				S	HORT	REPO	RT						1900 T
General Info	ormation					-	nformati	on					
Analyst Agency or Condition Date Perform Time Period	o. TRANS AS	/2005				Area Jurisc	ection Type liction sis Year		CRAWF	Similar TTSBUF	RGH		
Volume and	Timing Input												
			EB			WB			NB			SB	
Number of La	anas	LT 0	TH 1	RT 1	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	aries	10	LT	_	1	1	0	0	1	0	0	1	0
Volume (vph	\.	13	63	R 43	14	TR 60	11	10	LTR	00	-	LTR	0.1
% Heavy Vel		3	3	3	6	6	11	19	37	32	5	16	21
PHF	licies	0.90	0.90	0.90	0.79	0.79	0.79	2 0.73	2 0.73	2	5	5	5
Pretimed/Act	rusted (P/A)	P	P	P	0.79 P	0.79 P	0.79 P	0.73 P	0.73 P	0.73 P	0.66	0.66	0.66
Startup Lost		,	2.0	2.0	2.0	2.0	1	1	2.0	+	P	P	P
	Effective Green		2.0	2.0	2.0	2.0		-	2.0			2.0	-
Arrival Type	Elicotive Green		3	3	3	3	-		3			2.0	-
Unit Extension	n		3.0	3.0	3.0	3.0		-	3.0			3.0	-
Ped/Bike/RT		50	0	0	50	0	0	50	0	0	50	0	2
Lane Width		00	15.0	16.0	11.0	11.0	 	30	14.0	0	30	13.0	-
Parking/Grad	le/Parking	N	-4	Y	N	8	Y	N	5	l N	N	-6	N
Parking/Hour				10			10		+		<u> </u>		- 14
Bus Stops/Ho	our		0	0	0	0	1		0			0	
Minimum Ped	destrian Time		22.7			13.5			14.7			14.7	
Phasing	EW Perm	02		03)4	NS Per	The same of the sa	06		07		18
Timing		6 = ' =	G = Y =		G = Y =		G = 30. $Y = 5$		G = Y =	G =		G = Y =	
Duration of A	nalysis (hrs) = 0.2						1 - 3		Cycle Ler			J T -	-1.000
Lane Grou	ıp Capacity, C	ontrol	Delay	, and l	OS De	etermir	ation		-				
			EB			WB			NB			SB	
Adjusted Flov	w Rate		84	48	18	90			121			61	
Lane Group (Capacity		763	560	427	528			650			653	
v/c Ratio			0.11	0.09	0.04	0.17			0.19			0.09	
Green Ratio			0.43	0.43	0.43	0.43			0.43			0.43	
Uniform Delay	y d ₁		12.0	11.9	11.6	12.3			12.4			11.9	
Delay Factor	k		0.50	0.50	0.50	0.50			0.50			0.50	
Incremental D	Delay d ₂		0.3	0.3	0.2	0.7			0.6			0.3	
PF Factor			1.000	1.000	1.000	1.000			1.000			1.000	
Control Delay			12.3	12.2	11.8	13.0			13.1			12.2	
Lane Group L	.OS		В	В	В	В			В			В	
Approach Del	lay		12.2			12.8			13.1			12.2	
Approach LO	S		В			В			В			В	
Intersection D	elay		12.6				Intersecti	ion LO				В	
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0			10.00		S	HORT	REPO								
General Inf	ormation						Site I	nformat	ion						
Analyst Agency or C Date Perfor Time Period	Co. TRANS med 12	Southern ASSOCIA 2/6/2005 ASINO PEAK		IR			Area Juriso	ection Type liction sis Year	С	CENTR DEVILL CBD or ITY OF PI 2005 EXIS	ERS Sin TTS	S ST nilar BUF	RGH	ı	
Volume and	d Timing Input						1			ZOOO EXIO	11100		NDITION		
				EB			WB		T	NB			I	SB	
		LT		TH	RT	LT	TH	RT	LT	TH		RT	LT	TH	RT
Number of L		0	-	1	0	0	1	0	0	1)	0	1	0
Lane Group			+	TR			LTR	_		LTR	\perp			LTR	
Volume (vph		28	+	15	4	4	104	17	2	1		1	1	1	13
% Heavy Ve	ehicles	4	+	4	4	5	5	5	0	0	()	0	0	0
PHF		0.90	-	90	0.90	0.71	0.71	0.71	0.75	0.75	0.	75	0.70	0.70	0.70
Pretimed/Ac		P	-	>	P	P	P	P	P	P	1	כ	P	P	P
Startup Lost			-	.0			2.0			2.0				2.0	
	f Effective Gree	n	2.	0			2.0			2.0				2.0	
Arrival Type	STATE OF THE PARTY		3	3			3			3				3	
Unit Extension	on		3.	0			3.0			3.0				3.0	
Ped/Bike/RT	OR Volume	25	()	1	25	0	2	25	0	()	25	0	1
Lane Width			-	5.0			10.0			11.0				11.0	
Parking/Grad	9	N		2	N	Ν	-1	Y	N	0)	/	N	-6	Y
Parking/Hou			_	•			ļ.,	5	_		5	5			5
Bus Stops/H	destrian Time		-	2			0		-	0	-			0	
Phasing	EW Perm	EB Only	11	.4	03	<u> </u>	12.9	NS Pe		14.6	_		07	13.4	
	G = 24.0	G = 21.0		G =		G =)4	G = 19		06 G =		G =	07	G =	8
Timing	Y = 6	Y = 5		Y =		Y =		Y = 5		Y =		Y =		Y =	
	Analysis (hrs) =									Cycle Ler	ngth	C =	80.0		10 NO.
Lane Grou	up Capacity,	Contro		-	and L	OS De		ation				113040			
A 1: 1 - 1 - 1			E				WB			NB				SB	
Adjusted Flo	w Rate		162				173		_	5				19	
Lane Group	Capacity		114	4			388			295				294	
v/c Ratio			0.14	1			0.45			0.02				0.06	
Green Ratio			0.64	1			0.30			0.24				0.24	
Uniform Dela	ay d ₁		5.8				22.6			23.4				23.6	
Delay Factor	·k		0.50)			0.50			0.50				0.50	
Incremental [Delay d ₂		0.3	3			3.7			0.1				0.4	
PF Factor			1.00	00			1.000			1.000				1.000	
Control Delay	у		6.0				26.3			23.5				24.0	
	LOS		Α	\neg			С			С				С	
Lane Group I	LOO								_						
			6.0)			26.3			23.5		- 1		24.0	
Lane Group I Approach De Approach LO	elay		6. (26.3 C			23.5 C		_		24.0 C	

