COMBINED TIMETABLE BETWEEN CENTER CITY PHILADELPHIA AND UNIVERSITY CITY MONDAY through FRIDAYS - EFFECTIVE SEPTEMBER 10, 2012

TO CENTER CITY

Train Number	AM/PM	University City	30th Street Station	Suburban Station	Market East Station	Train Number	AM/PM	University City	30th Street Station	Suburban Station	Market East Station
402	AM	5:27	5:30	5:35	5:40	9240	PM	2:32	2:35	2:40	2:45
4708	AM	5:57	6:00	6:05	6:10	438	PM	2:57	3:00	3:05	3:10
326	AM	6:12	6:15	6:20	6:25	9356	PM	3:15	3:18	3:23	3:28
216	AM	6:23	6:26	6:31	6:36	440	PM	3:27	3:30	3:35	3:40
404	AM	6:27	6:30	6:35	6:40	9242	PM	3:30	3:33	3:38	3:43
328	AM	6:44	6:47	6:52	6:57	442	PM	3:57	4:00	4:05	4:10
220	AM	6:52	6:57	7:02	7:07	3596	PM	4:07	4:10	4:15	4:20
4520	AM	7:00	7:03	7:08	7:13	2372	PM	4:17	4:20	4:25	4:30
330	AM	7:12	7:15	7:20	7:25	4844	PM	4:29	4:33	4:38	4:43
4222	AM	7:27	7:30	7:35	7:40	376	PM	4:47	4:50	4:55	5:00
2718	AM	7:30	7:33	7:38	7:43	4756	PM	4:57	5:03	5:08	5:13
3524	AM	7:33	7:36	7:41	7:46	380	PM	5:15	5:19	5:24	5:29
9334	AM	7:38	7:41	7:46	7:51	4382	PM	5:27	5:34	5:39	5:44
9212	AM	7:44	7:48	7:53	7:58	252	PM	5:32	5:37	5:42	5:47
3224	AM	7:51	7:54	7:59	8:04	384	PM	5:41	5:44	5:49	5:54
9410	AM	7:57	8:00	8:05	8:10	2780	PM	5:50	5:53	5:58	6:03
9214	AM	8:06	8:09	8:14	8:19	450	PM	5:57	6:00	6:05	6:10
338	AM	8:09	8:12	8:17	8:22	3256	PM	6:01	6:05	6:10	6:15
9340	AM	8:15	8:18	8:23	8:28	2450	PM	6:08	6:11	6:16	6:21
412	AM	8:27	8:30	8:35	8:40	386	PM	6:20	6:23	6:28	6:33
3242	AM	8:31	8:33	8:38	8:43	9452	PM	6:27	6:30	6:35	6:40
9216	AM	8:35	8:38	8:43	8:48	264	PM	6:32	6:35	6:40	6:45
9218	AM	8:38	8:41	8:46	8:51	9294	PM	6:48	6:51	6:56	7:01
3738	AM	8:44	8:48	8:53	8:58	454	PM	6:57	7:00	7:05	7:10
4346	AM	8:57	9:00	9:05	9:10	388	PM	7:09	7:12	7:17	7:22
9344	AM	9:06	9:09	9:14	9:19	9456	PM	7:27	7:30	7:35	7:40
416	AM	9:27	9:30	9:35	9:40	268	PM	7:33	7:36	7:41	7:46
9346	AM	9:33	9:36	9:41	9:46	9254	PM	7:41	7:44	7:49	7:54
9230	AM	9:37	9:40	9:45	9:50	390	PM	7:51	7:54	7:59	8:04
4348	AM	9:57	10:00	10:05	10:10	458	PM	7:57	8:00	8:05	8:10
2720	AM	10:05	10:08	10:13	10:18	1256	PM	8:12	8:15	8:18	
9348	AM	10:13	10:16	10:21	10:26	392	PM	8:38	8:41	8:46	8:51
420	AM	10:27	10:30	10:35	10:40	462	PM	8:42	8:47	8:52	8:57
222	AM	10:35	10:38	10:43	10:48	9260	PM	9:08	9:11	9:16	9:21
4350	AM	10:57	11:00	11:05	11:10	272	PM	9:34	9:37	9:42	9:47
9350	AM	11:16	11:19	11:24	11:29	394	PM	9:38	9:41	9:46	9:51
424	AM	11:27	11:30	11:35	11:40	9464	PM	9:42	9:45	9:50	9:55
234	AM	11:32	11:35	11:40	11:45	466	PM	9:57	10:00	10:05	10:10
4352	AM	11:57	12:00	12:05	12:10	274	PM	10:30	10:33	10:38	10:43
9352	PM	12:17	12:20	12:25	12:30	396	PM	10:38	10:41	10:46	10:51
428	PM	12:27	12:30	12:35	12:40	9468	PM	10:42	10:45	10:50	10:55
9236	PM	12:37	12:39	12:44	12:49	470	PM	10:57	11:00	11:05	11:10
4354	PM	12:57	1:00	1:05	1:10	276	PM	11:30	11:33	11:38	11:43
9354	PM	1:15	1:18	1:23	1:28	398	PM	11:38	11:41	11:46	11:51
432	PM	1:27	1:30	1:35	1:40	9472	PM	11:42	11:45	11:50	11:55
9238	PM	1:35	1:38	1:43	1:48	474	PM	11:57	12:00	12:05	12:10
4356	PM	1:57	2:00	2:05	2:10	9264	AM	12:07	12:10	12:14	12:18
3240	PM	2:17	2:20	2:25	2:30	476	AM	12:35	12:38	12:43	12:48
436	PM	2:27	2:30	2:35	2:40	9266	AM	1:07	1:10	1:14	1:18

TO UNIVERSITY CITY

Train Number	AM/PM	Market East Station	Suburban Station	30th Street Station	University City	Train Number	AM/PM	Market East Station	Suburban Station	30th Street Station	University City
401	AM	4:25	4:30	4:34	4:36	9351	PM	2:45	2:50	2:54	2:57
1293	AM		4:51	4:56	4:58	3441	PM	2:55	3:00	3:04	3:06
499	AM	4:55	5:00	5:04	5:06	7241	PM	3:12	3:17	3:21	3:23
1295	AM		5:26	5:31	5:33	9355	PM	3:22	3:27	3:31	3:34
403	AM	5:25	5:30	5:34	5:36	443	PM	3:25	3:30	3:34	3:36
1203	AM		5:38	5:43	5:45	3445	PM	3:55	4:00	4:04	4:06
405	AM	5:55	6:00	6:04	6:06	7357	PM	4:01	4:06	4:10	4:12
309	AM	6:12	6:17	6:21	6:23	9243	PM	4:04	4:09	4:13	4:16
407	AM	6:25	6:30	6:34	6:36	9245	PM	4:22	4:27	4:31	4:33
1207	AM		6:34	6:39	6:41	447	PM	4:25	4:30	4:34	4:36
209	AM	6:33	6:38	6:42	6:44	2359	PM	4:29	4:34	4:38	4:40
313	AM	6:47	6:52	6:56	6:58	4249	PM	4:45	4:50	4:54	4:56
409	AM	6:55	7:00	7:04	7:06	9361	PM	4:48	4:53	4:57	4:59
4211	AM	7:00	7:05	7:09	7:11	3449	PM	4:55	5:00	5:04	5:06
5315	AM	7:10	7:15	7:19	7:21	7363	PM	5:00	5:05	5:09	5:12
4311	AM	7:17	7:22	7:26	7:29	9251	PM	5:04	5:09	5:14	5:17
7411	AM	7:25	7:30	7:34	7:36	5253	PM	5:09	5:14	5:18	5:20
4213	AM	7:34	7:39	7:43	7:45	9365	PM	5:17	5:22	5:26	5:28
2301	AM	7:36	7:41	7:46	7:49	2367	PM	5:22	5:27	5:31	5:33
319	AM	7:47	7:52	7:56	7:58	451	PM	5:25	5:30	5:34	5:36
7413	AM	7:55	8:00	8:04	8:06	9257	PM	5:33	5:38	5:42	5:44
4215	AM	8:02	8:07	8:11	8:14	369	PM	5:50	5:55	5:59	6:01
323	AM	8:10	8:15	8:19	8:22	8453	PM	5:55	6:00	6:04	6:06
415	AM	8:25	8:30	8:34	8:36	9261	PM	6:03	6:08	6:12	6:14
7327	AM	8:40	8:45	8:49	8:52	7371	PM	6:15	6:20	6:24	6:27
9417	AM	8:55	9:00	9:04	9:06	2455	PM	6:25	6:30	6:34	6:36
3223	AM	9:17	9:22	9:26	9:28	4265	PM	6:28	6:33	6:37	6:39
9419	AM	9:25	9:30	9:34	9:36	5457	PM	6:55	7:00	7:04	7:06
4331	AM	9:34	9:39	9:43	9:45	373	PM	7:00	7:05	7:09	7:12
3421	AM	9:55	10:00	10:04	10:06	459	PM	7:25	7:30	7:34	7:36
423	AM	10:25	10:30	10:34	10:36	4269	PM	7:32	7:37	7:41	7:43
227	AM	10:30	10:35	10:39	10:41	383	PM	8:00	8:05	8:09	8:11
9339	AM	10:34	10:39	10:43	10:46	463	PM	8:25	8:30	8:34	8:36
3425	AM	10:55	11:00	11:04	11:06	273	PM	8:30	8:35	8:39	8:41
427	AM	11:25	11:30	11:34	11:36	387	PM	8:50	8:55	8:59	9:01
9229	AM	11:35	11:40	11:44	11:46	465	PM	8:55	9:00	9:04	9:06
9341	AM	11:38	11:43	11:47	11:50	9467	PM	9:25	9:30	9:34	9:36
3429	AM	11:55	12:00	12:04	12:06	275	PM	9:31	9:36	9:40	9:42
431	PM	12:25	12:30	12:34	12:36	389	PM	9:50	9:55	9:59	10:01
231	PM	12:30	12:35	12:39	12:41	469	PM	9:55	10:00	10:04	10:06
9343	PM	12:37	12:42	12:46	12:49	9471	PM	10:25	10:30	10:34	10:36
3433	PM	12:55	1:00	1:04	1:06	277	PM	10:28	10:33	10:37	10:39
435	PM	1:25	1:30	1:34	1:36	473	PM	10:55	11:00	11:04	11:06
235	PM	1:30	1:35	1:39	1:41	393	PM	11:00	11:05	11:09	11:11
9345	PM	1:37	1:42	1:46	1:49	9475	PM	11:25	11:30	11:34	11:36
3437	PM	1:55	2:00	2:04	2:06	279	PM	11:28	11:33	11:37	11:39
439	PM	2:25	2:30	2:34	2:36	395	AM	12:00	12:05	12:09	12:11
237	PM	2:30	2:35	2:39	2:42						

INFORMATION NUMBERS

Information & nearest sales location.....✆215-580-7800
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TDD.....✆215-580-7853
SEPTA's web site.....www.septa.org

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COMBINED SCHEDULE BETWEEN FERN ROCK / WAYNE JUNCTION and CENTER CITY

MONDAY through FRIDAY - EFFECTIVE SEPTEMBER 10, 2012

INBOUND TO CENTER CITY

Train #	AM/PM	Fern Rock T.C.	Wayne Jct.	N. Broad	Temple U.	Market East Station	Suburban Station	30th Street Station	Train #	AM/PM	Fern Rock T.C.	Wayne Jct.	N. Broad	Temple U.	Market East Station	Suburban Station	30th Street Station
401	AM	4:08	4:12	—	4:18	4:25	4:30	4:34	833	PM		2:28	—	2:30	2:36	2:41	2:45
403	AM	4:36	4:40	—	4:48	4:55	5:00	5:04	339	PM	2:26	2:29	—	2:34	2:40	2:45	2:49
405	AM	5:08	5:12	—	5:18	5:25	5:30	5:34	3441	PM	2:40	2:43	—	2:49	2:55	3:00	3:04
407	AM	5:36	5:40	—	5:48	5:55	6:00	6:04	541	PM	2:55	2:58	3:02	3:04	3:10	3:15	3:19
501	AM	5:53	5:59	6:00	6:05	6:08	6:12	6:17	783	PM		3:06	—	3:12	3:18	3:24	3:28
309	AM	5:58	—	—	6:06	6:12	6:17	6:21	440	PM	3:10	3:13	—	3:19	3:25	3:30	3:34
505	AM		6:04	—	6:09	6:15	6:20	6:24	855	PM		3:28	—	3:35	3:31	3:37	3:41
407	AM	6:08	6:12	—	6:18	6:25	6:30	6:34	340	PM	3:33	3:36	—	3:43	3:48	3:54	3:58
705	AM		6:16	—	6:22	6:28	6:33	6:37	3445	PM	3:40	3:43	—	3:49	3:52	4:00	4:04
303	AM	6:25	6:28	—	6:33	6:40	6:45	6:49	557	PM	3:59	4:01	4:07	4:09	4:16	4:21	4:25
313	AM	6:33	6:38	—	6:41	6:47	6:52	6:56	745	PM		4:03	—	4:10	4:16	4:21	4:26
409	AM	6:38	6:42	—	6:48	6:55	7:00	7:04	447	PM	4:10	4:13	—	4:19	4:25	4:30	4:34
707	AM		6:47	—	6:53	6:59	7:04	7:08	855	PM		4:23	—	4:29	4:36	4:41	4:45
603	AM		7:02	—	7:07	7:13	7:18	7:22	553	PM	4:32	4:36	4:31	4:43	4:50	4:44	4:48
4011	AM	7:02	7:06	—	7:11	7:17	7:22	7:26	3449	PM	4:45	4:42	—	4:48	4:55	5:06	5:04
7411	AM		7:13	—	7:18	7:25	7:30	7:34	7562	PM		4:46	—	4:53	5:06	5:06	5:08
3507	AM	7:14	—	—	—	7:28	7:33	7:37	8333	PM	4:52	4:58	—	5:01	5:08	5:14	5:18
309	AM	7:21	—	—	7:31	7:37	7:42	7:46	9701	PM	4:58	—	—	5:09	5:15	5:20	5:24
311	AM	7:31	7:35	—	7:41	7:47	7:52	7:56	451	PM	5:09	5:12	—	5:19	5:25	5:30	5:34
7413	AM		7:43	—	7:48	7:55	8:00	8:04	6749	PM		5:16	—	5:23	5:31	5:36	5:40
513	AM	7:50	—	7:59	8:01	8:07	8:12	8:16	557	PM	5:23	5:26	5:30	5:32	5:39	5:44	5:48
323	AM	7:54	7:57	—	8:04	8:10	8:15	8:19	7643	PM		5:34	—	5:40	5:46	5:51	5:55
6713	AM		8:10	—	8:16	8:22	8:27	8:31	369	PM	5:36	—	—	5:44	5:50	5:55	5:59
415	AM	8:09	—	—	8:18	8:25	8:30	8:34	573	PM	5:42	5:44	—	5:51	5:57	6:02	6:06
7327	AM		8:28	—	8:34	8:40	8:45	8:49	3753	PM	5:50	—	—	6:03	6:14	6:19	6:23
6721	AM		8:31	—	8:37	8:43	8:48	8:52	7571	PM		6:03	—	6:09	6:16	6:20	6:24
4815	AM	8:30	8:34	—	8:40	8:47	8:52	8:56	4355	PM	6:11	6:15	—	6:21	6:28	6:33	6:37
4721	AM		8:53	—	9:01	9:07	9:12	9:16	757	PM		6:20	—	6:29	6:36	6:41	6:45
6517	AM	8:55	8:58	—	9:04	9:10	9:16	9:19	973	PM	6:23	6:26	6:30	6:32	6:40	6:45	6:49
8517	AM		9:02	—	9:07	9:13	9:18	9:22	949	PM		6:32	—	6:36	6:42	6:48	6:52
3523	AM	9:03	—	—	9:11	9:17	9:22	9:26	3457	PM	6:39	6:42	—	6:48	6:55	7:00	7:04
4321	AM	9:17	9:21	—	9:27	9:34	9:39	9:43	373	PM	6:46	—	—	6:54	7:00	7:05	7:09
919	AM		9:28	—	9:31	9:38	9:43	9:47	577	PM	6:51	6:54	7:00	7:02	7:09	7:14	7:18
519	AM	9:23	9:29	—	9:34	9:40	9:45	9:49	759	PM		7:02	—	7:08	7:14	7:19	7:23
3423	AM	9:38	9:41	—	9:49	9:55	10:00	10:04	459	PM	7:09	7:12	—	7:18	7:25	7:30	7:34
725	AM		9:53	—	10:00	10:06	10:11	10:15	4369	PM	7:17	7:20	—	7:26	7:32	7:37	7:41
427	AM	9:52	9:58	10:02	10:04	10:10	10:15	10:19	853	PM		7:23	—	7:29	7:36	7:40	7:44
423	AM	10:10	10:13	—	10:19	10:25	10:30	10:34	579	PM	7:26	7:29	—	7:34	7:40	7:45	7:49
633	AM		10:25	—	10:32	10:37	10:42	10:46	763	PM		7:42	—	7:48	7:54	7:59	8:03
523	AM	10:23	10:28	—	10:34	10:40	10:45	10:49	363	PM	7:49	—	—	7:54	8:00	8:05	8:09
731	AM		10:40	—	10:47	10:53	10:58	11:02	381	PM	8:03	8:06	8:12	8:14	8:20	8:25	8:29
3433	AM	10:40	10:43	—	10:49	10:55	11:00	11:04	463	PM	8:10	8:13	—	8:19	8:25	8:30	8:34
525	AM	10:55	10:58	11:02	11:04	11:10	11:15	11:19	582	PM	8:26	8:29	—	8:34	8:40	8:45	8:49
427	AM	11:10	11:13	—	11:19	11:25	11:30	11:34	769	PM		8:33	—	8:36	8:44	8:48	8:52
527	AM	11:26	11:28	—	11:34	11:40	11:45	11:49	857	PM		8:38	—	8:41	8:47	8:52	8:56
437	AM		11:38	—	11:43	11:50	11:55	11:59	367	PM	8:36	—	—	8:44	8:50	8:55	8:59
3429	AM	11:40	11:43	—	11:49	11:55	12:00	12:04	465	PM	8:41	8:44	—	8:49	8:55	9:00	9:04
733	AM		11:46	—	11:52	11:58	12:03	12:07	585	PM	8:53	8:58	—	9:04	9:10	9:15	9:19
529	AM	11:55	11:58	12:02	12:04	12:10	12:15	12:19	773	PM		9:33	—	9:38	9:45	9:49	9:53
431	PM	12:10	12:13	—	12:19	12:25	12:30	12:34	369	PM	9:38	—	—	9:44	9:50	9:55	9:59
531	PM	12:26	12:29	—	12:34	12:40	12:45	12:49	469	PM	9:41	9:44	—	9:49	9:55	10:00	10:04
435	PM		12:38	—	12:43	12:50	12:55	12:59	587	PM	9:56	9:59	10:02	10:04	10:10	10:15	10:19
3433	PM	12:40	12:43	—	12:49	12:55	1:00	1:04	775	PM		10:37	—	10:33	10:39	10:43	10:47
735	PM		12:44	—	12:50	12:56	1:01	1:05	473	PM	10:41	10:44	—	10:49	10:57	11:00	11:04
533	PM	12:53	12:58	1:02	1:04	1:10	1:15	1:19	393	PM	10:46	—	—	10:54	11:00	11:06	11:09
435	PM	1:10	1:13	—	1:19	1:25	1:30	1:34	589	PM	10:58	10:58	—	11:04	11:10	11:15	11:19
535	PM	1:26	1:29	—	1:34	1:40	1:45	1:49	777	PM		11:21	—	11:27	11:42	11:47	11:51
831	PM		1:38	—	1:43	1:50	1:55	1:59	6479	PM	11:41	11:44	—	11:49	11:55	12:00	12:04
3437	PM	1:40	1:43	—	1:49	1:55	2:00	2:04	395	PM	11:46	—	—	11:54	12:00	12:05	12:09
6737	PM		1:51	—	1:57	2:03	2:08	2:12	591	PM	11:53	11:58	12:02	12:04	12:10	12:15	12:19
537	PM	1:53	1:58	2:02	2:04	2:10	2:15	2:19	6779	AM		12:37	—	12:43	12:48	12:51	12:54
439	PM	2:10	2:13	—	2:19	2:25	2:30	2:34									

OUTBOUND FROM CENTER CITY

Train #	AM/PM	30th Street Station	Suburban Station	Market East Station	Temple U.	N. Broad	Wayne Jct.	Fern Rock T.C.	Train #	AM/PM	30th Street Station	Suburban Station	Market East Station	Temple U.	N. Broad	Wayne Jct.	Fern Rock T.C.
6400	AM	4:59	5:04	5:09	5:13	—	5:20	5:24	438	PM	3:00	3:05	3:10	3:14	—	3:21	3:25
4321	AM	5:25	5:30	5:35	5:39	—	5:44	5:47	5950	PM	3:13	3:18	3:23	3:27	—	3:34	3:38
6513	AM	5:25	5:30	5:35	5:39	5:41	5:46	5:50	838	PM	3:18	3:23	3:28	3:32	—	3:38	
403	AM	5:30	5:36	5:40	5:44	—	5:50	5:53	742	PM	3:21	3:26	3:31	3:35	—	3:42	
514	AM	6:02	6:07	6:11	6:15	6:18	6:24	6:28	2566	PM	3:22	3:27	3:32	3:36	—	3:43	3:46
326	AM	6:15	6:20	6:25	6:29	—	6:33	6:36	440	PM	3:30	3:35	3:40	3:44	—	3:51	3:55
404	AM	6:30	6:35	6:40	6:44	—	6:51	6:53	566	PM	3:45	3:50	3:55	3:59	4:01	4:07	4:11
516	AM	6:33	6:38	6:43	6:47	6:49	6:54	6:58	6370	PM	3:50	3:59	4:00	4:04	—	4:11	4:16
812	AM	6:40	6:47	6:52	6:56	—	7:02		442	PM	4:00	4:05	4:10	4:14	—	4:21	4:25
328	AM	6:47	6:52	6:57	7:01	—	7:06	7:10	7842	PM	4:03	4:08	4:13	4:17	—	4:23	
5712	AM	6:50	6:56	7:00	7:04	—	7:12		6742	PM	4:14	4:19	4:24	4:28	—	4:34	
4020	AM	7:00	7:08	7:13	7:18	—	7:25	7:30	570	PM	4:15	4:20	4:25	4:29	—	4:36	4:40
814	AM	7:11	7:16	7:21	7:25	—	7:31		2372	PM	4:29	4:33	4:36	4:40	—	—	4:43
330	AM	7:16	7:20	7:25	7:29	—	7:36	7:40	5444	PM	4:27	4:32	4:37	4:41	—	4:47	4:51
2718	AM	7:30	7:36	7:40	7:47	—	7:55		734	PM	4:36	4:41	4:46	4:50	—	4:56	
5408	AM	7:30	7:38	7:43	7:47	—	7:53	7:58	574	PM	4:42	4:48	4:54	4:59	—	5:06	5:10
3024	AM	7:36	7:41	7:46	7:51	7:53	7:56	8:02	376	PM	4:50	4:58	5:00	5:04	—	—	5:13
816	AM	7:36	7:41	7:46	7:50	—	7:56		6446	PM	5:00	5:05	5:10	5:14	5:16	5:22	5:26
7324	AM	7:57	8:02	8:07	8:11	—	8:18	8:21	4758	PM	5:03	5:08	5:13	5:17	—	5:23	
818	AM	8:08	8:13	8:18	8:22	—	8:28		360	PM	5:19	5:24	5:29	5:33	—	—	5:40
308	AM	8:11	8:17	8:22	8:26	—	—	8:36	6448	PM	5:28	5:33	5:38	5:42	—	—	5:51
726	AM	8:29	8:34	8:39	8:43	—	8:50		758	PM	5:30	5:35	5:38	5:42	—	5:48	
412	AM	8:30	8:36	8:40	8:44	—	8:52	8:53	384	PM	5:44	5:49	5:54	5:58	—	—	6:07
540	AM	8:45	8:50	8:55	8:59	9:01	9:07	9:11	581	PM	5:46	5:51	5:56	6:00	6:02	6:08	6:12
4046	AM	9:00	9:05	9:10	9:14	—	9:21	9:25	802	PM	5:51	5:56	6:01	6:05	—	6:11	
823	AM	9:08	9:14	9:19	9:23	—	9:26		2760	PM	5:53	5:58	6:03	6:07	—	6:13	
542	AM	9:13	9:18	9:23	9:27	—	9:34	9:38	482	PM	6:00	6:05	6:10	6:14	—	6:21	6:25
6730	AM	9:27	9:32	9:37	9:41	—	9:47		6762	PM	6:14	6:19	6:24	6:28	—	6:34	
416	AM	9:30	9:35	9:40	9:44	—	9:50	9:53	582	PM	6:17	6:22	6:27	6:31	—	6:37	6:41
544	AM	9:40	9:45	9:50	9:54	9:56	10:02	10:06	386	PM	6:23	6:28	6:33	6:37	—	—	6:46
4048	AM	10:00	10:05	10:10	10:14	—	10:21	10:25	6764	PM	6:43	6:48	6:53	6:57	—	7:03	
546	AM	10:15	10:20	10:25	10:29	—	10:36	10:40	584	PM	6:46	6:50	6:55	6:59	—	7:06	7:10
826	AM	10:24	10:29	10:34	10:38	—	10:44		464	PM	7:00	7:05	7:10	7:14	—	7:21	7:24
732	AM	10:27	10:32	10:37	10:41	—	10:47		388	PM	7:12	7:17	7:22	7:26	—	—	7:36
420	AM	10:30	10:35	10:40	10:44	—	10:50	10:53	586	PM	7:16	7:20	7:25	7:29	7:31	7:36	7:40
548	AM	10:45	10:50	10:55	10:59	11:01	11:07	11:11	6856	PM	7:18	7:23	7:28	7:32	—	7:38	
4050	AM	11:00	11:05	11:10	11:14	—	11:21	11:25	768	PM	7:19	7:24	7:29	7:33	—	7:39	
550	AM	11:15	11:20	11:25	11:29	—	11:36	11:40	588	PM	7:46	7:50	7:54	7:58	—	8:05	8:09
828	AM	11:24	11:29	11:34	11:38	—	11:44		390	PM	7:54	7:59	8:04	8:08	—	—	8:17
424	AM	11:30	11:35	11:40	11:44	—	11:50	11:53	488	PM	8:00	8:05	8:10	8:14	—	8:20	8:23
734	AM	11:33	11:38	11:43	11:47	—	11:53		860	PM	8:19	8:24	8:29	8:33	—	8:39	
552	AM	11:40	11:45	11:50	11:54	11:56	12:02	12:06	770	PM	8:26	8:31	8:36	8:39	—	8:45	
4052	PM	12:00	12:05	12:10	12:14	—	12:21	12:25	392	PM	8:41	8:46	8:51	8:55	—	—	9:04
554	PM	12:15	12:20	12:25	12:29	—	12:36	12:40	592	PM	8:45	8:50	8:55	8:59	—	9:05	9:09
830	PM	12:24	12:29	12:34	12:38	—	12:44		492	PM	8:47	8:52	8:57	9:01	—	9:07	9:10
428	PM	12:30	12:35	12:40	12:44	—	12:50	12:53	774	PM	9:24	9:29	9:32	9:36	—	9:42	
736	PM	12:35	12:40	12:45	12:49	—	12:55		394	PM	9:41	9:46	9:51	9:55	—	—	10:04
556	PM	12:45	12:50	12:55	12:59	1:01	1:07	1:11	594	PM	9:45	9:50	9:55	9:58	10:01	10:06	10:10
4024	PM	1:00	1:05	1:10	1:14	—	1:21	1:25	496	PM	10:00	10:05	10:10	10:14	—	10:20	10:23
558	PM	1:15	1:20	1:25	1:29	—	1:36	1:40	776	PM	10:26	10:31	10:36	10:39	—	10:45	
832	PM	1:19	1:24	1:29	1:33	—	1:39		396	PM	10:41	10:46	10:51	10:55	—	—	11:04
432	PM	1:30	1:35	1:40	1:44	—	1:50	1:53	598	PM	10:54	10:59	11:05	11:09	—	11:16	11:19
738	PM	1:35	1:40	1:45	1:49	—	1:55		479	PM	11:00	11:05	11:10	11:14	—	11:20	11:23
560	PM	1:49	1:54	1:59	2:02	2:05	2:11	2:15	869	PM	11:15	11:20	11:25	11:29	—	11:34	
4056	PM	2:00	2:05	2:10	2:14	—	2:21	2:25	776	PM	11:35	11:38	11:42	11:46	—	11:52	
562	PM	2:12	2:17	2:22	2:26	—	2:33	2:37	398	PM	11:41	11:46	11:51	11:55	—	—	12:04
834	PM	2:18	2:23	2:28	2:32	—	2:38		474	AM	12:00	12:05	12:10	12:14	—	12:20	12:23
436	PM	2:30	2:35	2:40	2:44	—	2:50	2:53	599	AM	12:15	12:20	12:25	12:29	12:31	12:37	12:41
740	PM	2:32	2:37	2:42	2:46	—	2:52		478	AM	12:28	12:42	12:48	12:52	—	12:58	1:01
564	PM	2:42	2:47	2:52	2:56	2:58	3:04	3:08	780	AM	1:07	1:12	1:16	1:20	—	1:26	
2056	PM	2:52	2:57	3:02	3:06	—	—	3:16									

SAVE TIME AND MONEY

Purchase tickets before boarding the train at:
Station ticket offices
Center City Stations - Market East, Suburban or 30th Street
(Check clickable map at www.septa.org for ticket office hours)
On-line at https://shop.SEPTA.org
(Monthly and Special Event passes are also available on line)

TRAVEL TIPS

Schedule Times: Indicate when trains depart the station

Fare payment options: cash, tickets, passes. Please check the SEPTA Fare Guide or the website for complete fare information

QuietRide Car: Available on all weekday trains (Monday - Friday 4:00a.m. - 7:00 p.m.) with 3 or more cars open for passenger service. The first car will be designated as your QuietRide Car

Regional Rail Major Holidays: New Years Day, Memorial Day, July 4th, Labor Day, Thanksgiving Day, Christmas Day (Special Schedule)

Disclaimer: SEPTA does not assume responsibility for inconvenience, experience or damage resulting from errors in timetables, delayed trains, failure to make connections or for shortage of equipment. The schedules shown here are subject to change without notice

INFORMATION NUMBERS

Information & nearest sales location.................. ✆215-580-7800
Request schedules by mail................................ ✆215-580-7800
TDD... ✆215-580-7853
SEPTA's web site:.. www.septa.org

SEPTA
www.septa.org

source: www.septa.org/schedules/rail/pdf/FernRock_weekday.pdf

COMBINED TIMETABLE BETWEEN CENTER CITY PHILADELPHIA AND UNIVERSITY CITY
SATURDAY - SUNDAY EFFECTIVE SEPTEMBER 9, 2012

TO CENTER CITY

Saturday

Train Number	Leave AM/PM	University City	30th Street Station	Suburban Station	Market East Station
402	AM	5:27	5:30	5:35	5:40
9404	AM	6:12	6:15	6:20	6:25
4304	AM	6:27	6:30	6:35	6:40
3704	AM	6:37	6:40	6:45	6:50
406	AM	7:12	7:15	7:20	7:25
200	AM	7:23	7:26	7:31	7:36
4308	AM	7:27	7:30	7:35	7:40
3709	AM	7:37	7:40	7:45	7:50
410	AM	8:12	8:15	8:20	8:25
202	AM	8:23	8:26	8:31	8:36
4312	AM	8:27	8:30	8:35	8:40
3708	AM	8:37	8:40	8:45	8:50
414	AM	9:12	9:15	9:20	9:25
206	AM	9:23	9:26	9:31	9:36
4316	AM	9:27	9:30	9:35	9:40
3710	AM	9:37	9:40	9:45	9:50
418	AM	10:12	10:15	10:20	10:25
208	AM	10:23	10:26	10:31	10:36
4320	AM	10:27	10:30	10:35	10:40
3712	AM	10:37	10:40	10:45	10:50
422	AM	11:12	11:15	11:20	11:25
210	AM	11:23	11:26	11:31	11:36
4324	AM	11:27	11:30	11:35	11:40
3714	AM	11:37	11:40	11:45	11:50
426	PM	12:12	12:15	12:20	12:25
212	PM	12:23	12:26	12:31	12:36
4328	PM	12:27	12:30	12:35	12:40
3716	PM	12:37	12:40	12:45	12:50
430	PM	1:12	1:15	1:20	1:25
214	PM	1:23	1:26	1:31	1:36
4332	PM	1:27	1:30	1:35	1:40
3718	PM	1:37	1:40	1:45	1:50
434	PM	2:12	2:15	2:20	2:25
216	PM	2:23	2:26	2:31	2:36
4336	PM	2:27	2:30	2:35	2:40
3720	PM	2:37	2:40	2:45	2:50
438	PM	3:12	3:15	3:20	3:25
218	PM	3:23	3:26	3:31	3:36
4340	PM	3:27	3:30	3:35	3:40
3722	PM	3:37	3:40	3:45	3:50
442	PM	4:12	4:15	4:20	4:25
220	PM	4:23	4:26	4:31	4:36
4344	PM	4:27	4:30	4:35	4:40
3724	PM	4:37	4:40	4:45	4:50
446	PM	5:12	5:15	5:20	5:25
222	PM	5:23	5:26	5:31	5:36
4348	PM	5:27	5:30	5:35	5:40
3726	PM	5:37	5:40	5:45	5:50
450	PM	6:12	6:15	6:20	6:25
224	PM	6:23	6:26	6:31	6:36
4352	PM	6:27	6:30	6:35	6:40
3728	PM	6:37	6:40	6:45	6:50
454	PM	7:12	7:15	7:20	7:25
226	PM	7:23	7:26	7:31	7:36
4356	PM	7:27	7:30	7:35	7:40
3730	PM	7:37	7:40	7:45	7:50
458	PM	8:12	8:15	8:20	8:25
228	PM	8:23	8:26	8:31	8:36
4360	PM	8:27	8:30	8:35	8:40
3732	PM	8:37	8:40	8:45	8:50
462	PM	9:12	9:15	9:20	9:25
230	PM	9:23	9:26	9:31	9:36
4364	PM	9:27	9:30	9:35	9:40
3734	PM	9:37	9:40	9:45	9:50
466	PM	10:12	10:15	10:20	10:25
232	PM	10:13	10:16	10:21	10:26
468	PM	10:27	10:30	10:35	10:40
3736	PM	10:37	10:40	10:45	10:50
4370	PM	11:12	11:15	11:20	11:25
472	PM	11:27	11:30	11:35	11:40
9236	PM	11:54	11:57	12:02	12:07
4374	AM	12:12	12:15	12:20	12:25
476	AM	12:35	12:38	12:43	12:48

Sunday

Train Number	Leave AM/PM	University City	30th Street Station	Suburban Station	Market East Station
402	AM	5:27	5:30	5:35	5:40
9404	AM	6:12	6:15	6:20	6:25
4304	AM	6:27	6:30	6:35	6:40
406	AM	7:12	7:15	7:20	7:25
4308	AM	7:27	7:30	7:35	7:40
410	AM	8:12	8:15	8:20	8:25
4312	AM	8:27	8:30	8:35	8:40
3708	AM	8:37	8:40	8:45	8:50
414	AM	9:12	9:15	9:20	9:25
206	AM	9:23	9:26	9:31	9:36
4316	AM	9:27	9:30	9:35	9:40
3710	AM	9:37	9:40	9:45	9:50
418	AM	10:12	10:15	10:20	10:25
208	AM	10:23	10:26	10:31	10:36
4320	AM	10:27	10:30	10:35	10:40
3712	AM	10:37	10:40	10:45	10:50
422	AM	11:12	11:15	11:20	11:25
210	AM	11:23	11:26	11:31	11:36
4324	AM	11:27	11:30	11:35	11:40
3714	AM	11:37	11:40	11:45	11:50
426	PM	12:12	12:15	12:20	12:25
212	PM	12:23	12:26	12:31	12:36
4328	PM	12:27	12:30	12:35	12:40
3716	PM	12:37	12:40	12:45	12:50
430	PM	1:12	1:15	1:20	1:25
214	PM	1:23	1:26	1:31	1:36
4332	PM	1:27	1:30	1:35	1:40
3718	PM	1:37	1:40	1:45	1:50
434	PM	2:12	2:15	2:20	2:25
216	PM	2:23	2:26	2:31	2:36
4336	PM	2:27	2:30	2:35	2:40
3720	PM	2:37	2:40	2:45	2:50
438	PM	3:12	3:15	3:20	3:25
218	PM	3:23	3:26	3:31	3:36
4340	PM	3:27	3:30	3:35	3:40
3722	PM	3:37	3:40	3:45	3:50
442	PM	4:12	4:15	4:20	4:25
220	PM	4:23	4:26	4:31	4:36
4344	PM	4:27	4:30	4:35	4:40
3724	PM	4:37	4:40	4:45	4:50
446	PM	5:12	5:15	5:20	5:25
222	PM	5:23	5:26	5:31	5:36
4348	PM	5:27	5:30	5:35	5:40
3726	PM	5:37	5:40	5:45	5:50
450	PM	6:12	6:15	6:20	6:25
224	PM	6:23	6:26	6:31	6:36
4352	PM	6:27	6:30	6:35	6:40
3728	PM	6:37	6:40	6:45	6:50
454	PM	7:12	7:15	7:20	7:25
226	PM	7:23	7:26	7:31	7:36
4356	PM	7:27	7:30	7:35	7:40
3730	PM	7:37	7:40	7:45	7:50
458	PM	8:12	8:15	8:20	8:25
228	PM	8:23	8:26	8:31	8:36
4360	PM	8:27	8:30	8:35	8:40
3732	PM	8:37	8:40	8:45	8:50
462	PM	9:12	9:15	9:20	9:25
230	PM	9:23	9:26	9:31	9:36
4364	PM	9:27	9:30	9:35	9:40
3734	PM	9:37	9:40	9:45	9:50
466	PM	10:12	10:15	10:20	10:25
232	PM	10:13	10:16	10:21	10:26
468	PM	10:27	10:30	10:35	10:40
3736	PM	10:37	10:40	10:45	10:50
4370	PM	11:12	11:15	11:20	11:25
472	PM	11:27	11:30	11:35	11:40
4374	AM	12:12	12:15	12:20	12:25
476	AM	12:35	12:38	12:43	12:48

TO UNIVERSITY CITY

Saturday

Train Number	Leave AM/PM	Market East Station	Suburban Station	30th Street Station	University City
401	AM	4:25	4:30	4:34	4:36
499	AM	4:55	5:00	5:04	5:06
403	AM	5:25	5:30	5:34	5:36
9201	AM	5:49	5:54	5:58	6:00
405	AM	5:55	6:00	6:04	6:06
407	AM	6:25	6:30	6:34	6:36
9203	AM	6:49	6:54	6:58	7:00
3409	AM	6:55	7:00	7:04	7:06
7303	AM	7:05	7:10	7:14	7:17
411	AM	7:25	7:30	7:34	7:36
205	AM	7:29	7:34	7:38	7:40
3413	AM	7:55	8:00	8:04	8:06
7305	AM	8:05	8:10	8:14	8:17
415	AM	8:25	8:30	8:34	8:36
207	AM	8:29	8:34	8:38	8:40
3417	AM	8:55	9:00	9:04	9:06
7307	AM	9:05	9:10	9:14	9:17
419	AM	9:25	9:30	9:34	9:36
209	AM	9:29	9:34	9:38	9:40
3421	AM	9:55	10:00	10:04	10:06
7309	AM	10:05	10:10	10:14	10:17
423	AM	10:25	10:30	10:34	10:36
211	AM	10:29	10:34	10:38	10:40
3425	AM	10:55	11:00	11:04	11:06
7311	AM	11:05	11:10	11:14	11:17
427	AM	11:25	11:30	11:34	11:36
213	AM	11:29	11:34	11:38	11:40
3429	AM	11:55	12:00	12:04	12:06
7313	PM	12:05	12:10	12:14	12:17
431	PM	12:25	12:30	12:34	12:36
215	PM	12:29	12:34	12:38	12:40
3433	PM	12:55	1:00	1:04	1:06
7315	PM	1:05	1:10	1:14	1:17
435	PM	1:25	1:30	1:34	1:36
217	PM	1:29	1:34	1:38	1:40
3437	PM	1:55	2:00	2:04	2:06
7317	PM	2:05	2:10	2:14	2:17
439	PM	2:25	2:30	2:34	2:36
219	PM	2:29	2:34	2:38	2:40
3441	PM	2:55	3:00	3:04	3:06
7319	PM	3:05	3:10	3:14	3:17
443	PM	3:25	3:30	3:34	3:36
221	PM	3:29	3:34	3:38	3:40
3445	PM	3:55	4:00	4:04	4:06
7321	PM	4:05	4:10	4:14	4:17
447	PM	4:25	4:30	4:34	4:36
223	PM	4:29	4:34	4:38	4:40
3449	PM	4:55	5:00	5:04	5:06
7323	PM	5:05	5:10	5:14	5:17
451	PM	5:25	5:30	5:34	5:36
225	PM	5:29	5:34	5:38	5:40
3453	PM	5:55	6:00	6:04	6:06
7325	PM	6:05	6:10	6:14	6:17
455	PM	6:25	6:30	6:34	6:36
227	PM	6:29	6:34	6:38	6:40
3457	PM	6:55	7:00	7:04	7:06
7327	PM	7:05	7:10	7:14	7:17
459	PM	7:25	7:30	7:34	7:36
229	PM	7:29	7:34	7:38	7:40
3461	PM	7:55	8:00	8:04	8:06
7329	PM	8:05	8:10	8:14	8:17
463	PM	8:25	8:30	8:34	8:36
231	PM	8:29	8:34	8:38	8:40
3465	PM	8:55	9:00	9:04	9:06
7331	PM	9:05	9:10	9:14	9:17
467	PM	9:25	9:30	9:34	9:36
3469	PM	9:55	10:00	10:04	10:06
7333	PM	10:05	10:10	10:14	10:17
235	PM	10:20	10:25	10:29	10:31
471	PM	10:25	10:30	10:34	10:36
3473	PM	10:55	11:00	11:04	11:06
7335	PM	11:05	11:10	11:14	11:17
475	PM	11:25	11:30	11:34	11:36

Sunday

Train Number	Leave AM/PM	Market East Station	Suburban Station	30th Street Station	University City
401	AM	4:25	4:30	4:34	4:36
499	AM	4:55	5:00	5:04	5:06
403	AM	5:25	5:30	5:34	5:36
405	AM	5:55	6:00	6:04	6:06
407	AM	6:25	6:30	6:34	6:36
3409	AM	6:55	7:00	7:04	7:06
411	AM	7:25	7:30	7:34	7:36
205	AM	7:29	7:34	7:38	7:40
3413	AM	7:55	8:00	8:04	8:06
415	AM	8:25	8:30	8:34	8:36
207	AM	8:29	8:34	8:38	8:40
3417	AM	8:55	9:00	9:04	9:06
7307	AM	9:05	9:10	9:14	9:17
419	AM	9:25	9:30	9:34	9:36
209	AM	9:29	9:34	9:38	9:40
3421	AM	9:55	10:00	10:04	10:06
7309	AM	10:05	10:10	10:14	10:17
423	AM	10:25	10:30	10:34	10:36
211	AM	10:29	10:34	10:38	10:40
3425	AM	10:55	11:00	11:04	11:06
7311	AM	11:05	11:10	11:14	11:17
427	AM	11:25	11:30	11:34	11:36
213	AM	11:29	11:34	11:38	11:40
3429	AM	11:55	12:00	12:04	12:06
7313	PM	12:05	12:10	12:14	12:17
431	PM	12:25	12:30	12:34	12:36
215	PM	12:29	12:34	12:38	12:40
3433	PM	12:55	1:00	1:04	1:06
7315	PM	1:05	1:10	1:14	1:17
435	PM	1:25	1:30	1:34	1:36
217	PM	1:29	1:34	1:38	1:40
3437	PM	1:55	2:00	2:04	2:06
7317	PM	2:05	2:10	2:14	2:17
439	PM	2:25	2:30	2:34	2:36
219	PM	2:29	2:34	2:38	2:40
3441	PM	2:55	3:00	3:04	3:06
7319	PM	3:05	3:10	3:14	3:17
443	PM	3:25	3:30	3:34	3:36
221	PM	3:29	3:34	3:38	3:40
3445	PM	3:55	4:00	4:04	4:06
7321	PM	4:05	4:10	4:14	4:17
447	PM	4:25	4:30	4:34	4:36
223	PM	4:29	4:34	4:38	4:40
3449	PM	4:55	5:00	5:04	5:06
7323	PM	5:05	5:10	5:14	5:17
451	PM	5:25	5:30	5:34	5:36
225	PM	5:29	5:34	5:38	5:40
3453	PM	5:55	6:00	6:04	6:06
7325	PM	6:05	6:10	6:14	6:17
455	PM	6:25	6:30	6:34	6:36
227	PM	6:29	6:34	6:38	6:40
3457	PM	6:55	7:00	7:04	7:06
7327	PM	7:05	7:10	7:14	7:17
459	PM	7:25	7:30	7:34	7:36
229	PM	7:29	7:34	7:38	7:40
3461	PM	7:55	8:00	8:04	8:06
7329	PM	8:05	8:10	8:14	8:17
463	PM	8:25	8:30	8:34	8:36
231	PM	8:29	8:34	8:38	8:40
3465	PM	8:55	9:00	9:04	9:06
7331	PM	9:05	9:10	9:14	9:17
467	PM	9:25	9:30	9:34	9:36
3469	PM	9:55	10:00	10:04	10:06
7333	PM	10:05	10:10	10:14	10:17
235	PM	10:20	10:25	10:29	10:31
471	PM	10:25	10:30	10:34	10:36
3473	PM	10:55	11:00	11:04	11:06
7335	PM	11:05	11:10	11:14	11:17
475	PM	11:25	11:30	11:34	11:36

SEPTA
www.septa.org

INFORMATION NUMBERS

Information & nearest sales location.....①215-580-7800
Request schedules by mail.....①215-580-7800
TDD.....①215-580-7853
SEPTA's web site:.....www.septa.org

SAVE TIME AND MONEY

Purchase Tickets Before Boarding the Train At:

