15PM	70	413	0	483	544	0	0	544	0	49	0	49	1076
4:30PM	66	449	0	515	561	0	0	561	0	76	0	76	1152
4:45PM	63	483	0	546	509	0	0	509	1	64	0	65	1120
5:00PM	77	433	0	510	547	0	0	547	0	78	0	78	1135
<b>Total</b>	276	1778	0	2054	2161	0	0	2161	1	267	0	268	4483
<b>% Approach</b>	13.4%	86.6%	0%	-	100%	0%	0%	-	0.4%	99.6%	0%	-	-
<b>% Total</b>	6.2%	39.7%	0%	45.8%	48.2%	0%	0%	48.2%	0%	6.0%	0%	6.0%	-
<b>PHF</b>	0.896	0.920	-	0.940	0.963	-	-	0.963	0.250	0.856	-	0.859	0.973
<b>Lights</b>	275	1766	0	2041	2145	0	0	2145	1	266	0	267	4453
<b>% Lights</b>	99.6%	99.3%	0%	99.4%	99.3%	0%	0%	99.3%	100%	99.6%	0%	99.6%	99.3%
<b>Single-Unit Trucks</b>	0	8	0	8	7	0	0	7	0	1	0	1	16
<b>% Single-Unit Trucks</b>	0%	0.4%	0%	0.4%	0.3%	0%	0%	0.3%	0%	0.4%	0%	0.4%	0.4%
<b>Articulated Trucks</b>	1	4	0	5	5	0	0	5	0	0	0	0	10
<b>% Articulated Trucks</b>	0.4%	0.2%	0%	0.2%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0.2%
<b>Buses</b>	0	0	0	0	4	0	0	4	0	0	0	0	4
<b>% Buses</b>	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (North) - TMC

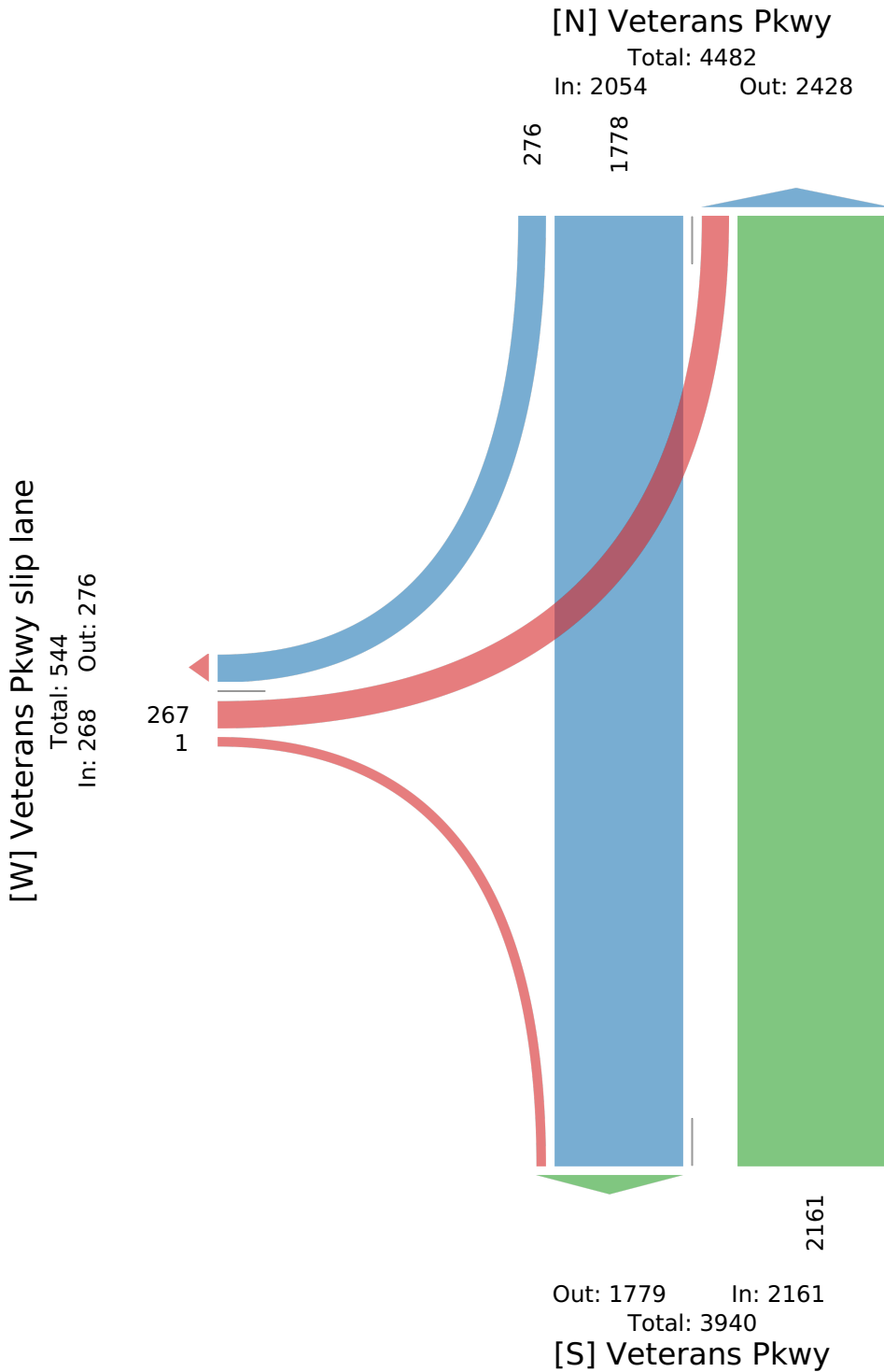
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230284, Location: 40.489642, -88.952837



**Veterans Pkwy & Empire St (West) - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230288, Location: 40.488235, -88.954829



Leg Direction	Veterans Pkwy slip lane Southbound		Empire St Westbound		Frontage Rd Northbound		Empire St Eastbound					Int
	R	App	T	App	R	App	R	T	L	U	App	
Time												
2024-09-24 6:00AM	21	21	44	44	1	1	0	47	9	0	56	122
6:15AM	27	27	63	63	1	1	0	43	9	0	52	143
6:30AM	22	22	71	71	2	2	0	47	5	0	52	147
6:45AM	38	38	95	95	2	2	0	73	11	0	84	219
Hourly Total	108	108	273	273	6	6	0	210	34	0	244	631
7:00AM	43	43	132	132	2	2	0	67	20	0	87	264
7:15AM	40	40	179	179	4	4	0	120	28	0	148	371
7:30AM	52	52	171	171	0	0	0	127	30	0	157	380
7:45AM	62	62	209	209	6	6	0	158	29	0	187	464
Hourly Total	197	197	691	691	12	12	0	472	107	0	579	1479
8:00AM	40	40	197	197	3	3	1	110	25	0	136	376
8:15AM	47	47	143	143	0	0	0	97	24	0	121	311
8:30AM	44	44	143	143	1	1	0	94	25	0	119	307
8:45AM	41	41	129	129	1	1	0	116	23	0	139	310
Hourly Total	172	172	612	612	5	5	1	417	97	0	515	1304
3:00PM	58	58	148	148	9	9	1	161	58	0	220	435
3:15PM	56	56	141	141	17	17	1	168	60	0	229	443
3:30PM	54	54	196	196	8	8	2	140	59	0	201	459
3:45PM	72	72	154	154	8	8	0	185	67	0	252	486
Hourly Total	240	240	639	639	42	42	4	654	244	0	902	1823
4:00PM	55	55	189	189	24	24	0	194	62	0	256	524
4:15PM	79	79	172	172	14	14	1	190	60	0	251	516
4:30PM	68	68	182	182	14	14	1	233	67	0	301	565
4:45PM	65	65	174	174	13	13	3	204	72	0	279	531
Hourly Total	267	267	717	717	65	65	5	821	261	0	1087	2136
5:00PM	77	77	214	214	25	25	0	228	70	0	298	614
5:15PM	80	80	203	203	25	25	0	199	70	0	269	577
5:30PM	69	69	141	141	12	12	1	164	62	0	227	449
5:45PM	87	87	145	145	17	17	0	157	50	0	207	456
Hourly Total	313	313	703	703	79	79	1	748	252	0	1001	2096
<b>Total</b>	1297	1297	3635	3635	209	209	11	3322	995	0	4328	9469
<b>% Approach</b>	100%	-	100%	-	100%	-	0.3%	76.8%	23.0%	0%	-	-
<b>% Total</b>	13.7%	13.7%	38.4%	38.4%	2.2%	2.2%	0.1%	35.1%	10.5%	0%	45.7%	-
<b>Lights</b>	1270	1270	3551	3551	207	207	10	3256	979	0	4245	9273
<b>% Lights</b>	97.9%	97.9%	97.7%	97.7%	99.0%	99.0%	90.9%	98.0%	98.4%	0%	98.1%	97.9%
<b>Single-Unit Trucks</b>	11	11	23	23	1	1	0	23	8	0	31	66
<b>% Single-Unit Trucks</b>	0.8%	0.8%	0.6%	0.6%	0.5%	0.5%	0%	0.7%	0.8%	0%	0.7%	0.7%
<b>Articulated Trucks</b>	7	7	8	8	0	0	0	11	2	0	13	28
<b>% Articulated Trucks</b>	0.5%	0.5%	0.2%	0.2%	0%	0%	0%	0.3%	0.2%	0%	0.3%	0.3%
<b>Buses</b>	9	9	52	52	1	1	0	32	6	0	38	100
<b>% Buses</b>	0.7%	0.7%	1.4%	1.4%	0.5%	0.5%	0%	1.0%	0.6%	0%	0.9%	1.1%
<b>Bicycles on Road</b>	0	0	1	1	0	0	1	0	0	0	1	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	9.1%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (West) - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

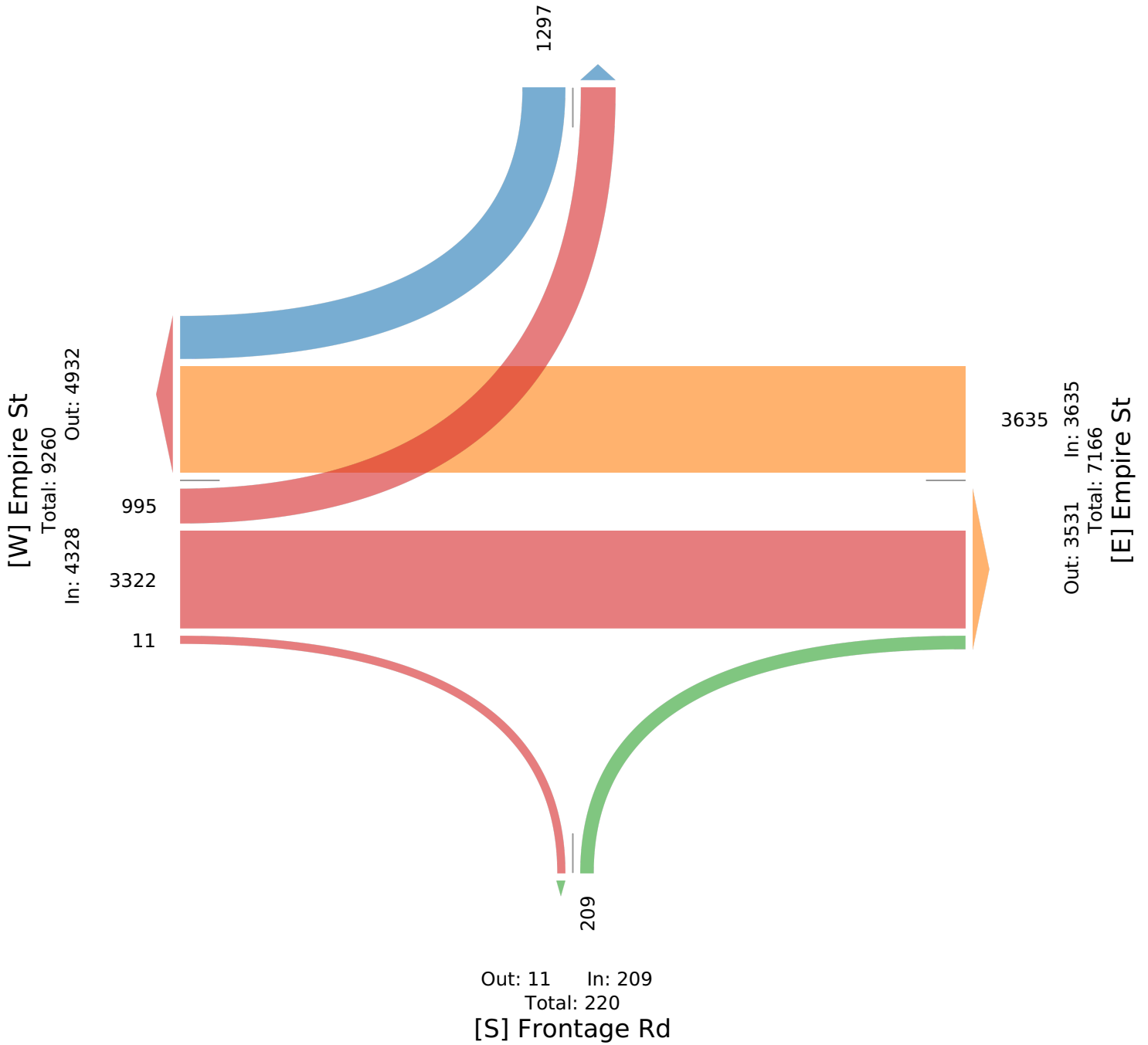
ID: 1230288, Location: 40.488235, -88.954829



[N] Veterans Pkwy slip lane

Total: 2292

In: 1297 Out: 995



Veterans Pkwy & Empire St (West) - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230288, Location: 40.488235, -88.954829



Leg Direction	Veterans Pkwy slip lane Southbound		Empire St Westbound		Frontage Rd Northbound		Empire St Eastbound					
Time	R	App	T	App	R	App	R	T	L	U	App	Int
2024-09-24 7:15AM	40	40	179	179	4	4	0	120	28	0	148	371
7:30AM	52	52	171	171	0	0	0	127	30	0	157	380
7:45AM	62	62	209	209	6	6	0	158	29	0	187	464
8:00AM	40	40	197	197	3	3	1	110	25	0	136	376
<b>Total</b>	194	194	756	756	13	13	1	515	112	0	628	1591
<b>% Approach</b>	100%	-	100%	-	100%	-	0.2%	82.0%	17.8%	0%	-	-
<b>% Total</b>	12.2%	12.2%	47.5%	47.5%	0.8%	0.8%	0.1%	32.4%	7.0%	0%	39.5%	-
<b>PHF</b>	0.782	0.782	0.904	0.904	0.542	0.542	0.250	0.815	0.933	-	0.840	0.857
<b>Lights</b>	188	188	737	737	12	12	1	495	107	0	603	1540
<b>% Lights</b>	96.9%	96.9%	97.5%	97.5%	92.3%	92.3%	100%	96.1%	95.5%	0%	96.0%	96.8%
<b>Single-Unit Trucks</b>	4	4	4	4	0	0	0	8	3	0	11	19
<b>% Single-Unit Trucks</b>	2.1%	2.1%	0.5%	0.5%	0%	0%	0%	1.6%	2.7%	0%	1.8%	1.2%
<b>Articulated Trucks</b>	0	0	1	1	0	0	0	3	1	0	4	5
<b>% Articulated Trucks</b>	0%	0%	0.1%	0.1%	0%	0%	0%	0.6%	0.9%	0%	0.6%	0.3%
<b>Buses</b>	2	2	14	14	1	1	0	9	1	0	10	27
<b>% Buses</b>	1.0%	1.0%	1.9%	1.9%	7.7%	7.7%	0%	1.7%	0.9%	0%	1.6%	1.7%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (West) - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

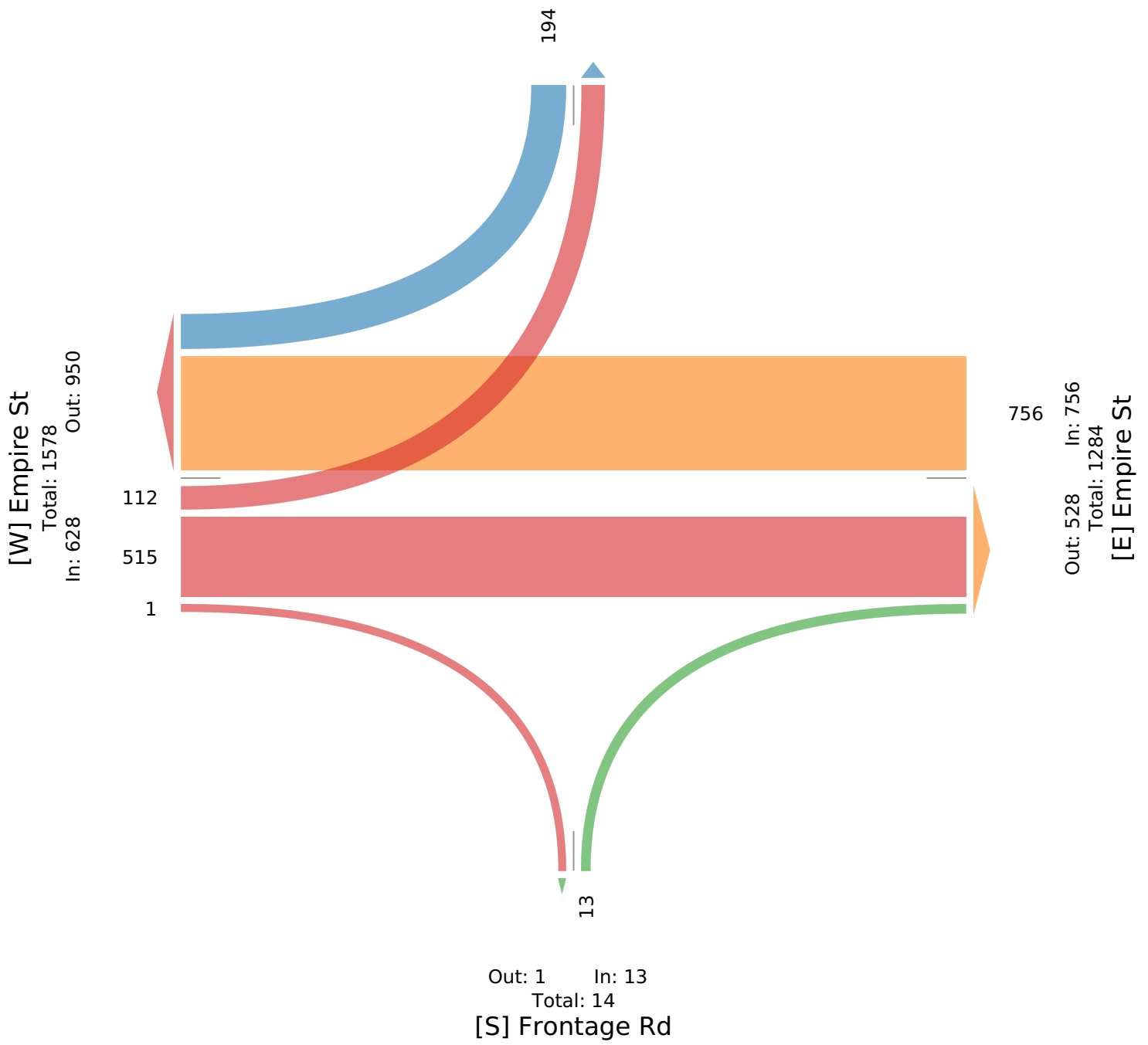
All Movements

ID: 1230288, Location: 40.488235, -88.954829



[N] Veterans Pkwy slip lane

Total: 306  
In: 194 Out: 112



Veterans Pkwy & Empire St (West) - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230288, Location: 40.488235, -88.954829



Leg Direction	Veterans Pkwy slip lane Southbound		Empire St Westbound		Frontage Rd Northbound		Empire St Eastbound					
Time	R	App	T	App	R	App	R	T	L	U	App	Int
2024-09-24 4:30PM	68	<b>68</b>	182	<b>182</b>	14	<b>14</b>	1	233	67	0	<b>301</b>	<b>565</b>
4:45PM	65	<b>65</b>	174	<b>174</b>	13	<b>13</b>	3	204	72	0	<b>279</b>	<b>531</b>
5:00PM	77	<b>77</b>	214	<b>214</b>	25	<b>25</b>	0	228	70	0	<b>298</b>	<b>614</b>
5:15PM	80	<b>80</b>	203	<b>203</b>	25	<b>25</b>	0	199	70	0	<b>269</b>	<b>577</b>
<b>Total</b>	290	<b>290</b>	773	<b>773</b>	77	<b>77</b>	4	864	279	0	<b>1147</b>	<b>2287</b>
<b>% Approach</b>	100%	-	100%	-	100%	-	0.3%	75.3%	24.3%	0%	-	-
<b>% Total</b>	12.7%	<b>12.7%</b>	33.8%	<b>33.8%</b>	3.4%	<b>3.4%</b>	0.2%	37.8%	12.2%	0%	<b>50.2%</b>	-
<b>PHF</b>	0.906	<b>0.906</b>	0.903	<b>0.903</b>	0.770	<b>0.770</b>	0.250	0.927	0.969	-	<b>0.955</b>	0.931
<b>Lights</b>	289	<b>289</b>	767	<b>767</b>	77	<b>77</b>	3	857	278	0	<b>1138</b>	2271
<b>% Lights</b>	99.7%	<b>99.7%</b>	99.2%	<b>99.2%</b>	100%	<b>100%</b>	75.0%	99.2%	99.6%	0%	<b>99.2%</b>	99.3%
<b>Single-Unit Trucks</b>	1	<b>1</b>	2	<b>2</b>	0	<b>0</b>	0	3	1	0	<b>4</b>	7
<b>% Single-Unit Trucks</b>	0.3%	<b>0.3%</b>	0.3%	<b>0.3%</b>	0%	<b>0%</b>	0%	0.3%	0.4%	0%	<b>0.3%</b>	0.3%
<b>Articulated Trucks</b>	0	<b>0</b>	0	<b>0</b>	0	<b>0</b>	0	2	0	0	<b>2</b>	2
<b>% Articulated Trucks</b>	0%	<b>0%</b>	0%	<b>0%</b>	0%	<b>0%</b>	0%	0.2%	0%	0%	<b>0.2%</b>	0.1%
<b>Buses</b>	0	<b>0</b>	4	<b>4</b>	0	<b>0</b>	0	2	0	0	<b>2</b>	6
<b>% Buses</b>	0%	<b>0%</b>	0.5%	<b>0.5%</b>	0%	<b>0%</b>	0%	0.2%	0%	0%	<b>0.2%</b>	0.3%
<b>Bicycles on Road</b>	0	<b>0</b>	0	<b>0</b>	0	<b>0</b>	1	0	0	0	<b>1</b>	1
<b>% Bicycles on Road</b>	0%	<b>0%</b>	0%	<b>0%</b>	0%	<b>0%</b>	25.0%	0%	0%	0%	<b>0.1%</b>	0%

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

Veterans Pkwy & Empire St (West) - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

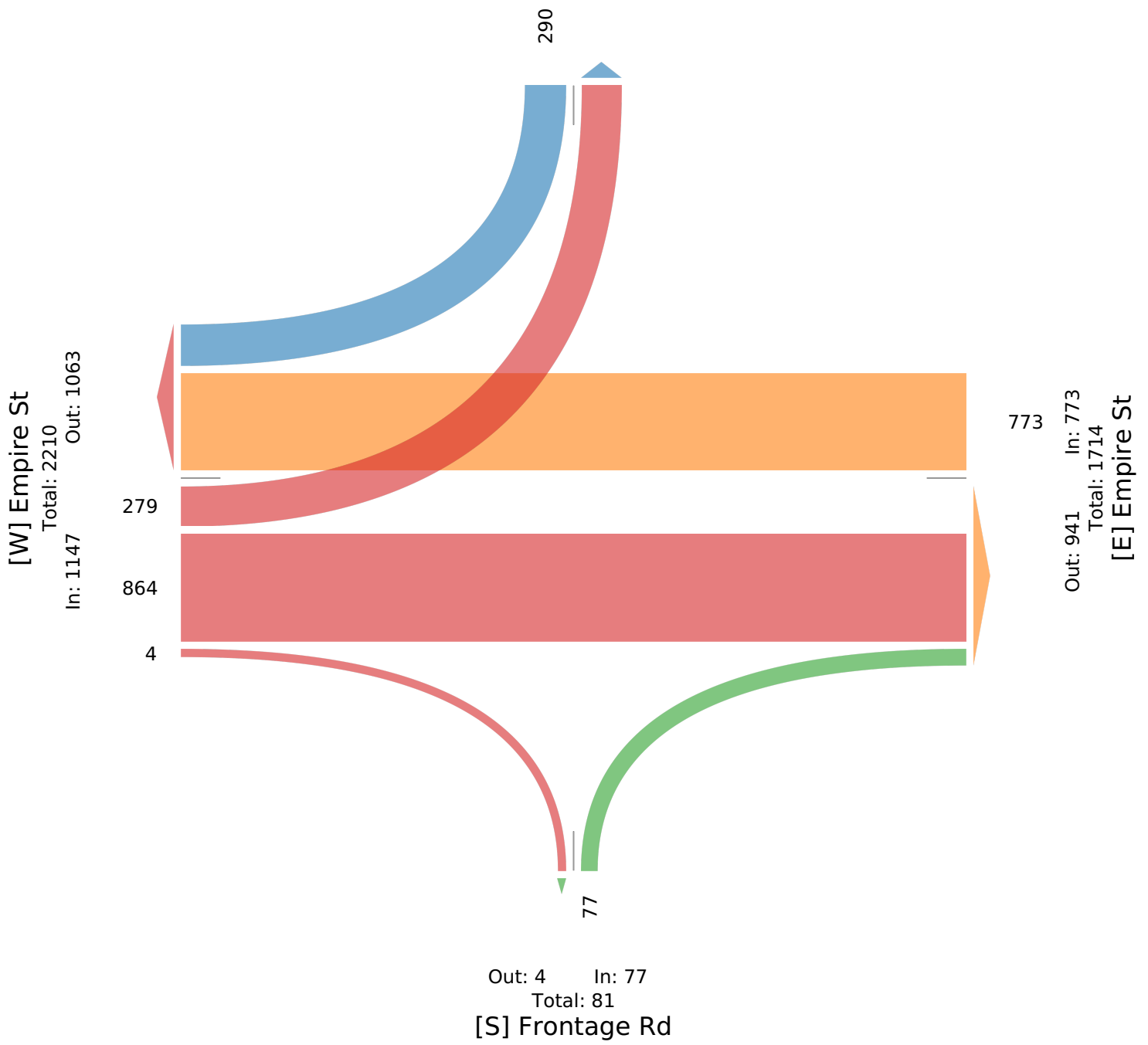
All Movements

ID: 1230288, Location: 40.488235, -88.954829



[N] Veterans Pkwy slip lane

Total: 569  
In: 290 Out: 279



**Veterans Pkwy & Empire St - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



Leg Direction	Veterans Pkwy Southbound							Empire St Westbound							Veterans Pkwy Northbound							Empire St Eastbound							Int
	R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		R	T	L	U	App	Ped*		
2024-09-24 6:00AM	0	91	12	0	103	0	10	31	0	0	41	0	0	67	11	0	78	0	22	26	0	0	48	0	270				
6:15AM	0	121	15	0	136	0	11	47	0	0	58	0	0	97	14	0	111	0	15	31	0	0	46	0	351				
6:30AM	0	215	20	0	235	0	14	47	0	0	61	0	0	141	13	0	154	0	14	30	0	0	44	0	494				
6:45AM	0	253	29	0	282	0	23	75	0	0	98	0	0	165	15	0	180	0	21	53	0	0	74	0	634				
Hourly Total	0	680	76	0	756	0	58	200	0	0	258	0	0	470	53	0	523	0	72	140	0	0	212	0	1749				
7:00AM	0	258	29	0	287	0	26	91	0	0	117	0	0	183	39	0	222	0	11	50	0	0	61	0	687				
7:15AM	0	299	33	0	332	0	18	136	0	0	154	0	0	234	49	0	283	0	19	104	0	0	123	0	892				
7:30AM	2	385	45	0	432	0	29	122	0	0	151	0	0	272	42	0	314	0	19	108	0	0	127	0	1024				
7:45AM	0	511	63	0	574	0	28	150	0	0	178	0	0	333	58	0	391	0	38	117	0	0	155	0	1298				
Hourly Total	2	1453	170	0	1625	0	101	499	0	0	600	0	0	1022	188	0	1210	0	87	379	0	0	466	0	3901				
8:00AM	0	311	45	0	356	0	30	126	0	0	156	0	0	236	67	0	303	0	32	111	0	0	143	0	958				
8:15AM	0	287	43	0	330	0	41	114	0	1	156	0	0	218	41	0	259	0	18	83	0	0	101	0	846				
8:30AM	0	251	38	0	289	0	49	112	1	0	162	0	0	175	50	0	225	0	19	89	0	0	108	0	784				
8:45AM	0	247	45	0	292	0	41	112	0	0	153	0	0	286	42	0	328	0	28	89	0	0	117	0	890				
Hourly Total	0	1096	171	0	1267	0	161	464	1	1	627	0	0	915	200	0	1115	0	97	372	0	0	469	0	3478				
3:00PM	0	329	62	0	391	0	60	89	0	0	149	0	0	318	39	0	357	0	50	112	0	0	162	0	1059				
3:15PM	0	303	51	0	354	0	62	113	0	0	175	0	0	345	43	0	388	1	54	138	0	0	192	0	1109				
3:30PM	0	331	61	0	392	0	60	116	0	0	176	0	0	382	60	0	442	0	51	97	0	0	148	0	1158				
3:45PM	1	332	54	0	387	0	76	111	0	0	187	0	1	402	39	0	442	0	65	113	0	0	178	0	1194				
Hourly Total	1	1295	228	0	1524	0	258	429	0	0	687	0	1	1447	181	0	1629	1	220	460	0	0	680	0	4520				
4:00PM	0	353	62	1	416	0	71	136	0	0	207	0	2	420	45	0	467	0	67	152	0	0	219	0	1309				
4:15PM	0	357	53	0	410	0	82	127	0	0	209	0	0	457	50	0	507	0	55	148	0	0	203	0	1329				
4:30PM	1	365	66	0	432	0	97	136	0	0	233	0	0	462	48	0	510	0	61	191	0	0	252	0	1427				
4:45PM	1	401	84	0	486	0	66	122	0	0	188	0	0	446	46	0	492	0	53	154	0	0	207	0	1373				
Hourly Total	2	1476	265	1	1744	0	316	521	0	0	837	0	2	1785	189	0	1976	0	236	645	0	0	881	0	5438				
5:00PM	0	360	57	0	417	0	97	147	0	0	244	0	0	464	50	0	514	0	75	181	0	0	256	0	1431				
5:15PM	1	377	68	0	446	0	66	102	0	0	168	0	0	346	57	0	403	0	56	159	0	0	215	0	1232				
5:30PM	0	301	46	0	347	0	85	87	0	0	172	0	1	370	40	0	411	0	41	123	0	0	164	0	1094				
5:45PM	1	306	59	0	366	0	68	88	0	0	156	0	0	293	34	0	327	0	42	139	0	0	181	0	1030				
Hourly Total	2	1344	230	0	1576	0	316	424	0	0	740	0	1	1473	181	0	1655	0	214	602	0	0	816	0	4787				
<b>Total</b>	<b>7</b>	<b>7344</b>	<b>1140</b>	<b>1</b>	<b>8492</b>	<b>0</b>	<b>1210</b>	<b>2537</b>	<b>1</b>	<b>1</b>	<b>3749</b>	<b>0</b>	<b>4</b>	<b>7112</b>	<b>992</b>	<b>0</b>	<b>8108</b>	<b>1</b>	<b>926</b>	<b>2598</b>	<b>0</b>	<b>0</b>	<b>3524</b>	<b>0</b>	<b>23873</b>				
<b>% Approach</b>	0.1%	86.5%	13.4%	0%	-	-	32.3%	67.7%	0%	0%	-	-	0%	87.7%	12.2%	0%	-	-	26.3%	73.7%	0%	0%	-	-	-				
<b>% Total</b>	0%	30.8%	4.8%	0%	<b>35.6%</b>	-	5.1%	10.6%	0%	0%	<b>15.7%</b>	-	0%	29.8%	4.2%	0%	<b>34.0%</b>	-	3.9%	10.9%	0%	0%	<b>14.8%</b>	-	-				
<b>Lights</b>	7	7243	1119	1	<b>8370</b>	-	1179	2495	1	1	<b>3676</b>	-	4	7021	956	0	<b>7981</b>	-	904	2551	0	0	<b>3455</b>	-	23482				
<b>% Lights</b>	100%	98.6%	98.2%	100%	<b>98.6%</b>	-	97.4%	98.3%	100%	100%	<b>98.1%</b>	-	100%	98.7%	96.4%	0%	<b>98.4%</b>	-	97.6%	98.2%	0%	0%	<b>98.0%</b>	-	98.4%				
<b>Single-Unit Trucks</b>	0	49	8	0	<b>57</b>	-	16	9	0	0	<b>25</b>	-	0	39	9	0	<b>48</b>	-	5	19	0	0	<b>24</b>	-	154				
<b>% Single-Unit Trucks</b>	0%	0.7%	0.7%	0%	<b>0.7%</b>	-	1.3%	0.4%	0%	0%	<b>0.7%</b>	-	0%	0.5%	0.9%	0%	<b>0.6%</b>	-	0.5%	0.7%	0%	0%	<b>0.7%</b>	-	0.6%				
<b>Articulated Trucks</b>	0	27	8	0	<b>35</b>	-	7	4	0	0	<b>11</b>	-	0	18	7	0	<b>25</b>	-	3	9	0	0	<b>12</b>	-	83				
<b>% Articulated Trucks</b>	0%	0.4%	0.7%	0%	<b>0.4%</b>	-	0.6%	0.2%	0%	0%	<b>0.3%</b>	-	0%	0.3%	0.7%	0%	<b>0.3%</b>	-	0.3%	0.3%	0%	0%	<b>0.3%</b>	-	0.3%				
<b>Buses</b>	0	25	5	0	<b>30</b>	-	8	28	0	0	<b>36</b>	-	0	34	20	0	<b>54</b>	-	14	19	0	0	<b>33</b>	-	153				
<b>% Buses</b>	0%	0.3%	0.4%	0%	<b>0.4%</b>	-	0.7%	1.1%	0%	0%	<b>1.0%</b>	-	0%	0.5%	2.0%	0%	<b>0.7%</b>	-	1.5%	0.7%	0%	0%	<b>0.9%</b>	-	0.6%				
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	1	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	1				
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%				
<b>Pedestrians</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	<b>0</b>	-	-				
<b>% Pedestrians</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-100%</b>	-	-	-	-	-	<b>-</b>	-	-				
<b>Bicycles on Crosswalk</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-				
<b>% Bicycles on Crosswalk</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	<b>-</b>	-	-				

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Empire St - TMC

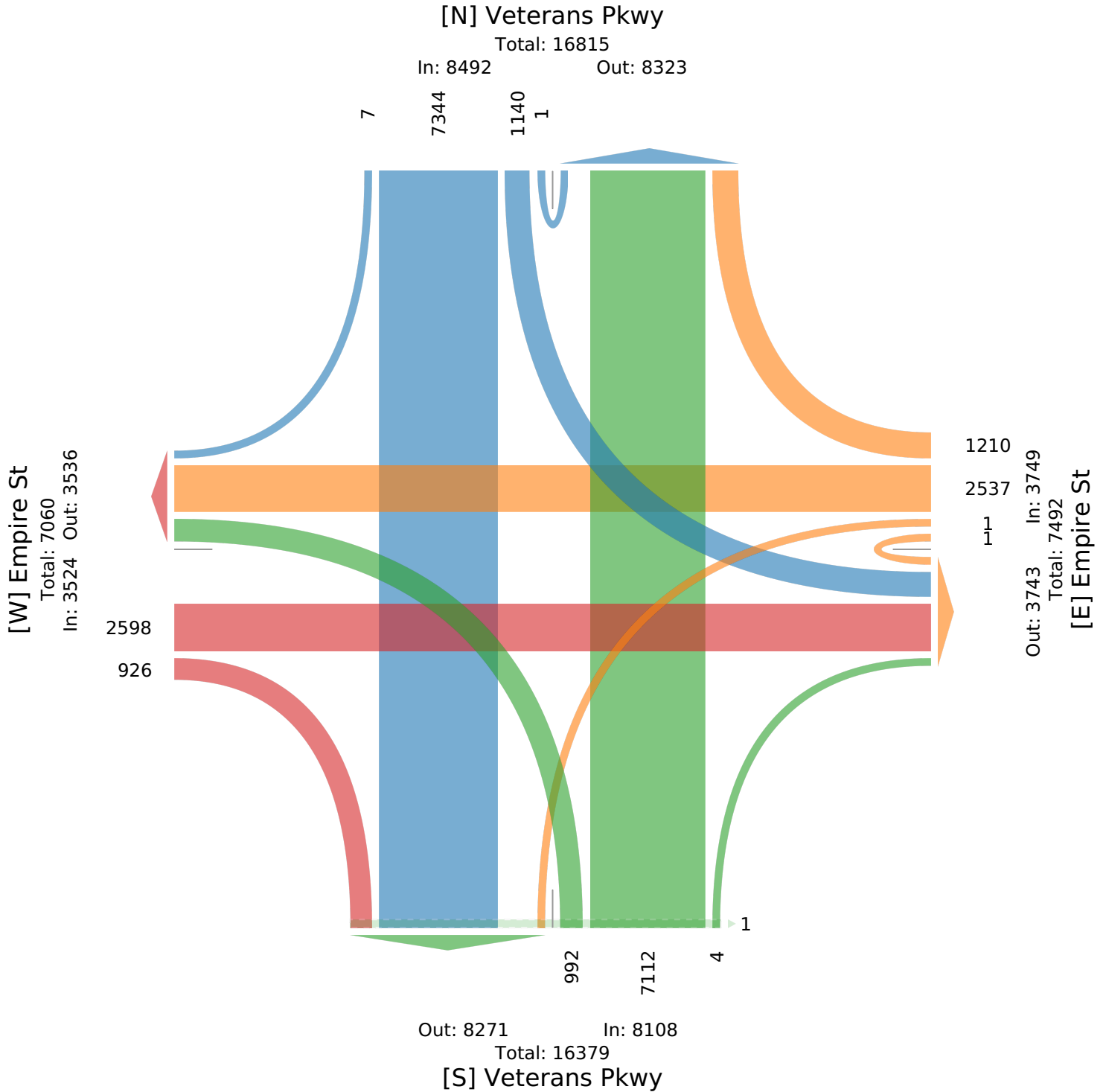
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



Veterans Pkwy & Empire St - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



Leg Direction	Veterans Pkwy Southbound						Empire St Westbound						Veterans Pkwy Northbound						Empire St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	0	299	33	0	332	0	18	136	0	0	154	0	0	234	49	0	283	0	19	104	0	0	123	0	892
7:30AM	2	385	45	0	432	0	29	122	0	0	151	0	0	272	42	0	314	0	19	108	0	0	127	0	1024
7:45AM	0	511	63	0	574	0	28	150	0	0	178	0	0	333	58	0	391	0	38	117	0	0	155	0	1298
8:00AM	0	311	45	0	356	0	30	126	0	0	156	0	0	236	67	0	303	0	32	111	0	0	143	0	958
<b>Total</b>	2	1506	186	0	1694	0	105	534	0	0	639	0	0	1075	216	0	1291	0	108	440	0	0	548	0	4172
<b>% Approach</b>	0.1%	88.9%	11.0%	0%	-	-	16.4%	83.6%	0%	0%	-	-	0%	83.3%	16.7%	0%	-	-	19.7%	80.3%	0%	0%	-	-	-
<b>% Total</b>	0%	36.1%	4.5%	0%	40.6%	-	2.5%	12.8%	0%	0%	15.3%	-	0%	25.8%	5.2%	0%	30.9%	-	2.6%	10.5%	0%	0%	13.1%	-	-
<b>PHF</b>	0.250	0.737	0.738	-	0.738	-	0.875	0.890	-	-	0.897	-	-	0.807	0.806	-	0.825	-	0.711	0.940	-	-	0.884	-	0.804
<b>Lights</b>	2	1478	182	0	1662	-	103	522	0	0	625	-	0	1054	211	0	1265	-	104	422	0	0	526	-	4078
<b>% Lights</b>	100%	98.1%	97.8%	0%	98.1%	-	98.1%	97.8%	0%	0%	97.8%	-	0%	98.0%	97.7%	0%	98.0%	-	96.3%	95.9%	0%	0%	96.0%	-	97.7%
<b>Single-Unit Trucks</b>	0	15	1	0	16	-	1	2	0	0	3	-	0	7	0	0	7	-	1	8	0	0	9	-	35
<b>% Single-Unit Trucks</b>	0%	1.0%	0.5%	0%	0.9%	-	1.0%	0.4%	0%	0%	0.5%	-	0%	0.7%	0%	0%	0.5%	-	0.9%	1.8%	0%	0%	1.6%	-	0.8%
<b>Articulated Trucks</b>	0	7	2	0	9	-	0	2	0	0	2	-	0	3	2	0	5	-	1	2	0	0	3	-	19
<b>% Articulated Trucks</b>	0%	0.5%	1.1%	0%	0.5%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.3%	0.9%	0%	0.4%	-	0.9%	0.5%	0%	0%	0.5%	-	0.5%
<b>Buses</b>	0	6	1	0	7	-	1	8	0	0	9	-	0	11	3	0	14	-	2	8	0	0	10	-	40
<b>% Buses</b>	0%	0.4%	0.5%	0%	0.4%	-	1.0%	1.5%	0%	0%	1.4%	-	0%	1.0%	1.4%	0%	1.1%	-	1.9%	1.8%	0%	0%	1.8%	-	1.0%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Empire St - TMC

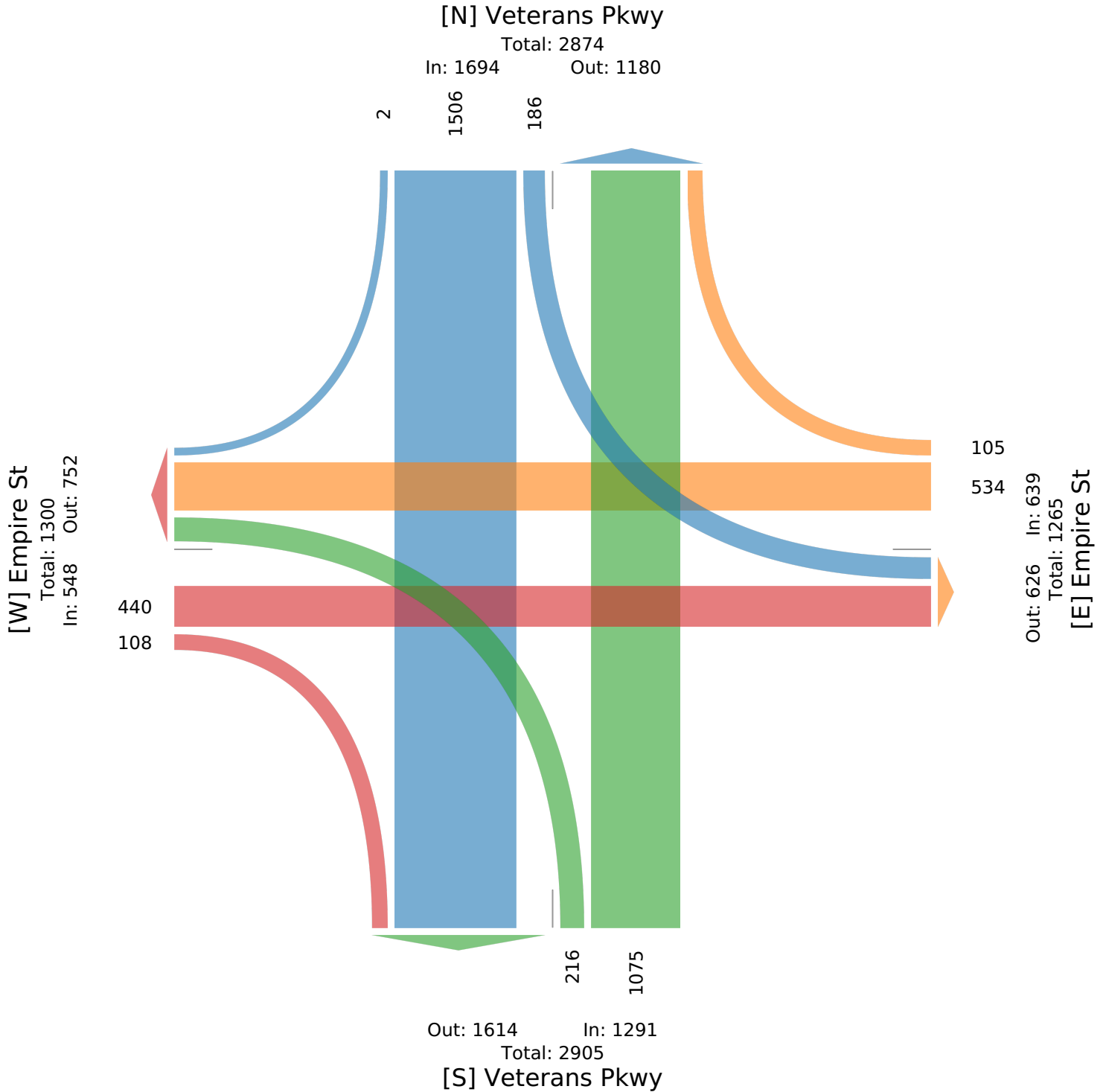
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



Veterans Pkwy & Empire St - TMC

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



Leg Direction	Veterans Pkwy Southbound					Empire St Westbound					Veterans Pkwy Northbound					Empire St Eastbound									
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int				
2024-09-24 4:15PM	0	357	53	0	<b>410</b>	0	82	127	0	0	<b>209</b>	0	457	50	0	<b>507</b>	0	55	148	0	0	<b>203</b>	0	<b>1329</b>	
4:30PM	1	365	66	0	<b>432</b>	0	97	136	0	0	<b>233</b>	0	462	48	0	<b>510</b>	0	61	191	0	0	<b>252</b>	0	<b>1427</b>	
4:45PM	1	401	84	0	<b>486</b>	0	66	122	0	0	<b>188</b>	0	446	46	0	<b>492</b>	0	53	154	0	0	<b>207</b>	0	<b>1373</b>	
5:00PM	0	360	57	0	<b>417</b>	0	97	147	0	0	<b>244</b>	0	464	50	0	<b>514</b>	0	75	181	0	0	<b>256</b>	0	<b>1431</b>	
<b>Total</b>	<b>2</b>	<b>1483</b>	<b>260</b>	<b>0</b>	<b>1745</b>	<b>0</b>	<b>342</b>	<b>532</b>	<b>0</b>	<b>0</b>	<b>874</b>	<b>0</b>	<b>1829</b>	<b>194</b>	<b>0</b>	<b>2023</b>	<b>0</b>	<b>244</b>	<b>674</b>	<b>0</b>	<b>0</b>	<b>918</b>	<b>0</b>	<b>5560</b>	
<b>% Approach</b>	0.1%	85.0%	14.9%	0%	-	-	39.1%	60.9%	0%	0%	-	-	0%	90.4%	9.6%	0%	-	-	26.6%	73.4%	0%	0%	-	-	-
<b>% Total</b>	<b>0%</b>	<b>26.7%</b>	<b>4.7%</b>	<b>0%</b>	<b>31.4%</b>	<b>-</b>	<b>6.2%</b>	<b>9.6%</b>	<b>0%</b>	<b>0%</b>	<b>15.7%</b>	<b>-</b>	<b>0%</b>	<b>32.9%</b>	<b>3.5%</b>	<b>0%</b>	<b>36.4%</b>	<b>-</b>	<b>4.4%</b>	<b>12.1%</b>	<b>0%</b>	<b>0%</b>	<b>16.5%</b>	<b>-</b>	<b>-</b>
<b>PHF</b>	0.500	0.925	0.774	-	<b>0.898</b>	-	0.881	0.905	-	-	<b>0.895</b>	-	-	0.985	0.970	-	<b>0.984</b>	-	0.813	0.882	-	-	<b>0.896</b>	-	0.971
<b>Lights</b>	<b>2</b>	<b>1472</b>	<b>259</b>	<b>0</b>	<b>1733</b>	<b>-</b>	<b>335</b>	<b>526</b>	<b>0</b>	<b>0</b>	<b>861</b>	<b>-</b>	<b>0</b>	<b>1820</b>	<b>189</b>	<b>0</b>	<b>2009</b>	<b>-</b>	<b>241</b>	<b>669</b>	<b>0</b>	<b>0</b>	<b>910</b>	<b>-</b>	<b>5513</b>
<b>% Lights</b>	<b>100%</b>	<b>99.3%</b>	<b>99.6%</b>	<b>0%</b>	<b>99.3%</b>	<b>-</b>	<b>98.0%</b>	<b>98.9%</b>	<b>0%</b>	<b>0%</b>	<b>98.5%</b>	<b>-</b>	<b>0%</b>	<b>99.5%</b>	<b>97.4%</b>	<b>0%</b>	<b>99.3%</b>	<b>-</b>	<b>98.8%</b>	<b>99.3%</b>	<b>0%</b>	<b>0%</b>	<b>99.1%</b>	<b>-</b>	<b>99.2%</b>
<b>Single-Unit Trucks</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>-</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>20</b>
<b>% Single-Unit Trucks</b>	<b>0%</b>	<b>0.5%</b>	<b>0%</b>	<b>0%</b>	<b>0.4%</b>	<b>-</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>-</b>	<b>0%</b>	<b>0.2%</b>	<b>1.5%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.4%</b>
<b>Articulated Trucks</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>-</b>	<b>14</b>
<b>% Articulated Trucks</b>	<b>0%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.5%</b>	<b>-</b>	<b>0%</b>	<b>0.2%</b>	<b>0%</b>	<b>0%</b>	<b>0.1%</b>	<b>-</b>	<b>0%</b>	<b>0.3%</b>	<b>0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.3%</b>
<b>Buses</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>-</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>-</b>	<b>13</b>
<b>% Buses</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0.3%</b>	<b>0.8%</b>	<b>0%</b>	<b>0%</b>	<b>0.6%</b>	<b>-</b>	<b>0%</b>	<b>0.2%</b>	<b>1.0%</b>	<b>0%</b>	<b>0.2%</b>	<b>-</b>	<b>0.8%</b>	<b>0.1%</b>	<b>0%</b>	<b>0%</b>	<b>0.3%</b>	<b>-</b>	<b>0.2%</b>
<b>Bicycles on Road</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
<b>% Bicycles on Road</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>-</b>	<b>0%</b>
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Empire St - TMC

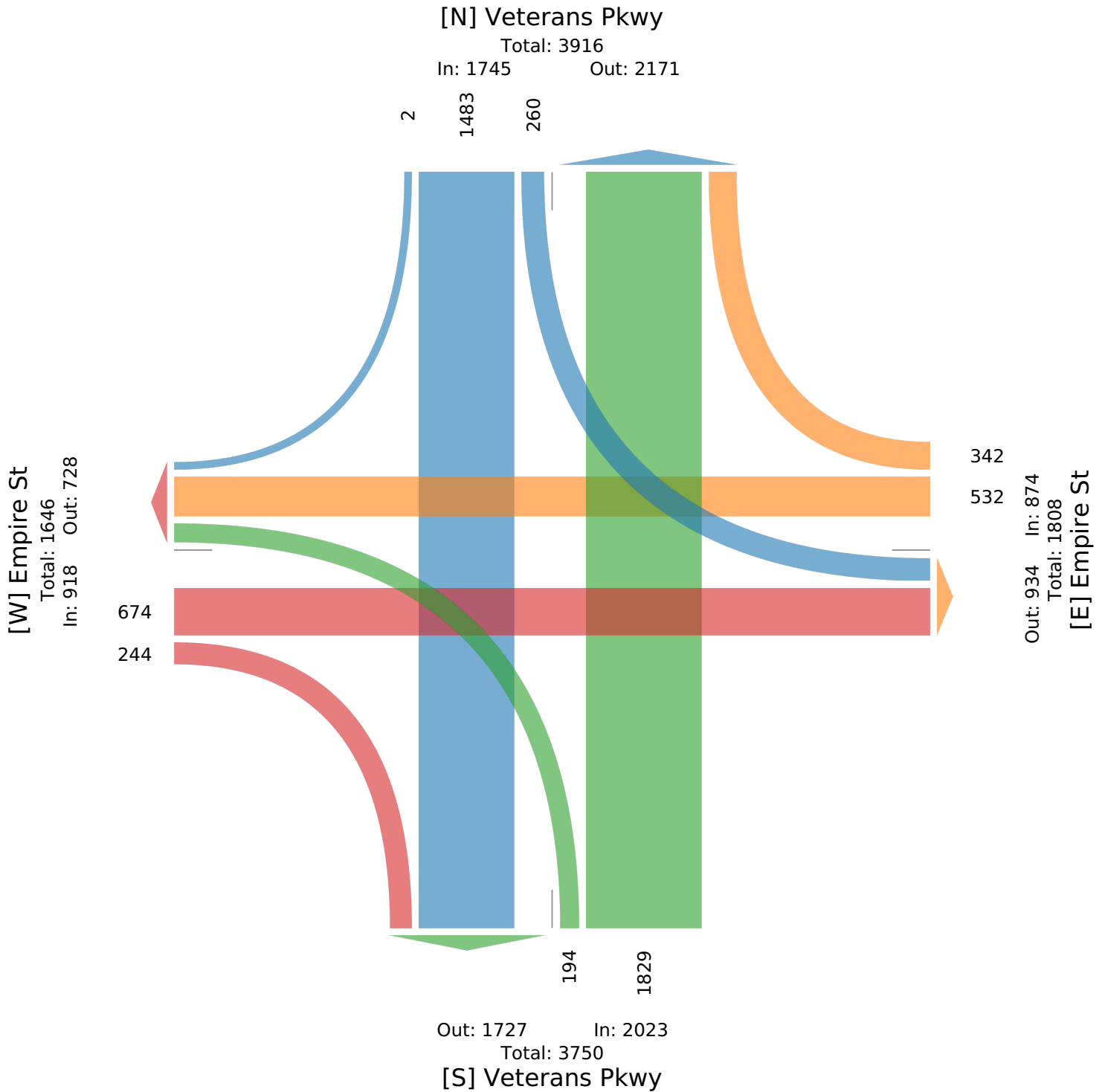
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230281, Location: 40.488249, -88.952822