						SH	IORT	REP	OR	RT								
General Info	rmation					- W-		Sit	e In	formati	on							
Analyst Agency or Co	o. TRANS		thern OCIAT	ES						ction		D	CENTRE	LEST	Γ			
Date Perform		2/6/20								ype ction	(CBD or S OF PITT			Н		
Time Period	FRIDAY CA		PEAK H	HOUF	2					is Year			XISTING					
Volume and	Timing Input																	
			LT	_	EB TH	RT	LT	250	VB	DT	-	_	NB	T p:	-	1.7	SB	-
Number of La	anes			_	1	0	0	1	TH 1	RT	(<u>T</u>	TH	R 0		LT	TH	RT
Lane Group		\dashv		+-	rR	<u> </u>	1		T				LR	0	_			
Volume (vph))			+	06	17	37	82	-	+	7	,	LK	41				
% Heavy Veh		\neg		+	0	0	0	0		+	0	-		0			-	
PHF	110100	\dashv		+	85	0.85	0.66	0.6			0.8			0.80)		-	-
Pretimed/Act	uated (P/A)	\dashv		-	P	P	P	F. C		+	F. C			0.80 P	_		-	
Startup Lost		\dashv		-	2.0		+	2.		+			2.0	P	_			-
	Effective Gree	n		-	2.0		-	2.	-		+		2.0					_
Arrival Type	Elicotive Orec		-	3		+			3		_			-				
Unit Extensio	Extension 3.0							3.		+	+		3.0		_			
	/Bike/RTOR Volume 25 0						0	0		-	25		0		_			-
Lane Width				-		2	0		5.0	-	23)	16.0	0	-			-
	ng/Grade/Parking				2	N	N			N		1	16.0	Y			_	
Parking/Hour	ng/Grade/Parking <i>N</i> ng/Hour					- 1	1		,	7.0	1		7	5				
Bus Stops/Ho	ng/Hour tops/Hour				0)				0	Ü				
Minimum Ped	lestrian Time	\neg		15	5.9			12	.7				13.4					
Phasing	EW Perm		B Only		-	03)4	T	NB Onl	у		06	T	0	7	0	8
Timing	G = 24.0 Y = 6	G = Y =	21.0		G=		G =			G = 19.	0	G =		G			G =	
Duration of A	nalysis (hrs) =				Y =		Y =			Y = 5		Y =	cle Lengi	Y :		80.0	Y =	
	p Capacity			De	lav.	and L	OS De	eterm	nina	ation		O _y	ole Leng			0.0		
		\top		Е				WB					NB		Τ		SB	
Adjusted Flow	v Rate			143	3			180					60		t	T		
Lane Group C	Capacity			574				1152	?			3	847		T			
v/c Ratio		\top		0.25	5			0.16				0	.17		t			
Green Ratio		T		0.30)			0.64	\neg			_	.24		+			
Uniform Delay	/ d ₁			21.2	2			5.8	\top			_	4.3		+			
Delay Factor I	k			0.50)			0.50				0	.50		t			
Incremental D	elay d ₂			1.0				0.3	\top				1.1		t			
PF Factor	. 2		1.00	00			1.000	7		- Since	1	.000		+				
Control Delay				22.	2			6.1	\top			_	25.3		T			
Lane Group L	Group LOS C							А	\top	$\neg \uparrow$		\top	С		T			
Approach Del								6.1					25.3		T			
Approach LOS								Α					С		T			
Intersection D	elay	\top		1				In	ntersection	on LO	os			\vdash		В		
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					,	SHORT	REPO	RT							
General Info	ormation						Site	Informat	ion						
Analyst Agency or C Date Perforn Time Period	o. TRANS	ASS 2/6/2	2005				Area Juris	section Type diction vsis Year	CI	FIFTH SHINGTON CBD or TY OF PIT EXISTING	N/CF Simi TSE	HATI ilar BUR(GH		
Volume and	l Timing Input		***************************************												
				E			WB			NB				SB	
Number of L			LT	Th	H RT	LT	TH	RT	LT	TH		RT	LT	TH	RT
	anes		_			0	2	0	1	1	+			1	2
Lane Group	`						LTR		L	T	\bot			T	R
Volume (vph						6	184	117	12	196	\bot		$oxed{oxed}$	42	49
% Heavy Vel	hicles					9	9	9	0	0				0	0
PHF						0.96	0.96	0.96	0.62		\perp			0.63	0.63
Pretimed/Act						P	P	P	P	P				P	P
Startup Lost							2.0		2.0	2.0				2.0	2.0
	xtension of Effective Green rrival Type						2.0		2.0	2.0				2.0	2.0
Arrival Type							3		3	3				3	3
Unit Extension	nit Extension						3.0		3.0	3.0				3.0	3.0
Ped/Bike/RT	OR Volume					4	0	12	0	0			0	0	0
Lane Width							11.0		10.0	9.0				11.0	12.0
Parking/Grad						Υ	-2	Y	Ν	-6	^	V	Ν	-2	N
Parking/Hour						20		20							
Bus Stops/Ho					_		0		0	0	╄			0	0
Phasing	destrian Time WB Only	1	02				25.2	LNOB		3.2	_			15.2	
	G = 39.0	G		(03 G =	G =	04	NS Pe G = 30		06 G =	-	G =	07	G =	80
Timing	Y = 5.5	Υ:	=		Y =	Y =		Y = 5.5		Y =	-	Y =		Y =	
	nalysis (hrs) =									Cycle Ler	ngth	C =	80.0		
Lane Grou	ip Capacity	, Co	ontrol			LOS D	etermi	nation							
		4	-	EB			WB			NB				SB	
Adjusted Flov	w Rate	\perp					307		19	316		11110		67	78
Lane Group (Capacity						1141		440	594				626	974
v/c Ratio							0.27		0.04	0.53				0.11	0.08
Green Ratio							0.49		0.38	0.38				0.38	0.38
Jniform Dela	y d ₁						12.1		15.9	19.5				16.3	16.1
Delay Factor	k						0.50		0.50	0.50				0.50	0.50
	Delay d ₂						0.6	1	0.2	3.4				0.3	0.2

PF Factor

Control Delay

Lane Group LOS

Approach Delay

Approach LOS

Intersection Delay

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Intersection LOS

1.000

16.1

1.000

22.9

C

22.5

C

1.000

12.7

12.7

В

B

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1.000

16.6

В

16.4

B

В

17.6

1.000

16.3

В

General Info	ormation					SH	IOR	TF	Site I	RT nformat	ion								
Analyst Agency or C Date Perforr Time Period	M. Co. TRANS med 12	ASS 2/6/2	005		7				Inters Area Juriso	ection Type		CIT	FORBE MSTRON CBD or Y OF PI EXISTIN	VG 7 Sim TTS	TUNN nilar BUR(ЭH			
Volume and	d Timing Input																		
			LT	- N. W. Co.	B H	RT	+-	т.	WB TH	T DT	٠,	_	NB		DT	1.7		SB	
Number of L	anes		LI	_		0	-	. 1	1 1 1 1	RT	1	_T	TH	+	RT 2	LT	-	ГН	RT
Lane Group				-		Ů	+		_		+		LR	+	R	+-	+		
Volume (vph				-		213	+			+	4	7	LIX	+	201	+-	_		
				-		5	+			+	1		_	+	0	+	+		
PHF			0.93	+		 	-	0.7		+	1	0.79	+	_					
	Group TR ne (vph) 185 avy Vehicles 5 0.93 0.93 ned/Actuated (P/A) P p Lost Time 2.0 sion of Effective Green 2.0 Type 3 xtension 3.0 ike/RTOR Volume 50 Nidth 11.0 g/Grade/Parking N g/Hour 0 tops/Hour 0 um Pedestrian Time 17.3 ng EB Only 02 ng EB Only 02									+	F		+	+	P	+	+		
Startup Lost				-		Р	+		 	+	+		2.0	+,	2.0		-		
· · · · · · · · · · · · · · · · · · ·		n		-			+			+	+		2.0	_	2.0	-	+		
Arrival Type				-			+				+	_	3	+	3				
Unit Extension	Extension 3.0 Bike/RTOR Volume 50 0 Width 11. ng/Grade/Parking N 3						+			1	\vdash	_	3.0	+,	3.0	+-	+	_	
	/Bike/RTOR Volume e Width				_	0	-		_		0		0	_	20	+	_	_	
Lane Width	Width			-			+				+		11.0	_	1.0	+-	+-		
	ing/Grade/Parking		N	_	-	N	\vdash				\perp	1	0	_	N.0	_	+		
Parking/Hou	ing/Grade/Parking ing/Hour						\vdash							+		\vdash			
Bus Stops/H	lour			0									0		0				
Minimum Pe	destrian Time			17.	3								3.2				\top		
Phasing			-)3		04		NB Or		I	06			07		08	}
Timing							G =			G = 29 $Y = 5$	0.0		S = =		G = Y =		G Y	=	
Duration of A	Analysis (hrs) =	-					11-	_		1 - 3		_	ycle Len	ath		80.0	ĮΥ		
Lane Grou	up Capacity	, Co	ntrol	Dela	ay, a	and L	OS [Det	ermin	ation			7	9					***************************************
95		\Box		EB					WB				NB				SE	3	
Adjusted Flo	w Rate			428									128	160			T		000000
Lane Group	Capacity			1356									539	902	2				
v/c Ratio			(0.32									0.24	0.18	3			\exists	
Green Ratio				0.51									0.36	0.3	5				
Uniform Dela	ay d ₁			11.3									17.8	17.4	4				
Delay Factor	·k			0.50	\top								0.50	0.50				\dashv	
Incremental [Delay d ₂	\top		0.6				\top					1.0	0.4	\rightarrow			+	
PF Factor			1	1.000	,			+						1.00			+	_	
Control Delay	у			12.0				\top					18.8	17.					
Lane Group I	LOS	\top		В				\top					В	В					
Approach De				12.0									18.3		_				
Approach LO								_					В		_		nie-		
Intersection [ach LOS B							-		ntersect	tion I	0.5		_	\dashv		В		
	University of Florida	. All R								CS+TM V						norote -		2005	3:23 PM