- Station Ticket Offices
- Center City Stations - Market East, Suburban or 30th Street Station (Check clickable map at www.septa.org for Ticket Office hours)
- On-line at https://shop.SEPTA.org (Monthly & Special Event Passes are also available on line)

source: www.septa.org/schedules/rail/pdf/UnivCity_weekend.pdf

COMBINED SCHEDULE BETWEEN FERN ROCK / WAYNE JUNCTION and CENTER CITY

SATURDAYS AND SUNDAYS - EFFECTIVE SEPTEMBER 9, 2012

SATURDAYS

INBOUND TO CENTER CITY									OUTBOUND TO FERN ROCK								
Train Number	AM/PM	Fern Rock T.C.	Wayne Jct.	N. Broad	Temple U.	Market East Station	Suburban Station	30th Street Station	Train Number	AM/PM	30th Street Station	Suburban Station	Market East Station	Temple U.	N. Broad	Wayne Jct.	Fern Rock T.C.
401	AM	4:08	4:12	—	4:18	4:25	4:30	4:34	402	AM	5:30	5:35	5:40	5:44	—	5:51	5:55
499	AM	4:38	4:42	—	4:48	4:55	5:00	5:04	4304	AM	6:30	6:35	6:40	6:44	—	6:51	6:55
403	AM	5:08	5:12	—	5:18	5:25	5:30	5:34	3704	AM	6:40	6:45	6:50	6:54	—	7:00	
405	AM	5:38	5:42	—	5:48	5:55	6:00	6:04	522	AM	7:11	7:16	7:21	7:25	7:27	7:32	7:35
407	AM	6:08	6:12	—	6:18	6:25	6:30	6:34	406	AM	7:15	7:20	7:25	7:29	—	7:36	7:40
3409	AM	6:38	6:42	—	6:48	6:55	7:00	7:04	4308	AM	7:30	7:35	7:40	7:44	—	7:51	7:55
7303	AM		6:53	—	6:58	7:05	7:10	7:14	3706	AM	7:40	7:45	7:50	7:54	—	8:00	
411	AM	7:08	7:12	—	7:18	7:25	7:30	7:34	526	AM	8:11	8:16	8:21	8:25	8:27	8:32	8:35
511	AM	7:24	7:27	7:32	7:34	7:40	7:45	7:49	410	AM	8:15	8:20	8:25	8:29	—	8:36	8:40
3413	AM	7:38	7:42	—	7:48	7:55	8:00	8:04	4312	AM	8:30	8:35	8:40	8:44	—	8:51	8:55
7305	AM		7:53	—	7:58	8:05	8:10	8:14	3708	AM	8:40	8:45	8:50	8:54	—	9:00	
415	AM	8:08	8:12	—	8:18	8:25	8:30	8:34	530	AM	9:11	9:16	9:21	9:25	9:27	9:32	9:35
515	AM	8:24	8:27	8:32	8:34	8:40	8:45	8:49	414	AM	9:15	9:20	9:25	9:29	—	9:36	9:40
3417	AM	8:38	8:42	—	8:48	8:55	9:00	9:04	4316	AM	9:30	9:35	9:40	9:44	—	9:51	9:55
7307	AM		8:53	—	8:58	9:05	9:10	9:14	3710	AM	9:40	9:45	9:50	9:54	—	10:00	
419	AM	9:08	9:12	—	9:18	9:25	9:30	9:34	534	AM	10:11	10:16	10:21	10:25	10:27	10:32	10:35
519	AM	9:24	9:27	9:32	9:34	9:40	9:45	9:49	418	AM	10:15	10:20	10:25	10:29	—	10:36	10:40
3421	AM	9:38	9:42	—	9:48	9:55	10:00	10:04	4320	AM	10:30	10:35	10:40	10:44	—	10:51	10:55
7309	AM		9:53	—	9:58	10:05	10:10	10:14	3712	AM	10:40	10:45	10:50	10:54	—	11:00	
423	AM	10:08	10:12	—	10:18	10:25	10:30	10:34	538	AM	11:11	11:16	11:21	11:25	11:27	11:32	11:35
523	AM	10:24	10:27	10:32	10:34	10:40	10:45	10:49	422	AM	11:15	11:20	11:25	11:29	—	11:36	11:40
3425	AM	10:38	10:42	—	10:48	10:55	11:00	11:04	4324	AM	11:30	11:35	11:40	11:44	—	11:51	11:55
7311	AM		10:53	—	10:58	11:05	11:10	11:14	3714	AM	11:40	11:45	11:50	11:54	—	12:00	
427	AM	11:08	11:12	—	11:18	11:25	11:30	11:34	542	PM	12:11	12:16	12:21	12:25	12:27	12:32	12:35
527	AM	11:24	11:27	11:32	11:34	11:40	11:45	11:49	426	PM	12:15	12:20	12:25	12:29	—	12:36	12:40
3429	AM	11:38	11:42	—	11:48	11:55	12:00	12:04	4328	PM	12:30	12:35	12:40	12:44	—	12:51	12:55
7313	AM		11:53	—	11:58	12:05	12:10	12:14	3716	PM	12:40	12:45	12:50	12:54	—	1:00	
431	PM	12:08	12:12	—	12:18	12:25	12:30	12:34	546	PM	1:11	1:16	1:21	1:25	1:27	1:32	1:35
531	PM	12:24	12:27	12:32	12:34	12:40	12:45	12:49	430	PM	1:15	1:20	1:25	1:29	—	1:36	1:40
3433	PM	12:38	12:42	—	12:48	12:55	1:00	1:04	4332	PM	1:30	1:35	1:40	1:44	—	1:51	1:55
7315	PM		12:53	—	12:58	1:05	1:10	1:14	3718	PM	1:40	1:45	1:50	1:54	—	2:00	
435	PM	1:08	1:12	—	1:18	1:25	1:30	1:34	550	PM	2:11	2:16	2:21	2:25	2:27	2:32	2:35
535	PM	1:24	1:27	1:32	1:34	1:40	1:45	1:49	434	PM	2:15	2:20	2:25	2:29	—	2:36	2:40
3437	PM	1:38	1:42	—	1:48	1:55	2:00	2:04	4336	PM	2:30	2:35	2:40	2:44	—	2:51	2:55
7317	PM		1:53	—	1:58	2:05	2:10	2:14	3720	PM	2:40	2:45	2:50	2:54	—	3:00	
439	PM	2:08	2:12	—	2:18	2:25	2:30	2:34	554	PM	3:11	3:16	3:21	3:25	3:27	3:32	3:35
539	PM	2:24	2:27	2:32	2:34	2:40	2:45	2:49	438	PM	3:15	3:20	3:25	3:29	—	3:36	3:40
3441	PM	2:38	2:42	—	2:48	2:55	3:00	3:04	4340	PM	3:30	3:35	3:40	3:44	—	3:51	3:55
7319	PM		2:53	—	2:58	3:05	3:10	3:14	3722	PM	3:40	3:45	3:50	3:54	—	4:00	
443	PM	3:08	3:12	—	3:18	3:25	3:30	3:34	558	PM	4:11	4:16	4:21	4:25	4:27	4:32	4:35
543	PM	3:24	3:27	3:32	3:34	3:40	3:45	3:49	442	PM	4:15	4:20	4:25	4:29	—	4:36	4:40
3445	PM	3:38	3:42	—	3:48	3:55	4:00	4:04	4344	PM	4:30	4:35	4:40	4:44	—	4:51	4:55
7321	PM		3:53	—	3:58	4:05	4:10	4:14	3724	PM	4:40	4:45	4:50	4:54	—	5:00	
447	PM	4:08	4:12	—	4:18	4:25	4:30	4:34	562	PM	5:11	5:16	5:21	5:25	5:27	—	5:35
547	PM	4:24	4:27	4:32	4:34	4:40	4:45	4:49	446	PM	5:15	5:20	5:25	5:29	—	5:36	5:40
3449	PM	4:38	4:42	—	4:48	4:55	5:00	5:04	4348	PM	5:30	5:35	5:40	5:44	—	5:51	5:55
7323	PM		4:53	—	4:58	5:05	5:10	5:14	3726	PM	5:40	5:45	5:50	5:54	—	6:00	
451	PM	5:08	5:12	—	5:18	5:25	5:30	5:34	566	PM	6:11	6:16	6:21	6:25	6:27	—	6:35
551	PM	5:24	5:27	5:32	5:34	5:40	5:45	5:49	450	PM	6:15	6:20	6:25	6:29	—	6:36	6:40
3453	PM	5:38	5:42	—	5:48	5:55	6:00	6:04	4352	PM	6:30	6:35	6:40	6:44	—	6:51	6:55
7325	PM		5:53	—	5:58	6:05	6:10	6:14	3728	PM	6:40	6:45	6:50	6:54	—	7:00	
455	PM	6:08	6:12	—	6:18	6:25	6:30	6:34	568	PM	7:11	7:16	7:21	7:25	7:27	7:33	7:35
555	PM	6:24	6:27	6:32	6:34	6:40	6:45	6:49	454	PM	7:15	7:20	7:25	7:29	—	7:36	7:40
3457	PM	6:38	6:42	—	6:48	6:55	7:00	7:04	4356	PM	7:30	7:35	7:40	7:44	—	7:51	7:55
7327	PM		6:53	—	6:58	7:05	7:10	7:14	3730	PM	7:40	7:45	7:50	7:54	—	8:00	
459	PM	7:08	7:12	—	7:18	7:25	7:30	7:34	570	PM	8:11	8:16	8:21	8:25	8:27	8:32	8:35
559	PM	7:24	7:27	7:32	7:34	7:40	7:45	7:49	458	PM	8:15	8:20	8:25	8:29	—	8:36	8:40
3461	PM	7:38	7:42	—	7:48	7:55	8:00	8:04	4360	PM	8:30	8:35	8:40	8:44	—	8:51	8:55
7329	PM		7:53	—	7:58	8:05	8:10	8:14	3732	PM	8:40	8:45	8:50	8:54	—	9:00	
463	PM	8:08	8:12	—	8:18	8:25	8:30	8:34	572	PM	9:11	9:16	9:21	9:25	9:27	9:32	9:35
563	PM	8:24	8:27	8:32	8:34	8:40	8:45	8:49	462	PM	9:15	9:20	9:25	9:29	—	9:36	9:40
3465	PM	8:38	8:42	—	8:48	8:55	9:00	9:04	4364	PM	9:30	9:35	9:40	9:44	—	9:51	9:55
7331	PM		8:53	—	8:58	9:05	9:10	9:14	3734	PM	9:40	9:45	9:50	9:54	—	10:00	
467	PM	9:08	9:12	—	9:18	9:25	9:30	9:34	574	PM	10:11	10:16	10:21	10:25	10:27	10:33	10:35
567	PM	9:24	9:27	9:32	9:34	9:40	9:45	9:49	466	PM	10:15	10:20	10:25	10:29	—	10:36	10:40
3469	PM	9:38	9:42	—	9:48	9:55	10:00	10:04	468	PM	10:30	10:35	10:40	10:44	—	10:51	10:55
7333	PM		9:53	—	9:58	10:05	10:10	10:14	3736	PM	10:40	10:45	10:50	10:54	—	11:00	
471	PM	10:08	10:12	—	10:18	10:25	10:30	10:34	4370	PM	11:00	11:05	11:10	11:14	—	11:21	11:25
571	PM	10:24	10:27	10:32	10:34	10:40	10:45	10:49	576	PM	11:11	11:16	11:21	11:25	11:27	11:32	11:35
3473	PM	10:38	10:42	—	10:48	10:55	11:00	11:04	472	PM	11:30	11:35	11:40	11:44	—	11:51	11:55
7335	PM		10:53	—	10:58	11:05	11:10	11:14	738	PM	11:46	11:51	11:56	11:59	—	12:05	
475	PM	11:08	11:12	—	11:18	11:25	11:30	11:34	4374	AM	12:00	12:05	12:10	12:14	—	12:21	12:25
6377	PM	11:38	11:42	—	11:48	11:55	12:00	12:04	478	AM	12:38	12:43	12:48	12:52	—	12:59	1:03
575	AM	12:24	12:27	12:32	12:34	12:40	12:45	12:49									

SUNDAYS

INBOUND TO CENTER CITY									OUTBOUND TO FERN ROCK								
Train Number	AM/PM	Fern Rock T.C.	Wayne Jct.	N. Broad	Temple U.	Market East Station	Suburban Station	30th Street Station	Train Number	AM/PM	30th Street Station	Suburban Station	Market East Station	Temple U.	N. Broad	Wayne Jct.	Fern Rock T.C.
401	AM	4:08	4:12	—	4:18	4:25	4:30	4:34	402	AM	5:30	5:35	5:40	5:44	—	5:51	5:55
469	AM	4:38	4:42	—	4:48	4:55	5:00	5:04	4304	AM	6:30	6:35	6:40	6:44	—	6:51	6:55
403	AM	5:08	5:12	—	5:18	5:25	5:30	5:34	522	AM	7:11	7:16	7:21	7:25	7:27	7:32	7:35
405	AM	5:38	5:42	—	5:48	5:55	6:00	6:04	406	AM	7:15	7:20	7:25	7:29	—	7:36	7:40
407	AM	6:08	6:12	—	6:18	6:25	6:30	6:34	4308	AM	7:30	7:35	7:40	7:44	—	7:51	7:55
703	AM		6:26	—	6:34	6:40	6:45	6:49	3706	AM	7:40	7:45	7:50	7:54	—	8:00	
3409	AM	6:38	6:42	—	6:48	6:55	7:00	7:04	526	AM	8:11	8:16	8:21	8:25	8:27	8:32	8:35
411	AM	7:08	7:12	—	7:18	7:25	7:30	7:34	410	AM	8:15	8:20	8:25	8:29	—	8:36	8:40
511	AM	7:24	7:27	7:32	7:34	7:40	7:45	7:49	4312	AM	8:30	8:35	8:40	8:44	—	8:51	8:55
705	AM		7:28	—	7:34	7:40	7:45	7:49	3708	AM	8:40	8:45	8:50	8:54	—	9:00	
3413	AM	7:38	7:42	—	7:48	7:55	8:00	8:04	530	AM	9:11	9:16	9:21	9:25	9:27	9:32	9:35
415	AM	8:08	8:12	—	8:18	8:25	8:30	8:34	414	AM	9:15	9:20	9:25	9:29	—	9:36	9:40
515	AM	8:24	8:27	8:32	8:34	8:40	8:45	8:49	4316	AM	9:30	9:35	9:40	9:44	—	9:51	9:55
3417	AM	8:38	8:42	—	8:48	8:55	9:00	9:04	3710	AM	9:40	9:45	9:50	9:54	—	10:00	
7307	AM		8:53	—	8:58	9:05	9:10	9:14	534	AM	10:11	10:16	10:21	10:25	10:27	10:32	10:35
419	AM	9:08	9:12	—	9:18	9:25	9:30	9:34	418	AM	10:15	10:20	10:25	10:29	—	10:36	10:40
519	AM	9:24	9:27	9:32	9:34	9:40	9:45	9:49	4320	AM	10:30	10:35	10:40	10:44	—	10:51	10:55
3421	AM	9:38	9:42	—	9:48	9:55	10:00	10:04	3712	AM	10:40	10:45	10:50	10:54	—	11:00	
7309	AM		9:53	—	9:58	10:05	10:10	10:14	538	AM	11:11	11:16	11:21	11:25	11:27	11:32	11:35
423	AM	10:08	10:12	—	10:18	10:25	10:30	10:34	422	AM	11:15	11:20	11:25	11:29	—	11:36	11:40
523	AM	10:24	10:27	10:32	10:34	10:40	10:45	10:49	4324	AM	11:30	11:35	11:40	11:44	—	11:51	11:55
3425	AM	10:38	10:42	—	10:48	10:55	11:00	11:04	3714	AM	11:40	11:45	11:50	11:54	—	12:00	
7311	AM		10:53	—	10:58	11:05	11:10	11:14	542	PM	12:11	12:16	12:21	12:25	12:27	12:32	12:35
427	AM	11:08	11:12	—	11:18	11:25	11:30	11:34	426	PM	12:15	12:20	12:25	12:29	—	12:36	12:40
527	AM	11:24	11:27	11:32	11:34	11:40	11:45	11:49	4328	PM	12:30	12:35	12:40	12:44	—	12:51	12:55
3429	AM	11:38	11:42	—	11:48	11:55	12:00	12:04	3716	PM	12:40	12:45	12:50	12:54	—	1:00	
7313	AM		11:53	—	11:58	12:05	12:10	12:14	546	PM	1:11	1:16	1:21	1:25	1:27	1:32	1:35
431	PM	12:08	12:12	—	12:18	12:25	12:30	12:34	430	PM	1:15	1:20	1:25	1:29	—	1:36	1:40
531	PM	12:24	12:27	12:32	12:34	12:40	12:45	12:49	4332	PM	1:30	1:35	1:40	1:44	—	1:51	1:55
3433	PM	12:38	12:42	—	12:48	12:55	1:00	1:04	3718	PM	1:40	1:45	1:50	1:54	—	2:00	
7315	PM		12:53	—	12:58	1:05	1:10	1:14	550	PM	2:11	2:16	2:21	2:25	2:27	2:32	2:35
435	PM	1:08	1:12	—	1:18	1:25	1:30	1:34	434	PM	2:15	2:20	2:25	2:29	—	2:36	2:40
535	PM	1:24	1:27	1:32	1:34	1:40	1:45	1:49	4336	PM	2:30	2:35	2:40	2:44	—	2:51	2:55
3437	PM	1:38	1:42	—	1:48	1:55	2:00	2:04	3720	PM	2:40	2:45	2:50	2:54	—	3:00	
7317	PM		1:53	—	1:58	2:05	2:10	2:14	554	PM	3:11	3:16	3:21	3:25	3:27	3:32	3:35
439	PM	2:08	2:12	—	2:18	2:25	2:30	2:34	438	PM	3:15	3:20	3:25	3:29	—	3:36	3:40
539	PM	2:24	2:27	2:32	2:34	2:40	2:45	2:49	4340	PM	3:30	3:35	3:40	3:44	—	3:51	3:55
3441	PM	2:38	2:42	—	2:48	2:55	3:00	3:04	3722	PM	3:40	3:45	3:50	3:54	—	4:00	
7319	PM		2:53	—	2:58	3:05	3:10	3:14	558	PM	4:11	4:16	4:21	4:25	4:27	4:32	4:35
443	PM	3:08	3:12	—	3:18	3:25	3:30	3:34	442	PM	4:15	4:20	4:25	4:29	—	4:36	4:40
543	PM	3:24	3:27	3:32	3:34	3:40	3:45	3:49	4344	PM	4:30	4:35	4:40	4:44	—	4:51	4:55
3445	PM	3:38	3:42	—	3:48	3:55	4:00	4:04	3724	PM	4:40	4:45	4:50	4:54	—	5:00	
7321	PM		3:53	—	3:58	4:05	4:10	4:14	562	PM	5:11	5:16	5:21	5:25	5:27	5:32	5:35
447	PM	4:08	4:12	—	4:18	4:25	4:30	4:34	446	PM	5:15	5:20	5:25	5:29	—	5:36	5:40
547	PM	4:24	4:27	4:32	4:34	4:40	4:45	4:49	4348	PM	5:30	5:35	5:40	5:44	—	5:51	5:55
3449	PM	4:38	4:42	—	4:48	4:55	5:00	5:04	3726	PM	5:40	5:45	5:50	5:54	—	6:00	
7323	PM		4:53	—	4:58	5:05	5:10	5:14	566	PM	6:11	6:16	6:21	6:25	6:27	6:33	6:35
451	PM	5:08	5:12	—	5:18	5:25	5:30	5:34	450	PM	6:15	6:20	6:25	6:29	—	6:36	6:40
551	PM	5:24	5:27	5:32	5:34	5:40	5:45	5:49	4352	PM	6:30	6:35	6:40	6:44	—	6:51	6:55
3453	PM	5:38	5:42	—	5:48	5:55	6:00	6:04	3728	PM	6:40	6:45	6:50	6:54	—	7:00	
7325	PM		5:53	—	5:58	6:05	6:10	6:14	568	PM	7:11	7:16	7:21	7:25	7:27	7:32	7:35
455	PM	6:08	6:12	—	6:18	6:25	6:30	6:34	454	PM	7:15	7:20	7:25	7:29	—	7:36	7:40
555	PM	6:24	6:27	6:32	6:34	6:40	6:45	6:49	4356	PM	7:30	7:35	7:40	7:44	—	7:51	7:55
3457	PM	6:38	6:42	—	6:48	6:55	7:00	7:04	3730	PM	7:40	7:45	7:50	7:54	—	8:00	
7327	PM		6:53	—	6:58	7:05	7:10	7:14	570	PM	8:11	8:16	8:21	8:25	8:27	8:32	8:35
459	PM	7:08	7:12	—	7:18	7:25	7:30	7:34	458	PM	8:15	8:20	8:25	8:29	—	8:36	8:40
559	PM	7:24	7:27	7:32	7:34	7:40	7:45	7:49	4360	PM	8:30	8:35	8:40	8:44	—	8:51	8:55
3461	PM	7:38	7:42	—	7:48	7:55	8:00	8:04	3732	PM	8:40	8:45	8:50	8:54	—	9:00	
7329	PM		7:53	—	7:58	8:05	8:10	8:14	572	PM	9:11	9:16	9:21	9:25	9:27	9:32	9:35
463	PM	8:08	8:12	—	8:18	8:25	8:30	8:34	462	PM	9:15	9:20	9:25	9:29	—	9:36	9:40
563	PM	8:24	8:27	8:32	8:34	8:40	8:45	8:49	4364	PM	9:30	9:35	9:40	9:44	—	9:51	9:55
3465	PM	8:38	8:42	—	8:48	8:55	9:00	9:04	3734	PM	9:40	9:45	9:50	9:54	—	10:00	
7331	PM		8:53	—	8:58	9:05	9:10	9:14	574	PM	10:11	10:16	10:21	10:25	10:27	10:32	10:35
467	PM	9:08	9:12	—	9:18	9:25	9:30	9:34	466	PM	10:15	10:20	10:25	10:29	—	10:36	10:40
567	PM	9:24	9:27	9:32	9:34	9:40	9:45	9:49	468	PM	10:30	10:35	10:40	10:44	—	10:51	10:55
3469	PM	9:38	9:42	—	9:48	9:55	10:00	10:04	3736	PM	10:40	10:45	10:50	10:54	—	11:00	
6733	PM		10:05	—	10:10	10:17	10:23	10:26	4370	PM	11:00	11:05	11:10	11:14	—	11:21	11:25
471	PM	10:08	10:12	—	10:18	10:25	10:30	10:34	576	PM	11:11	11:16	11:21	11:25	11:27	11:32	11:35
571	PM	10:24	10:27	10:32	10:34	10:40	10:45	10:49	472	PM	11:30	11:35	11:40	11:44	—	11:51	11:55
3473	PM	10:38	10:42	—	10:48	10:55	11:00	11:04	738	PM	11:46	11:51	11:56	11:59	—	12:05	
7335	PM		10:53	—	10:58	11:05	11:10	11:14	4374	AM	12:00	12:05	12:10	12:14	—	12:21	12:25
475	PM	11:08	11:12	—	11:18	11:25	11:30	11:34	476	AM	12:38	12:43	12:48	12:52	—	12:59	1:03
6377	PM	11:38	11:42	—	11:48	11:55	12:00	12:04									
575	AM	12:24	12:27	12:32	12:34	12:40	12:45	12:49									

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PATCO Route Map
source: www.ridepatco.org/pdf/Patco_Timetable.pdf

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MONDAY THROUGH FRIDAY (Except Holidays)

WESTBOUND TO PHILADELPHIA

LINDENWOLD	ASHLAND (Haddonfield)	WOODCREST (Cherry Hill)	HADDONFIELD	WESTMONT (Haddon Township)	COLLINGSWOOD	FERRY AVENUE (Camden)	BROADWAY (Camden)	CITY HALL (Camden)	8TH – MARKET (Philadelphia)	9-38TH LOCUST* (Philadelphia)	15-40TH LOCUST (Philadelphia)	15-47TH LOCUST (Philadelphia)
5:00A	5:02A	5:07	5:14A	5:20A	5:28A	5:32A	5:37A	5:40A	5:45A	5:51A	5:54A	5:57A
5:15A	5:17A	5:22	5:29A	5:35A	5:43A	5:47A	5:52A	5:55A	6:00A	6:06A	6:09A	6:12A
5:30A	5:32A	5:37	5:44A	5:50A	5:58A	6:02A	6:07A	6:10A	6:15A	6:21A	6:24A	6:27A
5:45A	5:47A	5:52	5:59A	6:05A	6:13A	6:17A	6:22A	6:25A	6:30A	6:36A	6:39A	6:42A
6:00A	6:02A	6:07	6:14A	6:20A	6:28A	6:32A	6:37A	6:40A	6:45A	6:51A	6:54A	6:57A
6:15A	6:17A	6:22	6:29A	6:35A	6:43A	6:47A	6:52A	6:55A	7:00A	7:06A	7:09A	7:12A
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11:15A	11:17A	11:22	11:29A	11:35A	11:43A	11:47A	11:52A	11:55A	12:00P	12:06P	12:09P	12:12P
11:30A	11:32A	11:37	11:44A	11:50A	11:58A	12:02P	12:07P	12:10P	12:15P	12:21P	12:24P	12:27P
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6:45P	6:47P	6:52	6:59P	7:05P	7:13P	7:17P	7:22P	7:25P	7:30P	7:36P	7:39P	7:42P
7:00P	7:02P	7:07	7:14P	7:20P	7:28P	7:32P	7:37P	7:40P	7:45P	7:51P	7:54P	7:57P
7:15P	7:17P	7:22	7:29P	7:35P	7:43P	7:47P	7:52P	7:55P	8:00P	8:06P	8:09P	8:12P
7:30P	7:32P	7:37	7:44P	7:50P	7:58P	8:02P	8:07P	8:10P	8:15P	8:21P	8:24P	8:27P
7:45P	7:47P	7:52	7:59P	8:05P	8:13P	8:17P	8:22P	8:25P	8:30P	8:36P	8:39P	8:42P
8:00P	8:02P	8:07	8:14P	8:20P	8:28P	8:32P	8:37P	8:40P	8:45P	8:51P	8:54P	8:57P
8:15P	8:17P	8:22	8:29P	8:35P	8:43P	8:47P	8:52P	8:55P	9:00P	9:06P	9:09P	9:12P
8:30P	8:32P	8:37	8:44P	8:50P	8:58P	9:02P	9:07P	9:10P	9:15P	9:21P	9:24P	9:27P
8:45P	8:47P	8:52	8:59P	9:05P	9:13P	9:17P	9:22P	9:25P	9:30P	9:36P	9:39P	9:42P
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9:15P	9:17P	9:22	9:29P	9:35P	9:43P	9:47P	9:52P	9:55P	10:00P	10:06P	10:09P	10:12P
9:30P	9:32P	9:37	9:44P	9:50P	9:58P	10:02P	10:07P	10:10P	10:15P	10:21P	10:24P	10:27P
9:45P	9:47P	9:52	9:59P	10:05P	10:13P	10:17P	10:22P	10:25P	10:30P	10:36P	10:39P	10:42P
10:00P	10:02P	10:07	10:14P	10:20P	10:28P	10:32P	10:37P	10:40P	10:45P	10:51P	10:54P	10:57P
10:15P	10:17P	10:22	10:29P	10:35P	10:43P	10:47P	10:52P	10:55P	11:00P	11:06P	11:09P	11:12P
10:30P	10:32P	10:37	10:44P	10:50P	10:58P	11:02P	11:07P	11:10P	11:15P	11:21P	11:24P	11:27P
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11:00P	11:02P	11:07	11:14P	11:20P	11:28P	11:32P	11:37P	11:40P	11:45P	11:51P	11:54P	11:57P
11:15P	11:17P	11:22	11:29P	11:35P	11:43P	11:47P	11:52P	11:55P	12:00A	12:06A	12:09A	12:12A
11:30P	11:32P	11:37	11:44P	11:50P	11:58P	12:02A	12:07A	12:10A	12:15A	12:21A	12:24A	12:27A
11:45P	11:47P	11:52	11:59P	12:05A	12:13A	12:17A	12:22A	12:25A	12:30A	12:36A	12:39A	12:42A

EASTBOUND TO LINDENWOLD

15-40TH LOCUST (Philadelphia)	15-47TH LOCUST (Philadelphia)	9-38TH LOCUST* (Philadelphia)	8TH – MARKET (Philadelphia)	CITY HALL (Camden)	BROADWAY (Camden)	FERRY AVENUE (Camden)	COLLINGSWOOD	WESTMONT (Haddon Township)	HADDONFIELD	WOODCREST (Cherry Hill)	ASHLAND (Haddonfield)	LINDENWOLD
5:00A	5:03A	5:06A	5:11A	5:14A	5:18A	5:22A	5:28A	5:34A	5:41A	5:46A	5:51A	5:54A
5:15A	5:18A	5:21A	5:26A	5:29A	5:33A	5:37A	5:43A	5:49A	5:56A	6:01A	6:06A	6:09A
5:30A	5:33A	5:36A	5:41A	5:44A	5:48A	5:52A	5:58A	6:04A	6:11A	6:16A	6:21A	6:24A
5:45A	5:48A	5:51A	5:56A	5:59A	6:03A	6:07A	6:13A	6:19A	6:26A	6:31A	6:36A	6:39A
6:00A	6:03A	6:06A	6:11A	6:14A	6:18A	6:22A	6:28A	6:34A	6:41A	6:46A	6:51A	6:54A
6:15A	6:18A	6:21A	6:26A	6:29A	6:33A	6:37A	6:43A	6:49A	6:56A	7:01A	7:06A	7:09A
6:30A	6:33A	6:36A	6:41A	6:44A	6:48A	6:52A	6:58A	7:04A	7:11A	7:16A	7:21A	7:24A
6:45A	6:48A	6:51A	6:56A	6:59A	7:03A	7:07A	7:13A	7:19A	7:26A	7:31A	7:36A	7:39A
7:00A	7:03A	7:06A	7:11A	7:14A	7:18A	7:22A	7:28A	7:34A	7:41A	7:46A	7:51A	7:54A
7:15A	7:18A	7:21A	7:26A	7:29A	7:33A	7:37A	7:43A	7:49A	7:56A	8:01A	8:06A	8:09A
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11:30A	11:33A	11:36A	11:41A	11:44A	11:48A	11:52A	11:58A	12:04P	12:11P	12:16P	12:21P	12:24P
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7:00P	7:03P	7:06P	7:11P	7:14P	7:18P	7:22P	7:28P	7:34P	7:41P	7:46P	7:51P	7:54P
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7:30P	7:33P	7:36P	7:41P	7:44P	7:48P	7:52P	7:58P	8:04P	8:11P	8:16P	8:21P	8:24P
7:45P	7:48P	7:51P	7:56P	7:59P	8:03P	8:07P	8:13P	8:19P	8:26P	8:31P	8:36P	8:39P
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11:15P	11:18P	11:21P	11:26P	11:29P	11:33P	11:37P	11:43P	11:49P	11:56P	12:01A	12:06A	12:09A
11:30P	11:33P	11:36P	11:41P	11:44P	11:48P	11:52P	11:58P	12:04A	12:11A	12:16A	12:21A	12:24A
11:45P	11:48P	11:51P	11:56P	11:59P	12:03A	12:07A	12:13A	12:19A	12:26A	12:31A	12:36A	12:39A

WEEKEND SERVICE

WESTBOUND TO PHILADELPHIA

LINDENWOLD	ASHLAND (Haddonfield)	WOODCREST (Cherry Hill)	HADDONFIELD	WESTMONT (Haddon Township)	COLLINGSWOOD	FERRY AVENUE (Camden)	BROADWAY (Camden)	CITY HALL (Camden)	8TH – MARKET (Philadelphia)	9-38TH LOCUST* (Philadelphia)	15-40TH LOCUST (Philadelphia)	15-47TH LOCUST (Philadelphia)
SUNDAY												
9:00A	9:02A	9:07	9:14A	9:20A	9:28A	9:32A	9:37A	9:40A	9:45A	9:51A	9:54A	9:57A
10:00A	10:02A	10:07	10:14A	10:20A	10:28A	10:32A	10:37A	10:40A	10:45A	10:51A	10:54A	10:57A
11:00A	11:02A	11:07	11:14A	11:20A	11:28A	11:32A	11:37A	11:40A	11:45A	11:51A	11:54A	11:57A
12:00P	12:02P	12:07	12:14P	12:20P	12:28P	12:32P	12:37P	12:40P	12:45P	12:51P	12:54P	12:57P
1:00P	1:02P	1:07	1:14P	1:20P	1:28P	1:32P	1:37P	1:40P	1:45P	1:51P	1:54P	1:57P
2:00P	2:02P	2:07	2:14P	2:20P	2:28P	2:32P	2:37P	2:40P	2:45P	2:51P	2:54P	2:57P
3:00P	3:02P	3:07	3:14P	3:20P	3:28P	3:32P	3:37P	3:40P	3:45P	3:51P	3:54P	3:57P
4:00P	4:02P	4:07	4:14P	4:20P	4:28P	4:32P	4:37P	4:40P	4:45P	4:51P	4:54P	4:57P
5:00P	5:02P	5:07	5:14P	5:20P	5:28P	5:32P	5:37P	5:40P	5:45P	5:51P	5:54P	5:57P
6:00P	6:02P	6:07	6:14P	6:20P	6:28P	6:32P	6:37P	6:40P	6:45P	6:51P	6:54P	6:57P
7:00P	7:02P	7:07	7:14P	7:20P	7:28P	7:32P	7:37P	7:40P	7:45P	7:51P	7:54P	7:57P
8:00P	8:02P	8:07	8:14P	8:20P	8:28P	8:32P	8:37P	8:40P	8:45P	8:51P	8:54P	8:57P
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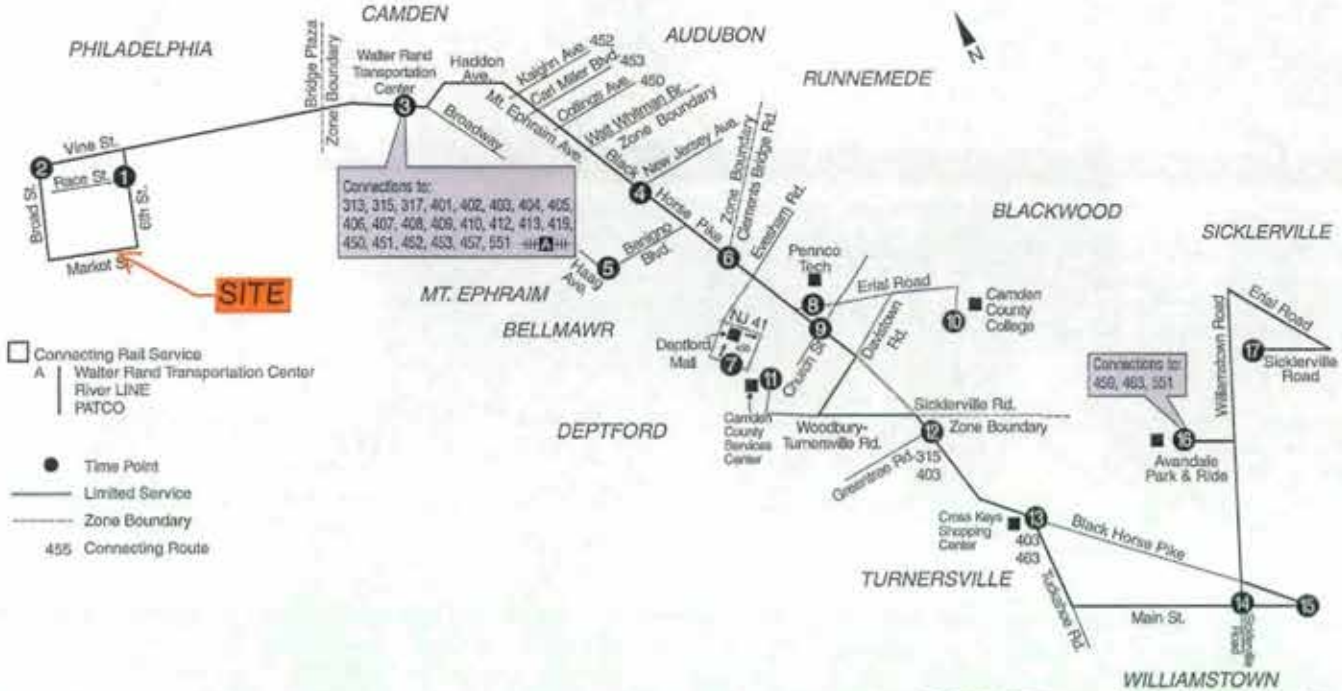
SUNDAY												
9:06A	9:09A	9:12A	9:17A	9:20A	9:24A	9:28A	9:34A	9:40A	9:47A	9:52A	9:57A	10:00A
10:06A	10:09A	10:12A	10:17A	10:20A	10:24A	10:28A	10:34A	10:40A	10:47A	10:52A	10:57A	11:00A
11:06A	11:09A	11:12A	11:17A	11:20A	11:24A	11:28A	11:34A	11:40A	11:47A	11:52A	11:57A	12:00P
12:06P	12:09P	12:12P	12:17P	12:20P	12:24P	12:28P	12:34P	12:40P	12:47P	12:52P	12:57P	1:00P
1:06P	1:09P	1:12P	1:17P	1:20P	1:24P	1:28P	1:34P	1:40P	1:47P	1:52P	1:57P	2:00P
2:06P	2:09P	2:12P	2:17P	2:20P	2:24P	2:28P	2:34P	2:40P	2:47P	2:52P	2:57P	3:00P
3:06P	3:09P	3:12P	3:17P	3:20P	3:24P	3:28P	3:34P	3:40P	3:47P	3:52P	3:57P	4:00P
4:06P	4:09P	4:12P	4:17P	4:20P	4:24P	4:28P	4:34P	4:40P	4:47P	4:52P	4:57P	5:00P
5:06P	5:09P	5:12P	5:17P	5:20P	5:24P	5:28P	5:34P	5:40P	5:47P	5:52P	5:57P	6:00P
6:06P	6:09P	6:12P	6:17P	6:20P	6:24P	6:28P	6:34P	6:40P	6:47P	6:52P	6:57P	7:00P
7:06P	7:09P	7:12P	7:17P	7:20P	7:24P	7:28P	7:34P	7:40P	7:47P	7:52P	7:57P	8:00P
8:06P	8:09P	8:12P	8:17P	8:20P	8:24P	8:28P	8:34P	8:40P	8:47P	8:52P	8:57P	9:00P
9:06P	9:09P	9:12P	9:17P	9:20P	9:24P	9:28P	9:34P	9:40P	9:47P	9:52P	9:57P	10:00P
10:06P	10:09P	10:12P

400

NJ Transit Route 400 Bus Route Map
Market Street - West Bound Route
source: http://www.njtransit.com/pdf/bus/T0412.pdf



400 SICKLERVILLE - PHILADELPHIA

NJTRANSIT.COM

with service to
- PHILADELPHIA
- CAMDEN
- AUDOBON PARK
- MT. EPHRAIM
- BELLMAWR
- RUNNEMEDE
- DEPTFORD
  Deptford Mall
- BLACKWOOD
  Pennco Tech
  Camden County College
- LAKELAND
- TURNERSVILLE
- WILLIAMSTOWN
- SICKLERVILLE
  Avondale Park & Ride

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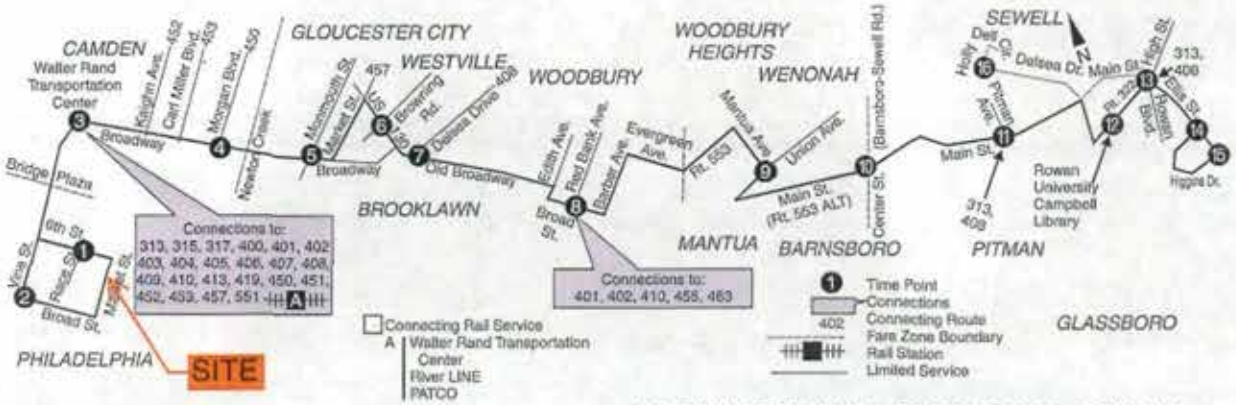
NJ TRANSIT The Way To Go.

BUS Sicklerville ↔ Philadelphia

Issued 9/1/12

NJ Transit Route 400 Bus Route Map
Market Street - West Bound Route
source: http://www.njtransit.com/pdf/bus/T0400.pdf

412



412 PHILADELPHIA - GLASSBORO - SEWELL

NJTRANSIT.COM

with service to
- SEWELL
- ELSMERE
- GLASSBORO
  Rowan University
- PITMAN
- BARNSBORO
- MANTUA
- WENONAH
- WOODBURY
- WOODBURY HEIGHTS
- WESTVILLE
- BROOKLAWN
- GLOUCESTER CITY
- CAMDEN
- PHILADELPHIA

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NJ TRANSIT The Way To Go.

BUS Sewell ↔ Glassboro ↔ Philadelphia Issued 6/23/12

Phlash Map_Layout 1 5/7/12 6:06 PM Page 2

For service problems please call 215.389.8687

1. **Penn's Landing**
   First pickup 10:00 am, last pickup 5:30 pm
2. **6th & Market Sts**
   First pickup 10:05 am, last pickup 5:35 pm
3. **12th & Market Sts**
   First pickup 10:07 am, last Pickup 5:37 pm
4. **16th St & John F. Kennedy Blvd.**
   First pickup 10:10 am, last Pickup 5:40 pm
5. **18th St & The Benjamin Franklin Parkway**
   First pickup 10:12 am, last pickup 5:42 pm
6. **22nd St & The Benjamin Franklin Parkway**
   First pickup 10:14 am, last pickup 5:44 pm
7. **22nd St & Fairmount Ave**
   First pickup 10:17 am, last pickup 5:47 pm
8. **Fairmount & Pennsylvania Aves**
   First pickup 10:19 am, last pickup 5:49 pm
9. ***Philadelphia Museum of Art***
   First pickup 10:22 am, last pickup 5:52 pm
   Use transfer vehicle here for stops 10, 11, and 12.
   First transfer 10:30 am; last transfer 5:30 pm.
10. **34th St & Girard Ave**
    First pickup 10:35 am, last pickup 5:35 pm
11. **Avenue of the Republic**
    First pickup 10:40 am, last pickup 5:40 pm
12. **34th St & Girard Ave**
    First pickup 10:45 am, last pickup 5:45 pm
13. **Eakins Oval**
    First pickup 10:26 am, last pickup 5:56 pm
14. **22nd St & The Benjamin Franklin Parkway**
    First pickup 10:28 am, last pickup 5:58 pm
15. **18th St & The Benjamin Franklin Parkway**
    First pickup 10:02 am, last pickup 6:02 pm
16. **16th St & The Benjamin Franklin Parkway**
    First pickup 10:05 am, last pickup 6:05 pm
17. **12th & Market Sts**
    First pickup 10:10 am, last pickup 6:10 pm
18. **6th & Market Sts**
    First pickup 10:13 am, last pickup 6:13 pm
19. **2nd & Market Sts**
    First pickup 10:15 am, last pickup 6:15 pm

Please see next page for a list of attractions along the Phlash route.

Route includes a transfer vehicle at Stop 9 for the Zoo and Please Touch Museum (stops 10, 11, and 12). You must use transfer vehicle for these stops.

Transfer vehicle operates every 15 minutes from Stop 9. First transfer 10:30 am; last transfer 5:30 pm.