# Veterans Pkwy & Empire St (East) - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Westbound				Veterans Pkwy slip lane Northbound				Veterans Pkwy Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-09-24 6:00AM	47	20	0	67	13	0	0	13	0	38	0	38	118
6:15AM	55	35	0	90	33	0	0	33	0	46	0	46	169
6:30AM	68	48	0	116	17	0	0	17	0	53	0	53	186
6:45AM	98	55	0	153	43	0	0	43	0	84	0	84	280
Hourly Total	268	158	0	426	106	0	0	106	0	221	0	221	753
7:00AM	119	49	0	168	26	0	0	26	0	76	0	76	270
7:15AM	153	78	0	231	42	0	0	42	0	131	0	131	404
7:30AM	150	84	0	234	51	0	0	51	0	152	0	152	437
7:45AM	176	102	0	278	88	0	0	88	0	186	0	186	552
Hourly Total	598	313	0	911	207	0	0	207	0	545	0	545	1663
8:00AM	154	70	0	224	56	0	0	56	0	123	0	123	403
8:15AM	162	66	0	228	55	0	0	55	0	131	0	131	414
8:30AM	151	37	0	188	53	0	0	53	0	120	0	120	361
8:45AM	147	60	0	207	62	0	0	62	0	118	0	118	387
Hourly Total	614	233	0	847	226	0	0	226	0	492	0	492	1565
3:00PM	164	54	0	218	50	0	0	50	0	195	0	195	463
3:15PM	173	49	0	222	69	0	0	69	0	169	0	169	460
3:30PM	182	52	0	234	67	0	0	67	0	176	0	176	477
3:45PM	203	56	0	259	70	0	0	70	0	185	0	185	514
Hourly Total	722	211	0	933	256	0	0	256	0	725	0	725	1914
4:00PM	192	52	0	244	64	0	0	64	0	214	0	214	522
4:15PM	212	48	0	260	81	0	0	81	0	211	0	211	552
4:30PM	229	60	0	289	87	0	0	87	0	231	0	231	607
4:45PM	204	66	0	270	81	0	0	81	0	243	0	243	594
Hourly Total	837	226	0	1063	313	0	0	313	0	899	0	899	2275
5:00PM	263	47	0	310	61	0	0	61	0	233	0	233	604
5:15PM	185	62	0	247	60	0	0	60	0	251	0	251	558
5:30PM	190	35	1	226	54	0	0	54	0	186	0	186	466
5:45PM	159	29	0	188	45	0	0	45	0	199	0	199	432
Hourly Total	797	173	1	971	220	0	0	220	0	869	0	869	2060
<b>Total</b>	3836	1314	1	5151	1328	0	0	1328	0	3751	0	3751	10230
<b>% Approach</b>	74.5%	25.5%	0%	-	100%	0%	0%	-	0%	100%	0%	-	-
<b>% Total</b>	37.5%	12.8%	0%	50.4%	13.0%	0%	0%	13.0%	0%	36.7%	0%	36.7%	-
<b>Lights</b>	3755	1279	1	5035	1297	0	0	1297	0	3682	0	3682	10014
<b>% Lights</b>	97.9%	97.3%	100%	97.7%	97.7%	0%	0%	97.7%	0%	98.2%	0%	98.2%	97.9%
<b>Single-Unit Trucks</b>	30	22	0	52	18	0	0	18	0	34	0	34	104
<b>% Single-Unit Trucks</b>	0.8%	1.7%	0%	1.0%	1.4%	0%	0%	1.4%	0%	0.9%	0%	0.9%	1.0%
<b>Articulated Trucks</b>	14	3	0	17	2	0	0	2	0	14	0	14	33
<b>% Articulated Trucks</b>	0.4%	0.2%	0%	0.3%	0.2%	0%	0%	0.2%	0%	0.4%	0%	0.4%	0.3%
<b>Buses</b>	36	10	0	46	10	0	0	10	0	21	0	21	77
<b>% Buses</b>	0.9%	0.8%	0%	0.9%	0.8%	0%	0%	0.8%	0%	0.6%	0%	0.6%	0.8%
<b>Bicycles on Road</b>	1	0	0	1	1	0	0	1	0	0	0	0	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (East) - TMC

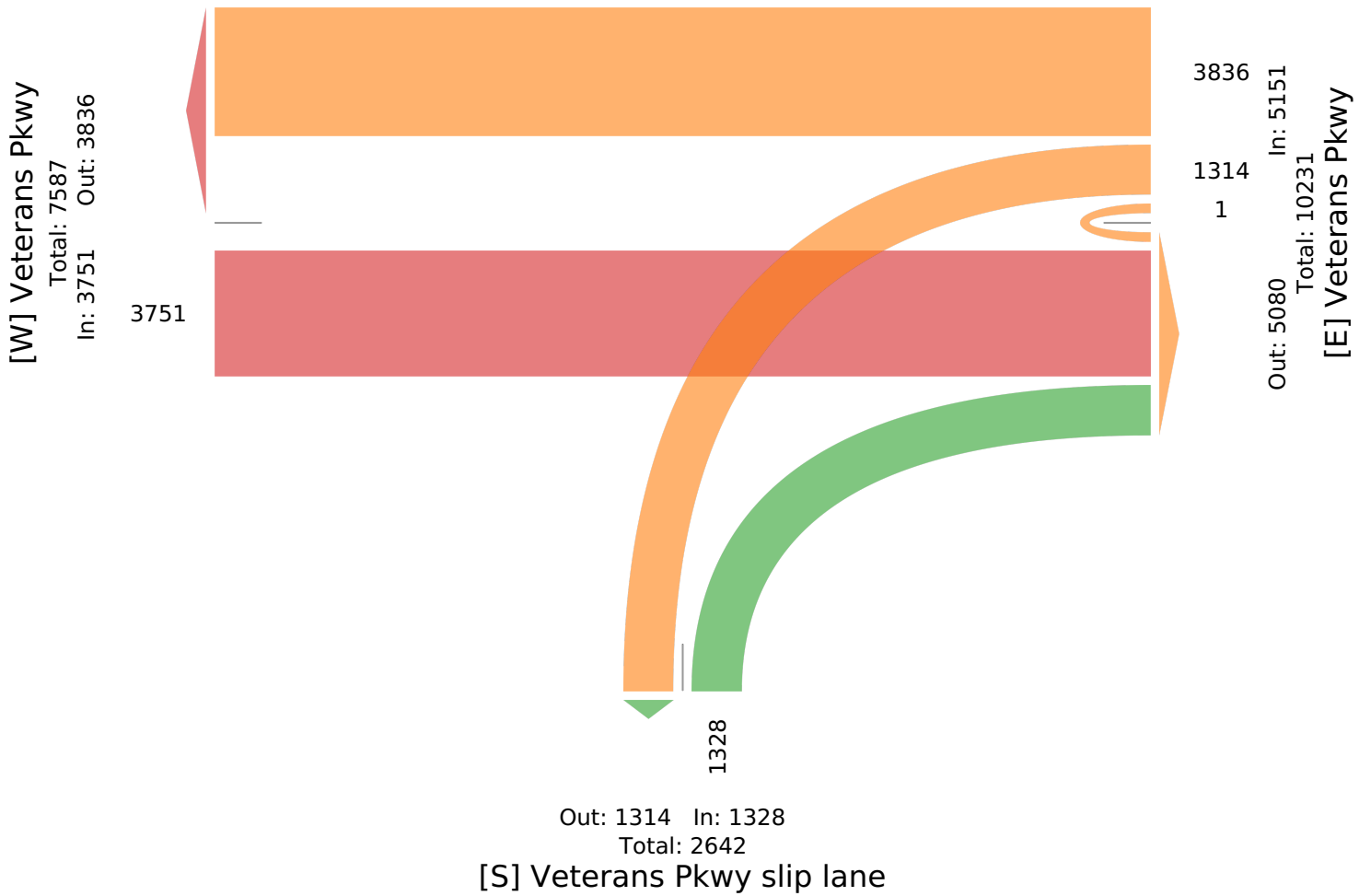
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



Veterans Pkwy & Empire St (East) - TMC

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



Leg Direction	Veterans Pkwy Westbound				Veterans Pkwy slip lane Northbound				Veterans Pkwy Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2024-09-24 7:30AM	150	84	0	<b>234</b>	51	0	0	<b>51</b>	0	152	0	<b>152</b>	<b>437</b>
7:45AM	176	102	0	<b>278</b>	88	0	0	<b>88</b>	0	186	0	<b>186</b>	<b>552</b>
8:00AM	154	70	0	<b>224</b>	56	0	0	<b>56</b>	0	123	0	<b>123</b>	<b>403</b>
8:15AM	162	66	0	<b>228</b>	55	0	0	<b>55</b>	0	131	0	<b>131</b>	<b>414</b>
<b>Total</b>	642	322	0	<b>964</b>	250	0	0	<b>250</b>	0	592	0	<b>592</b>	<b>1806</b>
<b>% Approach</b>	66.6%	33.4%	0%	-	100%	0%	0%	-	0%	100%	0%	-	-
<b>% Total</b>	35.5%	17.8%	0%	<b>53.4%</b>	13.8%	0%	0%	<b>13.8%</b>	0%	32.8%	0%	<b>32.8%</b>	-
<b>PHF</b>	0.912	0.789	-	<b>0.867</b>	0.710	-	-	<b>0.710</b>	-	0.796	-	<b>0.796</b>	0.818
<b>Lights</b>	627	313	0	<b>940</b>	243	0	0	<b>243</b>	0	575	0	<b>575</b>	1758
<b>% Lights</b>	97.7%	97.2%	0%	<b>97.5%</b>	97.2%	0%	0%	<b>97.2%</b>	0%	97.1%	0%	<b>97.1%</b>	97.3%
<b>Single-Unit Trucks</b>	5	6	0	<b>11</b>	5	0	0	<b>5</b>	0	10	0	<b>10</b>	26
<b>% Single-Unit Trucks</b>	0.8%	1.9%	0%	<b>1.1%</b>	2.0%	0%	0%	<b>2.0%</b>	0%	1.7%	0%	<b>1.7%</b>	1.4%
<b>Articulated Trucks</b>	2	0	0	<b>2</b>	0	0	0	<b>0</b>	0	3	0	<b>3</b>	5
<b>% Articulated Trucks</b>	0.3%	0%	0%	<b>0.2%</b>	0%	0%	0%	<b>0%</b>	0%	0.5%	0%	<b>0.5%</b>	0.3%
<b>Buses</b>	8	3	0	<b>11</b>	2	0	0	<b>2</b>	0	4	0	<b>4</b>	17
<b>% Buses</b>	1.2%	0.9%	0%	<b>1.1%</b>	0.8%	0%	0%	<b>0.8%</b>	0%	0.7%	0%	<b>0.7%</b>	0.9%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%

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

Veterans Pkwy & Empire St (East) - TMC

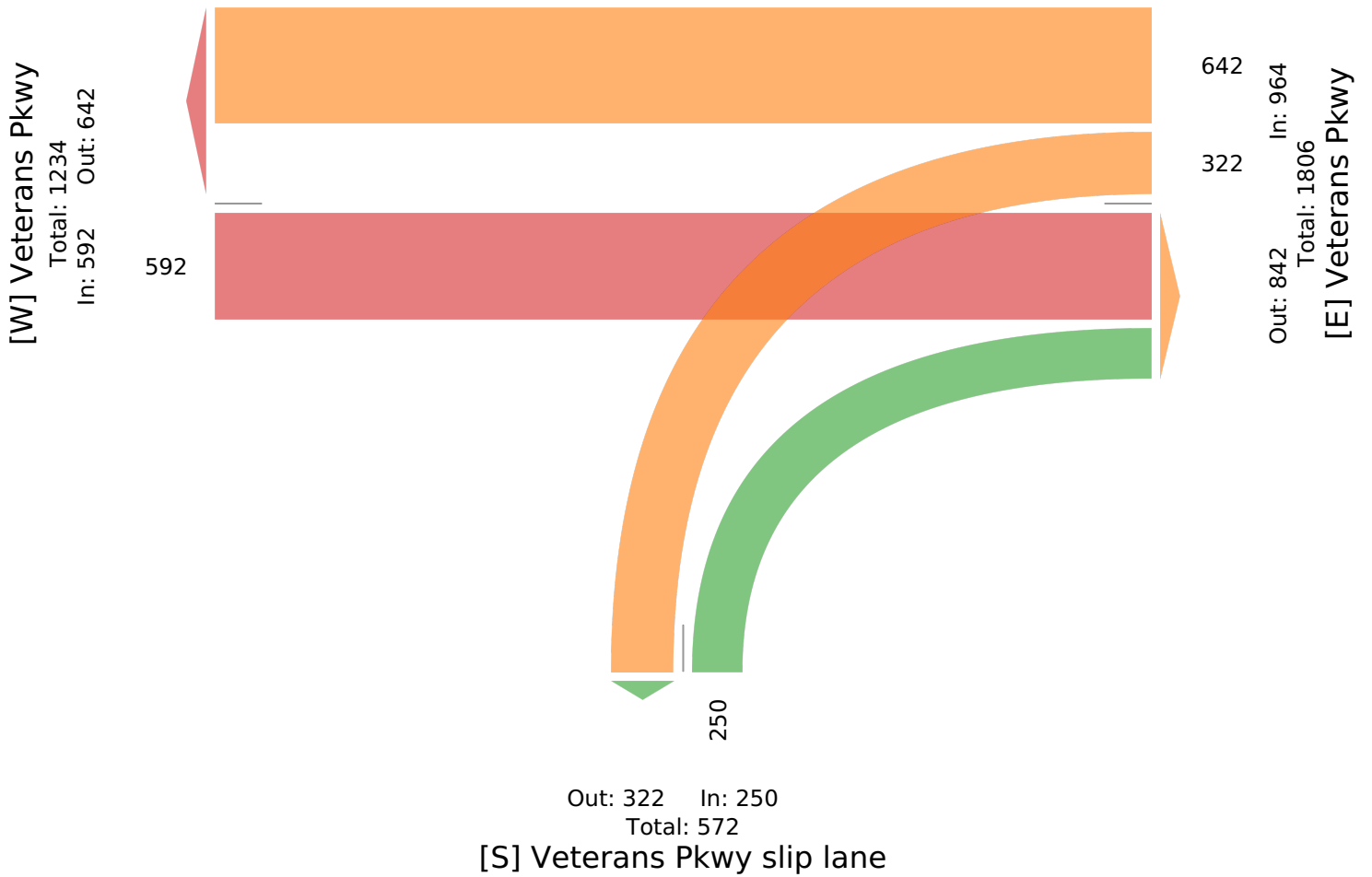
Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



Veterans Pkwy & Empire St (East) - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



Leg Direction	Veterans Pkwy Westbound				Veterans Pkwy slip lane Northbound				Veterans Pkwy Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2024-09-24 4:30PM	229	60	0	<b>289</b>	87	0	0	<b>87</b>	0	231	0	<b>231</b>	<b>607</b>
4:45PM	204	66	0	<b>270</b>	81	0	0	<b>81</b>	0	243	0	<b>243</b>	<b>594</b>
5:00PM	263	47	0	<b>310</b>	61	0	0	<b>61</b>	0	233	0	<b>233</b>	<b>604</b>
5:15PM	185	62	0	<b>247</b>	60	0	0	<b>60</b>	0	251	0	<b>251</b>	<b>558</b>
<b>Total</b>	<b>881</b>	<b>235</b>	<b>0</b>	<b>1116</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>289</b>	<b>0</b>	<b>958</b>	<b>0</b>	<b>958</b>	<b>2363</b>
<b>% Approach</b>	78.9%	21.1%	0%	-	100%	0%	0%	-	0%	100%	0%	-	-
<b>% Total</b>	37.3%	9.9%	0%	<b>47.2%</b>	12.2%	0%	0%	<b>12.2%</b>	0%	40.5%	0%	<b>40.5%</b>	-
<b>PHF</b>	0.837	0.890	-	<b>0.900</b>	0.830	-	-	<b>0.830</b>	-	0.954	-	<b>0.954</b>	0.973
<b>Lights</b>	873	233	0	<b>1106</b>	287	0	0	<b>287</b>	0	952	0	<b>952</b>	2345
<b>% Lights</b>	99.1%	99.1%	0%	<b>99.1%</b>	99.3%	0%	0%	<b>99.3%</b>	0%	99.4%	0%	<b>99.4%</b>	99.2%
<b>Single-Unit Trucks</b>	5	1	0	<b>6</b>	1	0	0	<b>1</b>	0	3	0	<b>3</b>	10
<b>% Single-Unit Trucks</b>	0.6%	0.4%	0%	<b>0.5%</b>	0.3%	0%	0%	<b>0.3%</b>	0%	0.3%	0%	<b>0.3%</b>	0.4%
<b>Articulated Trucks</b>	2	1	0	<b>3</b>	0	0	0	<b>0</b>	0	2	0	<b>2</b>	5
<b>% Articulated Trucks</b>	0.2%	0.4%	0%	<b>0.3%</b>	0%	0%	0%	<b>0%</b>	0%	0.2%	0%	<b>0.2%</b>	0.2%
<b>Buses</b>	1	0	0	<b>1</b>	1	0	0	<b>1</b>	0	1	0	<b>1</b>	3
<b>% Buses</b>	0.1%	0%	0%	<b>0.1%</b>	0.3%	0%	0%	<b>0.3%</b>	0%	0.1%	0%	<b>0.1%</b>	0.1%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%

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

Veterans Pkwy & Empire St (East) - TMC

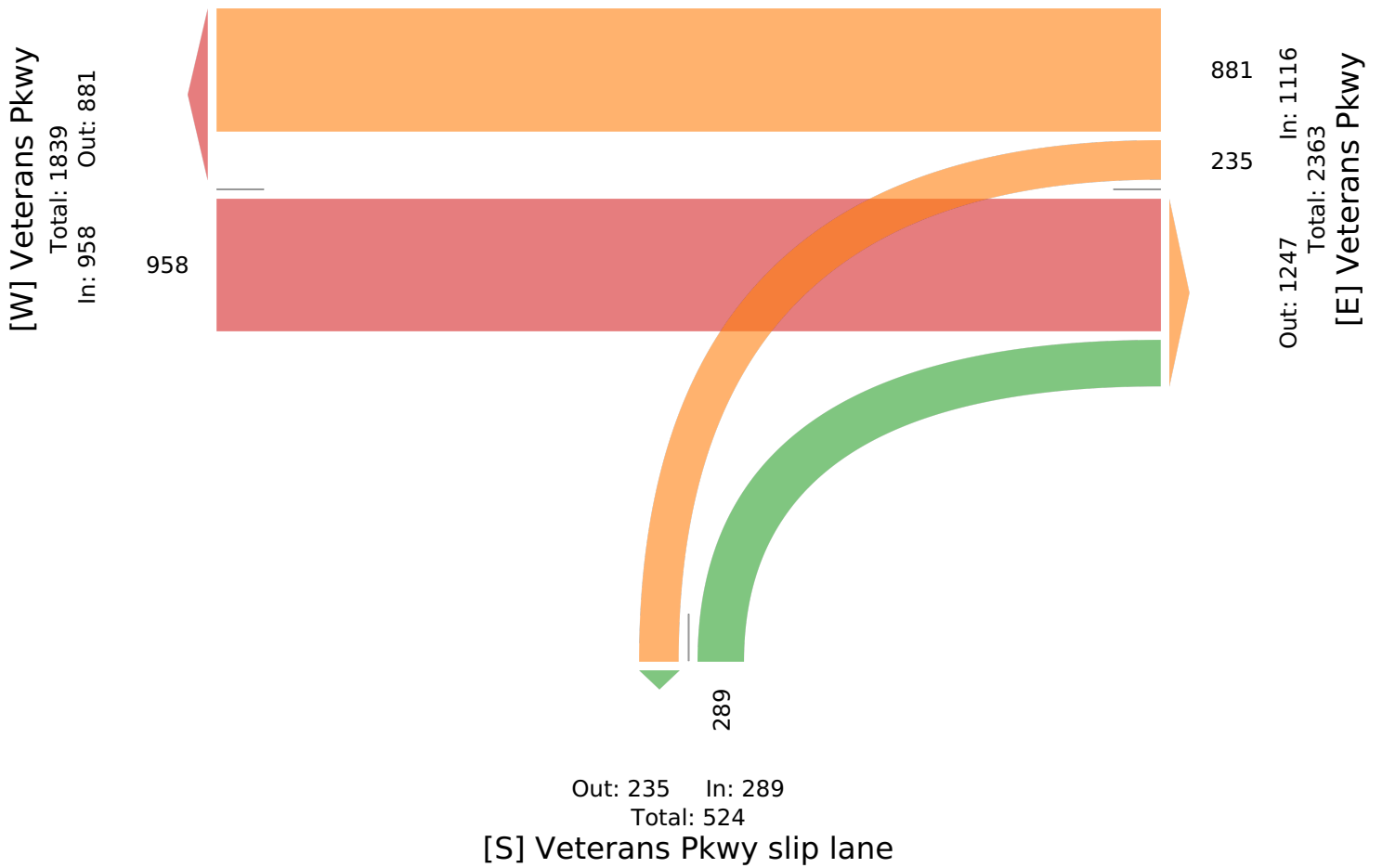
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230302, Location: 40.488162, -88.950889



# Veterans Pkwy & Empire St (South) - TMC

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy slip lane Westbound				Veterans Pkwy Northbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-09-24 6:00AM	113	0	0	113	0	21	0	21	13	80	0	93	227
6:15AM	130	0	0	130	0	29	0	29	32	108	1	141	300
6:30AM	228	0	0	228	0	41	0	41	19	155	0	174	443
6:45AM	273	0	0	273	0	66	0	66	42	181	0	223	562
Hourly Total	744	0	0	744	0	157	0	157	106	524	1	631	1532
7:00AM	249	0	0	249	0	47	0	47	29	243	0	272	568
7:15AM	304	0	0	304	0	69	0	69	40	266	0	306	679
7:30AM	366	0	0	366	0	93	0	93	54	328	0	382	841
7:45AM	528	0	0	528	0	91	0	91	85	386	0	471	1090
Hourly Total	1447	0	0	1447	0	300	0	300	208	1223	0	1431	3178
8:00AM	354	0	0	354	0	79	0	79	61	312	0	373	806
8:15AM	302	0	0	302	0	62	0	62	61	280	0	341	705
8:30AM	263	0	0	263	0	44	0	44	48	226	0	274	581
8:45AM	279	0	0	279	0	52	0	52	63	338	0	401	732
Hourly Total	1198	0	0	1198	0	237	0	237	233	1156	0	1389	2824
3:00PM	365	0	0	365	0	47	0	47	47	362	0	409	821
3:15PM	349	0	0	349	0	56	0	56	69	385	0	454	859
3:30PM	366	0	0	366	0	51	0	51	65	447	0	512	929
3:45PM	409	0	0	409	0	50	0	50	65	446	0	511	970
Hourly Total	1489	0	0	1489	0	204	0	204	246	1640	0	1886	3579
4:00PM	395	0	0	395	1	62	0	63	63	467	0	530	988
4:15PM	414	0	0	414	0	40	0	40	86	494	0	580	1034
4:30PM	428	0	0	428	0	70	0	70	83	504	0	587	1085
4:45PM	451	0	0	451	0	57	0	57	83	495	0	578	1086
Hourly Total	1688	0	0	1688	1	229	0	230	315	1960	0	2275	4193
5:00PM	427	0	0	427	0	55	0	55	73	512	0	585	1067
5:15PM	430	0	0	430	0	54	0	54	61	403	0	464	948
5:30PM	354	0	0	354	0	31	0	31	54	398	0	452	837
5:45PM	333	0	0	333	1	37	0	38	46	311	0	357	728
Hourly Total	1544	0	0	1544	1	177	0	178	234	1624	0	1858	3580
<b>Total</b>	<b>8110</b>	<b>0</b>	<b>0</b>	<b>8110</b>	<b>2</b>	<b>1304</b>	<b>0</b>	<b>1306</b>	<b>1342</b>	<b>8127</b>	<b>1</b>	<b>9470</b>	<b>18886</b>
<b>% Approach</b>	100%	0%	0%	-	0.2%	99.8%	0%	-	14.2%	85.8%	0%	-	-
<b>% Total</b>	42.9%	0%	0%	42.9%	0%	6.9%	0%	6.9%	7.1%	43.0%	0%	50.1%	-
<b>Lights</b>	7990	0	0	7990	2	1271	0	1273	1313	7998	1	9312	18575
<b>% Lights</b>	98.5%	0%	0%	98.5%	100%	97.5%	0%	97.5%	97.8%	98.4%	100%	98.3%	98.4%
<b>Single-Unit Trucks</b>	47	0	0	47	0	15	0	15	17	46	0	63	125
<b>% Single-Unit Trucks</b>	0.6%	0%	0%	0.6%	0%	1.2%	0%	1.1%	1.3%	0.6%	0%	0.7%	0.7%
<b>Articulated Trucks</b>	32	0	0	32	0	8	0	8	1	26	0	27	67
<b>% Articulated Trucks</b>	0.4%	0%	0%	0.4%	0%	0.6%	0%	0.6%	0.1%	0.3%	0%	0.3%	0.4%
<b>Buses</b>	41	0	0	41	0	10	0	10	11	57	0	68	119
<b>% Buses</b>	0.5%	0%	0%	0.5%	0%	0.8%	0%	0.8%	0.8%	0.7%	0%	0.7%	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Empire St (South) - TMC

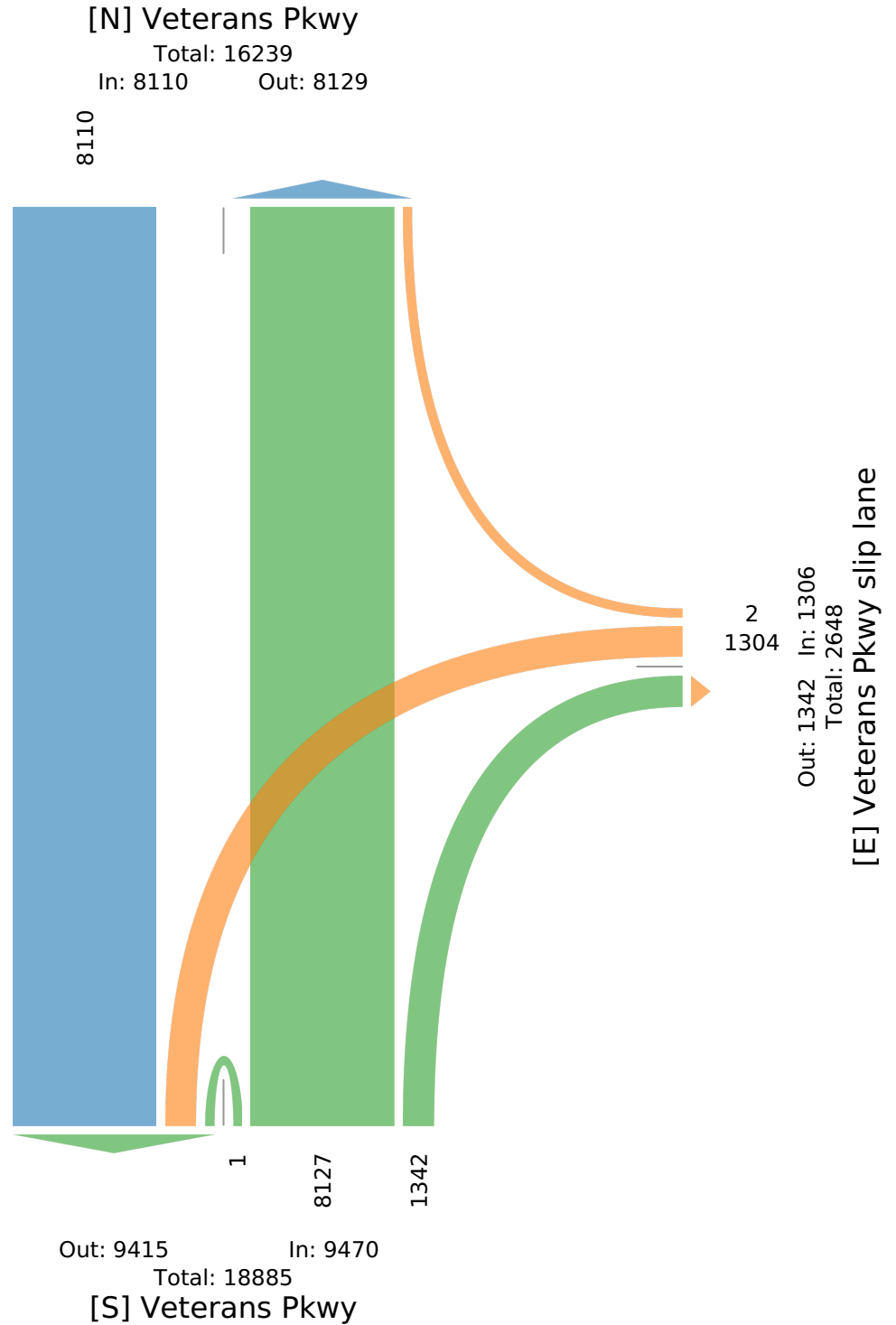
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



Veterans Pkwy & Empire St (South) - TMC

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy slip lane Westbound				Veterans Pkwy Northbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-09-24 7:30AM	366	0	0	366	0	93	0	93	54	328	0	382	841
7:45AM	528	0	0	528	0	91	0	91	85	386	0	471	1090
8:00AM	354	0	0	354	0	79	0	79	61	312	0	373	806
8:15AM	302	0	0	302	0	62	0	62	61	280	0	341	705
<b>Total</b>	1550	0	0	1550	0	325	0	325	261	1306	0	1567	3442
<b>% Approach</b>	100%	0%	0%	-	0%	100%	0%	-	16.7%	83.3%	0%	-	-
<b>% Total</b>	45.0%	0%	0%	45.0%	0%	9.4%	0%	9.4%	7.6%	37.9%	0%	45.5%	-
<b>PHF</b>	0.734	-	-	0.734	-	0.874	-	0.874	0.768	0.846	-	0.832	0.789
<b>Lights</b>	1521	0	0	1521	0	318	0	318	254	1276	0	1530	3369
<b>% Lights</b>	98.1%	0%	0%	98.1%	0%	97.8%	0%	97.8%	97.3%	97.7%	0%	97.6%	97.9%
<b>Single-Unit Trucks</b>	13	0	0	13	0	4	0	4	5	10	0	15	32
<b>% Single-Unit Trucks</b>	0.8%	0%	0%	0.8%	0%	1.2%	0%	1.2%	1.9%	0.8%	0%	1.0%	0.9%
<b>Articulated Trucks</b>	7	0	0	7	0	1	0	1	0	6	0	6	14
<b>% Articulated Trucks</b>	0.5%	0%	0%	0.5%	0%	0.3%	0%	0.3%	0%	0.5%	0%	0.4%	0.4%
<b>Buses</b>	9	0	0	9	0	2	0	2	2	14	0	16	27
<b>% Buses</b>	0.6%	0%	0%	0.6%	0%	0.6%	0%	0.6%	0.8%	1.1%	0%	1.0%	0.8%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

**Veterans Pkwy & Empire St (South) - TMC**

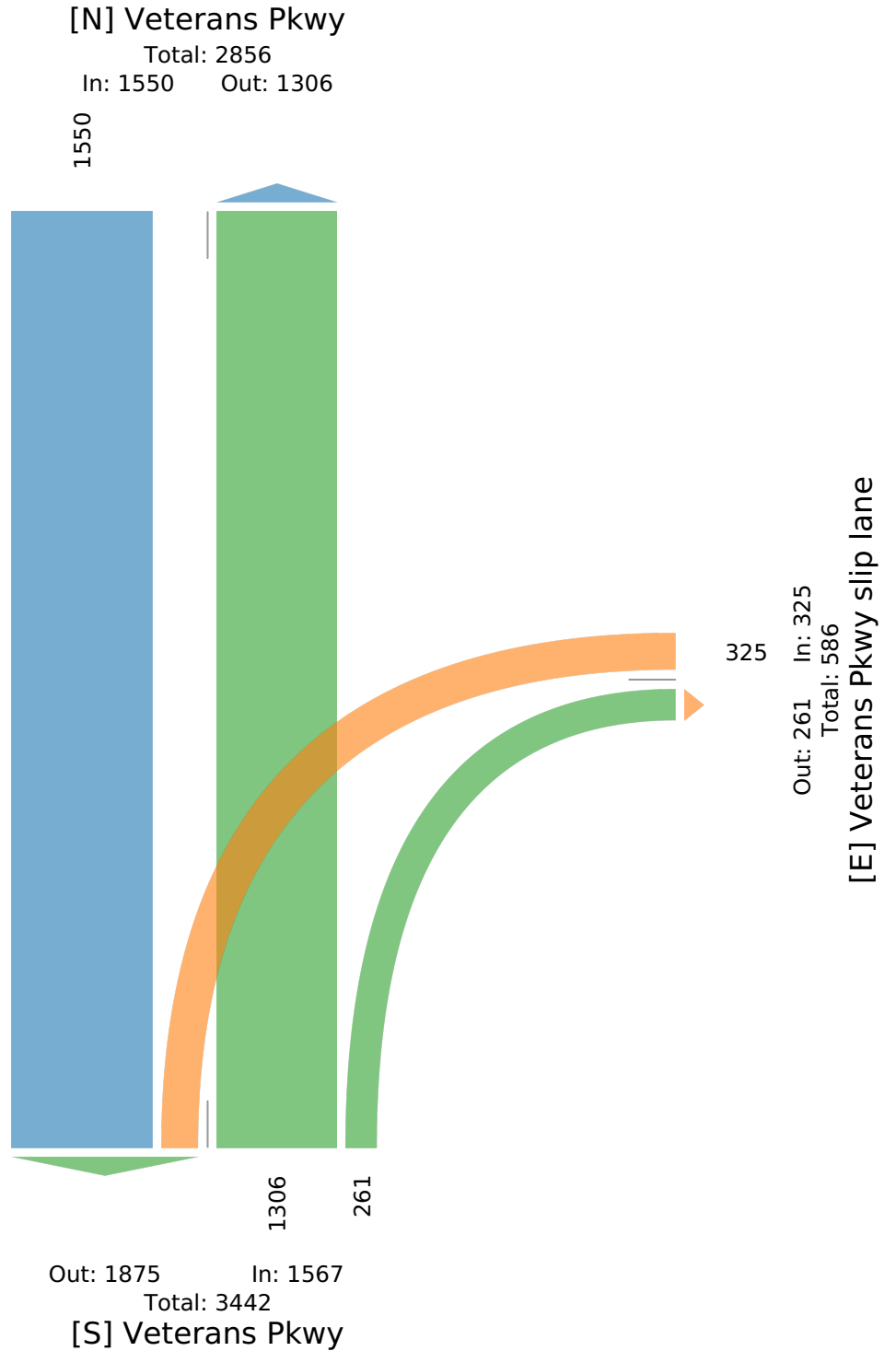
Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



**Veterans Pkwy & Empire St (South) - TMC**

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



Leg Direction	Veterans Pkwy Southbound				Veterans Pkwy slip lane Westbound				Veterans Pkwy Northbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
Time													
2024-09-24 4:15PM	414	0	0	<b>414</b>	0	40	0	<b>40</b>	86	494	0	<b>580</b>	<b>1034</b>
4:30PM	428	0	0	<b>428</b>	0	70	0	<b>70</b>	83	504	0	<b>587</b>	<b>1085</b>
4:45PM	451	0	0	<b>451</b>	0	57	0	<b>57</b>	83	495	0	<b>578</b>	<b>1086</b>
5:00PM	427	0	0	<b>427</b>	0	55	0	<b>55</b>	73	512	0	<b>585</b>	<b>1067</b>
<b>Total</b>	1720	0	0	<b>1720</b>	0	222	0	<b>222</b>	325	2005	0	<b>2330</b>	<b>4272</b>
<b>% Approach</b>	100%	0%	0%	-	0%	100%	0%	-	13.9%	86.1%	0%	-	-
<b>% Total</b>	40.3%	0%	0%	<b>40.3%</b>	0%	5.2%	0%	<b>5.2%</b>	7.6%	46.9%	0%	<b>54.5%</b>	-
<b>PHF</b>	0.953	-	-	<b>0.953</b>	-	0.793	-	<b>0.793</b>	0.945	0.979	-	<b>0.992</b>	0.983
<b>Lights</b>	1708	0	0	<b>1708</b>	0	219	0	<b>219</b>	324	1990	0	<b>2314</b>	4241
<b>% Lights</b>	99.3%	0%	0%	<b>99.3%</b>	0%	98.6%	0%	<b>98.6%</b>	99.7%	99.3%	0%	<b>99.3%</b>	99.3%
<b>Single-Unit Trucks</b>	7	0	0	<b>7</b>	0	2	0	<b>2</b>	0	6	0	<b>6</b>	15
<b>% Single-Unit Trucks</b>	0.4%	0%	0%	<b>0.4%</b>	0%	0.9%	0%	<b>0.9%</b>	0%	0.3%	0%	<b>0.3%</b>	0.4%
<b>Articulated Trucks</b>	3	0	0	<b>3</b>	0	1	0	<b>1</b>	0	3	0	<b>3</b>	7
<b>% Articulated Trucks</b>	0.2%	0%	0%	<b>0.2%</b>	0%	0.5%	0%	<b>0.5%</b>	0%	0.1%	0%	<b>0.1%</b>	0.2%
<b>Buses</b>	2	0	0	<b>2</b>	0	0	0	<b>0</b>	1	6	0	<b>7</b>	9
<b>% Buses</b>	0.1%	0%	0%	<b>0.1%</b>	0%	0%	0%	<b>0%</b>	0.3%	0.3%	0%	<b>0.3%</b>	0.2%
<b>Bicycles on Road</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0	0	0	<b>0</b>	0
<b>% Bicycles on Road</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%	0%	0%	<b>0%</b>	0%

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

Veterans Pkwy & Empire St (South) - TMC

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230292, Location: 40.486799, -88.952848



[N] Veterans Pkwy

Total: 3725

In: 1720 Out: 2005



Out: 1942 In: 2330  
Total: 4272

[S] Veterans Pkwy

Out: 325 In: 222  
Total: 547

[E] Veterans Pkwy slip lane

**Veterans Pkwy & Eastland Dr - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



Leg Direction	Veterans Pkwy Southbound						Eastland Dr Westbound						Veterans Pkwy Northbound						Eastland Dr Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	16	115	3	0	134	0	3	2	4	0	9	0	3	86	3	0	92	0	0	1	5	0	6	0	241
6:15AM	28	134	10	0	172	0	7	3	7	0	17	0	10	131	4	0	145	0	0	3	6	0	9	0	343
6:30AM	28	217	13	0	258	0	7	4	6	0	17	0	9	164	10	0	183	0	1	5	4	0	10	0	468
6:45AM	55	264	28	0	347	0	9	9	13	0	31	0	19	214	9	0	242	0	1	5	6	0	12	0	632
Hourly Total	127	730	54	0	911	0	26	18	30	0	74	0	41	595	26	0	662	0	2	14	21	0	37	0	1684
7:00AM	27	270	13	0	310	0	8	12	6	0	26	0	10	267	8	0	285	1	2	5	5	0	12	0	633
7:15AM	34	324	26	0	384	0	25	12	10	0	47	0	16	263	11	0	290	0	2	8	6	0	16	0	737
7:30AM	52	374	34	0	460	0	21	10	12	0	43	0	24	374	19	0	417	0	4	12	14	0	30	0	950
7:45AM	79	538	29	0	646	0	19	26	14	0	59	0	25	421	16	0	462	0	8	13	5	0	26	0	1193
Hourly Total	192	1506	102	0	1800	0	73	60	42	0	175	0	75	1325	54	0	1454	1	16	38	30	0	84	0	3513
8:00AM	47	357	34	0	438	0	18	16	22	0	56	0	21	349	19	0	389	1	8	13	13	0	34	0	917
8:15AM	43	303	29	0	375	0	17	10	14	0	41	0	27	296	15	0	338	0	7	10	14	0	31	0	785
8:30AM	31	235	28	0	294	0	25	10	17	0	52	0	23	238	10	0	271	0	8	11	19	0	38	0	655
8:45AM	35	284	24	0	343	0	30	17	13	0	60	0	19	341	12	0	372	2	12	12	20	0	44	0	819
Hourly Total	156	1179	115	0	1450	0	90	53	66	0	209	0	90	1224	56	0	1370	3	35	46	66	0	147	0	3176
3:00PM	30	360	41	0	431	1	35	26	29	0	90	1	25	346	23	0	394	1	16	22	26	0	64	1	979
3:15PM	25	343	41	0	409	1	44	19	30	0	93	0	37	371	24	0	432	1	21	17	44	0	82	0	1016
3:30PM	33	317	46	0	396	1	44	19	28	0	91	0	44	438	14	1	497	1	17	28	53	0	98	2	1082
3:45PM	25	389	60	1	475	0	41	21	25	0	87	0	38	409	21	0	468	2	24	22	42	0	88	0	1118
Hourly Total	113	1409	188	1	1711	3	164	85	112	0	361	1	144	1564	82	1	1791	5	78	89	165	0	332	3	4195
4:00PM	25	383	46	0	454	0	46	33	35	0	114	0	36	468	22	0	526	0	18	22	48	0	88	0	1182
4:15PM	28	395	42	0	465	0	59	17	38	0	114	0	35	473	24	0	532	0	16	24	37	0	77	0	1188
4:30PM	17	405	53	0	475	0	74	26	44	0	144	0	39	462	11	0	512	0	28	41	63	0	132	0	1263
4:45PM	26	433	46	1	506	0	56	19	32	0	107	0	49	477	19	0	545	0	23	25	41	0	89	0	1247
Hourly Total	96	1616	187	1	1900	0	235	95	149	0	479	0	159	1880	76	0	2115	0	85	112	189	0	386	0	4880
5:00PM	28	386	66	0	480	0	71	25	34	0	130	0	36	437	16	1	490	0	30	32	55	0	117	0	1217
5:15PM	16	421	56	1	494	0	59	15	24	0	98	0	38	387	21	0	446	1	17	27	31	0	75	1	1113
5:30PM	12	326	55	1	394	0	62	12	35	0	109	0	35	343	21	0	399	0	19	15	21	0	55	0	957
5:45PM	12	327	34	0	373	1	33	18	30	0	81	0	40	337	19	0	396	2	9	11	17	0	37	1	887
Hourly Total	68	1460	211	2	1741	1	225	70	123	0	418	0	149	1504	77	1	1731	3	75	85	124	0	284	2	4174
<b>Total</b>	752	7900	857	4	9513	4	813	381	522	0	1716	1	658	8092	371	2	9123	12	291	384	595	0	1270	5	21622
<b>% Approach</b>	7.9%	83.0%	9.0%	0%	-	-	47.4%	22.2%	30.4%	0%	-	-	7.2%	88.7%	4.1%	0%	-	-	22.9%	30.2%	46.9%	0%	-	-	-
<b>% Total</b>	3.5%	36.5%	4.0%	0%	44.0%	-	3.8%	1.8%	2.4%	0%	7.9%	-	3.0%	37.4%	1.7%	0%	42.2%	-	1.3%	1.8%	2.8%	0%	5.9%	-	-
<b>Lights</b>	733	7775	848	4	9360	-	799	379	509	0	1687	-	639	7963	363	2	8967	-	284	380	578	0	1242	-	21256
<b>% Lights</b>	97.5%	98.4%	98.9%	100%	98.4%	-	98.3%	99.5%	97.5%	0%	98.3%	-	97.1%	98.4%	97.8%	100%	98.3%	-	97.6%	99.0%	97.1%	0%	97.8%	-	98.3%
<b>Single-Unit Trucks</b>	7	49	9	0	65	-	10	1	8	0	19	-	13	50	7	0	70	-	4	3	5	0	12	-	166
<b>% Single-Unit Trucks</b>	0.9%	0.6%	1.1%	0%	0.7%	-	1.2%	0.3%	1.5%	0%	1.1%	-	2.0%	0.6%	1.9%	0%	0.8%	-	1.4%	0.8%	0.8%	0%	0.9%	-	0.8%
<b>Articulated Trucks</b>	2	40	0	0	42	-	2	0	3	0	5	-	5	25	1	0	31	-	1	0	0	0	1	-	79
<b>% Articulated Trucks</b>	0.3%	0.5%	0%	0%	0.4%	-	0.2%	0%	0.6%	0%	0.3%	-	0.8%	0.3%	0.3%	0%	0.3%	-	0.3%	0%	0%	0%	0.1%	-	0.4%
<b>Buses</b>	10	36	0	0	46	-	1	1	2	0	4	-	0	54	0	0	54	-	2	1	12	0	15	-	119
<b>% Buses</b>	1.3%	0.5%	0%	0%	0.5%	-	0.1%	0.3%	0.4%	0%	0.2%	-	0%	0.7%	0%	0%	0.6%	-	0.7%	0.3%	2.0%	0%	1.2%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	1	0	0	0	1	-	1	0	0	0	1	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0.1%	0%	0%	0%	0.1%	-	0.2%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	2	-	-	-	-	1	-	-	-	-	-	10	-	-	-	-	-	-	5	-
<b>% Pedestrians</b>	-	-	-	-	-	50.0%	-	-	-	-	100%	-	-	-	-	-	83.3%	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	50.0%	-	-	-	-	0%	-	-	-	-	-	16.7%	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Eastland Dr - TMC**

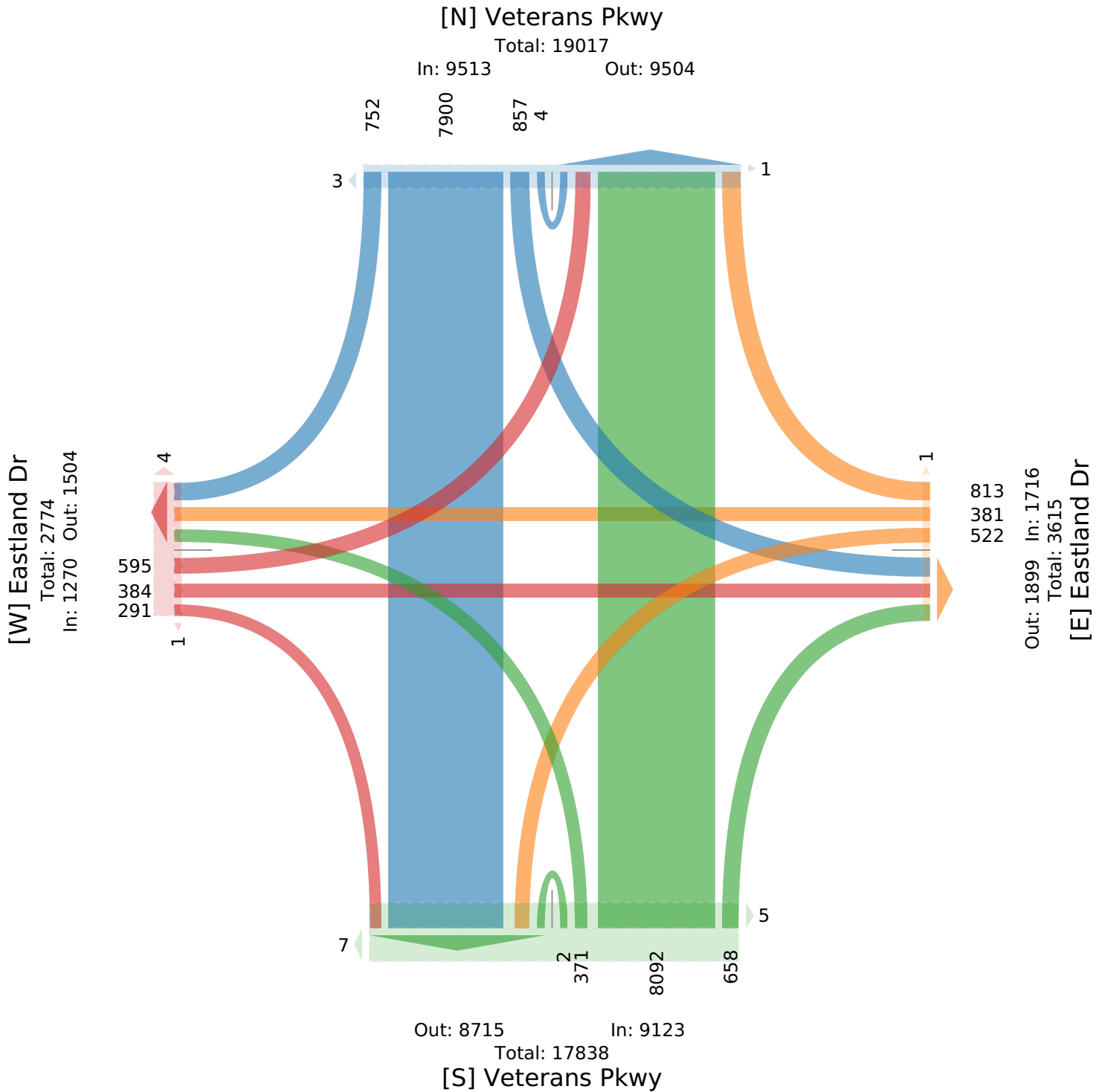
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



**Veterans Pkwy & Eastland Dr - TMC**

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



Leg Direction	Veterans Pkwy Southbound						Eastland Dr Westbound						Veterans Pkwy Northbound						Eastland Dr Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:30AM	52	374	34	0	<b>460</b>	0	21	10	12	0	<b>43</b>	0	24	374	19	0	<b>417</b>	0	4	12	14	0	<b>30</b>	0	<b>950</b>
7:45AM	79	538	29	0	<b>646</b>	0	19	26	14	0	<b>59</b>	0	25	421	16	0	<b>462</b>	0	8	13	5	0	<b>26</b>	0	<b>1193</b>
8:00AM	47	357	34	0	<b>438</b>	0	18	16	22	0	<b>56</b>	0	21	349	19	0	<b>389</b>	1	8	13	13	0	<b>34</b>	0	<b>917</b>
8:15AM	43	303	29	0	<b>375</b>	0	17	10	14	0	<b>41</b>	0	27	296	15	0	<b>338</b>	0	7	10	14	0	<b>31</b>	0	<b>785</b>
<b>Total</b>	<b>221</b>	<b>1572</b>	<b>126</b>	<b>0</b>	<b>1919</b>	<b>0</b>	<b>75</b>	<b>62</b>	<b>62</b>	<b>0</b>	<b>199</b>	<b>0</b>	<b>97</b>	<b>1440</b>	<b>69</b>	<b>0</b>	<b>1606</b>	<b>1</b>	<b>27</b>	<b>48</b>	<b>46</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>3845</b>
<b>% Approach</b>	11.5%	81.9%	6.6%	0%	-	-	37.7%	31.2%	31.2%	0%	-	-	6.0%	89.7%	4.3%	0%	-	-	22.3%	39.7%	38.0%	0%	-	-	-
<b>% Total</b>	5.7%	40.9%	3.3%	0%	<b>49.9%</b>	-	2.0%	1.6%	1.6%	0%	<b>5.2%</b>	-	2.5%	37.5%	1.8%	0%	<b>41.8%</b>	-	0.7%	1.2%	1.2%	0%	<b>3.1%</b>	-	-
<b>PHF</b>	0.699	0.730	0.926	-	<b>0.743</b>	-	0.893	0.596	0.705	-	<b>0.843</b>	-	0.898	0.855	0.908	-	<b>0.869</b>	-	0.844	0.923	0.821	-	<b>0.890</b>	-	0.806
<b>Lights</b>	218	1537	124	0	<b>1879</b>	-	72	62	59	0	<b>193</b>	-	95	1409	67	0	<b>1571</b>	-	25	47	43	0	<b>115</b>	-	3758
<b>% Lights</b>	98.6%	97.8%	98.4%	0%	<b>97.9%</b>	-	96.0%	100%	95.2%	0%	<b>97.0%</b>	-	97.9%	97.8%	97.1%	0%	<b>97.8%</b>	-	92.6%	97.9%	93.5%	0%	<b>95.0%</b>	-	97.7%
<b>Single-Unit Trucks</b>	0	18	2	0	<b>20</b>	-	2	0	2	0	<b>4</b>	-	1	13	2	0	<b>16</b>	-	0	0	1	0	<b>1</b>	-	41
<b>% Single-Unit Trucks</b>	0%	1.1%	1.6%	0%	<b>1.0%</b>	-	2.7%	0%	3.2%	0%	<b>2.0%</b>	-	1.0%	0.9%	2.9%	0%	<b>1.0%</b>	-	0%	0%	2.2%	0%	<b>0.8%</b>	-	1.1%
<b>Articulated Trucks</b>	2	8	0	0	<b>10</b>	-	0	0	0	0	<b>0</b>	-	1	5	0	0	<b>6</b>	-	1	0	0	0	<b>1</b>	-	17
<b>% Articulated Trucks</b>	0.9%	0.5%	0%	0%	<b>0.5%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.0%	0.3%	0%	0%	<b>0.4%</b>	-	3.7%	0%	0%	0%	<b>0.8%</b>	-	0.4%
<b>Buses</b>	1	9	0	0	<b>10</b>	-	1	0	1	0	<b>2</b>	-	0	13	0	0	<b>13</b>	-	1	1	2	0	<b>4</b>	-	29
<b>% Buses</b>	0.5%	0.6%	0%	0%	<b>0.5%</b>	-	1.3%	0%	1.6%	0%	<b>1.0%</b>	-	0%	0.9%	0%	0%	<b>0.8%</b>	-	3.7%	2.1%	4.3%	0%	<b>3.3%</b>	-	0.8%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
<b>Pedestrians</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>1</b>	-	-	-	-	-	<b>0</b>	-	0
<b>% Pedestrians</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-100%</b>	-	-	-	-	-	<b>-</b>	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	-	-	-	-	<b>0</b>	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>-</b>	-	-	-	-	-	<b>0%</b>	-	-	-	-	-	<b>-</b>	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Eastland Dr - TMC**

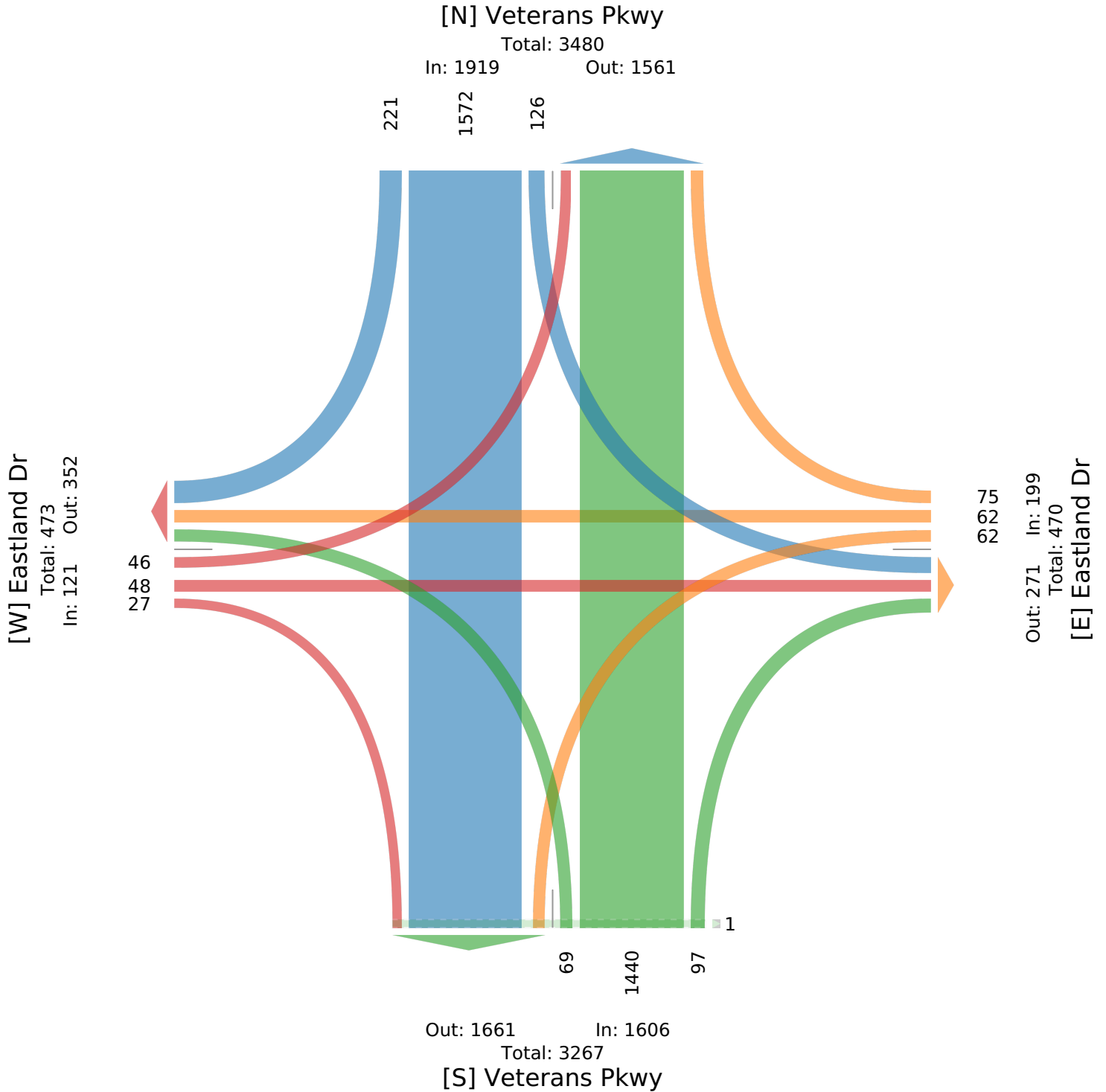
Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