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General Info	rmation					SH	ORT F				·					
									nformati	on	FORBE	EQ //	/F º			
Analyst Agency or Co Date Perform Time Period	o. TRANS ned 1.	Southeri ASSOCI 2/6/2005 CASINO PE	ATE					Area Jurisd	ection Type iction sis Year	C	HATHAM, CBD oi ITY OF PI 05 EXISTII	/McA r Sim TTSE	NUL ilar 3UR	TY GH		
Volume and	EB							7 arany	010 1 001					TION	-	
					-			WB			NB				SB	
Number of Le	2000	_		_		RT 0	LT	TH	RT	LT	TH	_	RT	LT	TH	RT
Lane Group	aries			TR		U		-	+	-	1	1		0	1	
Volume (vph)	1	16		21		11	-	-	-	-	T	F		0.5	LT	
% Heavy Veh		70	-	7		7	-	-	-	-	5	1		35	8	-
PHF	licies	0.8		0.8	_				-	_	0	0		0	0	-
Pretimed/Act	usted (D/A)	0.0 P		0.8 P		0.81	-	-	-	-	0.75	0.7		0.72	0.72	-
Startup Lost		2.0		2.0		Р	+	-	-		P 2.0	F		Р	P	+-
	Effective Gree			2.0			-	-	+		2.0	2.			2.0	+-
Arrival Type	LITECTIVE GIEE	3		3	,		+	-			2.0	2.			2.0	+-
Unit Extensio	nn .	3.0	_	3.0	-		+	-	+	-	3	3			3	+-
Ped/Bike/RT0		5.0		0		0	-	-		0	3.0	3.	-	0.4	3.0	+-
Lane Width	OK Volume	10.	-	11.	0	U	-			0	10.0			21	0	-
Parking/Grad	le/Parking	10. N		3		N				N	-6	11 \		N	10.0	N
Parking/Hour		- 				7.4		_		7.0	-0	1		10	10	/ / /
Bus Stops/Ho		0		0							0)		0	+
Minimum Ped	destrian Time			13.7	7						12.2	+			12.3	
Phasing	EB Only	02			0	3	04		NS Per	rm	06	1		07	0	8
Timing	G = 51.0 Y = 5	G = Y =			=		G =		G = 19	.0	G =		G=	100000	G =	
Duration of A	nalysis (hrs) =			Y	=		Y =		Y = 5		Y = Cycle Le	nath	Y =		Y =	-
	p Capacity		ol [Dela	v. a	ınd LC	S Def	termin	ation		Toyolo Lo	ngui	0 -	00.0		1516
				EB	, -			WB			NB				SB	
Adjusted Flov	v Rate	202	2	274	Т						7	12			60	
Lane Group (Capacity	890	1	833							390	344	1		285	
v/c Ratio		0.23	0	.15							0.02	0.0	3		0.21	
Green Ratio		0.64	0	.64							0.24	0.24	4		0.24	
Uniform Delay	y d ₁	6.1	5	5.8							23.4	23.	5		24.5	
Delay Factor	k	0.50	0	.50							0.50	0.50	_		0.50	
Incremental D	Delay d ₂	0.6	+	0.2							0.1	0.2			1.7	
PF Factor		1.000	1	.000							1.000	1.00			1.000	
Control Delay		6.7		6.0				2/2			23.4	23.			26.2	
Lane Group L	.OS	А		Α		\neg	$\neg \uparrow$				С	С			С	
Approach Del	ay			6.3							23.6		\neg		26.2	
pp	oproach Delay		-	-		-							-			
Approach LOS	oproach LOS A tersection Delay 9.					- 1			- 1		C				C	

				91	HODT	REPOI	OT.					1 4	ge i oi
General Info	ormation			31	HOKI	_	nformati	on					
Analyst Agency or Co Date Perforn Time Period	M. So o. TRANS AS	/2005				Interso Area Jurisd	ection Type	GF CIT	RANT ST ALL CBD or Y OF PI OS EXISTI	IES Similar TTSBUF	RGH		
Volume and	Timing Input												- NW
		1.7	EB	DT	1.7	WB	T ==		NB			SB	
Number of La	anes	LT 0	TH 2	RT 1	LT	TH 2	RT 0	LT 0	TH 2	RT 0	LT	TH	RT
Lane Group	41100	+ -	LT	R		TR		0	LTR	10	+	2 TR	0
Volume (vph))	23	104	82	+	110	28	20	120	31		199	41
% Heavy Veh		4	4	4		4	4	5	5	5	_	0	0
PHF	1000	0.84	0.84	0.84		0.72	0.72	0.75	0.75	0.75	\vdash	0.86	0.86
Pretimed/Act	ruated (P/A)	P	P	P		P	P	P	P	P		P	P
Startup Lost			2.0	2.0		2.0	<u> </u>	<u> </u>	2.0	'		2.0	-
Extension of	Effective Green		2.0	2.0		2.0			2.0			2.0	
Arrival Type			3	3		3			3			3	
Unit Extensio	on		3.0	3.0		3.0			3.0			3.0	
Ped/Bike/RT0	OR Volume	100	0	8	100	0	0	100	0	0	100	0	0
Lane Width			11.0	12.0		12.0			11.0			11.0	
Parking/Grad		Ν	0	N	N	-2	N	Ν	1	Ν	N	-1	N
Parking/Hour													
Bus Stops/Ho		-	0	0		0			0			0	
Minimum Ped		00	18.9	^^		17.9	l lo D		28.9		<u> </u>	20.1	
Phasing	EW Perm G = 40.0	02	G =	03	G =	4	NS Per G = 39.		06	G =	07	G =	8
Timing	Y = 5 Y	′ =	Y =		Y =		Y = 6		= '	Y =		Y =	
_	nalysis (hrs) = 0								ycle Len	gth C =	90.0		
Lane Grou	ıp Capacity, C	ontrol		and L	OS De		ation						
A -1: 1 -1 -1	-		EB			WB			NB			SB	
Adjusted Flow			151	88		192			228			279	
Lane Group C	Capacity		1185	648		1344			1126			1335	
v/c Ratio			0.13	0.14		0.14			0.20			0.21	
Green Ratio			0.44	0.44		0.44			0.43			0.43	
Uniform Delay	y d ₁		14.7	14.8		14.8			15.8			15.9	
Delay Factor I	k		0.50	0.50		0.50			0.50			0.50	
Incremental D	ay Factor k remental Delay d ₂		0.2	0.4		0.2			0.4			0.4	
PF Factor			1.000	1.000		1.000			1.000			1.000	
Control Delay	trol Delay		14.9	15.2		15.1			16.2			16.2	
Lane Group L	.os		В	В		В			В			В	
Approach Del	ay		15.0			15.1			16.2			16.2	
Approach LOS	S		В			В			В			В	
Intersection D	elay		15.7			1	ntersecti	on LOS				В	
	Iniversity of Florida All	Rights Res					TU	J 200			Name of the same o		