Legend
Phlash route
Phlash stop
Phlash Park & Ride

www.phillyphlash.com

Philadelphia Phlash Downtown Loop

source: www.phillyphlash.com

HOP ON - HOP OFF • 21 STOPS • ALL DAY PASS

Join the tour at any stop • Frequent Departures from 5th and Market Streets, North East Corner

Philadelphia Trolley Works Route Map
Big Bus Double Decker and Trolley Sightseeing Tours
source: www.phillytour.com/pdf/BigBusMapv3.pdf

Call for Courtesy Shuttle Service and information

215-389-TOUR
(8687)

APPENDIX B

Traffic Count Data

Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market St & 8th St
Day: Friday, October 19, 2012
Counter: Zack

File Name : Market St and 8th St - Friday PM Peak
Site Code : 12341234
Start Date : 10/19/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	8th Street Southbound				Market Street (SR 3008) Westbound				8th Street Northbound				Market Street (SR 3008) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	8	82	16	88	0	84	6	87	0	0	0	131	26	178	0	110	816
03:15 PM	14	99	18	104	0	116	4	112	0	0	0	102	25	179	0	96	869
03:30 PM	11	78	19	123	0	77	11	114	0	0	0	67	30	181	0	132	843
03:45 PM	25	93	20	247	0	114	0	159	0	0	0	167	34	19	1	112	991
Total	58	352	73	562	0	391	21	472	0	0	0	467	115	557	1	450	3519
04:00 PM	11	94	14	233	0	139	0	205	0	0	0	190	41	243	0	132	1302
04:15 PM	14	98	18	150	0	150	1	161	0	0	0	153	34	217	0	120	1116
04:30 PM	10	91	18	141	0	112	8	139	0	0	0	108	42	207	0	135	1011
04:45 PM	13	127	13	153	0	126	1	116	0	0	0	139	29	209	0	132	1058
Total	48	410	63	677	0	527	10	621	0	0	0	590	146	876	0	519	4487
05:00 PM	23	90	15	159	0	127	0	147	0	0	0	126	28	223	0	149	1087
05:15 PM	11	111	14	133	0	112	16	144	0	0	0	109	37	253	1	132	1073
05:30 PM	20	106	9	114	0	84	3	143	0	0	0	127	40	227	0	110	983
05:45 PM	11	105	7	96	0	65	7	116	0	0	0	103	24	177	0	91	802
Total	65	412	45	502	0	388	26	550	0	0	0	465	129	880	1	482	3945
06:00 PM	12	108	9	84	0	89	3	129	0	0	0	128	25	193	0	96	876
06:15 PM	17	138	16	75	0	59	7	113	0	0	0	127	26	182	1	83	844
06:30 PM	20	140	10	61	0	93	2	71	0	0	0	92	28	164	0	74	755
06:45 PM	30	122	17	54	0	94	3	74	0	0	0	86	22	160	0	58	720
Total	79	508	52	274	0	335	15	387	0	0	0	433	101	699	1	311	3195
07:00 PM	12	127	16	63	0	96	0	121	0	0	0	79	33	142	0	79	768
07:15 PM	17	122	15	33	0	118	1	52	0	0	0	64	26	139	0	36	623
07:30 PM	16	120	18	37	0	81	0	49	0	0	0	86	26	130	0	83	646
07:45 PM	12	103	11	49	0	53	2	49	0	0	0	66	28	147	0	69	589
Total	57	472	60	182	0	348	3	271	0	0	0	295	113	558	0	267	2626
Grand Total	307	2154	293	2197	0	1989	75	2301	0	0	0	2250	604	3570	3	2029	17772
Apprch %	6.2	43.5	5.9	44.4	0	45.6	1.7	52.7	0	0	0	100	9.7	57.5	0	32.7	
Total %	1.7	12.1	1.6	12.4	0	11.2	0.4	12.9	0	0	0	12.7	3.4	20.1	0	11.4	
Cars	292	2082	271	2197	0	1788	75	2301	0	0	0	2250	585	3256	1	2028	17126
% Cars	95.1	96.7	92.5	100	0	89.9	100	100	0	0	0	100	96.9	91.2	33.3	100	96.4
Busses	11	58	18	0	0	186	0	0	0	0	0	0	4	259	2	0	538
% Busses	3.6	2.7	6.1	0	0	9.4	0	0	0	0	0	0	0.7	7.3	66.7	0	3
Trucks	4	14	4	0	0	15	0	0	0	0	0	0	15	55	0	1	108
% Trucks	1.3	0.6	1.4	0	0	0.8	0	0	0	0	0	0	2.5	1.5	0	0	0.6

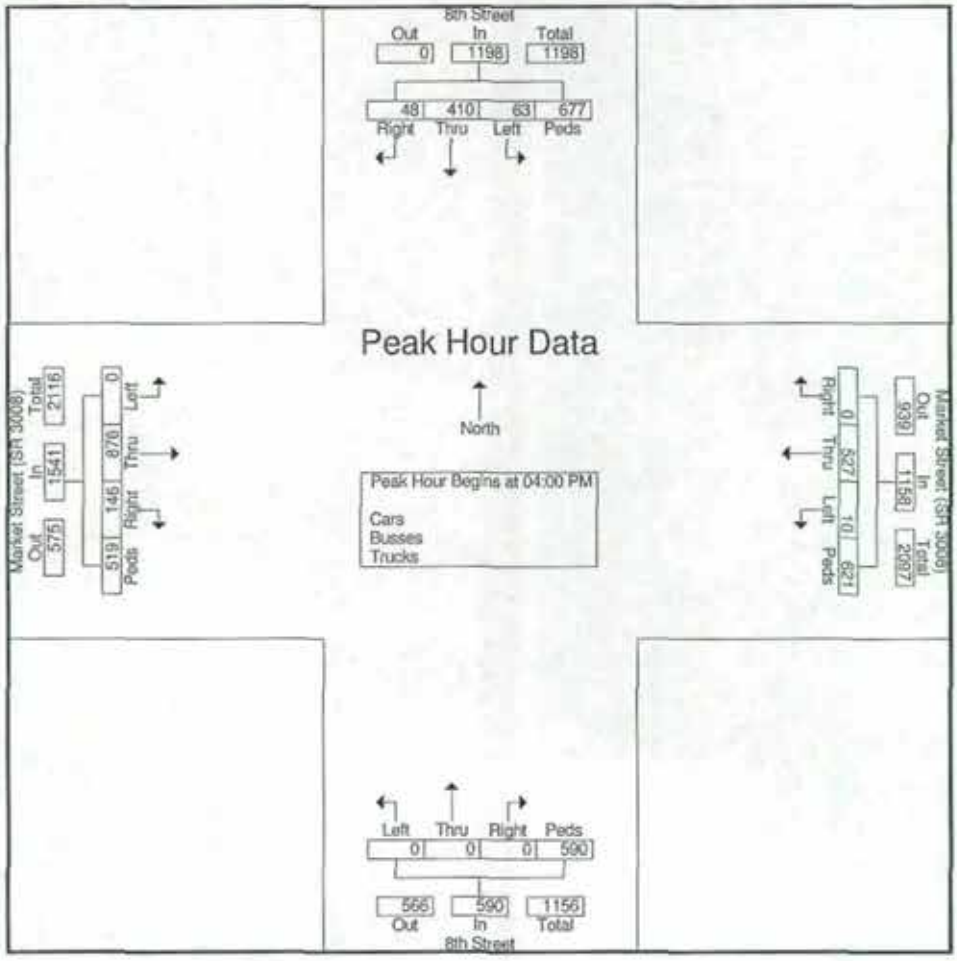
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market St & 8th St
Day: Friday, October 19, 2012
Counter: Zack

File Name : Market St and 8th St - Friday PM Peak
Site Code : 12341234
Start Date : 10/19/2012
Page No : 2

	8th Street Southbound					Market Street (SR 3008) Westbound					8th Street Northbound					Market Street (SR 3008) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	11	94	14	233	352	0	139	0	205	344	0	0	0	190	190	41	243	0	132	416	1302
04:15 PM	14	98	18	150	280	0	150	1	161	312	0	0	0	153	153	34	217	0	120	371	1116
04:30 PM	10	91	18	141	260	0	112	8	139	259	0	0	0	108	108	42	207	0	135	384	1011
04:45 PM	13	127	13	153	306	0	126	1	116	243	0	0	0	139	139	29	209	0	132	370	1058
Total Volume	48	410	63	677	1198	0	527	10	621	1158	0	0	0	590	590	146	876	0	519	1541	4487
% App. Total	4	34.2	5.3	56.5		0	45.5	0.9	53.6		0	0	0	100		9.5	56.8	0	33.7		
PHF	.857	.807	.875	.726	.851	.000	.878	.313	.757	.842	.000	.000	.000	.776	.776	.869	.901	.000	.961	.926	.862



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 8th Street
Day: Saturday, October 20, 2012
Counter: Brian

File Name : Market St and 8th St - Saturday PM Peak
Site Code : 00024342
Start Date : 10/20/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	8th Street Southbound				Market Street (SR 2004) Westbound				8th Street Northbound				Market Street (SR 2004) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	11	98	19	189	0	91	1	98	0	0	0	129	29	150	0	60	875
03:15 PM	18	103	10	162	0	83	1	78	0	0	0	142	24	146	0	70	837
03:30 PM	15	104	11	139	0	100	6	115	0	0	0	155	19	144	0	64	872
03:45 PM	10	95	10	179	0	85	0	97	0	0	0	130	26	156	0	71	859
Total	54	400	50	669	0	359	8	388	0	0	0	556	98	596	0	265	3443
04:00 PM	14	98	9	142	0	114	2	117	0	0	0	102	27	168	0	65	858
04:15 PM	12	102	10	129	0	106	1	119	0	0	0	105	28	155	0	42	809
04:30 PM	10	100	12	161	0	106	1	110	0	0	0	70	26	172	0	40	808
04:45 PM	13	84	15	139	0	94	1	106	0	0	0	23	31	154	0	14	674
Total	49	384	46	571	0	420	5	452	0	0	0	300	112	649	0	161	3149
05:00 PM	12	99	20	167	0	91	1	120	0	0	0	93	16	144	0	31	794
05:15 PM	15	97	14	138	0	129	4	85	0	0	0	92	31	146	0	54	805
05:30 PM	11	87	15	87	0	113	2	110	0	0	0	73	24	161	0	30	713
05:45 PM	18	98	18	93	0	104	4	65	0	0	0	82	27	145	0	35	689
Total	56	381	67	485	0	437	11	380	0	0	0	340	98	596	0	150	3001
06:00 PM	7	116	17	90	0	64	0	85	0	0	0	74	18	160	0	46	677
06:15 PM	9	104	9	68	0	86	0	59	0	0	0	117	23	163	0	63	701
06:30 PM	14	158	9	61	0	91	0	65	0	0	0	93	18	119	0	49	677
06:45 PM	19	121	11	122	0	72	2	62	0	0	0	98	28	128	0	37	700
Total	49	499	46	341	0	313	2	271	0	0	0	382	87	570	0	195	2755
07:00 PM	11	111	14	58	0	87	0	53	0	0	0	83	23	132	0	66	638
07:15 PM	10	142	20	38	0	89	3	35	0	0	0	70	25	125	0	28	585
07:30 PM	10	137	16	48	0	89	1	18	0	0	0	48	22	112	0	32	533
07:45 PM	7	90	14	59	0	84	0	44	0	0	0	70	34	151	0	46	599
Total	38	480	64	203	0	349	4	150	0	0	0	271	104	520	0	172	2355
Grand Total	246	2144	273	2269	0	1878	30	1641	0	0	0	1849	499	2931	0	943	14703
Apprch %	5	43.5	5.5	46	0	52.9	0.8	46.2	0	0	0	100	11.4	67	0	21.6	
Total %	1.7	14.6	1.9	15.4	0	12.8	0.2	11.2	0	0	0	12.6	3.4	19.9	0	6.4	
Cars	242	2108	264	2269	0	1726	30	1641	0	0	0	1849	496	2780	0	943	14348
% Cars	98.4	98.3	96.7	100	0	91.9	100	100	0	0	0	100	99.4	94.8	0	100	97.6
Busses	3	34	9	0	0	147	0	0	0	0	0	0	3	144	0	0	340
% Busses	1.2	1.6	3.3	0	0	7.8	0	0	0	0	0	0	0.6	4.9	0	0	2.3
Trucks	1	2	0	0	0	5	0	0	0	0	0	0	0	7	0	0	15
% Trucks	0.4	0.1	0	0	0	0.3	0	0	0	0	0	0	0	0.2	0	0	0.1

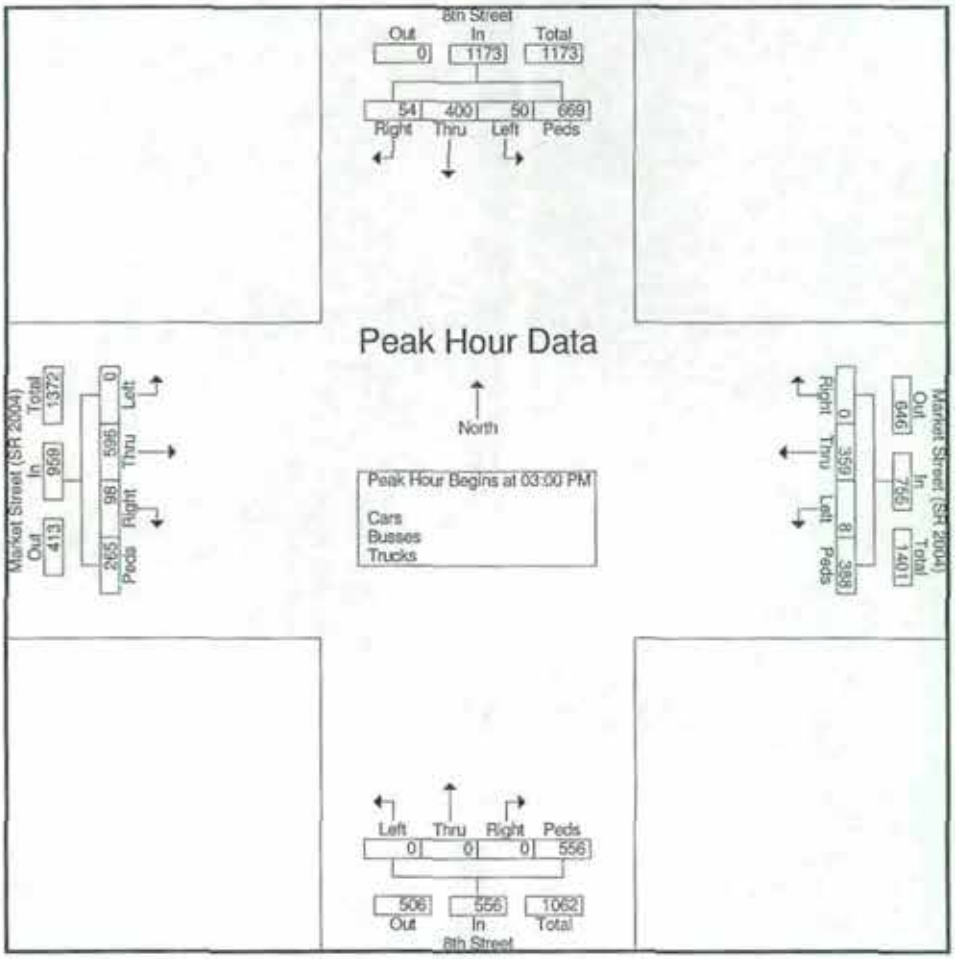
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 8th Street
Day: Saturday, October 20, 2012
Counter: Brian

File Name : Market St and 8th St - Saturday PM Peak
Site Code : 00024342
Start Date : 10/20/2012
Page No : 2

	8th Street Southbound					Market Street (SR 2004) Westbound					8th Street Northbound					Market Street (SR 2004) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	11	98	19	189	317	0	91	1	98	190	0	0	0	129	129	29	150	0	60	239	875
03:15 PM	18	103	10	162	293	0	83	1	78	162	0	0	0	142	142	24	146	0	70	240	837
03:30 PM	15	104	11	139	269	0	100	6	115	221	0	0	0	155	155	19	144	0	64	227	872
03:45 PM	10	95	10	179	294	0	85	0	97	182	0	0	0	130	130	26	156	0	71	253	859
Total Volume	54	400	50	669	1173	0	359	8	388	755	0	0	0	556	556	98	596	0	265	959	3443
% App. Total	4.6	34.1	4.3	57		0	47.5	1.1	51.4		0	0	0	100		10.2	62.1	0	27.6		
PHF	.750	.962	.658	.885	.925	.000	.896	.333	.843	.854	.000	.000	.000	.897	.897	.845	.955	.000	.933	.948	.984



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 9th Street
Day: Friday, October 19, 2012
Counter: Endri

File Name : Market St and 9th St - Friday PM Peak
Site Code : 00056885
Start Date : 10/19/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	9th Street Southbound				Market Street (SR 2004) Westbound				9th Street Northbound				Market Street (SR 2004) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	0	0	0	81	23	83	1	60	23	83	14	61	0	177	0	57	663
03:15 PM	0	0	0	155	8	80	0	61	24	83	13	84	1	162	0	96	767
03:30 PM	0	0	0	94	16	85	0	55	28	103	23	94	1	179	1	104	783
03:45 PM	0	0	0	90	11	105	0	57	24	81	16	66	0	200	0	111	761
Total	0	0	0	420	58	353	1	233	99	350	66	305	2	718	1	368	2974
04:00 PM	0	0	0	93	19	133	0	81	42	97	17	82	0	216	0	156	936
04:15 PM	0	0	0	95	10	97	0	69	31	88	19	61	0	220	1	133	824
04:30 PM	0	0	0	131	10	112	0	67	34	80	21	112	0	207	0	147	921
04:45 PM	0	0	0	104	12	114	0	90	24	63	14	84	1	199	2	166	873
Total	0	0	0	423	51	456	0	307	131	328	71	339	1	842	3	602	3554
05:00 PM	0	0	0	82	8	104	0	82	22	90	18	65	0	207	0	130	808
05:15 PM	0	0	0	60	17	115	0	53	30	94	12	50	0	207	0	92	730
05:30 PM	0	0	0	47	11	81	0	35	14	55	11	40	1	156	2	70	523
05:45 PM	0	0	0	101	17	95	0	54	12	78	18	79	0	163	0	106	723
Total	0	0	0	290	53	395	0	224	78	317	59	234	1	733	2	398	2784
06:00 PM	0	0	0	68	12	110	0	44	12	68	16	53	0	164	1	58	606
06:15 PM	0	0	0	96	8	91	0	42	19	66	10	80	0	195	0	62	669
06:30 PM	0	0	0	63	8	108	1	42	11	60	16	65	0	152	0	27	553
06:45 PM	0	0	0	118	15	124	0	52	19	56	10	77	2	169	0	58	700
Total	0	0	0	345	43	433	1	180	61	250	52	275	2	680	1	205	2528
07:00 PM	0	0	0	85	11	135	0	28	25	49	10	77	0	131	1	49	601
07:15 PM	0	0	0	71	11	108	4	37	9	52	10	50	0	146	5	34	537
07:30 PM	0	0	0	96	6	83	0	23	12	62	8	61	0	133	0	37	521
Grand Total	0	0	0	1730	233	1963	6	1032	415	1408	276	1341	6	3383	13	1693	13499
Apprch %	0	0	0	100	7.2	60.7	0.2	31.9	12.1	40.9	8	39	0.1	66.4	0.3	33.2	
Total %	0	0	0	12.8	1.7	14.5	0	7.6	3.1	10.4	2	9.9	0	25.1	0.1	12.5	
Cars	0	0	0	1730	226	1698	6	1032	409	1369	274	1341	6	3140	13	1692	12936
% Cars	0	0	0	100	97	86.5	100	100	98.6	97.2	99.3	100	100	92.8	100	99.9	95.8
Busses	0	0	0	0	4	250	0	0	2	29	0	0	0	226	0	1	512
% Busses	0	0	0	0	1.7	12.7	0	0	0.5	2.1	0	0	0	6.7	0	0.1	3.8
Trucks	0	0	0	0	3	15	0	0	4	10	2	0	0	17	0	0	51
% Trucks	0	0	0	0	1.3	0.8	0	0	1	0.7	0.7	0	0	0.5	0	0	0.4

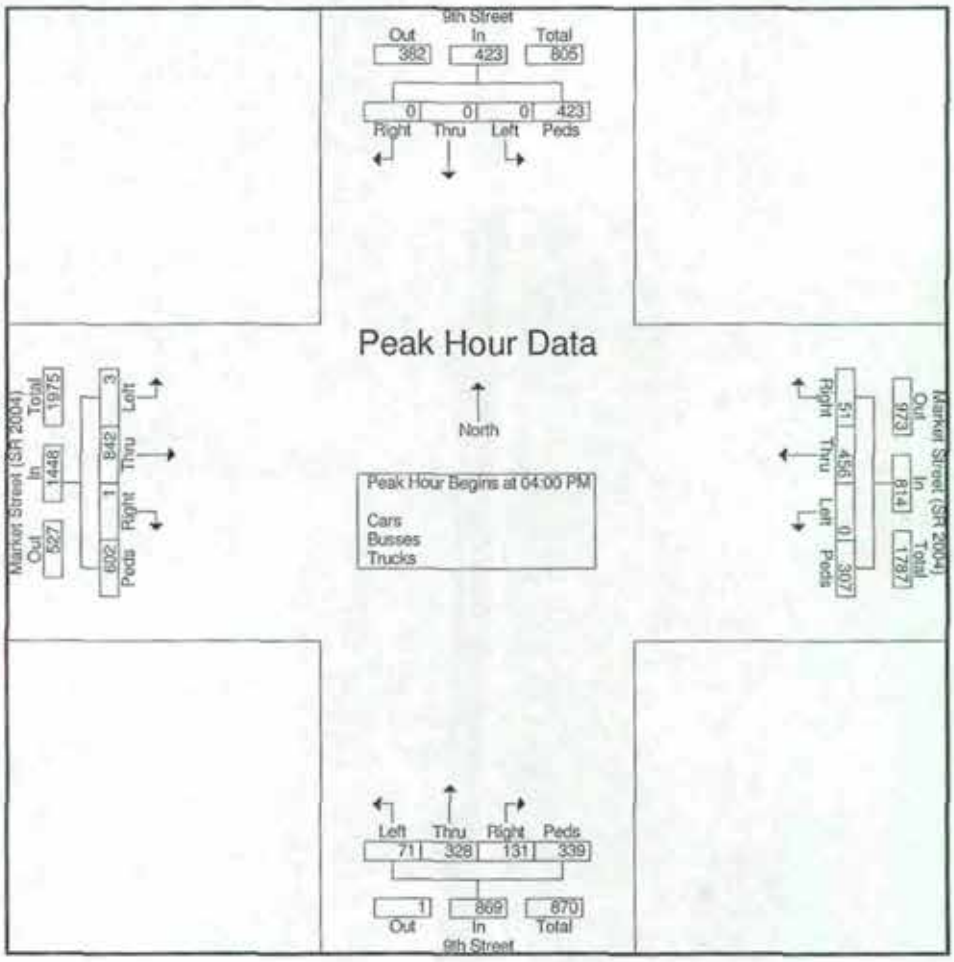
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 9th Street
Day: Friday, October 19, 2012
Counter: Endri

File Name : Market St and 9th St - Friday PM Peak
Site Code : 00056885
Start Date : 10/19/2012
Page No : 2

	9th Street Southbound					Market Street (SR 2004) Westbound					9th Street Northbound					Market Street (SR 2004) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	93	93	**19**	**133**	0	81	**233**	**42**	**97**	17	82	238	0	216	0	156	**372**	**936**
04:15 PM	0	0	0	95	95	10	97	0	69	176	31	88	19	61	199	0	**220**	1	133	354	824
04:30 PM	0	0	0	**131**	**131**	10	112	0	67	189	34	80	**21**	**112**	**247**	0	207	0	147	354	921
04:45 PM	0	0	0	104	104	12	114	0	**90**	216	24	63	14	84	185	**1**	199	**2**	**166**	368	873
Total Volume	0	0	0	423	423	51	456	0	307	814	131	328	71	339	869	1	842	3	602	1448	3554
% App. Total	0	0	0	100		6.3	56	0	37.7		15.1	37.7	8.2	39		0.1	58.1	0.2	41.6		
PHF	.000	.000	.000	.807	.807	.671	.857	.000	.853	.873	.780	.845	.845	.757	.880	.250	.957	.375	.907	.973	.949



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 9th Street
Day: Saturday, October 20, 2012
Counter: John

File Name : Market St and 9th St - Saturday PM Peak
Site Code : 22222222
Start Date : 10/20/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks.

	9th Street Southbound				Market Street (SR 2004) Westbound				9th Street Northbound				Market Street (SR 2004) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	0	0	0	326	10	108	0	40	20	42	13	181	0	154	1	111	1006
03:15 PM	0	0	0	395	16	97	0	85	16	63	16	153	0	165	4	109	1119
03:30 PM	0	0	0	271	21	129	0	66	22	57	20	188	0	161	1	74	1010
03:45 PM	0	0	0	403	15	103	0	71	14	72	10	196	0	172	2	107	1165
Total	0	0	0	1395	62	437	0	262	72	234	59	718	0	652	8	401	4300
04:00 PM	0	0	0	371	22	128	0	64	26	65	21	175	0	200	0	124	1196
04:15 PM	0	0	0	301	12	122	0	108	20	65	8	171	0	198	0	217	1222
04:30 PM	0	0	0	346	19	133	0	95	35	116	22	163	0	180	0	151	1260
04:45 PM	0	0	0	281	12	111	0	45	29	94	9	155	0	177	0	53	966
Total	0	0	0	1299	65	494	0	312	110	340	60	664	0	755	0	545	4644
05:00 PM	0	0	0	230	13	89	5	34	21	53	18	74	0	128	1	57	723
05:15 PM	0	0	0	204	20	145	0	37	18	53	14	108	0	166	0	53	818
05:30 PM	0	0	0	211	8	114	0	36	20	48	10	108	0	175	1	65	796
05:45 PM	0	0	0	172	7	104	0	48	15	35	10	86	0	130	0	52	659
Total	0	0	0	817	48	452	5	155	74	189	52	376	0	599	2	227	2996
06:00 PM	0	0	0	189	7	67	0	62	13	61	14	123	0	146	1	54	737
06:15 PM	0	0	0	185	19	68	0	64	16	50	18	115	0	163	0	54	772
06:30 PM	0	0	0	170	12	76	0	31	7	32	10	94	0	132	3	34	601
06:45 PM	0	0	0	186	12	92	0	38	19	49	7	129	0	150	0	46	728
Total	0	0	0	730	50	323	0	195	55	192	49	461	0	591	4	188	2838
07:00 PM	0	0	0	136	13	107	0	32	25	59	15	72	1	126	0	31	617
07:15 PM	0	0	0	103	11	75	0	22	30	66	6	57	0	134	0	54	558
07:30 PM	0	0	0	136	11	78	0	19	16	59	12	55	0	132	0	21	539
07:45 PM	0	0	0	125	7	69	0	29	23	45	8	83	0	171	0	11	571
Total	0	0	0	500	42	329	0	102	94	229	41	267	1	563	0	117	2285
Grand Total	0	0	0	4741	267	2035	5	1026	405	1184	261	2486	1	3160	14	1478	17063
Apprch %	0	0	0	100	8	61.1	0.2	30.8	9.3	27.3	6	57.3	0	67.9	0.3	31.8	
Total %	0	0	0	27.8	1.6	11.9	0	6	2.4	6.9	1.5	14.6	0	18.5	0.1	8.7	
Cars	0	0	0	4741	261	1912	5	1026	402	1167	261	2486	1	3043	14	1478	16797
% Cars	0	0	0	100	97.8	94	100	100	99.3	98.6	100	100	100	96.3	100	100	98.4
Busses	0	0	0	0	5	121	0	0	1	16	0	0	0	116	0	0	259
% Busses	0	0	0	0	1.9	5.9	0	0	0.2	1.4	0	0	0	3.7	0	0	1.5
Trucks	0	0	0	0	1	2	0	0	2	1	0	0	0	1	0	0	7
% Trucks	0	0	0	0	0.4	0.1	0	0	0.5	0.1	0	0	0	0	0	0	0

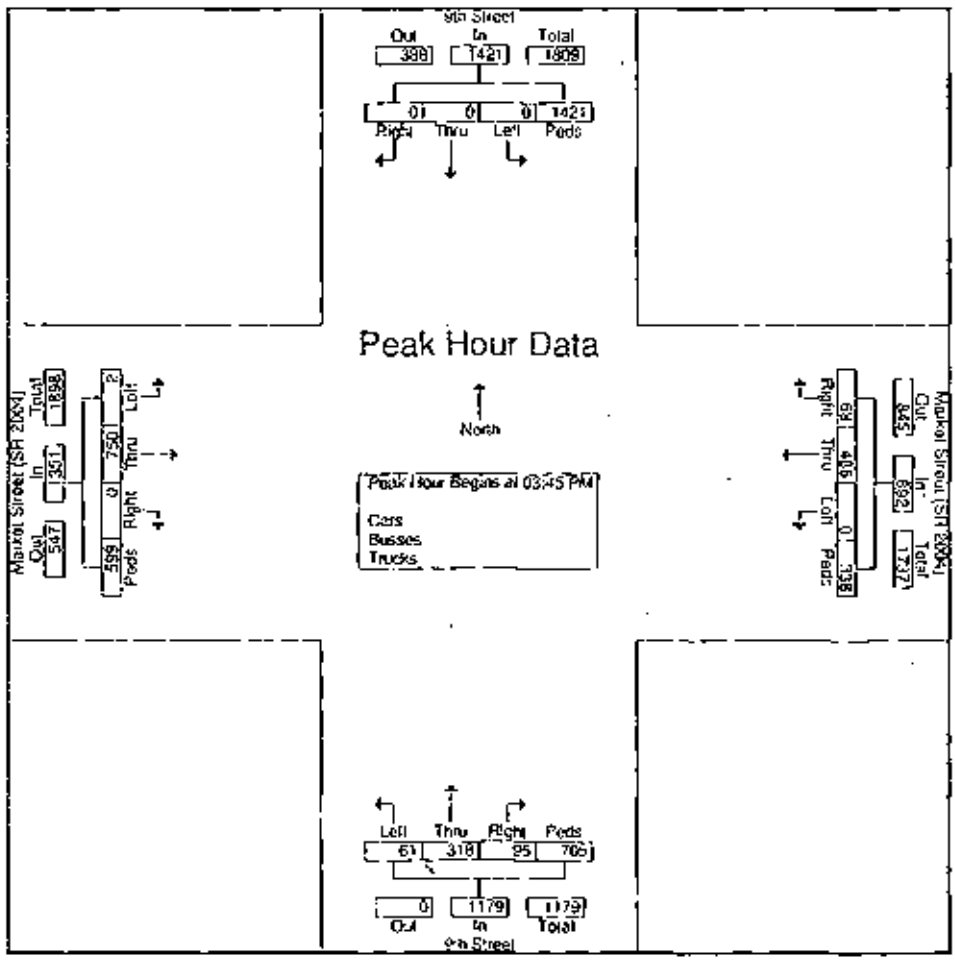
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Market Street & 9th Street
Day: Saturday; October 20, 2012
Counter: John

File Name : Market St and 9th St - Saturday PM Peak
Site Code : 22222222
Start Date : 10/20/2012
Page No : 2

	9th Street Southbound					Market Street (SR 2004) Westbound					9th Street Northbound					Market Street (SR 2004) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	0	0	0	403	403	15	103	0	71	189	14	72	10	196	292	0	172	2	107	281	1165
04:00 PM	0	0	0	371	371	22	128	0	64	214	26	65	21	175	287	0	200	0	124	324	1196
04:15 PM	0	0	0	301	301	12	122	0	108	242	20	65	8	171	264	0	198	0	217	415	1222
04:30 PM	0	0	0	346	346	19	133	0	95	247	35	116	22	163	336	0	180	0	151	331	1260
Total Volume	0	0	0	1421	1421	68	486	0	338	892	95	318	61	705	1179	0	750	2	599	1351	4843
% App. Total	0	0	0	100		7.6	54.5	0	37.9		8.1	27	5.2	59.8		0	55.5	0.1	44.3		
PHF	.000	.000	.000	.882	.882	.773	.914	.000	.782	.903	.679	.685	.693	.899	.877	.000	.938	.250	.690	.814	.961



Pennoni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Location:Philladelphia, Pa
Intersection: Chestnut St/ 8th St
Date: Friday, October 19, 2012
Counter:RZ

File Name : Chestnut St and 8th St - Friday PM Peak (EB & SB)
Site Code : 00000000
Start Date : 10/19/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	8TH ST From North					CHESTNUT ST From East					8TH ST From South					CHESTNUT ST From West					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
03:00 PM	0	98	27	76	201	0	0	0	100	100	0	0	0	55	55	22	96	0	100	218	574
03:15 PM	0	92	22	69	183	0	0	0	106	106	0	0	0	53	53	27	112	0	85	224	566
03:30 PM	0	77	24	78	179	0	0	0	151	151	0	0	0	73	73	25	100	0	86	211	614
03:45 PM	0	102	24	74	200	0	0	0	118	118	0	0	0	46	46	42	92	0	84	218	582
Total	0	369	97	297	763	0	0	0	475	475	0	0	0	227	227	116	400	0	355	871	2336
04:00 PM	0	113	24	83	220	0	0	0	129	129	0	0	0	57	57	31	86	0	82	199	605
04:15 PM	0	102	20	77	199	0	0	0	120	120	0	0	0	51	51	25	107	0	93	225	595
04:30 PM	0	112	22	71	205	0	0	0	135	135	0	0	0	60	60	29	102	0	98	229	629
04:45 PM	0	120	41	89	250	0	0	0	111	111	0	0	0	64	64	17	73	0	106	196	621
Total	0	447	107	320	874	0	0	0	495	495	0	0	0	232	232	102	368	0	379	849	2450
05:00 PM	0	105	21	103	229	0	0	0	134	134	0	0	0	85	85	39	105	0	136	280	728
05:15 PM	0	150	20	113	283	0	0	0	69	69	0	0	0	60	60	17	132	0	82	231	643
05:30 PM	0	113	16	52	181	0	0	0	48	48	0	0	0	15	15	21	99	0	72	192	436
05:45 PM	0	92	18	35	145	0	0	0	14	14	0	0	0	9	9	15	78	0	40	133	301
Total	0	460	75	303	838	0	0	0	265	265	0	0	0	169	169	92	414	0	330	836	2108
06:00 PM	0	114	23	58	195	0	0	0	69	69	0	0	0	19	19	17	80	0	42	139	422
06:15 PM	0	125	26	53	204	0	0	0	66	66	0	0	0	24	24	22	61	0	80	163	457
06:30 PM	0	135	19	51	205	0	0	0	59	59	0	0	0	28	28	28	69	0	58	155	447
06:45 PM	0	130	25	65	220	0	0	0	54	54	0	0	0	46	46	20	87	0	60	167	487
Total	0	504	93	227	824	0	0	0	248	248	0	0	0	117	117	87	297	0	240	624	1813
07:00 PM	0	121	20	65	206	0	0	0	56	56	0	0	0	18	18	17	90	0	45	152	432
07:15 PM	0	132	22	73	227	0	0	0	37	37	0	0	0	26	26	20	82	0	51	153	443
07:30 PM	0	129	24	57	210	0	0	0	64	64	0	0	0	32	32	26	87	0	41	154	460
07:45 PM	0	102	26	45	173	0	0	0	39	39	0	0	0	42	42	16	87	0	25	128	382
Total	0	484	92	240	816	0	0	0	196	196	0	0	0	118	118	79	346	0	162	587	1717
Grand Total	0	2264	464	1387	4115	0	0	0	1679	1679	0	0	0	863	863	476	1825	0	1466	3767	10424
Apprch %	0	55	11.3	33.7		0	0	0	100		0	0	0	100		12.6	48.4	0	38.9		
Total %	0	21.7	4.5	13.3	39.5	0	0	0	16.1	16.1	0	0	0	8.3	8.3	4.6	17.5	0	14.1	36.1	
Cars	0	2201	464	1337	4052	0	0	0	1679	1679	0	0	0	863	863	476	1721	0	1466	3663	10257
% Cars	0	97.2	100	100	98.5	0	0	0	100	100	0	0	0	100	100	100	94.3	0	100	97.2	98.4
Busses	0	63	0	0	63	0	0	0	0	0	0	0	0	0	0	0	103	0	0	103	166
% Busses	0	2.8	0	0	1.5	0	0	0	0	0	0	0	0	0	0	0	5.6	0	0	2.7	1.6
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0

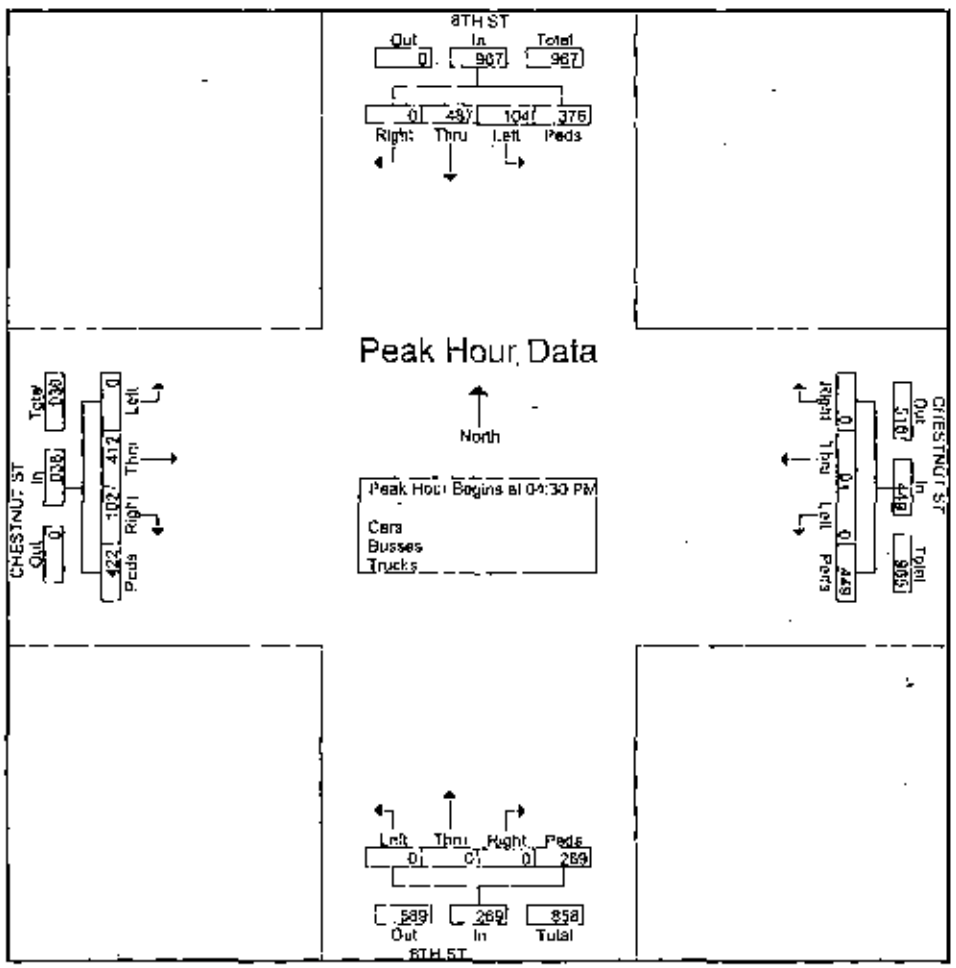
Pennoni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Location: Philadelphia, Pa
Intersection: Chestnut St/ 8th St
Date: Friday, October 19, 2012
Counter: RZ

File Name : Chestnut St and 8th St - Friday PM Peak (EB & SB)
Site Code : 00000000
Start Date : 10/19/2012
Page No : 2

	8TH ST From North					CHESTNUT ST From East					8TH ST From South					CHESTNUT ST From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	112	22	71	205	0	0	0	135	135	0	0	0	60	60	29	102	0	98	229	629
04:45 PM	0	120	41	89	250	0	0	0	111	111	0	0	0	64	64	17	73	0	106	196	621
05:00 PM	0	105	21	103	229	0	0	0	134	134	0	0	0	85	85	39	105	0	136	280	728
05:15 PM	0	150	20	113	283	0	0	0	69	69	0	0	0	60	60	17	132	0	82	231	643
Total Volume	0	487	104	376	967	0	0	0	449	449	0	0	0	269	269	102	412	0	422	936	2621
% App. Total	0	50.4	10.8	38.9		0	0	0	100		0	0	0	100		10.9	44	0	45.1		
PHF	.000	.812	.634	.832	.854	.000	.000	.000	.831	.831	.000	.000	.000	.791	.791	.654	.780	.000	.776	.836	.900



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut St & 8th Street
Day: Saturday, October 20, 2012
Counter: Zack

File Name : Chestnut St and 8th St - Saturday PM Peak
Site Code : 00006767
Start Date : 10/20/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	8th Street Southbound				Chestnut Street (SR 3008) Westbound				8th Street Northbound				Chestnut Street (SR 3008) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	0	123	6	76	0	0	0	78	0	0	0	57	15	76	0	40	473
03:15 PM	0	92	34	97	0	0	0	67	0	0	0	57	27	61	0	39	474
03:30 PM	0	88	19	30	0	0	0	63	0	0	0	49	7	82	0	42	380
03:45 PM	0	94	18	43	0	0	0	78	0	0	0	78	18	70	0	70	469
Total	0	397	77	248	0	0	0	286	0	0	0	241	67	289	0	191	1796
04:00 PM	0	85	24	46	0	0	0	40	0	0	0	58	18	83	0	47	403
04:15 PM	0	89	24	70	0	0	0	88	0	0	0	62	8	71	0	39	451
04:30 PM	0	102	17	81	0	0	0	71	0	0	0	100	20	87	0	63	541
04:45 PM	0	90	39	68	0	0	0	86	0	0	0	73	7	73	0	35	471
Total	0	366	104	267	0	0	0	285	0	0	0	293	53	314	0	184	1866
05:00 PM	0	89	27	62	0	0	0	91	0	0	0	47	19	73	0	59	467
05:15 PM	0	95	21	61	0	0	0	63	0	0	0	38	11	78	0	36	403
05:30 PM	0	91	16	61	0	0	0	29	0	0	0	50	12	65	0	31	356
05:45 PM	0	102	30	39	0	0	0	67	0	0	0	27	18	83	0	30	396
Total	0	377	94	223	0	0	0	250	0	0	0	162	60	299	0	156	1621
06:00 PM	0	103	30	43	0	0	0	69	0	0	0	35	19	68	0	31	398
06:15 PM	0	106	32	53	0	0	0	72	0	0	0	40	20	59	0	38	420
06:30 PM	0	132	23	52	0	0	0	87	0	0	0	55	14	68	0	56	487
06:45 PM	0	114	36	32	0	0	0	61	0	0	0	61	17	72	0	35	428
Total	0	455	121	180	0	0	0	289	0	0	0	191	70	267	0	160	1733
07:00 PM	0	111	35	63	0	0	0	59	0	0	0	57	17	62	0	35	439
07:15 PM	0	123	32	50	0	0	0	60	0	0	0	57	27	102	0	25	476
07:30 PM	0	123	33	33	0	0	0	64	0	0	0	60	30	85	0	19	447
07:45 PM	0	98	33	39	0	0	0	47	0	0	0	34	24	71	0	15	361
Total	0	455	133	185	0	0	0	230	0	0	0	208	98	320	0	94	1723
Grand Total	0	2050	529	1103	0	0	0	1340	0	0	0	1095	348	1489	0	785	8739
Apprch %	0	55.7	14.4	30	0	0	0	100	0	0	0	100	13.3	56.8	0	29.9	
Total %	0	23.5	6.1	12.6	0	0	0	15.3	0	0	0	12.5	4	17	0	9	
Cars	0	1986	519	1102	0	0	0	1340	0	0	0	1095	346	1421	0	785	8594
% Cars	0	96.9	98.1	99.9	0	0	0	100	0	0	0	100	99.4	95.4	0	100	98.3
Busses	0	21	0	0	0	0	0	0	0	0	0	0	1	44	0	0	66
% Busses	0	1	0	0	0	0	0	0	0	0	0	0	0.3	3	0	0	0.8
Trucks	0	43	10	1	0	0	0	0	0	0	0	0	1	24	0	0	79
% Trucks	0	2.1	1.9	0.1	0	0	0	0	0	0	0	0	0.3	1.6	0	0	0.9

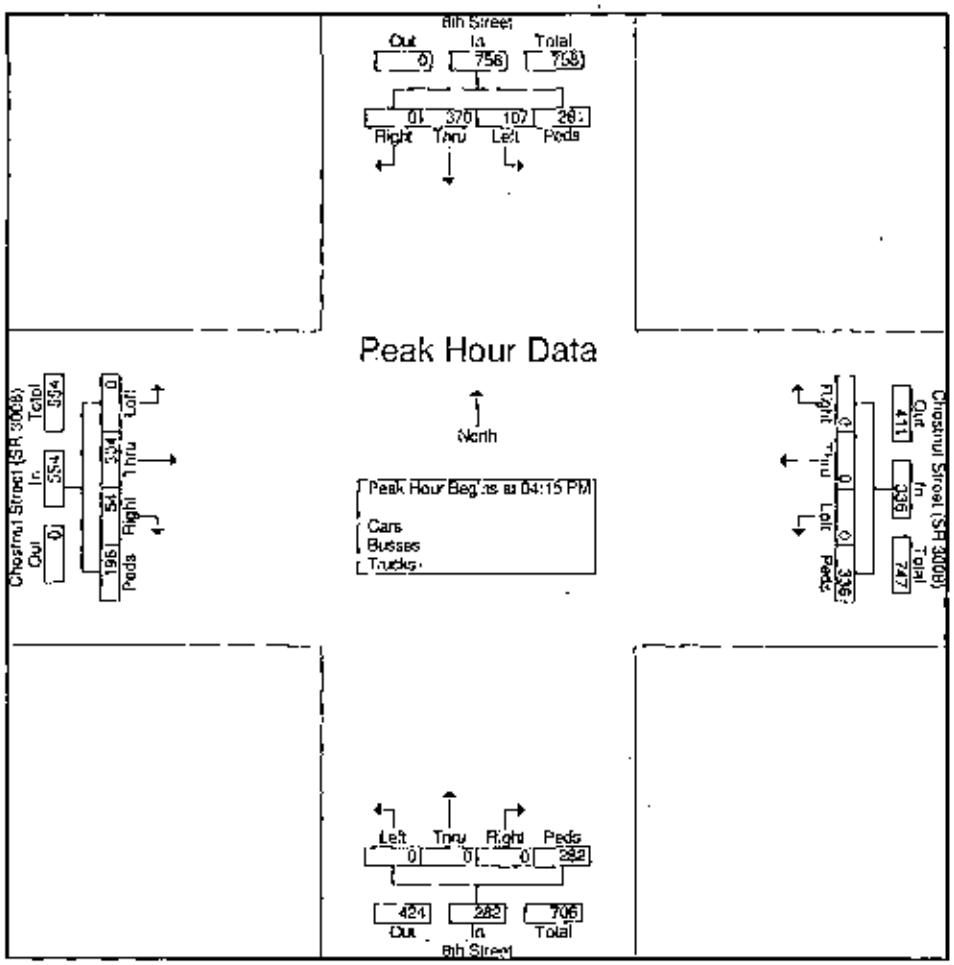
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut St & 8th Street
Day: Saturday, October 20, 2012
Counter: Zack

File Name : Chestnut St and 8th St - Saturday PM Peak
Site Code : 00006767
Start Date : 10/20/2012
Page No : 2

	8th Street Southbound					Chestnut Street (SR 3008) Westbound					8th Street Northbound					Chestnut Street (SR 3008) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	89	24	70	183	0	0	0	88	88	0	0	0	62	62	8	71	0	39	118	451
04:30 PM	0	102	17	81	200	0	0	0	71	71	0	0	0	100	100	20	87	0	63	170	541
04:45 PM	0	90	39	68	197	0	0	0	86	86	0	0	0	73	73	7	73	0	35	115	471
05:00 PM	0	89	27	62	178	0	0	0	91	91	0	0	0	47	47	19	73	0	59	151	467
Total Volume	0	370	107	281	758	0	0	0	336	336	0	0	0	282	282	54	304	0	196	554	1930
% App. Total	0	48.8	14.1	37.1		0	0	0	100		0	0	0	100		9.7	54.9	0	35.4		
PHF	.000	.907	.685	.867	.948	.000	.000	.000	.923	.923	.000	.000	.000	.705	.705	.675	.874	.000	.778	.815	.892



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut Street & 9th Stre
Day: Friday, October 19, 2012
Counter: Florence

File Name : Not Named 3
Site Code : 00003332
Start Date : 10/19/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	9th Street Southbound				Chestnut Street (SR 3008) Westbound				9th Street Northbound				Chestnut Street (SR 3008) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	0	0	0	97	0	0	0	64	29	89	0	71	0	92	30	65	537
03:15 PM	0	0	0	127	0	0	0	75	41	108	0	83	0	91	16	81	624
03:30 PM	0	0	0	143	0	0	0	58	44	115	0	108	0	86	38	77	669
03:45 PM	0	0	0	110	0	0	0	51	44	92	0	61	0	94	30	72	554
Total	0	0	0	477	0	0	0	248	158	404	0	323	0	363	116	295	2384
04:00 PM	0	0	0	169	0	0	0	61	33	115	0	88	0	87	27	90	670
04:15 PM	0	0	0	110	0	0	0	113	44	100	0	73	0	92	26	61	619
04:30 PM	0	0	0	138	0	0	0	68	28	103	0	69	0	91	22	92	611
04:45 PM	0	0	0	130	0	0	0	73	27	92	0	71	0	75	15	64	547
Total	0	0	0	547	0	0	0	315	132	410	0	301	0	345	90	307	2447
05:00 PM	0	0	0	159	0	0	0	69	48	110	0	64	0	90	28	56	624
05:15 PM	0	0	0	93	0	0	0	43	43	111	0	75	0	95	21	53	534
05:30 PM	0	0	0	106	0	0	0	50	23	86	0	54	0	94	18	69	500
05:45 PM	0	0	0	110	0	0	0	41	30	90	0	76	0	66	14	45	472
Total	0	0	0	468	0	0	0	203	144	397	0	269	0	345	81	223	2130
06:00 PM	0	0	0	83	0	0	0	25	23	70	0	29	0	77	18	46	371
06:15 PM	0	0	0	67	0	0	0	32	23	95	0	23	0	64	17	26	347
06:30 PM	0	0	0	62	0	0	0	22	30	77	0	27	0	72	10	21	321
06:45 PM	0	0	0	74	0	0	0	26	38	74	0	43	0	64	8	32	359
Total	0	0	0	286	0	0	0	105	114	316	0	122	0	277	53	125	1398
07:00 PM	0	0	0	86	0	0	0	30	25	68	0	45	0	82	11	20	367
07:15 PM	0	0	0	60	0	0	0	35	27	73	0	57	0	69	10	36	367
07:30 PM	0	0	0	59	0	0	0	24	30	64	0	42	0	76	13	24	332
07:45 PM	0	0	0	53	0	0	0	15	17	67	0	32	0	78	14	25	301
Total	0	0	0	258	0	0	0	104	99	272	0	176	0	305	48	105	1367
Grand Total	0	0	0	2036	0	0	0	975	647	1799	0	1191	0	1635	388	1055	9726
Apprch %	0	0	0	100	0	0	0	100	17.8	49.5	0	32.7	0	53.1	12.6	34.3	
Total %	0	0	0	20.9	0	0	0	10	6.7	18.5	0	12.2	0	16.8	4	10.8	
Cars	0	0	0	2036	0	0	0	975	646	1795	0	1191	0	1623	388	1055	9709
% Cars	0	0	0	100	0	0	0	100	99.8	99.8	0	100	0	99.3	100	100	99.8
Busses	0	0	0	0	0	0	0	0	0	2	0	0	0	12	0	0	14
% Busses	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.7	0	0	0.1
Trucks	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
% Trucks	0	0	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0	0	0