**Veterans Pkwy & Eastland Dr - TMC**

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



Leg Direction	Veterans Pkwy Southbound						Eastland Dr Westbound						Veterans Pkwy Northbound						Eastland Dr Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 4:15PM	28	395	42	0	465	0	59	17	38	0	114	0	35	473	24	0	532	0	16	24	37	0	77	0	1188
4:30PM	17	405	53	0	475	0	74	26	44	0	144	0	39	462	11	0	512	0	28	41	63	0	132	0	1263
4:45PM	26	433	46	1	506	0	56	19	32	0	107	0	49	477	19	0	545	0	23	25	41	0	89	0	1247
5:00PM	28	386	66	0	480	0	71	25	34	0	130	0	36	437	16	1	490	0	30	32	55	0	117	0	1217
<b>Total</b>	99	1619	207	1	1926	0	260	87	148	0	495	0	159	1849	70	1	2079	0	97	122	196	0	415	0	4915
<b>% Approach</b>	5.1%	84.1%	10.7%	0.1%	-	-	52.5%	17.6%	29.9%	0%	-	-	7.6%	88.9%	3.4%	0%	-	-	23.4%	29.4%	47.2%	0%	-	-	-
<b>% Total</b>	2.0%	32.9%	4.2%	0%	39.2%	-	5.3%	1.8%	3.0%	0%	10.1%	-	3.2%	37.6%	1.4%	0%	42.3%	-	2.0%	2.5%	4.0%	0%	8.4%	-	-
<b>PHF</b>	0.884	0.935	0.784	0.250	0.952	-	0.878	0.837	0.841	-	0.859	-	0.811	0.969	0.729	0.250	0.954	-	0.808	0.744	0.778	-	0.786	-	0.973
<b>Lights</b>	97	1608	205	1	1911	-	258	87	148	0	493	-	157	1838	69	1	2065	-	97	122	193	0	412	-	4881
<b>% Lights</b>	98.0%	99.3%	99.0%	100%	99.2%	-	99.2%	100%	100%	0%	99.6%	-	98.7%	99.4%	98.6%	100%	99.3%	-	100%	100%	98.5%	0%	99.3%	-	99.3%
<b>Single-Unit Trucks</b>	1	7	2	0	10	-	1	0	0	0	1	-	1	5	1	0	7	-	0	0	1	0	1	-	19
<b>% Single-Unit Trucks</b>	1.0%	0.4%	1.0%	0%	0.5%	-	0.4%	0%	0%	0%	0.2%	-	0.6%	0.3%	1.4%	0%	0.3%	-	0%	0%	0.5%	0%	0.2%	-	0.4%
<b>Articulated Trucks</b>	0	4	0	0	4	-	1	0	0	0	1	-	1	2	0	0	3	-	0	0	0	0	0	-	8
<b>% Articulated Trucks</b>	0%	0.2%	0%	0%	0.2%	-	0.4%	0%	0%	0%	0.2%	-	0.6%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Buses</b>	1	0	0	0	1	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	2	0	2	-	7
<b>% Buses</b>	1.0%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	1.0%	0%	0.5%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Eastland Dr - TMC**

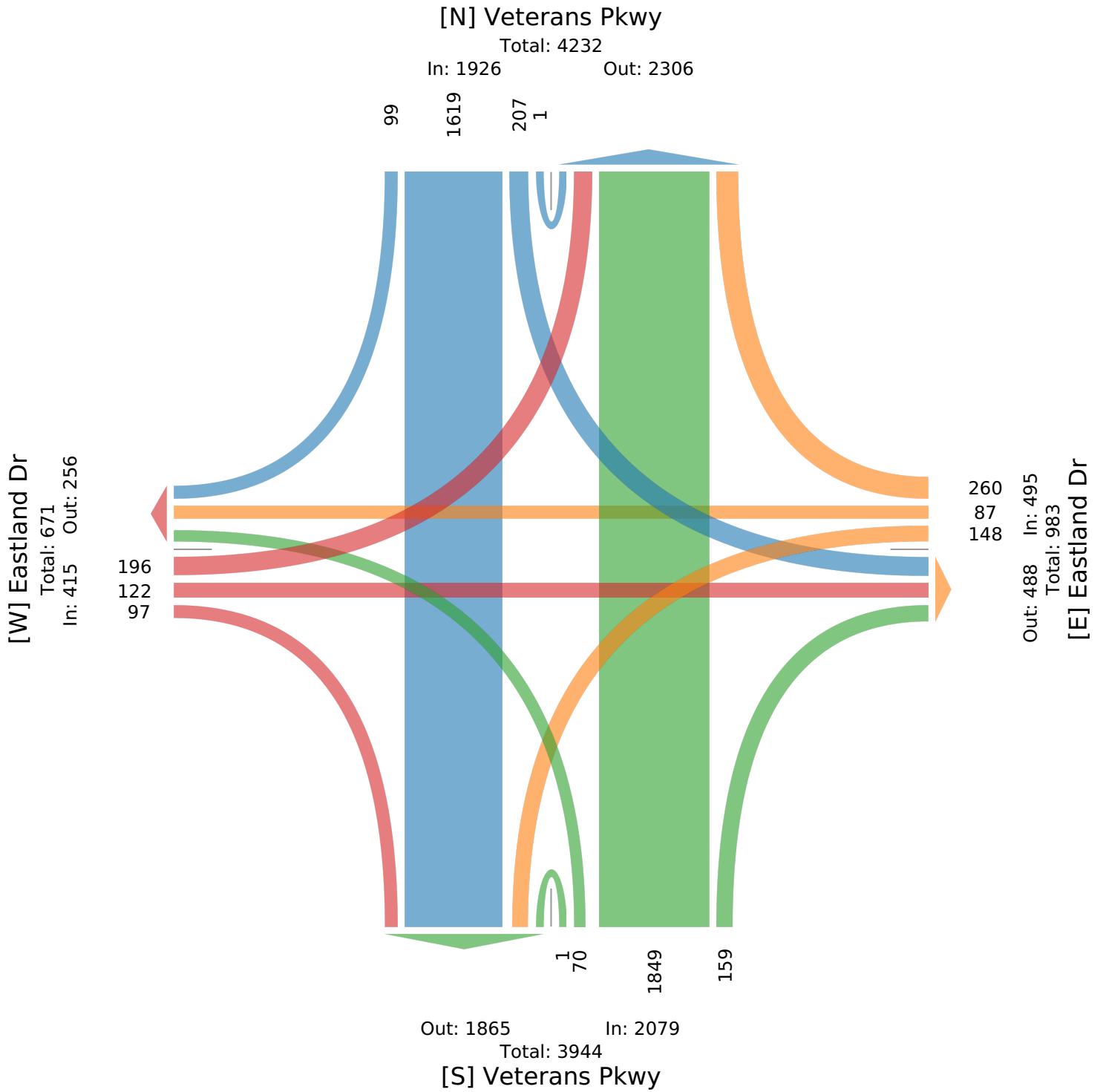
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230306, Location: 40.484091, -88.952742



**Veterans Pkwy & Washington St - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



Leg Direction	Veterans Pkwy Southbound						Washington St Westbound						Veterans Pkwy Northbound						Washington St Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	19	86	10	0	115	0	14	17	4	0	35	0	3	72	9	0	84	0	4	12	7	0	23	0	257
6:15AM	20	105	5	0	130	0	14	32	7	0	53	0	11	124	17	0	152	0	10	7	11	0	28	0	363
6:30AM	46	163	11	0	220	0	17	37	5	0	59	0	10	144	19	1	174	0	5	19	10	0	34	0	487
6:45AM	75	204	16	0	295	0	22	52	16	0	90	0	15	229	41	0	285	0	8	26	16	0	50	0	720
Hourly Total	160	558	42	0	760	0	67	138	32	0	237	0	39	569	86	1	695	0	27	64	44	0	135	0	1827
7:00AM	54	178	17	0	249	0	30	56	9	0	95	0	16	202	54	0	272	0	12	37	16	0	65	0	681
7:15AM	77	262	21	0	360	0	23	79	18	0	120	0	22	273	42	0	337	0	14	33	13	0	60	0	877
7:30AM	105	258	18	0	381	0	49	72	21	0	142	0	31	351	58	0	440	0	23	39	24	0	86	0	1049
7:45AM	133	380	35	0	548	0	43	74	14	0	131	0	44	357	60	0	461	0	16	78	28	0	122	0	1262
Hourly Total	369	1078	91	0	1538	0	145	281	62	0	488	0	113	1183	214	0	1510	0	65	187	81	0	333	0	3869
8:00AM	116	246	32	0	394	0	44	63	20	0	127	0	40	356	43	0	439	0	10	47	18	0	75	0	1035
8:15AM	76	191	19	0	286	0	36	59	25	0	120	0	15	249	47	0	311	0	12	57	18	0	87	0	804
8:30AM	64	193	31	0	288	0	30	46	11	0	87	0	28	245	40	0	313	0	10	30	24	0	64	0	752
8:45AM	50	226	42	0	318	0	32	44	22	0	98	1	33	280	41	0	354	0	11	52	32	0	95	0	865
Hourly Total	306	856	124	0	1286	0	142	212	78	0	432	1	116	1130	171	0	1417	0	43	186	92	0	321	0	3456
3:00PM	27	307	28	0	362	0	42	38	31	0	111	0	27	302	25	0	354	0	31	66	49	0	146	0	973
3:15PM	34	342	46	0	422	0	37	39	36	0	112	0	30	342	16	0	388	0	42	79	65	0	186	0	1108
3:30PM	23	304	37	0	364	0	41	45	40	0	126	0	42	366	18	0	426	0	33	86	81	0	200	0	1116
3:45PM	36	347	52	0	435	0	49	53	36	0	138	0	40	322	22	0	384	0	46	106	77	0	229	0	1186
Hourly Total	120	1300	163	0	1583	0	169	175	143	0	487	0	139	1332	81	0	1552	0	152	337	272	0	761	0	4383
4:00PM	41	385	43	0	469	0	51	56	42	0	149	0	28	410	23	0	461	0	37	71	78	0	186	0	1265
4:15PM	49	324	40	0	413	0	56	50	42	0	148	0	28	367	30	0	425	0	39	96	97	0	232	0	1218
4:30PM	54	430	48	0	532	0	70	65	38	0	173	0	39	396	21	0	456	0	42	91	86	0	219	0	1380
4:45PM	37	389	47	0	473	0	55	62	43	0	160	0	56	372	25	0	453	0	48	92	92	0	232	0	1318
Hourly Total	181	1528	178	0	1887	0	232	233	165	0	630	0	151	1545	99	0	1795	0	166	350	353	0	869	0	5181
5:00PM	38	402	41	1	482	0	67	66	54	0	187	0	33	368	20	0	421	0	41	91	81	0	213	0	1303
5:15PM	43	343	55	0	441	0	48	41	50	0	139	0	47	347	13	0	407	0	52	74	66	0	192	1	1179
5:30PM	32	302	45	0	379	0	56	54	44	0	154	0	27	292	14	0	333	0	25	74	51	0	150	0	1016
5:45PM	36	308	39	0	383	0	42	50	34	0	126	0	20	328	20	0	368	0	24	52	29	0	105	0	982
Hourly Total	149	1355	180	1	1685	0	213	211	182	0	606	0	127	1335	67	0	1529	0	142	291	227	0	660	1	4480
<b>Total</b>	1285	6675	778	1	8739	0	968	1250	662	0	2880	1	685	7094	718	1	8498	0	595	1415	1069	0	3079	1	23196
<b>% Approach</b>	14.7%	76.4%	8.9%	0%	-	-	33.6%	43.4%	23.0%	0%	-	-	8.1%	83.5%	8.4%	0%	-	-	19.3%	46.0%	34.7%	0%	-	-	-
<b>% Total</b>	5.5%	28.8%	3.4%	0%	37.7%	-	4.2%	5.4%	2.9%	0%	12.4%	-	3.0%	30.6%	3.1%	0%	36.6%	-	2.6%	6.1%	4.6%	0%	13.3%	-	-
<b>Lights</b>	1275	6546	770	1	8592	-	955	1235	657	0	2847	-	676	6948	705	1	8330	-	583	1395	1067	0	3045	-	22814
<b>% Lights</b>	99.2%	98.1%	99.0%	100%	98.3%	-	98.7%	98.8%	99.2%	0%	98.9%	-	98.7%	97.9%	98.2%	100%	98.0%	-	98.0%	98.6%	99.8%	0%	98.9%	-	98.4%
<b>Single-Unit Trucks</b>	7	54	4	0	65	-	4	6	4	0	14	-	6	58	4	0	68	-	4	7	2	0	13	-	160
<b>% Single-Unit Trucks</b>	0.5%	0.8%	0.5%	0%	0.7%	-	0.4%	0.5%	0.6%	0%	0.5%	-	0.9%	0.8%	0.6%	0%	0.8%	-	0.7%	0.5%	0.2%	0%	0.4%	-	0.7%
<b>Articulated Trucks</b>	0	37	3	0	40	-	2	1	0	0	3	-	1	33	0	0	34	-	0	0	0	0	0	-	77
<b>% Articulated Trucks</b>	0%	0.6%	0.4%	0%	0.5%	-	0.2%	0.1%	0%	0%	0.1%	-	0.1%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Buses</b>	2	38	1	0	41	-	5	6	1	0	12	-	2	54	9	0	65	-	7	13	0	0	20	-	138
<b>% Buses</b>	0.2%	0.6%	0.1%	0%	0.5%	-	0.5%	0.5%	0.2%	0%	0.4%	-	0.3%	0.8%	1.3%	0%	0.8%	-	1.2%	0.9%	0%	0%	0.6%	-	0.6%
<b>Bicycles on Road</b>	1	0	0	0	1	-	2	2	0	0	4	-	0	1	0	0	1	-	1	0	0	0	1	-	7
<b>% Bicycles on Road</b>	0.1%	0%	0%	0%	0%	-	0.2%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Washington St - TMC**

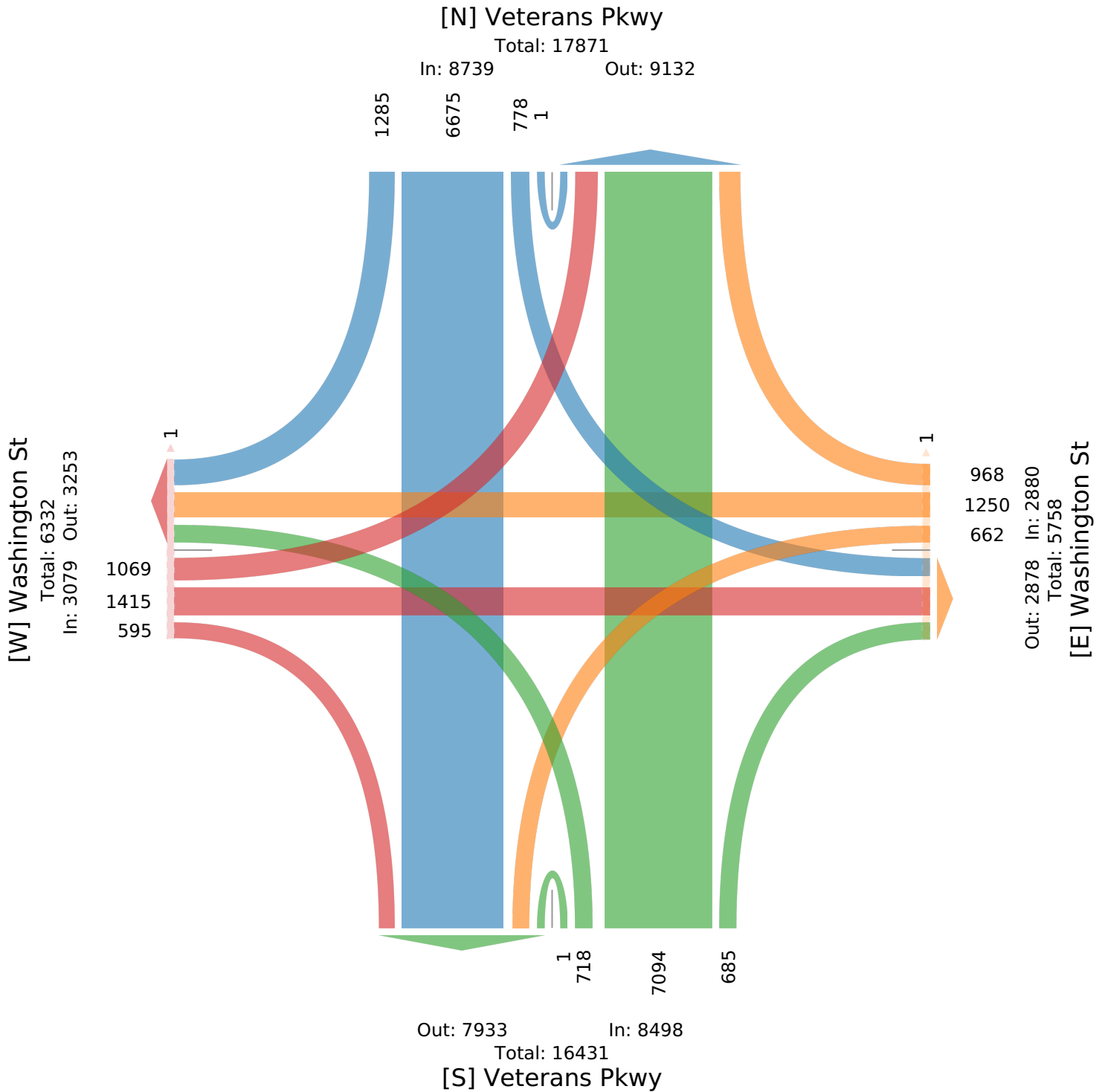
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



Veterans Pkwy & Washington St - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



Leg Direction	Veterans Pkwy Southbound						Washington St Westbound						Veterans Pkwy Northbound						Washington St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:15AM	77	262	21	0	360	0	23	79	18	0	120	0	22	273	42	0	337	0	14	33	13	0	60	0	877
7:30AM	105	258	18	0	381	0	49	72	21	0	142	0	31	351	58	0	440	0	23	39	24	0	86	0	1049
7:45AM	133	380	35	0	548	0	43	74	14	0	131	0	44	357	60	0	461	0	16	78	28	0	122	0	1262
8:00AM	116	246	32	0	394	0	44	63	20	0	127	0	40	356	43	0	439	0	10	47	18	0	75	0	1035
<b>Total</b>	431	1146	106	0	1683	0	159	288	73	0	520	0	137	1337	203	0	1677	0	63	197	83	0	343	0	4223
<b>% Approach</b>	25.6%	68.1%	6.3%	0%	-	-	30.6%	55.4%	14.0%	0%	-	-	8.2%	79.7%	12.1%	0%	-	-	18.4%	57.4%	24.2%	0%	-	-	-
<b>% Total</b>	10.2%	27.1%	2.5%	0%	39.9%	-	3.8%	6.8%	1.7%	0%	12.3%	-	3.2%	31.7%	4.8%	0%	39.7%	-	1.5%	4.7%	2.0%	0%	8.1%	-	-
<b>PHF</b>	0.810	0.754	0.757	-	0.768	-	0.811	0.911	0.869	-	0.915	-	0.778	0.936	0.846	-	0.909	-	0.685	0.631	0.741	-	0.703	-	0.837
<b>Lights</b>	430	1114	103	0	1647	-	159	286	72	0	517	-	135	1308	199	0	1642	-	61	189	83	0	333	-	4139
<b>% Lights</b>	99.8%	97.2%	97.2%	0%	97.9%	-	100%	99.3%	98.6%	0%	99.4%	-	98.5%	97.8%	98.0%	0%	97.9%	-	96.8%	95.9%	100%	0%	97.1%	-	98.0%
<b>Single-Unit Trucks</b>	1	15	1	0	17	-	0	0	1	0	1	-	2	11	1	0	14	-	0	2	0	0	2	-	34
<b>% Single-Unit Trucks</b>	0.2%	1.3%	0.9%	0%	1.0%	-	0%	0%	1.4%	0%	0.2%	-	1.5%	0.8%	0.5%	0%	0.8%	-	0%	1.0%	0%	0%	0.6%	-	0.8%
<b>Articulated Trucks</b>	0	7	2	0	9	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	12
<b>% Articulated Trucks</b>	0%	0.6%	1.9%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Buses</b>	0	10	0	0	10	-	0	2	0	0	2	-	0	15	3	0	18	-	2	6	0	0	8	-	38
<b>% Buses</b>	0%	0.9%	0%	0%	0.6%	-	0%	0.7%	0%	0%	0.4%	-	0%	1.1%	1.5%	0%	1.1%	-	3.2%	3.0%	0%	0%	2.3%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Washington St - TMC**

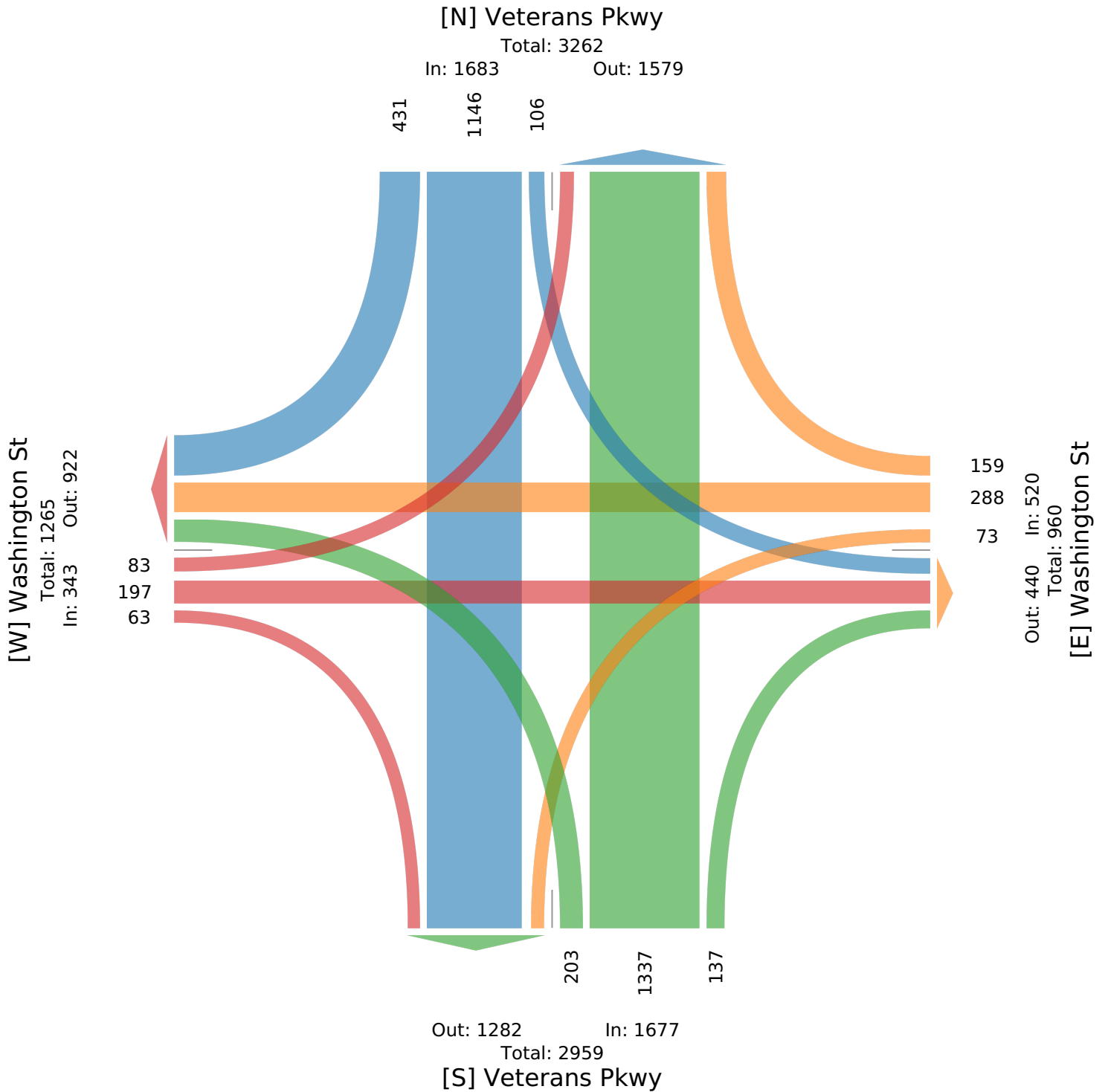
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



Veterans Pkwy & Washington St - TMC

Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



Leg Direction	Veterans Pkwy Southbound						Washington St Westbound						Veterans Pkwy Northbound						Washington St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:15PM	49	324	40	0	413	0	56	50	42	0	148	0	28	367	30	0	425	0	39	96	97	0	232	0	1218
4:30PM	54	430	48	0	532	0	70	65	38	0	173	0	39	396	21	0	456	0	42	91	86	0	219	0	1380
4:45PM	37	389	47	0	473	0	55	62	43	0	160	0	56	372	25	0	453	0	48	92	92	0	232	0	1318
5:00PM	38	402	41	1	482	0	67	66	54	0	187	0	33	368	20	0	421	0	41	91	81	0	213	0	1303
<b>Total</b>	178	1545	176	1	1900	0	248	243	177	0	668	0	156	1503	96	0	1755	0	170	370	356	0	896	0	5219
<b>% Approach</b>	9.4%	81.3%	9.3%	0.1%	-	-	37.1%	36.4%	26.5%	0%	-	-	8.9%	85.6%	5.5%	0%	-	-	19.0%	41.3%	39.7%	0%	-	-	-
<b>% Total</b>	3.4%	29.6%	3.4%	0%	36.4%	-	4.8%	4.7%	3.4%	0%	12.8%	-	3.0%	28.8%	1.8%	0%	33.6%	-	3.3%	7.1%	6.8%	0%	17.2%	-	-
<b>PHF</b>	0.819	0.898	0.917	0.250	0.892	-	0.882	0.931	0.819	-	0.900	-	0.696	0.949	0.800	-	0.962	-	0.880	0.964	0.918	-	0.964	-	0.945
<b>Lights</b>	175	1535	175	1	1886	-	245	242	177	0	664	-	156	1491	95	0	1742	-	168	369	355	0	892	-	5184
<b>% Lights</b>	98.3%	99.4%	99.4%	100%	99.3%	-	98.8%	99.6%	100%	0%	99.4%	-	100%	99.2%	99.0%	0%	99.3%	-	98.8%	99.7%	99.7%	0%	99.6%	-	99.3%
<b>Single-Unit Trucks</b>	2	5	0	0	7	-	1	0	0	0	1	-	0	6	1	0	7	-	1	1	1	0	3	-	18
<b>% Single-Unit Trucks</b>	1.1%	0.3%	0%	0%	0.4%	-	0.4%	0%	0%	0%	0.1%	-	0%	0.4%	1.0%	0%	0.4%	-	0.6%	0.3%	0.3%	0%	0.3%	-	0.3%
<b>Articulated Trucks</b>	0	4	1	0	5	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	8
<b>% Articulated Trucks</b>	0%	0.3%	0.6%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Buses</b>	0	1	0	0	1	-	1	0	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	5
<b>% Buses</b>	0%	0.1%	0%	0%	0.1%	-	0.4%	0%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.1%
<b>Bicycles on Road</b>	1	0	0	0	1	-	1	1	0	0	2	-	0	0	0	0	0	-	1	0	0	0	1	-	4
<b>% Bicycles on Road</b>	0.6%	0%	0%	0%	0.1%	-	0.4%	0.4%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.6%	0%	0%	0%	0.1%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Washington St - TMC**

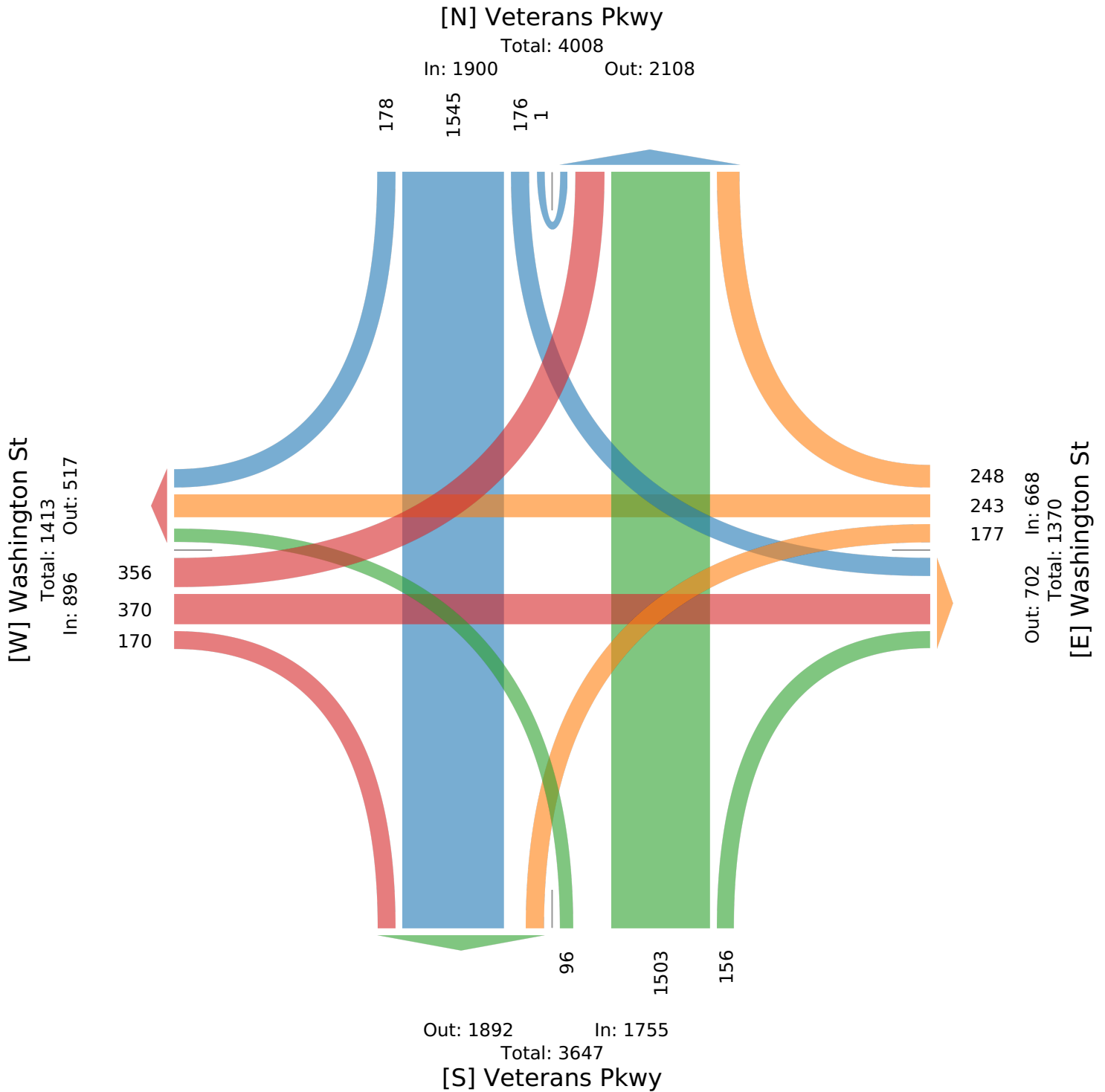
Tue Sep 24, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230308, Location: 40.480046, -88.952649



**Veterans Pkwy & Jackson St - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Southbound					Veterans Pkwy Northbound					Jackson St Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2024-09-24 6:00AM	11	84	0	95	0	93	3	0	96	0	0	1	0	1	0	192
6:15AM	5	113	0	118	0	140	9	0	149	0	0	0	0	0	0	267
6:30AM	18	140	0	158	0	184	5	0	189	0	2	0	0	2	1	349
6:45AM	33	211	0	244	0	304	7	0	311	0	1	2	0	3	1	558
Hourly Total	67	548	0	615	0	721	24	0	745	0	3	3	0	6	2	1366
7:00AM	15	183	0	198	0	273	10	0	283	0	2	4	0	6	1	487
7:15AM	25	252	0	277	0	350	17	0	367	0	2	0	0	2	0	646
7:30AM	39	272	0	311	0	423	11	0	434	0	2	3	0	5	0	750
7:45AM	53	327	0	380	0	505	32	0	537	0	6	2	0	8	0	925
Hourly Total	132	1034	0	1166	0	1551	70	0	1621	0	12	9	0	21	1	2808
8:00AM	57	253	0	310	0	417	30	0	447	0	5	1	0	6	0	763
8:15AM	27	200	0	227	0	320	20	0	340	0	2	2	0	4	0	571
8:30AM	19	198	0	217	1	317	13	0	330	0	3	2	0	5	1	552
8:45AM	15	229	0	244	0	348	4	0	352	0	1	2	0	3	0	599
Hourly Total	118	880	0	998	1	1402	67	0	1469	0	11	7	0	18	1	2485
3:00PM	6	375	0	381	2	312	2	0	314	0	6	17	0	23	0	718
3:15PM	6	373	0	379	1	409	0	0	409	0	20	19	0	39	1	827
3:30PM	8	408	0	416	0	401	2	0	403	0	12	17	0	29	0	848
3:45PM	7	391	0	398	2	394	2	0	396	0	19	19	0	38	1	832
Hourly Total	27	1547	0	1574	5	1516	6	0	1522	0	57	72	0	129	2	3225
4:00PM	4	475	1	480	0	423	0	0	423	0	29	31	0	60	0	963
4:15PM	9	399	0	408	1	406	0	0	406	0	16	35	0	51	0	865
4:30PM	13	464	0	477	0	452	0	0	452	0	18	23	0	41	0	970
4:45PM	8	500	0	508	0	408	0	0	408	0	8	22	0	30	0	946
Hourly Total	34	1838	1	1873	1	1689	0	0	1689	0	71	111	0	182	0	3744
5:00PM	4	452	0	456	0	429	0	2	431	0	10	6	0	16	0	903
5:15PM	2	488	0	490	1	383	0	0	383	0	5	5	0	10	0	883
5:30PM	4	353	0	357	1	336	0	0	336	0	2	7	0	9	0	702
5:45PM	7	373	0	380	2	351	0	0	351	0	0	1	0	1	0	732
Hourly Total	17	1666	0	1683	4	1499	0	2	1501	0	17	19	0	36	0	3220
<b>Total</b>	395	7513	1	7909	11	8378	167	2	8547	0	171	221	0	392	6	16848
<b>% Approach</b>	5.0%	95.0%	0%	-	-	98.0%	2.0%	0%	-	-	43.6%	56.4%	0%	-	-	-
<b>% Total</b>	2.3%	44.6%	0%	46.9%	-	49.7%	1.0%	0%	50.7%	-	1.0%	1.3%	0%	2.3%	-	-
<b>Lights</b>	394	7362	1	7757	-	8215	166	2	8383	-	170	219	0	389	-	16529
<b>% Lights</b>	99.7%	98.0%	100%	98.1%	-	98.1%	99.4%	100%	98.1%	-	99.4%	99.1%	0%	99.2%	-	98.1%
<b>Single-Unit Trucks</b>	0	66	0	66	-	76	0	0	76	-	0	0	0	0	-	142
<b>% Single-Unit Trucks</b>	0%	0.9%	0%	0.8%	-	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	0.8%
<b>Articulated Trucks</b>	0	40	0	40	-	25	1	0	26	-	0	1	0	1	-	67
<b>% Articulated Trucks</b>	0%	0.5%	0%	0.5%	-	0.3%	0.6%	0%	0.3%	-	0%	0.5%	0%	0.3%	-	0.4%
<b>Buses</b>	0	45	0	45	-	62	0	0	62	-	1	0	0	1	-	108
<b>% Buses</b>	0%	0.6%	0%	0.6%	-	0.7%	0%	0%	0.7%	-	0.6%	0%	0%	0.3%	-	0.6%
<b>Bicycles on Road</b>	1	0	0	1	-	0	0	0	0	-	0	1	0	1	-	2
<b>% Bicycles on Road</b>	0.3%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.5%	0%	0.3%	-	0%
<b>Pedestrians</b>	-	-	-	-	4	-	-	-	-	0	-	-	-	-	4	-
<b>% Pedestrians</b>	-	-	-	-	36.4%	-	-	-	-	-	-	-	-	-	66.7%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	7	-	-	-	-	0	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	63.6%	-	-	-	-	-	-	-	-	-	33.3%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Jackson St - TMC

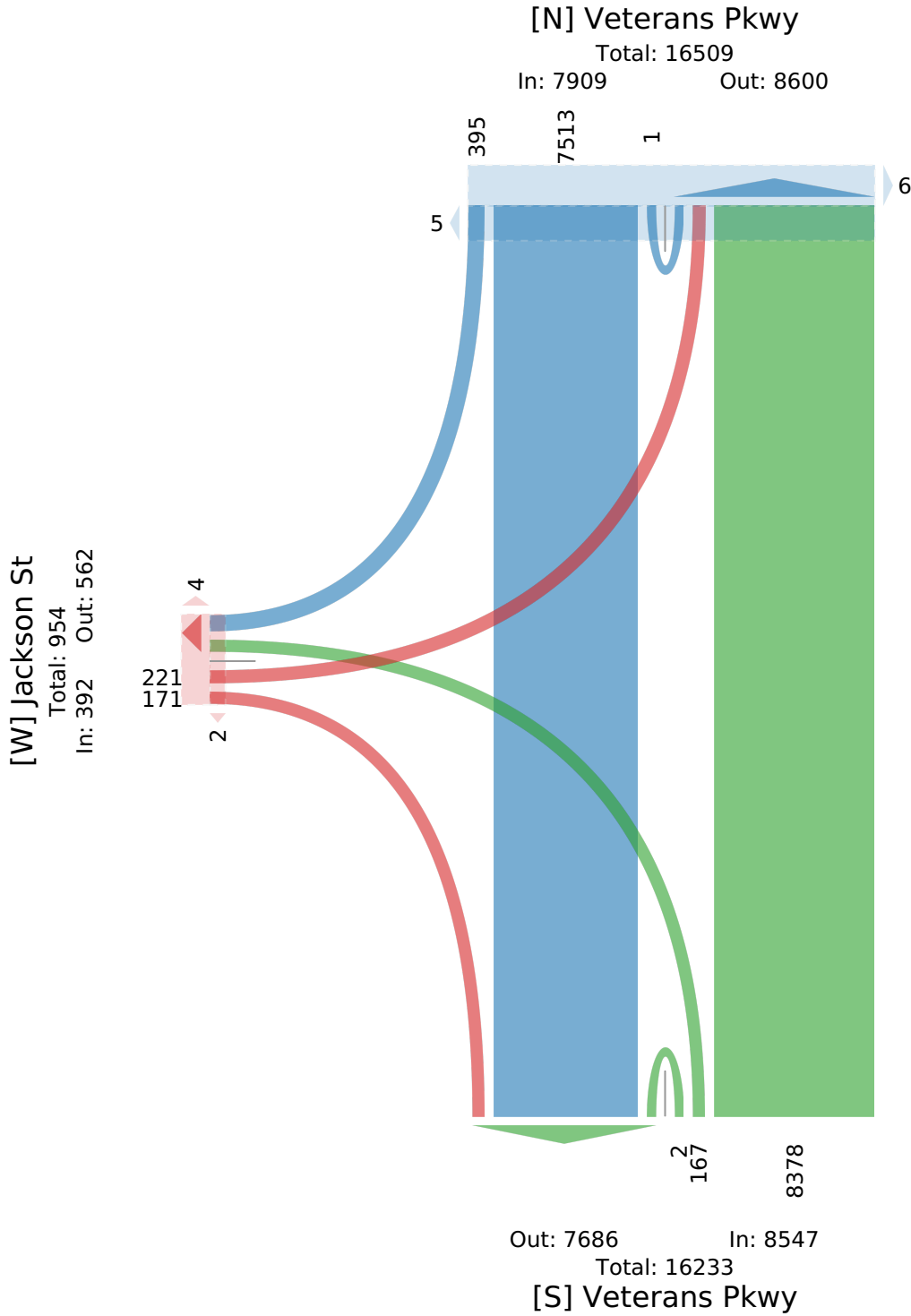
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



Veterans Pkwy & Jackson St - TMC

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



Leg Direction	Veterans Pkwy Southbound					Veterans Pkwy Northbound					Jackson St Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2024-09-24 7:15AM	25	252	0	277	0	350	17	0	367	0	2	0	0	2	0	646
7:30AM	39	272	0	311	0	423	11	0	434	0	2	3	0	5	0	750
7:45AM	53	327	0	380	0	505	32	0	537	0	6	2	0	8	0	925
8:00AM	57	253	0	310	0	417	30	0	447	0	5	1	0	6	0	763
<b>Total</b>	174	1104	0	1278	0	1695	90	0	1785	0	15	6	0	21	0	3084
<b>% Approach</b>	13.6%	86.4%	0%	-	-	95.0%	5.0%	0%	-	-	71.4%	28.6%	0%	-	-	-
<b>% Total</b>	5.6%	35.8%	0%	41.4%	-	55.0%	2.9%	0%	57.9%	-	0.5%	0.2%	0%	0.7%	-	-
<b>PHF</b>	0.763	0.844	-	0.841	-	0.839	0.703	-	0.831	-	0.625	0.500	-	0.656	-	0.834
<b>Lights</b>	174	1067	0	1241	-	1663	90	0	1753	-	15	6	0	21	-	3015
<b>% Lights</b>	100%	96.6%	0%	97.1%	-	98.1%	100%	0%	98.2%	-	100%	100%	0%	100%	-	97.8%
<b>Single-Unit Trucks</b>	0	16	0	16	-	13	0	0	13	-	0	0	0	0	-	29
<b>% Single-Unit Trucks</b>	0%	1.4%	0%	1.3%	-	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.9%
<b>Articulated Trucks</b>	0	8	0	8	-	3	0	0	3	-	0	0	0	0	-	11
<b>% Articulated Trucks</b>	0%	0.7%	0%	0.6%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.4%
<b>Buses</b>	0	13	0	13	-	16	0	0	16	-	0	0	0	0	-	29
<b>% Buses</b>	0%	1.2%	0%	1.0%	-	0.9%	0%	0%	0.9%	-	0%	0%	0%	0%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Jackson St - TMC

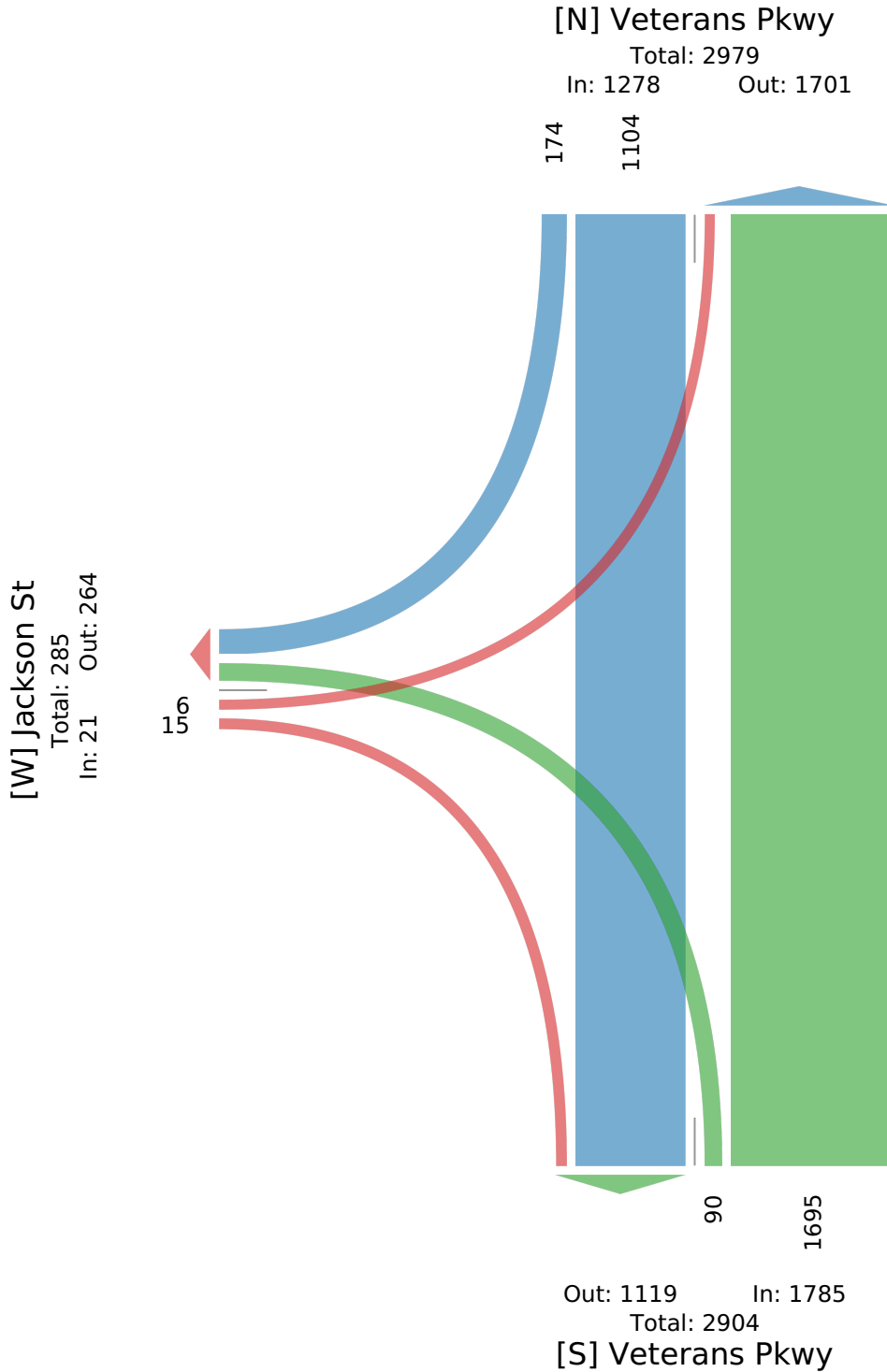
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



Veterans Pkwy & Jackson St - TMC

Tue Sep 24, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



Leg Direction	Veterans Pkwy Southbound					Veterans Pkwy Northbound					Jackson St Eastbound					Int
	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
2024-09-24 4:00PM	4	475	1	480	0	423	0	0	423	0	29	31	0	60	0	963
4:15PM	9	399	0	408	1	406	0	0	406	0	16	35	0	51	0	865
4:30PM	13	464	0	477	0	452	0	0	452	0	18	23	0	41	0	970
4:45PM	8	500	0	508	0	408	0	0	408	0	8	22	0	30	0	946
<b>Total</b>	34	1838	1	1873	1	1689	0	0	1689	0	71	111	0	182	0	3744
<b>% Approach</b>	1.8%	98.1%	0.1%	-	-	100%	0%	0%	-	-	39.0%	61.0%	0%	-	-	-
<b>% Total</b>	0.9%	49.1%	0%	50.0%	-	45.1%	0%	0%	45.1%	-	1.9%	3.0%	0%	4.9%	-	-
<b>PHF</b>	0.654	0.919	0.250	0.922	-	0.934	-	-	0.934	-	0.612	0.793	-	0.758	-	0.965
<b>Lights</b>	34	1820	1	1855	-	1672	0	0	1672	-	71	111	0	182	-	3709
<b>% Lights</b>	100%	99.0%	100%	99.0%	-	99.0%	0%	0%	99.0%	-	100%	100%	0%	100%	-	99.1%
<b>Single-Unit Trucks</b>	0	7	0	7	-	7	0	0	7	-	0	0	0	0	-	14
<b>% Single-Unit Trucks</b>	0%	0.4%	0%	0.4%	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.4%
<b>Articulated Trucks</b>	0	8	0	8	-	4	0	0	4	-	0	0	0	0	-	12
<b>% Articulated Trucks</b>	0%	0.4%	0%	0.4%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.3%
<b>Buses</b>	0	3	0	3	-	6	0	0	6	-	0	0	0	0	-	9
<b>% Buses</b>	0%	0.2%	0%	0.2%	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Jackson St - TMC

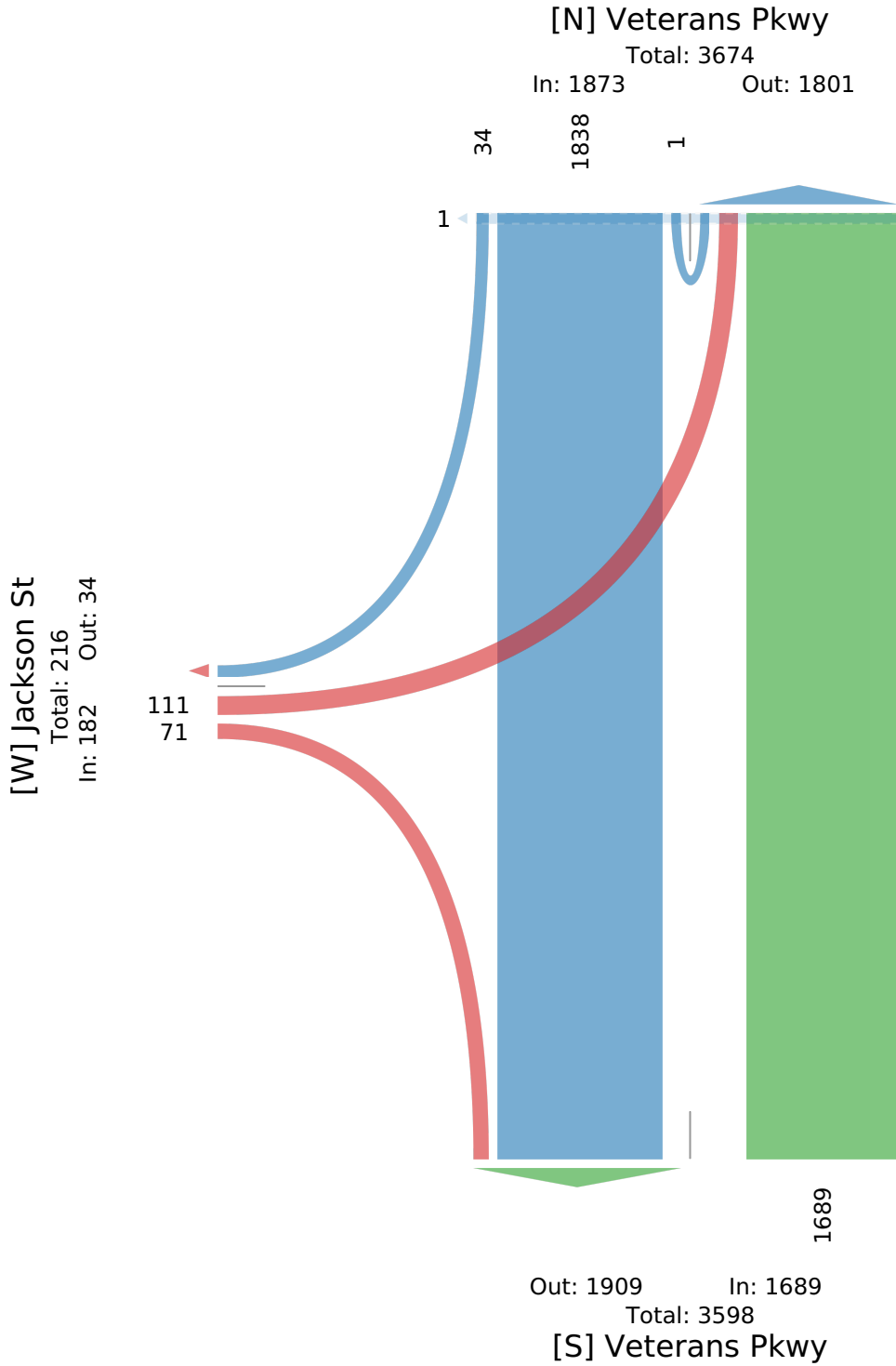
Tue Sep 24, 2024

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230310, Location: 40.475385, -88.952558



**Veterans Pkwy & Oakland Ave - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



Leg Direction	Veterans Pkwy Southbound						Oakland Ave Westbound						Veterans Pkwy Northbound						Oakland Ave Eastbound						Int						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	10	64	0	0	74	0	10	22	5	0	37	0	1	71	8	0	80	1	3	8	13	0	24	0							215
6:15AM	12	90	3	0	105	0	16	37	4	0	57	0	5	108	10	0	123	0	5	12	16	0	33	0							318
6:30AM	13	105	10	0	128	0	34	36	22	0	92	0	5	122	9	0	136	0	6	21	24	0	51	0							407
6:45AM	16	163	13	0	192	0	45	49	24	0	118	0	4	226	24	0	254	0	15	32	28	0	75	0							639
Hourly Total	51	422	26	0	499	0	105	144	55	0	304	0	15	527	51	0	593	1	29	73	81	0	183	0							1579
7:00AM	22	143	21	0	186	0	63	74	28	0	165	0	9	180	22	0	211	1	10	23	31	0	64	0							626
7:15AM	38	180	9	0	227	0	71	59	14	0	144	0	26	248	36	0	310	0	7	44	38	0	89	0							770
7:30AM	45	188	35	0	268	0	86	75	27	0	188	0	25	304	29	0	358	0	18	45	35	0	98	0							912
7:45AM	41	222	31	0	294	0	59	114	30	0	203	0	39	395	36	0	470	0	11	77	56	0	144	0							1111
Hourly Total	146	733	96	0	975	0	279	322	99	0	700	0	99	1127	123	0	1349	1	46	189	160	0	395	0							3419
8:00AM	38	190	29	0	257	0	51	86	18	0	155	0	33	320	35	0	388	0	8	62	54	0	124	0							924
8:15AM	35	140	22	0	197	0	49	66	23	0	138	0	22	249	35	0	306	1	16	36	40	0	92	0							733
8:30AM	41	140	12	0	193	0	51	75	14	0	140	0	22	231	29	0	282	0	18	54	39	0	111	0							726
8:45AM	62	137	23	0	222	0	43	75	15	0	133	0	24	259	21	0	304	0	8	67	50	0	125	0							784
Hourly Total	176	607	86	0	869	0	194	302	70	0	566	0	101	1059	120	0	1280	1	50	219	183	0	452	0							3167
3:00PM	63	243	46	0	352	0	39	63	26	0	128	0	24	201	17	0	242	1	27	78	57	0	162	0							884
3:15PM	63	259	48	0	370	0	33	49	25	0	107	0	36	304	13	0	353	0	33	84	66	0	183	0							1013
3:30PM	65	268	64	1	398	0	40	69	30	0	139	0	27	263	28	0	318	0	32	90	64	0	186	0							1041
3:45PM	64	269	56	0	389	0	48	70	29	0	147	0	36	286	28	0	350	0	23	98	59	0	180	0							1066
Hourly Total	255	1039	214	1	1509	0	160	251	110	0	521	0	123	1054	86	0	1263	1	115	350	246	0	711	0							4004
4:00PM	71	348	70	0	489	0	40	58	37	1	136	0	37	291	16	0	344	0	20	69	53	0	142	0							1111
4:15PM	56	267	67	0	390	0	50	79	29	0	158	0	24	279	19	0	322	0	24	97	62	0	183	0							1053
4:30PM	56	355	77	0	488	0	36	53	26	0	115	0	39	346	19	0	404	0	36	79	59	0	174	0							1181
4:45PM	97	377	92	0	566	0	55	66	28	0	149	0	38	264	20	0	322	0	40	110	75	0	225	0							1262
Hourly Total	280	1347	306	0	1933	0	181	256	120	1	558	0	138	1180	74	0	1392	0	120	355	249	0	724	0							4607
5:00PM	81	314	63	0	458	0	56	90	31	0	177	0	55	300	32	0	387	0	29	90	59	0	178	0							1200
5:15PM	90	320	64	0	474	0	55	75	45	0	175	0	28	258	19	0	305	0	27	82	70	0	179	0							1133
5:30PM	65	203	59	0	327	0	49	81	23	0	153	0	18	235	25	0	278	0	33	83	49	0	165	0							923
5:45PM	66	265	51	0	382	0	56	62	23	0	141	0	33	226	9	0	268	0	21	77	49	0	147	0							938
Hourly Total	302	1102	237	0	1641	0	216	308	122	0	646	0	134	1019	85	0	1238	0	110	332	227	0	669	0							4194
<b>Total</b>	1210	5250	965	1	7426	0	1135	1583	576	1	3295	0	610	5966	539	0	7115	4	470	1518	1146	0	3134	0							20970
<b>% Approach</b>	16.3%	70.7%	13.0%	0%	-	-	34.4%	48.0%	17.5%	0%	-	-	8.6%	83.9%	7.6%	0%	-	-	15.0%	48.4%	36.6%	0%	-	-							-
<b>% Total</b>	5.8%	25.0%	4.6%	0%	35.4%	-	5.4%	7.5%	2.7%	0%	15.7%	-	2.9%	28.5%	2.6%	0%	33.9%	-	2.2%	7.2%	5.5%	0%	14.9%	-							-
<b>Lights</b>	1181	5148	949	1	7279	-	1116	1548	571	1	3236	-	606	5844	530	0	6980	-	463	1468	1125	0	3056	-							20551
<b>% Lights</b>	97.6%	98.1%	98.3%	100%	98.0%	-	98.3%	97.8%	99.1%	100%	98.2%	-	99.3%	98.0%	98.3%	0%	98.1%	-	98.5%	96.7%	98.2%	0%	97.5%	-							98.0%
<b>Single-Unit Trucks</b>	15	43	1	0	59	-	6	9	3	0	18	-	3	53	3	0	59	-	5	19	10	0	34	-							170
<b>% Single-Unit Trucks</b>	1.2%	0.8%	0.1%	0%	0.8%	-	0.5%	0.6%	0.5%	0%	0.5%	-	0.5%	0.9%	0.6%	0%	0.8%	-	1.1%	1.3%	0.9%	0%	1.1%	-							0.8%
<b>Articulated Trucks</b>	8	31	1	0	40	-	0	0	0	0	0	-	1	27	3	0	31	-	2	2	4	0	8	-							79
<b>% Articulated Trucks</b>	0.7%	0.6%	0.1%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.2%	0.5%	0.6%	0%	0.4%	-	0.4%	0.1%	0.3%	0%	0.3%	-							0.4%
<b>Buses</b>	6	27	14	0	47	-	13	25	2	0	40	-	0	42	3	0	45	-	0	28	7	0	35	-							167
<b>% Buses</b>	0.5%	0.5%	1.5%	0%	0.6%	-	1.1%	1.6%	0.3%	0%	1.2%	-	0%	0.7%	0.6%	0%	0.6%	-	0%	1.8%	0.6%	0%	1.1%	-							0.8%
<b>Bicycles on Road</b>	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-							3
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-							0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0							
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-	-	-	-	-	-							
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0							
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-	-	-	-	-	-							