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							SHORT	REPO							
General Info	rmation							Site I	nformat	ion					
Analyst Agency or Co Date Perform Time Period	o. TRANS	ASS 2/6/2	2005		?			Area Juriso	section Type diction rsis Year	C	RANT ST 8 CBD or TY OF PI 005 EXISTI	Simila TTSBU	ar JRGH		
Volume and	Timing Input								10.						
				E	_			WB			NB			SB	
Niverbandi			LT	Т	H	RT	LT	TH	RT	LT	TH	RT		TH	RT
Number of La	anes					_	0	1.5	0		2	1	1	2	
Lane Group	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \			_			100	LR	10		T	R	L	T	-
Volume (vph)		_					102		13		158	98	24	145	+
% Heavy Veh	nicles	_		_			1		1		1	1	0	0	-
PHF							0.78		0.78		0.80	0.80		0.83	+-
Pretimed/Act				_			Р		P		P	P	P	P	-
Startup Lost				_	_			2.0			2.0	2.0	2.0	2.0	-
	Effective Gree	n						2.0		_	2.0	2.0	2.0	2.0	
Arrival Type		_						3			3	3	3	3	
Unit Extensio								3.0			3.0	3.0	3.0	3.0	
	d/Bike/RTOR Volume ne Width						0	0	0	100	0	10	0	0	
Lane Width	ne Width rking/Grade/Parking							12.0			11.0	12.0	_	12.0	
The second secon				_			N	2	N	N	3	N	N	-3	N
				_							-				
Bus Stops/Ho Minimum Ped				-				0			0	0	0	0	+
Phasing	WB Only	ᅟ	02	Щ		03		18.7 04	LCRO	nh.	12.9 NS Pern		07	3.2	1
	G = 28.0	G:			G :	1201102001	G =	04	G = 3		G = 46.0		3 =	G=	00
Timing	Y = 5	Υ =			Υ =		Y =		Y = 3		Y = 5		/ =	Y =	
	nalysis (hrs) =										Cycle Ler	ngth C	= 90.0		
Lane Grou	ıp Capacity	, Co	ontrol		- Albert	, and	LOS D		nation	· ·					
		4		EI	3	,		WB			NB			SB	
Adjusted Flov	w Rate							148			197	110	29	175	
Lane Group (Capacity							492			1569	654	538	1910	
v/c Ratio								0.30			0.13	0.17	0.05	0.09	
Green Ratio								0.31			0.51	0.51	0.58	0.58	
Uniform Dela	y d ₁							23.6			11.5	11.8	8.2	8.5	
Delay Factor	k	\top						0.50			0.50	0.50	0.50	0.50	
Incremental D	Delay d ₂	\top						1.6			0.2	0.6	0.2	0.1	
PF Factor								1.000			1.000	1.000		1.000	
Control Delay	/							25.1			11.7	12.3		8.6	
Lane Group L	OS							С			В	В	A	Α	
		\dagger						25.1		 	11.9			8.5	
Approach LO	proach Delay							С			В			A	
	pproach Delay proach LOS persection Delay						+	7997	Intersec	tion L				В	
	,			13.	-						-				

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					SH	HORT	REPO	RT							
General Info	ormation						Site	Informati							
Analyst Agency or C Date Perforn Time Period	o. TRANS ned 12	2/6/2005					Area Juris	section Type diction vsis Year	CI	ANT ST & 37 CBD or TY OF PIT 05 EXISTIN	'6 Sim TTSI	ilar BUR	GH		
Volume and	Timing Input														
				EB			WB			NB				SB	
Number of L		LT	-	TH	RT	LT	TH	RT	LT		F	RT	LT	TH	RI
	anes	1	+		-		1	1	+	2	_			1	1
Lane Group	`	L	+				TR	R		T	_			T	R
Volume (vph		77	+			-	121	79	-	109	\perp			166	81
% Heavy Ve	hicles	1	\dashv			_	1	1		0	_			0	0
PHF		0.88			-	_	0.79	0.79		0.84	_			0.88	0.88
Pretimed/Act		P	\dashv				P	P	_	P	L			P	P
Startup Lost		2.0					2.0	2.0		2.0				2.0	2.0
	Effective Gree		_				2.0	2.0		2.0	┖			2.0	2.0
Arrival Type		3	\perp				3	3		3				3	3
Unit Extension		3.0					3.0	3.0		3.0				3.0	3.0
Ped/Bike/RT				0		0	0	0	0	0			0	0	0
Lane Width	ne Width king/Grade/Parking						13.0	12.0		10.0				12.0	12.0
		N	\perp	0	Ν	N	2	N	N	3	٨	V	N	-1	N
Parking/Hour	The state of the s		\perp						_						
Bus Stops/Ho		0	+				0	0		0				0	0
	destrian Time	LWDO		17.6		<u> </u>	3.2	<u> </u>	<u> </u>	3.2				3.2	
Phasing	EB Only G = 25.0	WB Onl		G =	03	G =	4	Thru & G = 25.		06 G =		G =	07	G =	80
Timing	Y = 5	Y = 5		Y =		Y =		Y = 6		Y =	-	Y =		Y =	
Duration of A	nalysis (hrs) =	0.25								Cycle Len	gth				
Lane Grou	ip Capacity,	Contro	I De	elay,	and L	OS De	termi	nation							
			E	EΒ		2.4	WB			NB				SB	
Adjusted Flov	w Rate	88					158	95		130				189	92
Lane Group (Capacity	447					460	380		831				478	406
v/c Ratio		0.20					0.34	0.25		0.16				0.40	0.23
Green Ratio	and the leaguests.	0.28					0.27	0.27		0.28				0.28	0.28
Uniform Dela	y d ₁	24.8		\neg			26.6	25.9		24.5				26.4	25.0
Delay Factor	k	0.50					0.50	0.50		0.50				0.50	0.50
Incremental [Delay d ₂	1.0					2.0	1.6		0.4				2.4	1.3
PF Factor	* 4	1.000	+	\dashv			1.000	1.000		1.000		_		1.000	1.000
Control Delay	/	25.8		\dashv			28.7	27.5		24.9	_			28.8	26.3
Lane Group L		С	+	_			C	C		C C				C	C C
Approach De		+	25	8			28.2	1 -		24.9		-	S-0		
Approach LO			20				C C							28.0	
ntersection D		+					-			С				С	
	Jeiay Jniversity of Florida,		27					Intersecti						С	