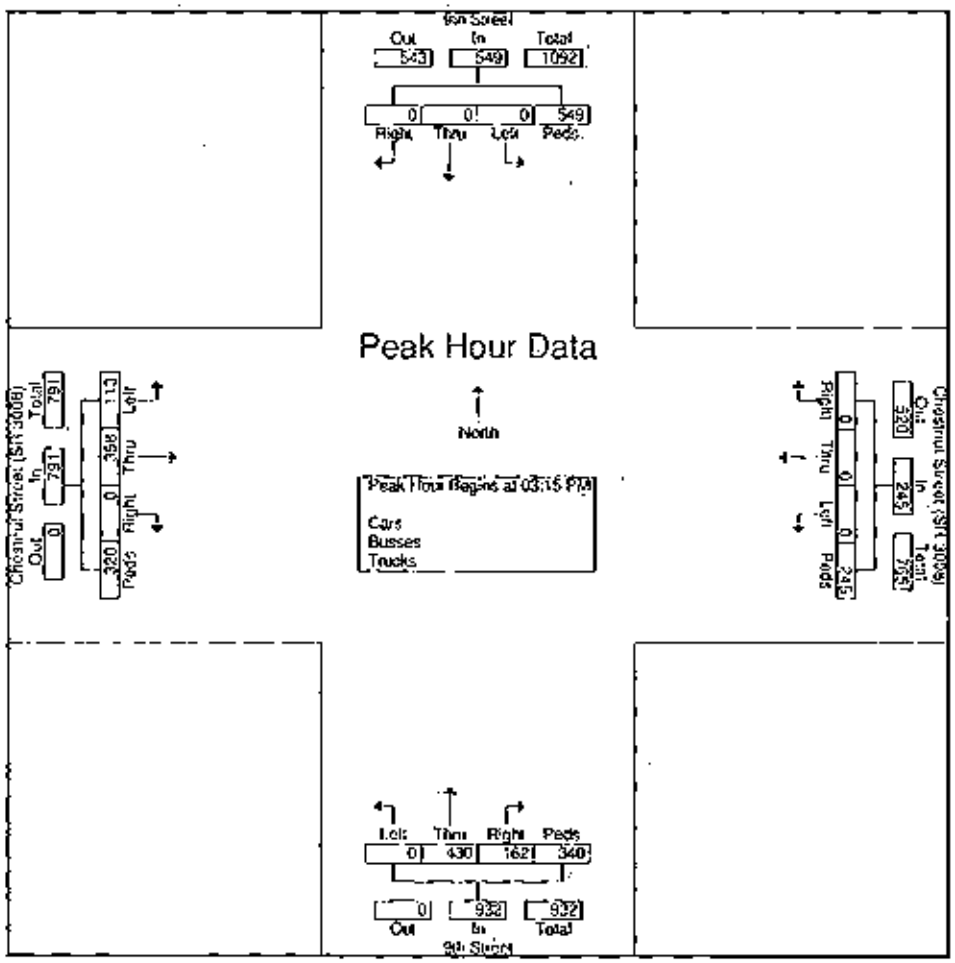
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut Street & 9th Stre
Day: Friday, October 19, 2012
Counter: Florence

File Name : Not Named 3
Site Code : 00003332
Start Date : 10/19/2012
Page No : 2

	9th Street Southbound					Chestnut Street (SR 3008) Westbound					9th Street Northbound					Chestnut Street (SR 3008) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	127	127	0	0	0	75	75	41	108	0	83	232	0	91	18	81	190	624
03:30 PM	0	0	0	143	143	0	0	0	58	58	44	115	0	108	267	0	86	38	77	201	669
03:45 PM	0	0	0	110	110	0	0	0	51	51	44	92	0	61	197	0	94	30	72	196	554
04:00 PM	0	0	0	169	169	0	0	0	61	61	33	115	0	88	236	0	87	27	90	204	670
Total Volume	0	0	0	549	549	0	0	0	245	245	162	430	0	340	932	0	358	113	320	791	2517
% App. Total	0	0	0	100		0	0	0	100		17.4	46.1	0	36.5		0	45.3	14.3	40.5		
PHF	.000	.000	.000	.812	.812	.000	.000	.000	.817	.817	.920	.935	.000	.787	.873	.000	.952	.743	.889	.969	.939



Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut Street & 9th St
Day: Saturday, October 20, 2012
Counter: Drew

File Name : Chestnut St and 9th St - Saturday PM Peak
Site Code : 44444444
Start Date : 10/20/2012
Page No : 1

Groups Printed- Cars - Busses - Trucks

	9th Street Southbound				Chestnut Street (SR 3008) Westbound				9th Street Northbound				Chestnut Street (SR 3008) Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
03:00 PM	0	0	0	36	0	0	0	78	20	56	0	33	0	79	15	66	383
03:15 PM	0	0	0	42	0	0	0	99	21	63	0	35	0	74	11	83	428
03:30 PM	0	0	0	48	0	0	0	77	11	82	0	26	0	75	15	64	398
03:45 PM	0	0	0	59	0	0	0	79	22	78	0	25	0	65	11	77	416
Total	0	0	0	185	0	0	0	333	74	279	0	119	0	293	52	290	1625
04:00 PM	0	0	0	33	0	0	0	65	27	72	0	27	0	77	16	86	403
04:15 PM	0	0	0	91	0	0	0	87	16	75	0	59	0	69	17	67	481
04:30 PM	0	0	0	61	0	0	0	97	30	139	0	84	0	72	10	85	578
04:45 PM	0	0	0	31	0	0	0	98	21	100	0	21	0	77	22	54	424
Total	0	0	0	216	0	0	0	347	94	386	0	191	0	295	65	292	1886
05:00 PM	0	0	0	45	0	0	0	97	19	81	0	21	0	80	11	75	429
05:15 PM	0	0	0	34	0	0	0	66	18	60	0	20	0	73	12	51	334
05:30 PM	0	0	0	29	0	0	0	48	23	68	0	23	0	56	15	68	330
05:45 PM	0	0	0	33	0	0	0	64	23	56	0	17	0	71	12	49	325
Total	0	0	0	141	0	0	0	275	83	265	0	81	0	280	50	243	1418
06:00 PM	0	0	0	21	0	0	0	77	19	72	0	30	0	63	8	55	345
06:15 PM	0	0	0	42	0	0	0	78	21	69	0	23	0	71	14	53	371
06:30 PM	0	0	0	17	0	0	0	67	20	49	0	15	0	58	8	36	270
06:45 PM	0	0	0	16	0	0	0	69	28	56	0	27	0	61	6	52	315
Total	0	0	0	96	0	0	0	291	88	246	0	95	0	253	36	196	1301
07:00 PM	0	0	0	17	0	0	0	86	27	82	0	19	0	56	17	47	351
07:15 PM	0	0	0	14	0	0	0	76	32	98	0	26	0	100	13	51	410
07:30 PM	0	0	0	18	0	0	0	47	32	79	0	24	0	86	8	45	339
07:45 PM	0	0	0	12	0	0	0	49	19	71	0	9	0	77	10	40	287
Total	0	0	0	61	0	0	0	258	110	330	0	78	0	319	48	183	1387
Grand Total	0	0	0	699	0	0	0	1504	449	1506	0	564	0	1440	251	1204	7617
Apprch %	0	0	0	100	0	0	0	100	17.6	59.8	0	22.4	0	49.7	8.7	41.6	
Total %	0	0	0	9.2	0	0	0	19.7	5.9	19.8	0	7.4	0	18.9	3.3	15.8	
Cars	0	0	0	699	0	0	0	1504	449	1485	0	564	0	1415	249	1204	7569
% Cars	0	0	0	100	0	0	0	100	100	98.6	0	100	0	98.3	99.2	100	99.4
Busses	0	0	0	0	0	0	0	0	0	17	0	0	0	24	0	0	41
% Busses	0	0	0	0	0	0	0	0	0	1.1	0	0	0	1.7	0	0	0.5
Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	1	2	0	7
% Trucks	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.1	0.8	0	0.1

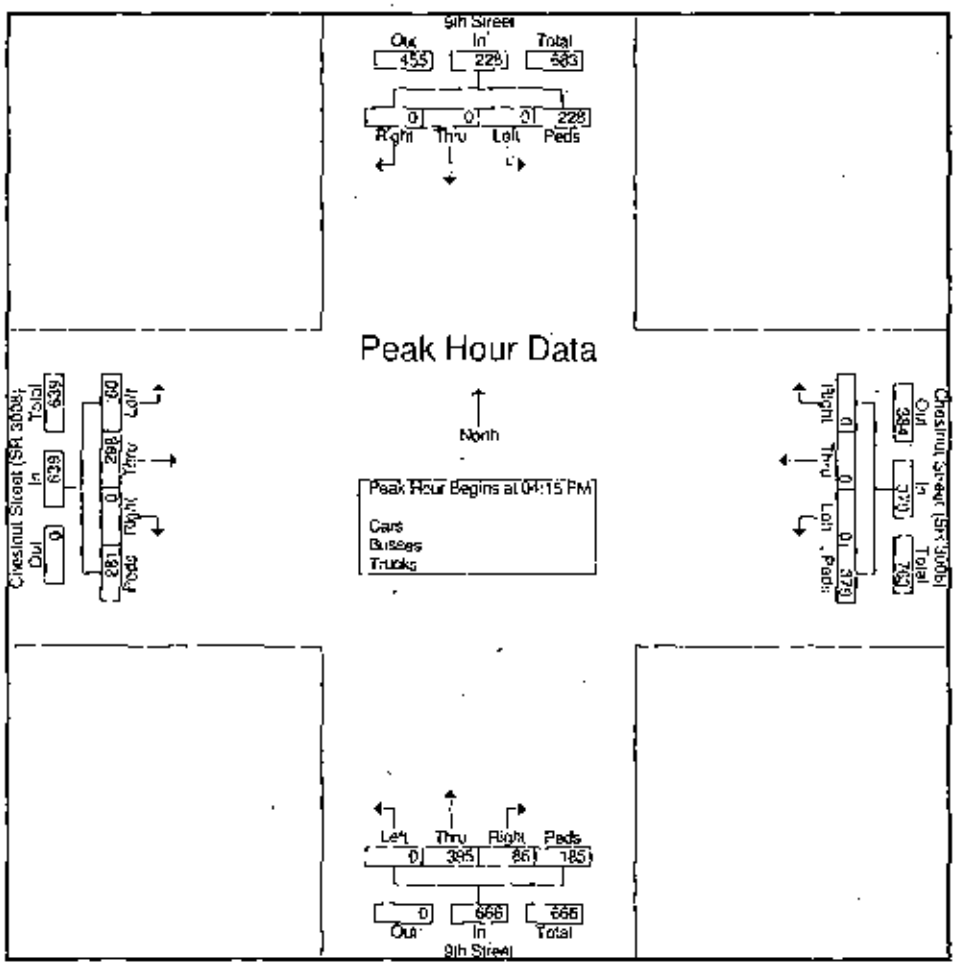
Pennioni Associates, Inc

3001 Market Street, 2nd Floor
Philadelphia, PA 19104

Intersection: Chestnut Street & 9th St
Day: Saturday, October 20, 2012
Counter: Drew

File Name : Chestnut St and 9th St - Saturday PM Peak
Site Code : 44444444
Start Date : 10/20/2012
Page No : 2

	9th Street Southbound					Chestnut Street (SR 3008) Westbound					9th Street Northbound					Chestnut Street (SR 3008) Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	91	91	0	0	0	87	87	16	75	0	59	150	0	69	17	67	153	481
04:30 PM	0	0	0	61	61	0	0	0	97	97	30	139	0	84	253	0	72	10	85	167	578
04:45 PM	0	0	0	31	31	0	0	0	98	98	21	100	0	21	142	0	77	22	54	153	424
05:00 PM	0	0	0	45	45	0	0	0	97	97	19	81	0	21	121	0	80	11	75	166	429
Total Volume	0	0	0	228	228	0	0	0	379	379	86	395	0	185	666	0	298	60	281	639	1912
% App. Total	0	0	0	100		0	0	0	100		12.9	59.3	0	27.8		0	46.6	9.4	44		
PHF	.000	.000	.000	.626	.626	.000	.000	.000	.967	.967	.717	.710	.000	.561	.658	.000	.931	.682	.826	.957	.827



Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Friday, January 11, 2013
Counter:pb/rz

File Name : BW0111-1
Site Code : 00000000
Start Date : 1/11/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Buses

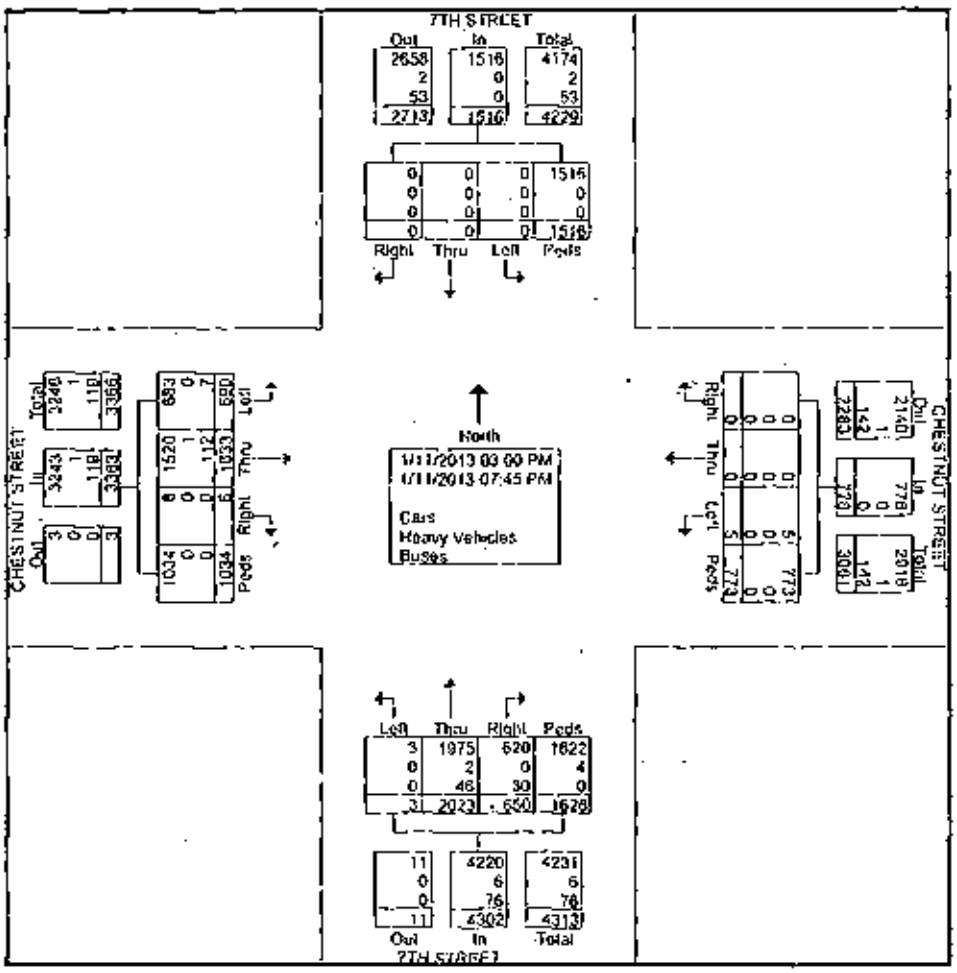
	7TH STREET Southbound					CHESTNUT STREET Westbound					7TH STREET Northbound					CHESTNUT STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	102	102	0	0	0	57	57	27	111	0	60	198	0	89	44	58	191	548
03:15 PM	0	0	0	99	99	0	0	0	74	74	37	133	0	231	401	0	69	43	130	242	816
03:30 PM	0	0	0	117	117	0	0	0	82	82	49	126	0	279	454	0	87	29	75	191	844
03:45 PM	0	0	0	105	105	0	0	0	64	64	30	112	3	92	237	6	92	38	79	215	621
Total	0	0	0	423	423	0	0	0	277	277	143	482	3	662	1290	6	337	154	342	839	2829
04:00 PM	0	0	0	86	86	0	0	0	33	33	26	90	0	84	200	0	86	49	57	192	511
04:15 PM	0	0	0	72	72	0	0	5	44	49	30	85	0	85	200	0	56	41	32	132	453
04:30 PM	0	0	0	142	142	0	0	0	51	51	40	116	0	65	221	0	101	48	50	199	613
04:45 PM	0	0	0	138	138	0	0	0	49	49	36	87	0	102	225	0	85	38	64	187	599
Total	0	0	0	438	438	0	0	5	177	182	132	378	0	336	846	0	328	179	203	710	2176
05:00 PM	0	0	0	168	168	0	0	0	69	69	34	120	0	125	279	0	98	31	83	212	728
05:15 PM	0	0	0	100	100	0	0	0	47	47	41	124	0	80	245	0	97	45	59	201	593
05:30 PM	0	0	0	63	63	0	0	0	25	25	46	124	0	79	249	0	98	31	71	200	537
05:45 PM	0	0	0	56	56	0	0	0	25	25	32	110	0	48	190	0	77	30	37	144	415
Total	0	0	0	387	387	0	0	0	166	166	153	478	0	332	963	0	370	137	250	757	2273
06:00 PM	0	0	0	40	40	0	0	0	24	24	23	100	0	29	152	0	67	27	33	127	343
06:15 PM	0	0	0	50	50	0	0	0	47	47	31	78	0	67	176	0	79	35	37	151	424
06:30 PM	0	0	0	25	25	0	0	0	20	20	34	89	0	32	155	0	96	39	28	163	363
06:45 PM	0	0	0	22	22	0	0	0	16	16	35	91	0	34	160	0	92	27	31	150	348
Total	0	0	0	137	137	0	0	0	107	107	123	358	0	162	643	0	334	128	129	591	1478
07:00 PM	0	0	0	58	58	0	0	0	14	14	23	97	0	39	159	0	73	17	23	113	344
07:15 PM	0	0	0	23	23	0	0	0	7	7	22	80	0	39	141	0	65	23	28	116	287
07:30 PM	0	0	0	19	19	0	0	0	12	12	30	76	0	42	148	0	67	29	27	123	302
07:45 PM	0	0	0	31	31	0	0	0	13	13	24	74	0	14	112	0	59	23	32	114	270
Total	0	0	0	131	131	0	0	0	46	46	99	327	0	134	560	0	264	92	110	466	1203
Grand Total	0	0	0	1516	1516	0	0	5	773	778	650	2023	3	1626	4302	6	1633	690	1034	3363	9959
Apprch %	0	0	0	100		0	0	0.6	99.4		15.1	47	0.1	37.8		0.2	48.6	20.5	30.7		
Total %	0	0	0	15.2	15.2	0	0	0.1	7.8	7.8	6.5	20.3	0	16.3	43.2	0.1	16.4	6.9	10.4	33.8	
Cars	0	0	0	1516	1516	0	0	5	773	778	620	1975	3	1622	4220	6	1520	683	1034	3243	9757
% Cars	0	0	0	100	100	0	0	100	100	100	95.4	97.6	100	99.8	98.1	100	93.1	99	100	96.4	98
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	4	6	0	1	0	0	1	7
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.2	0.1	0	0.1	0	0	0	0.1
Buses	0	0	0	0	0	0	0	0	0	0	30	46	0	0	76	0	112	7	0	119	195
% Buses	0	0	0	0	0	0	0	0	0	0	4.6	2.3	0	0	1.8	0	6.9	1	0	3.5	2

Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Friday, January 11, 2013
Counter:pb/rz

File Name : BW0111-1
Site Code : 00000000
Start Date : 1/11/2013
Page No : 2



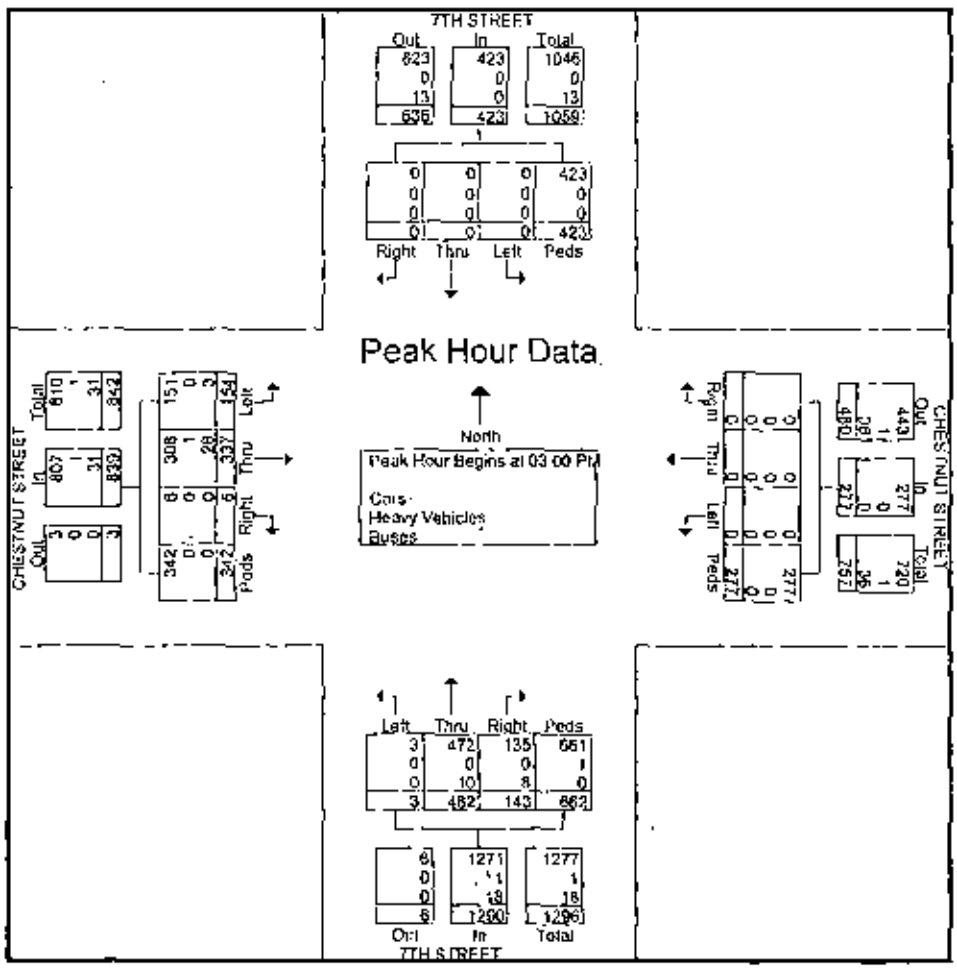
Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Friday, January 11, 2013
Counter:pb/rz

File Name : BW0111-1
Site Code : 00000000
Start Date : 1/11/2013
Page No : 3

	7TH STREET Southbound					CHESTNUT STREET Westbound					7TH STREET Northbound					CHESTNUT STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	102	102	0	0	0	57	57	27	111	0	60	198	0	89	44	58	191	548
03:15 PM	0	0	0	99	99	0	0	0	74	74	37	133	0	231	401	0	69	43	130	242	816
03:30 PM	0	0	0	117	117	0	0	0	82	82	49	126	0	279	454	0	87	29	75	191	844
03:45 PM	0	0	0	105	105	0	0	0	64	64	30	112	3	92	237	6	92	38	79	215	621
Total Volume	0	0	0	423	423	0	0	0	277	277	143	482	3	662	1290	6	337	154	342	839	2829
% App. Total	0	0	0	100		0	0	0	100		11.1	37.4	0.2	51.3		0.7	40.2	18.4	40.8		
PHF	.000	.000	.000	.904	.904	.000	.000	.000	.845	.845	.730	.906	.250	.593	.710	.250	.916	.875	.658	.867	.838
Cars	0	0	0	423	423	0	0	0	277	277	135	472	3	661	1271	6	308	151	342	807	2778
% Cars	0	0	0	100	100	0	0	0	100	100	94.4	97.9	100	99.8	98.5	100	91.4	98.1	100	96.2	98.2
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2	0.1	0	0.3	0	0	0.1	0.1
Buses	0	0	0	0	0	0	0	0	0	0	8	10	0	0	18	0	28	3	0	31	49
% Buses	0	0	0	0	0	0	0	0	0	0	5.6	2.1	0	0	1.4	0	8.3	1.9	0	3.7	1.7



Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Saturday, January 12, 2013
Counter:pb/rz

File Name : BW0112-1B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Buses

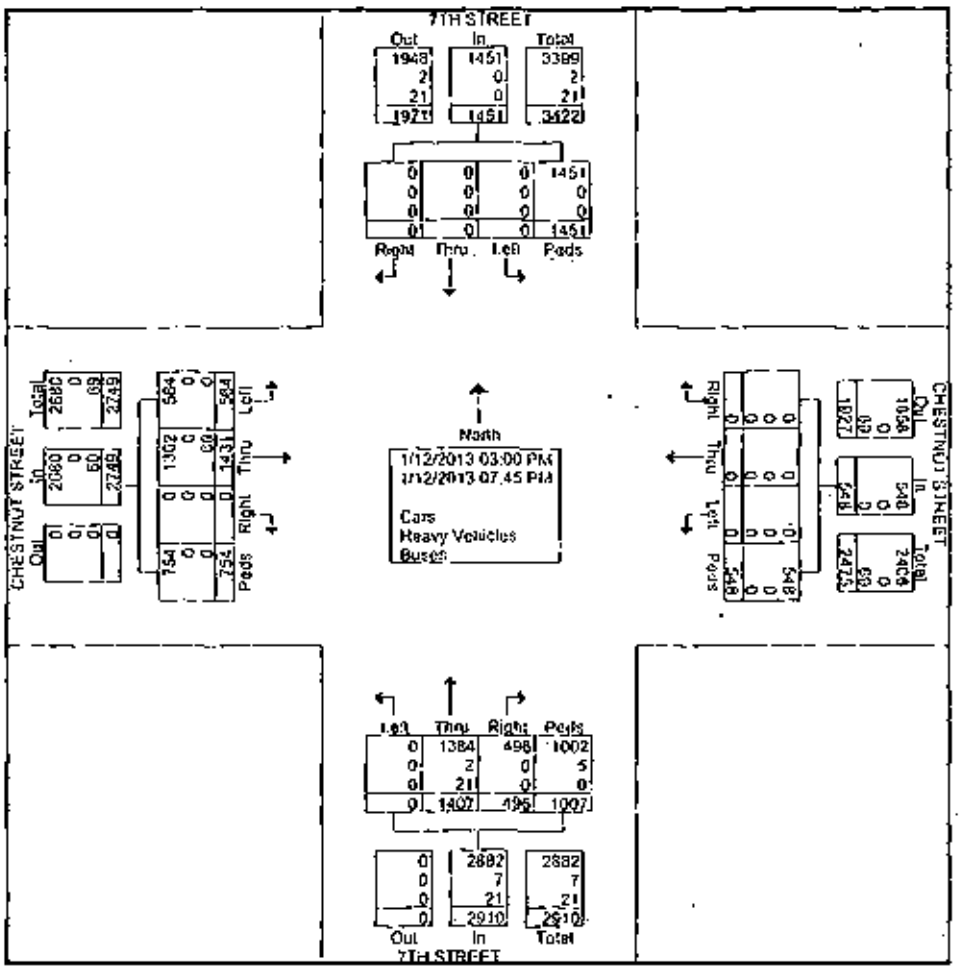
	7TH STREET Southbound					CHESTNUT STREET Westbound					7TH STREET Northbound					CHESTNUT STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	77	77	0	0	0	39	39	31	73	0	61	165	0	60	37	32	129	410
03:15 PM	0	0	0	62	62	0	0	0	56	56	41	72	0	62	175	0	61	54	63	178	471
03:30 PM	0	0	0	79	79	0	0	0	31	31	38	82	0	70	190	0	56	16	42	114	414
03:45 PM	0	0	0	105	105	0	0	0	31	31	30	88	0	94	212	0	68	18	45	131	479
Total	0	0	0	323	323	0	0	0	157	157	140	315	0	287	742	0	245	125	182	552	1774
04:00 PM	0	0	0	91	91	0	0	0	49	49	28	77	0	62	167	0	71	34	35	140	447
04:15 PM	0	0	0	131	131	0	0	0	36	36	17	51	0	41	109	0	83	23	26	132	408
04:30 PM	0	0	0	98	98	0	0	0	14	14	25	67	0	49	141	0	74	28	38	140	393
04:45 PM	0	0	0	99	99	0	0	0	36	36	20	81	0	63	164	0	71	32	30	133	432
Total	0	0	0	419	419	0	0	0	135	135	90	276	0	215	581	0	299	117	129	545	1680
05:00 PM	0	0	0	71	71	0	0	0	41	41	21	85	0	66	172	0	66	23	23	112	396
05:15 PM	0	0	0	66	66	0	0	0	21	21	32	94	0	41	167	0	70	28	24	122	376
05:30 PM	0	0	0	50	50	0	0	0	15	15	18	68	0	48	134	0	65	23	31	119	318
05:45 PM	0	0	0	55	55	0	0	0	16	16	19	70	0	27	116	0	68	39	37	144	331
Total	0	0	0	242	242	0	0	0	93	93	90	317	0	182	589	0	269	113	115	497	1421
06:00 PM	0	0	0	64	64	0	0	0	30	30	22	64	0	32	118	0	61	29	16	106	318
06:15 PM	0	0	0	76	76	0	0	0	32	32	23	63	0	66	152	0	71	26	42	139	399
06:30 PM	0	0	0	48	48	0	0	0	20	20	27	71	0	34	132	0	63	17	46	126	326
06:45 PM	0	0	0	60	60	0	0	0	19	19	18	71	0	42	131	0	86	21	37	144	354
Total	0	0	0	248	248	0	0	0	101	101	90	269	0	174	533	0	281	93	141	515	1397
07:00 PM	0	0	0	73	73	0	0	0	10	10	17	47	0	36	100	0	97	37	47	181	364
07:15 PM	0	0	0	34	34	0	0	0	20	20	29	60	0	35	124	0	79	23	32	134	312
07:30 PM	0	0	0	60	60	0	0	0	27	27	20	68	0	56	144	0	72	21	59	152	383
07:45 PM	0	0	0	52	52	0	0	0	5	5	20	55	0	22	97	0	89	35	49	173	327
Total	0	0	0	219	219	0	0	0	62	62	86	230	0	149	465	0	337	116	187	640	1386
Grand Total	0	0	0	1451	1451	0	0	0	548	548	496	1407	0	1007	2910	0	1431	564	754	2749	7658
Apprch %	0	0	0	100		0	0	0	100		17	48.4	0	34.6		0	52.1	20.5	27.4		
Total %	0	0	0	18.9	18.9	0	0	0	7.2	7.2	6.5	18.4	0	13.1	38	0	18.7	7.4	9.8	35.9	
Cars	0	0	0	1451	1451	0	0	0	548	548	496	1384	0	1002	2882	0	1362	564	754	2680	7561
% Cars	0	0	0	100	100	0	0	0	100	100	100	98.4	0	99.5	99	0	95.2	100	100	97.5	98.7
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2	0	5	7	0	0	0	0	0	7
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0.5	0.2	0	0	0	0	0	0.1
Buses	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	69	0	0	69	90
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	0.7	0	4.8	0	0	2.5	1.2

Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Saturday, January 12, 2013
Counter:pb/rz

File Name : BW0112-1B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 2



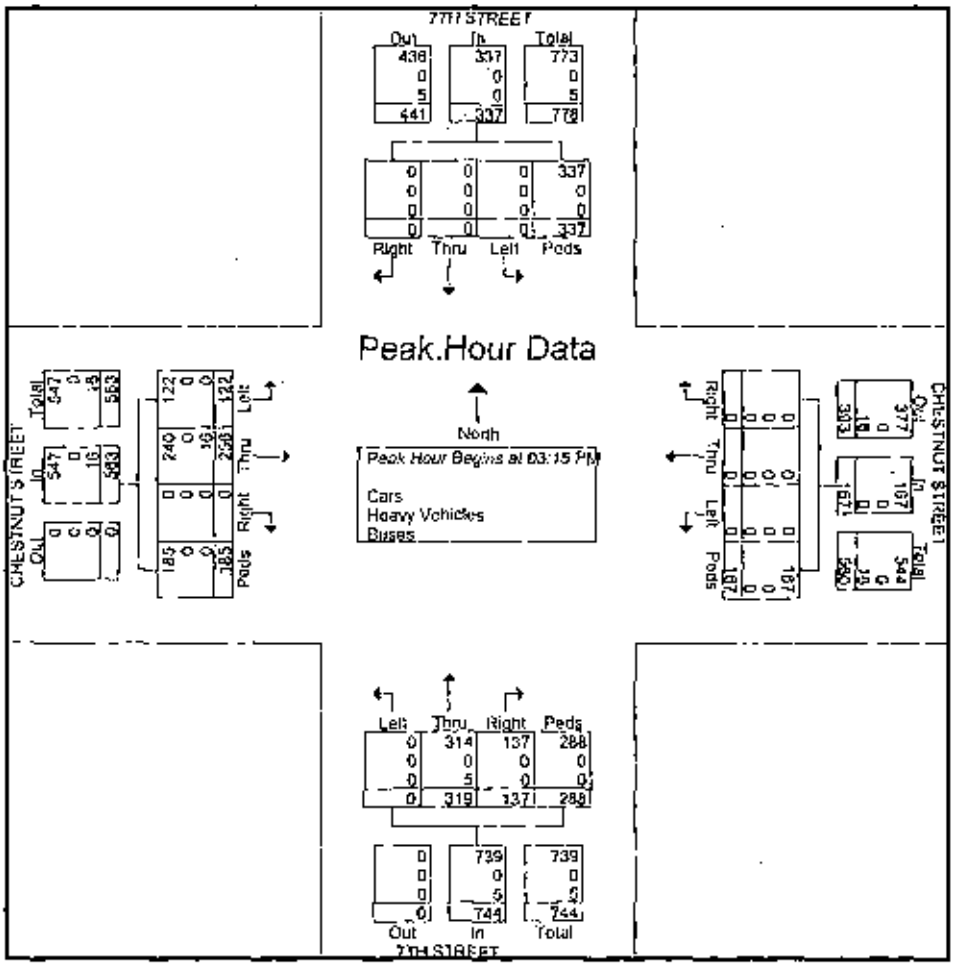
Tri-State Traffic Data, Inc.

www.TSTData.com

Location:Philadelphia, PA
Intersection:Chestnut St/7th Street
Date:Saturday, January 12, 2013
Counter:pb/rz

File Name : BW0112-1B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 3

	7TH STREET Southbound					CHESTNUT STREET Westbound					7TH STREET Northbound					CHESTNUT STREET Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:15 PM																					
03:15 PM	0	0	0	62	62	0	0	0	56	56	41	72	0	62	175	0	61	54	63	178	471
03:30 PM	0	0	0	79	79	0	0	0	31	31	38	82	0	70	190	0	56	16	42	114	414
03:45 PM	0	0	0	105	105	0	0	0	31	31	30	88	0	94	212	0	65	18	45	131	479
04:00 PM	0	0	0	91	91	0	0	0	49	49	28	77	0	62	167	0	71	34	35	140	447
Total Volume	0	0	0	337	337	0	0	0	167	167	137	319	0	288	744	0	256	122	185	563	1811
% App. Total	0	0	0	100		0	0	0	100		18.4	42.9	0	38.7		0	45.5	21.7	32.9		
PHF	.000	.000	.000	.802	.802	.000	.000	.000	.746	.746	.835	.906	.000	.766	.877	.000	.901	.565	.734	.791	.935
Cars	0	0	0	337	337	0	0	0	167	167	137	314	0	288	739	0	240	122	185	547	1790
% Cars	0	0	0	100	100	0	0	0	100	100	100	98.4	0	100	99.3	0	93.8	100	100	97.2	98.8
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	16	0	0	16	21
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	0.7	0	6.3	0	0	2.8	1.2



Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Friday, January 11, 2013
Counter: ET / JT

File Name : BW0111-2
Site Code : 00000000
Start Date : 1/11/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Buses

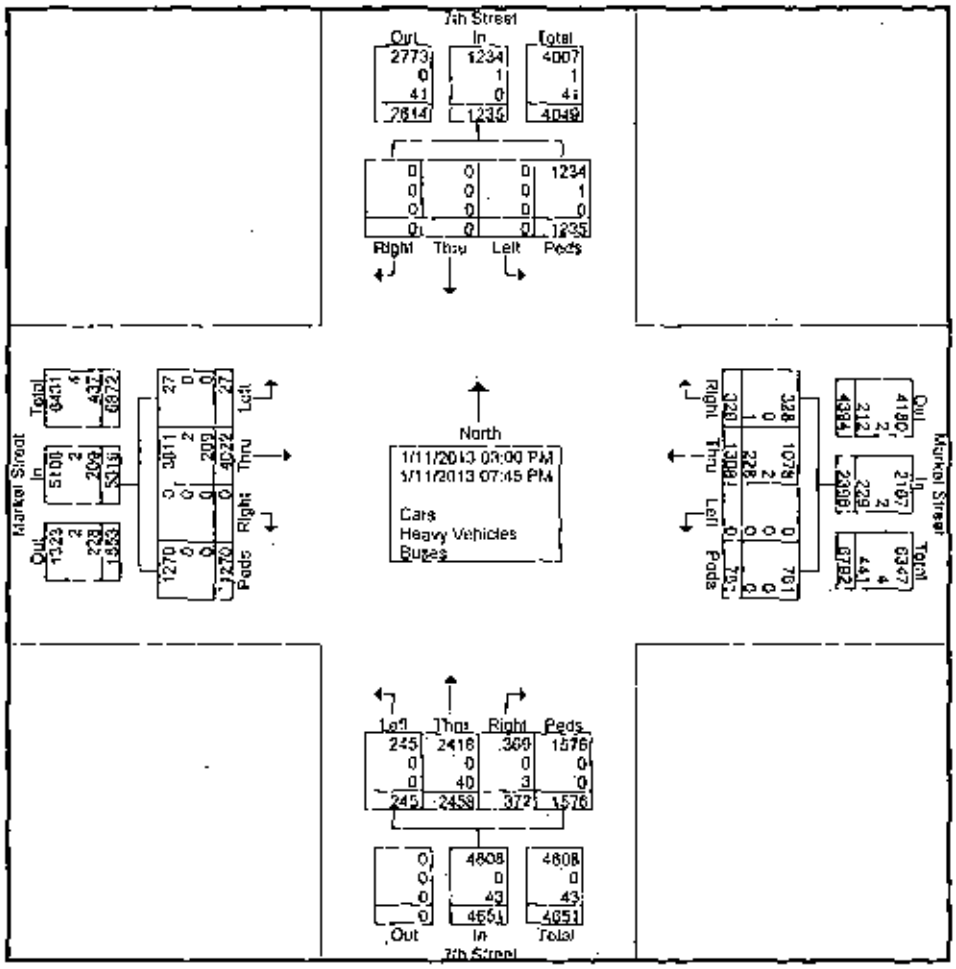
	7th Street Southbound					Market Street Westbound					7th Street Northbound					Market Street Eastbound					
Start Time	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Right	Thru	Left	Peds	App Total	Int. Total
03:00 PM	0	0	0	79	79	27	77	0	60	164	24	156	15	126	301	0	187	4	87	278	822
03:15 PM	0	0	0	71	71	26	88	0	60	174	26	149	17	154	346	0	210	0	112	322	913
03:30 PM	0	0	0	63	63	33	74	0	43	140	25	149	21	129	324	0	203	2	79	284	811
03:45 PM	0	0	0	109	109	21	75	0	81	177	17	136	13	124	290	0	213	5	110	328	904
Total	0	0	0	322	322	97	314	0	244	655	92	570	66	533	1261	0	813	11	388	1212	3450
04:00 PM	0	0	0	92	92	18	64	0	50	132	21	173	12	77	283	0	224	1	81	306	813
04:15 PM	0	0	0	133	133	21	63	0	66	150	17	123	16	82	238	0	223	1	96	320	841
04:30 PM	0	0	0	117	117	22	70	0	48	140	17	172	11	104	304	0	227	1	105	333	894
04:45 PM	0	0	0	186	186	16	66	0	78	160	25	123	9	93	250	0	228	0	111	339	935
Total	0	0	0	528	528	77	263	0	242	582	80	591	48	356	1075	0	902	3	393	1298	3483
05:00 PM	0	0	0	104	104	19	66	0	55	140	26	146	12	131	315	0	252	1	105	358	917
05:15 PM	0	0	0	53	53	18	65	0	59	142	21	150	19	41	231	0	265	1	75	341	767
05:30 PM	0	0	0	50	50	19	59	0	33	111	21	153	11	93	278	0	228	0	78	306	745
05:45 PM	0	0	0	38	38	12	57	0	29	98	21	121	5	62	209	0	242	1	48	291	636
Total	0	0	0	245	245	68	247	0	176	491	89	570	47	327	1033	0	987	3	306	1296	3065
06:00 PM	0	0	0	28	28	17	47	0	19	83	22	121	6	68	217	0	184	2	40	226	554
06:15 PM	0	0	0	27	27	9	61	0	18	91	17	112	12	64	205	0	164	0	50	214	537
06:30 PM	0	0	0	20	20	7	49	0	14	70	13	99	10	50	172	0	196	1	23	220	482
06:45 PM	0	0	0	16	16	18	79	0	15	112	12	86	9	50	157	0	172	1	14	187	472
Total	0	0	0	91	91	51	239	0	66	356	64	418	37	232	751	0	716	4	127	847	2045
07:00 PM	0	0	0	12	12	7	66	0	14	87	12	76	13	43	144	0	153	0	26	179	422
07:15 PM	0	0	0	9	9	8	63	0	7	78	9	78	14	15	116	0	162	3	12	177	380
07:30 PM	0	0	0	11	11	7	56	0	5	68	12	82	9	34	137	0	150	3	13	166	382
07:45 PM	0	0	0	17	17	14	60	0	7	81	14	73	11	36	134	0	139	0	5	144	376
Total	0	0	0	49	49	36	245	0	33	314	47	309	47	128	531	0	604	6	56	666	1560
Grand Total	0	0	0	1235	1235	329	1308	0	761	2398	372	2458	245	1576	4651	0	4022	27	1270	5319	13603
Apprch %	0	0	0	100		13.7	54.5	0	31.7		8	52.8	5.3	33.9		0	75.6	0.5	23.9		
Total %	0	0	0	9.1	9.1	2.4	9.6	0	5.6	17.6	2.7	18.1	1.8	11.6	34.2	0	29.6	0.2	9.3	39.1	
Cars	0	0	0	1234	1234	328	1078	0	761	2167	369	2418	245	1576	4608	0	3811	27	1270	5108	13117
% Cars	0	0	0	99.9	99.9	99.7	82.4	0	100	90.4	99.2	98.4	100	100	99.1	0	94.8	100	100	96	96.4
Heavy Vehicles	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
% Heavy Vehicles	0	0	0	0.1	0.1	0	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	1	228	0	0	229	3	40	0	0	43	0	209	0	0	209	481
% Buses	0	0	0	0	0	0.3	17.4	0	0	9.5	0.8	1.6	0	0	0.9	0	5.2	0	0	3.9	3.5

Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Friday, January 11, 2013
Counter: ET / JT

File Name : BW0111-2
Site Code : 00000000
Start Date : 1/11/2013
Page No : 2



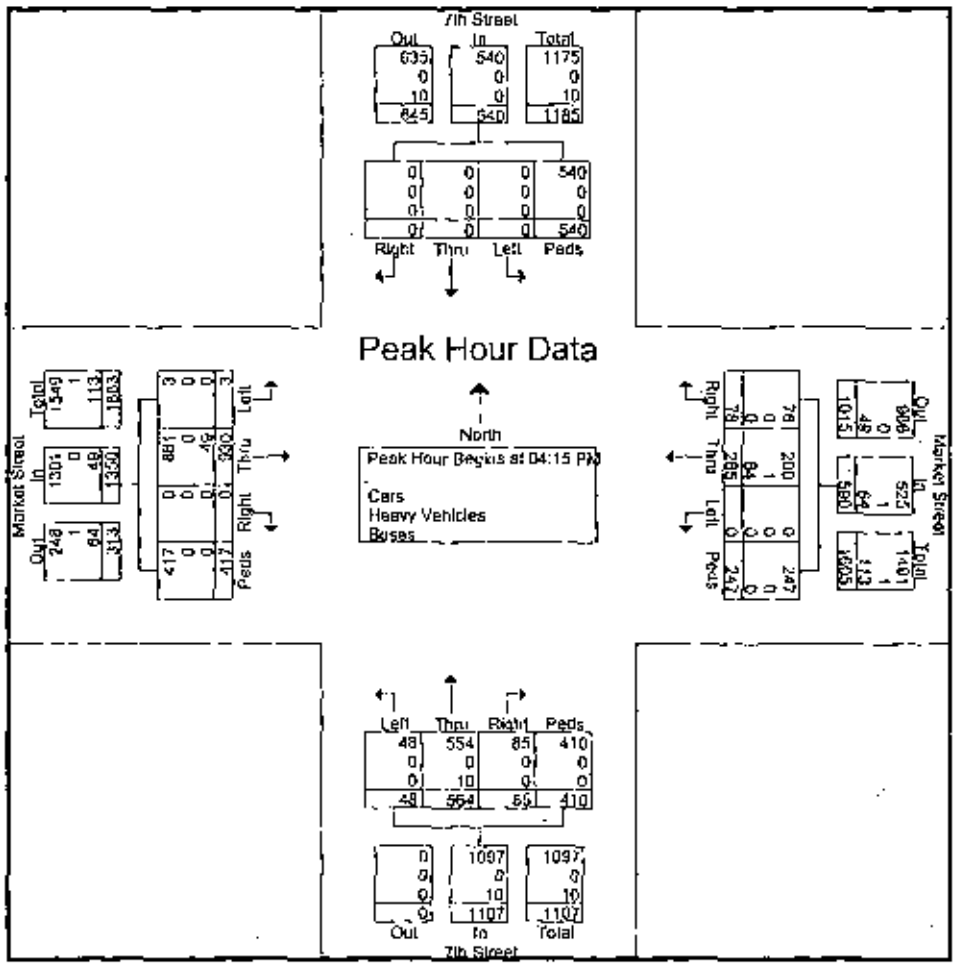
Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Friday, January 11, 2013
Counter: ET / JT

File Name : BW0111-2
Site Code : 00000000
Start Date : 1/11/2013
Page No : 3

	7th Street Southbound					Market Street Westbound					7th Street Northbound					Market Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	133	133	21	63	0	66	150	17	123	16	82	238	0	223	1	96	320	841
04:30 PM	0	0	0	117	117	22	70	0	48	140	17	172	11	104	304	0	227	1	105	333	894
04:45 PM	0	0	0	186	186	16	66	0	78	160	25	123	9	93	250	0	228	0	111	339	935
05:00 PM	0	0	0	104	104	19	66	0	55	140	26	146	12	131	315	0	252	1	105	358	917
Total Volume	0	0	0	540	540	78	265	0	247	590	85	564	48	410	1107	0	930	3	417	1350	3587
% App. Total	0	0	0	100		13.2	44.9	0	41.9		7.7	50.9	4.3	37		0	68.9	0.2	30.9		
PHF	.000	.000	.000	.726	.726	.886	.946	.000	.792	.922	.817	.830	.750	.782	.879	.000	.923	.750	.939	.943	.959
Cars	0	0	0	540	540	78	200	0	247	525	85	554	48	410	1097	0	881	3	417	1301	3463
% Cars	0	0	0	100	100	100	75.5	0	100	89.0	100	98.2	100	100	99.1	0	94.7	100	100	96.4	96.5
Heavy Vehicles																					
% Heavy Vehicles	0	0	0	0	0	0	0.4	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.0
Buses	0	0	0	0	0	0	64	0	0	64	0	10	0	0	10	0	49	0	0	49	123
% Buses	0	0	0	0	0	0	24.2	0	0	10.8	0	1.8	0	0	0.9	0	5.3	0	0	3.6	3.4



Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Saturday, January 12, 2013
Counter: ET / JT