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Oakland Ave - TMC**

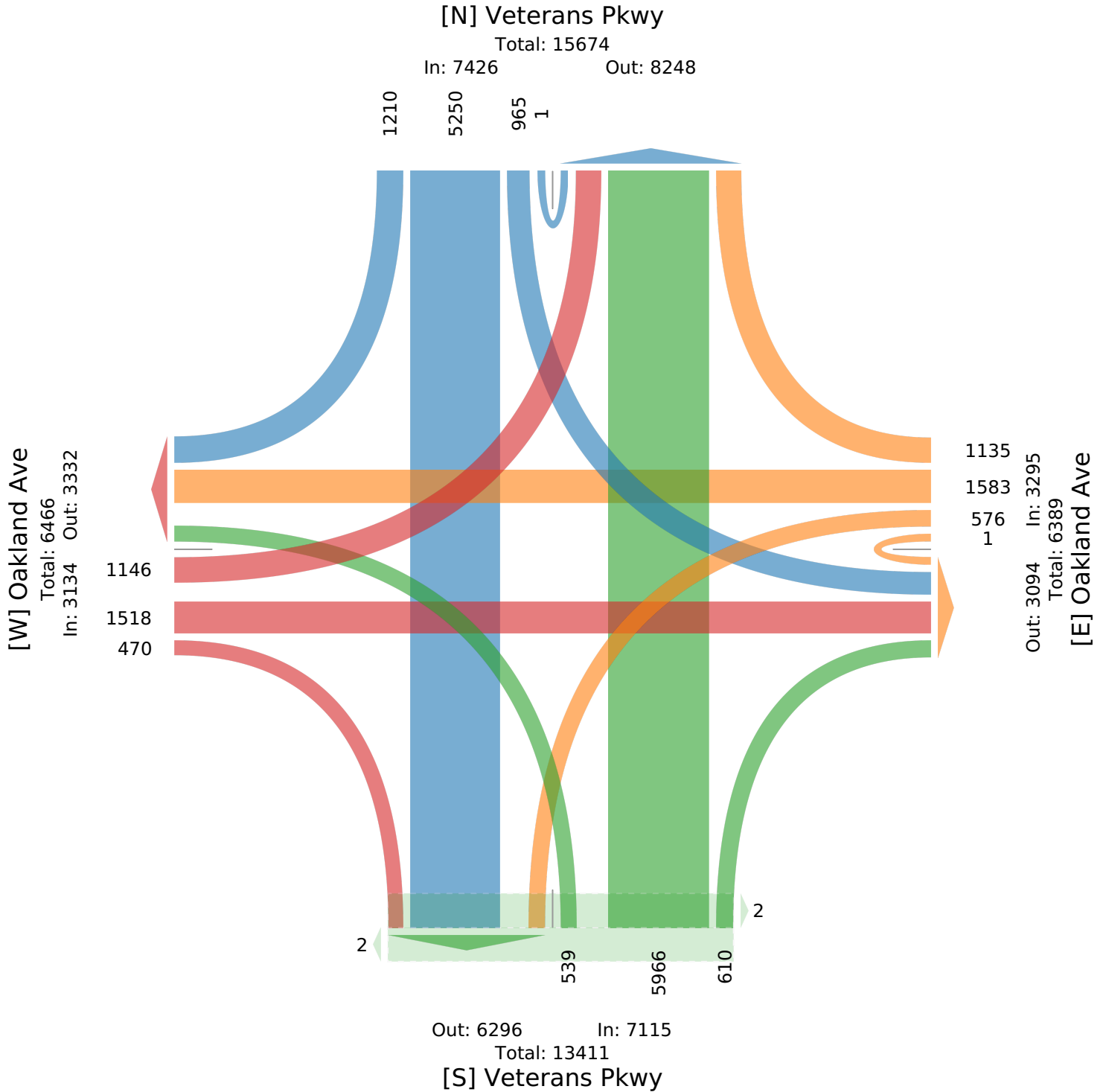
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



**Veterans Pkwy & Oakland Ave - TMC**

Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



Leg Direction	Veterans Pkwy Southbound						Oakland Ave Westbound						Veterans Pkwy Northbound						Oakland Ave Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 7:15AM	38	180	9	0	227	0	71	59	14	0	144	0	26	248	36	0	310	0	7	44	38	0	89	0	770
7:30AM	45	188	35	0	268	0	86	75	27	0	188	0	25	304	29	0	358	0	18	45	35	0	98	0	912
7:45AM	41	222	31	0	294	0	59	114	30	0	203	0	39	395	36	0	470	0	11	77	56	0	144	0	1111
8:00AM	38	190	29	0	257	0	51	86	18	0	155	0	33	320	35	0	388	0	8	62	54	0	124	0	924
<b>Total</b>	162	780	104	0	1046	0	267	334	89	0	690	0	123	1267	136	0	1526	0	44	228	183	0	455	0	3717
<b>% Approach</b>	15.5%	74.6%	9.9%	0%	-	-	38.7%	48.4%	12.9%	0%	-	-	8.1%	83.0%	8.9%	0%	-	-	9.7%	50.1%	40.2%	0%	-	-	-
<b>% Total</b>	4.4%	21.0%	2.8%	0%	28.1%	-	7.2%	9.0%	2.4%	0%	18.6%	-	3.3%	34.1%	3.7%	0%	41.1%	-	1.2%	6.1%	4.9%	0%	12.2%	-	-
<b>PHF</b>	0.900	0.878	0.743	-	0.889	-	0.776	0.732	0.742	-	0.850	-	0.788	0.802	0.944	-	0.812	-	0.611	0.740	0.817	-	0.790	-	0.836
<b>Lights</b>	150	758	100	0	1008	-	265	334	89	0	688	-	123	1238	135	0	1496	-	43	208	182	0	433	-	3625
<b>% Lights</b>	92.6%	97.2%	96.2%	0%	96.4%	-	99.3%	100%	100%	0%	99.7%	-	100%	97.7%	99.3%	0%	98.0%	-	97.7%	91.2%	99.5%	0%	95.2%	-	97.5%
<b>Single-Unit Trucks</b>	7	9	0	0	16	-	0	0	0	0	0	-	0	12	0	0	12	-	1	13	0	0	14	-	42
<b>% Single-Unit Trucks</b>	4.3%	1.2%	0%	0%	1.5%	-	0%	0%	0%	0%	0%	-	0%	0.9%	0%	0%	0.8%	-	2.3%	5.7%	0%	0%	3.1%	-	1.1%
<b>Articulated Trucks</b>	3	3	0	0	6	-	0	0	0	0	0	-	0	5	1	0	6	-	0	1	1	0	2	-	14
<b>% Articulated Trucks</b>	1.9%	0.4%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0.7%	0%	0.4%	-	0%	0.4%	0.5%	0%	0.4%	-	0.4%
<b>Buses</b>	2	10	4	0	16	-	2	0	0	0	2	-	0	12	0	0	12	-	0	6	0	0	6	-	36
<b>% Buses</b>	1.2%	1.3%	3.8%	0%	1.5%	-	0.7%	0%	0%	0%	0.3%	-	0%	0.9%	0%	0%	0.8%	-	0%	2.6%	0%	0%	1.3%	-	1.0%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Oakland Ave - TMC**

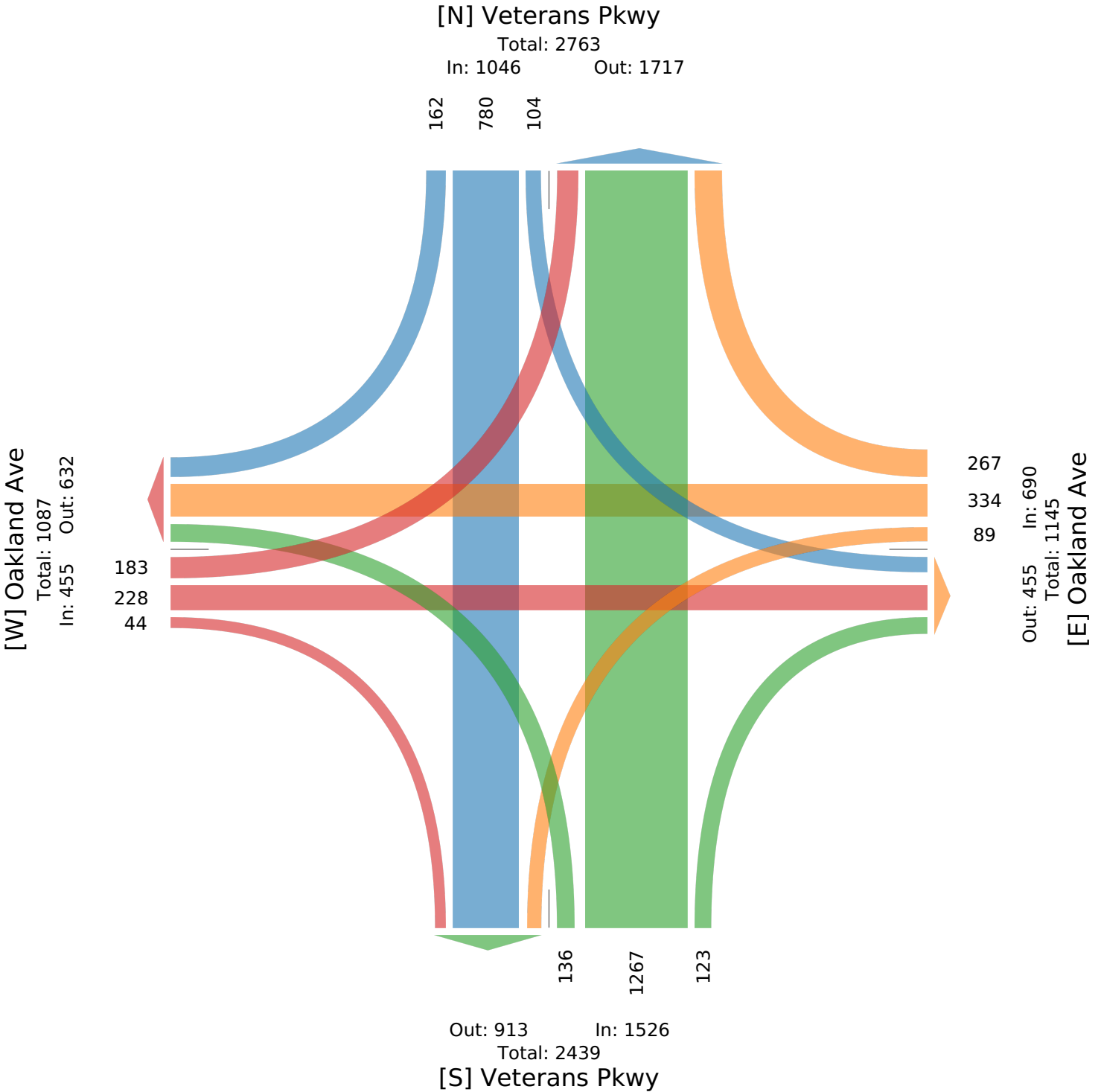
Tue Sep 24, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



Veterans Pkwy & Oakland Ave - TMC

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



Leg Direction	Veterans Pkwy Southbound						Oakland Ave Westbound						Veterans Pkwy Northbound						Oakland Ave Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 4:30PM	56	355	77	0	<b>488</b>	0	36	53	26	0	<b>115</b>	0	39	346	19	0	<b>404</b>	0	36	79	59	0	<b>174</b>	0	<b>1181</b>
4:45PM	97	377	92	0	<b>566</b>	0	55	66	28	0	<b>149</b>	0	38	264	20	0	<b>322</b>	0	40	110	75	0	<b>225</b>	0	<b>1262</b>
5:00PM	81	314	63	0	<b>458</b>	0	56	90	31	0	<b>177</b>	0	55	300	32	0	<b>387</b>	0	29	90	59	0	<b>178</b>	0	<b>1200</b>
5:15PM	90	320	64	0	<b>474</b>	0	55	75	45	0	<b>175</b>	0	28	258	19	0	<b>305</b>	0	27	82	70	0	<b>179</b>	0	<b>1133</b>
<b>Total</b>	324	1366	296	0	<b>1986</b>	0	202	284	130	0	<b>616</b>	0	160	1168	90	0	<b>1418</b>	0	132	361	263	0	<b>756</b>	0	<b>4776</b>
<b>% Approach</b>	16.3%	68.8%	14.9%	0%	-	-	32.8%	46.1%	21.1%	0%	-	-	11.3%	82.4%	6.3%	0%	-	-	17.5%	47.8%	34.8%	0%	-	-	-
<b>% Total</b>	6.8%	28.6%	6.2%	0%	<b>41.6%</b>	-	4.2%	5.9%	2.7%	0%	<b>12.9%</b>	-	3.4%	24.5%	1.9%	0%	<b>29.7%</b>	-	2.8%	7.6%	5.5%	0%	<b>15.8%</b>	-	-
<b>PHF</b>	0.835	0.906	0.804	-	<b>0.877</b>	-	0.902	0.789	0.722	-	<b>0.870</b>	-	0.727	0.844	0.703	-	<b>0.877</b>	-	0.825	0.820	0.877	-	<b>0.840</b>	-	0.946
<b>Lights</b>	322	1353	295	0	<b>1970</b>	-	202	282	129	0	<b>613</b>	-	160	1160	90	0	<b>1410</b>	-	132	359	262	0	<b>753</b>	-	4746
<b>% Lights</b>	99.4%	99.0%	99.7%	0%	<b>99.2%</b>	-	100%	99.3%	99.2%	0%	<b>99.5%</b>	-	100%	99.3%	100%	0%	<b>99.4%</b>	-	100%	99.4%	99.6%	0%	<b>99.6%</b>	-	99.4%
<b>Single-Unit Trucks</b>	1	10	1	0	<b>12</b>	-	0	0	1	0	<b>1</b>	-	0	3	0	0	<b>3</b>	-	0	1	0	0	<b>1</b>	-	17
<b>% Single-Unit Trucks</b>	0.3%	0.7%	0.3%	0%	<b>0.6%</b>	-	0%	0%	0.8%	0%	<b>0.2%</b>	-	0%	0.3%	0%	0%	<b>0.2%</b>	-	0%	0.3%	0%	0%	<b>0.1%</b>	-	0.4%
<b>Articulated Trucks</b>	1	3	0	0	<b>4</b>	-	0	0	0	0	<b>0</b>	-	0	3	0	0	<b>3</b>	-	0	0	1	0	<b>1</b>	-	8
<b>% Articulated Trucks</b>	0.3%	0.2%	0%	0%	<b>0.2%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.3%	0%	0%	<b>0.2%</b>	-	0%	0%	0.4%	0%	<b>0.1%</b>	-	0.2%
<b>Buses</b>	0	0	0	0	<b>0</b>	-	0	2	0	0	<b>2</b>	-	0	2	0	0	<b>2</b>	-	0	1	0	0	<b>1</b>	-	5
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0.7%	0%	0%	<b>0.3%</b>	-	0%	0.2%	0%	0%	<b>0.1%</b>	-	0%	0.3%	0%	0%	<b>0.1%</b>	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Oakland Ave - TMC**

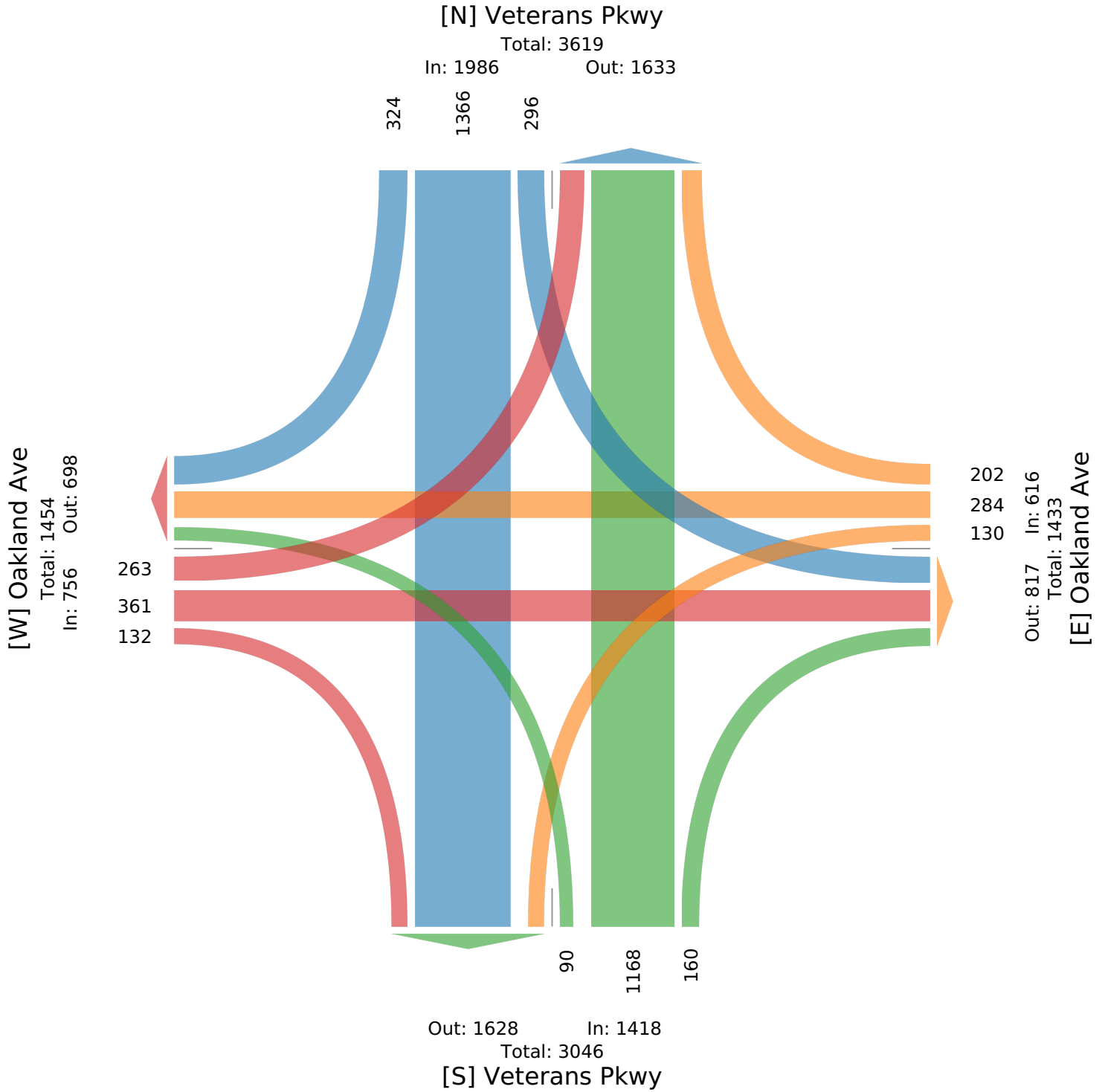
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230311, Location: 40.47354, -88.952518



**Veterans Pkwy & Lincoln St - TMC**

Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998



Leg Direction	Veterans Pkwy Southbound						Lincoln St Westbound						Veterans Pkwy Northbound						Lincoln St Eastbound						Int						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-24 6:00AM	5	83	3	0	91	0	4	3	5	0	12	0	4	77	6	0	87	0	4	6	1	0	11	0	5	6	5	0	16	0	201
6:15AM	5	105	2	0	112	0	3	6	5	0	14	0	7	117	2	0	126	0	5	6	5	0	16	0	5	6	5	0	16	0	268
6:30AM	6	129	4	0	139	0	11	8	12	0	31	1	9	169	2	0	180	1	9	10	8	0	27	0	9	10	8	0	27	0	377
6:45AM	8	177	5	0	190	0	15	13	6	0	34	0	6	222	6	0	234	0	13	10	5	0	28	0	13	10	5	0	28	0	486
Hourly Total	24	494	14	0	532	0	33	30	28	0	91	1	26	585	16	0	627	1	31	32	19	0	82	0	31	32	19	0	82	0	1332
7:00AM	7	187	5	0	199	0	16	10	10	0	36	0	9	223	5	0	237	0	7	4	2	0	13	0	7	4	2	0	13	0	485
7:15AM	13	186	2	0	201	0	21	18	6	0	45	0	20	256	8	0	284	0	12	13	12	0	37	0	12	13	12	0	37	0	567
7:30AM	29	200	11	0	240	0	24	31	13	0	68	0	16	326	8	1	351	0	4	17	14	0	35	0	4	17	14	0	35	0	694
7:45AM	56	229	8	0	293	0	23	39	11	0	73	0	24	453	12	0	489	0	12	27	46	0	85	0	12	27	46	0	85	0	940
Hourly Total	105	802	26	0	933	0	84	98	40	0	222	0	69	1258	33	1	1361	0	35	61	74	0	170	0	35	61	74	0	170	0	2686
8:00AM	19	189	4	0	212	0	11	20	10	0	41	0	13	298	13	0	324	0	11	25	34	0	70	0	11	25	34	0	70	0	647
8:15AM	16	198	3	0	217	0	11	10	8	0	29	0	16	297	2	0	315	1	7	13	15	0	35	0	7	13	15	0	35	0	596
8:30AM	17	162	8	2	189	0	17	19	12	0	48	1	10	217	6	0	233	1	3	14	21	0	38	0	3	14	21	0	38	0	508
8:45AM	15	135	10	0	160	0	12	17	9	0	38	0	24	275	5	0	304	0	3	19	13	0	35	0	3	19	13	0	35	0	537
Hourly Total	67	684	25	2	778	0	51	66	39	0	156	1	63	1087	26	0	1176	2	24	71	83	0	178	0	24	71	83	0	178	0	2288
3:00PM	41	286	5	0	332	0	12	25	21	0	58	0	15	242	8	0	265	0	2	20	21	0	43	0	2	20	21	0	43	0	698
3:15PM	28	279	14	0	321	0	11	22	14	0	47	0	12	235	15	0	262	0	16	44	41	0	101	0	16	44	41	0	101	0	731
3:30PM	23	305	15	0	343	0	15	24	16	0	55	0	19	237	4	0	260	0	8	42	40	0	90	0	8	42	40	0	90	0	748
3:45PM	31	312	8	0	351	0	22	31	15	0	68	0	23	266	11	0	300	1	7	31	28	0	66	0	7	31	28	0	66	0	785
Hourly Total	123	1182	42	0	1347	0	60	102	66	0	228	0	69	980	38	0	1087	1	33	137	130	0	300	0	33	137	130	0	300	0	2962
4:00PM	26	343	16	0	385	0	21	23	19	0	63	0	23	275	12	0	310	0	12	26	31	0	69	0	12	26	31	0	69	0	827
4:15PM	27	341	8	0	376	0	13	20	16	0	49	0	20	330	8	1	359	1	5	25	25	0	55	0	5	25	25	0	55	0	839
4:30PM	23	355	18	1	397	0	23	31	18	0	72	0	25	327	6	0	358	0	14	27	30	0	71	0	14	27	30	0	71	0	898
4:45PM	24	416	20	0	460	0	22	16	17	0	55	0	22	341	6	0	369	0	4	23	26	0	53	0	4	23	26	0	53	0	937
Hourly Total	100	1455	62	1	1618	0	79	90	70	0	239	0	90	1273	32	1	1396	1	35	101	112	0	248	0	35	101	112	0	248	0	3501
5:00PM	18	344	14	0	376	1	32	19	18	0	69	0	25	291	9	0	325	0	15	29	27	0	71	0	15	29	27	0	71	0	841
5:15PM	14	366	17	0	397	0	32	37	22	0	91	0	22	265	13	0	300	0	6	29	24	0	59	0	6	29	24	0	59	0	847
5:30PM	17	289	10	1	317	1	20	17	14	0	51	0	15	227	9	0	251	0	5	22	19	0	46	0	5	22	19	0	46	0	665
5:45PM	24	258	11	1	294	0	23	23	13	0	59	1	19	226	11	0	256	1	5	21	18	0	44	0	5	21	18	0	44	0	653
Hourly Total	73	1257	52	2	1384	2	107	96	67	0	270	1	81	1009	42	0	1132	1	31	101	88	0	220	0	31	101	88	0	220	0	3006
<b>Total</b>	492	5874	221	5	6592	2	414	482	310	0	1206	3	398	6192	187	2	6779	6	189	503	506	0	1198	0	189	503	506	0	1198	0	15775
<b>% Approach</b>	7.5%	89.1%	3.4%	0.1%	-	-	34.3%	40.0%	25.7%	0%	-	-	5.9%	91.3%	2.8%	0%	-	-	15.8%	42.0%	42.2%	0%	-	-	-	-	-	-	-	-	-
<b>% Total</b>	3.1%	37.2%	1.4%	0%	41.8%	-	2.6%	3.1%	2.0%	0%	7.6%	-	2.5%	39.3%	1.2%	0%	43.0%	-	1.2%	3.2%	3.2%	0%	7.6%	-	-	-	-	-	-	-	-
<b>Lights</b>	486	5765	220	5	6476	-	407	466	306	0	1179	-	397	6071	187	2	6657	-	187	481	497	0	1165	-	187	481	497	0	1165	-	15477
<b>% Lights</b>	98.8%	98.1%	99.5%	100%	98.2%	-	98.3%	96.7%	98.7%	0%	97.8%	-	99.7%	98.0%	100%	100%	98.2%	-	98.9%	95.6%	98.2%	0%	97.2%	-	98.1%	98.1%	98.2%	0%	97.2%	-	98.1%
<b>Single-Unit Trucks</b>	0	54	1	0	55	-	3	3	3	0	9	-	1	58	0	0	59	-	1	9	1	0	11	-	1	9	1	0	11	-	134
<b>% Single-Unit Trucks</b>	0%	0.9%	0.5%	0%	0.8%	-	0.7%	0.6%	1.0%	0%	0.7%	-	0.3%	0.9%	0%	0%	0.9%	-	0.5%	1.8%	0.2%	0%	0.9%	-	0.5%	1.8%	0.2%	0%	0.9%	-	0.8%
<b>Articulated Trucks</b>	1	35	0	0	36	-	0	1	0	0	1	-	0	30	0	0	30	-	0	1	0	0	1	-	0	1	0	0	1	-	68
<b>% Articulated Trucks</b>	0.2%	0.6%	0%	0%	0.5%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.5%	0%	0%	0.4%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.4%
<b>Buses</b>	5	20	0	0	25	-	4	10	1	0	15	-	0	33	0	0	33	-	1	10	8	0	19	-	1	10	8	0	19	-	92
<b>% Buses</b>	1.0%	0.3%	0%	0%	0.4%	-	1.0%	2.1%	0.3%	0%	1.2%	-	0%	0.5%	0%	0%	0.5%	-	0.5%	2.0%	1.6%	0%	1.6%	-	0.5%	2.0%	1.6%	0%	1.6%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	0	2	0	0	2	-	4
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.2%	-	0%	0.4%	0%	0%	0.2%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-	-	-	-	-	16.7%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-	-	-	-	-	83.3%	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Lincoln St - TMC**

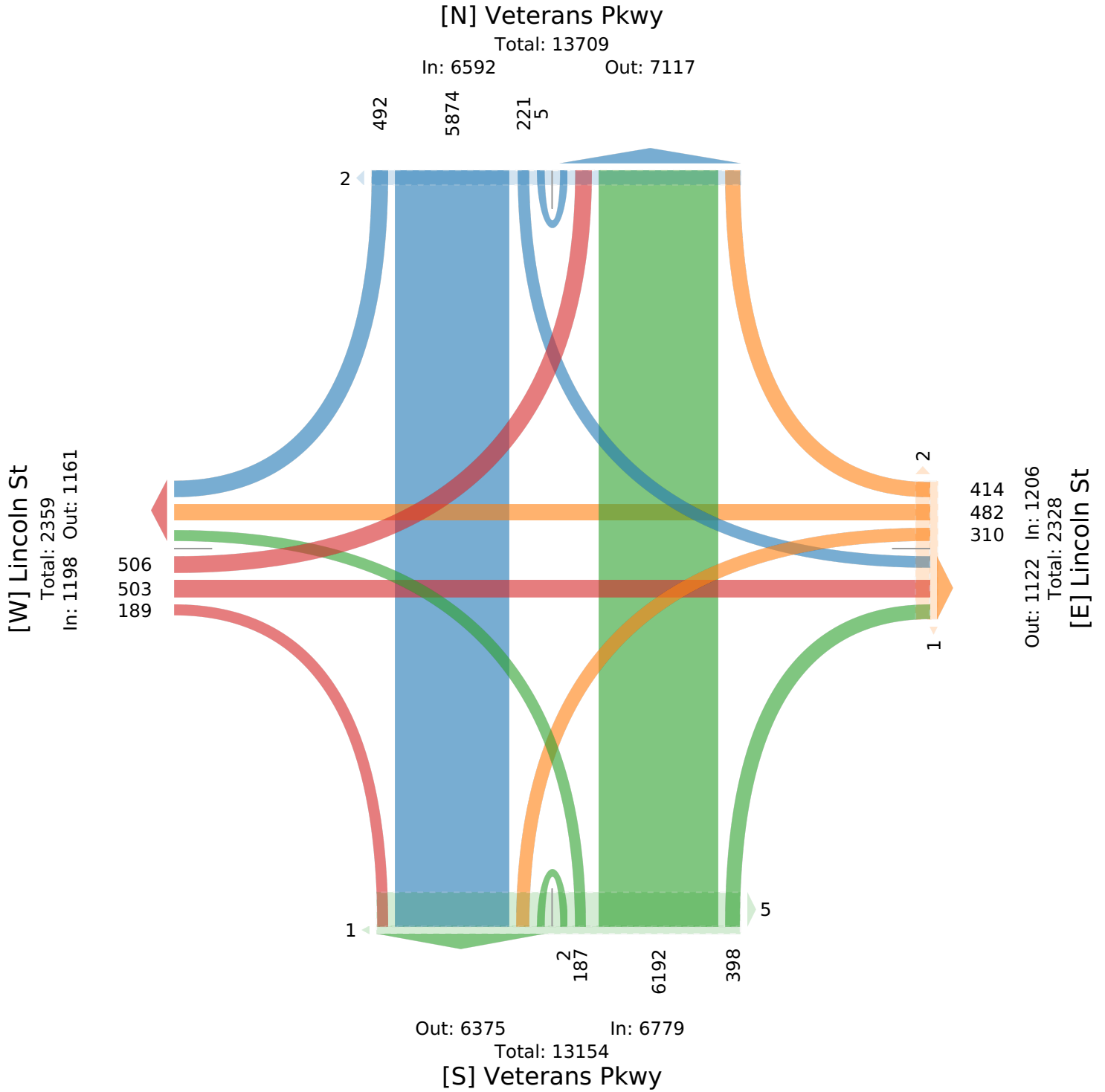
Tue Sep 24, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998



**Veterans Pkwy & Lincoln St - TMC**

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998



Leg Direction	Veterans Pkwy Southbound						Lincoln St Westbound						Veterans Pkwy Northbound						Lincoln St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 7:30AM	29	200	11	0	240	0	24	31	13	0	68	0	16	326	8	1	351	0	4	17	14	0	35	0	694
7:45AM	56	229	8	0	293	0	23	39	11	0	73	0	24	453	12	0	489	0	12	27	46	0	85	0	940
8:00AM	19	189	4	0	212	0	11	20	10	0	41	0	13	298	13	0	324	0	11	25	34	0	70	0	647
8:15AM	16	198	3	0	217	0	11	10	8	0	29	0	16	297	2	0	315	1	7	13	15	0	35	0	596
<b>Total</b>	120	816	26	0	962	0	69	100	42	0	211	0	69	1374	35	1	1479	1	34	82	109	0	225	0	2877
<b>% Approach</b>	12.5%	84.8%	2.7%	0%	-	-	32.7%	47.4%	19.9%	0%	-	-	4.7%	92.9%	2.4%	0.1%	-	-	15.1%	36.4%	48.4%	0%	-	-	-
<b>% Total</b>	4.2%	28.4%	0.9%	0%	33.4%	-	2.4%	3.5%	1.5%	0%	7.3%	-	2.4%	47.8%	1.2%	0%	51.4%	-	1.2%	2.9%	3.8%	0%	7.8%	-	-
<b>PHF</b>	0.536	0.891	0.591	-	0.821	-	0.719	0.641	0.808	-	0.723	-	0.719	0.758	0.673	0.250	0.756	-	0.708	0.759	0.592	-	0.662	-	0.765
<b>Lights</b>	119	793	26	0	938	-	67	98	41	0	206	-	69	1343	35	1	1448	-	33	75	106	0	214	-	2806
<b>% Lights</b>	99.2%	97.2%	100%	0%	97.5%	-	97.1%	98.0%	97.6%	0%	97.6%	-	100%	97.7%	100%	100%	97.9%	-	97.1%	91.5%	97.2%	0%	95.1%	-	97.5%
<b>Single-Unit Trucks</b>	0	13	0	0	13	-	1	1	1	0	3	-	0	16	0	0	16	-	1	5	0	0	6	-	38
<b>% Single-Unit Trucks</b>	0%	1.6%	0%	0%	1.4%	-	1.4%	1.0%	2.4%	0%	1.4%	-	0%	1.2%	0%	0%	1.1%	-	2.9%	6.1%	0%	0%	2.7%	-	1.3%
<b>Articulated Trucks</b>	0	4	0	0	4	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	-	8
<b>% Articulated Trucks</b>	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Buses</b>	1	6	0	0	7	-	1	1	0	0	2	-	0	11	0	0	11	-	0	2	3	0	5	-	25
<b>% Buses</b>	0.8%	0.7%	0%	0%	0.7%	-	1.4%	1.0%	0%	0%	0.9%	-	0%	0.8%	0%	0%	0.7%	-	0%	2.4%	2.8%	0%	2.2%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Lincoln St - TMC**

Tue Sep 24, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998

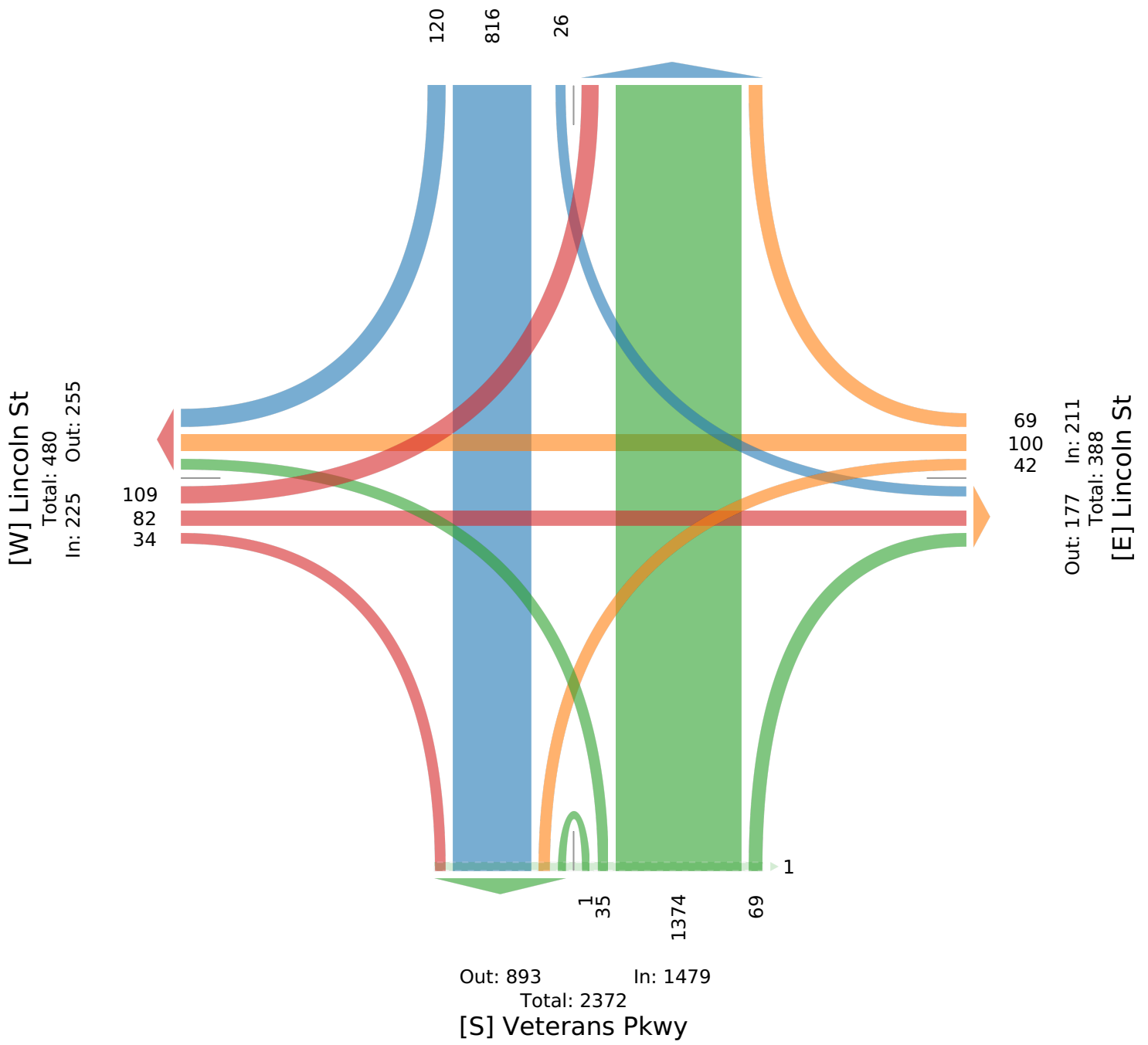


**[N] Veterans Pkwy**

Total: 2514

In: 962

Out: 1552



**Veterans Pkwy & Lincoln St - TMC**

Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998



Leg Direction	Veterans Pkwy Southbound						Lincoln St Westbound						Veterans Pkwy Northbound						Lincoln St Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-24 4:30PM	23	355	18	1	397	0	23	31	18	0	72	0	25	327	6	0	358	0	14	27	30	0	71	0	898
4:45PM	24	416	20	0	460	0	22	16	17	0	55	0	22	341	6	0	369	0	4	23	26	0	53	0	937
5:00PM	18	344	14	0	376	1	32	19	18	0	69	0	25	291	9	0	325	0	15	29	27	0	71	0	841
5:15PM	14	366	17	0	397	0	32	37	22	0	91	0	22	265	13	0	300	0	6	29	24	0	59	0	847
<b>Total</b>	79	1481	69	1	1630	1	109	103	75	0	287	0	94	1224	34	0	1352	0	39	108	107	0	254	0	3523
<b>% Approach</b>	4.8%	90.9%	4.2%	0.1%	-	-	38.0%	35.9%	26.1%	0%	-	-	7.0%	90.5%	2.5%	0%	-	-	15.4%	42.5%	42.1%	0%	-	-	-
<b>% Total</b>	2.2%	42.0%	2.0%	0%	46.3%	-	3.1%	2.9%	2.1%	0%	8.1%	-	2.7%	34.7%	1.0%	0%	38.4%	-	1.1%	3.1%	3.0%	0%	7.2%	-	-
<b>PHF</b>	0.823	0.890	0.863	0.250	0.886	-	0.852	0.696	0.852	-	0.788	-	0.940	0.897	0.654	-	0.916	-	0.650	0.931	0.892	-	0.894	-	0.940
<b>Lights</b>	79	1467	69	1	1616	-	109	102	75	0	286	-	94	1217	34	0	1345	-	39	108	106	0	253	-	3500
<b>% Lights</b>	100%	99.1%	100%	100%	99.1%	-	100%	99.0%	100%	0%	99.7%	-	100%	99.4%	100%	0%	99.5%	-	100%	100%	99.1%	0%	99.6%	-	99.3%
<b>Single-Unit Trucks</b>	0	11	0	0	11	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	14
<b>% Single-Unit Trucks</b>	0%	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.4%
<b>Articulated Trucks</b>	0	3	0	0	3	-	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	6
<b>% Articulated Trucks</b>	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Buses</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	1	0	0	1	-	0	0	1	0	1	-	3
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0.9%	0%	0.4%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Lincoln St - TMC**

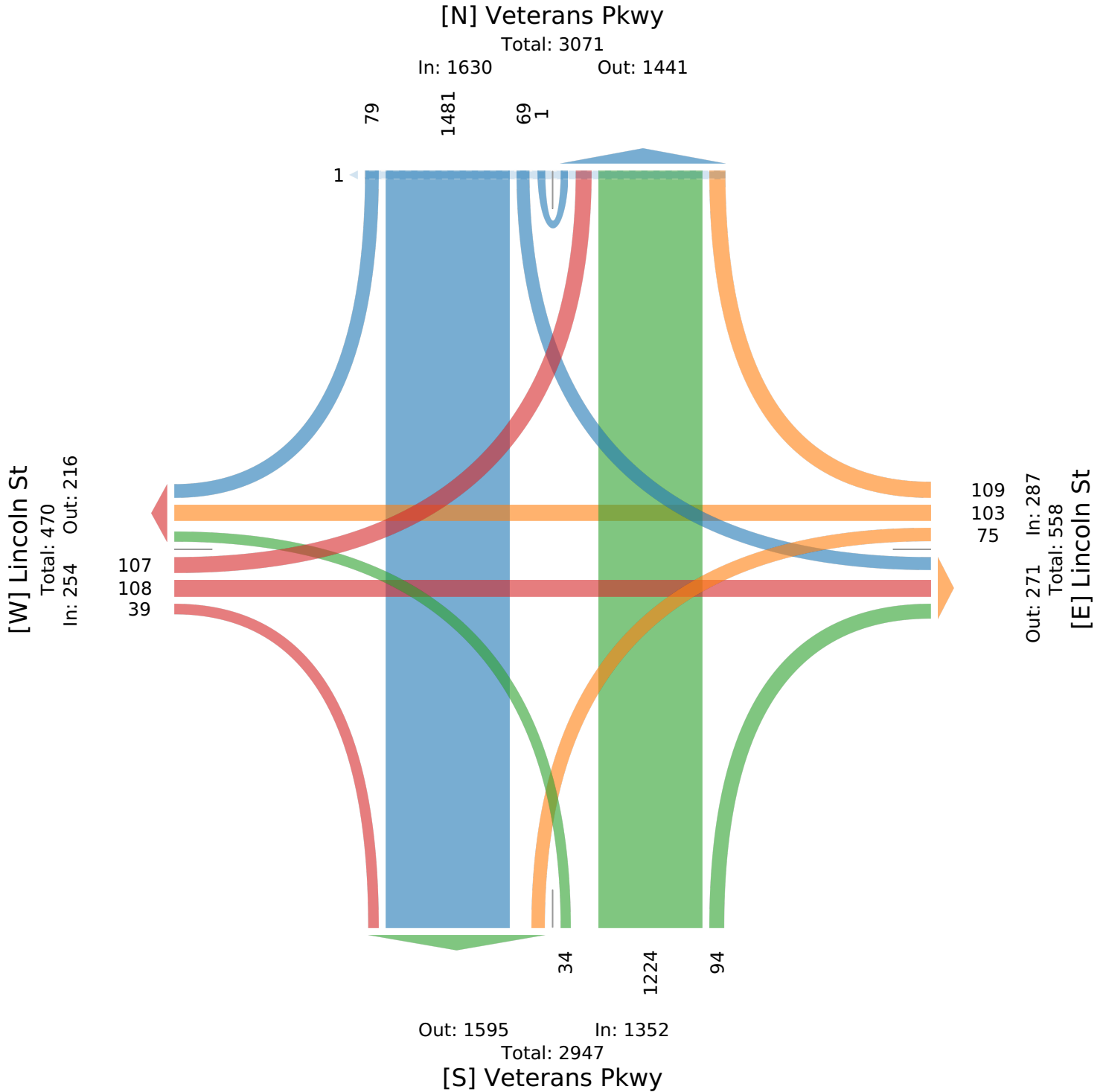
Tue Sep 24, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230315, Location: 40.466382, -88.954998



Veterans Pkwy & Ireland Grove Rd - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Veterans Pkwy Southbound					Ireland Grove Rd Westbound					Veterans Pkwy Northbound					Int
	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2024-09-26 6:00AM	78	10	0	88	0	4	15	0	19	0	5	71	0	76	0	183
6:15AM	100	11	0	111	0	5	21	0	26	0	18	114	0	132	0	269
6:30AM	128	26	0	154	0	9	32	0	41	0	18	140	0	158	0	353
6:45AM	167	45	0	212	0	14	32	0	46	0	25	180	0	205	0	463
Hourly Total	473	92	0	565	0	32	100	0	132	0	66	505	0	571	0	1268
7:00AM	166	23	0	189	0	25	20	0	45	0	26	208	0	234	0	468
7:15AM	171	39	0	210	0	24	30	0	54	0	37	220	0	257	0	521
7:30AM	187	46	0	233	0	26	52	0	78	0	49	309	0	358	0	669
7:45AM	252	57	0	309	0	37	47	0	84	0	46	311	0	357	0	750
Hourly Total	776	165	0	941	0	112	149	0	261	0	158	1048	0	1206	0	2408
8:00AM	172	29	0	201	0	17	40	0	57	0	34	290	0	324	0	582
8:15AM	220	19	0	239	0	16	37	0	53	0	30	279	0	309	0	601
8:30AM	161	16	0	177	0	18	36	0	54	0	24	284	0	308	0	539
8:45AM	204	18	0	222	0	17	26	0	43	0	11	244	0	255	0	520
Hourly Total	757	82	0	839	0	68	139	0	207	0	99	1097	0	1196	0	2242
3:00PM	276	14	0	290	0	33	31	0	64	0	24	280	0	304	0	658
3:15PM	248	22	0	270	0	39	27	0	66	0	32	270	0	302	0	638
3:30PM	325	12	0	337	0	38	24	0	62	0	35	304	0	339	0	738
3:45PM	332	23	0	355	0	20	38	0	58	0	33	309	0	342	0	755
Hourly Total	1181	71	0	1252	0	130	120	0	250	0	124	1163	0	1287	0	2789
4:00PM	328	29	0	357	0	46	43	0	89	0	31	284	0	315	0	761
4:15PM	402	19	0	421	0	35	38	0	73	0	22	286	0	308	0	802
4:30PM	340	25	0	365	0	48	51	0	99	0	41	342	1	384	0	848
4:45PM	359	25	0	384	0	30	42	0	72	0	47	366	0	413	0	869
Hourly Total	1429	98	0	1527	0	159	174	0	333	0	141	1278	1	1420	0	3280
5:00PM	331	15	0	346	0	18	42	0	60	0	40	350	0	390	0	796
5:15PM	333	26	1	360	0	26	37	0	63	0	37	310	0	347	0	770
5:30PM	287	22	0	309	0	31	37	0	68	0	20	259	0	279	0	656
5:45PM	271	10	0	281	0	16	25	0	41	0	21	251	0	272	0	594
Hourly Total	1222	73	1	1296	0	91	141	0	232	0	118	1170	0	1288	0	2816
<b>Total</b>	5838	581	1	6420	0	592	823	0	1415	0	706	6261	1	6968	0	14803
<b>% Approach</b>	90.9%	9.0%	0%	-	-	41.8%	58.2%	0%	-	-	10.1%	89.9%	0%	-	-	-
<b>% Total</b>	39.4%	3.9%	0%	43.4%	-	4.0%	5.6%	0%	9.6%	-	4.8%	42.3%	0%	47.1%	-	-
<b>Lights</b>	5717	573	0	6290	-	584	804	0	1388	-	679	6125	1	6805	-	14483
<b>% Lights</b>	97.9%	98.6%	0%	98.0%	-	98.6%	97.7%	0%	98.1%	-	96.2%	97.8%	100%	97.7%	-	97.8%
<b>Single-Unit Trucks</b>	67	3	1	71	-	4	13	0	17	-	13	61	0	74	-	162
<b>% Single-Unit Trucks</b>	1.1%	0.5%	100%	1.1%	-	0.7%	1.6%	0%	1.2%	-	1.8%	1.0%	0%	1.1%	-	1.1%
<b>Articulated Trucks</b>	34	0	0	34	-	0	1	0	1	-	4	44	0	48	-	83
<b>% Articulated Trucks</b>	0.6%	0%	0%	0.5%	-	0%	0.1%	0%	0.1%	-	0.6%	0.7%	0%	0.7%	-	0.6%
<b>Buses</b>	19	5	0	24	-	4	5	0	9	-	9	31	0	40	-	73
<b>% Buses</b>	0.3%	0.9%	0%	0.4%	-	0.7%	0.6%	0%	0.6%	-	1.3%	0.5%	0%	0.6%	-	0.5%
<b>Bicycles on Road</b>	1	0	0	1	-	0	0	0	0	-	1	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Ireland Grove Rd - TMC**

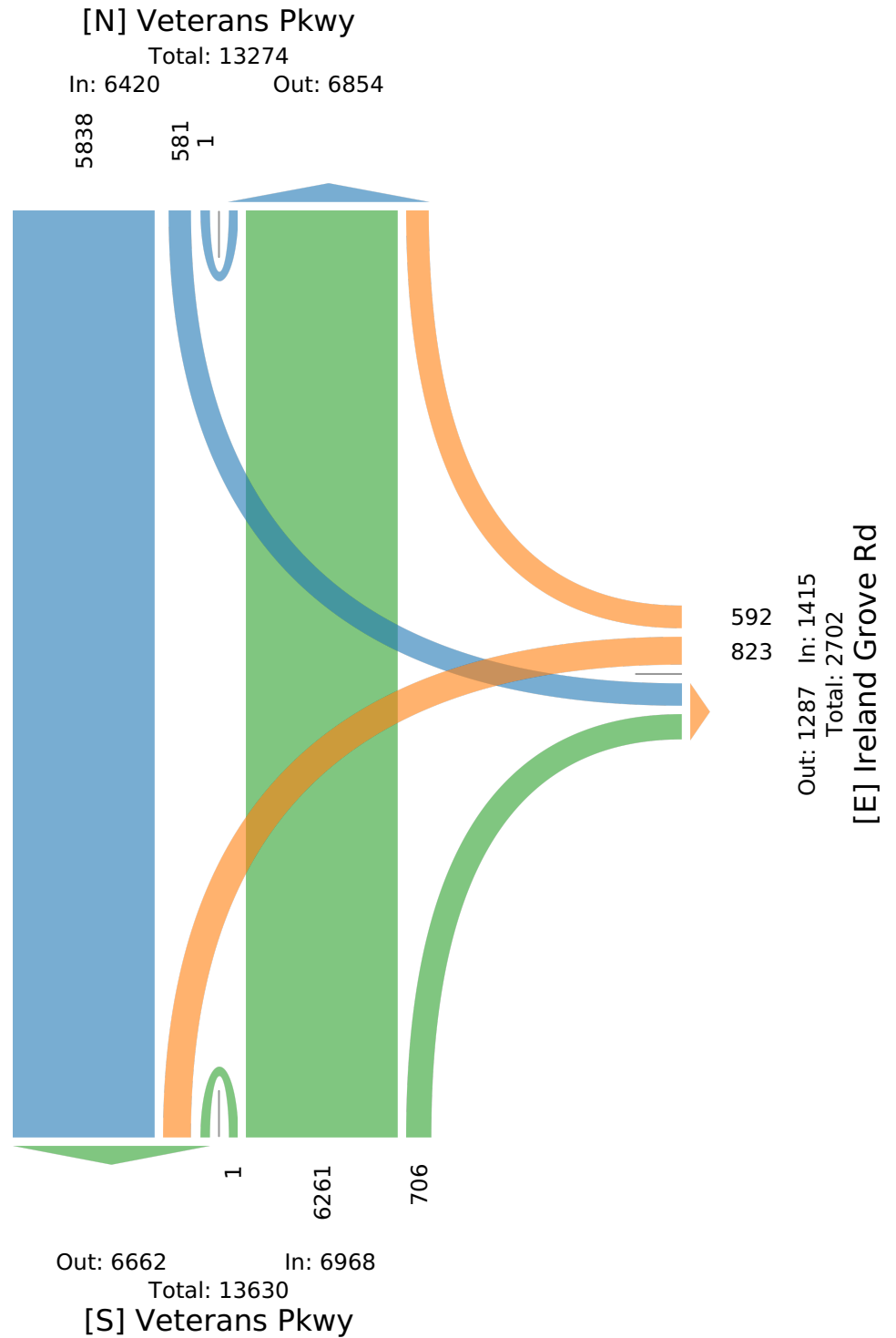
Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881



Veterans Pkwy & Ireland Grove Rd - TMC

Thu Sep 26, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881



Leg Direction	Veterans Pkwy Southbound					Ireland Grove Rd Westbound					Veterans Pkwy Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-09-26 7:30AM	187	46	0	233	0	26	52	0	78	0	49	309	0	358	0	669
7:45AM	252	57	0	309	0	37	47	0	84	0	46	311	0	357	0	750
8:00AM	172	29	0	201	0	17	40	0	57	0	34	290	0	324	0	582
8:15AM	220	19	0	239	0	16	37	0	53	0	30	279	0	309	0	601
<b>Total</b>	831	151	0	982	0	96	176	0	272	0	159	1189	0	1348	0	2602
<b>% Approach</b>	84.6%	15.4%	0%	-	-	35.3%	64.7%	0%	-	-	11.8%	88.2%	0%	-	-	-
<b>% Total</b>	31.9%	5.8%	0%	37.7%	-	3.7%	6.8%	0%	10.5%	-	6.1%	45.7%	0%	51.8%	-	-
<b>PHF</b>	0.827	0.662	-	0.796	-	0.649	0.846	-	0.810	-	0.811	0.956	-	0.941	-	0.868
<b>Lights</b>	808	150	0	958	-	95	171	0	266	-	150	1149	0	1299	-	2523
<b>% Lights</b>	97.2%	99.3%	0%	97.6%	-	99.0%	97.2%	0%	97.8%	-	94.3%	96.6%	0%	96.4%	-	97.0%
<b>Single-Unit Trucks</b>	11	0	0	11	-	0	2	0	2	-	2	16	0	18	-	31
<b>% Single-Unit Trucks</b>	1.3%	0%	0%	1.1%	-	0%	1.1%	0%	0.7%	-	1.3%	1.3%	0%	1.3%	-	1.2%
<b>Articulated Trucks</b>	7	0	0	7	-	0	0	0	0	-	1	12	0	13	-	20
<b>% Articulated Trucks</b>	0.8%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.6%	1.0%	0%	1.0%	-	0.8%
<b>Buses</b>	4	1	0	5	-	1	3	0	4	-	6	12	0	18	-	27
<b>% Buses</b>	0.5%	0.7%	0%	0.5%	-	1.0%	1.7%	0%	1.5%	-	3.8%	1.0%	0%	1.3%	-	1.0%
<b>Bicycles on Road</b>	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Ireland Grove Rd - TMC**