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				S	HORT	REPO	RT						VA.51
General Info	ormation					Site	Informat						
Analyst Agency or Co Date Perforn Time Period	o. TRANS ined 12	Southern ASSOCIA 2/6/2005 ASINO PEA				Area Juris	section Type diction sis Year	C	ECOND A ROS CBD or ITY OF PI 5 EXISTING	S ST Simila TTSBU	ar JRGH		
Volume and	Timing Input												
		17	EB	T ==		WB			NB	, ,		SB	
Number of La	anes	LT 0	TH 1	RT 0	LT	TH	RT 1	LT	TH	RT		TH	RT
Lane Group	anes		LTR	0		1		0	1	0	1	1	0
Volume (vph	1	1	42	2	-	T 100	R		LTR	- 00	L	TR	
% Heavy Vel	,	2	2	2	-	100	71	1	35	30	83	63	5
PHF	Ticles	0.66	0.66		-	5	5	5	5	5	5	5	5
	rupted (D/A)	P	0.00 P	0.66	-	0.75	0.75	0.92	0.92	0.92	_	0.86	0.86
Pretimed/Act Startup Lost		+	2.0	P	-	P	P	P	P	P	P	P	P
	Effective Green	2	2.0	-		2.0	2.0		2.0	-	2.0	2.0	
Arrival Type	Lifective Greet	1	3	+	-	2.0	2.0		2.0	-	2.0	2.0	
Unit Extension	ND.		3.0	-	-	3	3	-	3	-	3	3	-
		50	0	0	F0	3.0	3.0	50	3.0	-	3.0	3.0	<u> </u>
	d/Bike/RTOR Volume ne Width rking/Grade/Parking		13.0	0	50		0	50	0	3	50	0	0
	rking/Grade/Parking		-2	Y	N	11.0 5	N N	N	14.0	Y	10.0	10.0 -3	N
Parking/Hour	rking/Grade/Parking rking/Hour		-	10	14	<u> </u>	10	10		10	10	-3	10
Bus Stops/Ho		10	0	,,,		0	0		0	10	0	0	_
Minimum Ped			13.0			13.0			12.5		—	8.5	
Phasing	EW Perm	02		03		04	NS Pe	rm	06		07		08
Timing	G = 29.0 Y = 5.5	G = Y =	G =		G =		G = 30		G =		S =	G =	
Duration of A	nalysis (hrs) =		Y =		Y =	-QH	Y = 5.8)	Y = Cycle Ler		′ = = 70.0	Y =	
	ıp Capacity,		l Delay	and I	OS D	etermi	nation		Cycle Lei	igiii C	- 70.0		
	,		EB	, arra L		WB	nation		NB	-		SB	
Adjusted Flov	v Rate		69			133	95		68	Г	97	79	I
Lane Group (Capacity		572			636	561		574	_	447	651	
v/c Ratio			0.12			0.21	0.17		0.12		0.22	0.12	_
Green Ratio			0.41			0.41	0.41		0.43	_	0.43	0.43	
Uniform Dela	y d ₄		12.6			13.1	12.9		12.0		12.6	12.1	
Delay Factor	50 J	_	0.50			0.50	0.50		0.50		0.50	0.50	-
Incremental E		+	0.4			0.30	0.7		0.30	-	1.1	0.50	
PF Factor	,2	+	1.000			1.000	1.000	_	1.000		1.000	1.000	
Control Delay	,	_	13.1			13.9	13.6		12.5		13.7	12.4	
Lane Group L		+	В			B	B		B		B	12.4 B	
Approach Del			13.1			13.8	L D		12.5		B		
Approach LO	-		B			13.6 B						13.1	
Intersection D				D	Interes	lian I C	В			В			
IIICISCUION L	ciay		13.3		l		Intersect	tion LC	15			В	



General Info	ormation					S	HORT											
										forma		RED	TYAVI	= 9	SEVE	NITU		
Analyst Agency or C	co. TRANS	ASS		TES	3					ction	LI		Al	/E		INIH		
Date Perforr Time Period			2005							ype ction	(CITY	CBD or OF PI	SIM	ıılar BURC	ЭH		
	0/1/0/10/1		SINO PE	AK H	IOUR			Ana	alysi	is Year			XISTING					
Volume and	d Timing Input				<u> </u>			,	4.10									
			LT		EB	RT	L		WB TH	R	F	LT	NB TH	_	RT	LT	SB	
Number of L	anes		1		2	0	+-	_	3	1	+	1	1111	+	KI		111	RT
Lane Group					TR			_	T	+	+	L.		+		\vdash	+-	
Volume (vph	1)			\top	185	176		12		+	_	08		+		-	_	_
% Heavy Ve	hicles	-			7	7		3		+-	-	4		+		_	+	+
PHF	WHITE ST.				0.87	0.87		0.8	88	+	0.	84	+	+			+	+-
Pretimed/Act	tuated (P/A)			\top	P	P		F	-	+	_	P		+		_	_	+
Startup Lost	Time			\top	2.0			2.	.0	+	_	.0		+	***		+-	+
Extension of	Effective Gree	n		1	2.0				.0		_	.0		+			+	
Arrival Type				1	3				3		_	3		+			+	
Unit Extension	on			\top	3.0			3.	0		_	.0		+			+	_
Ped/Bike/RT	OR Volume		100	\top	0	0	0	0		+	_	0	0	+		_	-	+
Lane Width				\top	11.0				1.0	+-		2.0	Ť	+			+	
Parking/Grad	king/Grade/Parking		Ν		0	N	N	0		N		V	-2		N		+	
Parking/Hour														\top				
Bus Stops/Ho					0			()			0						
	destrian Time				17.5			3.	2				3.2					
Phasing	Thru & RT G = 9.0	_	ru & R = 24.0	_	G =	3	_	04		NB O			06)7		08
Timing	Y = 3		= 24.0 = 5		Y =		G = Y =			G = 24 $Y = 5$	1.0	G =			G = Y =		G = Y =	
Duration of A	nalysis (hrs) =									1 - 0	. "	_	le Len	gth	-	70.0	11-	
Lane Grou	up Capacity,	Co	ntrol	De	elay, a	and L	OS D	eterm	ina	tion								
					В			WB					NB				SB	
Adjusted Flov	w Rate			413	5			147			129							
Lane Group (Capacity			133	34			2248			541							
v/c Ratio				0.3	1			0.07	\top		0.24	\top			\rightarrow			
Green Ratio				0.5	1			0.51	\top		0.34	\top			\dashv			
Uniform Dela	y d ₁			9.8	3			8.5	\top		16.5				\top			
Delay Factor	k			0.5	0			0.50	\top		0.50							
ncremental D	Delay d ₂			0.	6			0.1	\top		1.0				\dashv			
PF Factor				1.0	00		- illegenius	1.000			1.000)			\dashv			
Control Delay	1			10.	4			8.6	\top		17.5	_			\top			
				В				A	\dagger		В	\top			_			
ane Group L	LOS																1	4
Lane Group L Approach Del		+		10.	4			8.6				1	7.5					
	lay			10. B				8.6 A					7.5 B		7			

						SH	IORT											
General Inf	formation							Site I	nfor	mati	ion							
Analyst Agency or C Date Perfor Time Period	Co. TRANS med 1:	2/6/2	SOCIAT 2005		UR			Inters Area Juriso Analy	Type lictio	e on	C 20	SI	IBERT MITHFI CBD or OF PIT XISTING	ELD Simi	ST ilar	H ON		
Volume and	d Timing Input))					-							
				-	EB			WB					NB				SB	
Number of L	anes		LT	-	TH 2	RT 0	LT 0	TH	+	RT		Τ	TH	+	RT 1	LT	TH	R1
Lane Group				+	R	-		LT	+					+				-
Volume (vpl				+	79	6	5	77	+		5.			+	R			-
% Heavy Ve				-	8	8	7	7	+					+	99	_		-
PHF				+-	87	0.87	0.89	0.89	+		0.9			+	0		-	₩
	ctuated (P/A)				0/	0.87 P	0.89 P	0.89 P	+		0.8			_	0.88	_	-	-
Startup Lost				_	.0		+	_	+					_	P			-
	f Effective Gree	n		+	.0			2.0	+		2.		-	_	2.0			-
Arrival Type		111		+	3	-		_	+		_			_	2.0			
Unit Extensi				\vdash	.0		_	3.0	+		3			\rightarrow	3		-	\vdash
	ΓOR Volume	\dashv	100	-)	0	0	_	+		3.	_		_	3.0			-
Lane Width	TOIT Volume	\dashv	700	-	1.0	0	0	11.0	+		10		0	_	0			-
Parking/Gra	de/Parking	\dashv	N	-	1.0	N	N	-1	_	N	11 \		-2	_	3.0 N			-
Parking/Hou			7.4			1 4	1	-1	+	11	+ ^		-2	+	IV			-
Bus Stops/H		\neg			0			0			0)		+	0			\vdash
Minimum Pe	destrian Time			17	.2			3.2					17.7	\top				_
Phasing	WB Only		V Perm	The Real Property lies		03	04	4	NE	3 On	ly		06	T	0	7	0	8
Timing	G = 6.0 $Y = 3$		= <i>27.0</i> = <i>5</i>		G = Y =		G =			24	.0	G=	7		G =		G =	
Duration of A	Analysis (hrs) =			\dashv	1 -		Y =	-	Y =	5		Y =	cle Len	_	Y =	'O O	Y =	
	up Capacity			Del	lav.	and LO	OS De	termin	atio	on		0,1	SIO LOTT	guir		0.0		
				E				WB					NB		Т		SB	
Adjusted Flo	w Rate			213				93			59			113		T		
Lane Group	Capacity			110	8			2012			544	\top		475		\neg		
v/c Ratio				0.19				0.05			0.11	+		0.24		_		
Green Ratio			(0.39	\top			0.51			0.34	\top	_	0.34				
Jniform Dela	ay d ₁	\top		14.3				8.5		_	15.7	+		16.5	_			
Delay Factor	·k	\top	(0.50				0.50		_	0.50	\dagger		0.50				
ncremental	Delay d ₂			0.4				0.0			0.4	\top		1.2				
PF Factor				1.00	0			1.000			1.000			1.00				
Control Dela	у			14.7	7			8.5			16.1	\top		17.6	_	\dashv		
ane Group	LOS			В		$\neg \uparrow$		Α			В	\top		В				
Approach De	elay			14.7	7	$\neg \uparrow$		8.5				1	7.1		+			
Approach LC			1000	В				Α		-			В	-			-	
ntersection I	Delay	+		14.3	3	-			ntor	0004	ion LO	00			+		В	