File Name : BW0112-2B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 1

Groups Printed- Cars - Heavy Vehicles - Buses

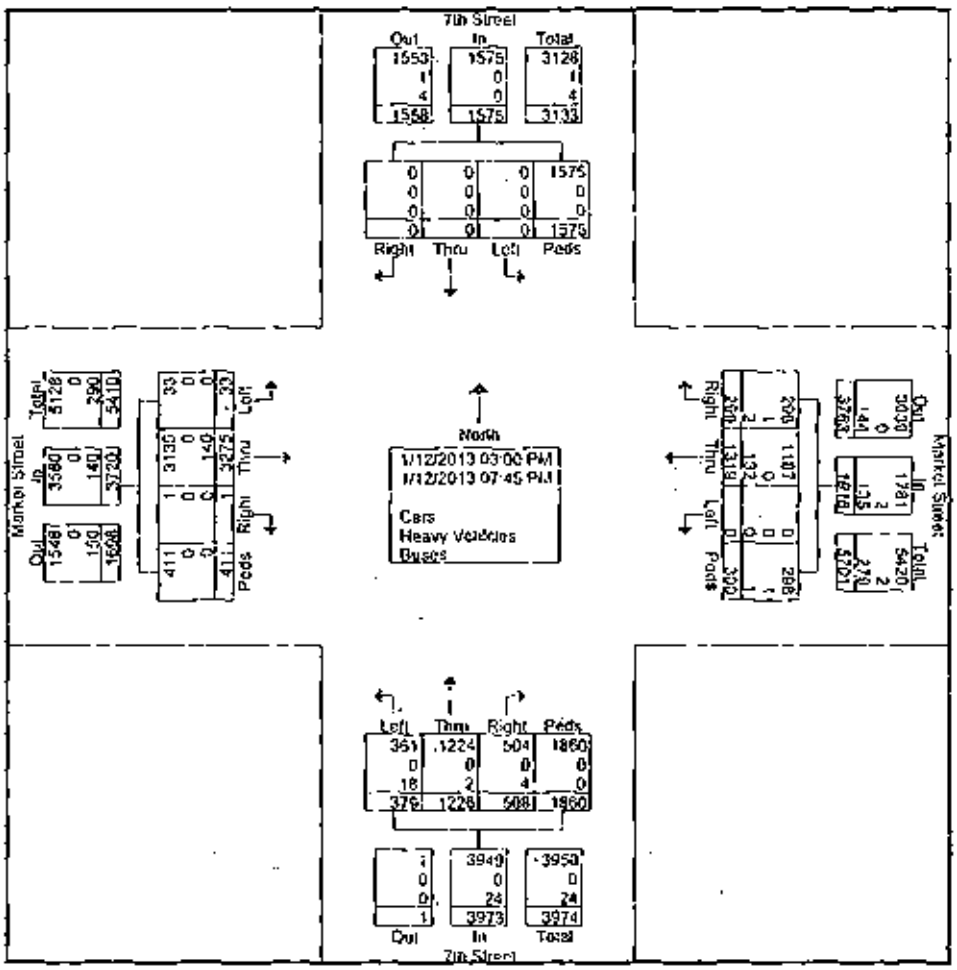
	7th Street Southbound					Market Street Westbound					7th Street Northbound					Market Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:00 PM	0	0	0	152	152	8	63	0	28	99	41	59	30	142	272	0	185	0	39	224	747
03:15 PM	0	0	0	126	126	14	62	0	25	101	42	48	30	124	244	0	161	2	20	183	654
03:30 PM	0	0	0	138	138	21	88	0	9	118	22	52	33	113	220	0	180	1	45	226	702
03:45 PM	0	0	0	131	131	21	80	0	20	121	29	56	24	132	241	0	187	3	34	222	715
Total	0	0	0	547	547	64	293	0	82	439	134	215	117	511	977	0	713	4	138	855	2818
04:00 PM	0	0	0	72	72	11	95	0	17	123	35	55	25	162	277	0	168	1	32	201	673
04:15 PM	0	0	0	119	119	25	75	0	22	122	43	35	19	114	211	0	166	6	30	202	654
04:30 PM	0	0	0	99	99	12	67	0	20	99	21	64	19	84	188	0	206	1	24	231	617
04:45 PM	0	0	0	91	91	16	73	0	14	103	22	68	19	94	203	0	169	2	28	199	596
Total	0	0	0	381	381	64	310	0	73	447	121	222	82	454	879	0	709	10	114	833	2540
05:00 PM	0	0	0	79	79	16	64	0	32	112	38	68	29	65	200	0	159	4	16	179	570
05:15 PM	0	0	0	80	80	19	70	0	12	101	35	73	16	141	265	0	161	2	17	180	626
05:30 PM	0	0	0	75	75	14	58	0	15	87	14	89	16	92	211	0	172	2	16	190	563
05:45 PM	0	0	0	73	73	13	58	0	7	78	18	65	18	85	186	0	164	0	11	175	512
Total	0	0	0	307	307	62	250	0	66	378	105	295	79	383	862	0	656	8	60	724	2271
06:00 PM	0	0	0	80	80	10	56	0	25	91	25	58	18	81	182	0	140	2	8	150	503
06:15 PM	0	0	0	56	56	9	49	0	22	80	16	65	18	60	159	0	173	0	7	180	475
06:30 PM	0	0	0	60	60	21	50	0	12	83	13	65	13	82	173	0	148	0	9	157	473
06:45 PM	0	0	0	25	25	16	44	0	3	63	22	62	6	68	158	0	157	1	21	179	425
Total	0	0	0	221	221	56	199	0	62	317	76	250	55	291	672	0	618	3	45	666	1876
07:00 PM	0	0	0	32	32	17	67	0	5	89	18	56	12	59	145	1	158	3	22	184	450
07:15 PM	0	0	0	29	29	14	77	0	4	95	18	51	14	55	138	0	170	4	10	184	446
07:30 PM	0	0	0	38	38	11	65	0	5	81	20	66	10	38	134	0	131	1	14	146	399
07:45 PM	0	0	0	20	20	11	58	0	3	72	16	71	10	69	166	0	120	0	8	128	386
Total	0	0	0	119	119	53	267	0	17	337	72	244	46	221	583	1	579	8	54	642	1681
Grand Total	0	0	0	1575	1575	299	1319	0	300	1918	508	1226	379	1860	3973	1	3275	33	411	3720	11186
Apprch %	0	0	0	100		15.6	68.8	0	15.6		12.8	30.9	9.5	46.8		0	88	0.9	11		
Total %	0	0	0	14.1	14.1	2.7	11.8	0	2.7	17.1	4.5	11	3.4	16.6	35.5	0	29.3	0.3	3.7	33.3	
Cars	0	0	0	1575	1575	296	1187	0	298	1781	504	1224	361	1860	3949	1	3135	33	411	3580	10885
% Cars	0	0	0	100	100	99	90	0	99.3	92.9	99.2	99.8	95.3	100	99.4	100	95.7	100	100	96.2	97.3
Heavy Vehicles	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2
% Heavy Vehicles	0	0	0	0	0	0.3	0	0	0.3	0.1	0	0	0	0	0	0	0	0	0	0	0
Buses	0	0	0	0	0	2	132	0	1	135	4	2	18	0	24	0	140	0	0	140	299
% Buses	0	0	0	0	0	0.7	10	0	0.3	7	0.8	0.2	4.7	0	0.6	0	4.3	0	0	3.8	2.7

Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Saturday, January 12, 2013
Counter: ET / JT

File Name : BW0112-2B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 2



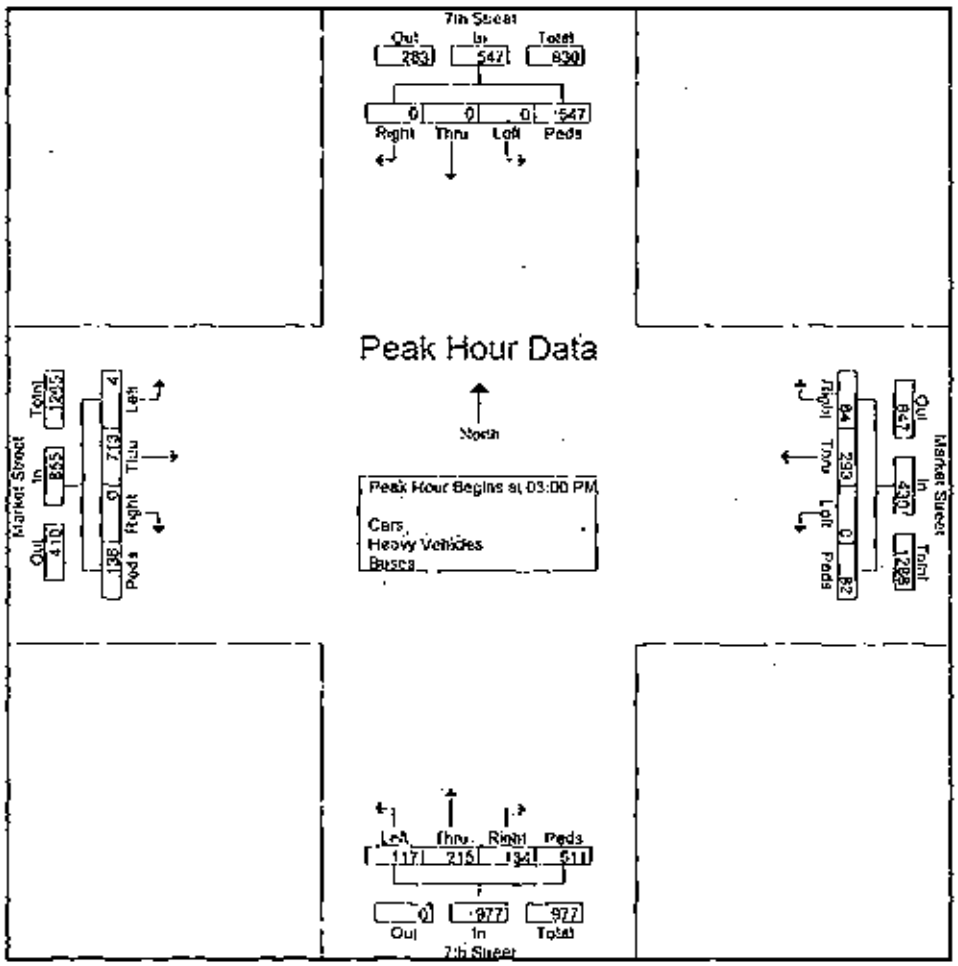
Tri-State Traffic Data, Inc.

www.TSTData.com

Location: Philadelphia, PA
Intersection: Market / 7th
Date: Saturday, January 12, 2013
Counter: ET / JT

File Name : BW0112-2B
Site Code : 00000000
Start Date : 1/12/2013
Page No : 3

	7th Street Southbound					Market Street Westbound					7th Street Northbound					Market Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 07:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	152	152	8	63	0	28	99	41	59	30	142	272	0	185	0	39	224	747
03:15 PM	0	0	0	126	126	14	62	0	25	101	42	48	30	124	244	0	161	2	20	183	654
03:30 PM	0	0	0	138	138	21	88	0	9	118	22	52	33	113	220	0	180	1	45	226	702
03:45 PM	0	0	0	131	131	21	80	0	20	121	29	56	24	132	241	0	187	1	34	222	715
Total Volume	0	0	0	547	547	64	293	0	82	439	134	215	117	511	977	0	713	4	138	855	2818
% App. Total	0	0	0	100		14.6	66.7	0	18.7		13.7	22	12	52.3		0	83.4	0.5	16.1		
PHF	.000	.000	.000	.900	.900	.762	.832	.000	.732	.907	.795	.913	.886	.900	.898	.000	.953	.500	.767	.916	.943



APPENDIX C

Level of Service Criteria for Signalized/Unsignalized Intersections

Level of Service Criteria: Automobile Mode – Signalized Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤1.0	>1.0
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

Source: Exhibit 18-4 (2010 HCM)

Level of Service Criteria: Automobile Mode – Unsignalized Intersections

Control Delay (s/veh)	LOS by Volume-to-Capacity Ratio	
	≤1.0	>1.0
0-10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

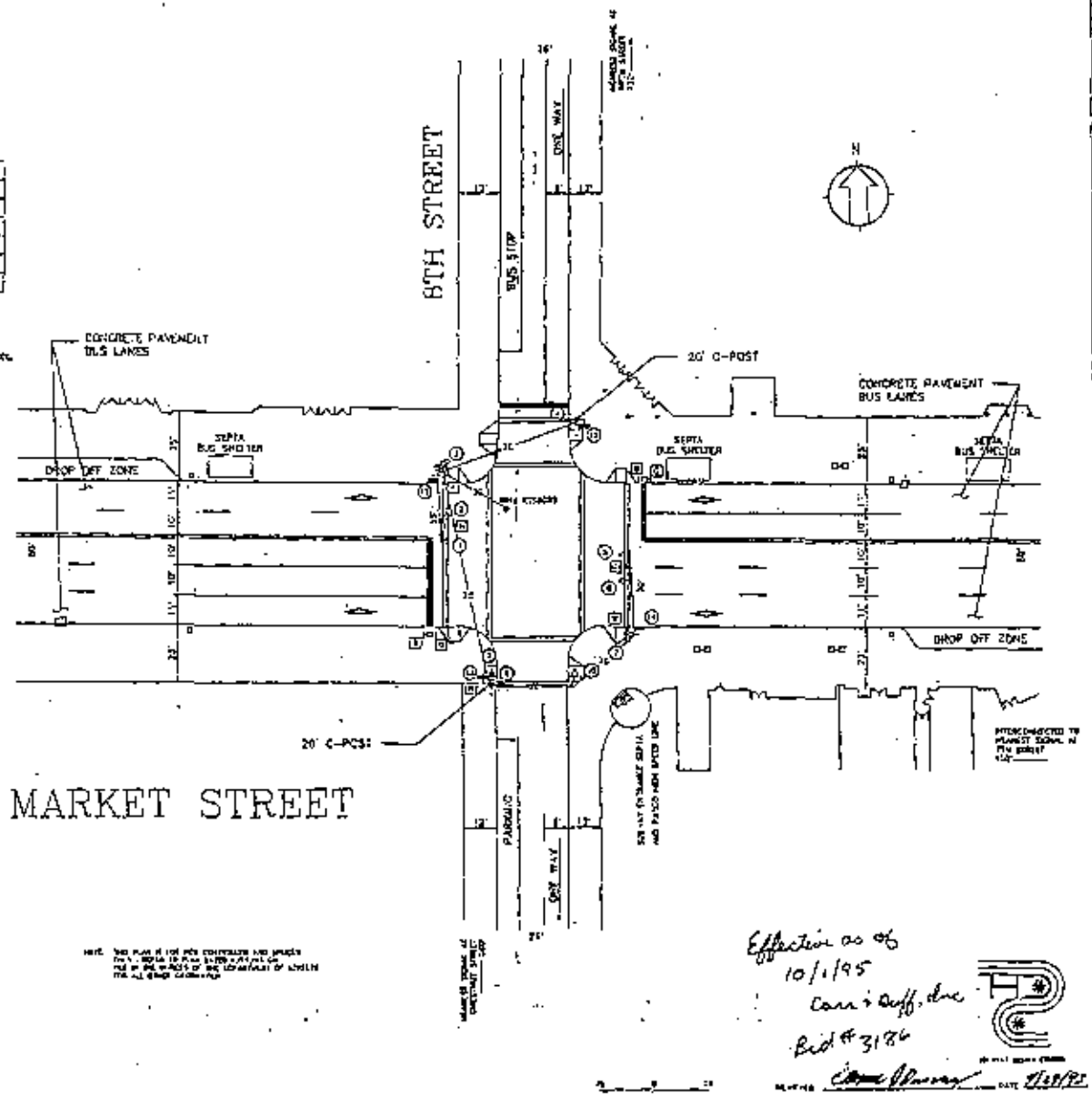
Source: Exhibit 19-1 (2010 HCM)

APPENDIX D

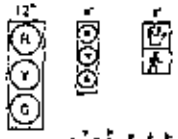
Traffic Signal Permit Plans

PHASING, TIMING AND COLOR SEQUENCE CHART

PHASE	A			B				
	1	2	3	4	5	6	7	RAW
1,2,3,4	G	Y	R	R	R	R	R	Y
5,6,7,8	G	Y	R	R	R	R	R	Y
9,10	R	R	R	G	G	Y	R	R
11,12,13,14	DW	DW	DW	W	FDW	DW	DW	–



SIGNAL INDICATIONS



Effective as of 10/1/95
Con's Diff. Inc
Bid #3186

CITY OF PHILADELPHIA

MATERIAL LIST

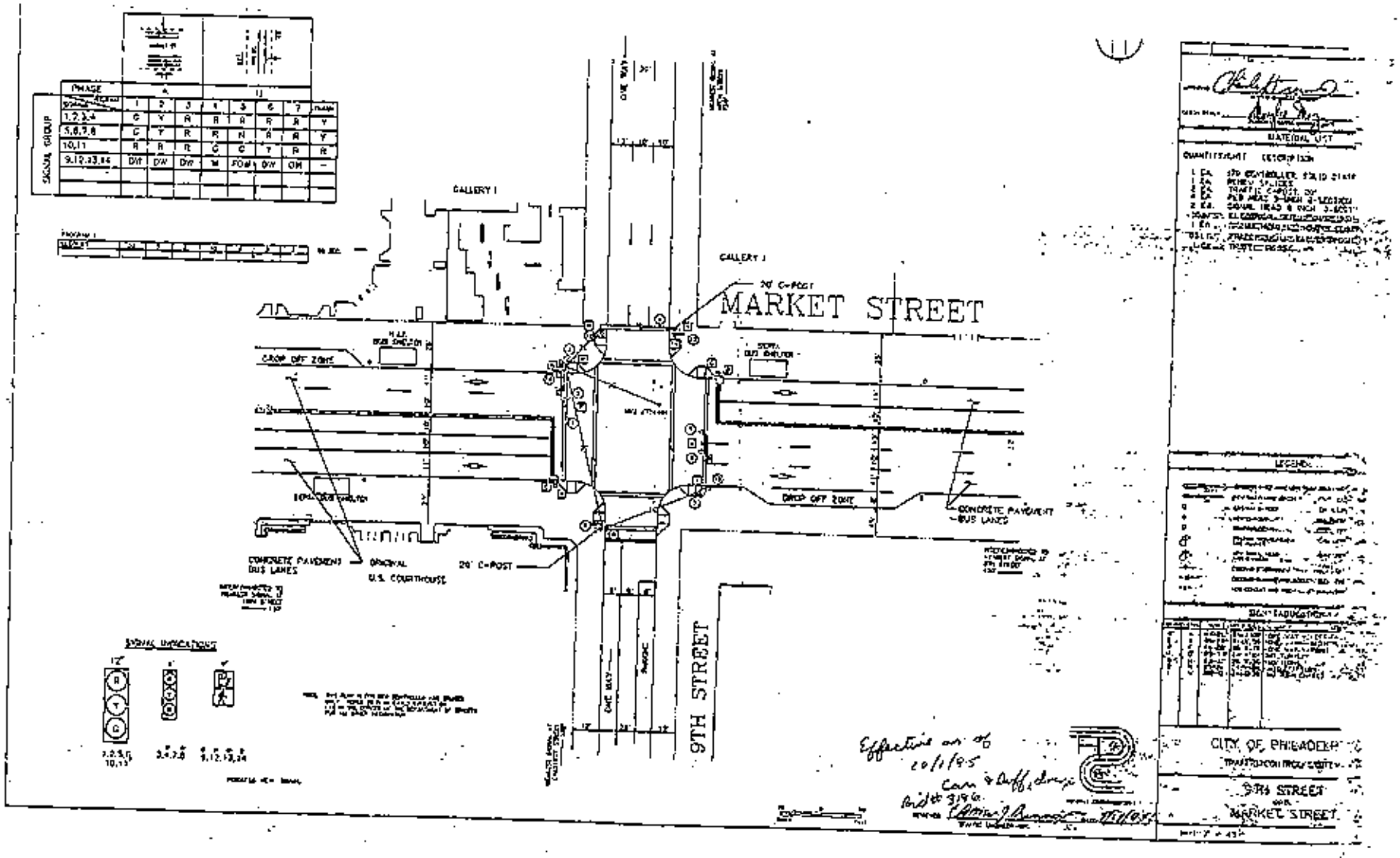
QUANTITY/UNIT		DESCRIPTION
1	EA	TPD CONTROLLER, SOLID STATE
1	EA	REMOV SPLICES
12	EA	TRAFFIC C-POST 20'
4	EA	PED HEAD 9-INCH 2-SECTION
20	LF	ELECTRICAL SERVICE WIRE
2	EA	SIGNAL HEAD, 8-INCH, 3-SECTION
1	EA	SIGNAL HEAD, 12-INCH, 3-SECTION
65	LF	TRAFFIC SIGNAL CABLE, 5-CONDUCTOR
1	EA	TRAFFIC SIGNS

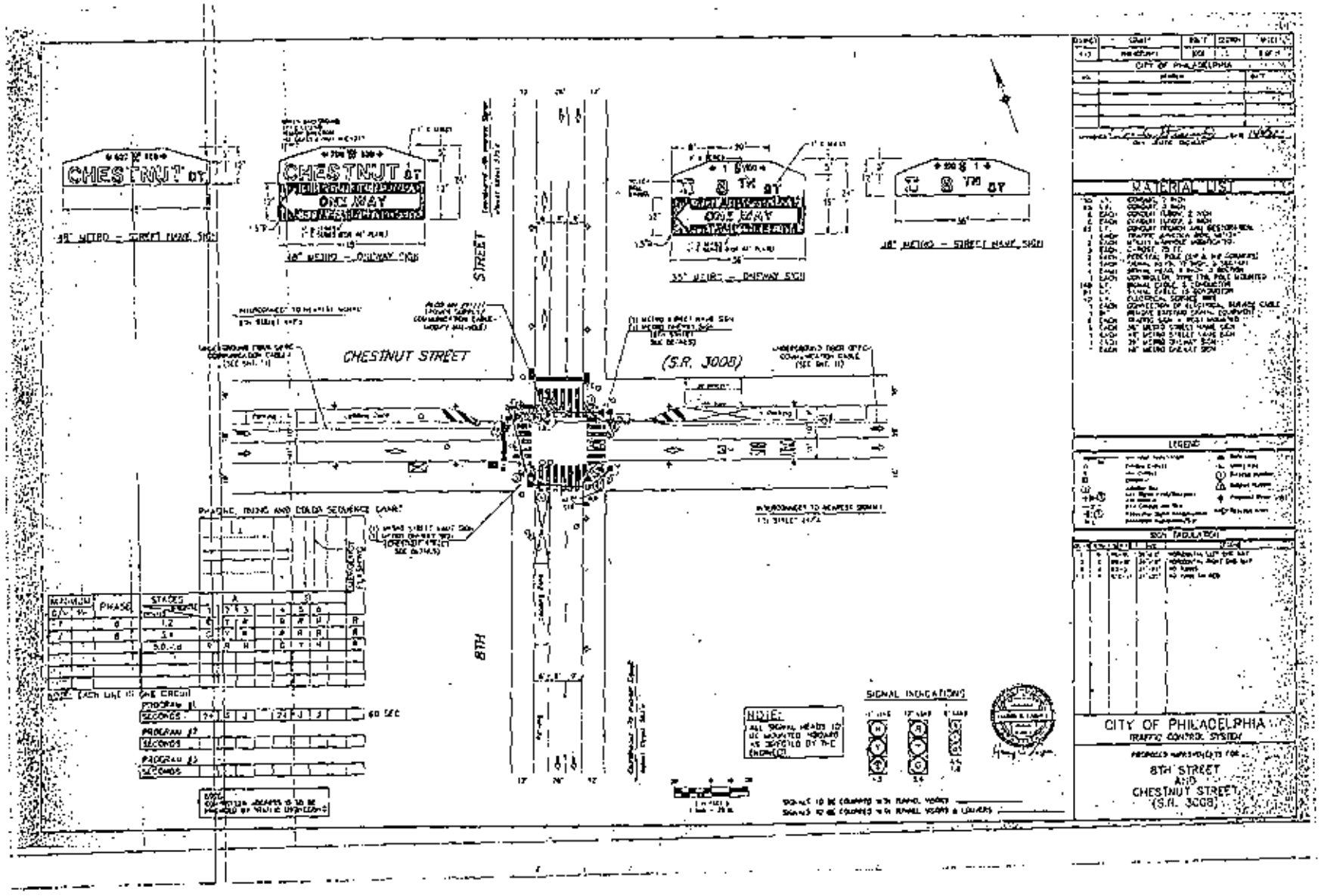
LEGEND

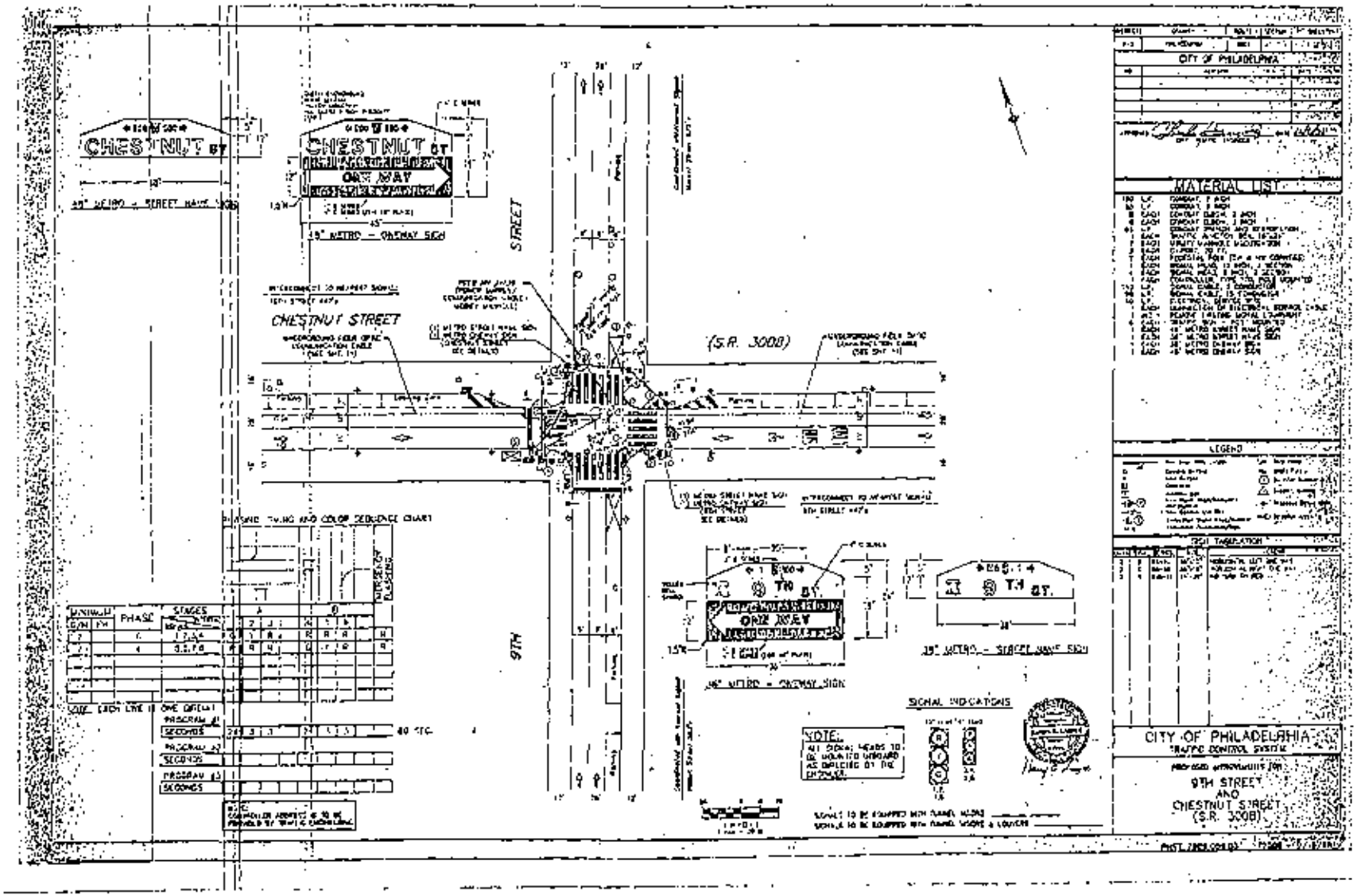
SIGN TABULATION

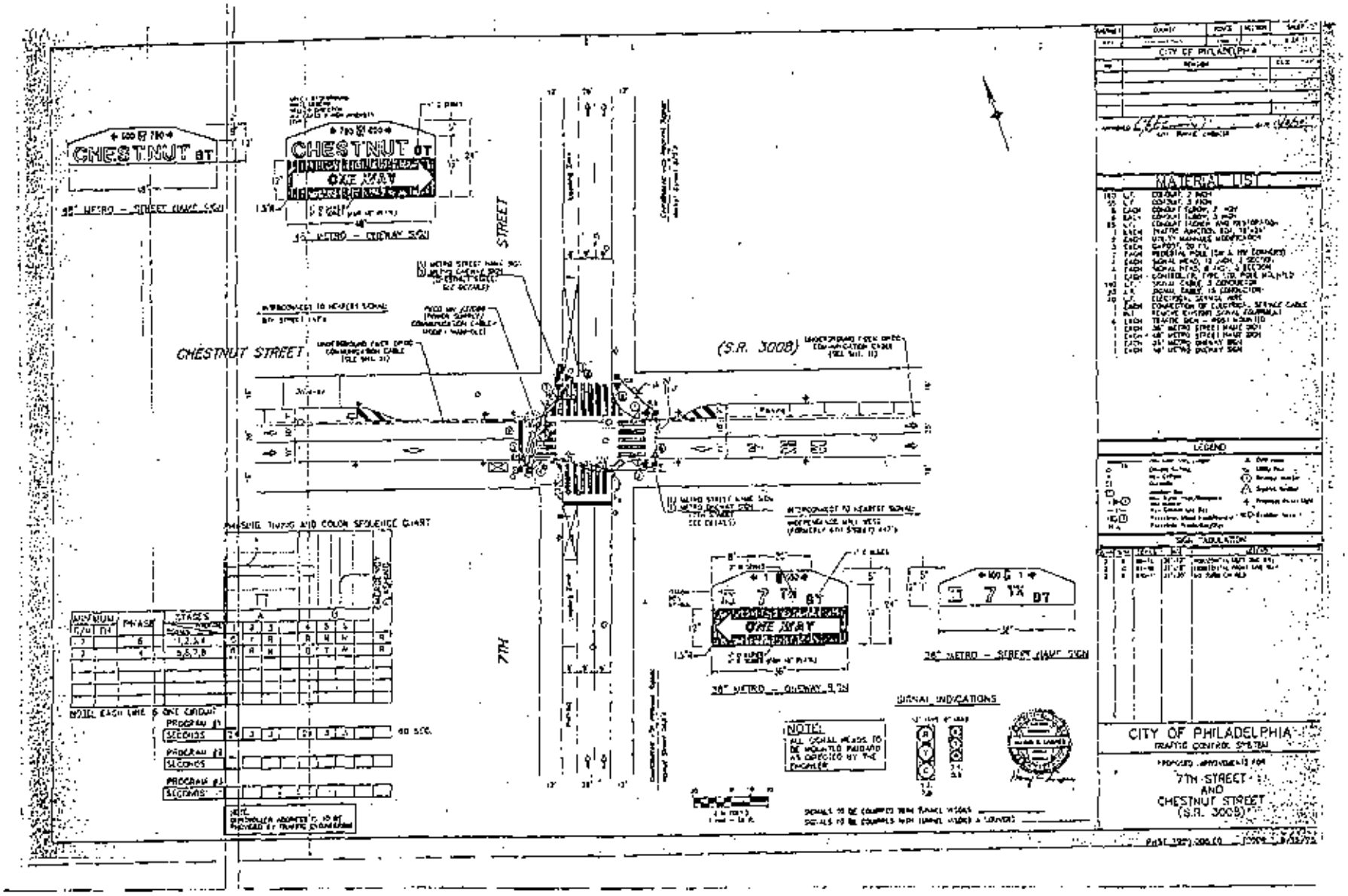
CITY OF PHILADELPHIA
TRAFFIC CONTROL SYSTEM

8TH STREET
and
MARKET STREET


MARKET STREET
9TH STREET
GALLERY I
GALLERY I
DROP OFF ZONE
DROP OFF ZONE
CONCRETE PAVEMENT
BUS LANES
CONCRETE PAVEMENT
BUS LANES
ORIGINAL
U.S. COURTHOUSE
20' C-POST
20' C-POST
ONE WAY
ONE WAY
PARKING
SIGNAL INDICATIONS
MATERIAL LIST
LEGEND
CITY OF PHILADELPHIA
9TH STREET
MARKET STREET
Effective on or
10/1/95


CHESTNUT ST
ONE WAY
8TH ST
CHESTNUT STREET
(S.R. 3008)
8TH STREET
PHASING, TIMING AND STATES SEQUENCE CHART
SIGNAL INDICATIONS
NOTE:
MATERIAL LIST
LEGEND
SIGN TABULATION
CITY OF PHILADELPHIA
TRAFFIC CONTROL SYSTEM
8TH STREET
AND
CHESTNUT STREET
(S.R. 3008)

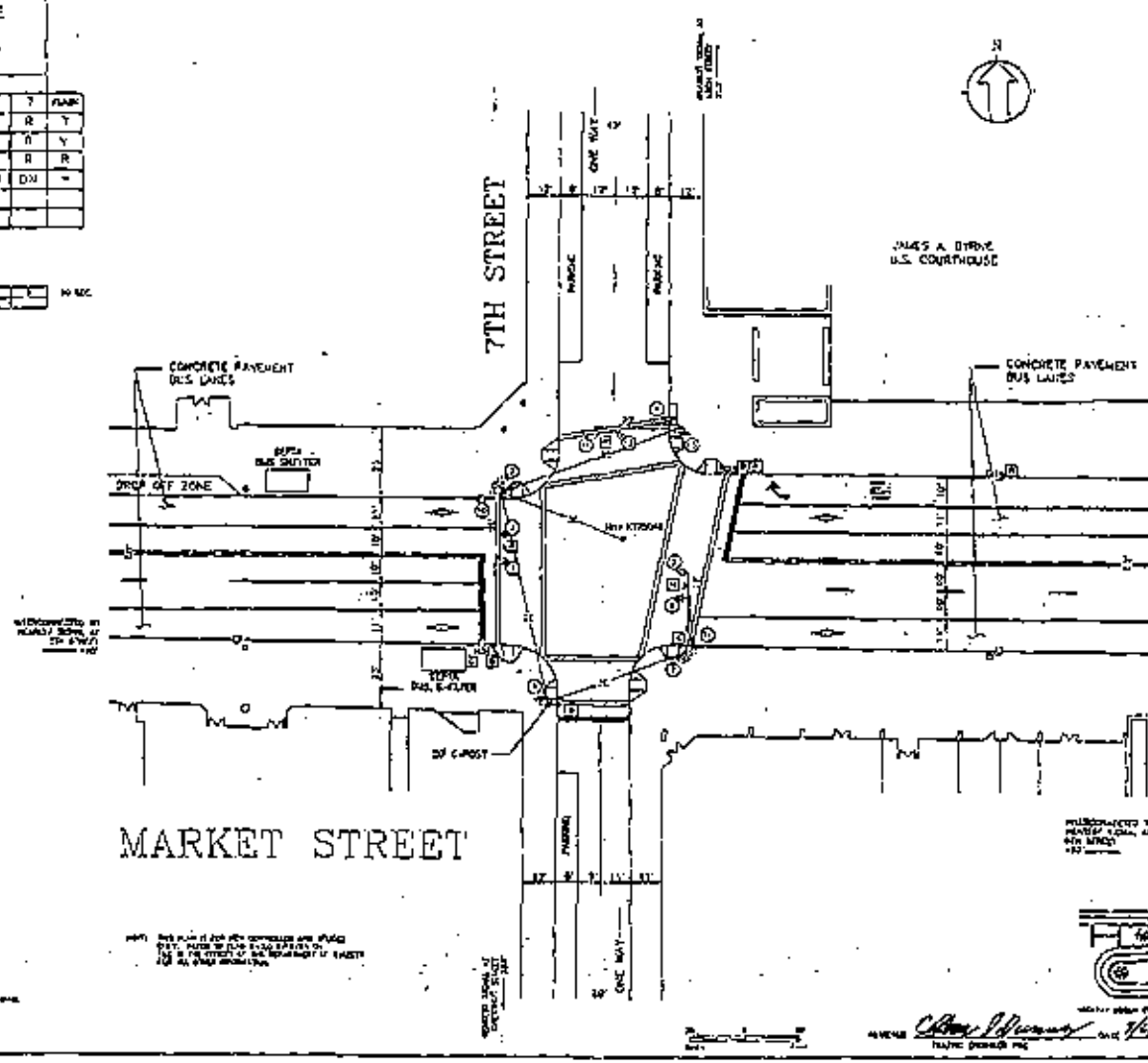

CHESTNUT ST
CHESTNUT ST
ONE WAY
CHESTNUT STREET
(S.R. 3008)
9TH STREET
9TH
ONE WAY
MATERIAL LIST
LEGEND
SIGNAL INDICATIONS
NOTE:
CITY OF PHILADELPHIA
TRAFFIC CONTROL SYSTEM
9TH STREET
AND
CHESTNUT STREET
(S.R. 3008)


CHESTNUT ST
CHESTNUT ST
ONE WAY
36" METRO – STREET NAME SIGN
36" METRO – ONEWAY SIGN
CHESTNUT STREET
(S.R. 3008)
7TH
7TH ST
ONE WAY
36" METRO – STREET NAME SIGN
36" METRO – ONEWAY SIGN
PHASING TIMING AND COLOR SEQUENCE CHART
SIGNAL INDICATIONS
NOTE:
ALL SIGNAL HEADS TO BE MOUNTED PADDED AS DIRECTED BY THE ENGINEER
MATERIAL LIST
LEGEND
SIGN TABULATION
CITY OF PHILADELPHIA
TRAFFIC CONTROL SYSTEM
PROPOSED IMPROVEMENTS FOR
7TH STREET
AND
CHESTNUT STREET
(S.R. 3008)

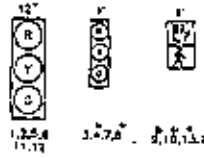
PHASING, TIMING AND COLOR SEQUENCE CHART

PHASE	A			B				
	1	2	3	4	5	6	7	FLASH
1,2,3,4	G	Y	R	R	R	R	R	Y
5,6,7,8	G	Y	R	R	R	R	R	Y
11,12	R	R	R	G	G	Y	R	R
9,10,13,14	DW	DW	DW	W	FDW	DW	DW	-

SIGNAL GROUP



SIGNAL INDICATIONS



1,2,5,6 11,12 — 3,4,7,8 — 9,10,13,14

CITY OF PHILADELPHIA

MATERIAL LIST

QUANTITY/UNIT	DESCRIPTION
1 EA	170 CONTROLLER, SOLID STATE
1 EA	BOHEM SPLITTER
4 EA	PED HEAD WHITE 2-SECTION
1 EA	TRAFFIC C-POST, 32'
8 EA	SIGNAL HEAD 8-INCH 3-SECTION
20 LF	ELECTRICAL SERVICE WIRE
43 LF	TRAFFIC SIGNAL CABLE 5-CONDUCTOR

LEGEND

SIGN TABULATION

CITY OF PHILADELPHIA

TRAFFIC CONTROL SYSTEM

7TH STREET and MARKET STREET

APPENDIX E

Synchro Capacity Analysis Worksheets
Existing

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	902	0	0	263	77	48	591	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	0.95	*0.60	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.98			0.98				
Frt					0.966			0.983				
Flt Protected								0.997				
Satd. Flow (prot)	0	3129	0	0	3140	0	0	3087	0	0	0	0
Flt Permitted								0.997				
Satd. Flow (perm)	0	3129	0	0	3140	0	0	3068	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			379			565			375	
Travel Time (s)		10.2			8.6			12.8			8.5	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)							0					
Adj. Flow (vph)	0	980	0	0	286	84	52	642	87	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	370	0	0	781	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		35.0			35.0		25.0	25.0				
Total Split (%)		58.3%			58.3%		41.7%	41.7%				
Maximum Green (s)		29.0			29.0		19.0	19.0				
Yellow Time (s)		3.0			3.0		3.0	3.0				
All-Red Time (s)		3.0			3.0		3.0	3.0				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		*5.0*			*5.0*			*5.0*				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		30.0			30.0			20.0				
Actuated g/C Ratio		0.50			0.50			0.33				
v/c Ratio		0.63			0.24			0.76				
Control Delay		17.5			9.0			25.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		17.5			9.0			25.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			C				
Approach Delay		17.5			9.0			25.1				
Approach LOS		B			A			C				
Queue Length 50th (ft)		213			36			137				
Queue Length 95th (ft)		277			58			196				
Internal Link Dist (ft)		370			299			485			295	
Turn Bay Length (ft)												
Base Capacity (vph)		1564			1570			1022				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.63			0.24			0.76				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 34 (57%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.8 — Intersection LOS: B
Intersection Capacity Utilization 46.7% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1: 7th St & Market St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	902	0	0	263	77	48	591	80	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.91			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00			
Adj Sat Flow veh/h/ln	0.0	186.3	0.0	0.0	186.3	186.3	178.8	178.8	178.8			
Lanes	0	3	0	0	2	0	0	2	0			
Cap, veh/h	0	1676	0	0	1337	383	69	895	127			
Arrive On Green	0.00	0.17	0.00	0.00	0.50	0.50	0.11	0.11	0.11			
Sat Flow, veh/h	0	4843	0	0	2768	765	208	2685	382			
Grp Volume(v), veh/h	0	980	0	0	187	183	399	0	382			
Grp Sat Flow(s),veh/h/ln	0	1118	0	0	1770	1670	1599	0	1676			
Q Serve(g_s), s	0.0	16.2	0.0	0.0	3.5	3.7	14.5	0.0	13.1			
Cycle Q Clear(g_c), s	0.0	16.2	0.0	0.0	3.5	3.7	14.5	0.0	13.1			
Prop In Lane	0.00		0.00	0.00		0.46	0.13		0.23			
Lane Grp Cap(c), veh/h	0	1676	0	0	885	835	533	0	559			
V/C Ratio(X)	0.00	0.58	0.00	0.00	0.21	0.22	0.75	0.00	0.68			
Avail Cap(c_a), veh/h	0	1676	0	0	885	835	533	0	559			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	19.3	0.0	0.0	8.4	8.4	24.3	0.0	23.7			
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.5	0.6	9.3	0.0	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	0.0	8.7	0.0	0.0	2.6	2.5	12.0	0.0	11.2			
Lane Grp Delay (d), s/veh	0.0	20.8	0.0	0.0	8.9	9.0	33.6	0.0	30.3			
Lane Grp LOS		C			A	A	C		C			
Approach Vol, veh/h		980			370			781				
Approach Delay, s/veh		20.8			9.0			32.0				
Approach LOS		C			A			C				

Timer				
Assigned Phs		6	2	4
Phs Duration (G+Y+Rc), s		35.0	35.0	25.0
Change Period (Y+Rc), s		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0	29.0	19.0
Max Q Clear Time (g_c+I1), s		18.2	5.7	16.5
Green Ext Time (p_c), s		6.4	10.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

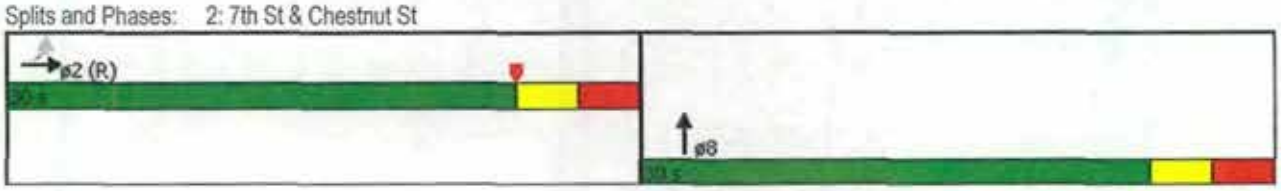
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	328	0	0	0	0	0	378	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.97						0.98				
Frt								0.961				
Flt Protected		0.983										
Satd. Flow (prot)	0	2051	0	0	0	0	0	3107	0	0	0	0
Flt Permitted		0.983										
Satd. Flow (perm)	0	1999	0	0	0	0	0	3107	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			393			327			565	
Travel Time (s)		10.2			8.9			7.4			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0						0					
Adj. Flow (vph)	195	357	0	0	0	0	0	411	143	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	552	0	0	0	0	0	554	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	23.0	23.0						23.0				
Total Split (s)	30.0	30.0						30.0				
Total Split (%)	50.0%	50.0%						50.0%				
Maximum Green (s)	24.0	24.0						24.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	3.0	3.0						3.0				
Lost Time Adjust (s)		-1.0						-1.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						25.0				
Actuated g/C Ratio		0.42						0.42				
v/c Ratio		0.66						0.43				
Control Delay		16.7						13.7				
Queue Delay		0.0						0.0				
Total Delay		16.7						13.7				
LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.7						13.7				
Approach LOS		B						B				
Queue Length 50th (ft)		96						71				
Queue Length 95th (ft)		138						108				
Internal Link Dist (ft)		370			313			247			485	
Turn Bay Length (ft)												
Base Capacity (vph)		832						1294				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.66						0.43				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 42.1% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: 7th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	328	0	0	0	0	0	378	132	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	186.3	186.3	0.0				0.0	186.3	186.3			
Lanes	0	2	0				0	2	0			
Cap, veh/h	120	424	0				0	1055	361			
Arrive On Green	0.14	0.14	0.00				0.00	0.42	0.42			
Sat Flow, veh/h	0	1695	0				0	2626	867			
Grp Volume(v), veh/h	195	357	0				0	285	269			
Grp Sat Flow(s),veh/h/ln	0	1017	0				0	1770	1631			
Q Serve(g_s), s	0.0	20.5	0.0				0.0	6.7	6.9			
Cycle Q Clear(g_c), s	25.0	20.5	0.0				0.0	6.7	6.9			
Prop In Lane	1.00		0.00				0.00		0.53			
Lane Grp Cap(c), veh/h	120	424	0				0	737	679			
V/C Ratio(X)	1.62	0.84	0.00				0.00	0.39	0.40			
Avail Cap(c_a), veh/h	120	424	0				0	737	679			
HCM Platoon Ratio	0.00	0.00	0.00				0.00	0.00	0.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.4	24.0	0.0				0.0	12.2	12.2			
Incr Delay (d2), s/veh	316.0	18.1	0.0				0.0	1.5	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	22.4	11.9	0.0				0.0	5.3	5.0			
Lane Grp Delay (d), s/veh	354.3	42.0	0.0				0.0	13.7	13.9			
Lane Grp LOS	F	D						B	B			
Approach Vol, veh/h		552						554				
Approach Delay, s/veh		152.4						13.8				
Approach LOS		F						B				

Timer	
Assigned Phs	2
Phs Duration (G+Y+Rc), s	30.0
Change Period (Y+Rc), s	6.0
Max Green Setting (Gmax), s	24.0
Max Q Clear Time (g_c+I1), s	27.0
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	83.0
HCM 2010 LOS	F