Thu Sep 26, 2024

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881

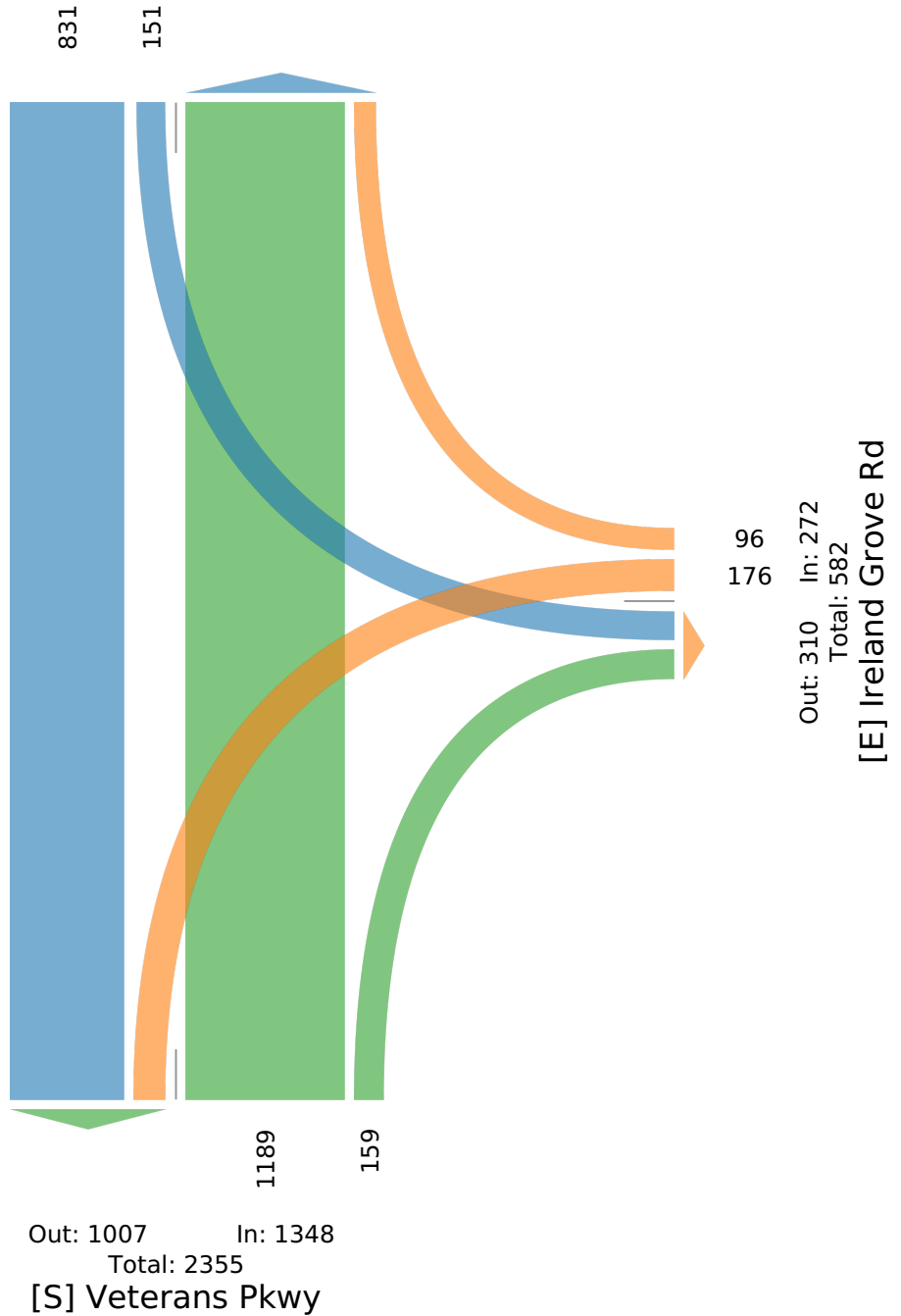


**[N] Veterans Pkwy**

Total: 2267

In: 982

Out: 1285



Veterans Pkwy & Ireland Grove Rd - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881



Leg Direction	Veterans Pkwy Southbound					Ireland Grove Rd Westbound					Veterans Pkwy Northbound					
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	Int
2024-09-26 4:15PM	402	19	0	421	0	35	38	0	73	0	22	286	0	308	0	802
4:30PM	340	25	0	365	0	48	51	0	99	0	41	342	1	384	0	848
4:45PM	359	25	0	384	0	30	42	0	72	0	47	366	0	413	0	869
5:00PM	331	15	0	346	0	18	42	0	60	0	40	350	0	390	0	796
<b>Total</b>	1432	84	0	1516	0	131	173	0	304	0	150	1344	1	1495	0	3315
<b>% Approach</b>	94.5%	5.5%	0%	-	-	43.1%	56.9%	0%	-	-	10.0%	89.9%	0.1%	-	-	-
<b>% Total</b>	43.2%	2.5%	0%	45.7%	-	4.0%	5.2%	0%	9.2%	-	4.5%	40.5%	0%	45.1%	-	-
<b>PHF</b>	0.891	0.840	-	0.900	-	0.682	0.848	-	0.768	-	0.798	0.918	0.250	0.905	-	0.954
<b>Lights</b>	1409	84	0	1493	-	129	170	0	299	-	148	1332	1	1481	-	3273
<b>% Lights</b>	98.4%	100%	0%	98.5%	-	98.5%	98.3%	0%	98.4%	-	98.7%	99.1%	100%	99.1%	-	98.7%
<b>Single-Unit Trucks</b>	18	0	0	18	-	1	2	0	3	-	2	4	0	6	-	27
<b>% Single-Unit Trucks</b>	1.3%	0%	0%	1.2%	-	0.8%	1.2%	0%	1.0%	-	1.3%	0.3%	0%	0.4%	-	0.8%
<b>Articulated Trucks</b>	4	0	0	4	-	0	1	0	1	-	0	6	0	6	-	11
<b>% Articulated Trucks</b>	0.3%	0%	0%	0.3%	-	0%	0.6%	0%	0.3%	-	0%	0.4%	0%	0.4%	-	0.3%
<b>Buses</b>	1	0	0	1	-	1	0	0	1	-	0	2	0	2	-	4
<b>% Buses</b>	0.1%	0%	0%	0.1%	-	0.8%	0%	0%	0.3%	-	0%	0.1%	0%	0.1%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Ireland Grove Rd - TMC

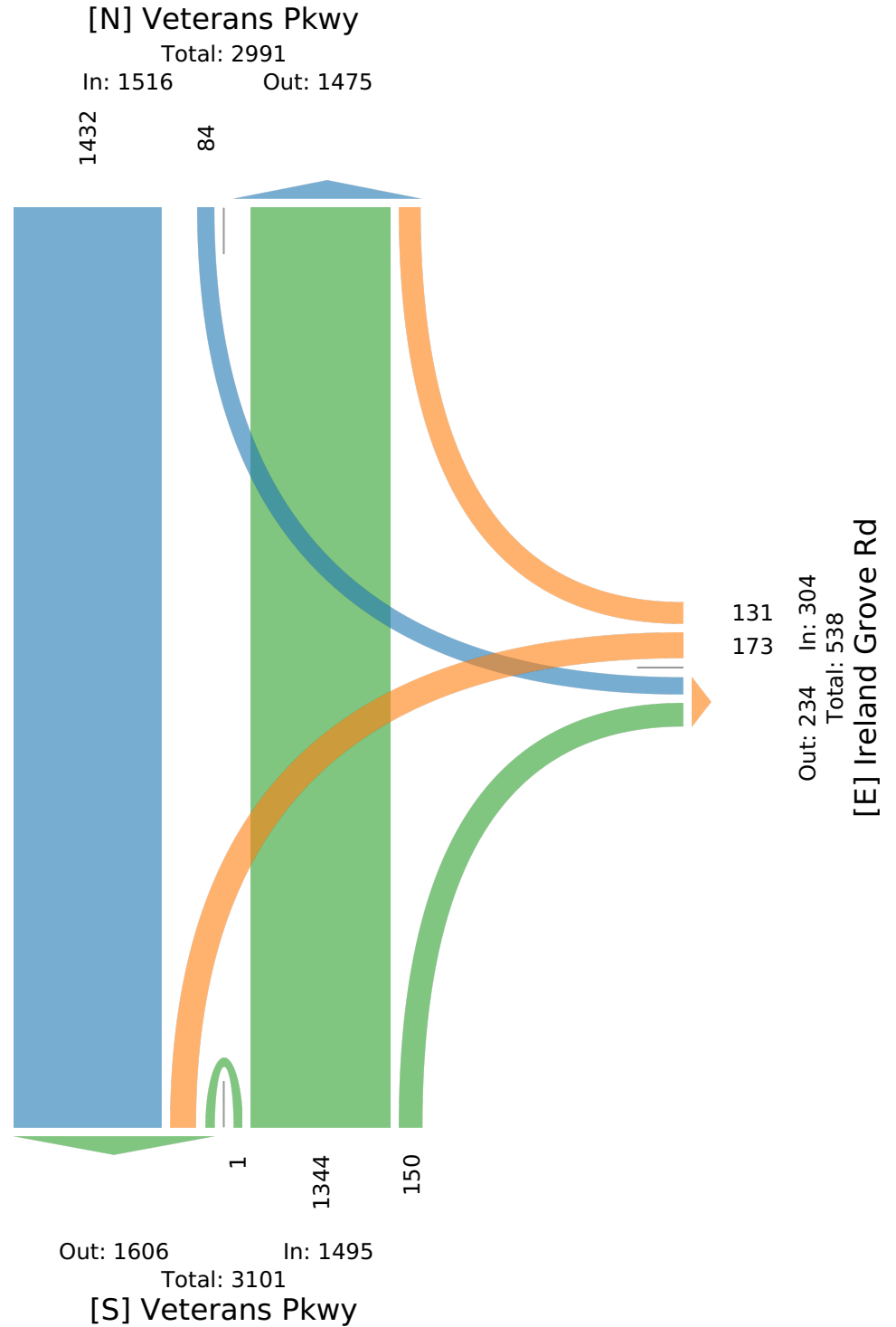
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230318, Location: 40.463584, -88.957881



**Veterans Pkwy & Mercer Ave - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



Leg Direction	Mercer Ave Southbound						Veterans Pkwy Westbound						Mercer Ave Northbound						Veterans Pkwy Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	5	4	1	0	10	0	0	95	1	0	96	0	2	2	2	0	6	0	4	76	3	0	83	0	195
6:15AM	8	2	1	0	11	0	1	112	5	0	118	0	1	2	3	0	6	1	10	136	2	0	148	0	283
6:30AM	10	4	2	0	16	0	2	147	14	0	163	0	1	2	2	0	5	0	14	158	9	0	181	0	365
6:45AM	12	10	2	0	24	0	1	180	21	0	202	0	4	3	4	0	11	0	30	222	10	0	262	0	499
Hourly Total	35	20	6	0	61	0	4	534	41	0	579	0	8	9	11	0	28	1	58	592	24	0	674	0	1342
7:00AM	10	7	2	0	19	0	1	150	13	0	164	0	12	12	9	0	33	0	13	223	10	0	246	0	462
7:15AM	12	15	4	0	31	0	9	186	30	0	225	0	11	7	5	0	23	0	19	290	16	0	325	0	604
7:30AM	7	16	2	0	25	1	9	208	11	0	228	0	3	9	8	0	20	0	21	399	14	0	434	0	707
7:45AM	10	20	7	0	37	0	17	264	18	0	299	0	22	11	6	0	39	0	20	391	23	0	434	0	809
Hourly Total	39	58	15	0	112	1	36	808	72	0	916	0	48	39	28	0	115	0	73	1303	63	0	1439	0	2582
8:00AM	7	8	1	0	16	0	4	199	16	0	219	0	15	9	8	0	32	0	21	320	13	0	354	0	621
8:15AM	11	10	6	0	27	0	7	200	26	0	233	0	8	7	7	0	22	0	19	251	19	0	289	0	571
8:30AM	17	10	6	0	33	0	1	187	20	0	208	0	21	5	8	0	34	0	15	259	12	0	286	0	561
8:45AM	14	17	2	0	33	0	8	210	24	1	243	0	17	13	12	0	42	0	13	241	17	0	271	0	589
Hourly Total	49	45	15	0	109	0	20	796	86	1	903	0	61	34	35	0	130	0	68	1071	61	0	1200	0	2342
3:00PM	14	14	5	0	33	0	13	229	30	0	272	0	29	24	43	0	96	0	36	259	18	0	313	0	714
3:15PM	24	31	13	0	68	0	7	269	33	0	309	0	33	14	37	0	84	0	29	270	14	0	313	0	774
3:30PM	30	15	5	0	50	0	3	301	31	1	336	0	27	15	30	0	72	0	21	298	12	0	331	0	789
3:45PM	32	11	5	0	48	0	8	342	33	0	383	0	36	16	38	0	90	1	22	297	18	0	337	1	858
Hourly Total	100	71	28	0	199	0	31	1141	127	1	1300	0	125	69	148	0	342	1	108	1124	62	0	1294	1	3135
4:00PM	25	22	7	0	54	0	4	346	21	0	371	0	21	18	26	0	65	0	26	272	25	0	323	0	813
4:15PM	23	27	5	0	55	0	4	329	28	0	361	0	27	17	29	0	73	0	34	270	18	0	322	0	811
4:30PM	24	18	8	0	50	0	6	393	42	0	441	0	36	27	36	0	99	0	42	355	19	0	416	0	1006
4:45PM	24	23	6	0	53	0	4	325	29	0	358	0	35	19	33	0	87	0	32	369	18	0	419	0	917
Hourly Total	96	90	26	0	212	0	18	1393	120	0	1531	0	119	81	124	0	324	0	134	1266	80	0	1480	0	3547
5:00PM	29	18	4	0	51	0	3	383	42	0	428	0	32	15	30	0	77	0	24	367	20	0	411	0	967
5:15PM	27	13	4	0	44	0	7	306	36	0	349	0	20	18	30	0	68	0	22	308	14	0	344	0	805
5:30PM	18	13	2	0	33	0	3	314	35	0	352	0	17	17	34	0	68	0	24	261	17	0	302	0	755
5:45PM	17	11	2	0	30	0	3	260	31	0	294	0	19	6	31	0	56	0	16	253	5	0	274	0	654
Hourly Total	91	55	12	0	158	0	16	1263	144	0	1423	0	88	56	125	0	269	0	86	1189	56	0	1331	0	3181
<b>Total</b>	410	339	102	0	851	1	125	5935	590	2	6652	0	449	288	471	0	1208	2	527	6545	346	0	7418	1	16129
<b>% Approach</b>	48.2%	39.8%	12.0%	0%	-	-	1.9%	89.2%	8.9%	0%	-	-	37.2%	23.8%	39.0%	0%	-	-	7.1%	88.2%	4.7%	0%	-	-	-
<b>% Total</b>	2.5%	2.1%	0.6%	0%	5.3%	-	0.8%	36.8%	3.7%	0%	41.2%	-	2.8%	1.8%	2.9%	0%	7.5%	-	3.3%	40.6%	2.1%	0%	46.0%	-	-
<b>Lights</b>	409	333	101	0	843	-	123	5812	587	2	6524	-	443	284	466	0	1193	-	522	6387	343	0	7252	-	15812
<b>% Lights</b>	99.8%	98.2%	99.0%	0%	99.1%	-	98.4%	97.9%	99.5%	100%	98.1%	-	98.7%	98.6%	98.9%	0%	98.8%	-	99.1%	97.6%	99.1%	0%	97.8%	-	98.0%
<b>Single-Unit Trucks</b>	1	1	0	0	2	-	0	70	2	0	72	-	2	3	3	0	8	-	3	77	3	0	83	-	165
<b>% Single-Unit Trucks</b>	0.2%	0.3%	0%	0%	0.2%	-	0%	1.2%	0.3%	0%	1.1%	-	0.4%	1.0%	0.6%	0%	0.7%	-	0.6%	1.2%	0.9%	0%	1.1%	-	1.0%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	29	1	0	30	-	4	0	2	0	6	-	2	45	0	0	47	-	83
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.5%	0.2%	0%	0.5%	-	0.9%	0%	0.4%	0%	0.5%	-	0.4%	0.7%	0%	0%	0.6%	-	0.5%
<b>Buses</b>	0	5	1	0	6	-	2	24	0	0	26	-	0	1	0	0	1	-	0	36	0	0	36	-	69
<b>% Buses</b>	0%	1.5%	1.0%	0%	0.7%	-	1.6%	0.4%	0%	0%	0.4%	-	0%	0.3%	0%	0%	0.1%	-	0%	0.6%	0%	0%	0.5%	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Mercer Ave - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



[N] Mercer Ave

Total: 1610

In: 851 Out: 759

410  
339  
102

1

[W] Veterans Pkwy

Total: 14234  
In: 7418 Out: 6816

346

6545

527

1

1

471  
288  
449

Out: 1456 In: 1208  
Total: 2664

[S] Mercer Ave

125

5935

590

2

Out: 7098 In: 6652

Total: 13750

[E] Veterans Pkwy

**Veterans Pkwy & Mercer Ave - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



Leg Direction	Mercer Ave Southbound						Veterans Pkwy Westbound						Mercer Ave Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:15AM	12	15	4	0	31	0	9	186	30	0	225	0	11	7	5	0	23	0	19	290	16	0	325	0	604
7:30AM	7	16	2	0	25	1	9	208	11	0	228	0	3	9	8	0	20	0	21	399	14	0	434	0	707
7:45AM	10	20	7	0	37	0	17	264	18	0	299	0	22	11	6	0	39	0	20	391	23	0	434	0	809
8:00AM	7	8	1	0	16	0	4	199	16	0	219	0	15	9	8	0	32	0	21	320	13	0	354	0	621
<b>Total</b>	36	59	14	0	109	1	39	857	75	0	971	0	51	36	27	0	114	0	81	1400	66	0	1547	0	2741
<b>% Approach</b>	33.0%	54.1%	12.8%	0%	-	-	4.0%	88.3%	7.7%	0%	-	-	44.7%	31.6%	23.7%	0%	-	-	5.2%	90.5%	4.3%	0%	-	-	-
<b>% Total</b>	1.3%	2.2%	0.5%	0%	4.0%	-	1.4%	31.3%	2.7%	0%	35.4%	-	1.9%	1.3%	1.0%	0%	4.2%	-	3.0%	51.1%	2.4%	0%	56.4%	-	-
<b>PHF</b>	0.750	0.738	0.500	-	0.736	-	0.574	0.812	0.625	-	0.812	-	0.580	0.818	0.844	-	0.731	-	0.964	0.877	0.717	-	0.891	-	0.847
<b>Lights</b>	36	58	13	0	107	-	38	826	74	0	938	-	50	33	27	0	110	-	81	1359	66	0	1506	-	2661
<b>% Lights</b>	100%	98.3%	92.9%	0%	98.2%	-	97.4%	96.4%	98.7%	0%	96.6%	-	98.0%	91.7%	100%	0%	96.5%	-	100%	97.1%	100%	0%	97.3%	-	97.1%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	11	0	0	11	-	1	2	0	0	3	-	0	18	0	0	18	-	32
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.1%	-	2.0%	5.6%	0%	0%	2.6%	-	0%	1.3%	0%	0%	1.2%	-	1.2%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	9	1	0	10	-	0	0	0	0	0	-	0	9	0	0	9	-	19
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	1.1%	1.3%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0.7%
<b>Buses</b>	0	1	1	0	2	-	1	11	0	0	12	-	0	1	0	0	1	-	0	14	0	0	14	-	29
<b>% Buses</b>	0%	1.7%	7.1%	0%	1.8%	-	2.6%	1.3%	0%	0%	1.2%	-	0%	2.8%	0%	0%	0.9%	-	0%	1.0%	0%	0%	0.9%	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Mercer Ave - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



**[N] Mercer Ave**

Total: 250

In: 109 Out: 141

36 59 14

1

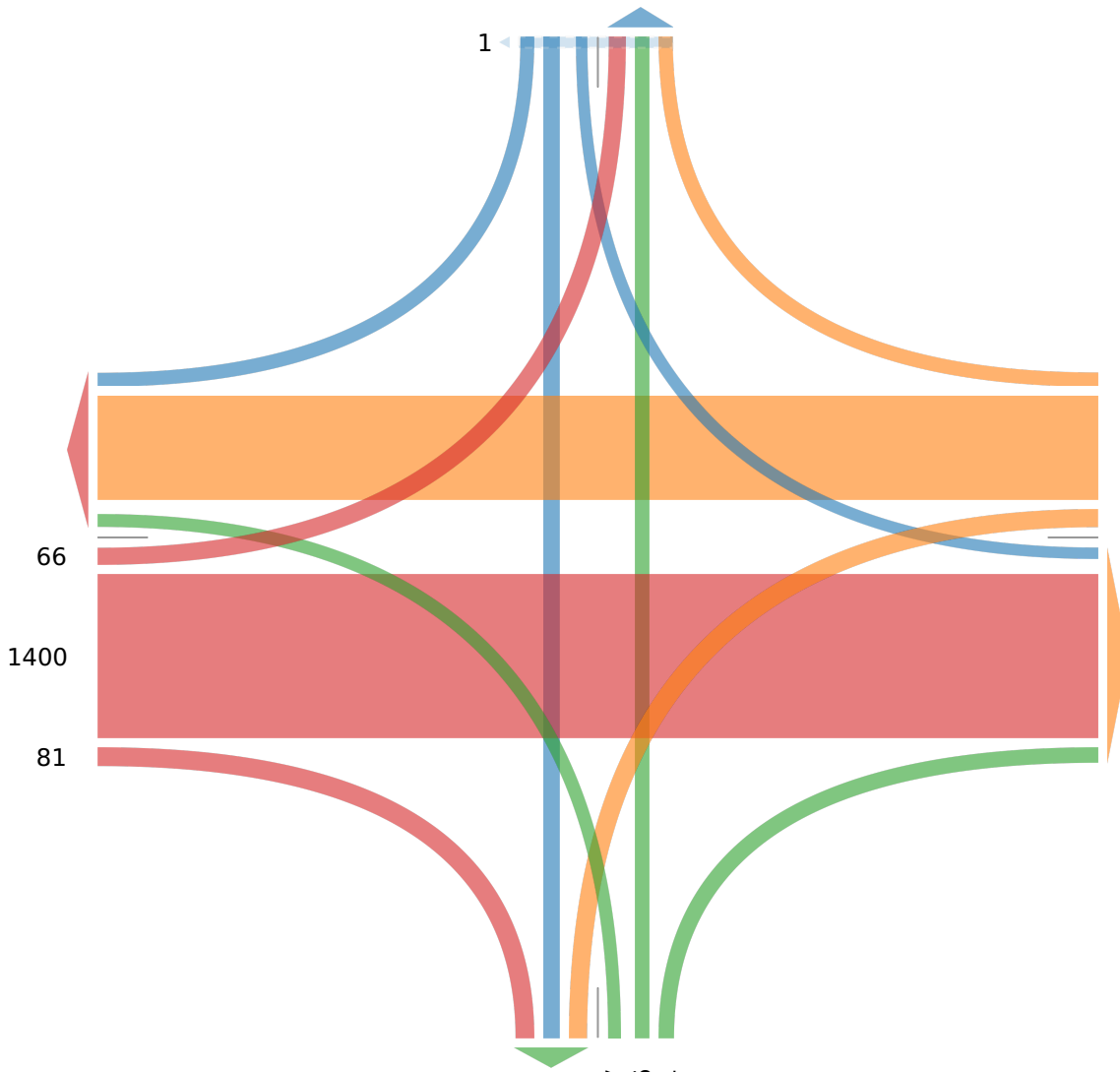
**[W] Veterans Pkwy**  
Total: 2467  
In: 1547 Out: 920

66  
1400  
81

39  
857  
75  
**[E] Veterans Pkwy**  
Out: 1465 In: 971  
Total: 2436

Out: 215 In: 114  
Total: 329  
**[S] Mercer Ave**

27 36 51



**Veterans Pkwy & Mercer Ave - TMC**

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



Leg Direction	Mercer Ave Southbound						Veterans Pkwy Westbound						Mercer Ave Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:15PM	23	27	5	0	55	0	4	329	28	0	361	0	27	17	29	0	73	0	34	270	18	0	322	0	811
4:30PM	24	18	8	0	50	0	6	393	42	0	441	0	36	27	36	0	99	0	42	355	19	0	416	0	1006
4:45PM	24	23	6	0	53	0	4	325	29	0	358	0	35	19	33	0	87	0	32	369	18	0	419	0	917
5:00PM	29	18	4	0	51	0	3	383	42	0	428	0	32	15	30	0	77	0	24	367	20	0	411	0	967
<b>Total</b>	100	86	23	0	209	0	17	1430	141	0	1588	0	130	78	128	0	336	0	132	1361	75	0	1568	0	3701
<b>% Approach</b>	47.8%	41.1%	11.0%	0%	-	-	1.1%	90.1%	8.9%	0%	-	-	38.7%	23.2%	38.1%	0%	-	-	8.4%	86.8%	4.8%	0%	-	-	-
<b>% Total</b>	2.7%	2.3%	0.6%	0%	5.6%	-	0.5%	38.6%	3.8%	0%	42.9%	-	3.5%	2.1%	3.5%	0%	9.1%	-	3.6%	36.8%	2.0%	0%	42.4%	-	-
<b>PHF</b>	0.862	0.796	0.719	-	0.950	-	0.708	0.910	0.839	-	0.900	-	0.903	0.722	0.889	-	0.848	-	0.786	0.922	0.938	-	0.936	-	0.920
<b>Lights</b>	99	84	23	0	206	-	17	1407	141	0	1565	-	130	78	128	0	336	-	132	1347	74	0	1553	-	3660
<b>% Lights</b>	99.0%	97.7%	100%	0%	98.6%	-	100%	98.4%	100%	0%	98.6%	-	100%	100%	100%	0%	100%	-	100%	99.0%	98.7%	0%	99.0%	-	98.9%
<b>Single-Unit Trucks</b>	1	1	0	0	2	-	0	18	0	0	18	-	0	0	0	0	0	-	0	6	1	0	7	-	27
<b>% Single-Unit Trucks</b>	1.0%	1.2%	0%	0%	1.0%	-	0%	1.3%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0.4%	1.3%	0%	0.4%	-	0.7%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	3	0	0	3	-	0	0	0	0	0	-	0	6	0	0	6	-	9
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.4%	-	0.2%
<b>Buses</b>	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	0	2	0	0	2	-	5
<b>% Buses</b>	0%	1.2%	0%	0%	0.5%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Mercer Ave - TMC

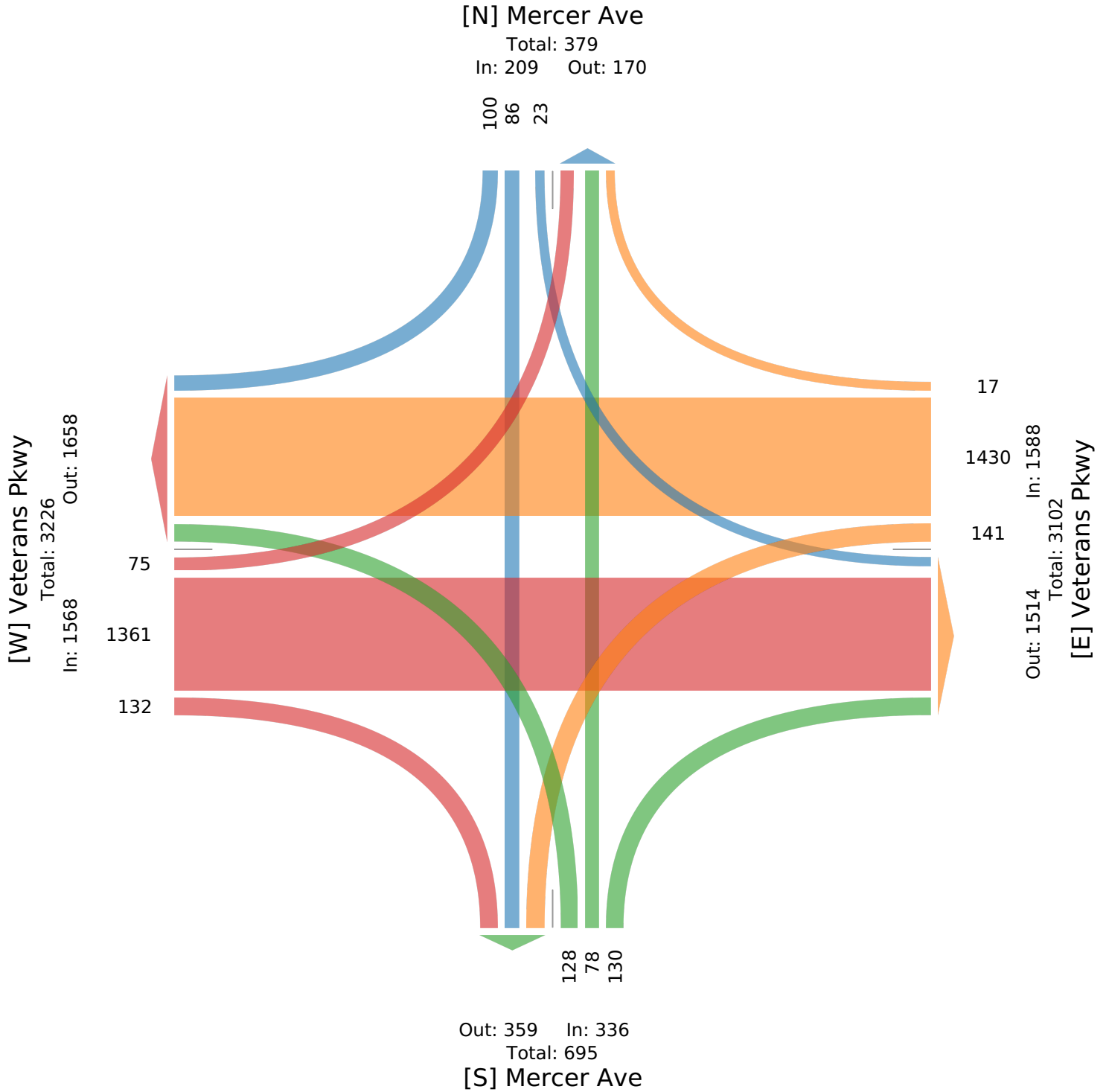
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230320, Location: 40.461128, -88.962477



**Veterans Pkwy & Brickyard Dr - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



Leg Direction	Brickyard Dr Southbound						Veterans Pkwy Westbound						Brickyard Dr Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	2	0	3	0	5	0	4	102	0	0	106	0	1	0	0	0	1	0	6	77	1	0	84	0	196
6:15AM	6	1	4	0	11	0	6	115	1	0	122	0	0	1	2	0	3	0	12	148	6	0	166	0	302
6:30AM	8	0	5	0	13	0	9	131	1	0	141	0	1	0	3	0	4	0	12	185	4	0	201	0	359
6:45AM	7	0	8	0	15	0	9	203	1	0	213	0	1	0	2	0	3	0	19	244	9	0	272	0	503
Hourly Total	23	1	20	0	44	0	28	551	3	0	582	0	3	1	7	0	11	0	49	654	20	0	723	0	1360
7:00AM	12	4	8	0	24	0	15	158	0	0	173	0	3	0	5	0	8	0	12	237	13	0	262	0	467
7:15AM	15	8	7	0	30	0	19	175	0	0	194	0	1	0	3	0	4	0	19	309	8	0	336	0	564
7:30AM	11	3	7	0	21	0	21	199	3	0	223	0	2	0	2	0	4	0	11	407	14	1	433	0	681
7:45AM	12	4	22	0	38	0	23	230	5	0	258	0	2	0	4	0	6	0	14	408	22	0	444	0	746
Hourly Total	50	19	44	0	113	0	78	762	8	0	848	0	8	0	14	0	22	0	56	1361	57	1	1475	0	2458
8:00AM	12	1	12	0	25	0	27	219	2	0	248	0	1	0	2	0	3	0	12	344	11	0	367	0	643
8:15AM	12	0	11	0	23	0	28	184	2	0	214	0	3	0	5	0	8	0	6	276	12	0	294	0	539
8:30AM	10	0	8	0	18	0	50	163	2	0	215	0	0	0	6	0	6	0	8	290	21	1	320	0	559
8:45AM	13	0	11	0	24	0	33	201	2	0	236	0	1	1	6	0	8	0	8	264	17	0	289	0	557
Hourly Total	47	1	42	0	90	0	138	767	8	0	913	0	5	1	19	0	25	0	34	1174	61	1	1270	0	2298
3:00PM	9	0	8	0	17	0	10	269	1	0	280	0	2	0	8	0	10	0	11	297	2	0	310	0	617
3:15PM	6	0	11	0	17	0	7	321	1	0	329	0	1	0	13	0	14	0	17	305	9	0	331	0	691
3:30PM	13	2	13	0	28	0	9	349	5	0	363	0	1	1	18	0	20	0	7	317	5	0	329	0	740
3:45PM	8	0	9	0	17	0	11	381	5	0	397	0	5	0	5	0	10	0	8	330	8	0	346	0	770
Hourly Total	36	2	41	0	79	0	37	1320	12	0	1369	0	9	1	44	0	54	0	43	1249	24	0	1316	0	2818
4:00PM	11	0	8	0	19	0	6	375	0	1	382	0	5	0	6	0	11	0	7	327	9	0	343	0	755
4:15PM	12	0	14	0	26	0	4	367	3	0	374	0	5	0	9	0	14	0	9	311	14	0	334	0	748
4:30PM	8	0	8	0	16	0	10	433	3	1	447	0	4	0	10	0	14	0	10	414	8	0	432	0	909
4:45PM	12	0	9	0	21	0	16	359	3	0	378	0	5	0	15	0	20	0	4	395	8	0	407	0	826
Hourly Total	43	0	39	0	82	0	36	1534	9	2	1581	0	19	0	40	0	59	0	30	1447	39	0	1516	0	3238
5:00PM	25	0	18	0	43	0	15	425	1	0	441	0	5	0	12	0	17	0	4	382	17	0	403	0	904
5:15PM	8	1	9	0	18	0	8	345	2	0	355	0	3	2	4	0	9	0	1	323	5	0	329	0	711
5:30PM	13	0	15	0	28	0	11	343	2	0	356	0	2	0	7	0	9	0	5	287	11	0	303	0	696
5:45PM	14	0	14	0	28	0	13	303	1	0	317	0	0	0	4	0	4	0	0	261	10	0	271	0	620
Hourly Total	60	1	56	0	117	0	47	1416	6	0	1469	0	10	2	27	0	39	0	10	1253	43	0	1306	0	2931
<b>Total</b>	259	24	242	0	525	0	364	6350	46	2	6762	0	54	5	151	0	210	0	222	7138	244	2	7606	0	15103
<b>% Approach</b>	49.3%	4.6%	46.1%	0%	-	-	5.4%	93.9%	0.7%	0%	-	-	25.7%	2.4%	71.9%	0%	-	-	2.9%	93.8%	3.2%	0%	-	-	-
<b>% Total</b>	1.7%	0.2%	1.6%	0%	3.5%	-	2.4%	42.0%	0.3%	0%	44.8%	-	0.4%	0%	1.0%	0%	1.4%	-	1.5%	47.3%	1.6%	0%	50.4%	-	-
<b>Lights</b>	257	22	239	0	518	-	361	6218	45	2	6626	-	54	5	145	0	204	-	212	6977	240	2	7431	-	14779
<b>% Lights</b>	99.2%	91.7%	98.8%	0%	98.7%	-	99.2%	97.9%	97.8%	100%	98.0%	-	100%	100%	96.0%	0%	97.1%	-	95.5%	97.7%	98.4%	100%	97.7%	-	97.9%
<b>Single-Unit Trucks</b>	1	0	2	0	3	-	2	78	1	0	81	-	0	0	5	0	5	-	4	74	3	0	81	-	170
<b>% Single-Unit Trucks</b>	0.4%	0%	0.8%	0%	0.6%	-	0.5%	1.2%	2.2%	0%	1.2%	-	0%	0%	3.3%	0%	2.4%	-	1.8%	1.0%	1.2%	0%	1.1%	-	1.1%
<b>Articulated Trucks</b>	1	0	1	0	2	-	1	33	0	0	34	-	0	0	1	0	1	-	5	51	1	0	57	-	94
<b>% Articulated Trucks</b>	0.4%	0%	0.4%	0%	0.4%	-	0.3%	0.5%	0%	0%	0.5%	-	0%	0%	0.7%	0%	0.5%	-	2.3%	0.7%	0.4%	0%	0.7%	-	0.6%
<b>Buses</b>	0	1	0	0	1	-	0	21	0	0	21	-	0	0	0	0	0	-	1	36	0	0	37	-	59
<b>% Buses</b>	0%	4.2%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.5%	0.5%	0%	0%	0.5%	-	0.4%
<b>Bicycles on Road</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	4.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Brickyard Dr - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



[N] Brickyard Dr

Total: 1138

In: 525 Out: 613

259  
24  
242

[W] Veterans Pkwy

Total: 14368

Out: 6762

In: 7606

244

7138

222

364

6350

46

Out: 7436

Total: 14198

[E] Veterans Pkwy

Out: 292 In: 210

Total: 502

[S] Brickyard Dr

151  
54

**Veterans Pkwy & Brickyard Dr - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



Leg Direction	Brickyard Dr Southbound						Veterans Pkwy Westbound						Brickyard Dr Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:15AM	15	8	7	0	<b>30</b>	0	19	175	0	0	<b>194</b>	0	1	0	3	0	<b>4</b>	0	19	309	8	0	<b>336</b>	0	<b>564</b>
7:30AM	11	3	7	0	<b>21</b>	0	21	199	3	0	<b>223</b>	0	2	0	2	0	<b>4</b>	0	11	407	14	1	<b>433</b>	0	<b>681</b>
7:45AM	12	4	22	0	<b>38</b>	0	23	230	5	0	<b>258</b>	0	2	0	4	0	<b>6</b>	0	14	408	22	0	<b>444</b>	0	<b>746</b>
8:00AM	12	1	12	0	<b>25</b>	0	27	219	2	0	<b>248</b>	0	1	0	2	0	<b>3</b>	0	12	344	11	0	<b>367</b>	0	<b>643</b>
<b>Total</b>	<b>50</b>	<b>16</b>	<b>48</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>90</b>	<b>823</b>	<b>10</b>	<b>0</b>	<b>923</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>56</b>	<b>1468</b>	<b>55</b>	<b>1</b>	<b>1580</b>	<b>0</b>	<b>2634</b>
<b>% Approach</b>	43.9%	14.0%	42.1%	0%	-	-	9.8%	89.2%	1.1%	0%	-	-	35.3%	0%	64.7%	0%	-	-	3.5%	92.9%	3.5%	0.1%	-	-	-
<b>% Total</b>	1.9%	0.6%	1.8%	0%	<b>4.3%</b>	-	3.4%	31.2%	0.4%	0%	<b>35.0%</b>	-	0.2%	0%	0.4%	0%	<b>0.6%</b>	-	2.1%	55.7%	2.1%	0%	<b>60.0%</b>	-	-
<b>PHF</b>	0.833	0.469	0.545	-	<b>0.743</b>	-	0.833	0.895	0.500	-	<b>0.894</b>	-	0.750	-	0.688	-	<b>0.708</b>	-	0.737	0.900	0.625	0.250	<b>0.890</b>	-	0.882
<b>Lights</b>	49	14	48	0	<b>111</b>	-	90	793	10	0	<b>893</b>	-	6	0	10	0	<b>16</b>	-	53	1427	53	1	<b>1534</b>	-	2554
<b>% Lights</b>	98.0%	87.5%	100%	0%	<b>97.4%</b>	-	100%	96.4%	100%	0%	<b>96.7%</b>	-	100%	0%	90.9%	0%	<b>94.1%</b>	-	94.6%	97.2%	96.4%	100%	<b>97.1%</b>	-	97.0%
<b>Single-Unit Trucks</b>	0	0	0	0	<b>0</b>	-	0	11	0	0	<b>11</b>	-	0	0	1	0	<b>1</b>	-	1	15	1	0	<b>17</b>	-	29
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	1.3%	0%	0%	<b>1.2%</b>	-	0%	0%	9.1%	0%	<b>5.9%</b>	-	1.8%	1.0%	1.8%	0%	<b>1.1%</b>	-	1.1%
<b>Articulated Trucks</b>	1	0	0	0	<b>1</b>	-	0	10	0	0	<b>10</b>	-	0	0	0	0	<b>0</b>	-	1	11	1	0	<b>13</b>	-	24
<b>% Articulated Trucks</b>	2.0%	0%	0%	0%	<b>0.9%</b>	-	0%	1.2%	0%	0%	<b>1.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.8%	0.7%	1.8%	0%	<b>0.8%</b>	-	0.9%
<b>Buses</b>	0	1	0	0	<b>1</b>	-	0	9	0	0	<b>9</b>	-	0	0	0	0	<b>0</b>	-	1	15	0	0	<b>16</b>	-	26
<b>% Buses</b>	0%	6.3%	0%	0%	<b>0.9%</b>	-	0%	1.1%	0%	0%	<b>1.0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.8%	1.0%	0%	0%	<b>1.0%</b>	-	1.0%
<b>Bicycles on Road</b>	0	1	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	1
<b>% Bicycles on Road</b>	0%	6.3%	0%	0%	<b>0.9%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Brickyard Dr - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



[N] Brickyard Dr

Total: 259

In: 114 Out: 145

50  
16  
48

[W] Veterans Pkwy

Total: 2465  
In: 1580 Out: 885

1  
55  
1468  
56

90  
823  
10  
Out: 1522 In: 923  
Total: 2445  
[E] Veterans Pkwy

Out: 82 In: 17  
Total: 99

[S] Brickyard Dr

11  
6

**Veterans Pkwy & Brickyard Dr - TMC**

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



Leg Direction	Brickyard Dr Southbound						Veterans Pkwy Westbound						Brickyard Dr Northbound						Veterans Pkwy Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-26 4:15PM	12	0	14	0	<b>26</b>	0	4	367	3	0	<b>374</b>	0	5	0	9	0	<b>14</b>	0	9	311	14	0	<b>334</b>	0	<b>748</b>
4:30PM	8	0	8	0	<b>16</b>	0	10	433	3	1	<b>447</b>	0	4	0	10	0	<b>14</b>	0	10	414	8	0	<b>432</b>	0	<b>909</b>
4:45PM	12	0	9	0	<b>21</b>	0	16	359	3	0	<b>378</b>	0	5	0	15	0	<b>20</b>	0	4	395	8	0	<b>407</b>	0	<b>826</b>
5:00PM	25	0	18	0	<b>43</b>	0	15	425	1	0	<b>441</b>	0	5	0	12	0	<b>17</b>	0	4	382	17	0	<b>403</b>	0	<b>904</b>
<b>Total</b>	57	0	49	0	<b>106</b>	0	45	1584	10	1	<b>1640</b>	0	19	0	46	0	<b>65</b>	0	27	1502	47	0	<b>1576</b>	0	<b>3387</b>
<b>% Approach</b>	53.8%	0%	46.2%	0%	-	-	2.7%	96.6%	0.6%	0.1%	-	-	29.2%	0%	70.8%	0%	-	-	1.7%	95.3%	3.0%	0%	-	-	-
<b>% Total</b>	1.7%	0%	1.4%	0%	<b>3.1%</b>	-	1.3%	46.8%	0.3%	0%	<b>48.4%</b>	-	0.6%	0%	1.4%	0%	<b>1.9%</b>	-	0.8%	44.3%	1.4%	0%	<b>46.5%</b>	-	-
<b>PHF</b>	0.570	-	0.681	-	<b>0.616</b>	-	0.703	0.915	0.833	0.250	<b>0.917</b>	-	0.950	-	0.767	-	<b>0.813</b>	-	0.675	0.907	0.691	-	<b>0.912</b>	-	0.932
<b>Lights</b>	57	0	49	0	<b>106</b>	-	45	1559	10	1	<b>1615</b>	-	19	0	45	0	<b>64</b>	-	26	1487	47	0	<b>1560</b>	-	3345
<b>% Lights</b>	100%	0%	100%	0%	<b>100%</b>	-	100%	98.4%	100%	100%	<b>98.5%</b>	-	100%	0%	97.8%	0%	<b>98.5%</b>	-	96.3%	99.0%	100%	0%	<b>99.0%</b>	-	98.8%
<b>Single-Unit Trucks</b>	0	0	0	0	<b>0</b>	-	0	20	0	0	<b>20</b>	-	0	0	1	0	<b>1</b>	-	0	7	0	0	<b>7</b>	-	28
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	1.3%	0%	0%	<b>1.2%</b>	-	0%	0%	2.2%	0%	<b>1.5%</b>	-	0%	0.5%	0%	0%	<b>0.4%</b>	-	0.8%
<b>Articulated Trucks</b>	0	0	0	0	<b>0</b>	-	0	4	0	0	<b>4</b>	-	0	0	0	0	<b>0</b>	-	1	7	0	0	<b>8</b>	-	12
<b>% Articulated Trucks</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0.3%	0%	0%	<b>0.2%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	3.7%	0.5%	0%	0%	<b>0.5%</b>	-	0.4%
<b>Buses</b>	0	0	0	0	<b>0</b>	-	0	1	0	0	<b>1</b>	-	0	0	0	0	<b>0</b>	-	0	1	0	0	<b>1</b>	-	2
<b>% Buses</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.1%	0%	0%	<b>0.1%</b>	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Brickyard Dr - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230329, Location: 40.460077, -88.96647



[N] Brickyard Dr

Total: 198

In: 106 Out: 92

57  
49

[W] Veterans Pkwy  
Total: 3263  
In: 1576 Out: 1687

47  
1502  
27

45  
1584  
10  
1

Out: 1571 In: 1640  
Total: 3211  
[E] Veterans Pkwy

Out: 37 In: 65  
Total: 102

[S] Brickyard Dr

46  
19

**Veterans Pkwy & Morrissey Dr - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



Leg Direction	Morrissey Dr Southbound					Veterans Pkwy Westbound					Morrissey Dr Northbound					Veterans Pkwy Eastbound					Int				
Time	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	Int				
2024-09-26 6:00AM	6	17	5	0	28	0	11	78	12	0	101	0	12	11	19	0	42	0	11	67	8	0	86	0	257
6:15AM	10	18	13	0	41	0	14	94	14	0	122	0	20	7	22	0	49	0	17	133	9	0	159	0	371
6:30AM	19	27	16	0	62	0	18	112	14	0	144	0	30	21	25	0	76	0	29	158	22	0	209	0	491
6:45AM	21	33	25	0	79	0	33	157	24	0	214	0	32	23	23	0	78	0	33	217	21	0	271	0	642
Hourly Total	56	95	59	0	210	0	76	441	64	0	581	0	94	62	89	0	245	0	90	575	60	0	725	0	1761
7:00AM	25	31	17	0	73	0	25	127	26	0	178	0	35	33	32	0	100	0	24	212	20	0	256	1	607
7:15AM	23	33	22	0	78	0	26	118	31	0	175	0	46	26	27	0	99	0	31	281	21	0	333	0	685
7:30AM	30	32	28	0	90	0	35	171	24	0	230	0	49	28	35	0	112	0	40	373	25	0	438	0	870
7:45AM	27	48	44	0	119	0	48	158	36	0	242	0	68	49	39	0	156	0	72	332	30	0	434	0	951
Hourly Total	105	144	111	0	360	0	134	574	117	0	825	0	198	136	133	0	467	0	167	1198	96	0	1461	1	3113
8:00AM	31	34	32	0	97	0	35	158	41	0	234	0	46	35	25	0	106	0	36	294	19	0	349	0	786
8:15AM	26	36	37	0	99	0	34	126	42	0	202	0	43	35	27	0	105	0	26	206	19	0	251	0	657
8:30AM	14	26	26	0	66	0	29	118	25	0	172	0	59	37	37	0	133	0	21	241	25	0	287	0	658
8:45AM	24	25	27	0	76	0	22	156	33	0	211	0	49	34	29	0	112	0	27	209	18	0	254	0	653
Hourly Total	95	121	122	0	338	0	120	558	141	0	819	0	197	141	118	0	456	0	110	950	81	0	1141	0	2754
3:00PM	17	30	50	0	97	0	35	246	44	0	325	0	49	27	30	0	106	0	31	209	13	0	253	0	781
3:15PM	16	49	32	0	97	0	34	223	49	0	306	0	39	37	42	0	118	0	34	268	15	0	317	0	838
3:30PM	19	38	27	0	84	0	38	296	83	0	417	0	59	41	38	0	138	0	36	250	12	0	298	0	937
3:45PM	27	37	33	0	97	0	28	303	60	0	391	0	52	35	43	0	130	0	32	252	14	0	298	1	916
Hourly Total	79	154	142	0	375	0	135	1068	236	0	1439	0	199	140	153	0	492	0	133	979	54	0	1166	1	3472
4:00PM	28	41	45	0	114	0	45	298	68	0	411	0	69	34	30	0	133	0	37	237	31	0	305	0	963
4:15PM	27	41	56	0	124	0	37	296	70	0	403	0	57	42	43	0	142	0	45	225	13	0	283	0	952
4:30PM	24	34	46	0	104	0	48	327	63	0	438	0	69	51	47	0	167	0	31	326	24	0	381	0	1090
4:45PM	20	46	38	0	104	0	35	286	66	0	387	0	62	34	31	0	127	0	45	319	22	0	386	0	1004
Hourly Total	99	162	185	0	446	0	165	1207	267	0	1639	0	257	161	151	0	569	0	158	1107	90	0	1355	0	4009
5:00PM	29	29	38	0	96	0	36	305	75	0	416	0	68	43	42	0	153	0	35	297	20	0	352	0	1017
5:15PM	28	29	33	0	90	0	50	297	58	0	405	0	63	23	18	0	104	0	38	238	15	0	291	0	890
5:30PM	23	26	32	0	81	0	31	234	57	0	322	0	66	32	37	0	135	0	30	201	17	0	248	0	786
5:45PM	24	31	25	0	80	0	30	250	53	0	333	0	37	24	22	0	83	0	36	211	14	0	261	0	757
Hourly Total	104	115	128	0	347	0	147	1086	243	0	1476	0	234	122	119	0	475	0	139	947	66	0	1152	0	3450
<b>Total</b>	<b>538</b>	<b>791</b>	<b>747</b>	<b>0</b>	<b>2076</b>	<b>0</b>	<b>777</b>	<b>4934</b>	<b>1068</b>	<b>0</b>	<b>6779</b>	<b>0</b>	<b>1179</b>	<b>762</b>	<b>763</b>	<b>0</b>	<b>2704</b>	<b>0</b>	<b>797</b>	<b>5756</b>	<b>447</b>	<b>0</b>	<b>7000</b>	<b>2</b>	<b>18559</b>
<b>% Approach</b>	25.9%	38.1%	36.0%	0%	-	-	11.5%	72.8%	15.8%	0%	-	-	43.6%	28.2%	28.2%	0%	-	-	11.4%	82.2%	6.4%	0%	-	-	-
<b>% Total</b>	2.9%	4.3%	4.0%	0%	11.2%	-	4.2%	26.6%	5.8%	0%	36.5%	-	6.4%	4.1%	4.1%	0%	14.6%	-	4.3%	31.0%	2.4%	0%	37.7%	-	-
<b>Lights</b>	508	768	729	0	2005	-	752	4843	1047	0	6642	-	1153	748	730	0	2631	-	771	5623	419	0	6813	-	18091
<b>% Lights</b>	94.4%	97.1%	97.6%	0%	96.6%	-	96.8%	98.2%	98.0%	0%	98.0%	-	97.8%	98.2%	95.7%	0%	97.3%	-	96.7%	97.7%	93.7%	0%	97.3%	-	97.5%
<b>Single-Unit Trucks</b>	15	17	10	0	42	-	13	58	9	0	80	-	10	5	15	0	30	-	11	64	7	0	82	-	234
<b>% Single-Unit Trucks</b>	2.8%	2.1%	1.3%	0%	2.0%	-	1.7%	1.2%	0.8%	0%	1.2%	-	0.8%	0.7%	2.0%	0%	1.1%	-	1.4%	1.1%	1.6%	0%	1.2%	-	1.3%
<b>Articulated Trucks</b>	11	2	6	0	19	-	6	21	8	0	35	-	7	3	15	0	25	-	10	43	12	0	65	-	144
<b>% Articulated Trucks</b>	2.0%	0.3%	0.8%	0%	0.9%	-	0.8%	0.4%	0.7%	0%	0.5%	-	0.6%	0.4%	2.0%	0%	0.9%	-	1.3%	0.7%	2.7%	0%	0.9%	-	0.8%
<b>Buses</b>	4	3	2	0	9	-	6	12	4	0	22	-	9	5	3	0	17	-	5	26	9	0	40	-	88
<b>% Buses</b>	0.7%	0.4%	0.3%	0%	0.4%	-	0.8%	0.2%	0.4%	0%	0.3%	-	0.8%	0.7%	0.4%	0%	0.6%	-	0.6%	0.5%	2.0%	0%	0.6%	-	0.5%
<b>Bicycles on Road</b>	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	2
<b>% Bicycles on Road</b>	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	2
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Morrissey Dr - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