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					SI	HORT	REPO	RT								50 1 01
General Inf	ormation							nformat	ion							
Analyst Agency or C Date Perfor Time Period	Co. TRANS med 12	2/6/2005		R			Area Juriso	ection Type diction sis Year	200	CIT	SEVENT SMITHE CBD or Y OF PIT EXISTING	IELL Sin	D ST nilar BUR	PGH		
Volume and	d Timing Input															
				В			WB	,			NB				SB	
Number of L	2006	LT 0	2	Н	RT	LT	TH	RT	L.	Τ	TH	+	RT	LT	TH	RT
Lane Group		- 0	_		0	0	1	0	_		2	()	0	1	0
Volume (vpf		-	LT			-	LTR	10	-		TR				LTR	
% Heavy Ve	<u> </u>	5	17		3	2	104	16	\vdash	_	133	-	8	6	1	4
PHF	enicles	0.85			5	3	3	3	\vdash		0	-)	27	27	27
	stuated (D(A)		0.8		0.85	0.85	0.85	0.85	┼		0.90	0.		0.55	0.55	0.55
Startup Lost	tuated (P/A)	P	2.		P	Р	P	P	-		P	F)	P	P	P
	f Effective Gree	n	2.				2.0		-	_	2.0	\vdash			2.0	_
Arrival Type			3				2.0			_	2.0	-			2.0	
Unit Extensi		_	3.					-	\vdash		3	-			3	
Ped/Bike/RT	***************************************	100	0		0	400	3.0	1	100		3.0				3.0	
Lane Width	OK volume	100	11		U	100	11.0	0	100		0	()	100	0	0
Parking/Grad	de/Parking	N	0		N	N	0	T _N	N	_	11.0	_	ı	N	12.0	N
Parking/Hou			—		7.0	/ /		7.	1,0	_	0	-	V	10	0	10
Bus Stops/H			C)			0		_		0				0	
Minimum Pe	destrian Time		3.	7			12.2				12.2				12.2	
Phasing	EW Perm	02		_	03	0	4	NS Per	rm	Τ	06			07		8
Timing	G = 29.0 Y = 5.5	G = Y =		G=		G =		G = 30	-	_) =		G=		G =	
Duration of A	Analysis (hrs) =			Y =		Y =		Y = 5.5)	_	= ycle Len	ath	Y =		Y =	
	up Capacity,		ol De	lav.	and I	OS De	termir	ation			y cie Leii	gui	0 =	70.0		
			E				WB	idelott			NB				SB	
Adjusted Flo	w Rate		207				143				201				20	
Lane Group	Capacity		117	8			644				1272				449	
v/c Ratio			0.18				0.22				0.16				0.04	
Green Ratio			0.41				0.41				0.43				0.43	
Uniform Dela	ay d ₁		12.9				13.2				12.3				11.7	
Delay Factor	·k		0.50				0.50				0.50				0.50	
Incremental I	Delay d ₂		0.3				0.8				0.3		\neg		0.2	
PF Factor	-	\top	1.00	_			1.000				1.000				1.000	
Control Delay	у		13.3	3			14.0				12.5				11.8	
Lane Group	LOS		В	_			В				В				В	
Approach De	elay		13.3	3			14.0				12.5				11.8	
Approach LC)S		В				В			_	В				B	
Intersection [Delay		13.1	1				Intersect	ion L	08		-			B	
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			S	HORT	REPO	-						
General Information					Site	nformat						
Agency or Co. TRANS A. Date Performed 12/6	(arsko SSOCIA 5/2005	TES			Area	section Type diction		CBD or	Similar			
Time Period SATURDAY CAS	SINO PEAK	HOUR			Analy	sis Year	2005	TY OF PIT EXISTING	CONDIT	ION		
Volume and Timing Input						947						
	1.7	EB	Lot		WB			NB			SB	
Number of Lanes	LT 2	TH 1	RT 0	LT 1	TH	RT 0	LT		RT	LT	TH	RT
Lane Group	L	TR	0	1 ,	_	10	+	3	0	-	2	0
Volume (vph)	171	12	26	7	TR 8	1	-	TR	0.4		TR	
% Heavy Vehicles	6	6	6	25	25	25		356	21	-	260	44
PHF	0.89	0.89	0.89	0.67	0.67	0.67		0.85	2	-	1	1
Pretimed/Actuated (P/A)	P	P	P	P	P	P	+	0.65 P	0.85 P		0.77	0.77
Startup Lost Time	2.0	2.0		2.0	2.0		+	2.0		-	P 2.0	P
Extension of Effective Green	2.0	2.0	_	2.0	2.0	+	+	2.0		+	2.0	_
Arrival Type	3	3	\vdash	3	3		+	3	_	+	3	
Unit Extension	3.0	3.0		3.0	3.0	+	+	3.0			3.0	\vdash
Ped/Bike/RTOR Volume	100	0	0	100	0	0	100	0	0	100	0	0
Lane Width	11.0	11.0		12.0	12.0	+	+	11.0		100	13.0	
Parking/Grade/Parking	N	1	N	N	-2	N	N	-2	N	N	1	N
Parking/Hour												
Bus Stops/Hour	0	0		0	0			0			0	
Minimum Pedestrian Time		20.6			20.6			26.3			24.8	
	WB Only $3 = 19.0$		3 Only 21.0		04	Thru &		Thru & RT		07		8
l limind	f = 5	Y =	7/1-10/04/10/10/10	G = Y =		G = 47 $Y = 5$		G = 14.0 $Y = 5$	G =		G = Y =	
Duration of Analysis (hrs) = 0.	25							Cycle Len				
Lane Group Capacity, (Control	Delay,	and L	OS De	etermi	nation		777				
		EB			WB			NB			SB	
Adjusted Flow Rate	192	42		10	13			444			395	
Lane Group Capacity	393	191		392	443			1894			1374	
v/c Ratio	0.49	0.22		0.03	0.03			0.23			0.29	
Green Ratio	0.14	0.14		0.33	0.33		-	0.43			0.43	
Uniform Delay d ₁	61.0	58.7		35.0	35.0			27.5			28.2	
Delay Factor k	0.50	0.50		0.50	0.50			0.50			0.50	
Incremental Delay d ₂	4.3	2.6		0.1	0.1			0.3			0.5	
PF Factor	1.000	1.000		1.000	1.000			1.000			1.000	
Control Delay	65.3	61.3		35.1	35.1			27.8			28.8	
Lane Group LOS	Е	Ε		D	D			С			С	
Approach Delay		64.6			35.1			27.8			28.8	
Approach LOS		Ε			D			С			С	
Intersection Delay		36.2				Intersect	tion LO	S			D	