Notes

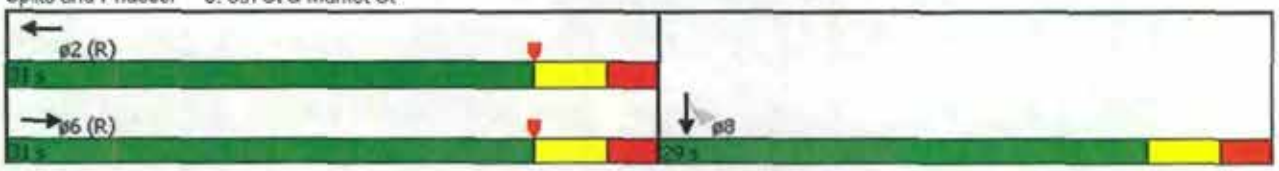
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	876	146	0	527	0	0	0	0	63	410	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	9	9	9
Lane Util. Factor	1.00	0.91	*0.60	1.00	*0.60	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99									0.98	
Frt		0.979									0.986	
Flt Protected											0.994	
Satd. Flow (prot)	0	4594	0	0	2086	0	0	0	0	0	3097	0
Flt Permitted											0.994	
Satd. Flow (perm)	0	4594	0	0	2086	0	0	0	0	0	3069	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			565			386	
Travel Time (s)		10.2			10.2			12.8			8.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)												0
Adj. Flow (vph)	0	952	159	0	573	0	0	0	0	68	446	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1111	0	0	573	0	0	0	0	0	566	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA					Perm	NA	
Protected Phases		6			2						8	
Permitted Phases										8		
Minimum Split (s)		10.0			10.0					10.0	10.0	
Total Split (s)		31.0			31.0					29.0	29.0	
Total Split (%)		51.7%			51.7%					48.3%	48.3%	
Maximum Green (s)		25.0			25.0					23.0	23.0	
Yellow Time (s)		3.5			3.5					3.5	3.5	
All-Red Time (s)		2.5			2.5					2.5	2.5	
Lost Time Adjust (s)		-1.0			-1.0						-1.0	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0						24.0	
Actuated g/C Ratio		0.43			0.43						0.40	
v/c Ratio		0.56			0.63						0.46	
Control Delay		8.5			19.8						14.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		8.5			19.8						14.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B						B	
Approach Delay		8.5			19.8						14.8	
Approach LOS		A			B						B	
Queue Length 50th (ft)		42			155						76	
Queue Length 95th (ft)		83			m236						115	
Internal Link Dist (ft)		370			370			485			306	
Turn Bay Length (ft)												
Base Capacity (vph)		1990			903						1227	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.56			0.63						0.46	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 46.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 8th St & Market St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	876	146	0	527	0	0	0	0	63	410	48
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	186.3	186.3	0.0	186.3	0.0				178.8	178.8	178.8
Lanes	0	3	0	0	2	0				0	2	0
Cap, veh/h	0	1881	313	0	969	0				152	1038	127
Arrive On Green	0.00	0.87	0.87	0.00	0.43	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	4508	722	0	3725	0				380	2595	317
Grp Volume(v), veh/h	0	743	368	0	573	0				316	0	250
Grp Sat Flow(s),veh/h/ln	0	1695	1672	0	1118	0				1769	0	1523
Q Serve(g_s), s	0.0	3.1	3.2	0.0	11.7	0.0				7.8	0.0	7.1
Cycle Q Clear(g_c), s	0.0	3.1	3.2	0.0	11.7	0.0				7.8	0.0	7.1
Prop In Lane	0.00		0.43	0.00		0.00				0.21		0.21
Lane Grp Cap(c), veh/h	0	1469	725	0	969	0				708	0	609
V/C Ratio(X)	0.00	0.51	0.51	0.00	0.59	0.00				0.45	0.00	0.41
Avail Cap(c_a), veh/h	0	1469	725	0	969	0				708	0	609
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	2.5	2.5	0.0	13.0	0.0				13.2	0.0	12.9
Incr Delay (d2), s/veh	0.0	1.2	2.5	0.0	2.7	0.0				2.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	1.7	2.1	0.0	5.8	0.0				6.3	0.0	4.9
Lane Grp Delay (d), s/veh	0.0	3.7	5.0	0.0	15.6	0.0				15.2	0.0	15.0
Lane Grp LOS		A	A		B					B		B
Approach Vol, veh/h		1111			573						566	
Approach Delay, s/veh		4.1			15.6						15.1	
Approach LOS		A			B						B	

Timer			
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	31.0	31.0	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	25.0	23.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	9.8
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

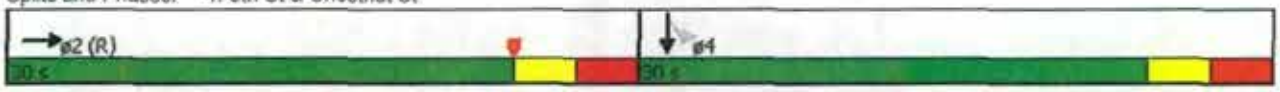
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	368	102	0	0	0	0	0	0	107	447	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.98									0.99	
Frt		0.967										
Flt Protected											0.990	
Satd. Flow (prot)	0	3137	0	0	0	0	0	0	0	0	3270	0
Flt Permitted											0.990	
Satd. Flow (perm)	0	3137	0	0	0	0	0	0	0	0	3225	0
Right Turn on Red			No			No			No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			329			565	
Travel Time (s)		10.2			10.2			7.5			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0											0
Adj. Flow (vph)	0	400	111	0	0	0	0	0	0	116	486	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	0	0	0	0	0	0	0	602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA								Perm	NA	
Protected Phases		2									4	
Permitted Phases										4		
Minimum Split (s)		24.0								24.0	24.0	
Total Split (s)		30.0								30.0	30.0	
Total Split (%)		50.0%								50.0%	50.0%	
Maximum Green (s)		24.0								24.0	24.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		3.0								3.0	3.0	
Lost Time Adjust (s)		-1.0									-1.0	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									25.0	
Actuated g/C Ratio		0.42									0.42	
v/c Ratio		0.39									0.45	
Control Delay		9.4									8.0	
Queue Delay		0.0									0.0	
Total Delay		9.4									8.0	
LOS		A									A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.4									8.0	
Approach LOS		A									A	
Queue Length 50th (ft)		41									38	
Queue Length 95th (ft)		71									62	
Internal Link Dist (ft)		370			370			249			485	
Turn Bay Length (ft)												
Base Capacity (vph)		1307									1343	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.39									0.45	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.6 — Intersection LOS: A
Intersection Capacity Utilization 41.8% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: 8th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	368	102	0	0	0	0	0	0	107	447	0
Number	5	2	12							7	4	14
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	186.3	186.3							186.3	186.3	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	1124	307							120	671	0
Arrive On Green	0.00	0.14	0.14							0.42	0.42	0.00
Sat Flow, veh/h	0	2791	737							0	1695	0
Grp Volume(v), veh/h	0	260	251							116	486	0
Grp Sat Flow(s),veh/h/ln	0	1770	1665							0	1610	0
Q Serve(g_s), s	0.0	8.0	8.2							0.0	15.1	0.0
Cycle Q Clear(g_c), s	0.0	8.0	8.2							25.0	15.1	0.0
Prop In Lane	0.00		0.44							1.00		0.00
Lane Grp Cap(c), veh/h	0	737	694							120	671	0
V/C Ratio(X)	0.00	0.35	0.36							0.97	0.72	0.00
Avail Cap(c_a), veh/h	0	737	694							120	671	0
HCM Platoon Ratio	0.00	0.00	0.00							0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.5	18.6							30.0	14.6	0.0
Incr Delay (d2), s/veh	0.0	1.3	1.5							73.6	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	7.2	7.0							7.4	10.7	0.0
Lane Grp Delay (d), s/veh	0.0	19.9	20.1							103.6	21.3	0.0
Lane Grp LOS		B	C							F	C	
Approach Vol, veh/h		511									602	
Approach Delay, s/veh		20.0									37.2	
Approach LOS		B									D	

Timer			
Assigned Phs	2		4
Phs Duration (G+Y+Rc), s	30.0		30.0
Change Period (Y+Rc), s	6.0		6.0
Max Green Setting (Gmax), s	24.0		24.0
Max Q Clear Time (g_c+I1), s	10.2		27.0
Green Ext Time (p_c), s	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.3
HCM 2010 LOS	C

Notes

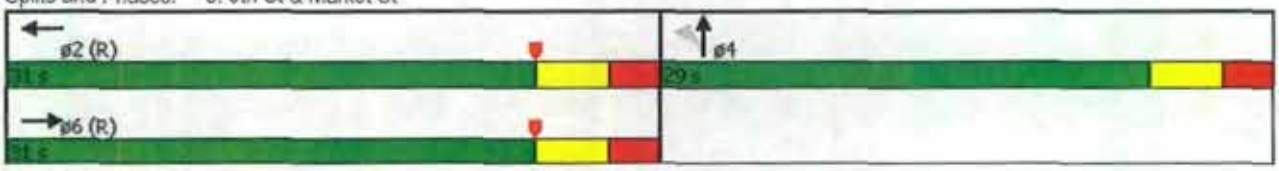
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	842	0	0	456	51	71	328	131	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	*0.60	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			0.97				
Frt					0.985			0.963				
Flt Protected								0.993				
Satd. Flow (prot)	0	3129	0	0	2039	0	0	2982	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	3129	0	0	2039	0	0	2952	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		378			450			565			377	
Travel Time (s)		8.6			10.2			12.8			8.6	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)									0			
Adj. Flow (vph)	0	915	0	0	496	55	77	357	142	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	915	0	0	551	0	0	576	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		31.0			31.0		29.0	29.0				
Total Split (%)		51.7%			51.7%		48.3%	48.3%				
Maximum Green (s)		25.0			25.0		23.0	23.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		2.5			2.5		2.5	2.5				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0			24.0				
Actuated g/C Ratio		0.43			0.43			0.40				
v/c Ratio		0.68			0.62			0.49				
Control Delay		16.7			9.8			10.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.7			9.8			10.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			B				
Approach Delay		16.7			9.8			10.1				
Approach LOS		B			A			B				
Queue Length 50th (ft)		140			36			44				
Queue Length 95th (ft)		202			100			72				
Internal Link Dist (ft)		298			370			485			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1355			883			1180				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.68			0.62			0.49				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: 9th St & Market St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	842	0	0	456	51	71	328	131	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.93	1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	0.0	186.3	0.0	0.0	186.3	186.3	178.8	178.8	178.8			
Lanes	0	3	0	0	2	0	0	2	0			
Cap, veh/h	0	1453	0	0	1133	125	164	775	325			
Arrive On Green	0.00	0.43	0.00	0.00	0.87	0.87	0.13	0.13	0.13			
Sat Flow, veh/h	0	4843	0	0	3360	289	409	1936	811			
Grp Volume(v), veh/h	0	915	0	0	211	340	333	0	243			
Grp Sat Flow(s),veh/h/ln	0	1118	0	0	1118	1786	1768	0	1389			
Q Serve(g_s), s	0.0	12.8	0.0	0.0	2.4	2.5	10.5	0.0	9.7			
Cycle Q Clear(g_c), s	0.0	12.8	0.0	0.0	2.4	2.5	10.5	0.0	9.7			
Prop In Lane	0.00		0.00	0.00		0.16	0.23		0.58			
Lane Grp Cap(c), veh/h	0	1453	0	0	484	774	707	0	556			
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.44	0.44	0.47	0.00	0.44			
Avail Cap(c_a), veh/h	0	1453	0	0	484	774	707	0	556			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.2	0.0	0.0	2.4	2.4	20.2	0.0	19.8			
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.0	2.8	1.8	2.2	0.0	2.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	0.0	6.1	0.0	0.0	1.4	1.8	9.1	0.0	7.1			
Lane Grp Delay (d), s/veh	0.0	15.3	0.0	0.0	5.3	4.2	22.4	0.0	22.3			
Lane Grp LOS		B			A	A	C		C			
Approach Vol, veh/h		915			551			576				
Approach Delay, s/veh		15.3			4.6			22.4				
Approach LOS		B			A			C				

Timer				
Assigned Phs		6		2		4		
Phs Duration (G+Y+Rc), s		31.0		31.0		29.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		25.0		25.0		23.0		
Max Q Clear Time (g_c+I1), s		0.0		0.0		12.5		
Green Ext Time (p_c), s		0.0		0.0		0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

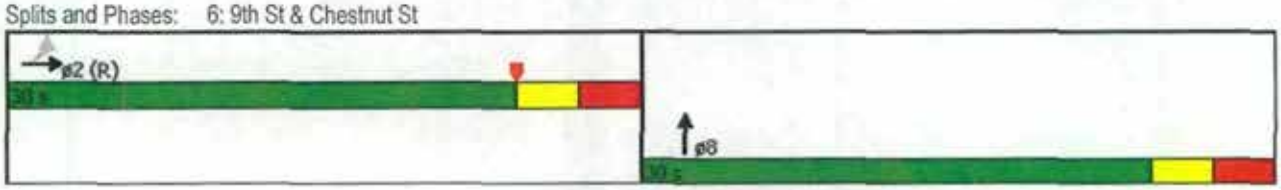
Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	345	0	0	0	0	0	410	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99						0.98				
Frt								0.964				
Flt Protected		0.990										
Satd. Flow (prot)	0	2065	0	0	0	0	0	3121	0	0	0	0
Flt Permitted		0.990										
Satd. Flow (perm)	0	2035	0	0	0	0	0	3121	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		442			450			343			565	
Travel Time (s)		10.0			10.2			7.8			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0								0			
Adj. Flow (vph)	98	375	0	0	0	0	0	446	143	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	0	0	0	589	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	23.0	23.0						23.0				
Total Split (s)	30.0	30.0						30.0				
Total Split (%)	50.0%	50.0%						50.0%				
Maximum Green (s)	24.0	24.0						24.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	3.0	3.0						3.0				
Lost Time Adjust (s)		-1.0						-1.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						25.0				
Actuated g/C Ratio		0.42						0.42				
v/c Ratio		0.56						0.45				
Control Delay		16.5						14.0				
Queue Delay		0.0						0.0				
Total Delay		16.5						14.0				
LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.5						14.0				
Approach LOS		B						B				
Queue Length 50th (ft)		103						76				
Queue Length 95th (ft)		170						115				
Internal Link Dist (ft)		362			370			263			485	
Turn Bay Length (ft)												
Base Capacity (vph)		847						1300				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.56						0.45				

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.56	
Intersection Signal Delay: 15.1	Intersection LOS: B
Intersection Capacity Utilization 40.8%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 6: 9th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	345	0	0	0	0	0	410	132	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	186.3	186.3	0.0				0.0	186.3	186.3			
Lanes	0	2	0				0	2	0			
Cap, veh/h	120	424	0				0	1025	324			
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42			
Sat Flow, veh/h	0	1695	0				0	2553	778			
Grp Volume(v), veh/h	98	375	0				0	319	270			
Grp Sat Flow(s),veh/h/ln	0	1017	0				0	1770	1468			
Q Serve(g_s), s	0.0	20.4	0.0				0.0	7.7	7.9			
Cycle Q Clear(g_c), s	25.0	20.4	0.0				0.0	7.7	7.9			
Prop In Lane	1.00		0.00				0.00		0.53			
Lane Grp Cap(c), veh/h	120	424	0				0	737	612			
V/C Ratio(X)	0.82	0.88	0.00				0.00	0.43	0.44			
Avail Cap(c_a), veh/h	120	424	0				0	737	612			
HCM Platoon Ratio	0.00	0.00	0.00				0.00	0.00	0.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	30.0	16.2	0.0				0.0	12.5	12.5			
Incr Delay (d2), s/veh	43.7	22.7	0.0				0.0	1.8	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	5.2	10.4	0.0				0.0	6.1	5.3			
Lane Grp Delay (d), s/veh	73.7	38.9	0.0				0.0	14.3	14.8			
Lane Grp LOS	E	D						B	B			
Approach Vol, veh/h		473						589				
Approach Delay, s/veh		46.1						14.5				
Approach LOS		D						B				
Timer												
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		30.0						30.0				
Change Period (Y+Rc), s		6.0						6.0				
Max Green Setting (Gmax), s		24.0						24.0				
Max Q Clear Time (g_c+I1), s		27.0						9.9				
Green Ext Time (p_c), s		0.0						0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.6									
HCM 2010 LOS			C									
Notes												

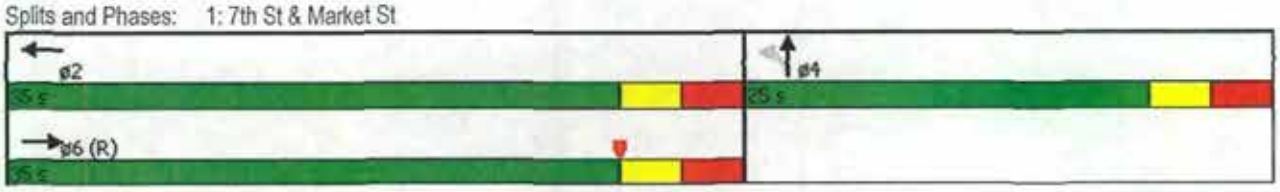
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	700	0	0	279	69	86	235	124	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	0.95	*0.60	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			0.96				
Frt					0.970			0.958				
Flt Protected								0.990				
Satd. Flow (prot)	0	3129	0	0	3159	0	0	2936	0	0	0	0
Flt Permitted								0.990				
Satd. Flow (perm)	0	3129	0	0	3159	0	0	2886	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			379			565			375	
Travel Time (s)		10.2			8.6			12.8			8.5	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)							*0*					
Adj. Flow (vph)	0	761	0	0	303	75	93	255	135	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	761	0	0	378	0	0	483	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		*Perm*	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		35.0			35.0		25.0	25.0				
Total Split (%)		58.3%			58.3%		41.7%	41.7%				
Maximum Green (s)		29.0			29.0		19.0	19.0				
Yellow Time (s)		3.0			3.0		3.0	3.0				
All-Red Time (s)		3.0			3.0		3.0	3.0				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		30.0			30.0			20.0				
Actuated g/C Ratio		0.50			0.50			0.33				
v/c Ratio		0.49			0.24			0.50				
Control Delay		14.6			9.0			19.8				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.6			9.0			19.8				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			B				
Approach Delay		14.6			9.0			19.8				
Approach LOS		B			A			B				
Queue Length 50th (ft)		161			37			85				
Queue Length 95th (ft)		213			60			125				
Internal Link Dist (ft)		370			299			485			295	
Turn Bay Length (ft)												
Base Capacity (vph)		1564			1579			962				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.49			0.24			0.50				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 34 (57%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 14.8 Intersection LOS: B
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1: 7th St & Market St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	700	0	0	279	69	86	235	124	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.91			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00			
Adj Sat Flow veh/h/ln	0.0	186.3	0.0	0.0	186.3	186.3	178.8	178.8	178.8			
Lanes	0	3	0	0	2	0	0	2	0			
Cap, veh/h	0	1676	0	0	1394	338	194	543	299			
Arrive On Green	0.00	0.17	0.00	0.00	0.50	0.50	0.11	0.11	0.11			
Sat Flow, veh/h	0	4843	0	0	2881	675	581	1630	896			
Grp Volume(v), veh/h	0	761	0	0	190	188	253	0	230			
Grp Sat Flow(s),veh/h/ln	0	1118	0	0	1770	1693	1580	0	1526			
Q Serve(g_s), s	0.0	12.3	0.0	0.0	3.6	3.7	9.0	0.0	8.5			
Cycle Q Clear(g_c), s	0.0	12.3	0.0	0.0	3.6	3.7	9.0	0.0	8.5			
Prop In Lane	0.00		0.00	0.00		0.40	0.37		0.59			
Lane Grp Cap(c), veh/h	0	1676	0	0	885	846	527	0	509			
V/C Ratio(X)	0.00	0.45	0.00	0.00	0.21	0.22	0.48	0.00	0.45			
Avail Cap(c_a), veh/h	0	1676	0	0	885	846	527	0	509			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.7	0.0	0.0	8.4	8.4	21.8	0.0	21.6			
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.6	0.6	3.1	0.0	2.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	0.0	6.8	0.0	0.0	2.6	2.6	7.6	0.0	6.9			
Lane Grp Delay (d), s/veh	0.0	18.5	0.0	0.0	9.0	9.0	24.9	0.0	24.5			
Lane Grp LOS		B			A	A	C		C			
Approach Vol, veh/h		761			378			483				
Approach Delay, s/veh		18.5			9.0			24.7				
Approach LOS		B			A			C				

Timer			
Assigned Phs	6	2	4
Phs Duration (G+Y+Rc), s	35.0	35.0	25.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	29.0	19.0
Max Q Clear Time (g_c+I1), s	14.3	5.7	11.0
Green Ext Time (p_c), s	6.6	8.3	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

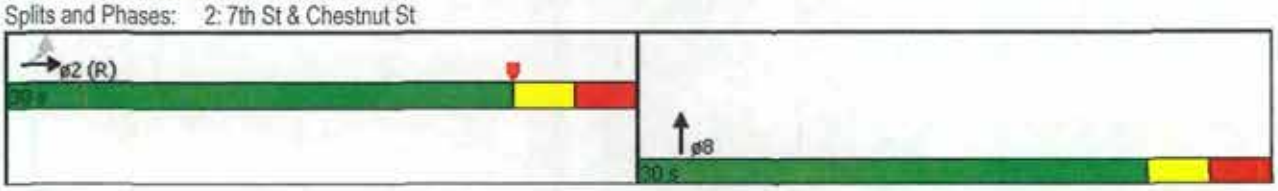
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	294	0	0	0	0	0	284	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.98						0.98				
Frt								0.966				
Flt Protected		0.987										
Satd. Flow (prot)	0	2059	0	0	0	0	0	3132	0	0	0	0
Flt Permitted		0.987										
Satd. Flow (perm)	0	2020	0	0	0	0	0	3132	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			393			327			565	
Travel Time (s)		10.2			8.9			7.4			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0						0					
Adj. Flow (vph)	115	320	0	0	0	0	0	309	90	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	435	0	0	0	0	0	399	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	23.0	23.0						23.0				
Total Split (s)	30.0	30.0						30.0				
Total Split (%)	50.0%	50.0%						50.0%				
Maximum Green (s)	24.0	24.0						24.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	3.0	3.0						3.0				
Lost Time Adjust (s)		-1.0						-1.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						25.0				
Actuated g/C Ratio		0.42						0.42				
v/c Ratio		0.52						0.31				
Control Delay		14.4						12.5				
Queue Delay		0.0						0.0				
Total Delay		14.4						12.5				
LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.4						12.5				
Approach LOS		B						B				
Queue Length 50th (ft)		73						48				
Queue Length 95th (ft)		128						76				
Internal Link Dist (ft)		370			313			247			485	
Turn Bay Length (ft)												
Base Capacity (vph)		841						1305				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.52						0.31				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 34.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: 7th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	106	294	0	0	0	0	0	284	83	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	186.3	186.3	0.0				0.0	186.3	186.3			
Lanes	0	2	0				0	2	0			
Cap, veh/h	120	424	0				0	1113	316			
Arrive On Green	0.14	0.14	0.00				0.00	0.42	0.42			
Sat Flow, veh/h	0	1695	0				0	2764	758			
Grp Volume(v), veh/h	115	320	0				0	202	197			
Grp Sat Flow(s),veh/h/ln	0	1017	0				0	1770	1660			
Q Serve(g_s), s	0.0	18.2	0.0				0.0	4.5	4.7			
Cycle Q Clear(g_c), s	25.0	18.2	0.0				0.0	4.5	4.7			
Prop In Lane	1.00		0.00				0.00		0.46			
Lane Grp Cap(c), veh/h	120	424	0				0	737	692			
V/C Ratio(X)	0.96	0.76	0.00				0.00	0.27	0.28			
Avail Cap(c_a), veh/h	120	424	0				0	737	692			
HCM Platoon Ratio	0.00	0.00	0.00				0.00	0.00	0.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.4	22.9	0.0				0.0	11.5	11.6			
Incr Delay (d2), s/veh	71.6	11.8	0.0				0.0	0.9	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	7.6	10.1	0.0				0.0	3.5	3.4			
Lane Grp Delay (d), s/veh	110.0	34.8	0.0				0.0	12.4	12.6			
Lane Grp LOS	F	C						B	B			
Approach Vol, veh/h		435						399				
Approach Delay, s/veh		54.6						12.5				
Approach LOS		D						B				

Timer	
Assigned Phs	2
Phs Duration (G+Y+Rc), s	30.0
Change Period (Y+Rc), s	6.0
Max Green Setting (Gmax), s	24.0
Max Q Clear Time (g_c+I1), s	27.0
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

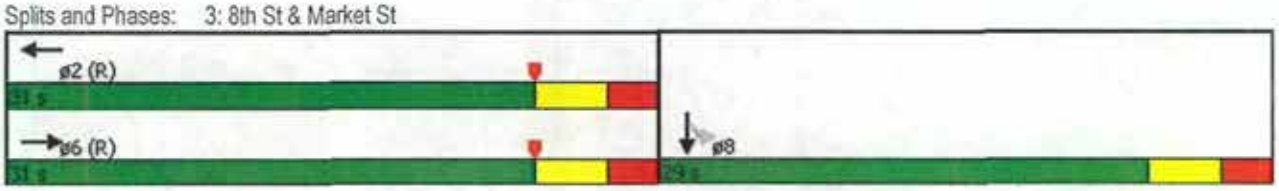
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	625	101	0	397	0	0	0	0	57	385	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	9	9	9
Lane Util. Factor	1.00	0.91	*0.60	1.00	*0.60	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99									0.98	
Frt		0.979									0.986	
Flt Protected											0.994	
Satd. Flow (prot)	0	4595	0	0	2086	0	0	0	0	0	3096	0
Flt Permitted											0.994	
Satd. Flow (perm)	0	4595	0	0	2086	0	0	0	0	0	3069	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			565			386	
Travel Time (s)		10.2			10.2			12.8			8.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)												0
Adj. Flow (vph)	0	679	110	0	432	0	0	0	0	62	418	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	789	0	0	432	0	0	0	0	0	531	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA					Perm	NA	
Protected Phases		6			2						8	
Permitted Phases										8		
Minimum Split (s)		10.0			10.0					10.0	10.0	
Total Split (s)		31.0			31.0					29.0	29.0	
Total Split (%)		51.7%			51.7%					48.3%	48.3%	
Maximum Green (s)		25.0			25.0					23.0	23.0	
Yellow Time (s)		3.5			3.5					3.5	3.5	
All-Red Time (s)		2.5			2.5					2.5	2.5	
Lost Time Adjust (s)		-1.0			-1.0						-1.0	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0						24.0	
Actuated g/C Ratio		0.43			0.43						0.40	
v/c Ratio		0.40			0.48						0.43	
Control Delay		6.3			15.8						14.5	
Queue Delay		0.0			0.0						0.0	
Total Delay		6.3			15.8						14.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B						B	
Approach Delay		6.3			15.8						14.5	
Approach LOS		A			B						B	
Queue Length 50th (ft)		26			103						70	
Queue Length 95th (ft)		36			172						107	
Internal Link Dist (ft)		370			370			485			306	
Turn Bay Length (ft)												
Base Capacity (vph)		1991			903						1227	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.40			0.48						0.43	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 3: 8th St & Market St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	625	101	0	397	0	0	0	0	57	385	47
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	186.3	186.3	0.0	186.3	0.0				178.8	178.8	178.8
Lanes	0	3	0	0	2	0				0	2	0
Cap, veh/h	0	1895	302	0	969	0				148	1035	132
Arrive On Green	0.00	0.87	0.87	0.00	0.43	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	4540	697	0	3725	0				370	2589	331
Grp Volume(v), veh/h	0	524	265	0	432	0				297	0	234
Grp Sat Flow(s),veh/h/ln	0	1695	1679	0	1118	0				1770	0	1519
Q Serve(g_s), s	0.0	1.8	1.8	0.0	8.1	0.0				7.3	0.0	6.6
Cycle Q Clear(g_c), s	0.0	1.8	1.8	0.0	8.1	0.0				7.3	0.0	6.6
Prop In Lane	0.00		0.42	0.00		0.00				0.21		0.22
Lane Grp Cap(c), veh/h	0	1469	727	0	969	0				708	0	608
V/C Ratio(X)	0.00	0.36	0.36	0.00	0.45	0.00				0.42	0.00	0.39
Avail Cap(c_a), veh/h	0	1469	727	0	969	0				708	0	608
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	2.4	2.4	0.0	11.9	0.0				13.0	0.0	12.8
Incr Delay (d2), s/veh	0.0	0.7	1.4	0.0	1.5	0.0				1.8	0.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	1.1	1.4	0.0	3.9	0.0				5.7	0.0	4.5
Lane Grp Delay (d), s/veh	0.0	3.1	3.8	0.0	13.4	0.0				14.8	0.0	14.6
Lane Grp LOS		A	A		B					B		B
Approach Vol, veh/h		789			432						531	
Approach Delay, s/veh		3.3			13.4						14.7	
Approach LOS		A			B						B	

Timer			
Assigned Phs	6	2	8
Phs Duration (G+Y+Rc), s	31.0	31.0	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	25.0	23.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	9.3
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

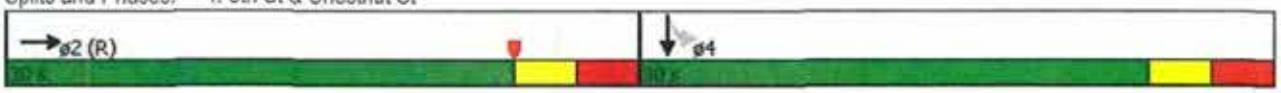
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	304	54	0	0	0	0	0	0	107	370	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.99									0.98	
Frt		0.977										
Flt Protected											0.989	
Satd. Flow (prot)	0	3187	0	0	0	0	0	0	0	0	3267	0
Flt Permitted											0.989	
Satd. Flow (perm)	0	3187	0	0	0	0	0	0	0	0	3214	0
Right Turn on Red			No			No			No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			329			565	
Travel Time (s)		10.2			10.2			7.5			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0											0
Adj. Flow (vph)	0	330	59	0	0	0	0	0	0	116	402	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	0	0	0	0	0	0	518	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA								Perm	NA	
Protected Phases		2									4	
Permitted Phases										4		
Minimum Split (s)		24.0								24.0	24.0	
Total Split (s)		30.0								30.0	30.0	
Total Split (%)		50.0%								50.0%	50.0%	
Maximum Green (s)		24.0								24.0	24.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		3.0								3.0	3.0	
Lost Time Adjust (s)		-1.0									-1.0	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									25.0	
Actuated g/C Ratio		0.42									0.42	
v/c Ratio		0.29									0.39	
Control Delay		7.7									7.3	
Queue Delay		0.0									0.0	
Total Delay		7.7									7.3	
LOS		A									A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		7.7									7.3	
Approach LOS		A									A	
Queue Length 50th (ft)		27									31	
Queue Length 95th (ft)		41									43	
Internal Link Dist (ft)		370			370			249			485	
Turn Bay Length (ft)												
Base Capacity (vph)		1327									1339	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.29									0.39	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 7.5 — Intersection LOS: A
Intersection Capacity Utilization 36.0% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 4: 8th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	304	54	0	0	0	0	0	0	107	370	0
Number	5	2	12							7	4	14
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	186.3	186.3							186.3	186.3	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	1238	218							120	671	0
Arrive On Green	0.00	0.14	0.14							0.42	0.42	0.00
Sat Flow, veh/h	0	3063	522							0	1695	0
Grp Volume(v), veh/h	0	194	195							116	402	0
Grp Sat Flow(s),veh/h/ln	0	1770	1723							0	1610	0
Q Serve(g_s), s	0.0	5.9	6.1							0.0	11.6	0.0
Cycle Q Clear(g_c), s	0.0	5.9	6.1							25.0	11.6	0.0
Prop In Lane	0.00		0.30							1.00		0.00
Lane Grp Cap(c), veh/h	0	737	718							120	671	0
V/C Ratio(X)	0.00	0.26	0.27							0.97	0.60	0.00
Avail Cap(c_a), veh/h	0	737	718							120	671	0
HCM Platoon Ratio	0.00	0.00	0.00							0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	17.6	17.7							30.0	13.6	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9							73.6	3.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	5.1	5.1							7.4	8.3	0.0
Lane Grp Delay (d), s/veh	0.0	18.5	18.6							103.6	17.5	0.0
Lane Grp LOS		B	B							F	B	
Approach Vol, veh/h		389									518	
Approach Delay, s/veh		18.6									36.8	
Approach LOS		B									D	

Timer		
Assigned Phs	2	4
Phs Duration (G+Y+Rc), s	30.0	30.0
Change Period (Y+Rc), s	6.0	6.0
Max Green Setting (Gmax), s	24.0	24.0
Max Q Clear Time (g_c+I1), s	8.1	27.0
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	683	0	0	455	56	57	328	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	*0.60	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			0.97				
Frt					0.984			0.968				
Flt Protected								0.994				
Satd. Flow (prot)	0	3129	0	0	2035	0	0	3009	0	0	0	0
Flt Permitted								0.994				
Satd. Flow (perm)	0	3129	0	0	2035	0	0	2983	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		378			450			565			377	
Travel Time (s)		8.6			10.2			12.8			8.6	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)									0			
Adj. Flow (vph)	0	742	0	0	495	61	62	357	114	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	742	0	0	556	0	0	533	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		31.0			31.0		29.0	29.0				
Total Split (%)		51.7%			51.7%		48.3%	48.3%				
Maximum Green (s)		25.0			25.0		23.0	23.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		2.5			2.5		2.5	2.5				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0			24.0				
Actuated g/C Ratio		0.43			0.43			0.40				
v/c Ratio		0.55			0.63			0.45				
Control Delay		14.5			11.0			9.2				
Queue Delay		0.0			0.0			0.0				
Total Delay		14.5			11.0			9.2				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			B			A				
Approach Delay		14.5			11.0			9.2				
Approach LOS		B			B			A				
Queue Length 50th (ft)		105			59			38				
Queue Length 95th (ft)		154			77			54				
Internal Link Dist (ft)		298			370			485			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1355			881			1193				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.55			0.63			0.45				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 42.0% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: 9th St & Market St

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	683	0	0	455	56	57	328	105	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.93	1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	0.0	186.3	0.0	0.0	186.3	186.3	178.8	178.8	178.8			
Lanes	0	3	0	0	2	0	0	2	0			
Cap, veh/h	0	1453	0	0	1118	137	144	847	284			
Arrive On Green	0.00	0.43	0.00	0.00	0.87	0.87	0.13	0.13	0.13			
Sat Flow, veh/h	0	4843	0	0	3325	317	359	2118	710			
Grp Volume(v), veh/h	0	742	0	0	213	343	305	0	228			
Grp Sat Flow(s),veh/h/ln	0	1118	0	0	1118	1779	1770	0	1416			
Q Serve(g_s), s	0.0	9.7	0.0	0.0	2.5	2.5	9.5	0.0	8.8			
Cycle Q Clear(g_c), s	0.0	9.7	0.0	0.0	2.5	2.5	9.5	0.0	8.8			
Prop In Lane	0.00		0.00	0.00		0.18	0.20		0.50			
Lane Grp Cap(c), veh/h	0	1453	0	0	484	771	708	0	567			
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.44	0.44	0.43	0.00	0.40			
Avail Cap(c_a), veh/h	0	1453	0	0	484	771	708	0	567			
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	12.4	0.0	0.0	2.4	2.4	19.8	0.0	19.5			
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	2.9	1.9	1.9	0.0	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	0.0	4.5	0.0	0.0	1.4	1.8	8.5	0.0	6.6			
Lane Grp Delay (d), s/veh	0.0	13.7	0.0	0.0	5.3	4.3	21.7	0.0	21.6			
Lane Grp LOS		B			A	A	C		C			
Approach Vol, veh/h		742			556			533				
Approach Delay, s/veh		13.7			4.7			21.6				
Approach LOS		B			A			C				

Timer			
Assigned Phs	6	2	4
Phs Duration (G+Y+Rc), s	31.0	31.0	29.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	25.0	23.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	11.5
Green Ext Time (p_c), s	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

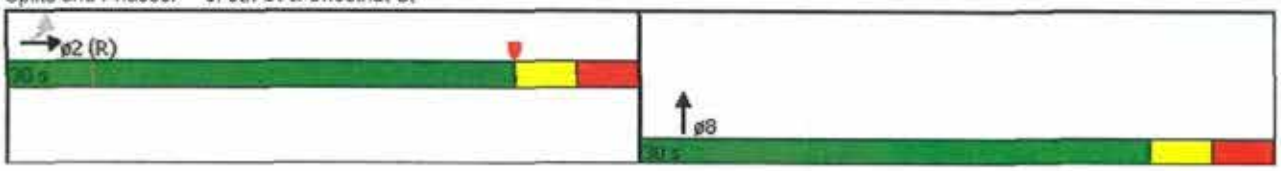
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	298	0	0	0	0	0	395	86	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.99						0.99				
Frt								0.973				
Flt Protected		0.992										
Satd. Flow (prot)	0	2070	0	0	0	0	0	3167	0	0	0	0
Flt Permitted		0.992										
Satd. Flow (perm)	0	2045	0	0	0	0	0	3167	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		442			450			343			565	
Travel Time (s)		10.0			10.2			7.8			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0								0			
Adj. Flow (vph)	65	324	0	0	0	0	0	429	93	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	0	0	0	522	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	23.0	23.0						23.0				
Total Split (s)	30.0	30.0						30.0				
Total Split (%)	50.0%	50.0%						50.0%				
Maximum Green (s)	24.0	24.0						24.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	3.0	3.0						3.0				
Lost Time Adjust (s)		-1.0						-1.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						25.0				
Actuated g/C Ratio		0.42						0.42				
v/c Ratio		0.46						0.40				
Control Delay		14.8						13.4				
Queue Delay		0.0						0.0				
Total Delay		14.8						13.4				
LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		14.8						13.4				
Approach LOS		B						B				
Queue Length 50th (ft)		80						66				
Queue Length 95th (ft)		135						101				
Internal Link Dist (ft)		362			370			263			485	
Turn Bay Length (ft)												
Base Capacity (vph)		852						1319				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.46						0.40				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 36.3% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 6: 9th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	298	0	0	0	0	0	395	86	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	0.90			
Adj Sat Flow veh/h/ln	186.3	186.3	0.0				0.0	186.3	186.3			
Lanes	0	2	0				0	2	0			
Cap, veh/h	106	444	0				0	1129	242			
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42			
Sat Flow, veh/h	0	1742	0				0	2804	580			
Grp Volume(v), veh/h	86	303	0				0	278	244			
Grp Sat Flow(s),veh/h/ln	47	1017	0				0	1770	1521			
Q Serve(g_s), s	0.0	14.9	0.0				0.0	6.5	6.7			
Cycle Q Clear(g_c), s	25.0	14.9	0.0				0.0	6.5	6.7			
Prop In Lane	0.76		0.00				0.00		0.38			
Lane Grp Cap(c), veh/h	125	424	0				0	737	634			
V/C Ratio(X)	0.68	0.72	0.00				0.00	0.38	0.38			
Avail Cap(c_a), veh/h	125	424	0				0	737	634			
HCM Platoon Ratio	0.00	0.00	0.00				0.00	0.00	0.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	24.3	14.5	0.0				0.0	12.1	12.2			
Incr Delay (d2), s/veh	26.2	9.9	0.0				0.0	1.5	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	3.9	7.3	0.0				0.0	5.1	4.6			
Lane Grp Delay (d), s/veh	50.6	24.5	0.0				0.0	13.6	13.9			
Lane Grp LOS	D	C						B	B			
Approach Vol, veh/h		389						522				
Approach Delay, s/veh		30.2						13.7				
Approach LOS		C						B				

Timer	
Assigned Phs	2
Phs Duration (G+Y+Rc), s	30.0
Change Period (Y+Rc), s	6.0
Max Green Setting (Gmax), s	24.0
Max Q Clear Time (g_c+I1), s	27.0
Green Ext Time (p_c), s	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Notes

APPENDIX F

PennDOT 2012 Growth Rates

Growth Factors for September 2012 to July 2013				
County	Urban Interstate	Rural Interstate	Urban Non-Interstate	Rural Non-Interstate
ADAMS	*	*	1.87	0.94
ALLEGHENY	1.29	*	0.18	0.53
ARMSTRONG	1.37	*	0.21	0.54
BEAVER	1.27	2.25	0.20	0.52
BEDFORD	*	2.33	*	0.59
BERKS	1.48	2.36	0.71	0.65
BLAIR	0.81	1.82	0.00	0.36
BRADFORD	1.32	*	0.33	0.50
BUCKS	2.04	2.55	1.43	0.81
BUTLER	1.95	2.79	1.08	0.63
CAMBRIA	0.44	*	0.00	0.24
CAMERON	*	*	*	0.32
CARBON	1.93	2.76	1.26	0.84
CENTRE	1.99	2.60	1.32	0.83
CHESTER	2.54	2.99	1.91	1.03
CLARION	1.35	2.22	0.45	0.55
CLEARFIELD	*	2.48	0.18	0.57
CLINTON	1.40	2.06	0.65	0.54
COLUMBIA	1.78	2.18	1.25	0.68
CRAWFORD	1.06	2.13	0.03	0.47
CUMBERLAND	1.72	2.04	1.37	0.68
DAUPHIN	1.46	2.24	0.75	0.62
DELAWARE	1.38	*	0.51	*
ELK	*	*	0.10	0.42
ERIE	0.97	1.78	0.15	0.41
FAYETTE	1.14	*	0.12	0.49
FOREST	*	*	*	0.70
FRANKLIN	2.49	2.72	2.00	0.96
FULTON	*	2.52	*	0.79
GREENE	1.05	2.06	0.04	0.45
HUNTINGDON	*	2.14	0.33	0.51
INDIANA	1.63	*	0.59	0.64
JEFFERSON	*	2.55	0.23	0.51
JUNIATA	*	*	*	0.70
LACKAWANNA	1.30	2.30	0.19	0.52
LANCASTER	2.02	2.47	1.42	0.81
LAWRENCE	1.24	2.21	0.17	0.50
LEBANON	*	2.35	1.09	0.70
LEHIGH	1.93	2.88	1.13	0.85
LUZERNE	1.30	2.32	0.18	0.53
LYCOMING	1.06	1.65	0.29	0.39
MCKEAN	1.10	*	0.11	0.45
MERCER	1.06	1.85	0.20	0.42
MIFFLIN	1.29	*	0.20	0.54
MONROE	2.33	2.80	1.90	0.99
MONTGOMERY	1.51	2.34	0.73	0.64
MONTOUR	*	2.96	1.46	0.92
NORTHAMPTON	2.19	*	1.57	0.94
NORTHUMBERLAND	1.22	1.88	0.24	0.42
PERRY	*	*	1.91	0.81
PHILADELPHIA	1.12	*	0.00	*
PIKE	*	3.08	*	1.16
POTTER	*	*	*	0.44
SCHUYLKILL	*	1.98	0.15	0.44
SNYDER	1.58	*	0.99	0.60
SOMERSET	1.05	2.00	0.12	0.45
SULLIVAN	*	*	*	0.51
SUSQUEHANNA	1.53	2.44	0.64	0.64
TIOGA	*	*	*	0.46
UNION	*	2.31	1.50	0.75
VENANGO	1.10	1.84	0.20	0.42
WARREN	*	*	0.09	0.53
WASHINGTON	1.50	2.73	0.30	0.66
WAYNE	*	2.43	1.20	0.76
WESTMORELAND	1.37	2.39	0.33	0.57
WYOMING	*	*	0.51	0.46
YORK	1.96	2.40	1.52	0.80

* = Functional Class Doesn't Exist in County

Questions? Please contact Andrew O'Neill at the Bureau of Planning and Research, 717-346-3250 or andoneill@pa.gov

NOTE: The projected growth factors are derived using historical VMT (Vehicle Miles Traveled) data (1994 to 2011), as well as Woods and Poole demographic and economic data. The factors should not be used to project traffic beyond a 20-year period. Please be aware that these factors are estimates, and unforeseen events (opening of shopping centers, fast food franchises, gas stations, etc) could cause growth to change over time.

pennsylvania
DEPARTMENT OF TRANSPORTATION

APPENDIX G

Crash Reports

CR12. . . Phila SR2004 0011(2000) - 0021(0150)

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 2004(S) Between Segment 0011 Offset 2000 and Segment 0021 Offset 150)

USER ID/QUERY ID: rfrancisco/ 0620121025026

MONTH OF YEAR

	JAN	FEB	APR	MAY	JUL	AUG	SEP	OCT	NOV	DEC	
CRASHES	3	3	3	3	1	4	2	9	3	1	32
PCT	9%	9%	9%	9%	3%	13%	6%	28%	9%	3%	100%

DAY OF WEEK

	SUN	MON	TUE	WED	THR	FRI	SAT	
CRASHES	5	7	4	2	5	4	5	32
PCT	16%	22%	13%	6%	16%	13%	16%	100%

HOUR OF DAY

	00	01	02	03	07	08	09	10	11	12	14	15	16	17	18	19	20	21	99	
CRASHES	2	1	2	1	1	2	1	1	2	2	3	4	2	1	1	1	1	1	3	32
PCT	6%	3%	6%	3%	3%	6%	3%	3%	6%	6%	9%	13%	6%	3%	3%	3%	3%	3%	9%	100%

YEAR

	CRASHES	PCT
2007	6	19%
2008	4	13%
2009	8	25%
2010	9	28%
2011	5	16%
TOTAL	32	100%

COLLISION TYPE

	CRASHES	PCT
PEDESTRIAN	18	56%
ANGLE	7	22%
SAME DIR SS	3	9%
HEAD ON	1	3%
HIT FIX OBJ	1	3%
NON COLL	1	3%
REAR END	1	3%
TOTAL	32	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
FATAL	1	3%
MAJOR	1	3%
MODERATE	6	19%
MINOR	13	41%
UNK SEVERITY	9	28%
PDO	2	6%
TOTAL	32	100%

SEVERITY COUNT

	PERSONS
FATALITIES	1
MAJOR	1
MODERATE	6
MINOR	15
UNK SEVERITY	10
UNK IF INJURED	3

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	17	31%
UNKNOWN	10	19%
IMPROPER/CARELESS TURN	9	17%
OTHER IMPROPER DRIVING	7	13%
DRIVER WAS DISTRACTED	2	4%
TOO FAST FOR CONDITION	2	4%
AFFECTED PHYSICAL COND	1	2%
CARELESS PARKING/UNPARK	1	2%
IMPROPER ENTRANCE HWY	1	2%
PROCEED W/O CLEARANCE	1	2%
RUNNING RED LIGHT	1	2%
TURN FROM WRONG LANE	1	2%
OTHERS	1	2%
TOTAL	54	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	24	52%
BUS	7	15%
VAN	4	9%
SUV	3	7%
PEDALCYCLE	3	7%
SMALL TRUCK	2	4%
MOTORCYCLE	1	2%
LARGE TRUCK	1	2%
UNK VEHICLE	1	2%
TOTAL	46	100%

ROAD CONDITION

	CRASHES	PCT
DRY	26	81%
WET	6	19%
TOTAL	32	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	21	66%
STREET LIGHTS	11	34%
TOTAL	32	100%

WEATHER

	CRASHES	PCT
CLEAR	26	81%
RAIN	6	19%
TOTAL	32	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	29	88%
OBSTACLE ON RDWY	1	3%
OTHER WEATHER COND	1	3%
POTHOLES	1	3%
UNKNOWN	1	3%
TOTAL	33	100%

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CR12110 Phila SR2004 0011(2000) - 0021(0150)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 2004(S) Between Segment 0011 Offset 2000 and Segment 0021 Offset 150)

USER ID/QUERY ID: rfrancisco/ 0620121025026

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2007046309	67	02/13/2007	TUE	02:20	STREET LT	DRY	CLEAR	0	1	0	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2130	9TH ST						
	VEH: 1 PEDALCYCLE TRAVELING EAST IN OTHER GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER ENTRANCE TO HIGHW OTHER IMPROPER DRIV ACTIONS												
	VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
2	2008050261	67	02/22/2008	FRI	18:26	STREET LT	WET	RAIN	1	0	1	1	FATAL
	ENV RDWY FACTORS: OTHER WEATHER CONDITIONS NONE								NONE				PEDESTRIAN
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: TOO FAST FOR CONDITIONS NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION												
3	2009012496	67	12/08/2008	MON	14:30	DAYLIGHT	DRY	CLEAR	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST						
	VEH: 1 AUTOMOBILE TRAVELING WEST IN NOT APPLICABLE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: TURNING FROM WRONG LANE												
	VEH: 2 BUS TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
4	2009064487	67	01/13/2009	TUE	10:00	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST	MARKET ST					
	VEH: 1 UNK VEHICLE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
5	2010038291	67	10/13/2009	TUE	11:50	DAYLIGHT	DRY	CLEAR	0	2	2	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02 HIT UNIT 03												
	DVR ACTIONS: UNKNOWN												
6	2010021725	67	01/27/2010	WED	99:99	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST						
	VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
7	2011025780	67	05/22/2010	SAT	99:99	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0010 / 2157			2004 / 0011 / 2138	NINTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												