[N] Morrissey Dr

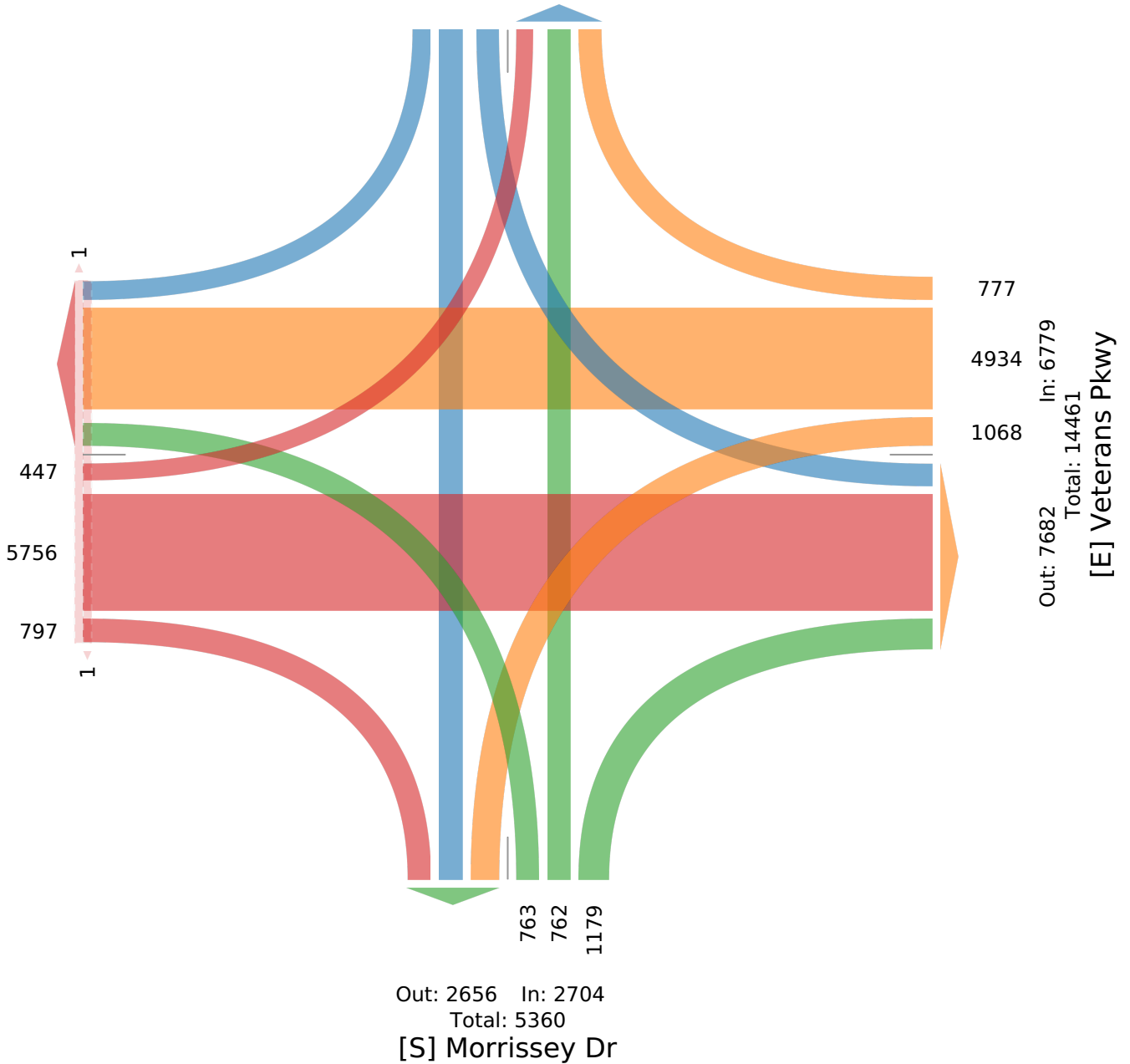
Total: 4062

In: 2076 Out: 1986

538  
791  
747

[W] Veterans Pkwy

Total: 13235  
In: 7000 Out: 6235



Veterans Pkwy & Morrissey Dr - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



Leg Direction	Morrissey Dr Southbound						Veterans Pkwy Westbound						Morrissey Dr Northbound						Veterans Pkwy Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-26 7:15AM	23	33	22	0	78	0	26	118	31	0	175	0	46	26	27	0	99	0	31	281	21	0	333	0	685
7:30AM	30	32	28	0	90	0	35	171	24	0	230	0	49	28	35	0	112	0	40	373	25	0	438	0	870
7:45AM	27	48	44	0	119	0	48	158	36	0	242	0	68	49	39	0	156	0	72	332	30	0	434	0	951
8:00AM	31	34	32	0	97	0	35	158	41	0	234	0	46	35	25	0	106	0	36	294	19	0	349	0	786
<b>Total</b>	111	147	126	0	384	0	144	605	132	0	881	0	209	138	126	0	473	0	179	1280	95	0	1554	0	3292
<b>% Approach</b>	28.9%	38.3%	32.8%	0%	-	-	16.3%	68.7%	15.0%	0%	-	-	44.2%	29.2%	26.6%	0%	-	-	11.5%	82.4%	6.1%	0%	-	-	-
<b>% Total</b>	3.4%	4.5%	3.8%	0%	11.7%	-	4.4%	18.4%	4.0%	0%	26.8%	-	6.3%	4.2%	3.8%	0%	14.4%	-	5.4%	38.9%	2.9%	0%	47.2%	-	-
<b>PHF</b>	0.895	0.766	0.716	-	0.807	-	0.750	0.885	0.805	-	0.910	-	0.768	0.704	0.808	-	0.758	-	0.622	0.858	0.792	-	0.887	-	0.865
<b>Lights</b>	102	139	121	0	362	-	138	583	126	0	847	-	204	136	117	0	457	-	174	1243	92	0	1509	-	3175
<b>% Lights</b>	91.9%	94.6%	96.0%	0%	94.3%	-	95.8%	96.4%	95.5%	0%	96.1%	-	97.6%	98.6%	92.9%	0%	96.6%	-	97.2%	97.1%	96.8%	0%	97.1%	-	96.4%
<b>Single-Unit Trucks</b>	3	7	2	0	12	-	4	11	2	0	17	-	3	1	6	0	10	-	2	16	1	0	19	-	58
<b>% Single-Unit Trucks</b>	2.7%	4.8%	1.6%	0%	3.1%	-	2.8%	1.8%	1.5%	0%	1.9%	-	1.4%	0.7%	4.8%	0%	2.1%	-	1.1%	1.3%	1.1%	0%	1.2%	-	1.8%
<b>Articulated Trucks</b>	4	1	2	0	7	-	2	4	2	0	8	-	1	1	2	0	4	-	2	8	1	0	11	-	30
<b>% Articulated Trucks</b>	3.6%	0.7%	1.6%	0%	1.8%	-	1.4%	0.7%	1.5%	0%	0.9%	-	0.5%	0.7%	1.6%	0%	0.8%	-	1.1%	0.6%	1.1%	0%	0.7%	-	0.9%
<b>Buses</b>	2	0	1	0	3	-	0	7	2	0	9	-	1	0	1	0	2	-	1	13	1	0	15	-	29
<b>% Buses</b>	1.8%	0%	0.8%	0%	0.8%	-	0%	1.2%	1.5%	0%	1.0%	-	0.5%	0%	0.8%	0%	0.4%	-	0.6%	1.0%	1.1%	0%	1.0%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Morrissey Dr - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



[N] Morrissey Dr

Total: 761

In: 384 Out: 377

111  
147  
126

[W] Veterans Pkwy

Total: 2396  
In: 1554 Out: 842

95  
1280  
179

144  
605  
132  
Out: 1615 In: 881  
Total: 2496  
[E] Veterans Pkwy

Out: 458 In: 473  
Total: 931

[S] Morrissey Dr

126  
138  
209



Veterans Pkwy & Morrissey Dr - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



Leg Direction	Morrissey Dr Southbound						Veterans Pkwy Westbound						Morrissey Dr Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:15PM	27	41	56	0	124	0	37	296	70	0	403	0	57	42	43	0	142	0	45	225	13	0	283	0	952
4:30PM	24	34	46	0	104	0	48	327	63	0	438	0	69	51	47	0	167	0	31	326	24	0	381	0	1090
4:45PM	20	46	38	0	104	0	35	286	66	0	387	0	62	34	31	0	127	0	45	319	22	0	386	0	1004
5:00PM	29	29	38	0	96	0	36	305	75	0	416	0	68	43	42	0	153	0	35	297	20	0	352	0	1017
<b>Total</b>	100	150	178	0	428	0	156	1214	274	0	1644	0	256	170	163	0	589	0	156	1167	79	0	1402	0	4063
<b>% Approach</b>	23.4%	35.0%	41.6%	0%	-	-	9.5%	73.8%	16.7%	0%	-	-	43.5%	28.9%	27.7%	0%	-	-	11.1%	83.2%	5.6%	0%	-	-	-
<b>% Total</b>	2.5%	3.7%	4.4%	0%	10.5%	-	3.8%	29.9%	6.7%	0%	40.5%	-	6.3%	4.2%	4.0%	0%	14.5%	-	3.8%	28.7%	1.9%	0%	34.5%	-	-
<b>PHF</b>	0.862	0.815	0.795	-	0.863	-	0.813	0.928	0.913	-	0.938	-	0.928	0.828	0.867	-	0.880	-	0.867	0.895	0.823	-	0.908	-	0.932
<b>Lights</b>	98	150	176	0	424	-	155	1196	271	0	1622	-	255	169	161	0	585	-	154	1155	74	0	1383	-	4014
<b>% Lights</b>	98.0%	100%	98.9%	0%	99.1%	-	99.4%	98.5%	98.9%	0%	98.7%	-	99.6%	99.4%	98.8%	0%	99.3%	-	98.7%	99.0%	93.7%	0%	98.6%	-	98.8%
<b>Single-Unit Trucks</b>	2	0	0	0	2	-	1	12	2	0	15	-	1	0	2	0	3	-	1	4	3	0	8	-	28
<b>% Single-Unit Trucks</b>	2.0%	0%	0%	0%	0.5%	-	0.6%	1.0%	0.7%	0%	0.9%	-	0.4%	0%	1.2%	0%	0.5%	-	0.6%	0.3%	3.8%	0%	0.6%	-	0.7%
<b>Articulated Trucks</b>	0	0	2	0	2	-	0	5	1	0	6	-	0	0	0	0	0	-	1	6	2	0	9	-	17
<b>% Articulated Trucks</b>	0%	0%	1.1%	0%	0.5%	-	0%	0.4%	0.4%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.6%	0.5%	2.5%	0%	0.6%	-	0.4%
<b>Buses</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	2	0	0	2	-	3
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Morrissey Dr - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230330, Location: 40.459801, -88.970575



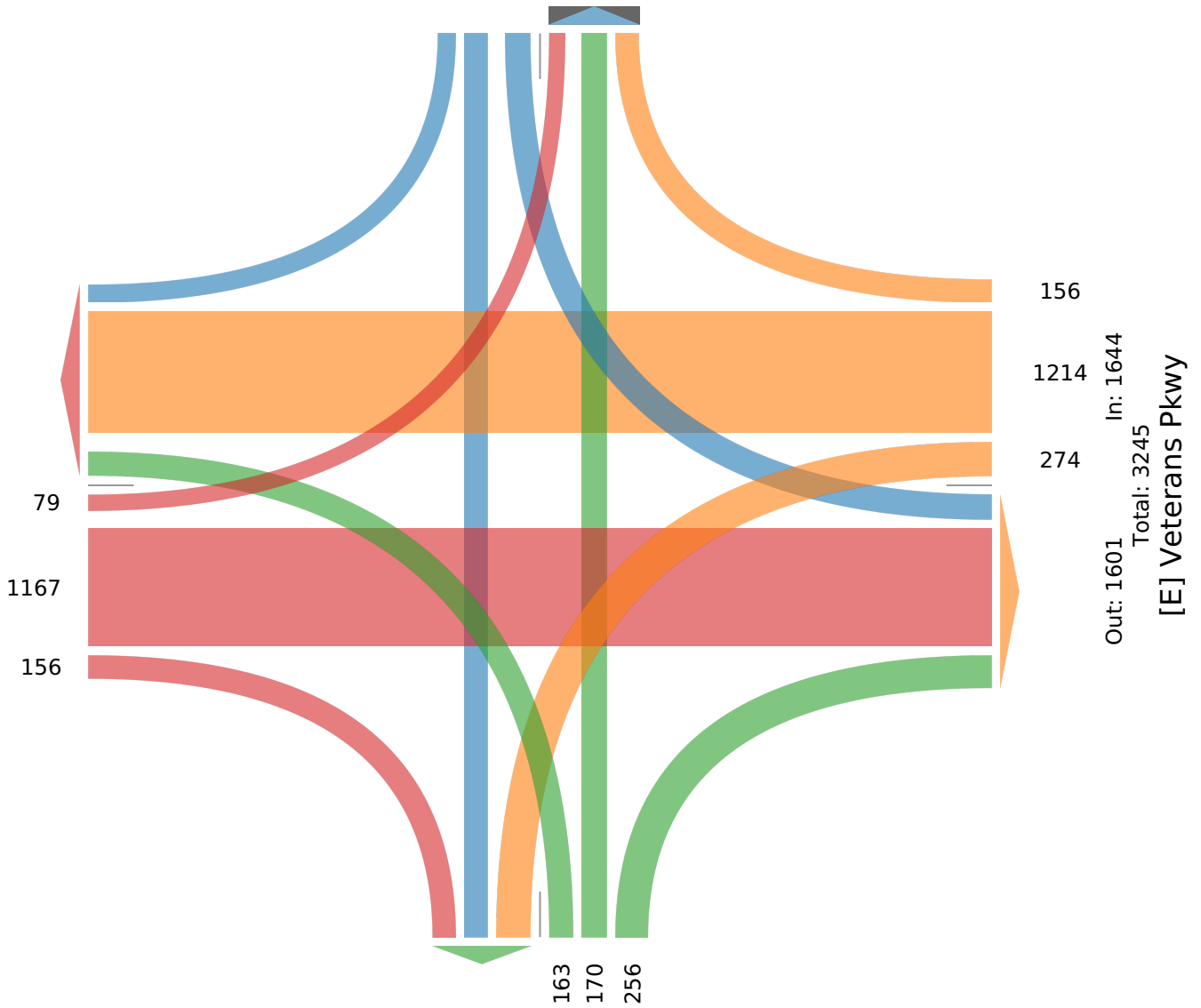
[N] Morrissey Dr

Total: 833

In: 428 Out: 405

100  
150  
178

[W] Veterans Pkwy  
Total: 2879  
In: 1402 Out: 1477



Out: 580 In: 589  
Total: 1169

[S] Morrissey Dr

**Veterans Pkwy & Commerce Pkwy - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230331, Location: 40.459623, -88.975437



Leg Direction	Commerce Pkwy Southbound					Veterans Pkwy Westbound					Commerce Pkwy Northbound					Veterans Pkwy Eastbound					Int				
	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*	R	T	L	U	App Ped*					
2024-09-26 6:00AM	5	0	0	0	5	0	2	100	2	0	104	0	9	2	5	0	16	0	7	83	4	0	94	0	219
6:15AM	4	0	4	0	8	0	3	114	3	0	120	0	3	0	3	0	6	0	7	153	4	0	164	0	298
6:30AM	4	2	0	0	6	0	6	161	0	0	167	0	5	0	3	0	8	0	13	211	2	0	226	0	407
6:45AM	2	3	2	0	7	0	3	171	17	0	191	0	3	1	8	0	12	0	31	258	11	0	300	0	510
Hourly Total	15	5	6	0	26	0	14	546	22	0	582	0	20	3	19	0	42	0	58	705	21	0	784	0	1434
7:00AM	9	2	2	0	13	0	4	170	8	0	182	0	17	1	12	0	30	0	21	246	9	0	276	0	501
7:15AM	8	1	4	0	13	0	6	154	5	0	165	0	7	0	4	0	11	0	24	316	12	0	352	0	541
7:30AM	7	1	3	0	11	0	7	214	17	0	238	0	13	3	10	0	26	0	18	417	12	0	447	0	722
7:45AM	10	5	4	0	19	0	2	207	17	0	226	0	8	3	13	0	24	0	66	441	30	0	537	0	806
Hourly Total	34	9	13	0	56	0	19	745	47	0	811	0	45	7	39	0	91	0	129	1420	63	0	1612	0	2570
8:00AM	6	5	2	0	13	0	8	189	14	0	211	0	17	0	7	0	24	0	17	306	7	0	330	0	578
8:15AM	5	2	2	0	9	0	9	142	24	0	175	0	9	1	10	0	20	0	23	253	7	0	283	0	487
8:30AM	14	0	3	0	17	0	8	162	10	0	180	0	9	1	13	0	23	0	20	272	4	0	296	1	516
8:45AM	8	3	0	0	11	0	10	171	22	1	204	0	6	1	8	0	15	0	9	241	9	0	259	0	489
Hourly Total	33	10	7	0	50	0	35	664	70	1	770	0	41	3	38	0	82	0	69	1072	27	0	1168	1	2070
3:00PM	7	0	4	0	11	0	6	261	21	0	288	0	19	4	13	0	36	1	22	240	10	1	273	0	608
3:15PM	12	1	4	0	17	0	11	243	27	1	282	0	27	1	22	0	50	0	22	286	11	0	319	0	668
3:30PM	17	3	7	0	27	0	8	312	19	0	339	0	15	4	26	0	45	0	23	266	11	0	300	0	711
3:45PM	16	6	7	0	29	0	13	310	28	1	352	0	22	4	18	0	44	0	37	289	7	1	334	0	759
Hourly Total	52	10	22	0	84	0	38	1126	95	2	1261	0	83	13	79	0	175	1	104	1081	39	2	1226	0	2746
4:00PM	17	2	3	0	22	0	11	333	13	0	357	0	25	2	39	0	66	0	19	256	4	1	280	2	725
4:15PM	19	6	5	0	30	0	12	330	26	1	369	0	25	5	34	0	64	0	23	253	4	0	280	0	743
4:30PM	25	3	1	0	29	0	14	343	25	0	382	0	27	3	30	0	60	0	30	347	4	0	381	0	852
4:45PM	11	5	9	0	25	0	8	340	21	0	369	0	27	2	25	0	54	0	20	334	6	0	360	0	808
Hourly Total	72	16	18	0	106	0	45	1346	85	1	1477	0	104	12	128	0	244	0	92	1190	18	1	1301	2	3128
5:00PM	19	3	4	0	26	0	9	357	16	0	382	0	32	3	21	0	56	0	25	335	5	1	366	0	830
5:15PM	14	1	4	0	19	0	7	309	20	0	336	0	24	1	32	0	57	0	11	246	5	0	262	0	674
5:30PM	10	4	2	0	16	0	7	259	11	2	279	0	25	1	19	0	45	0	22	231	4	1	258	0	598
5:45PM	10	0	4	0	14	0	6	284	22	0	312	0	21	3	13	0	37	0	17	233	7	0	257	0	620
Hourly Total	53	8	14	0	75	0	29	1209	69	2	1309	0	102	8	85	0	195	0	75	1045	21	2	1143	0	2722
<b>Total</b>	259	58	80	0	397	0	180	5636	388	6	6210	0	395	46	388	0	829	1	527	6513	189	5	7234	3	14670
<b>% Approach</b>	65.2%	14.6%	20.2%	0%	-	-	2.9%	90.8%	6.2%	0.1%	-	-	47.6%	5.5%	46.8%	0%	-	-	7.3%	90.0%	2.6%	0.1%	-	-	-
<b>% Total</b>	1.8%	0.4%	0.5%	0%	2.7%	-	1.2%	38.4%	2.6%	0%	42.3%	-	2.7%	0.3%	2.6%	0%	5.7%	-	3.6%	44.4%	1.3%	0%	49.3%	-	-
<b>Lights</b>	247	54	77	0	378	-	176	5494	386	6	6062	-	376	45	375	0	796	-	509	6342	182	5	7038	-	14274
<b>% Lights</b>	95.4%	93.1%	96.3%	0%	95.2%	-	97.8%	97.5%	99.5%	100%	97.6%	-	95.2%	97.8%	96.6%	0%	96.0%	-	96.6%	97.4%	96.3%	100%	97.3%	-	97.3%
<b>Single-Unit Trucks</b>	8	1	1	0	10	-	1	72	1	0	74	-	10	1	8	0	19	-	7	74	6	0	87	-	190
<b>% Single-Unit Trucks</b>	3.1%	1.7%	1.3%	0%	2.5%	-	0.6%	1.3%	0.3%	0%	1.2%	-	2.5%	2.2%	2.1%	0%	2.3%	-	1.3%	1.1%	3.2%	0%	1.2%	-	1.3%
<b>Articulated Trucks</b>	3	0	0	0	3	-	2	50	0	0	52	-	1	0	2	0	3	-	5	68	1	0	74	-	132
<b>% Articulated Trucks</b>	1.2%	0%	0%	0%	0.8%	-	1.1%	0.9%	0%	0%	0.8%	-	0.3%	0%	0.5%	0%	0.4%	-	0.9%	1.0%	0.5%	0%	1.0%	-	0.9%
<b>Buses</b>	1	3	2	0	6	-	1	19	1	0	21	-	8	0	3	0	11	-	6	29	0	0	35	-	73
<b>% Buses</b>	0.4%	5.2%	2.5%	0%	1.5%	-	0.6%	0.3%	0.3%	0%	0.3%	-	2.0%	0%	0.8%	0%	1.3%	-	1.1%	0.4%	0%	0%	0.5%	-	0.5%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	33.3%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	66.7%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Commerce Pkwy - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

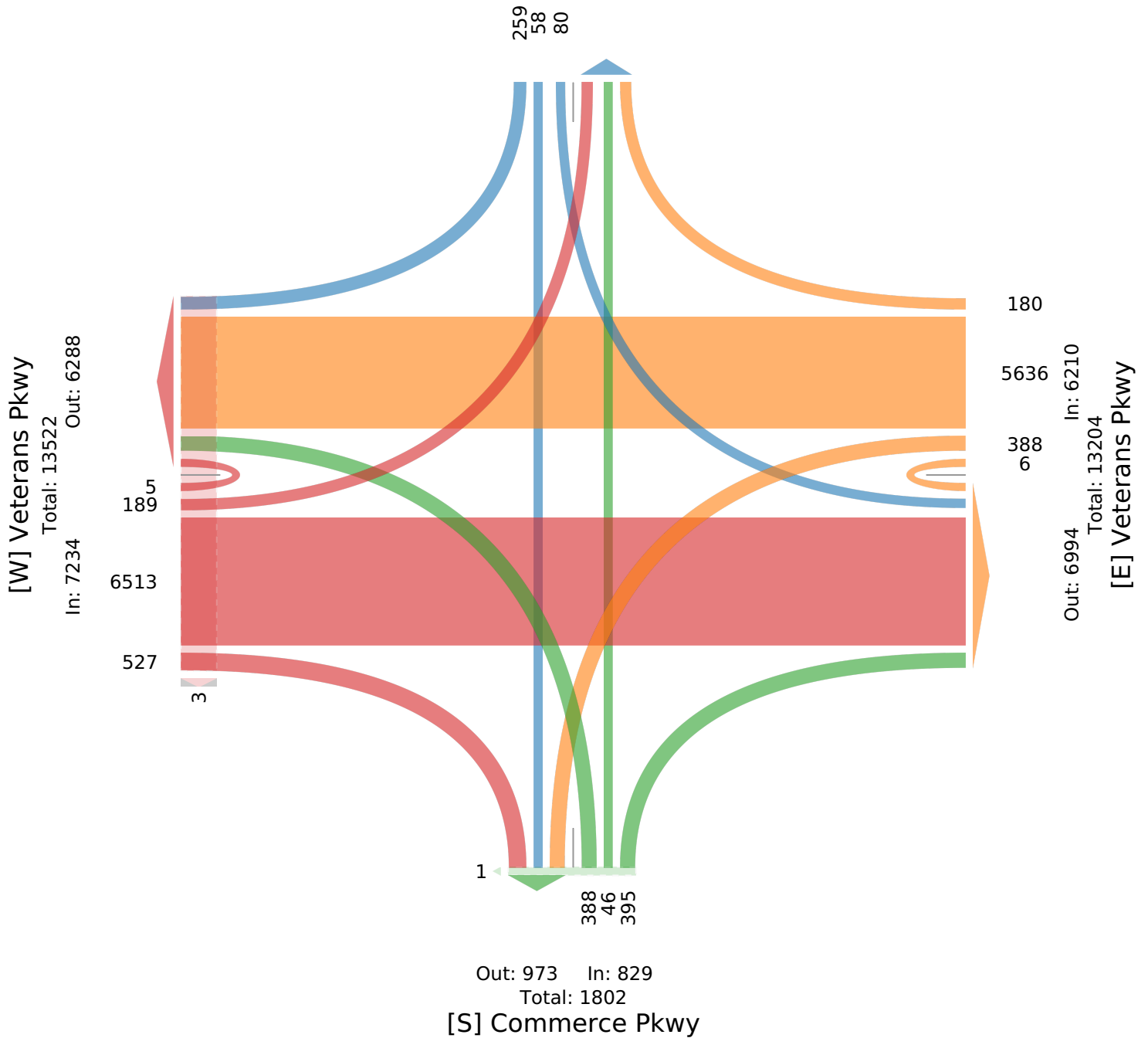
All Movements

ID: 1230331, Location: 40.459623, -88.975437



**[N] Commerce Pkwy**

Total: 812  
In: 397 Out: 415



**Veterans Pkwy & Commerce Pkwy - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230331, Location: 40.459623, -88.975437



Leg Direction	Commerce Pkwy Southbound						Veterans Pkwy Westbound						Commerce Pkwy Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:15AM	8	1	4	0	13	0	6	154	5	0	165	0	7	0	4	0	11	0	24	316	12	0	352	0	541
7:30AM	7	1	3	0	11	0	7	214	17	0	238	0	13	3	10	0	26	0	18	417	12	0	447	0	722
7:45AM	10	5	4	0	19	0	2	207	17	0	226	0	8	3	13	0	24	0	66	441	30	0	537	0	806
8:00AM	6	5	2	0	13	0	8	189	14	0	211	0	17	0	7	0	24	0	17	306	7	0	330	0	578
<b>Total</b>	31	12	13	0	56	0	23	764	53	0	840	0	45	6	34	0	85	0	125	1480	61	0	1666	0	2647
<b>% Approach</b>	55.4%	21.4%	23.2%	0%	-	-	2.7%	91.0%	6.3%	0%	-	-	52.9%	7.1%	40.0%	0%	-	-	7.5%	88.8%	3.7%	0%	-	-	-
<b>% Total</b>	1.2%	0.5%	0.5%	0%	2.1%	-	0.9%	28.9%	2.0%	0%	31.7%	-	1.7%	0.2%	1.3%	0%	3.2%	-	4.7%	55.9%	2.3%	0%	62.9%	-	-
<b>PHF</b>	0.775	0.600	0.813	-	0.737	-	0.719	0.893	0.779	-	0.882	-	0.662	0.500	0.654	-	0.817	-	0.473	0.839	0.508	-	0.776	-	0.821
<b>Lights</b>	26	9	13	0	48	-	22	732	51	0	805	-	40	6	32	0	78	-	122	1440	61	0	1623	-	2554
<b>% Lights</b>	83.9%	75.0%	100%	0%	85.7%	-	95.7%	95.8%	96.2%	0%	95.8%	-	88.9%	100%	94.1%	0%	91.8%	-	97.6%	97.3%	100%	0%	97.4%	-	96.5%
<b>Single-Unit Trucks</b>	4	1	0	0	5	-	0	11	1	0	12	-	3	0	1	0	4	-	1	15	0	0	16	-	37
<b>% Single-Unit Trucks</b>	12.9%	8.3%	0%	0%	8.9%	-	0%	1.4%	1.9%	0%	1.4%	-	6.7%	0%	2.9%	0%	4.7%	-	0.8%	1.0%	0%	0%	1.0%	-	1.4%
<b>Articulated Trucks</b>	1	0	0	0	1	-	0	12	0	0	12	-	0	0	0	0	0	-	1	12	0	0	13	-	26
<b>% Articulated Trucks</b>	3.2%	0%	0%	0%	1.8%	-	0%	1.6%	0%	0%	1.4%	-	0%	0%	0%	0%	0%	-	0.8%	0.8%	0%	0%	0.8%	-	1.0%
<b>Buses</b>	0	2	0	0	2	-	1	9	1	0	11	-	2	0	1	0	3	-	1	13	0	0	14	-	30
<b>% Buses</b>	0%	16.7%	0%	0%	3.6%	-	4.3%	1.2%	1.9%	0%	1.3%	-	4.4%	0%	2.9%	0%	3.5%	-	0.8%	0.9%	0%	0%	0.8%	-	1.1%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Commerce Pkwy - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230331, Location: 40.459623, -88.975437



**[N] Commerce Pkwy**

Total: 146

In: 56 Out: 90

31  
12  
13

**[W] Veterans Pkwy**

Total: 2495  
In: 1666 Out: 829

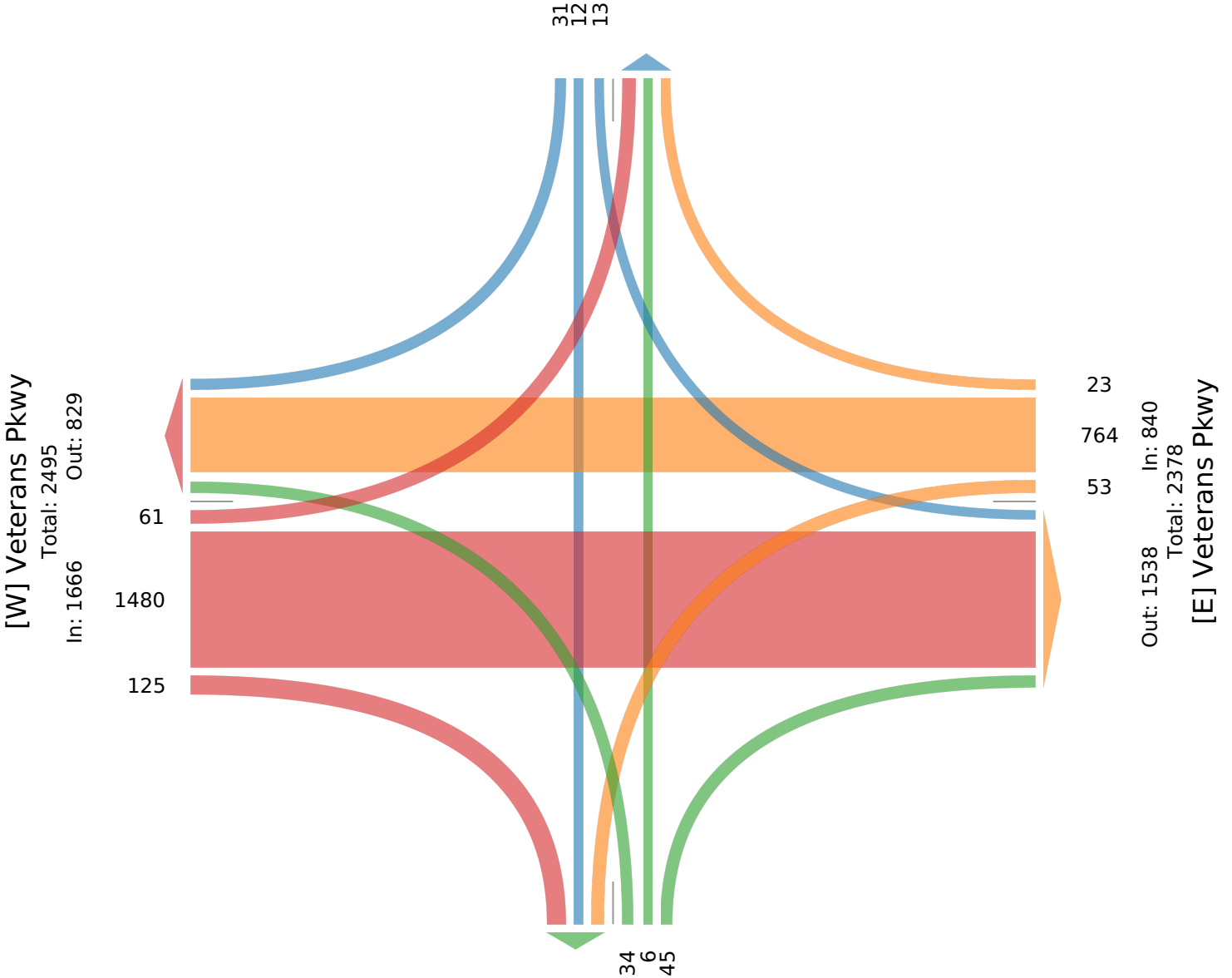
61  
1480  
125

23  
764  
53  
Out: 1538 In: 840  
Total: 2378  
**[E] Veterans Pkwy**

Out: 190 In: 85  
Total: 275

**[S] Commerce Pkwy**

34  
6  
45



Veterans Pkwy & Commerce Pkwy - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230331, Location: 40.459623, -88.975437



Leg Direction	Commerce Pkwy Southbound						Veterans Pkwy Westbound						Commerce Pkwy Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:15PM	19	6	5	0	30	0	12	330	26	1	369	0	25	5	34	0	64	0	23	253	4	0	280	0	743
4:30PM	25	3	1	0	29	0	14	343	25	0	382	0	27	3	30	0	60	0	30	347	4	0	381	0	852
4:45PM	11	5	9	0	25	0	8	340	21	0	369	0	27	2	25	0	54	0	20	334	6	0	360	0	808
5:00PM	19	3	4	0	26	0	9	357	16	0	382	0	32	3	21	0	56	0	25	335	5	1	366	0	830
<b>Total</b>	74	17	19	0	110	0	43	1370	88	1	1502	0	111	13	110	0	234	0	98	1269	19	1	1387	0	3233
<b>% Approach</b>	67.3%	15.5%	17.3%	0%	-	-	2.9%	91.2%	5.9%	0.1%	-	-	47.4%	5.6%	47.0%	0%	-	-	7.1%	91.5%	1.4%	0.1%	-	-	-
<b>% Total</b>	2.3%	0.5%	0.6%	0%	3.4%	-	1.3%	42.4%	2.7%	0%	46.5%	-	3.4%	0.4%	3.4%	0%	7.2%	-	3.0%	39.3%	0.6%	0%	42.9%	-	-
<b>PHF</b>	0.740	0.708	0.528	-	0.917	-	0.768	0.959	0.846	0.250	0.983	-	0.867	0.650	0.809	-	0.914	-	0.817	0.914	0.792	0.250	0.910	-	0.949
<b>Lights</b>	74	17	19	0	110	-	43	1346	88	1	1478	-	108	13	108	0	229	-	93	1252	18	1	1364	-	3181
<b>% Lights</b>	100%	100%	100%	0%	100%	-	100%	98.2%	100%	100%	98.4%	-	97.3%	100%	98.2%	0%	97.9%	-	94.9%	98.7%	94.7%	100%	98.3%	-	98.4%
<b>Single-Unit Trucks</b>	0	0	0	0	0	-	0	18	0	0	18	-	2	0	0	0	2	-	3	7	1	0	11	-	31
<b>% Single-Unit Trucks</b>	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.2%	-	1.8%	0%	0%	0%	0.9%	-	3.1%	0.6%	5.3%	0%	0.8%	-	1.0%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	5	0	0	5	-	1	0	1	0	2	-	1	8	0	0	9	-	16
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	0.4%	0%	0%	0.3%	-	0.9%	0%	0.9%	0%	0.9%	-	1.0%	0.6%	0%	0%	0.6%	-	0.5%
<b>Buses</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	1	0	1	-	1	2	0	0	3	-	5
<b>% Buses</b>	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0.9%	0%	0.4%	-	1.0%	0.2%	0%	0%	0.2%	-	0.2%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Commerce Pkwy - TMC**

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

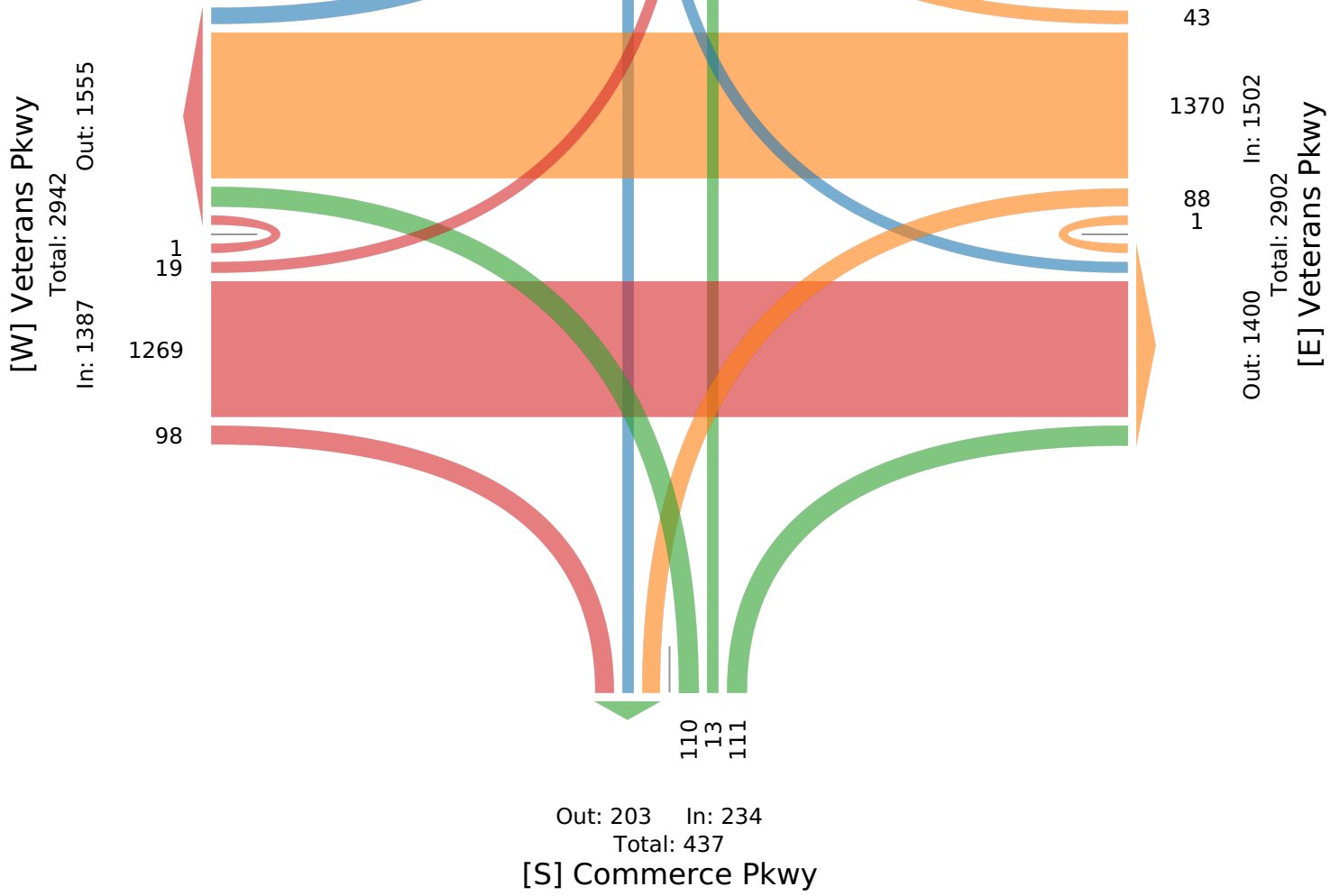
ID: 1230331, Location: 40.459623, -88.975437



**[N] Commerce Pkwy**

Total: 185  
In: 110 Out: 75

74  
17  
19



# Main St & Veterans Pkwy WB Ramp - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



Provided by: Terra Engineering  
225 W. Ohio Street, Chicago, IL, 60654, US

Leg Direction	Main St Southbound						Veterans Pkwy WB Ramp Westbound						Main St Northbound						Veterans Pkwy WB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	16	56	0	0	72	0	8	0	21	0	29	0	0	52	2	0	54	0	0	0	0	0	0	0	155
6:15AM	16	59	0	0	75	0	10	0	18	0	28	0	0	78	5	0	83	0	0	0	0	0	0	0	186
6:30AM	26	86	0	0	112	0	13	0	31	0	44	0	0	123	9	0	132	0	0	0	0	0	0	0	288
6:45AM	26	98	0	0	124	0	19	0	29	0	48	0	0	149	8	0	157	0	0	0	0	0	0	0	329
Hourly Total	84	299	0	0	383	0	50	0	99	0	149	0	0	402	24	0	426	0	0	0	0	0	0	0	958
7:00AM	31	98	0	0	129	0	25	0	40	0	65	0	0	126	7	1	134	0	0	0	0	0	0	0	328
7:15AM	34	124	0	0	158	0	32	0	40	0	72	0	0	196	9	0	205	0	0	0	0	0	0	0	435
7:30AM	37	108	0	0	145	0	43	0	37	0	80	0	0	186	10	0	196	0	0	0	0	0	0	0	421
7:45AM	37	145	0	0	182	0	38	0	47	0	85	0	0	223	4	0	227	0	0	0	0	0	0	0	494
Hourly Total	139	475	0	0	614	0	138	0	164	0	302	0	0	731	30	1	762	0	0	0	0	0	0	0	1678
8:00AM	21	83	0	0	104	0	28	0	33	0	61	0	0	162	9	0	171	0	0	0	0	0	0	0	336
8:15AM	29	87	0	0	116	0	32	0	30	0	62	0	0	147	3	0	150	0	0	0	0	0	0	1	328
8:30AM	19	95	0	0	114	0	37	0	37	0	74	0	0	139	5	0	144	0	0	0	0	0	0	1	332
8:45AM	21	82	0	0	103	0	24	0	32	0	56	0	0	138	6	0	144	0	0	0	0	0	0	0	303
Hourly Total	90	347	0	0	437	0	121	0	132	0	253	0	0	586	23	0	609	0	0	0	0	0	0	2	1299
3:00PM	43	185	0	0	228	0	48	0	48	0	96	0	0	119	10	0	129	0	0	0	0	0	0	0	453
3:15PM	44	150	0	0	194	0	32	0	67	0	99	0	0	123	11	0	134	0	0	0	0	0	0	0	427
3:30PM	57	151	0	0	208	0	49	0	69	0	118	0	0	136	5	0	141	0	0	0	0	0	0	0	467
3:45PM	40	172	0	0	212	0	52	0	61	0	113	0	0	132	5	0	137	0	0	0	0	0	0	0	462
Hourly Total	184	658	0	0	842	0	181	0	245	0	426	0	0	510	31	0	541	0	0	0	0	0	0	0	1809
4:00PM	49	169	0	0	218	0	51	1	76	0	128	0	0	146	3	1	150	0	0	0	0	0	0	8	496
4:15PM	55	158	0	0	213	0	55	0	60	0	115	0	0	129	7	1	137	0	0	0	0	0	0	0	465
4:30PM	61	193	0	0	254	0	49	0	73	0	122	0	0	156	12	0	168	0	0	0	0	0	0	1	544
4:45PM	57	171	0	0	228	0	46	0	75	0	121	0	0	148	5	0	153	0	0	0	0	0	0	0	502
Hourly Total	222	691	0	0	913	0	201	1	284	0	486	0	0	579	27	2	608	0	0	0	0	0	0	9	2007
5:00PM	53	162	0	0	215	0	44	0	66	0	110	0	0	171	7	0	178	0	0	0	0	0	0	2	503
5:15PM	41	150	0	0	191	0	45	0	68	0	113	0	0	143	6	0	149	0	0	0	0	0	0	1	453
5:30PM	42	114	0	0	156	0	33	0	48	0	81	0	0	132	5	0	137	0	0	0	0	0	0	0	374
5:45PM	38	118	0	0	156	0	34	0	56	0	90	0	0	132	6	0	138	0	0	0	0	0	0	2	384
Hourly Total	174	544	0	0	718	0	156	0	238	0	394	0	0	578	24	0	602	0	0	0	0	0	0	5	1714
<b>Total</b>	893	3014	0	0	3907	0	847	1	1162	0	2010	0	0	3386	159	3	3548	0	0	0	0	0	0	16	9465
<b>% Approach</b>	22.9%	77.1%	0%	0%	-	-	42.1%	0%	57.8%	0%	-	-	0%	95.4%	4.5%	0.1%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	9.4%	31.8%	0%	0%	41.3%	-	8.9%	0%	12.3%	0%	21.2%	-	0%	35.8%	1.7%	0%	37.5%	-	0%	0%	0%	0%	0%	-	-
<b>Lights</b>	848	2882	0	0	3730	-	824	1	1126	0	1951	-	0	3254	147	3	3404	-	0	0	0	0	0	-	9085
<b>% Lights</b>	95.0%	95.6%	0%	0%	95.5%	-	97.3%	100%	96.9%	0%	97.1%	-	0%	96.1%	92.5%	100%	95.9%	-	0%	0%	0%	0%	-	-	96.0%
<b>Single-Unit Trucks</b>	17	60	0	0	77	-	18	0	20	0	38	-	0	67	4	0	71	-	0	0	0	0	0	-	186
<b>% Single-Unit Trucks</b>	1.9%	2.0%	0%	0%	2.0%	-	2.1%	0%	1.7%	0%	1.9%	-	0%	2.0%	2.5%	0%	2.0%	-	0%	0%	0%	0%	-	-	2.0%
<b>Articulated Trucks</b>	8	30	0	0	38	-	3	0	11	0	14	-	0	24	3	0	27	-	0	0	0	0	0	-	79
<b>% Articulated Trucks</b>	0.9%	1.0%	0%	0%	1.0%	-	0.4%	0%	0.9%	0%	0.7%	-	0%	0.7%	1.9%	0%	0.8%	-	0%	0%	0%	0%	-	-	0.8%
<b>Buses</b>	19	40	0	0	59	-	1	0	5	0	6	-	0	38	5	0	43	-	0	0	0	0	0	-	108
<b>% Buses</b>	2.1%	1.3%	0%	0%	1.5%	-	0.1%	0%	0.4%	0%	0.3%	-	0%	1.1%	3.1%	0%	1.2%	-	0%	0%	0%	0%	-	-	1.1%
<b>Bicycles on Road</b>	1	2	0	0	3	-	1	0	0	0	1	-	0	3	0	0	3	-	0	0	0	0	0	-	7
<b>% Bicycles on Road</b>	0.1%	0.1%	0%	0%	0.1%	-	0.1%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	13	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81.3%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18.8%	

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Main St & Veterans Pkwy WB Ramp - TMC**

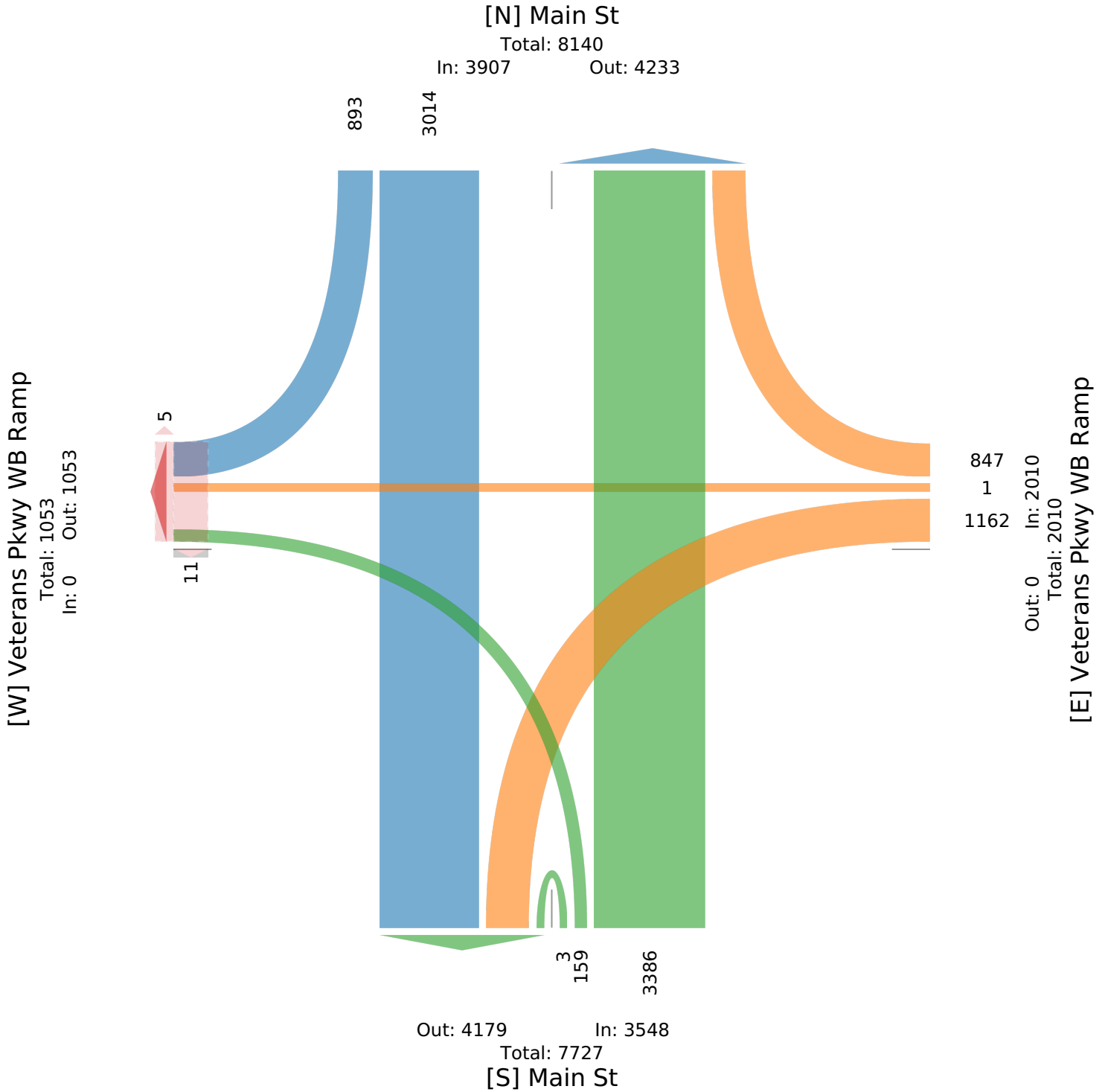
Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



# Main St & Veterans Pkwy WB Ramp - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



Leg Direction	Main St Southbound						Veterans Pkwy WB Ramp Westbound						Main St Northbound						Veterans Pkwy WB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:15AM	34	124	0	0	158	0	32	0	40	0	72	0	0	196	9	0	205	0	0	0	0	0	0	0	435
7:30AM	37	108	0	0	145	0	43	0	37	0	80	0	0	186	10	0	196	0	0	0	0	0	0	0	421
7:45AM	37	145	0	0	182	0	38	0	47	0	85	0	0	223	4	0	227	0	0	0	0	0	0	0	494
8:00AM	21	83	0	0	104	0	28	0	33	0	61	0	0	162	9	0	171	0	0	0	0	0	0	0	336
<b>Total</b>	129	460	0	0	589	0	141	0	157	0	298	0	0	767	32	0	799	0	0	0	0	0	0	0	1686
<b>% Approach</b>	21.9%	78.1%	0%	0%	-	-	47.3%	0%	52.7%	0%	-	-	0%	96.0%	4.0%	0%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	7.7%	27.3%	0%	0%	34.9%	-	8.4%	0%	9.3%	0%	17.7%	-	0%	45.5%	1.9%	0%	47.4%	-	0%	0%	0%	0%	0%	-	-
<b>PHF</b>	0.872	0.793	-	-	0.809	-	0.820	-	0.835	-	0.876	-	-	0.860	0.800	-	0.880	-	-	-	-	-	-	-	0.853
<b>Lights</b>	119	423	0	0	542	-	134	0	151	0	285	-	0	740	26	0	766	-	0	0	0	0	0	-	1593
<b>% Lights</b>	92.2%	92.0%	0%	0%	92.0%	-	95.0%	0%	96.2%	0%	95.6%	-	0%	96.5%	81.3%	0%	95.9%	-	0%	0%	0%	0%	-	-	94.5%
<b>Single-Unit Trucks</b>	4	18	0	0	22	-	6	0	2	0	8	-	0	12	2	0	14	-	0	0	0	0	0	-	44
<b>% Single-Unit Trucks</b>	3.1%	3.9%	0%	0%	3.7%	-	4.3%	0%	1.3%	0%	2.7%	-	0%	1.6%	6.3%	0%	1.8%	-	0%	0%	0%	0%	-	-	2.6%
<b>Articulated Trucks</b>	4	8	0	0	12	-	1	0	2	0	3	-	0	6	1	0	7	-	0	0	0	0	0	-	22
<b>% Articulated Trucks</b>	3.1%	1.7%	0%	0%	2.0%	-	0.7%	0%	1.3%	0%	1.0%	-	0%	0.8%	3.1%	0%	0.9%	-	0%	0%	0%	0%	-	-	1.3%
<b>Buses</b>	2	11	0	0	13	-	0	0	2	0	2	-	0	9	3	0	12	-	0	0	0	0	0	-	27
<b>% Buses</b>	1.6%	2.4%	0%	0%	2.2%	-	0%	0%	1.3%	0%	0.7%	-	0%	1.2%	9.4%	0%	1.5%	-	0%	0%	0%	0%	-	-	1.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Main St & Veterans Pkwy WB Ramp - TMC

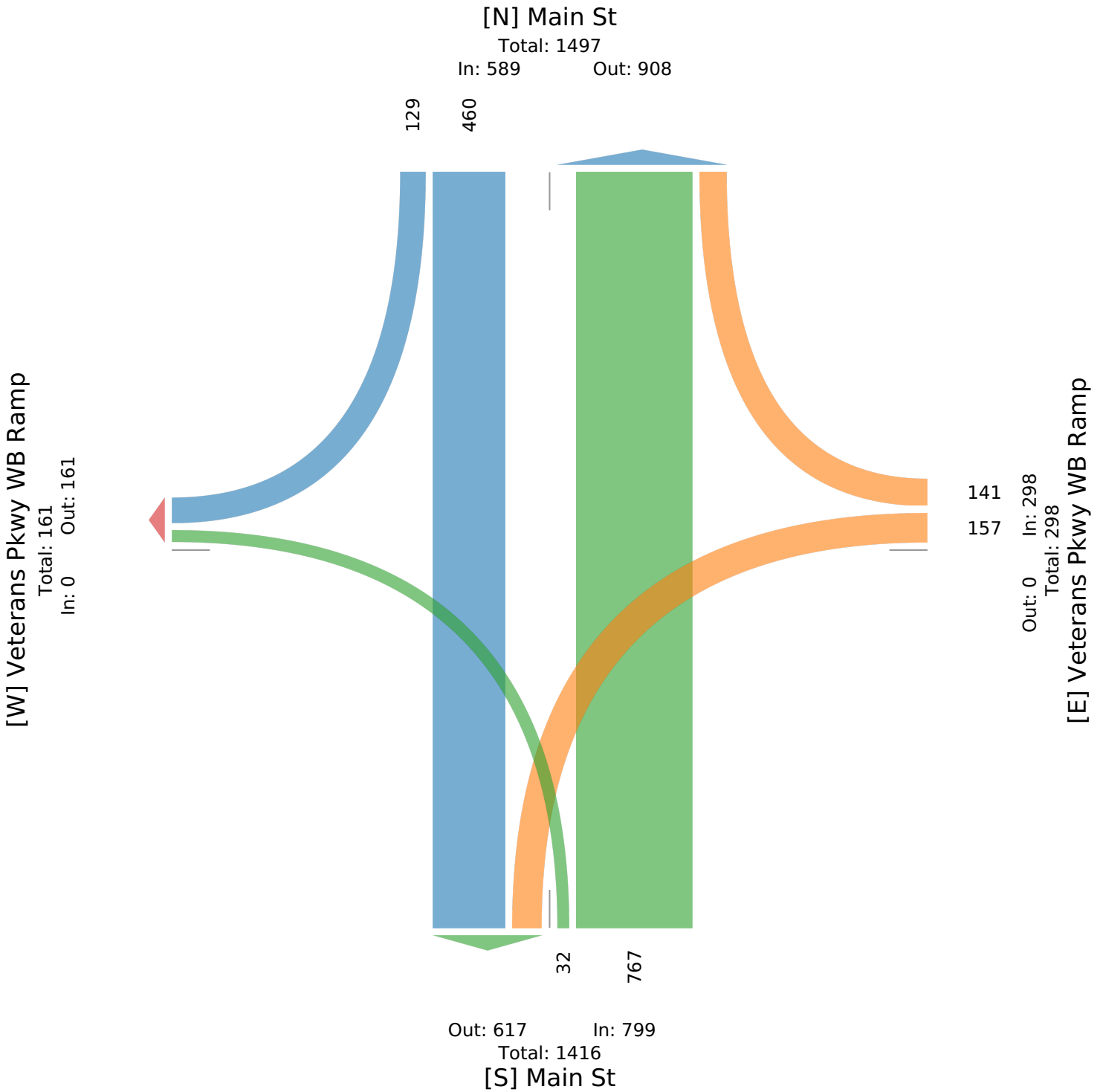
Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