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	Miles and the second					S	Н	ORT	REP	OI	RT								
General Inf	ormation								Site	l	nformat								
Analyst Agency or C Date Perfort Time Period	Co. TRANS med 1	2/6/2	SOCIATE 2005						Are: Juri	a ¯	ection Type iction sis Year	C	IT	ANT ST & S' CBD or Y OF PIT EXISTING	T Sin TS	nilar BUR	RGH		
Volume and	d Timing Inpu	t								Ė									
				_	EB				W					NB				SB	
Number of L	anac		LT 1	+	TH	RT	_	LT	Th	_	RT	LT		TH	\vdash	RT	LT	TH	RT
Lane Group				╀		2	_		-		-	1		2	╀			2	0
Volume (vph			L	+		R	_		-		-	L		T	╀			TR	_
			48	_		133				_	-	108		397	┡		_	172	23
PHF	enicies		0.80	-		2	_		-	_		3	_	3	_			1	1
*/	timed/Actuated (P/A) Ptup Lost Time 2.0 ension of Effective Green 2.0 val Type 3 Extension /Bike/RTOR Volume e Width xing/Grade/Parking xing/Hour Stops/Hour mum Pedestrian Time sing EB Only Page 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0					0.80	_		-	_		0.92		0.92	L			0.83	0.83
	timed/Actuated (P/A) Intur Lost Time I			-		0.0	_					P		P				Р	P
	timed/Actuated (P/A) rtup Lost Time ension of Effective Green val Type t Extension l/Bike/RTOR Volume e Width king/Grade/Parking king/Hour Stops/Hour imum Pedestrian Time sing			\vdash		2.0			-	_		2.0		2.0	L			2.0	
	it Extension d/Bike/RTOR Volume ne Width rking/Grade/Parking rking/Hour s Stops/Hour himum Pedestrian Time asing EB Only ling G = 26.0			┝		2.0	4		-	_	-	2.0		2.0	L			2.0	
	ival Type it Extension d/Bike/RTOR Volume ne Width rking/Grade/Parking rking/Hour			╀		3			-			3		3	L			3	
	d/Bike/RTOR Volume			_		3.0	_					3.0		3.0	L			3.0	
	d/Bike/RTOR Volume ne Width			L	0	0	4					0		0		-	0	0	0
	ne Width			┝	4	12.0	4				_	11.0		12.0	L			12.0	
			//		-1	N	4		-	_		N	_	-1	_/	V	N	1	N
			0	\vdash		0	4		-	_		0	_	0	L			0	
	ne Width rking/Grade/Parking rking/Hour s Stops/Hour nimum Pedestrian Time			5	3.2	0	+			_		0	_	3.2	H		_	0 23.2	
Phasing	rking/Grade/Parking rking/Hour s Stops/Hour simum Pedestrian Time asing EB Only Peds C					03	┪	04	1		NB Or	nlv	Т	hru & RT	_	NE	3 Only)8
Timing	G = 26.0	G:	= 19.0		G =			G =			G = 21			= 47.0			14.0	G=	70
					Y =			Y =			Y = 6		-	= 5		Y =		Y =	
				20	lavi	I	_	C D - 4					С	ycle Len	gth	C =	153.0		
Lane Grou	up Capacity	, CC	ontroi L	E		and L	<u>.</u>	S Det	WB	ın	ation			NID					
Adjusted Flor	w Rate		60 T		_	166	_		VVD			447		NB				SB	
	190	\rightarrow		_	_		H			-		117	-	432 1931				235	
Lane Group	Capacity		263		_	232						350		1931				968	
v/c Ratio		_	.23		(0.72						0.33		0.22				0.24	
Green Ratio		0	.17		0	0.09						0.23		0.61				0.31	
Uniform Dela	ay d ₁	5	4.8		ϵ	67.6						49.3		13.6				39.7	
Delay Factor	k	0	.50		C	0.50						0.50		0.50				0.50	
Incremental [Delay d ₂		2.0			17.2						2.6		0.3				0.6	
PF Factor		1.	.000		1	.000						1.000		1.000				1.000	
Control Delay	У	5	56.8			84.8						51.8		13.9				40.3	
Lane Group l	LOS	1	E			F						D	7	В				D	
Approach De	lay		7	77.	4					_			_	22.0				40.3	
Approach LO	S	\top		Ε										С		\neg		D	
Intersection [Delay	\top	3	38.0	6					ı	ntersect	tion I C)S					D	
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				S	HORT	REPC	RT						
General Info	ormation					Site	Informa	tion					
Analyst Agency or C Date Perforn Time Period	o. TRANS med 12	. Karsko ASSOCIA 2/6/2005 Y CASINO PE				Area Juris	section Type diction ysis Year	CI	RANT ST AN CBD or TY OF PI 5 EXISTIN	VE Similar TTSBUI	RGH		
Volume and	Timing Input												
		LT	EB	T DT	1.7	WB			NB			SB	
Number of L	anes	LT 0	TH 2	RT 0	LT 0	TH 2	RT 1	LT	TH	RT	LT	TH	RT
Lane Group	arics	<u> </u>	LTR	10	10	LT	R	1 L	2 TR	0	1	2	0
Volume (vph)	5	196	32	49	129	159	58	231	78	119	165	8
% Heavy Ve		6	6	6	1	1	1 1	1	1	1	2	2	2
PHF		0.87	0.87	0.87	0.78	0.78	0.78	0.89	0.89	0.89	0.81	0.81	0.81
Pretimed/Act	tuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost			2.0		+	2.0	2.0	2.0	2.0	'	2.0	2.0	+
Extension of	Effective Gree	n	2.0			2.0	2.0	2.0	2.0	_	2.0	2.0	-
Arrival Type			3			3	3	3	3		3	3	-
Unit Extension	on		3.0			3.0	3.0	3.0	3.0		3.0	3.0	
Ped/Bike/RT	OR Volume	100	0	0	100	0	0	100	0	0	100	0	0
Lane Width			11.0			10.0	13.0	11.0	11.0		11.0	11.0	
Parking/Grad	de/Parking	N	5	N	N	-5	N	N	-1	N	N	2	N
Parking/Hour													
Bus Stops/Ho			0			0	0	0	0		0	0	
The state of the s	destrian Time	1 00	17.6			17.9	<u> </u>		18.9			17.6	
Phasing	EW Perm G = 27.0	02 G =	G:	03	G =)4	Excl. L G = 15		NS Perm G = 35.0		07	G =	08
Timing	Y = 5	Y =	Y =		Y =		Y = 3		Y = 5	Y :		Y =	
	nalysis (hrs) =							(Cycle Ler	igth C =	90.0		
Lane Grou	ıp Capacity,	Contro		, and L	OS De		nation						
A di	D	_	EB			WB	_		NB			SB	
Adjusted Flov			268			228	204	65	348		147	214	
Lane Group (Capacity		794			724	746	625	1149		546	1175	
v/c Ratio			0.34			0.31	0.27	0.10	0.30		0.27	0.18	
Green Ratio			0.30			0.30	0.52	0.59	0.39		0.59	0.39	
Uniform Dela	y d ₁		24.5			24.4	12.0	8.0	19.0		8.7	18.1	
Delay Factor	k		0.50			0.50	0.50	0.50	0.50		0.50	0.50	
Incremental D	Delay d ₂		1.2			1.1	0.9	0.3	0.7		1.2	0.3	
PF Factor			1.000			1.000	1.000	1.000	1.000		1.000	1.000	
Control Delay			25.7			25.5	12.9	8.4	19.7		9.9	18.4	
			С			С	В	Α	В		А	В	
Lane Group L	OS						-				1		
Lane Group L Approach Del	SWILL		25.7			19.5			17.9			15.0	
	lay		25.7 C			19.5 B			17.9 B			15.0 B	