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	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
8	2010059016	67	05/23/2010	SUN	12:22	DAYLIGHT	DRY	CLEAR	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY 2004 / 0010 / 2157 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS IMPROPER/CARELESS TURN												
	VEH: 2 MOTORCYCLE TRAVELING WEST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
9	2010088978	67	08/14/2010	SAT	08:25	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0010 / 2157 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN OTHER TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS IMPROPER/CARELESS TURN												
10	2010114069	67	10/18/2010	MON	02:20	STREET LT	DRY	CLEAR	0	0	0	3	PROP DMG ONLY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY 2004 / 0010 / 2157 2004 / 0011 / 2130 NINTH ST												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE TURNING LEFT												ALC TEST: 99
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN AFFECTED BY PHYSICAL COND												
	VEH: 2 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01 HIT UNIT 03												
	DVR ACTIONS: UNKNOWN UNKNOWN												
	VEH: 3 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
11	2010122453	67	11/13/2010	SAT	14:46	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE												REAR-END
	4WAY 2004 / 0010 / 2157 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 VAN TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
	VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE STOPPED IN TRAFFIC LANE												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
12	2011126262	67	11/12/2011	SAT	15:23	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0010 / 2157 2004 / 0011 / 2130 NINTH ST												
	VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: RUNNING RED LIGHT												
13	2011103354	67	09/05/2011	MON	16:25	DAYLIGHT	DRY	CLEAR	0	1	0	1	MAJOR INJURY
	ENV RDWY FACTORS: POTHOLES												NON-COLLISION
	4WAY 2004 / 0011 / 2130 NINTH ST												
	VEH: 1 BUS TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: POTHOLE / PVMNT IRREG												
	DVR ACTIONS: NO CONTRIBUTING ACTION												

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	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
14	2007027729	67	01/15/2007	MON	12:41	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT TURN LANE TURNING RIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
15	2007128149	67	10/25/2007	THR	15:20	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
16	2008133593	67	10/27/2008	MON	08:34	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0011 / 2138 NINTH ST												
	VEH: 1 SUV TRAVELING NORTH IN UNKNOWN TURNING RIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS												
17	2011112084	67	10/13/2011	THR	09:15	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0011 / 2578 2004 / 0020 / 0000 2004 / 0021 / 0000 EIGHTH ST												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE SLOWING OR STOPPING IN LANE												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
18	2007067244	67	04/26/2007	THR	15:59	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2004 / 0020 / 0000 2004 / 0021 / 0000 EIGHTH ST												
	VEH: 1 SMALL TRUCK TRAVELING SOUTH IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
19	2007099477	67	08/23/2007	THR	16:10	DAYLIGHT	DRY	CLEAR	0	3	0	3	MINOR INJURY
	ENV RDWY FACTORS: NONE NONE NONE												ANGLE
	4WAY 2004 / 0020 / 0000 2004 / 0021 / 0000 EIGHTH ST												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION												
	VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE MAKING A U-TURN												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: IMPROPER/CARELESS TURN NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION												
	VEH: 3 BUS TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION												

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	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
20	2008006679	67	11/26/2007	MON	07:55	DAYLIGHT	WET	RAIN	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
	VEH: 2 SUV TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
21	2009120615	67	05/30/2009	SAT	99:99	DAYLIGHT	DRY	CLEAR	0	1	0	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												HEAD-ON
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
	VEH: 2 PEDALCYCLE TRAVELING EAST IN UNKNOWN GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
22	2009079034	67	07/12/2009	SUN	01:57	STREET LT	WET	RAIN	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 VAN TRAVELING WEST IN RIGHT LANE GOING STRAIGHT												ALC TEST: 99
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS USING HAND-HELD PHONE												
23	2009105928	67	09/25/2009	FRI	03:17	STREET LT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS												
24	2009105789	67	10/05/2009	MON	15:00	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 BUS TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: CARELESS PARKING/UNPARKING												
25	2010052141	67	04/28/2010	WED	14:00	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE												SAME DIR SIDESW
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 BUS TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
	VEH: 2 SUV TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: UNKNOWN												

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	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
26	2010088737	67	08/22/2010	SUN	11:53	DAYLIGHT	WET	RAIN	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
27	2010113731	67	10/17/2010	SUN	00:52	STREET LT	DRY	CLEAR	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: NONE												SAME DIR SIDESW
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE												
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: DRIVER WAS DISTRACTED OTHER IMPROPER DRIV ACTIONS												
	VEH: 2 LARGE TRUCK TRAVELING EAST IN LEFT LANE PASSING/OVERTAKING VEH												
	VEH EVENTS: HIT UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
28	2011053533	67	04/12/2011	TUE	20:22	STREET LT	WET	RAIN	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 BUS TRAVELING EAST IN NOT APPLICABLE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
29	2011108939	67	10/02/2011	SUN	19:10	STREET LT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0000			2004 / 0021 / 0000	EIGHTH ST						
	VEH: 1 BUS TRAVELING SOUTH IN OTHER FWD MOVING LANE GOING STRAIGHT												ALC TEST: 99
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
30	2008108478	67	08/14/2008	THR	21:30	STREET LT	WET	RAIN	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: UNKNOWN												ANGLE
	T-INT		2004 / 0021 / 0000			EIGHTH ST							
	VEH: 1 AUTOMOBILE TRAVELING SOUTH IN UNKNOWN GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
	VEH: 2 VAN TRAVELING WEST IN UNKNOWN GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: PROCEED W/O CLEARANCE												
31	2009039747	67	02/20/2009	FRI	00:09	STREET LT	DRY	CLEAR	0	0	0	1	PROP DMG ONLY
	ENV RDWY FACTORS: NONE												HIT FIXED OBJ
	4WAY		2004 / 0021 / 0000			EIGHTH ST							
	VEH: 1 VAN TRAVELING NORTH IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT TRAFFIC ISLAND / CHANNELIZATIO												
	DVR ACTIONS: DRIVER WAS DISTRACTED												

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Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 2004(S) Between Segment 0011 Offset 2000 and Segment 0021 Offset 150)

USER ID/QUERY ID:
rfrancisco/ 0620121025026

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
32	2009125428	67	10/30/2009	FRI	17:59	STREET LT	DRY	CLEAR	0	1	0	1	MODERATE INJURY

ENV RDWY FACTORS: OBSTACLE ON ROADWAY — SAME DIR SIDESW

MIDB 2004 / 0021 / 0020

VEH: 1 PEDALCYCLE TRAVELING WEST IN RIGHT OF TRAFFICWAY GOING STRAIGHT
VEH EVENTS: HIT UNIT 02 HIT CONCRETE / LONGIT BARRIER
DVR ACTIONS: TOO FAST FOR CONDITIONS

VEH: 2 AUTOMOBILE TRAVELING WEST IN RIGHT LANE STOPPED IN TRAFFIC LANE
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

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CR12110 Phila SR3008 0030(2700) - 0040(0600)

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0030 Offset 2700 and Segment 0040 Offset 600)

USER ID/QUERY ID: rfrancisco/ 062012102502 7

MONTH OF YEAR

	JAN	MAY	JUN	JUL	SEP	OCT	NOV	DEC	
CRASHES	1	2	1	1	3	2	1	1	12
PCT	8%	17%	8%	8%	25%	17%	8%	8%	100%

DAY OF WEEK

	SUN	MON	TUE	WED	FRI	
CRASHES	2	2	3	2	3	12
PCT	17%	17%	25%	17%	25%	100%

HOUR OF DAY

	01	05	06	11	12	15	18	19	
CRASHES	1	1	1	3	1	3	1	1	12
PCT	8%	8%	8%	25%	8%	25%	8%	8%	100%

YEAR

	CRASHES	PCT
2007	3	25%
2008	3	25%
2009	1	8%
2010	3	25%
2011	2	17%
TOTAL	12	100%

COLLISION TYPE

	CRASHES	PCT
PEDESTRIAN	7	58%
ANGLE	2	17%
REAR END	2	17%
SAME DIR SS	1	8%
TOTAL	12	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MODERATE	2	17%
MINOR	6	50%
UNK SEVERITY	4	33%
TOTAL	12	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
MAJOR	0
MODERATE	2
MINOR	11
UNK SEVERITY	4
UNK IF INJURED	3

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	5	28%
UNKNOWN	4	22%
DRIVER WAS DISTRACTED	2	11%
OTHER IMPROPER DRIVING	2	11%
FAILR MAINT PROP SPEED	1	6%
IMPROPER/CARELESS TURN	1	6%
RUNNING RED LIGHT	1	6%
TAILGATING	1	6%
TURN FROM WRONG LANE	1	6%
TOTAL	18	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	8	47%
SUV	3	18%
MOTORCYCLE	1	6%
BUS	1	6%
SMALL TRUCK	1	6%
VAN	1	6%
PEDALCYCLE	1	6%
UNK VEHICLE	1	6%
TOTAL	17	100%

ROAD CONDITION

	CRASHES	PCT
DRY	11	92%
WET	1	8%
TOTAL	12	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	8	67%
STREET LIGHTS	2	17%
DUSK	1	8%
UNK LIGHTING	1	8%
TOTAL	12	100%

WEATHER

	CRASHES	PCT
CLEAR	11	92%
RAIN	1	8%
TOTAL	12	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	12	100%
TOTAL	12	100%

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CR12110 Phila SR3008 0030(2700) - 0040(0600)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0030 Offset 2700 and Segment 0040 Offset 600)

USER ID/QUERY ID: rfranciscol 0620121025027

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2007107528	67	09/17/2007	MON	11:22	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE						NONE		NONE				PEDESTRIAN
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT TURN LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: IMPROPER/CARELESS TURN												
2	2007118085	67	10/14/2007	SUN	19:35	STREET LT	DRY	CLEAR	0	2	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE						NONE		NONE				ANGLE
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 SUV TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02						HIT BUILDING		HIT TRAFFIC SIGN				
	DVR ACTIONS: RUNNING RED LIGHT						NO CONTRIBUTING ACTION		NO CONTRIBUTING ACTION				
	VEH: 2 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION						NO CONTRIBUTING ACTION		NO CONTRIBUTING ACTION				
3	2008007320	67	11/16/2007	FRI	05:10	STREET LT	DRY	CLEAR	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE												REAR-END
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 2 AUTOMOBILE TRAVELING EAST IN RIGHT LANE STOPPED IN TRAFFIC LANE												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: UNKNOWN												
4	2008078959	67	05/06/2008	TUE	15:40	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE						NONE		NONE				PEDESTRIAN
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 MOTORCYCLE TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION						NO CONTRIBUTING ACTION		NO CONTRIBUTING ACTION				
5	2011027740	67	09/24/2010	FRI	01:30	UNK LIGHTING	DRY	CLEAR	0	1	0	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												SAME DIR SIDESW
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 PEDALCYCLE TRAVELING IN RIGHT LANE UNKNOWN												
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
	VEH: 2 AUTOMOBILE TRAVELING IN RIGHT LANE TURNING RIGHT												
	VEH EVENTS: HIT UNIT 01												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS												
6	2011075791	67	06/28/2011	TUE	15:50	DAYLIGHT	DRY	CLEAR	0	5	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE						NONE		NONE				ANGLE
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 AUTOMOBILE TRAVELING SOUTH IN RIGHT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: TURNING FROM WRONG LANE												
	VEH: 2 VAN TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: UNKNOWN												

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Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0030 Offset 2700 and Segment 0040 Offset 600)

USER ID/QUERY ID: rfranciscol 0620121025027

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
7	2012022192	67	07/03/2011	SUN	18:30	DUSK	DRY	CLEAR	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: NONE												REAR-END
	4WAY		3008 / 0040 / 0000			EIGHTH ST							
	VEH: 1 SUV TRAVELING SOUTH IN ONE LANE ROAD STOPPED IN TRAFFIC LANE												
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
	VEH: 2 UNK VEHICLE TRAVELING SOUTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 01												
	DVR ACTIONS: FAILED MAINTAIN PROPER SPEED												
8	2008082630	67	05/14/2008	WED	15:30	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	MIDB		3008 / 0040 / 0299										
	VEH: 1 SUV TRAVELING EAST IN UNKNOWN GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
9	2009025843	67	01/16/2009	FRI	12:01	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		3008 / 0040 / 0437			7TH ST							
	VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: DRIVER WAS DISTRACTED												
10	2011008538	67	12/20/2010	MON	11:10	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		3008 / 0040 / 0437			SEVENTH ST							
	VEH: 1 BUS TRAVELING EAST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: OTHER IMPROPER DRIV ACTIONS												
11	2008118909	67	09/16/2008	TUE	11:38	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		3008 / 0040 / 0445			SEVENTH ST							
	VEH: 1 SMALL TRUCK TRAVELING NORTH IN LEFT TURN LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
12	2010117798	67	10/27/2010	WED	06:35	DAYLIGHT	WET	RAIN	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		3008 / 0040 / 0445			SEVENTH ST							
	VEH: 1 AUTOMOBILE TRAVELING NORTH IN LEFT LANE TURNING LEFT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: DRIVER WAS DISTRACTED												

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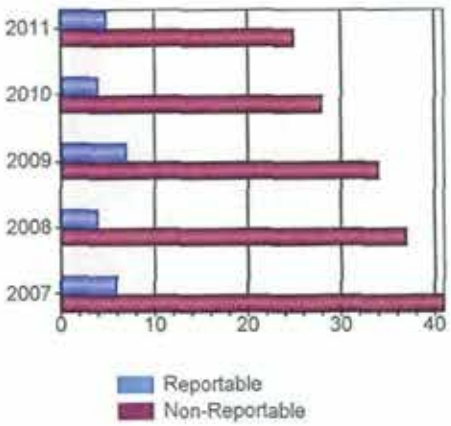
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 08TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	Reportables	Non-Reportables	Total
2011	5	25	30
2010	4	28	32
2009	7	34	41
2008	4	37	41
2007	6	41	47
Total	26	165	191



Reportable Crashes - By Severity		
Severity	# Crashes	Percent
Injury Pedestrian	13	50.00%
Injury Occupant	11	42.31%
Injury Bike	1	3.85%
Property Damage with Towing	1	3.85%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Total	26	100%

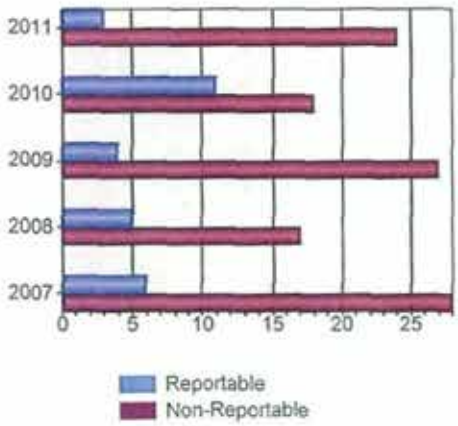
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 09TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	Reportables	Non-Reportables	Total
2011	3	24	27
2010	11	18	29
2009	4	27	31
2008	5	17	22
2007	6	28	34
Total	29	114	143



Reportable Crashes - By Severity		
Severity	# Crashes	Percent
Injury Pedestrian	14	48.28%
Injury Occupant	11	37.93%
Property Damage with Towing	4	13.79%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Injury Bike	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Total	29	100%

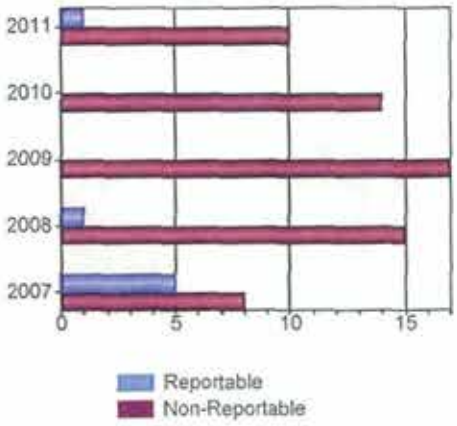
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 08TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	Reportables	Non-Reportables	Total
2011	1	10	11
2010	0	14	14
2009	0	17	17
2008	1	15	16
2007	5	8	13
Total	7	64	71



Reportable Crashes - By Severity		
Severity	# Crashes	Percent
Injury Occupant	4	57.14%
Injury Pedestrian	3	42.86%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Injury Bike	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Property Damage with Towing	0	0.00%
Total	7	100%

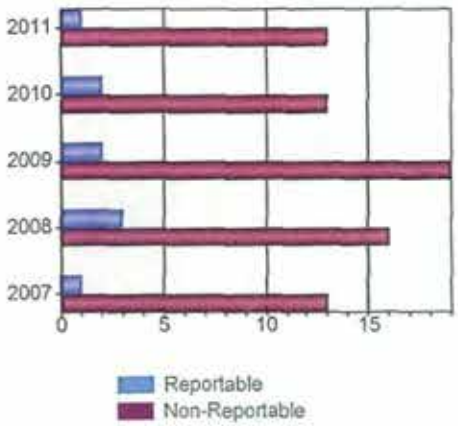
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 09TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	Reportables	Non-Reportables	Total
2011	1	13	14
2010	2	13	15
2009	2	19	21
2008	3	16	19
2007	1	13	14
Total	9	74	83



Reportable Crashes - By Severity		
Severity	# Crashes	Percent
Injury Occupant	4	44.44%
Injury Pedestrian	4	44.44%
Injury Bike	1	11.11%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Property Damage with Towing	0	0.00%
Total	9	100%

CR13004 Philadelphia SR2004 0020(0250) - 0021(0650)

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)

USER ID/QUERY ID: rfrancisco/ 0620130116002

MONTH OF YEAR

	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	DEC	
CRASHES	2	2	1	3	2	5	1	1	2	2	21
PCT	10%	10%	5%	14%	10%	24%	5%	5%	10%	10%	100%

DAY OF WEEK

	SUN	MON	TUE	WED	THR	FRI	SAT	
CRASHES	1	1	5	2	5	4	3	21
PCT	5%	5%	24%	10%	24%	19%	14%	100%

HOUR OF DAY

	00	01	02	03	08	09	11	12	13	16	17	18	20	21	99	
CRASHES	1	1	1	1	2	1	1	1	1	3	3	1	1	1	2	21
PCT	5%	5%	5%	5%	10%	5%	5%	5%	5%	14%	14%	5%	5%	5%	10%	100%

YEAR

	CRASHES	PCT
2007	3	14%
2008	3	14%
2009	6	29%
2010	4	19%
2011	5	24%
TOTAL	21	100%

COLLISION TYPE

	CRASHES	PCT
ANGLE	8	38%
PEDESTRIAN	7	33%
REAR END	4	19%
SAME DIR SS	2	10%
TOTAL	21	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MAJOR	3	14%
MODERATE	3	14%
MINOR	7	33%
UNK SEVERITY	6	29%
PDO	2	10%
TOTAL	21	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
MAJOR	3
MODERATE	3
MINOR	11
UNK SEVERITY	12
UNK IF INJURED	2

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	20	43%
UNKNOWN	7	15%
CARELESS PASS/LN CHNG	4	9%
RUNNING RED LIGHT	3	7%
IMPROPER/CARELESS TURN	2	4%
OTHER IMPROPER DRIVING	2	4%
TAILGATING	2	4%
TURN FROM WRONG LANE	2	4%
CARELESS PARKING/UNPARK	1	2%
IMPROPER ENTRANCE HWY	1	2%
MAKING ILLEGAL U-TURN	1	2%
SUDDEN SLOWING/STOP	1	2%
TOTAL	46	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	18	47%
BUS	6	16%
SUV	6	16%
PEDALCYCLE	4	11%
VAN	2	5%
SMALL TRUCK	1	3%
LARGE TRUCK	1	3%
TOTAL	38	100%

ROAD CONDITION

	CRASHES	PCT
DRY	17	81%
WET	4	19%
TOTAL	21	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	14	67%
STREET LIGHTS	6	29%
OTHER	1	5%
TOTAL	21	100%

WEATHER

	CRASHES	PCT
CLEAR	17	81%
RAIN	4	19%
TOTAL	21	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	16	76%
OTHER WEATHER COND	2	10%
OTHER ENVIR FACTOR	1	5%
SLIPPERY ICE/SNOW	1	5%
UNKNOWN	1	5%
TOTAL	21	100%

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CDART - CRASH SUMMARY REPORT (09-06)

NOTES:

1 The data available in this application is dynamic and should be used with care. Please take note of the following data alerts:

2 2012 crash records are incomplete
Data for the current year, 2012, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.

3 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011

REPORT PARAMETERS:

Query ID:	0620130116002
User ID:	rfrancisco
Area of Interest:	(In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)
Date Range:	1/1/2007 to 12/31/2011
Criteria:	

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CR13004 Philadelphia SR2004 0020(0250) - 0021(0650)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

USER ID/QUERY ID: rfrancisco/ 0620130116002

Area of Interest: (In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2009079039	67	07/11/2009	SAT	02:50	STREET LT	DRY	CLEAR	0	3	0	2	MINOR INJURY

ENV RDWY FACTORS: NONE — ANGLE

MIDB 2004 / 0020 / 0315

VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE MAKING A U-TURN
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: MAKING ILLEGAL U-TURN IMPROPER/CARELESS TURN TURNING FROM WRONG LANE

VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

2	2008094806	67	06/28/2008	SAT	21:25	STREET LT	DRY	CLEAR	0	1	1	1	MAJOR INJURY

ENV RDWY FACTORS: NONE NONE NONE — PEDESTRIAN

MIDB 2004 / 0020 / 0348

VEH: 1 SUV TRAVELING EAST IN LEFT LANE GOING STRAIGHT — ALC TEST: 99
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: UNKNOWN NO CONTRIBUTING ACTION NO CONTRIBUTING ACTION

VEH: 2 — ALC TEST: 99
VEH EVENTS: STRUCK BY UNIT 01

3	2007067243	67	05/08/2007	TUE	16:21	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY

ENV RDWY FACTORS: NONE NONE NONE — SAME DIR SIDESW

MIDB 2004 / 0020 / 0398

VEH: 1 PEDALCYCLE TRAVELING EAST IN UNKNOWN PASSING/OVERTAKING VEH
VEH EVENTS: HIT UNIT 02 HIT UNIT 03
DVR ACTIONS: CARELESS PASS OR LANE CHANG

VEH: 2 BUS TRAVELING EAST IN SHOULDER RIGHT PARKED
VEH EVENTS: STRUCK BY UNIT 01

VEH: 3 BUS TRAVELING EAST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

4	2010078315	67	07/01/2010	THR	99:99	DAYLIGHT	DRY	CLEAR	0	2	1	1	MINOR INJURY

ENV RDWY FACTORS: NONE NONE NONE — PEDESTRIAN

MIDB 2004 / 0020 / 0426

VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2
VEH EVENTS: STRUCK BY UNIT 01

5	2009054490	67	03/24/2009	TUE	20:16	STREET LT	DRY	CLEAR	0	5	0	2	MAJOR INJURY

ENV RDWY FACTORS: NONE — ANGLE

4WAY 2004 / 0020 / 0446 SEVENTH ST

VEH: 1 AUTOMOBILE TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 AUTOMOBILE TRAVELING NORTH IN ONE LANE ROAD GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

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CR13004 Philadelphia SR2004 0020(0250) - 0021(0650)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

USER ID/QUERY ID: rfrancisco/ 0620130116002

Area of Interest: (In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
6	2009058891	67	05/07/2009	THR	16:33	DAYLIGHT	WET	RAIN	0	1	0	1	MODERATE INJURY

ENV RDWY FACTORS: OTHER WEATHER CONDITIONS — ANGLE

4WAY 2004 / 0020 / 0446 2004 / 0021 / 0449 SEVENTH ST

VEH: 1 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE SLOWING OR STOPPING IN LANE
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 PEDALCYCLE TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: RUNNING RED LIGHT

7	2009083772	67	07/24/2009	FRI	09:30	DAYLIGHT	DRY	CLEAR	0	1	0	3	UNK SEVERITY

ENV RDWY FACTORS: NONE — ANGLE

4WAY 2004 / 0020 / 0446 2004 / 0021 / 0447 SEVENTH ST

VEH: 1 AUTOMOBILE TRAVELING WEST IN RIGHT LANE GOING STRAIGHT — ALC TEST: 99
VEH EVENTS: HIT UNIT 03
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 SUV TRAVELING WEST IN LEFT LANE GOING STRAIGHT — ALC TEST: 99
VEH EVENTS: HIT UNIT 03
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 3 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE PASSING/OVERTAKING VEH — ALC TEST: 99
VEH EVENTS: STRUCK BY UNIT 01 STRUCK BY UNIT 02
DVR ACTIONS: RUNNING RED LIGHT

8	2009105930	67	09/27/2009	SUN	03:01	STREET LT	WET	RAIN	0	1	0	2	UNK SEVERITY

ENV RDWY FACTORS: OTHER ENVIRONMENTAL FACT — REAR-END

4WAY 2004 / 0020 / 0446 2004 / 0021 / 0449 SEVENTH ST

VEH: 1 BUS TRAVELING EAST IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 SUV TRAVELING EAST IN LEFT TURN LANE PASSING/OVERTAKING VEH
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: CARELESS PASS OR LANE CHANG OTHER IMPROPER DRIV ACTIONS UNKNOWN

9	2010003250	67	12/08/2009	TUE	11:15	DAYLIGHT	DRY	CLEAR	0	1	0	2	UNK SEVERITY

ENV RDWY FACTORS: NONE — REAR-END

4WAY 2004 / 0020 / 0446 2004 / 0021 / 0449 SEVENTH ST

VEH: 1 BUS TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: UNKNOWN TAILGATING

VEH: 2 AUTOMOBILE TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

10	2010044647	67	03/17/2010	WED	08:10	DAYLIGHT	DRY	CLEAR	0	1	0	1	MODERATE INJURY

ENV RDWY FACTORS: UNKNOWN — ANGLE

4WAY 2004 / 0020 / 0446 2004 / 0021 / 0449 SEVENTH ST

VEH: 1 AUTOMOBILE TRAVELING EAST IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: UNKNOWN

VEH: 2 PEDALCYCLE TRAVELING NORTH IN OTHER FWD MOVING LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: UNKNOWN

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	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
11	2010069989	67	06/18/2010	FRI	17:28	DAYLIGHT	DRY	CLEAR	0	3	3	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0446			2004 / 0021 / 0449	SEVENTH ST						

VEH: 1 VAN TRAVELING EAST IN LEFT LANE SLOWING OR STOPPING IN LANE
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2
VEH EVENTS: STRUCK BY UNIT 01

VEH: 3
VEH EVENTS: STRUCK BY UNIT 01

VEH: 4
VEH EVENTS: STRUCK BY UNIT 01

12	2011029084	67	02/15/2011	TUE	12:15	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY		2004 / 0020 / 0446			2004 / 0021 / 0449	SEVENTH ST						

VEH: 1 AUTOMOBILE TRAVELING WEST IN OTHER FWD MOVING LANE TURNING LEFT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: IMPROPER/CARELESS TURN

VEH: 2
VEH EVENTS: STRUCK BY UNIT 01

13	2011054102	67	04/25/2011	MON	18:30	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE												SAME DIR SIDESW
	4WAY		2004 / 0020 / 0446			2004 / 0021 / 0449	SEVENTH ST						

VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT OF TRAFFICWAY TURNING LEFT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: TURNING FROM WRONG LANE

VEH: 2 BUS TRAVELING NORTH IN RIGHT OF TRAFFICWAY GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

14	2011083308	67	07/22/2011	FRI	01:15	STREET LT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
	ENV RDWY FACTORS: NONE												ANGLE
	4WAY		2004 / 0020 / 0446			2004 / 0021 / 0449	SEVENTH ST						

VEH: 1 AUTOMOBILE TRAVELING EAST IN ONCOMING TRAFFIC LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: RUNNING RED LIGHT

VEH: 2 VAN TRAVELING NORTH IN RIGHT LANE GOING STRAIGHT
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: NO CONTRIBUTING ACTION

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
15	2011088034	67	08/09/2011	TUE	17:45	DAYLIGHT	WET	RAIN	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: SLIPPERY ROAD (ICE/SNOW)												REAR-END
	4WAY		2004 / 0020 / 0446		2004 / 0021 / 0449		SEVENTH ST						
	VEH: 1 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: TAILGATING												
	VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE TURNING LEFT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: UNKNOWN												
16	2008082627	67	05/22/2008	THR	09:45	DAYLIGHT	DRY	CLEAR	0	1	1	1	MODERATE INJURY
	ENV RDWY FACTORS: NONE						NONE	NONE					PEDESTRIAN
	MIDB		2004 / 0020 / 0447										
	VEH: 1 SUV TRAVELING SOUTH IN LEFT LANE BACKING UP												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION						NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION					
	VEH: 2												
	VEH EVENTS: STRUCK BY UNIT 01												
17	2011031212	67	02/17/2011	THR	13:49	DAYLIGHT	DRY	CLEAR	0	0	0	2	PROP DMG ONLY
	ENV RDWY FACTORS: NONE												ANGLE
	MIDB		2004 / 0020 / 0476										
	VEH: 1 BUS TRAVELING EAST IN RIGHT LANE CHANGING LANES OR MERGING												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: CARELESS PASS OR LANE CHANG												
	VEH: 2 AUTOMOBILE TRAVELING EAST IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
18	2007117265	67	10/13/2007	SAT	00:43	STREET LT	DRY	CLEAR	0	1	0	2	UNK SEVERITY
	ENV RDWY FACTORS: NONE						NONE	NONE					REAR-END
	MIDB		2004 / 0020 / 0546										
	VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT LANE CHANGING LANES OR MERGING												
	VEH EVENTS: STRUCK BY UNIT 02												
	DVR ACTIONS: CARELESS PASS OR LANE CHANG SUDDEN SLOWING / STOPPING												
	VEH: 2 SUV TRAVELING EAST IN RIGHT LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
19	2007084002	66	07/18/2007	WED	17:11	DAYLIGHT	DRY	CLEAR	0	2	1	2	MAJOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	T-INT		2004 / 0021 / 0401		CARLISLE AV								
	VEH: 1 SMALL TRUCK TRAVELING WEST IN RIGHT LANE OTHER												
	VEH EVENTS: HIT UNIT 02						HIT UNIT 03						
	DVR ACTIONS: CARELESS PARKING/UNPARKING						OTHER IMPROPER DRIV ACTIONS						
	VEH: 2												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
	VEH: 3 SUV TRAVELING SOUTH IN RIGHT TURN LANE STOPPED IN TRAFFIC LANE												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 *and may not be disclosed or used in litigation without written permission from PennDOT.*

CR13004 Philadelphia SR2004 0020(0250) - 0021(0650)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

USER ID/QUERY ID: rfrancisco/ 0620130116002

Area of Interest: (In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
20	2010118104	67	10/22/2010	FRI	16:13	DAYLIGHT	DRY	CLEAR	0	1	1	1	UNK SEVERITY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	MIDB 2004 / 0021 / 0419												

VEH: 1 AUTOMOBILE TRAVELING WEST IN LEFT LANE GOING STRAIGHT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: UNKNOWN

VEH: 2
VEH EVENTS: STRUCK BY UNIT 01

21	2009013662	67	12/11/2008	THR	99:99	OTHER	WET	RAIN	0	1	0	1	MINOR INJURY
	ENV RDWY FACTORS: OTHER WEATHER CONDITIONS												ANGLE
	4WAY 2004 / 0021 / 0449 SEVENTH ST												

VEH: 1 LARGE TRUCK TRAVELING IN UNKNOWN TURNING LEFT
VEH EVENTS: HIT UNIT 02
DVR ACTIONS: NO CONTRIBUTING ACTION

VEH: 2 PEDALCYCLE TRAVELING WEST IN UNKNOWN UNKNOWN
VEH EVENTS: STRUCK BY UNIT 01
DVR ACTIONS: IMPROPER ENTRANCE TO HIGHW

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CR13004 Philadelphia SR2004 0020(0250) - 0021(0650)

Sorted by County, Route, Segment, Offset

NOTES:

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Data for the current year, 2012, is not fully represented in CDART. Crashes will be added for this year as they are made available to the Department. Include this year in queries with caution.

3 Complete data years
Complete records of reportable crashes are available in CDART for the following years: 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011

REPORT PARAMETERS:

Query ID: 0620130116002
User ID: rfrancisco
Area of Interest: (In County 67 On State Route 2004(P) Between Segment 0020 Offset 250 and Segment 0020 Offset 650) or (In County 67 On State Route 2004(S) Between Segment 0021 Offset 250 and Segment 0021 Offset 650)
Date Range: 1/1/2007 to 12/31/2011
Criteria:

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CR13004 Philadelphia SR3008 0040(0700) - 0050(0200)

USER ID/QUERY ID:
rfrancisco/ 0620130116001

Date Range: 1/1/2007 to 12/31/2011

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0040 Offset 700 and Segment 0050 Offset 200)

MONTH OF YEAR

	MAY	JUN	OCT	
CRASHES	2	1	1	4
PCT	50%	25%	25%	100%

DAY OF WEEK

	TUE	FRI	SAT	
CRASHES	2	1	1	4
PCT	50%	25%	25%	100%

HOUR OF DAY

	11	14	16	19	
CRASHES	1	1	1	1	4
PCT	25%	25%	25%	25%	100%

YEAR

	CRASHES	PCT
2007	1	25%
2010	2	50%
2011	1	25%
TOTAL	4	100%

COLLISION TYPE

	CRASHES	PCT
PEDESTRIAN	2	50%
ANGLE	1	25%
SAME DIR SS	1	25%
TOTAL	4	100%

CRASH SEVERITY LEVEL

	CRASHES	PCT
MODERATE	1	25%
MINOR	3	75%
TOTAL	4	100%

SEVERITY COUNT

	PERSONS
FATALITIES	0
MAJOR	0
MODERATE	1
MINOR	3
UNK SEVERITY	0
UNK IF INJURED	0

DRIVER ACTIONS

	ACTIONS	PCT
NO CONTRIBUTING ACTION	2	33%
UNKNOWN	2	33%
CARELESS PASS/LN CHNG	1	17%
TURN FROM WRONG LANE	1	17%
TOTAL	6	100%

VEHICLE TYPE

	VEHICLES	PCT
AUTOMOBILE	4	67%
VAN	2	33%
TOTAL	6	100%

ROAD CONDITION

	CRASHES	PCT
DRY	4	100%
TOTAL	4	100%

ILLUMINATION

	CRASHES	PCT
DAYLIGHT	3	75%
DUSK	1	25%
TOTAL	4	100%

WEATHER

	CRASHES	PCT
CLEAR	4	100%
TOTAL	4	100%

ENVIR/ROADWAY FACTORS

	FACTORS	PCT
NONE	4	100%
TOTAL	4	100%

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CDART - CRASH SUMMARY REPORT (09-05)

NOTES:

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REPORT PARAMETERS:

Query ID: 0620130116001

User ID: rfrancisco

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0040 Offset 700 and Segment 0050 Offset 200)

Date Range: 1/1/2007 to 12/31/2011

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

CR13004 Philadelphia SR3008 0040(0700) - 0050(0200)

Sorted by County, Route, Segment, Offset

Date Range: 1/1/2007 to 12/31/2011

USER ID/QUERY ID: rfranciscol 0620130116001

Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0040 Offset 700 and Segment 0050 Offset 200)

	CRN	CO	DATE	DAY	TIME	LIGHTING	ROAD SURF	WEATHER	FAT	INJ	PED	VEH	MAX SEVERITY
1	2011025720	67	05/29/2010	SAT	19:45	DUSK	DRY	CLEAR	0	1	0	2	MODERATE INJURY
	ENV RDWY FACTORS: NONE												SAME DIR SIDESW
	4WAY 2005 / 0061 / 0000 3008 / 0050 / 0000												
	VEH: 1 AUTOMOBILE TRAVELING SOUTH IN LEFT TURN LANE CHANGING LANES OR MERGING												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: CARELESS PASS OR LANE CHANG												
	VEH: 2 AUTOMOBILE TRAVELING SOUTH IN LEFT LANE GOING STRAIGHT												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
2	2010113799	67	10/15/2010	FRI	11:15	DAYLIGHT	DRY	CLEAR	0	1	0	2	MINOR INJURY
	ENV RDWY FACTORS: NONE						NONE		NONE				ANGLE
	4WAY 2005 / 0061 / 0000 3008 / 0050 / 0000												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN SHOULDER LEFT STOPPED IN TRAFFIC LANE												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
	VEH: 2 VAN TRAVELING EAST IN LEFT LANE TURNING RIGHT ON RED												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: TURNING FROM WRONG LANE												
3	2011073156	67	06/14/2011	TUE	16:30	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	4WAY 2005 / 0061 / 0000 3008 / 0050 / 0000												
	VEH: 1 AUTOMOBILE TRAVELING EAST IN RIGHT TURN LANE GOING STRAIGHT												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: NO CONTRIBUTING ACTION												
	VEH: 2												
	VEH EVENTS: STRUCK BY UNIT 01												
4	2007066407	67	05/01/2007	TUE	14:30	DAYLIGHT	DRY	CLEAR	0	1	1	1	MINOR INJURY
	ENV RDWY FACTORS: NONE												PEDESTRIAN
	MIDB 3008 / 0040 / 0848												
	VEH: 1 VAN TRAVELING WEST IN LEFT OF TRAFFICWAY BACKING UP												
	VEH EVENTS: HIT UNIT 02												
	DVR ACTIONS: UNKNOWN												
	VEH: 2												
	VEH EVENTS: STRUCK BY UNIT 01												
	DVR ACTIONS: NO CONTRIBUTING ACTION												

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NOTES:

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REPORT PARAMETERS:

Query ID: 0620130116001
User ID: rfrancisco
Area of Interest: (In County 67 On State Route 3008(P) Between Segment 0040 Offset 700 and Segment 0050 Offset 200)

Date Range: 1/1/2007 to 12/31/2011

Criteria:

IMPORTANT: This traffic engineering and safety study is confidential pursuant to 75 Pa. C.S. §3754 and 23 U.S.C. §409 and may not be disclosed or used in litigation without written permission from PennDOT.

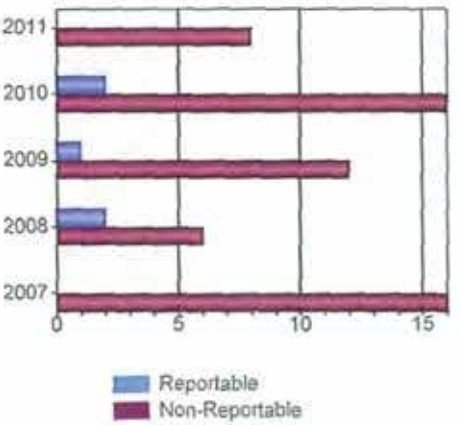
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	*Reportables*	*Non-Reportables*	*Total*
2011	0	8	8
2010	2	16	18
2009	1	12	13
2008	2	6	8
2007	0	16	16
Total	5	58	63



Reportable Crashes - By Severity		
Severity	*# Crashes*	*Percent*
Injury Occupant	2	40.00%
Injury Pedestrian	2	40.00%
Property Damage with Towing	1	20.00%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Injury Bike	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Total	5	100%

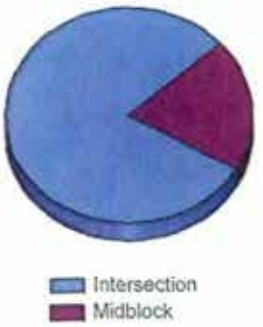
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis Summary		
Analysis	# Crashes	Percent
Intersection	4	80.00%
Midblock	1	20.00%
Not Coded	0	0.00%
Other	0	0.00%
Pedestrian	0	0.00%
Total	5	100%



City of Philadelphia Streets Department

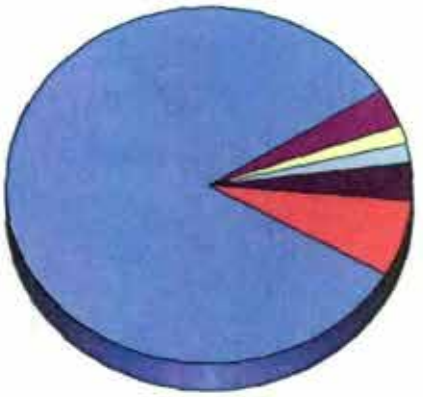
Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

INCT Summary (Police 911 Codes)
Recorded For Crashes July 2001 to Present
Non-Reportable Crashes
(Property Damage - No death, injury, or towing required)

INCT	Description	# Crashes	Percent
3711	Property Damage Only	48	82.76%
3724	Leaving the Scene with Solvabilty Factors	4	6.90%
3712	Leaving the Scene with No Solvability Factors	2	3.45%
3722	Involving Other City Vehicles	2	3.45%
3714	Involving a Pedestrian	1	1.72%
3718	Involving a Police Department Vehicle	1	1.72%
0	Unknown	0	0.00%
3713	Involving a Bicycle	0	0.00%
3715	Involving a Truck	0	0.00%
3716	Involving a Motorcycle	0	0.00%
3717	Involving a DUI	0	0.00%
3719	Police Department Vehicle vs Police Department Vehicle	0	0.00%
3720	Involving a Police Department Vehicle vs DUI Driver	0	0.00%
3723	Property Damage to City, State, or Federal Property (other than vehicles)	0	0.00%
3740	Hazardous Material Courier (without a spill)	0	0.00%
3741	Hazardous Material Courier (with a spill)	0	0.00%
	Total	58	100.00%



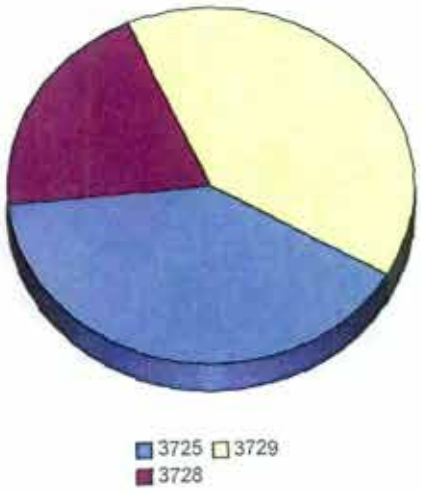
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

INCT Summary (Police 911 Codes) Recorded For Crashes July 2001 to Present Reportable Crashes (Injury and/or towing required)			
INCT	**Description**	**# Crashes**	**Percent**
3725	Involving an Occupant	2	40.00%
3729	Involving a Pedestrian	2	40.00%
3728	Involving a Bicycle	1	20.00%
3726	Property Damage Only	0	0.00%
3727	Leaving the Scene	0	0.00%
3730	Involving a Truck	0	0.00%
3732	Involving a Motorcycle	0	0.00%
3733	Involving DUI	0	0.00%
3734	Involving a Police Department Vehicle	0	0.00%
3735	Police Department Vehicle vs Police Department Vehicle	0	0.00%
3736	Involving a Police Department Vehicle vs DUI Driver	0	0.00%
3738	Involving Other City Vehicles	0	0.00%
3739	Involving Damage to City, State, or Federal Property (other than vehicles)	0	0.00%
3742	Hazardous Material Courier (without a spill)	0	0.00%
3743	Hazardous Material Courier (with a spill)	0	0.00%
	Total	5	100.00%



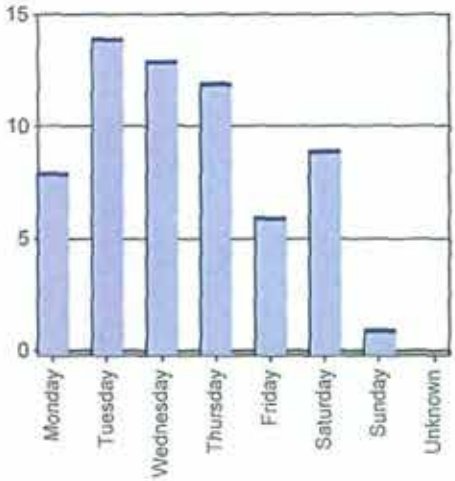
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable and Non-Reportable Crashes - By Day of Week		
Day	# Crashes	Percent
Tuesday	14	22.22%
Wednesday	13	20.63%
Thursday	12	19.05%
Saturday	9	14.29%
Monday	8	12.70%
Friday	6	9.52%
Sunday	1	1.59%
Unknown	0	0.00%
Total	63	100%



Reportable and Non-Reportable Crashes - By Hour of Day		
Hour	# Crashes	Percent
12 PM	7	11.48%
3 PM	7	11.48%
1 PM	6	9.84%
4 PM	6	9.84%
8 AM	5	8.20%
5 PM	5	8.20%
9 AM	4	6.56%
10 AM	4	6.56%
6 PM	4	6.56%
2 PM	3	4.92%
11 AM	2	3.28%
9 PM	2	3.28%
2 AM	1	1.64%
6 AM	1	1.64%
7 AM	1	1.64%

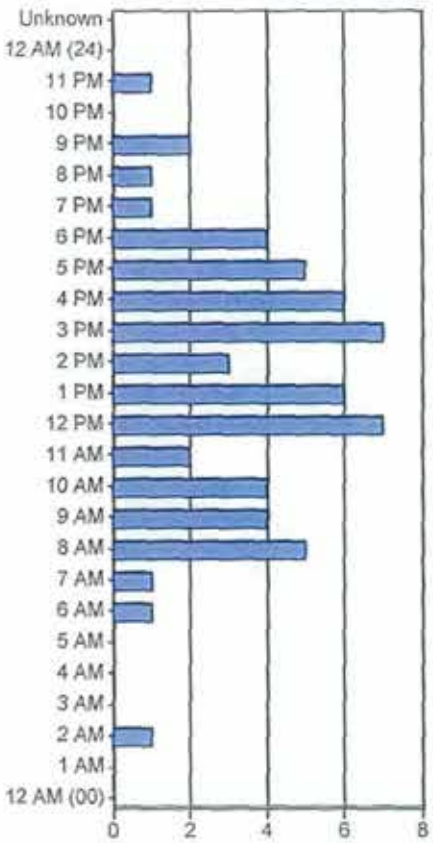
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable and Non-Reportable Crashes - By Hour of Day		
Hour	# Crashes	Percent
7 PM	1	1.64%
8 PM	1	1.64%
11 PM	1	1.64%
12 AM (00)	0	0.00%
1 AM	0	0.00%
3 AM	0	0.00%
4 AM	0	0.00%
5 AM	0	0.00%
10 PM	0	0.00%
12 AM (24)	0	0.00%
Unknown	0	0.00%
Total	61	100%



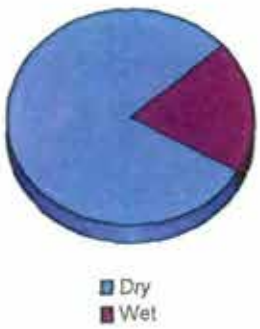
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

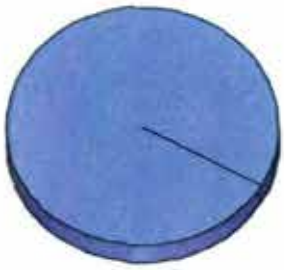
Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Surface Conditions		
Surface Condition	# Crashes	Percent
Dry	4	80.00%
Wet	1	20.00%
Ice	0	0.00%
Ice Patches	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Other	0	0.00%
Slush	0	0.00%
Sand, Mud, Dirt, Oil	0	0.00%
Snow Covered	0	0.00%
Water - Standing or Moving	0	0.00%
Total	5	100%



Reportable Crashes - By Weather Conditions		
Weather	# Crashes	Percent
No Adverse Conditions	4	80.00%
Rain	1	20.00%
Unknown	0	0.00%
Snow	0	0.00%
Sleet (Hail)	0	0.00%
Rain and Fog	0	0.00%
Sleet and Fog	0	0.00%
Fog	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Other	0	0.00%
Total	5	100%

Reportable Crashes - By Lighting Conditions		
Lighting	# Crashes	Percent
Daylight	5	100.00%
Dark - no street lights	0	0.00%
Dawn	0	0.00%
Dark - Unknown Roadway Lighting	0	0.00%
Dusk	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Other	0	0.00%
Dark - street lights	0	0.00%
Total	5	100%