# Main St & Veterans Pkwy WB Ramp - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



Leg Direction	Main St Southbound						Veterans Pkwy WB Ramp Westbound						Main St Northbound						Veterans Pkwy WB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:15PM	55	158	0	0	213	0	55	0	60	0	115	0	0	129	7	1	137	0	0	0	0	0	0	0	465
4:30PM	61	193	0	0	254	0	49	0	73	0	122	0	0	156	12	0	168	0	0	0	0	0	0	0	544
4:45PM	57	171	0	0	228	0	46	0	75	0	121	0	0	148	5	0	153	0	0	0	0	0	0	0	502
5:00PM	53	162	0	0	215	0	44	0	66	0	110	0	0	171	7	0	178	0	0	0	0	0	0	0	503
<b>Total</b>	226	684	0	0	910	0	194	0	274	0	468	0	0	604	31	1	636	0	0	0	0	0	0	0	2014
<b>% Approach</b>	24.8%	75.2%	0%	0%	-	-	41.5%	0%	58.5%	0%	-	-	0%	95.0%	4.9%	0.2%	-	-	0%	0%	0%	0%	-	-	-
<b>% Total</b>	11.2%	34.0%	0%	0%	45.2%	-	9.6%	0%	13.6%	0%	23.2%	-	0%	30.0%	1.5%	0%	31.6%	-	0%	0%	0%	0%	0%	0%	-
<b>PHF</b>	0.926	0.888	-	-	0.897	-	0.882	-	0.913	-	0.959	-	-	0.883	0.646	0.250	0.893	-	-	-	-	-	-	-	0.926
<b>Lights</b>	224	671	0	0	895	-	193	0	270	0	463	-	0	583	30	1	614	-	0	0	0	0	0	0	1972
<b>% Lights</b>	99.1%	98.1%	0%	0%	98.4%	-	99.5%	0%	98.5%	0%	98.9%	-	0%	96.5%	96.8%	100%	96.5%	-	0%	0%	0%	0%	-	-	97.9%
<b>Single-Unit Trucks</b>	1	8	0	0	9	-	1	0	3	0	4	-	0	14	1	0	15	-	0	0	0	0	0	0	28
<b>% Single-Unit Trucks</b>	0.4%	1.2%	0%	0%	1.0%	-	0.5%	0%	1.1%	0%	0.9%	-	0%	2.3%	3.2%	0%	2.4%	-	0%	0%	0%	0%	-	-	1.4%
<b>Articulated Trucks</b>	0	2	0	0	2	-	0	0	1	0	1	-	0	3	0	0	3	-	0	0	0	0	0	0	6
<b>% Articulated Trucks</b>	0%	0.3%	0%	0%	0.2%	-	0%	0%	0.4%	0%	0.2%	-	0%	0.5%	0%	0%	0.5%	-	0%	0%	0%	0%	-	-	0.3%
<b>Buses</b>	1	1	0	0	2	-	0	0	0	0	0	-	0	4	0	0	4	-	0	0	0	0	0	0	6
<b>% Buses</b>	0.4%	0.1%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	-	-	0.3%
<b>Bicycles on Road</b>	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	2
<b>% Bicycles on Road</b>	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66.7%	
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33.3%	

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Main St & Veterans Pkwy WB Ramp - TMC**

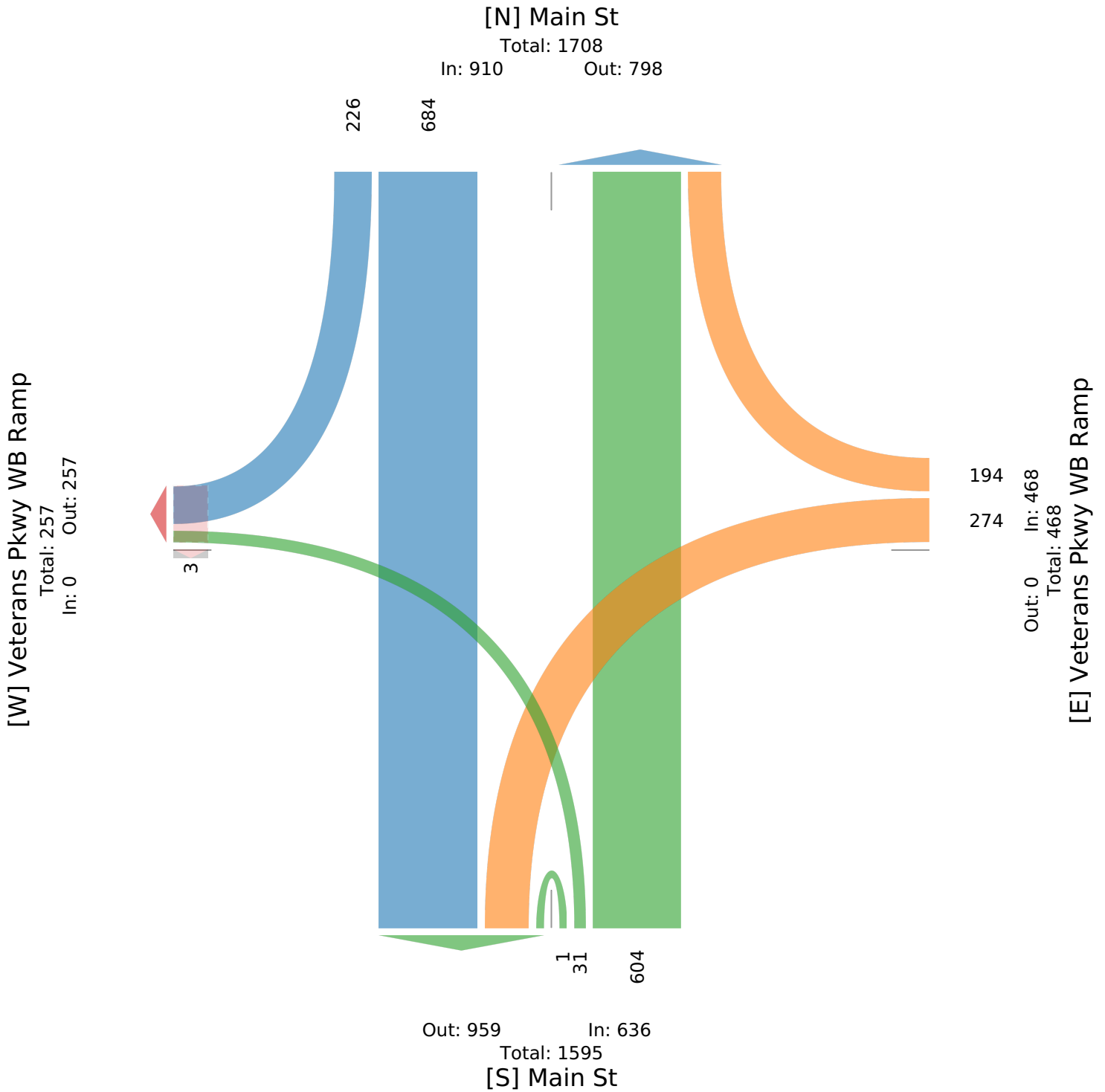
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230333, Location: 40.459788, -88.992925



# Main St & Veterans Pkwy EB Ramp - TMC

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



Leg Direction	Main St Southbound						Veterans Pkwy EB Ramp Westbound						Main St Northbound						Veterans Pkwy EB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	0	58	10	0	68	0	0	0	0	0	0	0	21	38	0	0	59	0	10	0	13	0	23	0	150
6:15AM	0	60	20	0	80	0	0	0	0	0	0	0	35	61	0	0	96	0	8	0	20	0	28	0	204
6:30AM	0	83	24	0	107	0	0	0	0	0	0	0	56	104	0	0	160	0	4	0	23	0	27	0	294
6:45AM	0	77	46	0	123	0	0	0	0	0	0	0	65	117	0	0	182	0	9	0	34	0	43	0	348
Hourly Total	0	278	100	0	378	0	0	0	0	0	0	0	177	320	0	0	497	0	31	0	90	0	121	0	996
7:00AM	0	114	30	0	144	0	0	0	0	0	0	0	55	97	0	0	152	0	7	0	40	0	47	0	343
7:15AM	0	130	32	1	163	0	0	0	0	0	0	0	79	150	0	0	229	0	17	0	57	0	74	0	466
7:30AM	0	108	40	0	148	0	0	0	0	0	0	0	132	145	0	0	277	0	6	0	45	0	51	0	476
7:45AM	0	132	54	0	186	0	0	0	0	0	0	0	101	169	0	0	270	0	10	0	63	0	73	0	529
Hourly Total	0	484	156	1	641	0	0	0	0	0	0	0	367	561	0	0	928	0	40	0	205	0	245	0	1814
8:00AM	0	94	30	0	124	0	0	0	0	0	0	0	70	133	0	0	203	0	12	0	35	0	47	0	374
8:15AM	0	76	41	0	117	0	0	0	0	0	0	0	71	105	0	0	176	0	5	0	41	0	46	1	339
8:30AM	0	100	34	0	134	0	0	0	0	0	0	0	75	111	0	0	186	0	6	0	35	0	41	1	361
8:45AM	0	94	16	0	110	0	0	0	0	0	0	0	65	113	0	0	178	0	14	0	31	1	46	0	334
Hourly Total	0	364	121	0	485	0	0	0	0	0	0	0	281	462	0	0	743	0	37	0	142	1	180	2	1408
3:00PM	0	184	49	0	233	0	0	0	0	0	0	0	56	102	0	0	158	0	10	0	28	0	38	0	429
3:15PM	0	179	44	0	223	0	0	0	0	0	0	0	64	92	0	0	156	0	13	0	39	0	52	0	431
3:30PM	0	177	38	0	215	0	0	0	0	0	0	0	63	95	0	0	158	0	11	0	42	0	53	0	426
3:45PM	0	185	51	0	236	0	0	0	0	0	0	0	66	106	0	0	172	0	11	0	31	0	42	0	450
Hourly Total	0	725	182	0	907	0	0	0	0	0	0	0	249	395	0	0	644	0	45	0	140	0	185	0	1736
4:00PM	0	213	36	0	249	0	0	0	0	0	0	0	69	122	0	0	191	0	11	0	35	0	46	13	486
4:15PM	0	181	42	0	223	0	0	0	0	0	0	0	70	94	0	0	164	0	8	0	31	0	39	0	426
4:30PM	0	217	47	0	264	0	0	0	0	0	0	0	84	136	0	0	220	0	6	0	31	0	37	1	521
4:45PM	0	204	52	0	256	0	0	0	0	0	0	0	69	123	0	0	192	1	11	0	27	0	38	0	486
Hourly Total	0	815	177	0	992	0	0	0	0	0	0	0	292	475	0	0	767	1	36	0	124	0	160	14	1919
5:00PM	0	179	44	0	223	0	0	0	0	0	0	0	83	132	0	0	215	0	10	0	48	0	58	2	496
5:15PM	0	188	32	0	220	0	0	0	0	0	0	0	65	108	0	0	173	0	9	0	39	0	48	1	441
5:30PM	0	133	32	0	165	0	0	0	0	0	0	0	46	99	0	0	145	0	8	0	36	0	44	0	354
5:45PM	0	147	26	2	175	0	0	0	0	0	0	0	49	93	0	1	143	0	11	0	42	0	53	1	371
Hourly Total	0	647	134	2	783	0	0	0	0	0	0	0	243	432	0	1	676	0	38	0	165	0	203	4	1662
<b>Total</b>	0	3313	870	3	4186	0	0	0	0	0	0	0	1609	2645	0	1	4255	1	227	0	866	1	1094	20	9535
<b>% Approach</b>	0%	79.1%	20.8%	0.1%	-	-	0%	0%	0%	0%	-	-	37.8%	62.2%	0%	0%	-	-	20.7%	0%	79.2%	0.1%	-	-	-
<b>% Total</b>	0%	34.7%	9.1%	0%	43.9%	-	0%	0%	0%	0%	0%	-	16.9%	27.7%	0%	0%	44.6%	-	2.4%	0%	9.1%	0%	11.5%	-	-
<b>Lights</b>	0	3170	850	3	4023	-	0	0	0	0	0	-	1566	2536	0	1	4103	-	216	0	828	1	1045	-	9171
<b>% Lights</b>	0%	95.7%	97.7%	100%	96.1%	-	0%	0%	0%	0%	-	-	97.3%	95.9%	0%	100%	96.4%	-	95.2%	0%	95.6%	100%	95.5%	-	96.2%
<b>Single-Unit Trucks</b>	0	73	7	0	80	-	0	0	0	0	0	-	15	53	0	0	68	-	1	0	19	0	20	-	168
<b>% Single-Unit Trucks</b>	0%	2.2%	0.8%	0%	1.9%	-	0%	0%	0%	0%	-	-	0.9%	2.0%	0%	0%	1.6%	-	0.4%	0%	2.2%	0%	1.8%	-	1.8%
<b>Articulated Trucks</b>	0	29	6	0	35	-	0	0	0	0	0	-	17	16	0	0	33	-	4	0	8	0	12	-	80
<b>% Articulated Trucks</b>	0%	0.9%	0.7%	0%	0.8%	-	0%	0%	0%	0%	-	-	1.1%	0.6%	0%	0%	0.8%	-	1.8%	0%	0.9%	0%	1.1%	-	0.8%
<b>Buses</b>	0	39	7	0	46	-	0	0	0	0	0	-	11	36	0	0	47	-	5	0	10	0	15	-	108
<b>% Buses</b>	0%	1.2%	0.8%	0%	1.1%	-	0%	0%	0%	0%	-	-	0.7%	1.4%	0%	0%	1.1%	-	2.2%	0%	1.2%	0%	1.4%	-	1.1%
<b>Bicycles on Road</b>	0	2	0	0	2	-	0	0	0	0	0	-	0	4	0	0	4	-	1	0	1	0	2	-	8
<b>% Bicycles on Road</b>	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	0.1%	-	0.4%	0%	0.1%	0%	0.2%	-	0.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	18	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	90.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	10.0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Main St & Veterans Pkwy EB Ramp - TMC**

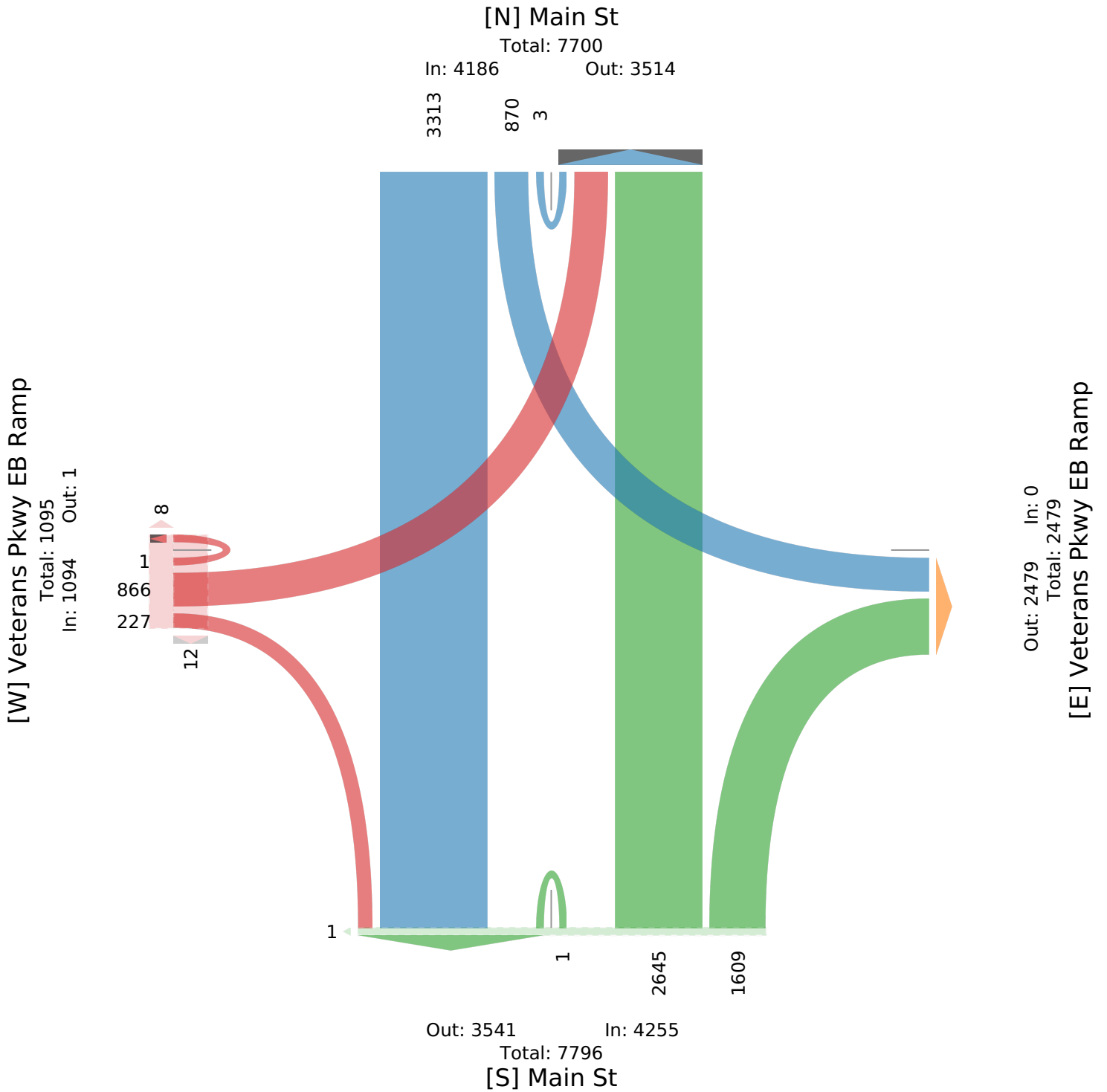
Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



# Main St & Veterans Pkwy EB Ramp - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



Leg Direction	Main St Southbound						Veterans Pkwy EB Ramp Westbound						Main St Northbound						Veterans Pkwy EB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:15AM	0	130	32	1	163	0	0	0	0	0	0	0	79	150	0	0	229	0	17	0	57	0	74	0	466
7:30AM	0	108	40	0	148	0	0	0	0	0	0	0	132	145	0	0	277	0	6	0	45	0	51	0	476
7:45AM	0	132	54	0	186	0	0	0	0	0	0	0	101	169	0	0	270	0	10	0	63	0	73	0	529
8:00AM	0	94	30	0	124	0	0	0	0	0	0	0	70	133	0	0	203	0	12	0	35	0	47	0	374
<b>Total</b>	0	464	156	1	621	0	0	0	0	0	0	0	382	597	0	0	979	0	45	0	200	0	245	0	1845
<b>% Approach</b>	0%	74.7%	25.1%	0.2%	-	-	0%	0%	0%	0%	-	-	39.0%	61.0%	0%	0%	-	-	18.4%	0%	81.6%	0%	-	-	-
<b>% Total</b>	0%	25.1%	8.5%	0.1%	33.7%	-	0%	0%	0%	0%	0%	-	20.7%	32.4%	0%	0%	53.1%	-	2.4%	0%	10.8%	0%	13.3%	-	-
<b>PHF</b>	-	0.879	0.722	0.250	0.835	-	-	-	-	-	-	-	0.723	0.883	-	-	0.884	-	0.662	-	0.794	-	0.828	-	0.872
<b>Lights</b>	0	430	150	1	581	-	0	0	0	0	0	-	371	570	0	0	941	-	42	0	194	0	236	-	1758
<b>% Lights</b>	0%	92.7%	96.2%	100%	93.6%	-	0%	0%	0%	0%	-	-	97.1%	95.5%	0%	0%	96.1%	-	93.3%	0%	97.0%	0%	96.3%	-	95.3%
<b>Single-Unit Trucks</b>	0	15	2	0	17	-	0	0	0	0	0	-	2	17	0	0	19	-	0	0	1	0	1	-	37
<b>% Single-Unit Trucks</b>	0%	3.2%	1.3%	0%	2.7%	-	0%	0%	0%	0%	-	-	0.5%	2.8%	0%	0%	1.9%	-	0%	0%	0.5%	0%	0.4%	-	2.0%
<b>Articulated Trucks</b>	0	7	2	0	9	-	0	0	0	0	0	-	3	3	0	0	6	-	1	0	2	0	3	-	18
<b>% Articulated Trucks</b>	0%	1.5%	1.3%	0%	1.4%	-	0%	0%	0%	0%	-	-	0.8%	0.5%	0%	0%	0.6%	-	2.2%	0%	1.0%	0%	1.2%	-	1.0%
<b>Buses</b>	0	12	2	0	14	-	0	0	0	0	0	-	6	7	0	0	13	-	2	0	3	0	5	-	32
<b>% Buses</b>	0%	2.6%	1.3%	0%	2.3%	-	0%	0%	0%	0%	-	-	1.6%	1.2%	0%	0%	1.3%	-	4.4%	0%	1.5%	0%	2.0%	-	1.7%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

# Main St & Veterans Pkwy EB Ramp - TMC

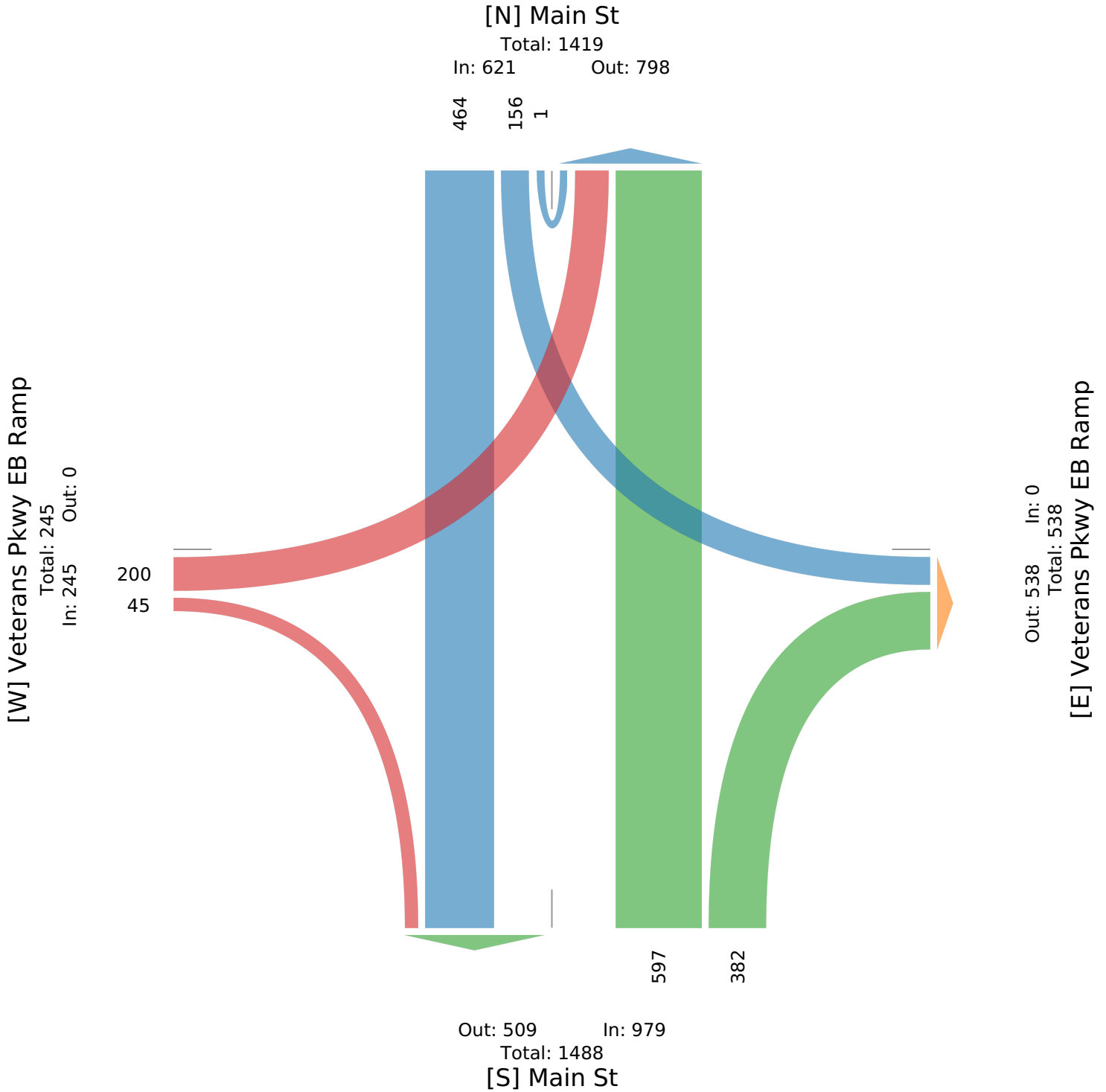
Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



# Main St & Veterans Pkwy EB Ramp - TMC

Thu Sep 26, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



Leg Direction	Main St Southbound						Veterans Pkwy EB Ramp Westbound						Main St Northbound						Veterans Pkwy EB Ramp Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:30PM	0	217	47	0	264	0	0	0	0	0	0	0	84	136	0	0	220	0	6	0	31	0	37	1	521
4:45PM	0	204	52	0	256	0	0	0	0	0	0	0	69	123	0	0	192	1	11	0	27	0	38	0	486
5:00PM	0	179	44	0	223	0	0	0	0	0	0	0	83	132	0	0	215	0	10	0	48	0	58	2	496
5:15PM	0	188	32	0	220	0	0	0	0	0	0	0	65	108	0	0	173	0	9	0	39	0	48	1	441
<b>Total</b>	0	788	175	0	963	0	0	0	0	0	0	0	301	499	0	0	800	1	36	0	145	0	181	4	1944
<b>% Approach</b>	0%	81.8%	18.2%	0%	-	-	0%	0%	0%	0%	-	-	37.6%	62.4%	0%	0%	-	-	19.9%	0%	80.1%	0%	-	-	-
<b>% Total</b>	0%	40.5%	9.0%	0%	49.5%	-	0%	0%	0%	0%	0%	-	15.5%	25.7%	0%	0%	41.2%	-	1.9%	0%	7.5%	0%	9.3%	-	-
<b>PHF</b>	-	0.910	0.841	-	0.913	-	-	-	-	-	-	-	0.896	0.915	-	-	0.908	-	0.818	-	0.755	-	0.780	-	0.933
<b>Lights</b>	0	770	174	0	944	-	0	0	0	0	0	-	295	483	0	0	778	-	36	0	139	0	175	-	1897
<b>% Lights</b>	0%	97.7%	99.4%	0%	98.0%	-	0%	0%	0%	0%	-	-	98.0%	96.8%	0%	0%	97.3%	-	100%	0%	95.9%	0%	96.7%	-	97.6%
<b>Single-Unit Trucks</b>	0	13	1	0	14	-	0	0	0	0	0	-	2	10	0	0	12	-	0	0	4	0	4	-	30
<b>% Single-Unit Trucks</b>	0%	1.6%	0.6%	0%	1.5%	-	0%	0%	0%	0%	-	-	0.7%	2.0%	0%	0%	1.5%	-	0%	0%	2.8%	0%	2.2%	-	1.5%
<b>Articulated Trucks</b>	0	1	0	0	1	-	0	0	0	0	0	-	3	3	0	0	6	-	0	0	2	0	2	-	9
<b>% Articulated Trucks</b>	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	-	1.0%	0.6%	0%	0%	0.8%	-	0%	0%	1.4%	0%	1.1%	-	0.5%
<b>Buses</b>	0	2	0	0	2	-	0	0	0	0	0	-	1	2	0	0	3	-	0	0	0	0	0	-	5
<b>% Buses</b>	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0.3%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Bicycles on Road</b>	0	2	0	0	2	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	3
<b>% Bicycles on Road</b>	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Main St & Veterans Pkwy EB Ramp - TMC**

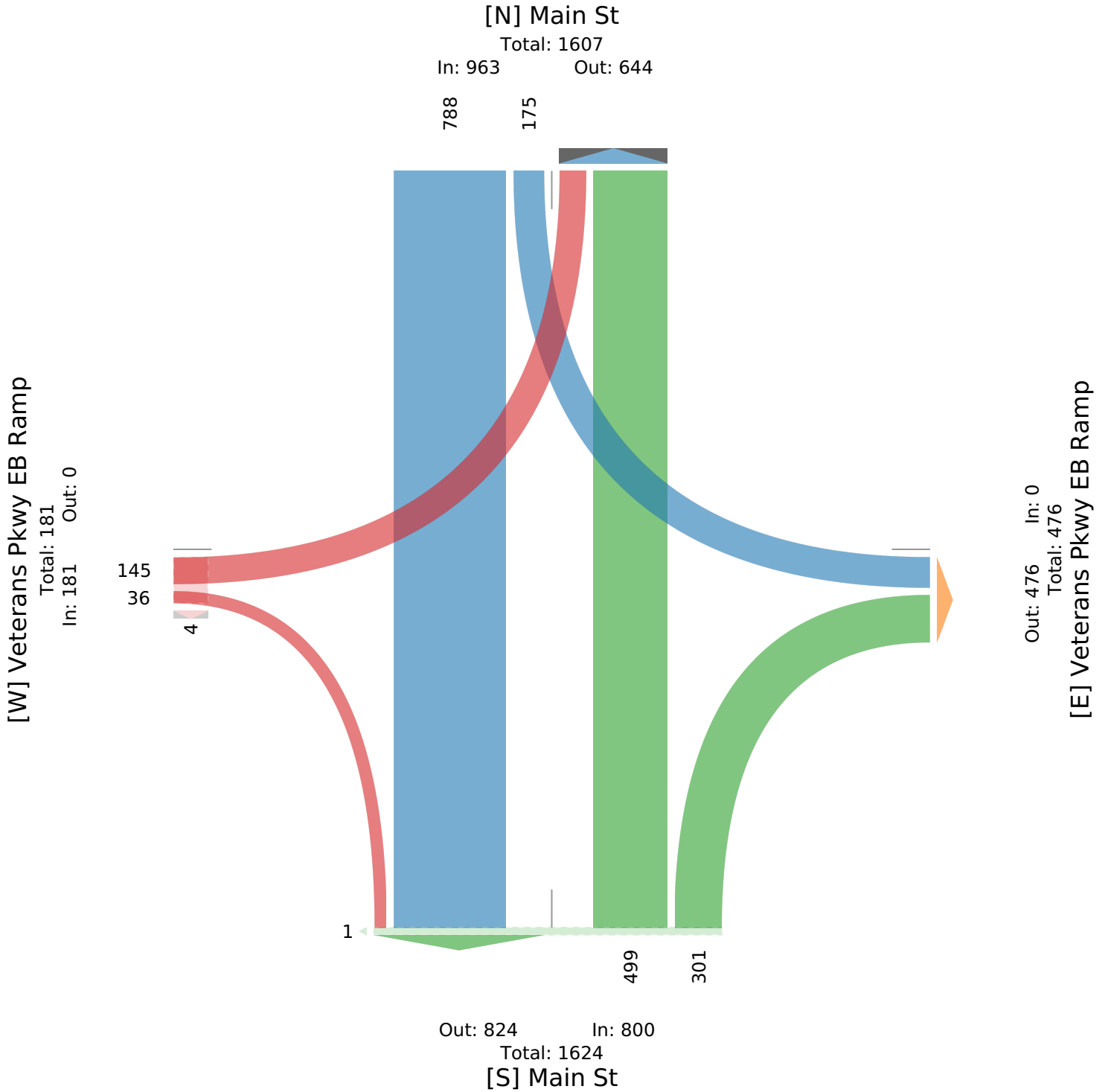
Thu Sep 26, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230335, Location: 40.458535, -88.992893



**Veterans Pkwy & Greenwood Ave - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



Leg Direction	Veterans Pkwy Westbound				Greenwood Ave Northbound				Veterans Pkwy Eastbound				Int
	T	L	U	App	R	L	U	App	R	T	U	App	
2024-09-26 6:00AM	99	2	0	101	4	3	0	7	2	79	0	81	189
6:15AM	112	2	0	114	3	7	0	10	3	133	0	136	260
6:30AM	140	7	0	147	3	3	0	6	2	192	0	194	347
6:45AM	162	4	0	166	6	2	0	8	5	224	0	229	403
Hourly Total	513	15	0	528	16	15	0	31	12	628	0	640	1199
7:00AM	159	5	0	164	12	4	0	16	4	249	0	253	433
7:15AM	165	2	0	167	12	2	0	14	4	287	1	292	473
7:30AM	166	8	0	174	12	2	0	14	4	364	0	368	556
7:45AM	185	12	0	197	17	2	0	19	8	406	0	414	630
Hourly Total	675	27	0	702	53	10	0	63	20	1306	1	1327	2092
8:00AM	148	8	0	156	9	2	0	11	6	275	0	281	448
8:15AM	138	9	0	147	5	0	0	5	1	210	0	211	363
8:30AM	125	2	0	127	10	5	0	15	1	233	0	234	376
8:45AM	161	5	0	166	8	3	0	11	4	206	0	210	387
Hourly Total	572	24	0	596	32	10	0	42	12	924	0	936	1574
3:00PM	231	4	1	236	6	2	0	8	4	215	0	219	463
3:15PM	243	6	0	249	11	0	0	11	17	247	0	264	524
3:30PM	247	12	0	259	16	0	0	16	4	245	0	249	524
3:45PM	293	6	0	299	9	4	0	13	6	228	0	234	546
Hourly Total	1014	28	1	1043	42	6	0	48	31	935	0	966	2057
4:00PM	290	9	0	299	7	3	0	10	4	210	0	214	523
4:15PM	309	12	0	321	7	7	0	14	1	217	0	218	553
4:30PM	348	5	0	353	6	4	0	10	4	281	0	285	648
4:45PM	307	12	0	319	12	2	0	14	5	275	0	280	613
Hourly Total	1254	38	0	1292	32	16	0	48	14	983	0	997	2337
5:00PM	340	7	0	347	12	3	0	15	4	278	0	282	644
5:15PM	288	7	0	295	4	3	0	7	5	190	0	195	497
5:30PM	254	10	0	264	11	8	0	19	11	232	0	243	526
5:45PM	246	10	0	256	7	7	0	14	7	208	0	215	485
Hourly Total	1128	34	0	1162	34	21	0	55	27	908	0	935	2152
<b>Total</b>	5156	166	1	5323	209	78	0	287	116	5684	1	5801	11411
<b>% Approach</b>	96.9%	3.1%	0%	-	72.8%	27.2%	0%	-	2.0%	98.0%	0%	-	-
<b>% Total</b>	45.2%	1.5%	0%	46.6%	1.8%	0.7%	0%	2.5%	1.0%	49.8%	0%	50.8%	-
<b>Lights</b>	4995	163	1	5159	201	76	0	277	107	5521	1	5629	11065
<b>% Lights</b>	96.9%	98.2%	100%	96.9%	96.2%	97.4%	0%	96.5%	92.2%	97.1%	100%	97.0%	97.0%
<b>Single-Unit Trucks</b>	80	1	0	81	2	0	0	2	2	75	0	77	160
<b>% Single-Unit Trucks</b>	1.6%	0.6%	0%	1.5%	1.0%	0%	0%	0.7%	1.7%	1.3%	0%	1.3%	1.4%
<b>Articulated Trucks</b>	42	0	0	42	0	0	0	0	0	63	0	63	105
<b>% Articulated Trucks</b>	0.8%	0%	0%	0.8%	0%	0%	0%	0%	0%	1.1%	0%	1.1%	0.9%
<b>Buses</b>	39	2	0	41	6	2	0	8	6	25	0	31	80
<b>% Buses</b>	0.8%	1.2%	0%	0.8%	2.9%	2.6%	0%	2.8%	5.2%	0.4%	0%	0.5%	0.7%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	1	0	0	1	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0.9%	0%	0%	0%	0%

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

Veterans Pkwy & Greenwood Ave - TMC

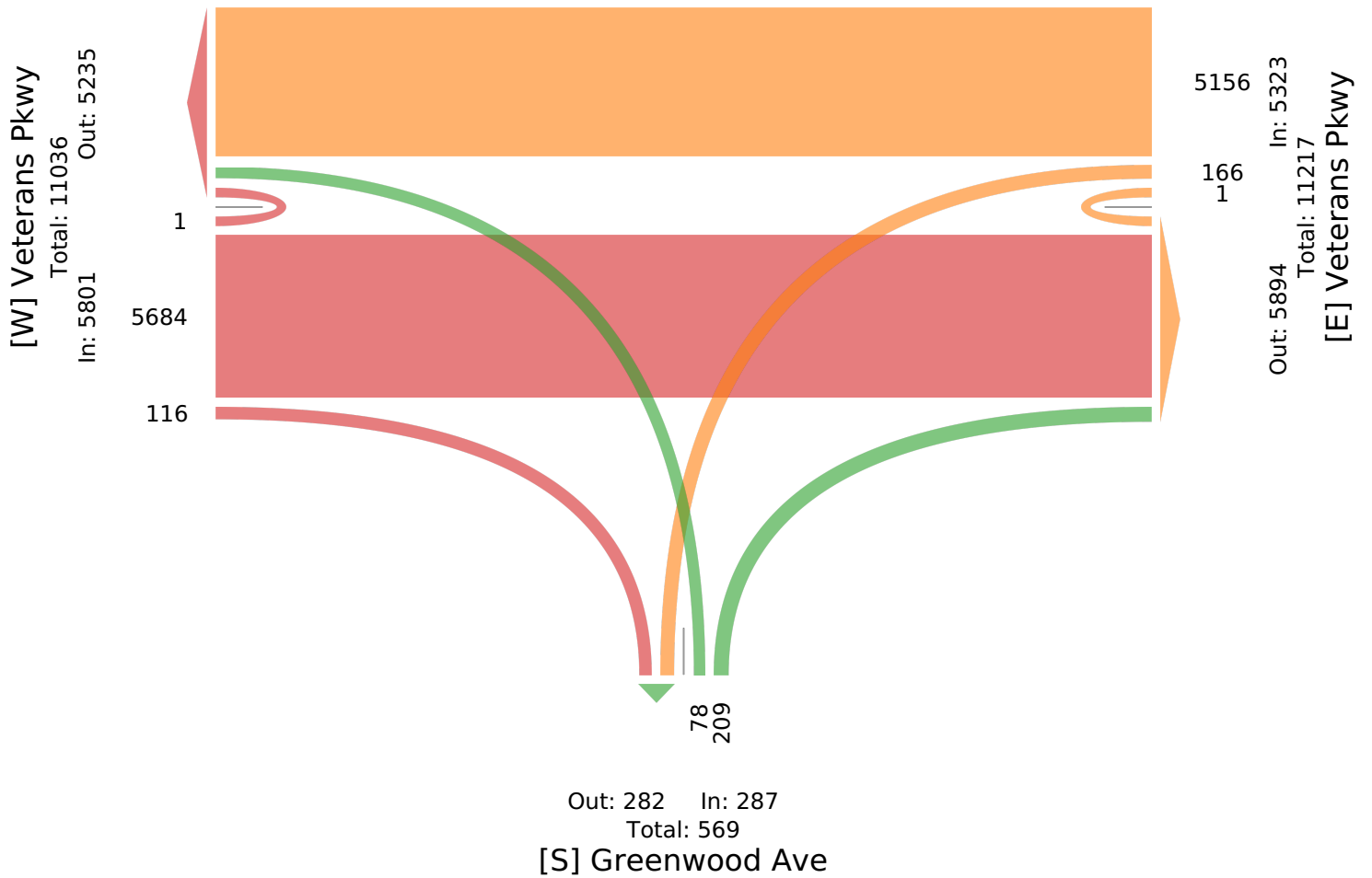
Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



Veterans Pkwy & Greenwood Ave - TMC

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



Leg Direction	Veterans Pkwy Westbound				Greenwood Ave Northbound				Veterans Pkwy Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2024-09-26 7:15AM	165	2	0	167	12	2	0	14	4	287	1	292	473
7:30AM	166	8	0	174	12	2	0	14	4	364	0	368	556
7:45AM	185	12	0	197	17	2	0	19	8	406	0	414	630
8:00AM	148	8	0	156	9	2	0	11	6	275	0	281	448
<b>Total</b>	664	30	0	694	50	8	0	58	22	1332	1	1355	2107
<b>% Approach</b>	95.7%	4.3%	0%	-	86.2%	13.8%	0%	-	1.6%	98.3%	0.1%	-	-
<b>% Total</b>	31.5%	1.4%	0%	32.9%	2.4%	0.4%	0%	2.8%	1.0%	63.2%	0%	64.3%	-
<b>PHF</b>	0.897	0.625	-	0.881	0.735	1.000	-	0.763	0.688	0.820	0.250	0.818	0.836
<b>Lights</b>	625	28	0	653	46	7	0	53	19	1299	1	1319	2025
<b>% Lights</b>	94.1%	93.3%	0%	94.1%	92.0%	87.5%	0%	91.4%	86.4%	97.5%	100%	97.3%	96.1%
<b>Single-Unit Trucks</b>	15	1	0	16	2	0	0	2	1	11	0	12	30
<b>% Single-Unit Trucks</b>	2.3%	3.3%	0%	2.3%	4.0%	0%	0%	3.4%	4.5%	0.8%	0%	0.9%	1.4%
<b>Articulated Trucks</b>	12	0	0	12	0	0	0	0	0	12	0	12	24
<b>% Articulated Trucks</b>	1.8%	0%	0%	1.7%	0%	0%	0%	0%	0%	0.9%	0%	0.9%	1.1%
<b>Buses</b>	12	1	0	13	2	1	0	3	2	10	0	12	28
<b>% Buses</b>	1.8%	3.3%	0%	1.9%	4.0%	12.5%	0%	5.2%	9.1%	0.8%	0%	0.9%	1.3%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Greenwood Ave - TMC

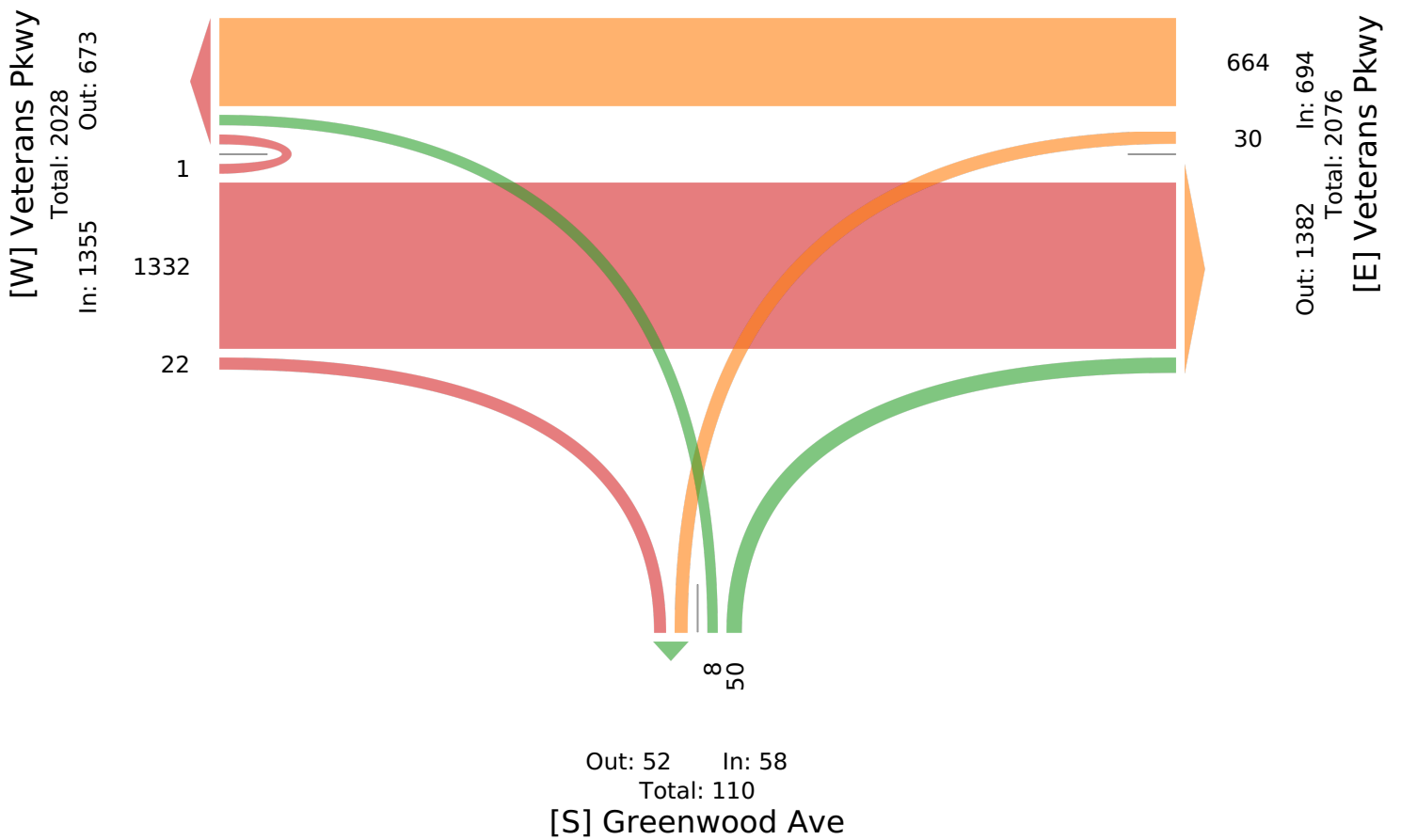
Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



Veterans Pkwy & Greenwood Ave - TMC

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



Leg Direction	Veterans Pkwy Westbound				Greenwood Ave Northbound				Veterans Pkwy Eastbound				
Time	T	L	U	App	R	L	U	App	R	T	U	App	Int
2024-09-26 4:15PM	309	12	0	321	7	7	0	14	1	217	0	218	553
4:30PM	348	5	0	353	6	4	0	10	4	281	0	285	648
4:45PM	307	12	0	319	12	2	0	14	5	275	0	280	613
5:00PM	340	7	0	347	12	3	0	15	4	278	0	282	644
<b>Total</b>	1304	36	0	1340	37	16	0	53	14	1051	0	1065	2458
<b>% Approach</b>	97.3%	2.7%	0%	-	69.8%	30.2%	0%	-	1.3%	98.7%	0%	-	-
<b>% Total</b>	53.1%	1.5%	0%	54.5%	1.5%	0.7%	0%	2.2%	0.6%	42.8%	0%	43.3%	-
<b>PHF</b>	0.937	0.750	-	0.949	0.771	0.571	-	0.883	0.700	0.935	-	0.934	0.948
<b>Lights</b>	1279	36	0	1315	37	16	0	53	14	1030	0	1044	2412
<b>% Lights</b>	98.1%	100%	0%	98.1%	100%	100%	0%	100%	100%	98.0%	0%	98.0%	98.1%
<b>Single-Unit Trucks</b>	19	0	0	19	0	0	0	0	0	10	0	10	29
<b>% Single-Unit Trucks</b>	1.5%	0%	0%	1.4%	0%	0%	0%	0%	0%	1.0%	0%	0.9%	1.2%
<b>Articulated Trucks</b>	3	0	0	3	0	0	0	0	0	8	0	8	11
<b>% Articulated Trucks</b>	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0.8%	0%	0.8%	0.4%
<b>Buses</b>	3	0	0	3	0	0	0	0	0	3	0	3	6
<b>% Buses</b>	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0.3%	0%	0.3%	0.2%
<b>Bicycles on Road</b>	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

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

Veterans Pkwy & Greenwood Ave - TMC

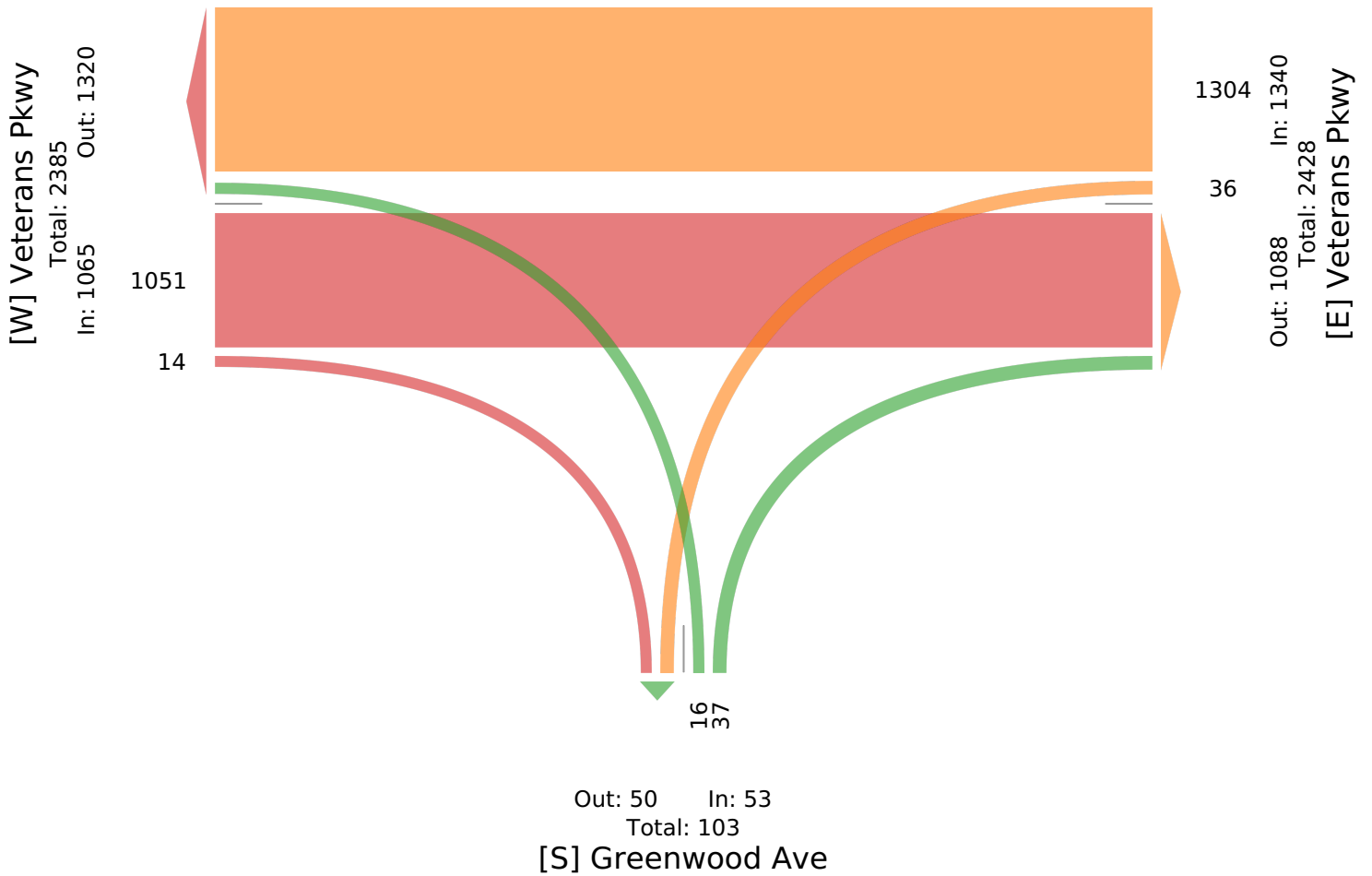
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Bicycles on Road)

All Movements

ID: 1230337, Location: 40.458911, -89.002197



**Veterans Pkwy & Morris Ave - TMC**

Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



Leg Direction	Morris Ave Southbound						Veterans Pkwy Westbound						Morris Ave Northbound						Veterans Pkwy Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	9	14	11	0	34	0	0	65	4	0	69	0	5	9	0	0	14	0	0	61	6	0	67	1	184
6:15AM	9	10	51	0	70	0	0	93	4	0	97	0	15	11	2	0	28	0	0	77	6	0	83	1	278
6:30AM	17	19	72	0	108	0	0	119	3	0	122	0	8	8	0	0	16	0	1	108	8	0	117	0	363
6:45AM	11	17	64	0	92	0	2	117	4	0	123	0	14	17	0	0	31	0	0	138	7	0	145	0	391
Hourly Total	46	60	198	0	304	0	2	394	15	0	411	0	42	45	2	0	89	0	1	384	27	0	412	2	1216
7:00AM	10	22	78	0	110	0	0	121	4	0	125	0	15	15	1	0	31	0	0	162	7	0	169	1	435
7:15AM	11	21	77	0	109	0	0	108	9	0	117	0	34	15	0	0	49	0	2	193	6	0	201	0	476
7:30AM	16	27	102	0	145	0	1	131	6	0	138	0	37	26	0	0	63	0	4	231	9	0	244	0	590
7:45AM	14	36	131	0	181	0	2	119	10	0	131	0	48	46	2	0	96	0	0	218	11	0	229	0	637
Hourly Total	51	106	388	0	545	0	3	479	29	0	511	0	134	102	3	0	239	0	6	804	33	0	843	1	2138
8:00AM	15	20	76	0	111	0	0	107	11	0	118	0	28	13	0	0	41	0	0	158	6	0	164	0	434
8:15AM	6	25	65	0	96	0	2	83	9	0	94	0	11	26	0	0	37	0	1	129	12	0	142	0	369
8:30AM	10	17	50	0	77	0	0	80	7	0	87	0	18	13	1	0	32	0	0	154	10	1	165	0	361
8:45AM	12	20	77	0	109	0	0	93	11	0	104	0	26	17	0	0	43	0	1	116	3	0	120	0	376
Hourly Total	43	82	268	0	393	0	2	363	38	0	403	0	83	69	1	0	153	0	2	557	31	1	591	0	1540
3:00PM	9	24	53	0	86	0	1	142	16	0	159	0	26	16	0	0	42	0	4	126	8	0	138	0	425
3:15PM	17	29	78	0	124	0	3	131	9	0	143	0	26	32	1	0	59	0	0	170	24	0	194	0	520
3:30PM	13	27	62	0	102	0	0	166	18	0	184	0	25	16	2	0	43	0	4	151	10	0	165	0	494
3:45PM	9	25	73	0	107	0	2	161	16	0	179	0	25	25	1	0	51	0	2	146	13	0	161	0	498
Hourly Total	48	105	266	0	419	0	6	600	59	0	665	0	102	89	4	0	195	0	10	593	55	0	658	0	1937
4:00PM	18	25	49	0	92	0	1	207	22	0	230	0	19	23	4	0	46	0	2	144	12	0	158	0	526
4:15PM	14	30	70	0	114	0	1	204	23	0	228	0	13	25	0	0	38	1	1	150	13	0	164	0	544
4:30PM	22	28	61	0	111	0	2	237	21	0	260	0	25	32	1	0	58	0	1	188	22	1	212	2	641
4:45PM	12	23	88	1	124	0	0	172	20	0	192	0	26	19	1	0	46	0	0	192	19	0	211	0	573
Hourly Total	66	106	268	1	441	0	4	820	86	0	910	0	83	99	6	0	188	1	4	674	66	1	745	2	2284
5:00PM	10	32	67	0	109	0	2	206	36	0	244	0	25	23	0	0	48	0	2	173	9	0	184	0	585
5:15PM	13	31	56	0	100	0	1	161	25	0	187	0	17	21	0	0	38	0	1	141	10	0	152	1	477
5:30PM	12	21	57	0	90	0	1	151	19	0	171	0	12	22	1	0	35	0	3	151	7	0	161	0	457
5:45PM	6	21	78	0	105	0	2	132	16	0	150	0	25	16	1	0	42	0	1	132	9	0	142	1	439
Hourly Total	41	105	258	0	404	0	6	650	96	0	752	0	79	82	2	0	163	0	7	597	35	0	639	2	1958
<b>Total</b>	295	564	1646	1	2506	0	23	3306	323	0	3652	0	523	486	18	0	1027	1	30	3609	247	2	3888	7	11073
<b>% Approach</b>	11.8%	22.5%	65.7%	0%	-	-	0.6%	90.5%	8.8%	0%	-	-	50.9%	47.3%	1.8%	0%	-	-	0.8%	92.8%	6.4%	0.1%	-	-	-
<b>% Total</b>	2.7%	5.1%	14.9%	0%	22.6%	-	0.2%	29.9%	2.9%	0%	33.0%	-	4.7%	4.4%	0.2%	0%	9.3%	-	0.3%	32.6%	2.2%	0%	35.1%	-	-
<b>Lights</b>	283	542	1611	1	2437	-	23	3193	319	0	3535	-	503	467	18	0	988	-	29	3490	233	2	3754	-	10714
<b>% Lights</b>	95.9%	96.1%	97.9%	100%	97.2%	-	100%	96.6%	98.8%	0%	96.8%	-	96.2%	96.1%	100%	0%	96.2%	-	96.7%	96.7%	94.3%	100%	96.6%	-	96.8%
<b>Single-Unit Trucks</b>	4	10	20	0	34	-	0	56	3	0	59	-	5	16	0	0	21	-	0	60	4	0	64	-	178
<b>% Single-Unit Trucks</b>	1.4%	1.8%	1.2%	0%	1.4%	-	0%	1.7%	0.9%	0%	1.6%	-	1.0%	3.3%	0%	0%	2.0%	-	0%	1.7%	1.6%	0%	1.6%	-	1.6%
<b>Articulated Trucks</b>	5	2	7	0	14	-	0	38	0	0	38	-	1	0	0	0	1	-	0	47	2	0	49	-	102
<b>% Articulated Trucks</b>	1.7%	0.4%	0.4%	0%	0.6%	-	0%	1.1%	0%	0%	1.0%	-	0.2%	0%	0%	0%	0.1%	-	0%	1.3%	0.8%	0%	1.3%	-	0.9%
<b>Buses</b>	3	10	7	0	20	-	0	19	1	0	20	-	12	3	0	0	15	-	1	12	8	0	21	-	76
<b>% Buses</b>	1.0%	1.8%	0.4%	0%	0.8%	-	0%	0.6%	0.3%	0%	0.5%	-	2.3%	0.6%	0%	0%	1.5%	-	3.3%	0.3%	3.2%	0%	0.5%	-	0.7%
<b>Bicycles on Road</b>	0	0	1	0	1	-	0	0	0	0	0	-	2	0	0	0	2	-	0	0	0	0	0	-	3
<b>% Bicycles on Road</b>	0%	0%	0.1%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%	0%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-42.9%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-57.1%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Morris Ave - TMC**

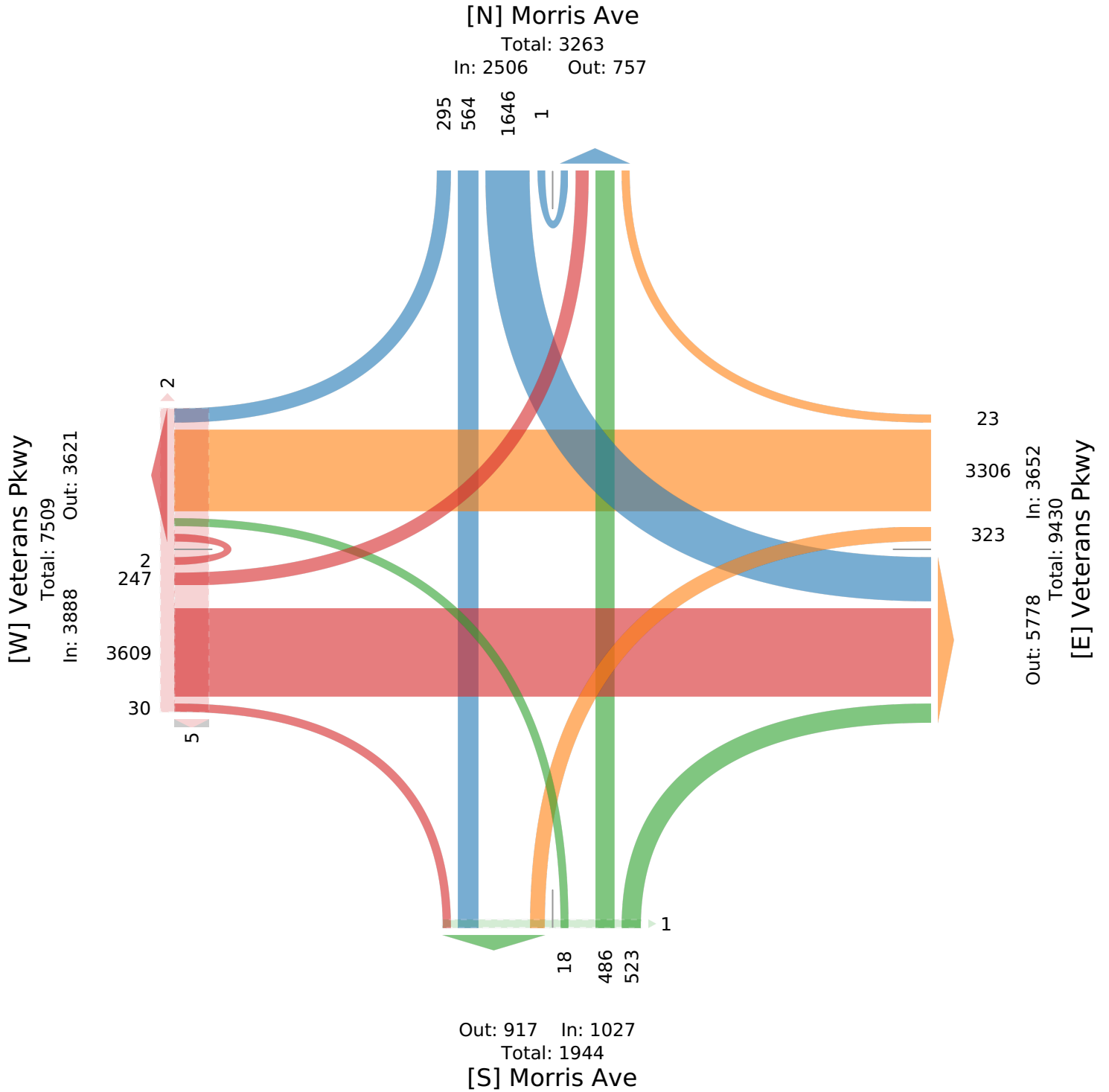
Thu Sep 26, 2024

Full Length (6 AM-9 AM, 3 PM-6 PM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



**Veterans Pkwy & Morris Ave - TMC**

Thu Sep 26, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



Leg Direction	Morris Ave Southbound						Veterans Pkwy Westbound						Morris Ave Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 7:00AM	10	22	78	0	110	0	0	121	4	0	125	0	15	15	1	0	31	0	0	162	7	0	169	1	435
7:15AM	11	21	77	0	109	0	0	108	9	0	117	0	34	15	0	0	49	0	2	193	6	0	201	0	476
7:30AM	16	27	102	0	145	0	1	131	6	0	138	0	37	26	0	0	63	0	4	231	9	0	244	0	590
7:45AM	14	36	131	0	181	0	2	119	10	0	131	0	48	46	2	0	96	0	0	218	11	0	229	0	637
<b>Total</b>	51	106	388	0	545	0	3	479	29	0	511	0	134	102	3	0	239	0	6	804	33	0	843	1	2138
<b>% Approach</b>	9.4%	19.4%	71.2%	0%	-	-	0.6%	93.7%	5.7%	0%	-	-	56.1%	42.7%	1.3%	0%	-	-	0.7%	95.4%	3.9%	0%	-	-	-
<b>% Total</b>	2.4%	5.0%	18.1%	0%	25.5%	-	0.1%	22.4%	1.4%	0%	23.9%	-	6.3%	4.8%	0.1%	0%	11.2%	-	0.3%	37.6%	1.5%	0%	39.4%	-	-
<b>PHF</b>	0.797	0.736	0.740	-	0.753	-	0.375	0.914	0.725	-	0.926	-	0.693	0.554	0.375	-	0.620	-	0.375	0.870	0.750	-	0.864	-	0.839
<b>Lights</b>	49	100	385	0	534	-	3	460	27	0	490	-	124	100	3	0	227	-	5	786	31	0	822	-	2073
<b>% Lights</b>	96.1%	94.3%	99.2%	0%	98.0%	-	100%	96.0%	93.1%	0%	95.9%	-	92.5%	98.0%	100%	0%	95.0%	-	83.3%	97.8%	93.9%	0%	97.5%	-	97.0%
<b>Single-Unit Trucks</b>	2	2	3	0	7	-	0	9	1	0	10	-	1	1	0	0	2	-	0	4	0	0	4	-	23
<b>% Single-Unit Trucks</b>	3.9%	1.9%	0.8%	0%	1.3%	-	0%	1.9%	3.4%	0%	2.0%	-	0.7%	1.0%	0%	0%	0.8%	-	0%	0.5%	0%	0%	0.5%	-	1.1%
<b>Articulated Trucks</b>	0	0	0	0	0	-	0	6	0	0	6	-	0	0	0	0	0	-	0	10	0	0	10	-	16
<b>% Articulated Trucks</b>	0%	0%	0%	0%	0%	-	0%	1.3%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	1.2%	-	0.7%
<b>Buses</b>	0	4	0	0	4	-	0	4	1	0	5	-	8	1	0	0	9	-	1	4	2	0	7	-	25
<b>% Buses</b>	0%	3.8%	0%	0%	0.7%	-	0%	0.8%	3.4%	0%	1.0%	-	6.0%	1.0%	0%	0%	3.8%	-	16.7%	0.5%	6.1%	0%	0.8%	-	1.2%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%	0%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Veterans Pkwy & Morris Ave - TMC

Thu Sep 26, 2024

AM Peak (7 AM - 8 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



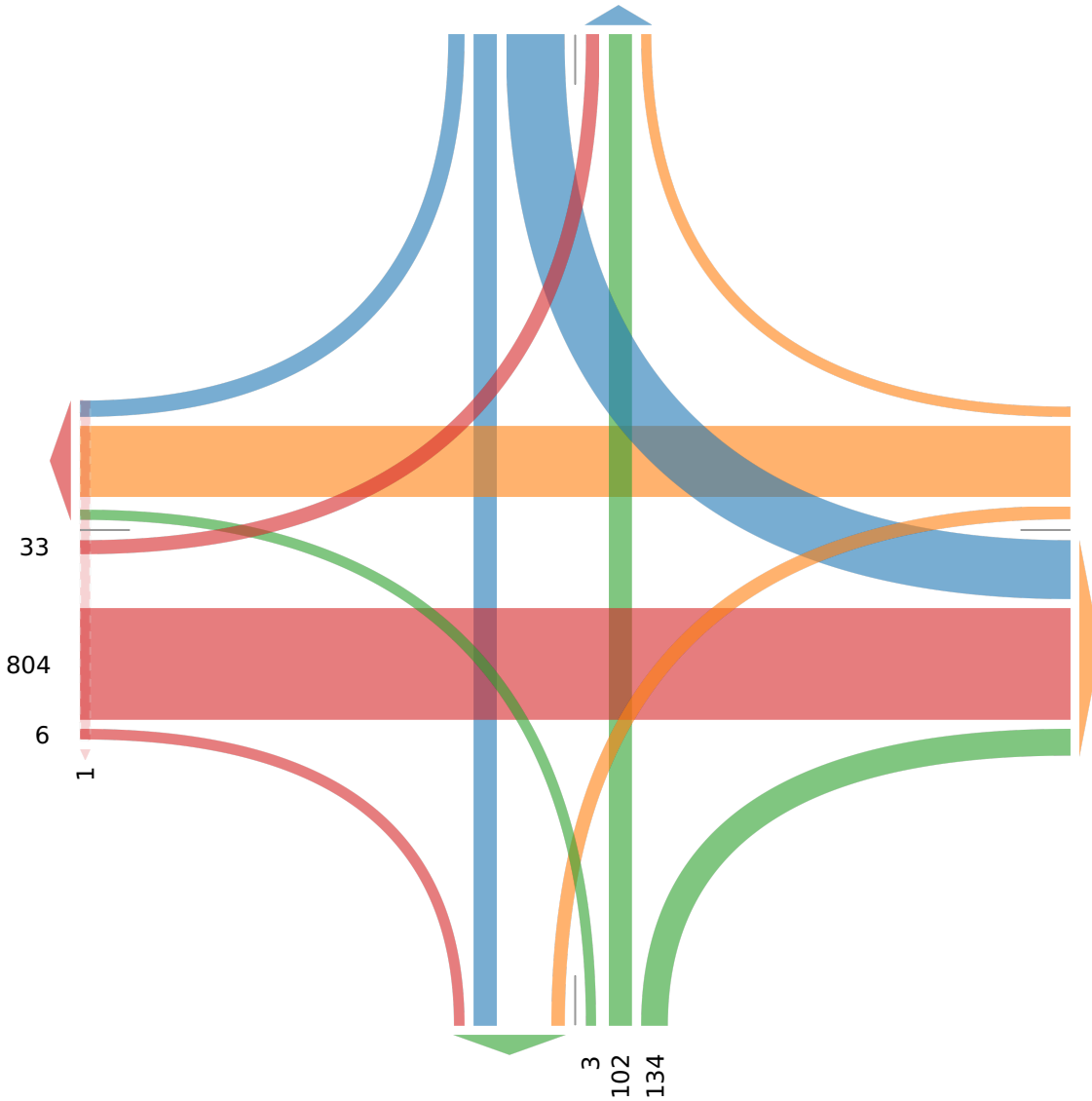
[N] Morris Ave

Total: 683

In: 545 Out: 138

51  
106  
388

[W] Veterans Pkwy  
Total: 1376  
In: 843 Out: 533



Out: 141 In: 239  
Total: 380

[S] Morris Ave

**Veterans Pkwy & Morris Ave - TMC**

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



Leg Direction	Morris Ave Southbound						Veterans Pkwy Westbound						Morris Ave Northbound						Veterans Pkwy Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 4:15PM	14	30	70	0	<b>114</b>	0	1	204	23	0	<b>228</b>	0	13	25	0	0	<b>38</b>	1	1	150	13	0	<b>164</b>	0	<b>544</b>
4:30PM	22	28	61	0	<b>111</b>	0	2	237	21	0	<b>260</b>	0	25	32	1	0	<b>58</b>	0	1	188	22	1	<b>212</b>	2	<b>641</b>
4:45PM	12	23	88	1	<b>124</b>	0	0	172	20	0	<b>192</b>	0	26	19	1	0	<b>46</b>	0	0	192	19	0	<b>211</b>	0	<b>573</b>
5:00PM	10	32	67	0	<b>109</b>	0	2	206	36	0	<b>244</b>	0	25	23	0	0	<b>48</b>	0	2	173	9	0	<b>184</b>	0	<b>585</b>
<b>Total</b>	<b>58</b>	<b>113</b>	<b>286</b>	<b>1</b>	<b>458</b>	<b>0</b>	<b>5</b>	<b>819</b>	<b>100</b>	<b>0</b>	<b>924</b>	<b>0</b>	<b>89</b>	<b>99</b>	<b>2</b>	<b>0</b>	<b>190</b>	<b>1</b>	<b>4</b>	<b>703</b>	<b>63</b>	<b>1</b>	<b>771</b>	<b>2</b>	<b>2343</b>
<b>% Approach</b>	12.7%	24.7%	62.4%	0.2%	-	-	0.5%	88.6%	10.8%	0%	-	-	46.8%	52.1%	1.1%	0%	-	-	0.5%	91.2%	8.2%	0.1%	-	-	-
<b>% Total</b>	2.5%	4.8%	12.2%	0%	<b>19.5%</b>	-	0.2%	35.0%	4.3%	0%	<b>39.4%</b>	-	3.8%	4.2%	0.1%	0%	<b>8.1%</b>	-	0.2%	30.0%	2.7%	0%	<b>32.9%</b>	-	-
<b>PHF</b>	0.659	0.883	0.813	0.250	<b>0.923</b>	-	0.625	0.864	0.694	-	<b>0.888</b>	-	0.856	0.773	0.500	-	<b>0.819</b>	-	0.500	0.915	0.716	0.250	<b>0.909</b>	-	0.914
<b>Lights</b>	56	112	281	1	<b>450</b>	-	5	800	100	0	<b>905</b>	-	87	95	2	0	<b>184</b>	-	4	691	61	1	<b>757</b>	-	2296
<b>% Lights</b>	96.6%	99.1%	98.3%	100%	<b>98.3%</b>	-	100%	97.7%	100%	0%	<b>97.9%</b>	-	97.8%	96.0%	100%	0%	<b>96.8%</b>	-	100%	98.3%	96.8%	100%	<b>98.2%</b>	-	98.0%
<b>Single-Unit Trucks</b>	0	0	1	0	<b>1</b>	-	0	13	0	0	<b>13</b>	-	1	3	0	0	<b>4</b>	-	0	8	0	0	<b>8</b>	-	26
<b>% Single-Unit Trucks</b>	0%	0%	0.3%	0%	<b>0.2%</b>	-	0%	1.6%	0%	0%	<b>1.4%</b>	-	1.1%	3.0%	0%	0%	<b>2.1%</b>	-	0%	1.1%	0%	0%	<b>1.0%</b>	-	1.1%
<b>Articulated Trucks</b>	1	0	2	0	<b>3</b>	-	0	4	0	0	<b>4</b>	-	0	0	0	0	<b>0</b>	-	0	4	1	0	<b>5</b>	-	12
<b>% Articulated Trucks</b>	1.7%	0%	0.7%	0%	<b>0.7%</b>	-	0%	0.5%	0%	0%	<b>0.4%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0.6%	1.6%	0%	<b>0.6%</b>	-	0.5%
<b>Buses</b>	1	1	2	0	<b>4</b>	-	0	2	0	0	<b>2</b>	-	1	1	0	0	<b>2</b>	-	0	0	1	0	<b>1</b>	-	9
<b>% Buses</b>	1.7%	0.9%	0.7%	0%	<b>0.9%</b>	-	0%	0.2%	0%	0%	<b>0.2%</b>	-	1.1%	1.0%	0%	0%	<b>1.1%</b>	-	0%	0%	1.6%	0%	<b>0.1%</b>	-	0.4%
<b>Bicycles on Road</b>	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0	0	0	0	<b>0</b>	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Morris Ave - TMC**

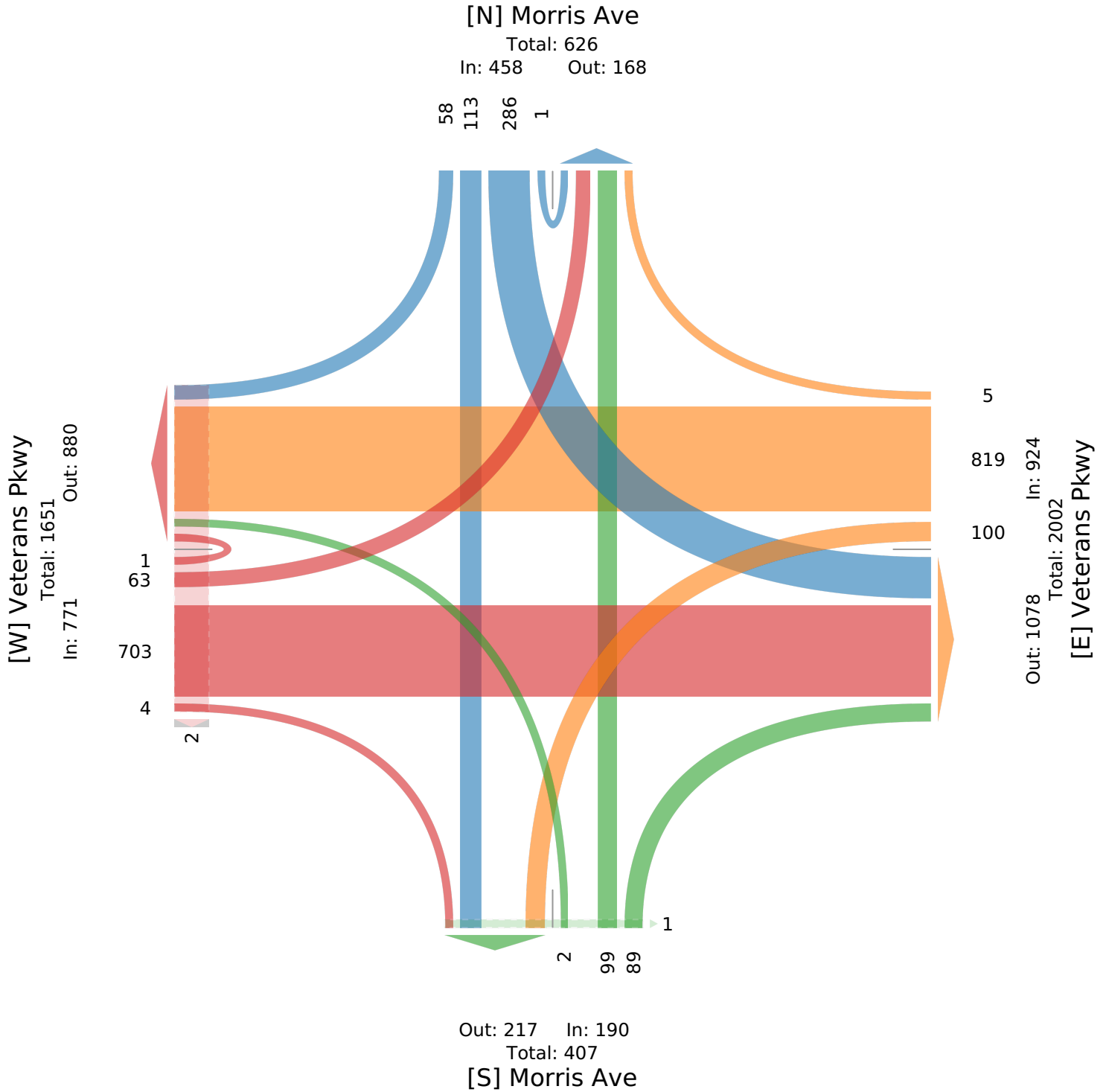
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230340, Location: 40.457815, -89.006054



Veterans Pkwy & Hamilton Rd - TMC

Thu Sep 26, 2024

Full Length (3 PM-6 PM, 6 AM-9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



Leg Direction	Veterans Pkwy Southbound						Hamilton Rd Westbound						Veterans Pkwy Northbound						Fox Creek Rd Eastbound						Int
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2024-09-26 6:00AM	23	53	0	0	76	0	0	7	7	0	14	0	7	41	10	1	59	0	26	10	38	0	74	0	223
6:15AM	24	68	0	0	92	0	1	14	14	0	29	0	3	42	16	2	63	0	35	7	36	0	78	0	262
6:30AM	55	93	0	0	148	0	0	11	12	0	23	0	11	78	33	1	123	0	36	9	47	0	92	0	386
6:45AM	37	84	0	0	121	0	0	12	12	0	24	0	13	89	38	0	140	0	26	6	58	0	90	0	375
Hourly Total	139	298	0	0	437	0	1	44	45	0	90	0	34	250	97	4	385	0	123	32	179	0	334	0	1246
7:00AM	53	70	5	1	129	0	3	13	14	0	30	0	11	79	32	0	122	0	56	31	92	0	179	0	460
7:15AM	51	78	5	0	134	0	4	13	12	0	29	0	14	110	20	0	144	0	36	29	96	0	161	0	468
7:30AM	42	81	7	1	131	0	2	25	24	0	51	0	16	132	17	1	166	0	48	46	109	0	203	0	551
7:45AM	46	65	29	0	140	0	9	19	18	0	46	0	25	128	28	0	181	0	47	47	99	0	193	0	560
Hourly Total	192	294	46	2	534	0	18	70	68	0	156	0	66	449	97	1	613	0	187	153	396	0	736	0	2039
8:00AM	35	56	26	0	117	0	23	42	35	0	100	0	21	69	26	0	116	0	34	49	65	0	148	0	481
8:15AM	38	55	5	0	98	1	10	23	11	0	44	0	10	71	16	0	97	0	26	19	62	0	107	0	346
8:30AM	39	41	1	0	81	0	0	23	6	1	30	0	3	82	10	1	96	0	40	20	78	0	138	0	345
8:45AM	52	57	2	0	111	0	0	11	7	0	18	0	3	55	15	1	74	0	25	8	53	0	86	0	289
Hourly Total	164	209	34	0	407	1	33	99	59	1	192	0	37	277	67	2	383	0	125	96	258	0	479	0	1461
3:00PM	62	70	27	0	159	0	4	19	13	0	36	0	22	66	21	0	109	0	39	20	78	0	137	0	441
3:15PM	62	81	14	0	157	0	31	38	24	0	93	0	16	80	27	2	125	0	34	25	75	0	134	0	509
3:30PM	72	93	2	1	168	0	6	26	8	0	40	0	21	86	28	2	137	0	35	26	72	0	133	0	478
3:45PM	86	102	4	0	192	0	3	24	5	0	32	0	22	90	39	0	151	0	28	20	64	0	112	0	487
Hourly Total	282	346	47	1	676	0	44	107	50	0	201	0	81	322	115	4	522	0	136	91	289	0	516	0	1915
4:00PM	81	122	7	0	210	1	4	27	15	0	46	0	16	87	34	1	138	0	27	22	62	0	111	0	505
4:15PM	116	107	9	0	232	1	9	24	8	0	41	0	19	96	40	2	157	0	26	18	49	0	93	0	523
4:30PM	114	120	7	0	241	0	2	26	10	0	38	0	12	130	36	3	181	0	35	26	84	0	145	0	605
4:45PM	104	106	1	0	211	1	7	26	8	0	41	0	15	96	29	1	141	0	30	16	80	0	126	0	519
Hourly Total	415	455	24	0	894	3	22	103	41	0	166	0	62	409	139	7	617	0	118	82	275	0	475	0	2152
5:00PM	99	103	1	0	203	0	3	25	12	0	40	0	14	104	39	1	158	0	41	17	86	0	144	0	545
5:15PM	90	86	5	0	181	1	4	17	7	0	28	0	11	76	21	2	110	0	28	18	78	0	124	0	443
5:30PM	80	81	4	0	165	0	4	26	7	0	37	0	8	89	32	1	130	0	25	24	65	0	114	0	446
5:45PM	75	59	0	0	134	2	3	17	7	0	27	0	9	77	34	1	121	0	18	16	50	0	84	0	366
Hourly Total	344	329	10	0	683	3	14	85	33	0	132	0	42	346	126	5	519	0	112	75	279	0	466	0	1800
<b>Total</b>	1536	1931	161	3	3631	7	132	508	296	1	937	0	322	2053	641	23	3039	0	801	529	1676	0	3006	0	10613
<b>% Approach</b>	42.3%	53.2%	4.4%	0.1%	-	-	14.1%	54.2%	31.6%	0.1%	-	-	10.6%	67.6%	21.1%	0.8%	-	-	26.6%	17.6%	55.8%	0%	-	-	-
<b>% Total</b>	14.5%	18.2%	1.5%	0%	34.2%	-	1.2%	4.8%	2.8%	0%	8.8%	-	3.0%	19.3%	6.0%	0.2%	28.6%	-	7.5%	5.0%	15.8%	0%	28.3%	-	-
<b>Lights</b>	1506	1853	160	3	3522	-	132	478	280	1	891	-	308	1961	582	23	2874	-	727	505	1629	0	2861	-	10148
<b>% Lights</b>	98.0%	96.0%	99.4%	100%	97.0%	-	100%	94.1%	94.6%	100%	95.1%	-	95.7%	95.5%	90.8%	100%	94.6%	-	90.8%	95.5%	97.2%	0%	95.2%	-	95.6%
<b>Single-Unit Trucks</b>	12	30	1	0	43	-	0	9	9	0	18	-	8	35	29	0	72	-	36	12	27	0	75	-	208
<b>% Single-Unit Trucks</b>	0.8%	1.6%	0.6%	0%	1.2%	-	0%	1.8%	3.0%	0%	1.9%	-	2.5%	1.7%	4.5%	0%	2.4%	-	4.5%	2.3%	1.6%	0%	2.5%	-	2.0%
<b>Articulated Trucks</b>	4	40	0	0	44	-	0	9	4	0	13	-	0	45	22	0	67	-	24	5	10	0	39	-	163
<b>% Articulated Trucks</b>	0.3%	2.1%	0%	0%	1.2%	-	0%	1.8%	1.4%	0%	1.4%	-	0%	2.2%	3.4%	0%	2.2%	-	3.0%	0.9%	0.6%	0%	1.3%	-	1.5%
<b>Buses</b>	14	8	0	0	22	-	0	11	3	0	14	-	6	12	8	0	26	-	14	6	10	0	30	-	92
<b>% Buses</b>	0.9%	0.4%	0%	0%	0.6%	-	0%	2.2%	1.0%	0%	1.5%	-	1.9%	0.6%	1.2%	0%	0.9%	-	1.7%	1.1%	0.6%	0%	1.0%	-	0.9%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	2
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.2%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	3	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
<b>% Pedestrians</b>	-	-	-	-	-	42.9%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	0%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	4	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	57.1%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Hamilton Rd - TMC**

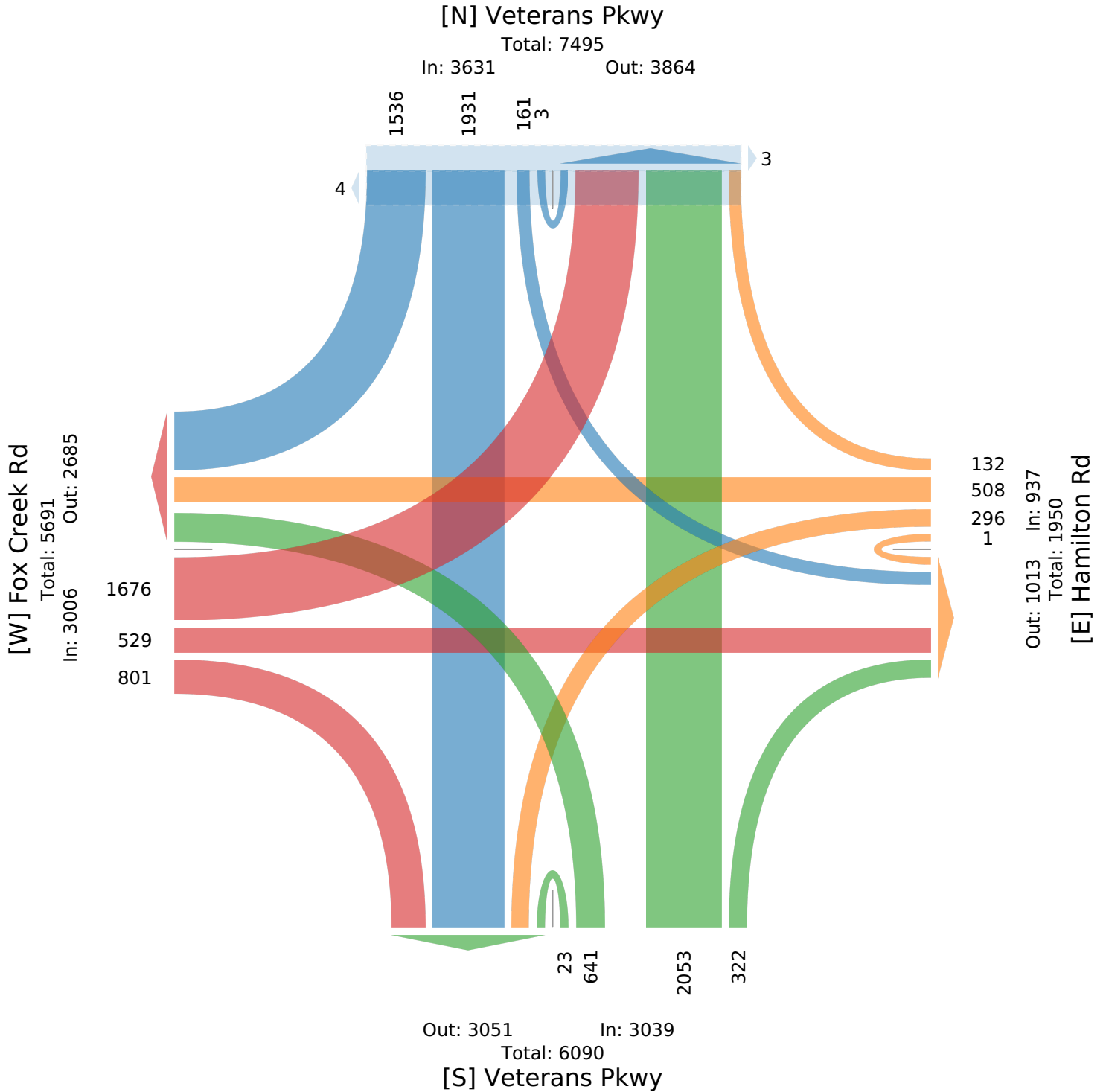
Thu Sep 26, 2024

Full Length (3 PM-6 PM, 6 AM-9 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



**Veterans Pkwy & Hamilton Rd - TMC**

Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



Leg Direction	Veterans Pkwy Southbound						Hamilton Rd Westbound						Veterans Pkwy Northbound						Fox Creek Rd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-26 7:15AM	51	78	5	0	134	0	4	13	12	0	29	0	14	110	20	0	144	0	36	29	96	0	161	0	468
7:30AM	42	81	7	1	131	0	2	25	24	0	51	0	16	132	17	1	166	0	48	46	109	0	203	0	551
7:45AM	46	65	29	0	140	0	9	19	18	0	46	0	25	128	28	0	181	0	47	47	99	0	193	0	560
8:00AM	35	56	26	0	117	0	23	42	35	0	100	0	21	69	26	0	116	0	34	49	65	0	148	0	481
<b>Total</b>	174	280	67	1	522	0	38	99	89	0	226	0	76	439	91	1	607	0	165	171	369	0	705	0	2060
<b>% Approach</b>	33.3%	53.6%	12.8%	0.2%	-	-	16.8%	43.8%	39.4%	0%	-	-	12.5%	72.3%	15.0%	0.2%	-	-	23.4%	24.3%	52.3%	0%	-	-	-
<b>% Total</b>	8.4%	13.6%	3.3%	0%	25.3%	-	1.8%	4.8%	4.3%	0%	11.0%	-	3.7%	21.3%	4.4%	0%	29.5%	-	8.0%	8.3%	17.9%	0%	34.2%	-	-
<b>PHF</b>	0.853	0.864	0.578	0.250	0.932	-	0.413	0.589	0.636	-	0.565	-	0.760	0.831	0.813	0.250	0.838	-	0.859	0.885	0.846	-	0.867	-	0.919
<b>Lights</b>	171	262	66	1	500	-	38	90	84	0	212	-	73	418	80	1	572	-	148	157	361	0	666	-	1950
<b>% Lights</b>	98.3%	93.6%	98.5%	100%	95.8%	-	100%	90.9%	94.4%	0%	93.8%	-	96.1%	95.2%	87.9%	100%	94.2%	-	89.7%	91.8%	97.8%	0%	94.5%	-	94.7%
<b>Single-Unit Trucks</b>	0	6	1	0	7	-	0	3	3	0	6	-	1	8	3	0	12	-	8	6	3	0	17	-	42
<b>% Single-Unit Trucks</b>	0%	2.1%	1.5%	0%	1.3%	-	0%	3.0%	3.4%	0%	2.7%	-	1.3%	1.8%	3.3%	0%	2.0%	-	4.8%	3.5%	0.8%	0%	2.4%	-	2.0%
<b>Articulated Trucks</b>	0	11	0	0	11	-	0	2	1	0	3	-	0	10	6	0	16	-	6	3	0	0	9	-	39
<b>% Articulated Trucks</b>	0%	3.9%	0%	0%	2.1%	-	0%	2.0%	1.1%	0%	1.3%	-	0%	2.3%	6.6%	0%	2.6%	-	3.6%	1.8%	0%	0%	1.3%	-	1.9%
<b>Buses</b>	3	1	0	0	4	-	0	4	1	0	5	-	2	3	2	0	7	-	3	4	5	0	12	-	28
<b>% Buses</b>	1.7%	0.4%	0%	0%	0.8%	-	0%	4.0%	1.1%	0%	2.2%	-	2.6%	0.7%	2.2%	0%	1.2%	-	1.8%	2.3%	1.4%	0%	1.7%	-	1.4%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.1%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Hamilton Rd - TMC**

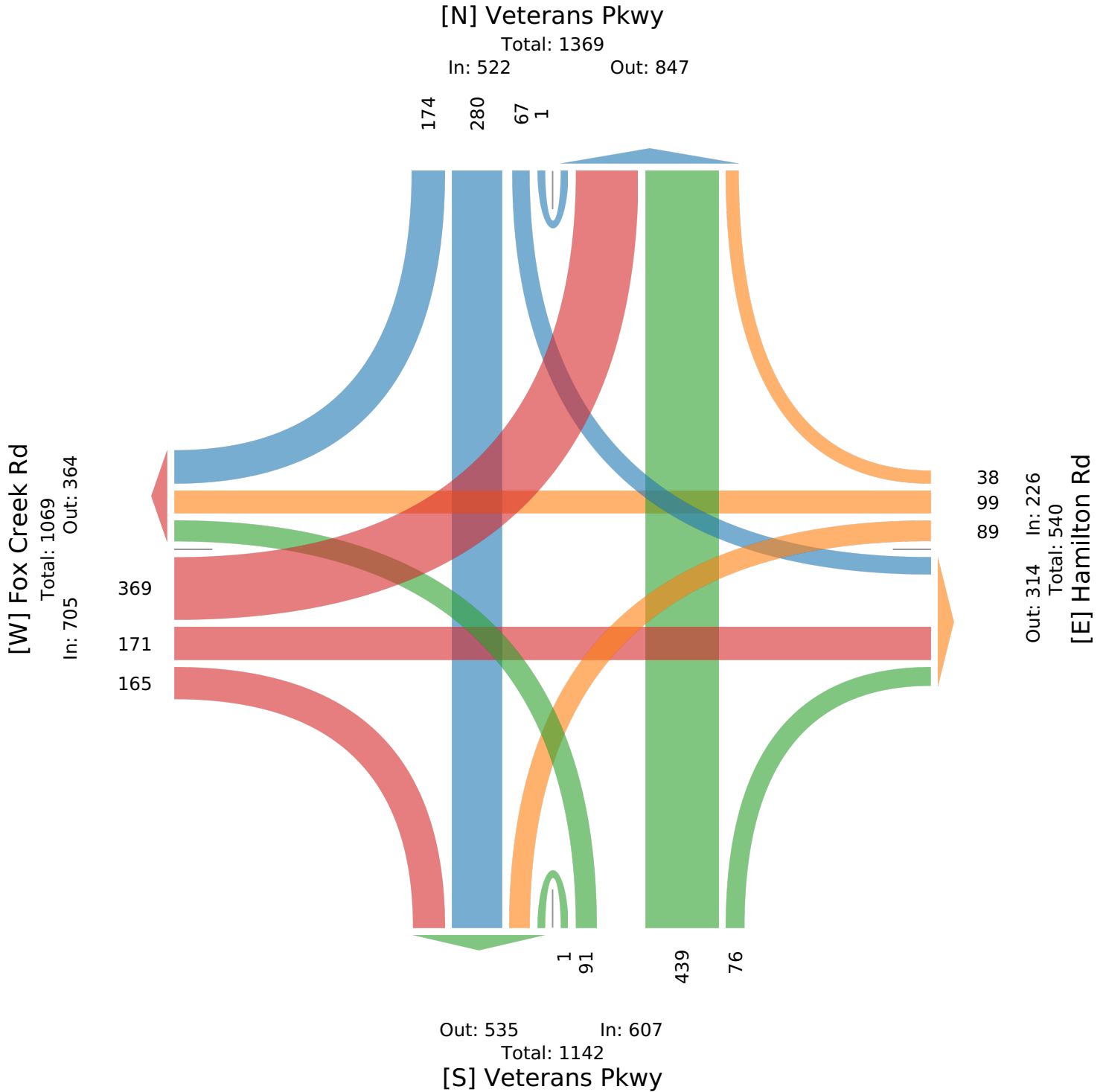
Thu Sep 26, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians,  
Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



**Veterans Pkwy & Hamilton Rd - TMC**

Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



Leg Direction	Veterans Pkwy Southbound						Hamilton Rd Westbound						Veterans Pkwy Northbound						Fox Creek Rd Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2024-09-26 4:15PM	116	107	9	0	232	1	9	24	8	0	41	0	19	96	40	2	157	0	26	18	49	0	93	0	523
4:30PM	114	120	7	0	241	0	2	26	10	0	38	0	12	130	36	3	181	0	35	26	84	0	145	0	605
4:45PM	104	106	1	0	211	1	7	26	8	0	41	0	15	96	29	1	141	0	30	16	80	0	126	0	519
5:00PM	99	103	1	0	203	0	3	25	12	0	40	0	14	104	39	1	158	0	41	17	86	0	144	0	545
<b>Total</b>	433	436	18	0	887	2	21	101	38	0	160	0	60	426	144	7	637	0	132	77	299	0	508	0	2192
<b>% Approach</b>	48.8%	49.2%	2.0%	0%	-	-	13.1%	63.1%	23.8%	0%	-	-	9.4%	66.9%	22.6%	1.1%	-	-	26.0%	15.2%	58.9%	0%	-	-	-
<b>% Total</b>	19.8%	19.9%	0.8%	0%	40.5%	-	1.0%	4.6%	1.7%	0%	7.3%	-	2.7%	19.4%	6.6%	0.3%	29.1%	-	6.0%	3.5%	13.6%	0%	23.2%	-	-
<b>PHF</b>	0.933	0.908	0.500	-	0.920	-	0.583	0.971	0.792	-	0.976	-	0.789	0.819	0.900	0.583	0.880	-	0.805	0.740	0.869	-	0.876	-	0.906
<b>Lights</b>	424	428	18	0	870	-	21	96	37	0	154	-	59	412	127	7	605	-	122	76	296	0	494	-	2123
<b>% Lights</b>	97.9%	98.2%	100%	0%	98.1%	-	100%	95.0%	97.4%	0%	96.3%	-	98.3%	96.7%	88.2%	100%	95.0%	-	92.4%	98.7%	99.0%	0%	97.2%	-	96.9%
<b>Single-Unit Trucks</b>	7	3	0	0	10	-	0	2	0	0	2	-	1	7	14	0	22	-	3	0	1	0	4	-	38
<b>% Single-Unit Trucks</b>	1.6%	0.7%	0%	0%	1.1%	-	0%	2.0%	0%	0%	1.3%	-	1.7%	1.6%	9.7%	0%	3.5%	-	2.3%	0%	0.3%	0%	0.8%	-	1.7%
<b>Articulated Trucks</b>	0	4	0	0	4	-	0	2	1	0	3	-	0	7	2	0	9	-	1	0	1	0	2	-	18
<b>% Articulated Trucks</b>	0%	0.9%	0%	0%	0.5%	-	0%	2.0%	2.6%	0%	1.9%	-	0%	1.6%	1.4%	0%	1.4%	-	0.8%	0%	0.3%	0%	0.4%	-	0.8%
<b>Buses</b>	2	1	0	0	3	-	0	1	0	0	1	-	0	0	1	0	1	-	6	1	1	0	8	-	13
<b>% Buses</b>	0.5%	0.2%	0%	0%	0.3%	-	0%	1.0%	0%	0%	0.6%	-	0%	0%	0.7%	0%	0.2%	-	4.5%	1.3%	0.3%	0%	1.6%	-	0.6%
<b>Bicycles on Road</b>	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
<b>% Bicycles on Road</b>	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
<b>Pedestrians</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**Veterans Pkwy & Hamilton Rd - TMC**

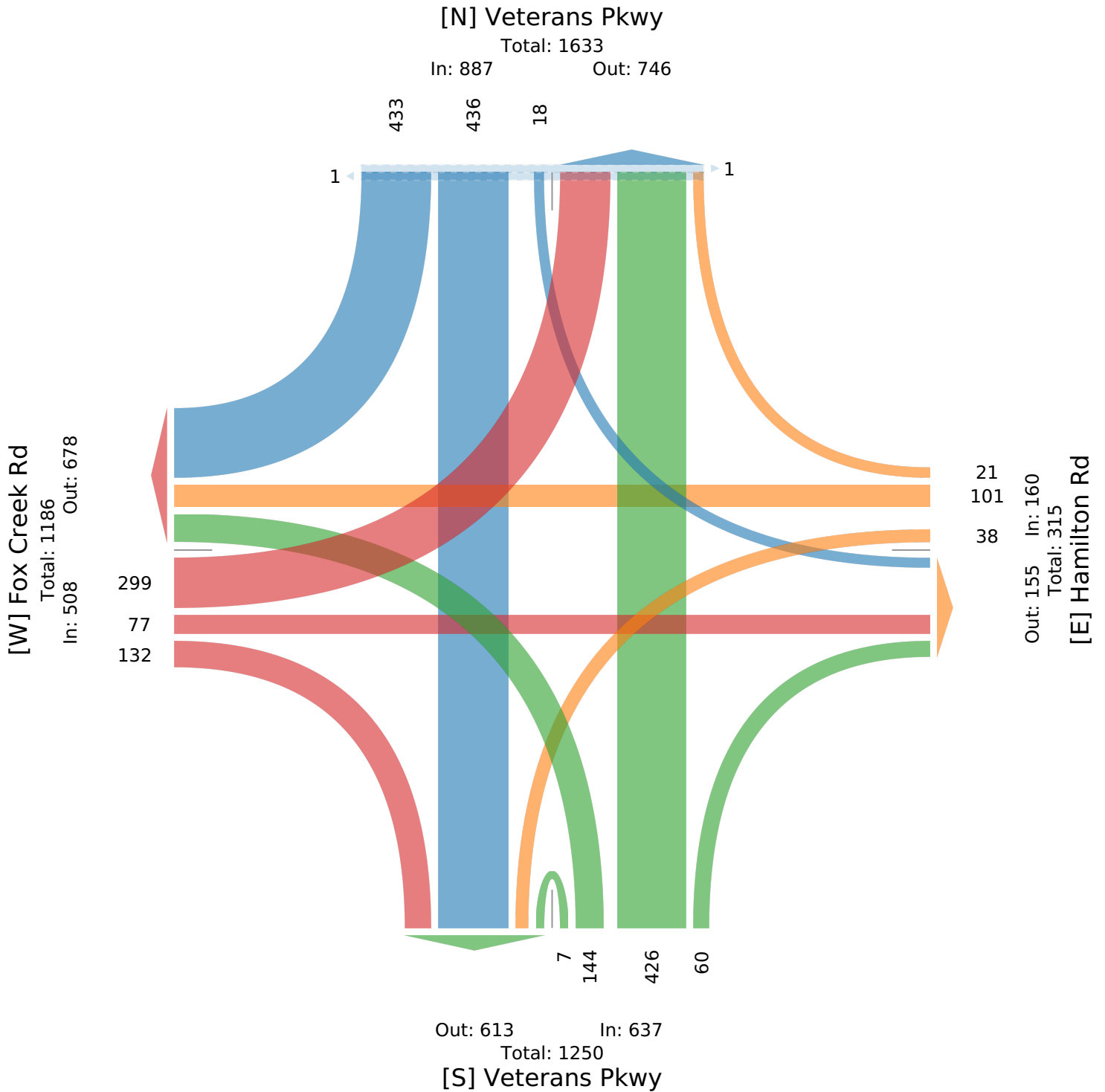
Thu Sep 26, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1230342, Location: 40.450127, -89.01462



LOCATION	DIRECTION	LOCATION	START DATE	START TIME	DURATION	# OF LANES	COMMENTS		85th% SPEED MPH	With Raw Count	With Passenger Vehicles	With Single-Unit Trucks	With Multi-Unit Trucks	With >99 Ft	Against Raw Count	Against Passenger Vehicles	Against Single-Unit Trucks	Against Multi-Unit Trucks	Against >99 Ft
1_N1			9/22/2024	12:00AM	3 DAYS	4			50.26						8,236	7,804	185	247	0
1_N1a			9/25/2024	12:00AM	4 DAYS	4			64.71						12,858	11,920	457	481	0
1_N2			9/22/2024	12:00AM	3 DAYS	4			58.67						6,568	6,161	186	221	0
1_N2a			9/25/2024	12:00AM	4 DAYS	4			60.71						10,498	9,780	346	372	0
LOCATION 1	NORTHBOUND	S Veterans PKWY Between Fox Creek Rd. and I 74	9/22/2024	12:00AM	7 DAYS	4		AVERAGE PER DAY	58.6						5,451	5,095	168	189	0
1_S1			9/22/2024	12:00AM	3 DAYS	4			59.11	11,887	11,044	316	527	0					
1_S1a			9/25/2024	12:00AM	4 DAYS	4			66.36	18,486	16,645	918	923	0					
1_S2			9/22/2024	12:00AM	3 DAYS	4			58.75	3,366	3,279	51	36	0					
1_S2a			9/25/2024	12:00AM	4 DAYS	4			75	6,287	5,093	214	980	0					
LOCATION 1	SOUTHBOUND	S Veterans PKWY Between Fox Creek Rd. and I 74	9/22/2024	12:00AM	7 DAYS	4		AVERAGE PER DAY	64.8	5,718	5,152	214	352	0					
2_N1			10/6/2024	12:00AM	3 DAYS	4	* HiStar 2_N1 was destroyed, recounted 10/6		52.86						24,549	23,595	548	406	0
2_N1a			9/25/2024	12:00AM	4 DAYS	4			59.76						36,099	33,933	1,366	800	0
2_N2			9/22/2024	12:00AM	3 DAYS	4			62.13						12,879	12,432	291	156	0
2_N2a			9/25/2024	12:00AM	4 DAYS	4			65.62						21,715	20,522	863	330	0
LOCATION 2	NORTHBOUND	S Veterans PKWY Between Bunn St. and Commerce Pkwy.	9/22/2024*	12:00AM	7 DAYS	4		AVERAGE PER DAY	60.1						13,606	12,926	438	242	0
2_S1			9/22/2024	12:00AM	3 DAYS	4			52.85	25,118	24,246	440	432	0					
2_S1a			9/25/2024	12:00AM	4 DAYS	4			46.91	38,982	37,520	833	629	0					
2_S2			9/22/2024	12:00AM	3 DAYS	4			51.15	11,576	11,416	96	64	0					
2_S2a			9/25/2024	12:00AM	4 DAYS	4			52.21	18,256	17,869	244	143	0					
LOCATION 2	SOUTHBOUND	S Veterans PKWY Between Bunn St. and Commerce Pkwy.	9/22/2024	12:00AM	7 DAYS	4		AVERAGE PER DAY	50.8	13,419	13,007	230	181	0					
3_N1			9/22/2024	12:00AM	3 DAYS	6			44.62						18,294	17,604	462	228	0
3_N1a			9/25/2024	12:00AM	4 DAYS	6			44.34						30,819	30,142	403	274	0
3_N2			9/22/2024	12:00AM	3 DAYS	6			46.83						13,220	12,931	156	133	0
3_N2a			9/25/2024	12:00AM	4 DAYS	6			56.62						21,589	20,845	465	279	0
3_N3			9/22/2024	12:00AM	3 DAYS	6			54.33						16,218	15,861	215	142	0
3_N3a			9/25/2024	12:00AM	4 DAYS	6			52.27						25,194	24,681	321	192	0
LOCATION 3	NORTHBOUND	S Veterans PKWY Between E Washington St. and East Jackson St.	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	49.8						17,905	17,438	289	178	0
3_S1			9/22/2024	12:00AM	3 DAYS	6			50.73	17,449	16,926	279	244	0					
3_S1a			9/25/2024	12:00AM	4 DAYS	6			47.79	27,156	26,442	379	335	0					
3_S2			9/22/2024	12:00AM	3 DAYS	6			47	10,700	10,379	183	138	0					
3_S2a			9/25/2024	12:00AM	4 DAYS	6			57.64	23,549	22,127	944	478	0					
3_S3			9/22/2024	12:00AM	3 DAYS	6			57.57	17,237	16,753	283	201	0					
3_S3a			9/25/2024	12:00AM	4 DAYS	6			49.46	26,677	26,203	251	223	0					
LOCATION 3	SOUTHBOUND	S Veterans PKWY Between E Washington St. and East Jackson St.	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	51.7	17,538	16,976	331	231	0					
4_N1			9/22/2024	12:00AM	3 DAYS	6			52.28						22,709	22,050	416	243	0
4_N1a			9/25/2024	12:00AM	4 DAYS	6			63.28						35,939	33,376	2,029	534	0
4_N2			9/22/2024	12:00AM	3 DAYS	6			57.61						17,532	17,088	236	208	0
4_N2a			9/25/2024	12:00AM	4 DAYS	6			62.41						26,916	25,858	677	381	0
4_N3			9/22/2024	12:00AM	3 DAYS	6			49.5						19,446	19,232	136	78	0
4_N3a			9/25/2024	12:00AM	4 DAYS	6			51.69						30,787	30,376	229	182	0
LOCATION 4	NORTHBOUND	S Veterans PKWY Between E Empire St. (I 9) and Clearwater Rd	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	56.1						21,904	21,140	532	232	0
4_S1			9/22/2024	12:00AM	3 DAYS	6			58.89	19,892	18,633	941	318	0					
4_S1a			9/25/2024	12:00AM	4 DAYS	6			57.23	34,632	33,672	596	364	0					
4_S2			9/22/2024	12:00AM	3 DAYS	6			53.84	16,813	16,500	145	168	0					
4_S2a			9/25/2024	12:00AM	4 DAYS	6			62.49	26,068	25,097	586	385	0					
4_S3			9/22/2024	12:00AM	3 DAYS	6			54.27	23,560	23,097	246	217	0					
4_S3a			9/25/2024	12:00AM	4 DAYS	6			59.27	36,334	35,537	469	328	0					
LOCATION 4	SOUTHBOUND	S Veterans PKWY Between E Empire St. (I 9) and Clearwater Rd	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	57.7	22,471	21,791	426	254	0					
5_N1			10/6/2024	12:00AM	3 DAYS	6	* HiStar 5_N1 was destroyed, recounted 10/6		45.93						23,136	22,384	394	368	0
5_N1a			9/25/2024	12:00AM	4 DAYS	6			38.28						33,918	33,148	437	333	0
5_N2			9/22/2024	12:00AM	3 DAYS	6			54.94						12,902	12,201	423	278	0
5_N2a			9/25/2024	12:00AM	4 DAYS	6			52.43						20,143	19,468	424	251	0
5_N3			9/22/2024	12:00AM	3 DAYS	6			43.9						12,905	12,650	158	97	0
5_N3a			9/25/2024	12:00AM	4 DAYS	6			44.84						20,017	19,432	331	254	0
LOCATION 5	NORTHBOUND	S Veterans PKWY Between E College Ave. and Parkway Plaza Dr.	9/22/2024*	12:00AM	7 DAYS	6		AVERAGE PER DAY	46.7						17,574	17,040	308	226	0
5_S1			9/22/2024	12:00AM	3 DAYS	6			44.63	17,086	16,718	188	180	0					
5_S1a			9/25/2024	12:00AM	4 DAYS	6			51.04	26,595	25,818	442	335	0					
5_S2			9/22/2024	12:00AM	3 DAYS	6			48.09	17,691	17,273	241	177	0					
5_S2a			9/25/2024	12:00AM	4 DAYS	6			58.17	19,592	18,324	872	396	0					
5_S3			9/22/2024	12:00AM	3 DAYS	6			51.06	13,236	12,672	316	248	0					
5_S3a			9/25/2024	12:00AM	4 DAYS	6			49.66	26,058	25,431	322	305	0					
LOCATION 5	SOUTHBOUND	S Veterans PKWY Between E College Ave. and Parkway Plaza Dr.	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	50.4	17,180	16,605	340	234	0					
6_N1			9/22/2024	12:00AM	3 DAYS	6			57.63						10,705	10,140	249	316	0
6_N1a			9/25/2024	12:00AM	4 DAYS	6			56.61						16,949	15,931	502	516	0
6_N2			9/22/2024	12:00AM	3 DAYS	6			57.12						14,597	13,900	355	342	0
6_N2a			9/25/2024	12:00AM	4 DAYS	6			59						23,557	22,429	641	487	0
6_N3			9/22/2024	12:00AM	3 DAYS	6			54.99						7,151	7,037	82	32	0
6_N3a			9/25/2024	12:00AM	4 DAYS	6			53.15						10,822	10,631	138	53	0
LOCATION 6	NORTHBOUND	S Veterans PKWY Between I-55 and Shepard Rd.	9/22/2024	12:00AM	7 DAYS	6		AVERAGE PER DAY	56.4						11,969	11,438	281	249	0
6_S1			9/22/2024	12:00AM	3 DAYS	6			56.35	7,458	7,110	160	188	0					
6_S1a			9/25/2024	12:00AM	4 DAYS	6			54.26	11,725	11,281	235	209	0					
6_S2			9/22/2024	12:00AM	3 DAYS	6			62.18	10,936	10,480	211	245	0					
6_S2a			9/25/2024	12:00AM	4 DAYS	6			58.9	16,598	15,953	293	352	0					