Reportable Crashes - By Type		
Type	# Crashes	Percent
HTPED - Hit Pedestrian	2	40.00%
SSSD - Sideswipe (Same Direction)	2	40.00%
HEDON - Head On	1	20.00%
ANGLE - Angle	0	0.00%
ANIML - Collision of motor vehicle with animal	0	0.00%
BICYC - Collision of motor vehicle with bickelist	0	0.00%
BKBK - Collision of bicycle with bicycle	0	0.00%
BKPED - Collision of bicycle with pedestrian	0	0.00%
FXDOB - Collision of motor vehicle with fixed object	0	0.00%
HCART - Collision of motor vehicle with animal-drawn vehicle	0	0.00%
HTFOB - Hit Fixed Object	0	0.00%

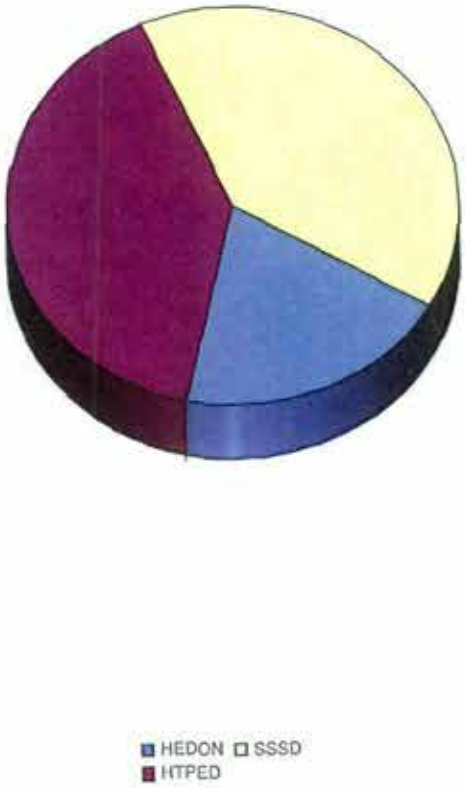
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Type		
Type	# Crashes	Percent
MOVMV - Collision of motor vehicle with moving motor vehicle	0	0.00%
NC - Not Coded	0	0.00%
NOCOL - Other non-collision	0	0.00%
NONCOL - Non-Collision	0	0.00%
NS - Not Stated	0	0.00%
OFFRD - Motor vehicle ran off road	0	0.00%
OTHOB - Collision of motor vehicle with other object	0	0.00%
OTUKN - Other/Unknown	0	0.00%
OTURN - Motor vehicle overturned	0	0.00%
PEDES - Collision of motor vehicle with pedestrian	0	0.00%
PKDMV - Collision of motor vehicle with parked motor vehicle	0	0.00%
RERND - Rear End	0	0.00%
RRTRN - Collision of motor vehicle with railroad trian	0	0.00%
RRTRR - Rear to Rear (Backing)	0	0.00%
SSOP - Sideswipe (Opposite Direction)	0	0.00%
TROLY - Collision of motor vehicle with troley car	0	0.00%
UNBK - Collision of motor vehicle with unattended bicycle	0	0.00%
Total	5	100%



Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
4WINT - 4 Way Intersection	4	80.00%

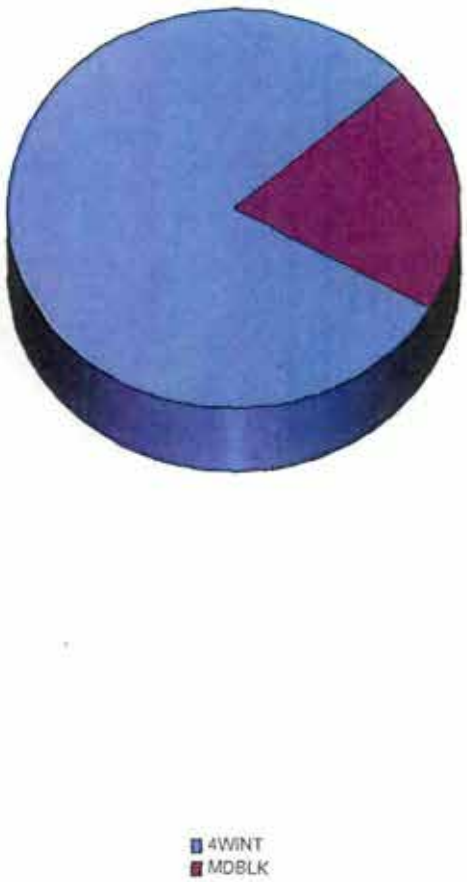
City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
MDBLK - Midblock	1	20.00%
ALLOTHERS - All Others	0	0.00%
CIRC - Traffic Circle/Round About	0	0.00%
CURVEOFFRD - On Curve - Left roadway	0	0.00%
FELLOFFVEH - Fell off vehicle	0	0.00%
INT-1BKUP - Intersection - One backing up	0	0.00%
INT-1STOPD - Intersection - Same direction, one stopped	0	0.00%
INT-ANGLE - Intersection - Angle	0	0.00%
INT-FXDOBJ - Intersection - Collision with fixed object	0	0.00%
INT-NOTVEH - Intersection - Collision with bicycle, carriage, trolley, railroad train	0	0.00%
INT-OFFRD - Intersection - Left roadway	0	0.00%
INTOPP-L/S - Intersection - Opposite direction, one left turn, one straight	0	0.00%
INTOPP-R/S - Intersection - Opposite direction, one right turn, one straight	0	0.00%
INTOPP-S/S - Intersection - Opposite direction, both going straight	0	0.00%
INTOPP-T/S - Intersection - Opposite direction, one turning, one straight	0	0.00%
INTOPP-T/T - Intersection - Opposite direction, all turning	0	0.00%
INT-OVTURN - Intersection - Overturned	0	0.00%
INTSAM-S/S - Intersection - Same direction, both going straight	0	0.00%
INTSAM-T/S - Intersection - Same direction, one turning, one straight	0	0.00%
INTSAM-T/T - Intersection - Same direction, both turning	0	0.00%
INT-UTURN - Intersection - Illegal or careless U-Turn	0	0.00%
MBL-1BKUP - Midblock - one backing up	0	0.00%
MBL-1DEPARK - Midblock - one vehicle leaving parked position	0	0.00%
MBL-1PARKED - Midblock - one vehicle parked	0	0.00%



City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
MBL-1PARKNG - Midblock -- one vehicle entering parked position	0	0.00%
MBL-1STOPD - Midblock - one vehicle stopped in traffic	0	0.00%
MBL-ANGLE - Midblock - Angle	0	0.00%
MBL-ENTDWY - Midblock - One car entering driveway access	0	0.00%
MBL-FXOBJ - Midblock - Collision with fixed object	0	0.00%
MBL-LV-DWY - Midblock - One car leaving driveway access	0	0.00%
MBL-NOTVEH - Midblock - Collision with bicycle, carriage, trolley, ealroad train	0	0.00%
MBLOPP2MGV - Midblock - Opposite direction, bith moving	0	0.00%
MBLOPP2MVG - MBLOPP2MVG	0	0.00%
MBL-OTHERS - Midblock - Others	0	0.00%
MBL-OVTURN - Midblock - Overturned	0	0.00%
MBLSAM2MVG - Midblock - Same direction, both moving	0	0.00%
MBL-UTURN - Midblock - U-Turn	0	0.00%
MERGE - Collision while merging in traffic	0	0.00%
MLINT - Multi-Leg Intersection	0	0.00%
NC - Not Coded	0	0.00%
OFRMP - Off Ramp	0	0.00%
ONRMP - On Ramp	0	0.00%
OTH - Other	0	0.00%
PED-DEPARK - Pedestrian Accident - Car leaving parked position	0	0.00%
PED-ENTDWY - Pedestrian Accident - Car entering driveway	0	0.00%
PED-LV-DWY - Pedestrian Accident - Car lleaving driveway	0	0.00%
PED-OTHERS - Pedestrian Accident - All other	0	0.00%
PED-PARKNG - Pedestrian Accident - Car entering parked position	0	0.00%
PED-UTURN - Pedestrian Accident - Car making U-Turn	0	0.00%

City of Philadelphia Streets Department

Crash Report (Summary View)

On S 07TH ST At CHESTNUT ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
PEDVEHBCKG - Pedestrian Accident - Car backing up	0	0.00%
PED-VEH-LT - Pedestrian Accident - Car turning left	0	0.00%
PED-VEH-RT - Pedestrian Accident - Car turning right	0	0.00%
PED-VEHSTR - Pedestrian Accident - Car going straight	0	0.00%
RRX - Railroad Crossing	0	0.00%
STR-OFFRD - Straight Road - Left roadway	0	0.00%
TINTR - T Intersection	0	0.00%
XOVER - Crossover	0	0.00%
YINTR - Y Intersection	0	0.00%
Total	5	100%

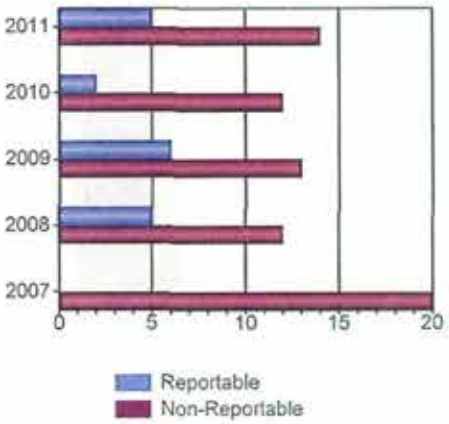
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Crash Totals			
Years	Reportables	Non-Reportables	Total
2011	5	14	19
2010	2	12	14
2009	6	13	19
2008	5	12	17
2007	0	20	20
Total	18	71	89



Reportable Crashes - By Severity		
Severity	# Crashes	Percent
Injury Occupant	8	44.44%
Injury Pedestrian	8	44.44%
Injury Bike	1	5.56%
Property Damage with Towing	1	5.56%
Fatality Bike	0	0.00%
Fatality Occupant	0	0.00%
Fatality Pedestrian	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Total	18	100%

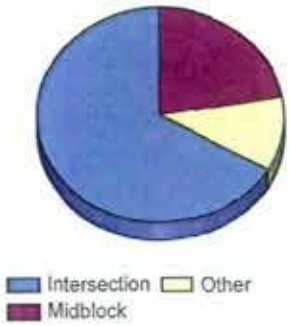
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis Summary		
Analysis	# Crashes	Percent
Intersection	12	66.67%
Midblock	4	22.22%
Other	2	11.11%
Not Coded	0	0.00%
Pedestrian	0	0.00%
Total	18	100%



City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

INCT Summary (Police 911 Codes) Recorded For Crashes July 2001 to Present Non-Reportable Crashes (Property Damage - No death, injury, or towing required)			
INCT	Description	# Crashes	Percent
3711	Property Damage Only	63	88.73%
3724	Leaving the Scene with Solvabilty Factors	5	7.04%
3715	Involving a Truck	1	1.41%
3722	Involving Other City Vehicles	1	1.41%
3723	Property Damage to City, State, or Federal Property (other than vehicles)	1	1.41%
0	Unknown	0	0.00%
3712	Leaving the Scene with No Solvability Factors	0	0.00%
3713	Involving a Bicycle	0	0.00%
3714	Involving a Pedestrian	0	0.00%
3716	Involving a Motorcycle	0	0.00%
3717	Involving a DUI	0	0.00%
3718	Involving a Police Department Vehicle	0	0.00%
3719	Police Department Vehicle vs Police Department Vehicle	0	0.00%
3720	Involving a Police Department Vehicle vs DUI Driver	0	0.00%
3740	Hazardous Material Courier (without a spill)	0	0.00%
3741	Hazardous Material Courier (with a spill)	0	0.00%
	Total	71	100.00%

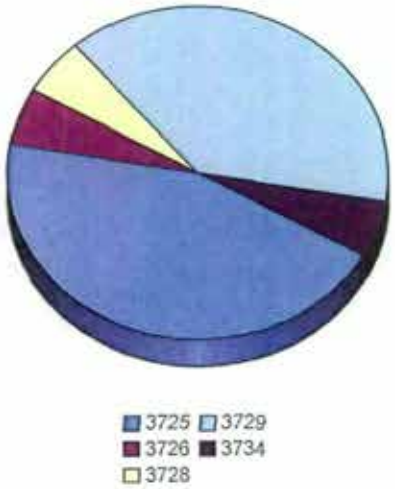
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

INCT Summary (Police 911 Codes) Recorded For Crashes July 2001 to Present Reportable Crashes (Injury and/or towing required)			
INCT	**Description**	**# Crashes**	**Percent**
3725	Involving an Occupant	8	44.44%
3729	Involving a Pedestrian	7	38.89%
3726	Property Damage Only	1	5.56%
3728	Involving a Bicycle	1	5.56%
3734	Involving a Police Department Vehicle	1	5.56%
3727	Leaving the Scene	0	0.00%
3730	Involving a Truck	0	0.00%
3732	Involving a Motorcycle	0	0.00%
3733	Involving DUI	0	0.00%
3735	Police Department Vehicle vs Police Department Vehicle	0	0.00%
3736	Involving a Police Department Vehicle vs DUI Driver	0	0.00%
3738	Involving Other City Vehicles	0	0.00%
3739	Involving Damage to City, State, or Federal Property (other than vehicles)	0	0.00%
3742	Hazardous Material Courier (without a spill)	0	0.00%
3743	Hazardous Material Courier (with a spill)	0	0.00%
	Total	18	100.00%



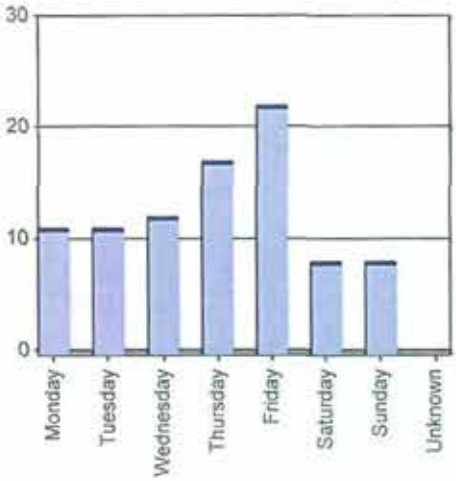
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable and Non-Reportable Crashes - By Day of Week		
Day	# Crashes	Percent
Friday	22	24.72%
Thursday	17	19.10%
Wednesday	12	13.48%
Monday	11	12.36%
Tuesday	11	12.36%
Saturday	8	8.99%
Sunday	8	8.99%
Unknown	0	0.00%
Total	89	100%



Reportable and Non-Reportable Crashes - By Hour of Day		
Hour	# Crashes	Percent
4 PM	13	15.66%
10 AM	11	13.25%
3 PM	7	8.43%
5 PM	7	8.43%
6 PM	6	7.23%
9 AM	5	6.02%
12 PM	5	6.02%
2 PM	5	6.02%
11 AM	4	4.82%
1 PM	4	4.82%
7 AM	3	3.61%
8 AM	2	2.41%
7 PM	2	2.41%
8 PM	2	2.41%
9 PM	2	2.41%

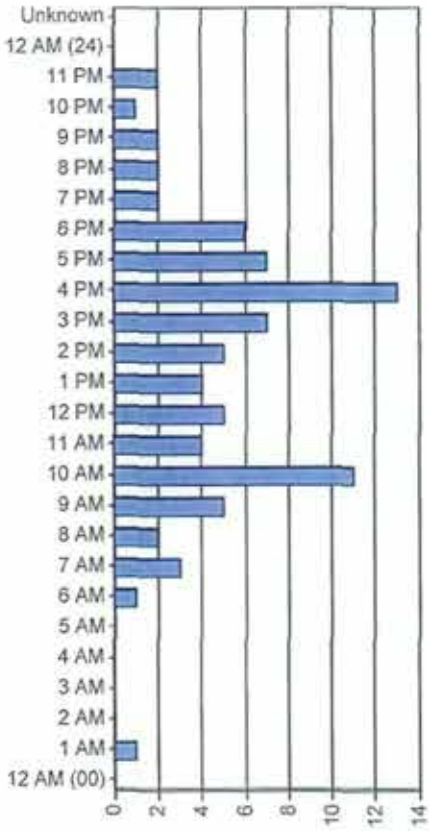
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable and Non-Reportable Crashes - By Hour of Day		
Hour	# Crashes	Percent
11 PM	2	2.41%
1 AM	1	1.20%
6 AM	1	1.20%
10 PM	1	1.20%
12 AM (00)	0	0.00%
2 AM	0	0.00%
3 AM	0	0.00%
4 AM	0	0.00%
5 AM	0	0.00%
12 AM (24)	0	0.00%
Unknown	0	0.00%
Total	83	100%



City of Philadelphia Streets Department

Crash Report (Summary View)

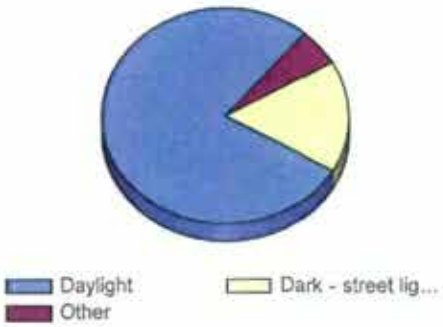
On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Surface Conditions		
Surface Condition	# Crashes	Percent
Dry	15	83.33%
Wet	3	16.67%
Ice	0	0.00%
Ice Patches	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Other	0	0.00%
Slush	0	0.00%
Sand, Mud, Dirt, Oil	0	0.00%
Snow Covered	0	0.00%
Water - Standing or Moving	*0*	*0.00%*
Total	18	100%

Reportable Crashes - By Weather Conditions		
Weather	# Crashes	Percent
No Adverse Conditions	15	83.33%
Rain	3	16.67%
Unknown	0	0.00%
Snow	0	0.00%
Sleet (Hail)	0	0.00%
Rain and Fog	0	0.00%
Sleet and Fog	0	0.00%
Fog	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Other	*0*	*0.00%*
Total	18	100%

Reportable Crashes - By Lighting Conditions		
Lighting	# Crashes	Percent
Daylight	14	77.78%
Dark - street lights	3	16.67%
Other	1	5.56%
Dark - no street lights	0	0.00%
Dawn	0	0.00%
Dark - Unknown Roadway Lighting	0	0.00%
Dusk	0	0.00%
Not Coded	0	0.00%
Not Stated	0	0.00%
Total	18	100%



Reportable Crashes - By Type		
Type	# Crashes	Percent
HTPED - Hit Pedestrian	8	44.44%
ANGLE - Angle	4	22.22%
RERND - Rear End	2	11.11%
SSSD - Sideswipe (Same Direction)	2	11.11%
HEDON - Head On	1	5.56%
HTFOB - Hit Fixed Object	1	5.56%
ANIML - Collision of motor vehicle with animal	0	0.00%
BICYC - Collision of motor vehicle with bickelist	0	0.00%
BKBK - Collision of bicycle with bicycle	0	0.00%
BKPED - Collision of bicycle with pedestrian	0	0.00%
FXDOB - Collision of motor vehicle with fixed object	0	0.00%

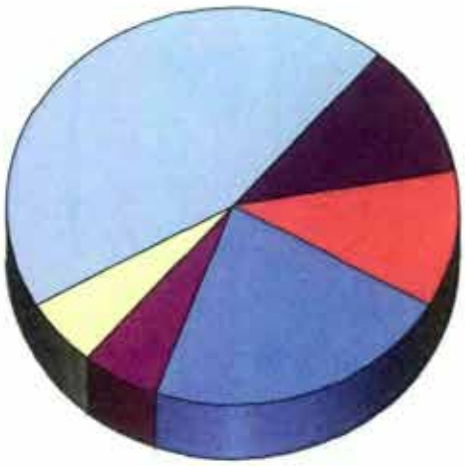
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Type		
Type	*# Crashes*	*Percent*
HCART - Collision of motor vehicle with animal-drawn vehicle	0	0.00%
MOVMV - Collision of motor vehicle with moving motor vehicle	0	0.00%
NC - Not Coded	0	0.00%
NOCOL - Other non-collision	0	0.00%
NONCOL - Non-Collision	0	0.00%
NS - Not Stated	0	0.00%
OFFRD - Motor vehicle ran off road	0	0.00%
OTHOB - Collision of motor vehicle with other object	0	0.00%
OTUKN - Other/Unknown	0	0.00%
OTURN - Motor vehicle overturned	0	0.00%
PEDES - Collision of motor vehicle with pedestrian	0	0.00%
PKDMV - Collision of motor vehicle with parked motor vehicle	0	0.00%
RRTRN - Collision of motor vehicle with railroad trian	0	0.00%
RRTRR - Rear to Rear (Backing)	0	0.00%
SSOP - Sideswipe (Opposite Direction)	0	0.00%
TROLY - Collision of motor vehicle with troley car	0	0.00%
UNBK - Collision of motor vehicle with unattended bicycle	0	0.00%
Total	18	100%



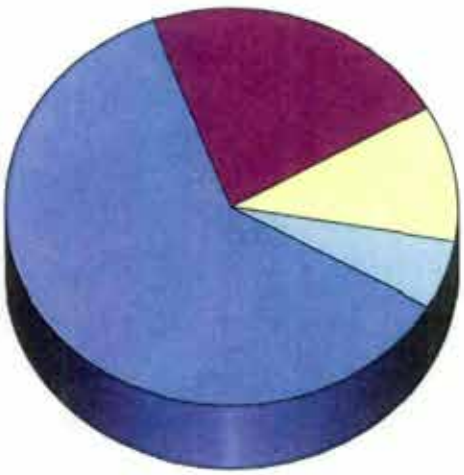
City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
4WINT - 4 Way Intersection	11	61.11%
MDBLK - Midblock	4	22.22%
OTH - Other	2	11.11%
TINTR - T Intersection	1	5.56%
ALLOTHERS - All Others	0	0.00%
CIRC - Traffic Circle/Round About	0	0.00%
CURVEOFFRD - On Curve - Left roadway	0	0.00%
FELLOFFVEH - Fell off vehicle	0	0.00%
INT-1BKUP - Intersection - One backing up	0	0.00%
INT-1STOPD - Intersection - Same direction, one stopped	0	0.00%
INT-ANGLE - Intersection - Angle	0	0.00%
INT-FXDOBJ - Intersection - Collision with fixed object	0	0.00%
INT-NOTVEH - Intersection - Collision with bicycle, carriage, trolley, railroad train	0	0.00%
INT-OFFRD - Intersection - Left roadway	0	0.00%
INTOPP-L/S - Intersection - Opposite direction, one left turn, one straight	0	0.00%
INTOPP-R/S - Intersection - Opposite direction, one right turn, one straight	0	0.00%
INTOPP-S/S - Intersection - Opposite direction, both going straight	0	0.00%
INTOPP-T/S - Intersection - Opposite direction, one turning, one straight	0	0.00%
INTOPP-T/T - Intersection - Opposite direction, all turning	0	0.00%
INT-OVTURN - Intersection - Overturned	0	0.00%
INTSAM-S/S - Intersection - Same direction, both going straight	0	0.00%
INTSAM-T/S - Intersection - Same direction, one turning, one straight	0	0.00%
INTSAM-T/T - Intersection - Same direction, both turning	0	0.00%
INT-UTURN - Intersection - Illegal or careless U-Turn	0	0.00%
MBL-1BKUP - Midblock - one backing up	0	0.00%



City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
MBL-1DEPARK - Midblock - one vehicle leaving parked position	0	0.00%
MBL-1PARKED - Midblock - one vehicle parked	0	0.00%
MBL-1PARKNG - Midblock – one vehicle entering parked position	0	0.00%
MBL-1STOPD - Midblock - one vehicle stopped in traffic	0	0.00%
MBL-ANGLE - Midblock - Angle	0	0.00%
MBL-ENTDWY - Midblock - One car entering driveway access	0	0.00%
MBL-FXOBJ - Midblock - Collision with fixed object	0	0.00%
MBL-LV-DWY - Midblock - One car leaving driveway access	0	0.00%
MBL-NOTVEH - Midblock - Collision with bicycle, carriage, trolley, ealroad train	0	0.00%
MBLOPP2MGV - Midblock - Opposite direction, bith moving	0	0.00%
MBLOPP2MVG - MBLOPP2MVG	0	0.00%
MBL-OTHERS - Midblock - Others	0	0.00%
MBL-OVTURN - Midblock - Overturned	0	0.00%
MBLSAM2MVG - Midblock - Same direction, both moving	0	0.00%
MBL-UTURN - Midblock - U-Turn	0	0.00%
MERGE - Collision while merging in traffic	0	0.00%
MLINT - Multi-Leg Intersection	0	0.00%
NC - Not Coded	0	0.00%
OFRMP - Off Ramp	0	0.00%
ONRMP - On Ramp	0	0.00%
PED-DEPARK - Pedestrian Accident - Car leaving parked position	0	0.00%
PED-ENTDWY - Pedestrian Accident - Car entering driveway	0	0.00%
PED-LV-DWY - Pedestrian Accident - Car lleaving driveway	0	0.00%
PED-OTHERS - Pedestrian Accident - All other	0	0.00%
PED-PARKNG - Pedestrian Accident - Car entering parked position	0	0.00%

City of Philadelphia Streets Department

Crash Report (Summary View)

On N 07TH ST At MARKET ST

Year(s) = 2011,2010,2009,2008,2007

Reportable Crashes - By Analysis		
Analysis	# Crashes	Percent
PED-UTURN - Pedestrian Accident - Car making U-Turn	0	0.00%
PEDVEHBCKG - Pedestrian Accident - Car backing up	0	0.00%
PED-VEH-LT - Pedestrian Accident - Car turning left	0	0.00%
PED-VEH-RT - Pedestrian Accident - Car turning right	0	0.00%
PED-VEHSTR - Pedestrian Accident - Car going straight	0	0.00%
RRX - Railroad Crossing	0	0.00%
STR-OFFRD - Straight Road - Left roadway	*0*	*0.00%*
XOVER - Crossover	0	0.00%
YINTR - Y Intersection	0	0.00%
Total	18	100%

APPENDIX H

Synchro Capacity Analysis Worksheets
No-Build

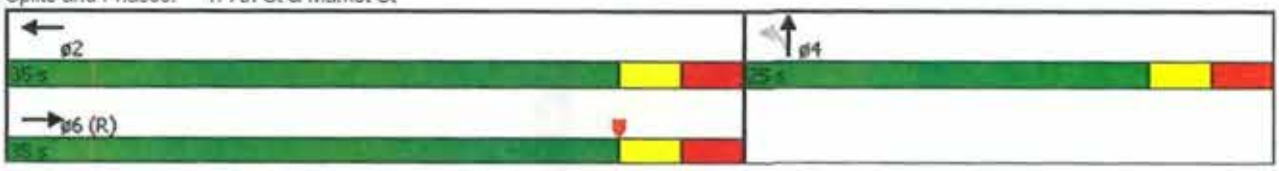
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	902	0	0	263	77	48	591	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	0.95	*0.60	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.98			0.98				
Frt					0.966			0.983				
Flt Protected								0.997				
Satd. Flow (prot)	0	3129	0	0	3140	0	0	3087	0	0	0	0
Flt Permitted								0.997				
Satd. Flow (perm)	0	3129	0	0	3140	0	0	3068	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			379			565			375	
Travel Time (s)		10.2			8.6			12.8			8.5	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)							0					
Adj. Flow (vph)	0	980	0	0	286	84	52	642	87	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	980	0	0	370	0	0	781	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		35.0			35.0		25.0	25.0				
Total Split (%)		58.3%			58.3%		41.7%	41.7%				
Maximum Green (s)		29.0			29.0		19.0	19.0				
Yellow Time (s)		3.0			3.0		3.0	3.0				
All-Red Time (s)		3.0			3.0		3.0	3.0				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		30.0			30.0			20.0				
Actuated g/C Ratio		0.50			0.50			0.33				
v/c Ratio		0.63			0.24			0.76				
Control Delay		17.5			9.0			25.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		17.5			9.0			25.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			C				
Approach Delay		17.5			9.0			25.1				
Approach LOS		B			A			C				
Queue Length 50th (ft)		213			36			137				
Queue Length 95th (ft)		277			58			196				
Internal Link Dist (ft)		370			299			485			295	
Turn Bay Length (ft)												
Base Capacity (vph)		1564			1570			1022				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.63			0.24			0.76				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 34 (57%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.8 — Intersection LOS: B
Intersection Capacity Utilization 46.7% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 1: 7th St & Market St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	902	0	0	263	77	48	591	80	0	0	0
Number	1	6	16	5	2	12	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.94	1.00		0.91			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00			
Adj Sat Flow veh/h/ln	0.0	186.3	0.0	0.0	186.3	186.3	178.8	178.8	178.8			
Lanes	0	3	0	0	2	0	0	2	0			
Cap, veh/h	0	1676	0	0	1337	383	69	895	127			
Arrive On Green	0.00	0.17	0.00	0.00	0.50	0.50	0.11	0.11	0.11			
Sat Flow, veh/h	0	4843	0	0	2768	765	208	2685	382			
Grp Volume(v), veh/h	0	980	0	0	187	183	399	0	382			
Grp Sat Flow(s),veh/h/ln	0	1118	0	0	1770	1670	1599	0	1676			
Q Serve(g_s), s	0.0	16.2	0.0	0.0	3.5	3.7	14.5	0.0	13.1			
Cycle Q Clear(g_c), s	0.0	16.2	0.0	0.0	3.5	3.7	14.5	0.0	13.1			
Prop In Lane	0.00		0.00	0.00		0.46	0.13		0.23			
Lane Grp Cap(c), veh/h	0	1676	0	0	885	835	533	0	559			
V/C Ratio(X)	0.00	0.58	0.00	0.00	0.21	0.22	0.75	0.00	0.68			
Avail Cap(c_a), veh/h	0	1676	0	0	885	835	533	0	559			
HCM Platoon Ratio	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	19.3	0.0	0.0	8.4	8.4	24.3	0.0	23.7			
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.5	0.6	9.3	0.0	6.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	0.0	8.7	0.0	0.0	2.6	2.5	12.0	0.0	11.2			
Lane Grp Delay (d), s/veh	0.0	20.8	0.0	0.0	8.9	9.0	33.6	0.0	30.3			
Lane Grp LOS		C			A	A	C		C			
Approach Vol, veh/h		980			370			781				
Approach Delay, s/veh		20.8			9.0			32.0				
Approach LOS		C			A			C				

Timer			
Assigned Phs	6	2	4
Phs Duration (G+Y+Rc), s	35.0	35.0	25.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	29.0	29.0	19.0
Max Q Clear Time (g_c+I1), s	18.2	5.7	16.5
Green Ext Time (p_c), s	6.4	10.2	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	22.8
HCM 2010 LOS	C

Notes

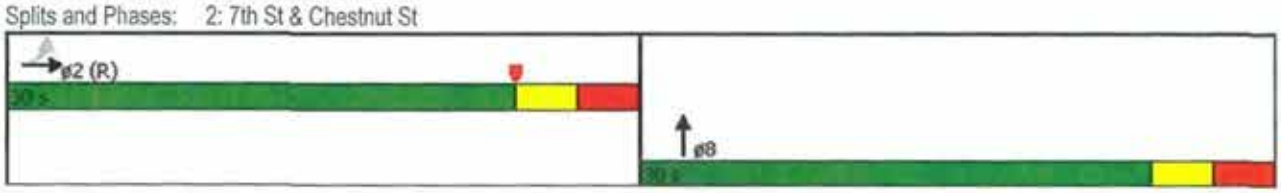
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	179	328	0	0	0	0	0	378	132	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor		0.97						0.98				
Frt								0.961				
Flt Protected		0.983										
Satd. Flow (prot)	0	2051	0	0	0	0	0	3107	0	0	0	0
Flt Permitted		0.983										
Satd. Flow (perm)	0	1999	0	0	0	0	0	3107	0	0	0	0
Right Turn on Red	No		No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			393			327			565	
Travel Time (s)		10.2			8.9			7.4			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0						0					
Adj. Flow (vph)	195	357	0	0	0	0	0	411	143	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	552	0	0	0	0	0	554	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA						NA				
Protected Phases		2						8				
Permitted Phases	2											
Minimum Split (s)	23.0	23.0						23.0				
Total Split (s)	30.0	30.0						30.0				
Total Split (%)	50.0%	50.0%						50.0%				
Maximum Green (s)	24.0	24.0						24.0				
Yellow Time (s)	3.0	3.0						3.0				
All-Red Time (s)	3.0	3.0						3.0				
Lost Time Adjust (s)		-1.0						-1.0				
Total Lost Time (s)		5.0						5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0						25.0				
Actuated g/C Ratio		0.42						0.42				
v/c Ratio		0.66						0.43				
Control Delay		16.7						13.7				
Queue Delay		0.0						0.0				
Total Delay		16.7						13.7				
LOS		B						B				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		16.7						13.7				
Approach LOS		B						B				
Queue Length 50th (ft)		96						71				
Queue Length 95th (ft)		138						108				
Internal Link Dist (ft)		370			313			247			485	
Turn Bay Length (ft)												
Base Capacity (vph)		832						1294				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.66						0.43				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.2 — Intersection LOS: B
Intersection Capacity Utilization 42.1% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 2: 7th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	179	328	0	0	0	0	0	378	132	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.93			
Parking Bus Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow veh/h/ln	186.3	186.3	0.0				0.0	186.3	186.3			
Lanes	0	2	0				0	2	0			
Cap, veh/h	120	424	0				0	1055	361			
Arrive On Green	0.14	0.14	0.00				0.00	0.42	0.42			
Sat Flow, veh/h	0	1695	0				0	2626	867			
Grp Volume(v), veh/h	195	357	0				0	285	269			
Grp Sat Flow(s),veh/h/ln	0	1017	0				0	1770	1631			
Q Serve(g_s), s	0.0	20.5	0.0				0.0	6.7	6.9			
Cycle Q Clear(g_c), s	25.0	20.5	0.0				0.0	6.7	6.9			
Prop In Lane	1.00		0.00				0.00		0.53			
Lane Grp Cap(c), veh/h	120	424	0				0	737	679			
V/C Ratio(X)	1.62	0.84	0.00				0.00	0.39	0.40			
Avail Cap(c_a), veh/h	120	424	0				0	737	679			
HCM Platoon Ratio	0.00	0.00	0.00				0.00	0.00	0.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	38.4	24.0	0.0				0.0	12.2	12.2			
Incr Delay (d2), s/veh	316.0	18.1	0.0				0.0	1.5	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile Back of Q (95%), veh/ln	22.4	11.9	0.0				0.0	5.3	5.0			
Lane Grp Delay (d), s/veh	354.3	42.0	0.0				0.0	13.7	13.9			
Lane Grp LOS	F	D						B	B			
Approach Vol, veh/h		552						554				
Approach Delay, s/veh		152.4						13.8				
Approach LOS		F						B				
Timer												
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		30.0						30.0				
Change Period (Y+Rc), s		6.0						6.0				
Max Green Setting (Gmax), s		24.0						24.0				
Max Q Clear Time (g_c+I1), s		27.0						8.9				
Green Ext Time (p_c), s		0.0						3.1				
Intersection Summary												
HCM 2010 Ctrl Delay			83.0									
HCM 2010 LOS			F									
Notes												

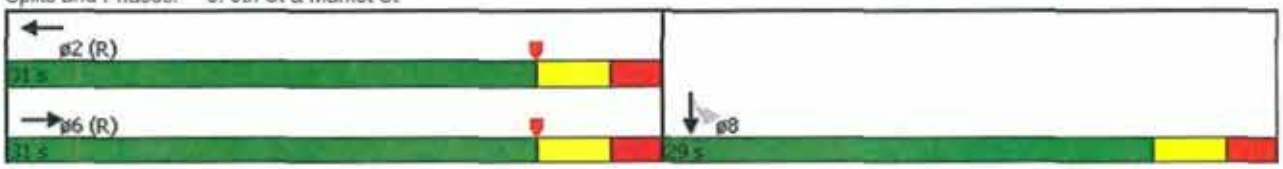
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	876	146	0	527	0	0	0	0	63	410	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	9	9	9
Lane Util. Factor	1.00	0.91	*0.60	1.00	*0.60	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor		0.99									0.98	
Frt		0.979									0.986	
Flt Protected											0.994	
Satd. Flow (prot)	0	4594	0	0	2086	0	0	0	0	0	3097	0
Flt Permitted											0.994	
Satd. Flow (perm)	0	4594	0	0	2086	0	0	0	0	0	3069	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			565			386	
Travel Time (s)		10.2			10.2			12.8			8.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)												0
Adj. Flow (vph)	0	952	159	0	573	0	0	0	0	68	446	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1111	0	0	573	0	0	0	0	0	566	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA					Perm	NA	
Protected Phases		6			2						8	
Permitted Phases										8		
Minimum Split (s)		10.0			10.0					10.0	10.0	
Total Split (s)		31.0			31.0					29.0	29.0	
Total Split (%)		51.7%			51.7%					48.3%	48.3%	
Maximum Green (s)		25.0			25.0					23.0	23.0	
Yellow Time (s)		3.5			3.5					3.5	3.5	
All-Red Time (s)		2.5			2.5					2.5	2.5	
Lost Time Adjust (s)		-1.0			-1.0						-1.0	
Total Lost Time (s)		5.0			5.0						5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0						24.0	
Actuated g/C Ratio		0.43			0.43						0.40	
v/c Ratio		0.56			0.63						0.46	
Control Delay		8.5			19.8						14.8	
Queue Delay		0.0			0.0						0.0	
Total Delay		8.5			19.8						14.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		A			B						B	
Approach Delay		8.5			19.8						14.8	
Approach LOS		A			B						B	
Queue Length 50th (ft)		42			155						76	
Queue Length 95th (ft)		83			m236						115	
Internal Link Dist (ft)		370			370			485			306	
Turn Bay Length (ft)												
Base Capacity (vph)		1990			903						1227	
Starvation Cap Reductn		0			0						0	
Spillback Cap Reductn		0			0						0	
Storage Cap Reductn		0			0						0	
Reduced v/c Ratio		0.56			0.63						0.46	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 40
Control Type: Pretimed
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.9 — Intersection LOS: B
Intersection Capacity Utilization 46.7% — ICU Level of Service A
Analysis Period (min) 15
* User Entered Value
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: 8th St & Market St



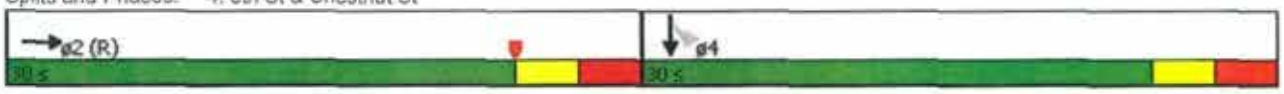
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	876	146	0	527	0	0	0	0	63	410	48
Number	1	6	16	5	2	12				3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93	1.00		1.00				1.00		0.93
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	0.90
Adj Sat Flow veh/h/ln	0.0	186.3	186.3	0.0	186.3	0.0				178.8	178.8	178.8
Lanes	0	3	0	0	2	0				0	2	0
Cap, veh/h	0	1881	313	0	969	0				152	1038	127
Arrive On Green	0.00	0.87	0.87	0.00	0.43	0.00				0.40	0.40	0.40
Sat Flow, veh/h	0	4508	722	0	3725	0				380	2595	317
Grp Volume(v), veh/h	0	743	368	0	573	0				316	0	250
Grp Sat Flow(s),veh/h/ln	0	1695	1672	0	1118	0				1769	0	1523
Q Serve(g_s), s	0.0	3.1	3.2	0.0	11.7	0.0				7.8	0.0	7.1
Cycle Q Clear(g_c), s	0.0	3.1	3.2	0.0	11.7	0.0				7.8	0.0	7.1
Prop In Lane	0.00		0.43	0.00		0.00				0.21		0.21
Lane Grp Cap(c), veh/h	0	1469	725	0	969	0				708	0	609
V/C Ratio(X)	0.00	0.51	0.51	0.00	0.59	0.00				0.45	0.00	0.41
Avail Cap(c_a), veh/h	0	1469	725	0	969	0				708	0	609
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	2.5	2.5	0.0	13.0	0.0				13.2	0.0	12.9
Incr Delay (d2), s/veh	0.0	1.2	2.5	0.0	2.7	0.0				2.0	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	1.7	2.1	0.0	5.8	0.0				6.3	0.0	4.9
Lane Grp Delay (d), s/veh	0.0	3.7	5.0	0.0	15.6	0.0				15.2	0.0	15.0
Lane Grp LOS		A	A		B					B		B
Approach Vol, veh/h		1111			573						566	
Approach Delay, s/veh		4.1			15.6						15.1	
Approach LOS		A			B						B	
Timer												
Assigned Phs		6			2						8	
Phs Duration (G+Y+Rc), s		31.0			31.0						29.0	
Change Period (Y+Rc), s		6.0			6.0						6.0	
Max Green Setting (Gmax), s		25.0			25.0						23.0	
Max Q Clear Time (g_c+I1), s		0.0			0.0						9.8	
Green Ext Time (p_c), s		0.0			0.0						0.0	
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			A									
Notes												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	368	102	0	0	0	0	0	0	107	447	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	*0.60	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Ped Bike Factor		0.98									0.99	
Frt		0.967										
Flt Protected											0.990	
Satd. Flow (prot)	0	3137	0	0	0	0	0	0	0	0	3270	0
Flt Permitted											0.990	
Satd. Flow (perm)	0	3137	0	0	0	0	0	0	0	0	3225	0
Right Turn on Red			No			No			No	No		No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			450			329			565	
Travel Time (s)		10.2			10.2			7.5			12.8	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)	0											0
Adj. Flow (vph)	0	400	111	0	0	0	0	0	0	116	486	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	0	0	0	0	0	0	0	602	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA								Perm	NA	
Protected Phases		2									4	
Permitted Phases										4		
Minimum Split (s)		24.0								24.0	24.0	
Total Split (s)		30.0								30.0	30.0	
Total Split (%)		50.0%								50.0%	50.0%	
Maximum Green (s)		24.0								24.0	24.0	
Yellow Time (s)		3.0								3.0	3.0	
All-Red Time (s)		3.0								3.0	3.0	
Lost Time Adjust (s)		-1.0									-1.0	
Total Lost Time (s)		5.0									5.0	
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		25.0									25.0	
Actuated g/C Ratio		0.42									0.42	
v/c Ratio		0.39									0.45	
Control Delay		9.4									8.0	
Queue Delay		0.0									0.0	
Total Delay		9.4									8.0	
LOS		A									A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach Delay		9.4									8.0	
Approach LOS		A									A	
Queue Length 50th (ft)		41									38	
Queue Length 95th (ft)		71									62	
Internal Link Dist (ft)		370			370			249			485	
Turn Bay Length (ft)												
Base Capacity (vph)		1307									1343	
Starvation Cap Reductn		0									0	
Spillback Cap Reductn		0									0	
Storage Cap Reductn		0									0	
Reduced v/c Ratio		0.39									0.45	

Intersection Summary	
Area Type: Other	
Cycle Length: 60	
Actuated Cycle Length: 60	
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Pretimed	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 41.8%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 4: 8th St & Chestnut St



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	368	102	0	0	0	0	0	0	107	447	0
Number	5	2	12							7	4	14
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.93							1.00		1.00
Parking Bus Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow veh/h/ln	0.0	186.3	186.3							186.3	186.3	0.0
Lanes	0	2	0							0	2	0
Cap, veh/h	0	1124	307							120	671	0
Arrive On Green	0.00	0.14	0.14							0.42	0.42	0.00
Sat Flow, veh/h	0	2791	737							0	1695	0
Grp Volume(v), veh/h	0	260	251							116	486	0
Grp Sat Flow(s),veh/h/ln	0	1770	1665							0	1610	0
Q Serve(g_s), s	0.0	8.0	8.2							0.0	15.1	0.0
Cycle Q Clear(g_c), s	0.0	8.0	8.2							25.0	15.1	0.0
Prop In Lane	0.00		0.44							1.00		0.00
Lane Grp Cap(c), veh/h	0	737	694							120	671	0
V/C Ratio(X)	0.00	0.35	0.36							0.97	0.72	0.00
Avail Cap(c_a), veh/h	0	737	694							120	671	0
HCM Platoon Ratio	0.00	0.00	0.00							0.00	0.00	0.00
Upstream Filter(I)	0.00	1.00	1.00							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	18.5	18.6							30.0	14.6	0.0
Incr Delay (d2), s/veh	0.0	1.3	1.5							73.6	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile Back of Q (95%), veh/ln	0.0	7.2	7.0							7.4	10.7	0.0
Lane Grp Delay (d), s/veh	0.0	19.9	20.1							103.6	21.3	0.0
Lane Grp LOS		B	C							F	C	
Approach Vol, veh/h		511									602	
Approach Delay, s/veh		20.0									37.2	
Approach LOS		B									D	

Timer												
Assigned Phs		2									4	
Phs Duration (G+Y+Rc), s		30.0									30.0	
Change Period (Y+Rc), s		6.0									6.0	
Max Green Setting (Gmax), s		24.0									24.0	
Max Q Clear Time (g_c+I1), s		10.2									27.0	
Green Ext Time (p_c), s		0.0									0.0	

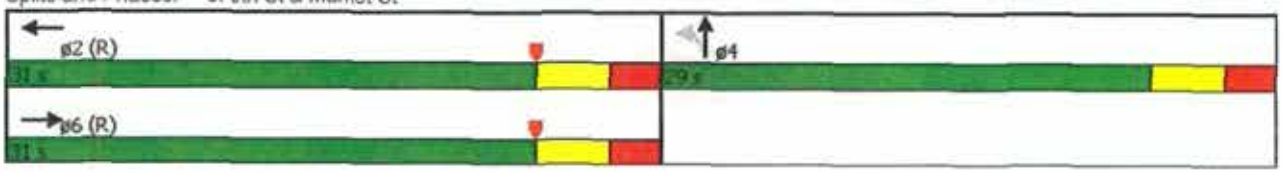
Intersection Summary												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									

Notes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	842	0	0	456	51	71	328	131	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	9	9	9	10	10	10
Lane Util. Factor	1.00	*0.60	1.00	1.00	*0.60	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.99			0.97				
Frt					0.985			0.963				
Flt Protected								0.993				
Satd. Flow (prot)	0	3129	0	0	2039	0	0	2982	0	0	0	0
Flt Permitted								0.993				
Satd. Flow (perm)	0	3129	0	0	2039	0	0	2952	0	0	0	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		378			450			565			377	
Travel Time (s)		8.6			10.2			12.8			8.6	
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
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
Parking (#/hr)									0			
Adj. Flow (vph)	0	915	0	0	496	55	77	357	142	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	915	0	0	551	0	0	576	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.14	1.14	1.14	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA			NA		Perm	NA				
Protected Phases		6			2			4				
Permitted Phases							4					
Minimum Split (s)		30.0			20.0		20.0	20.0				
Total Split (s)		31.0			31.0		29.0	29.0				
Total Split (%)		51.7%			51.7%		48.3%	48.3%				
Maximum Green (s)		25.0			25.0		23.0	23.0				
Yellow Time (s)		3.5			3.5		3.5	3.5				
All-Red Time (s)		2.5			2.5		2.5	2.5				
Lost Time Adjust (s)		-1.0			-1.0			-1.0				
Total Lost Time (s)		5.0			5.0			5.0				
Lead/Lag												
Lead-Lag Optimize?												
Act Effct Green (s)		26.0			26.0			24.0				
Actuated g/C Ratio		0.43			0.43			0.40				
v/c Ratio		0.68			0.62			0.49				
Control Delay		16.7			9.8			10.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.7			9.8			10.1				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS		B			A			B				
Approach Delay		16.7			9.8			10.1				
Approach LOS		B			A			B				
Queue Length 50th (ft)		140			36			44				
Queue Length 95th (ft)		202			100			72				
Internal Link Dist (ft)		298			370			485			297	
Turn Bay Length (ft)												
Base Capacity (vph)		1355			883			1180				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.68			0.62			0.49				

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 50
Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 5: 9th St & Market St