	*											га	ige i oi
General Info	rmation			S	HORT	REPO							
Analyst Agency or Co Date Perform Time Period	N. o. TRANS	. Karsko ASSOCIA 2/6/2005 CASINO PEAK				Inters Area Juriso	nformat ection Type diction sis Year	GRA CIT	ANT ST & CBD or Y OF PI EXISTING	Similar TTSBUI	RGH		
Volume and	Timing Input											-	
			EB			WB			NB			SB	
Ni mala an a filia		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of La	anes	0	1	0	0	2	0	1	2	0	1	2	0
Lane Group	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	- 00	LTR			LTR	-	L	TR	_	L	TR	
Volume (vph)		36	128	29	70	166	121	26	210	47	45	193	8
% Heavy Ver	licies	3	3	3	1	1	1	1	1	1	1	1	1
Pretimed/Acti	uated (D/A)	0.88 P	0.88	0.88 P	0.84	0.84	0.84	0.80	0.80	0.80	0.86	0.86	0.86
Startup Lost			2.0	1	P	P	P	P	P	Р	P	P	P
	Effective Gree	n	2.0			2.0		2.0	2.0	-	2.0	2.0	
Arrival Type	Ellective Gree	"	3	+		2.0	-	2.0	2.0		2.0	2.0	-
Unit Extensio	ın.	_	3.0			3	-	3	3	-	3	3	
Ped/Bike/RT(64	0	0	90	3.0	0	3.0	3.0		3.0	3.0	-
Lane Width	OK volume	04	12.0	0	90	11.0	0	72	0	0	82	0	0
Parking/Grad	e/Parking	N	4	T _N	N	-5	N	12.0 N	10.0	N	12.0 N	10.0	N
Parking/Hour				1,4	7.0	1-5	10	10		1V	10		17
Bus Stops/Ho	our		0			0		0	0		0	0	
Minimum Ped	destrian Time		17.4			17.6			16.2			12.8	
Phasing	EB Only	EW Perr		03)4	Excl. L	The second secon	NS Perm		07	C	08
Timing	G = 5.0 $Y = 3$	G = 30.0 Y = 5) G :		G = Y =		G = 7.0 $Y = 3$		6 = 32.0			G =	
Duration of A	nalysis (hrs) =		1 -		1 -		Y = 3		′ = 5 Cycle Ler	Y =		Y =	
	p Capacity,		Delay	, and L	OS De	etermir	nation		yolo Lei	igui o	00.0		
			EB	,		WB			NB			SB	
Adjusted Flow	v Rate		219			425		32	321		52	233	
Lane Group C	Capacity		462			875		461	1034		413	1050	
v/c Ratio			0.47			0.49		0.07	0.31		0.13	0.22	
Green Ratio			0.42			0.33		0.47	0.36		0.47	0.36	
Uniform Delay	y d ₁		18.8			23.9		13.2	21.0		13.5	20.3	
Delay Factor I	k		0.50			0.50		0.50	0.50		0.50	0.50	
Incremental D	elay d ₂		3.5			1.9		0.3	0.8		0.6	0.5	
PF Factor			1.000			1.000		1.000	1.000		1.000	1.000	
Control Delay	8		22.2			25.8		13.5	21.8		14.1	20.8	
Lane Group L	os		С			С		В	С		В	С	
Approach Dela	ay		22.2			25.8			21.0			19.6	
Approach LOS	S		С			С			С			В	
Intersection D	elay		22.5				Intersect	ion LOS	3			С	
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				SI	HORT	REPO	RT						
General Info	ormation		- Maria			Site I	nforma	tion					
Analyst Agency or C Date Perforn Time Period	o. <i>TRANS AS</i> med <i>12/6</i>	/2005				Area Jurisc	ection Type liction sis Yea			ELOW Similar TTSBUR	GH		
Volume and	l Timing Input												
			EB			WB			NB			SB	
Number of L	2005	LT 0	TH	RT 0	LT 0	TH 2	RT 0	L 0	TH 2	RT	LT	TH	RT
Lane Group	arics	DefL	TR	+ -	1	LTR	+ -	Defi		0	0	2	-
Volume (vph))	83	129	8	5	217	9	43	29	8	35	LT 95	
% Heavy Ve		1	1	1	2	2	2	1	1	1	1	1	-
PHF		0.89	0.89	0.89	0.84	0.84	0.84	0.79	_	0.79	0.81	0.81	
Pretimed/Act	tuated (P/A)	P	P	P	P	P	P	P	P	P	0.61 P	P	
Startup Lost		2.0	2.0	+		2.0	+	2.0	2.0	1	1	2.0	
	Effective Green	2.0	2.0	_		2.0		2.0	2.0		-	2.0	
Arrival Type		3	3			3		3	3	+		3	_
Unit Extension	on	3.0	3.0			3.0		3.0	3.0			3.0	_
Ped/Bike/RT	OR Volume	100	0	1	100	0	1	100	_	1	100	0	\vdash
Lane Width		12.0	11.0			11.0		12.0		+	700	11.0	
Parking/Grad	de/Parking	N	5	N	N	-6	N	N	-1	N	N	-1	N
Parking/Hour	r												
Bus Stops/He		0	0			0		0	0			0	
	destrian Time		17.7			17.2			20.2			7.5	
Phasing	EW Perm G = 37.0 G	02	G	03	G =	4	NS Pe	-	06		07	08	3
Timing		' =	Y		Y =		G = 2 $Y = 5.$		G = Y =	G =		G = Y =	
Duration of A	nalysis (hrs) = 0.2	25							Cycle Ler		and the second		
Lane Grou	up Capacity, C	ontrol	Delay	, and L	OS De	termir	ation						
			EB			WB			NB			SB	
Adjusted Flov	w Rate	93	153			274		54	46			160	
Lane Group (Capacity	489	1588			1584		322	509			843	
v/c Ratio		0.19	0.10			0.17		0.17	0.09			0.19	
Green Ratio		0.53	0.53			0.53		0.31	0.31			0.31	
Uniform Dela	ıy d ₁	8.6	8.2			8.6		17.4	16.9			17.5	
Delay Factor	k	0.50	0.50			0.50		0.50	0.50			0.50	
Incremental [Delay d ₂	0.9	0.1			0.2		1.1	0.4			0.5	
PF Factor		1.000	1.000			1.000		1.000	1.000			1.000	
Control Delay	/	9.5	8.3			8.8		18.5	17.3			18.0	
Lane Group L			Α			А		В	В			В	
Approach De	lay		8.8			8.8			17.9			18.0	
Approach LO	S		Α			Α			В			В	
Intersection D	Dolovi		11.8			AL DESCRIPTION OF THE PROPERTY	Intersec					В	

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					SI	HORT	REPO	RT							
General Info	ormation						Site I	nformat	tion						
Analyst Agency or C Date Perforr Time Period	o. TRANS A	/6/2005					Area Juriso	ection Type diction sis Year	C	WASHIN BEDFORI CBD o ITY OF PI 005 EXIST	D/CE r Sim ITTSI	NTF ilar BUF	RE RGH		
Volume and	Timing Input						-					014	DITION		
				EB			WB			NB				SB	
Number of L	anes	LT 1	+	TH 1	RT 1	LT	TH	RT	LT	TH	R	T	LT	TH	RT
Lane Group	anes		-	LTR	R	_	-	-		2	1		1	2	0
Volume (vph	1)	166		46	48	+		-	-	T	R	_	L	LTR	
% Heavy Ve		0	+	0	0	_	-	-		302	72		81	43	33
PHF	Theles	0.91	-	0.91	0.91		-		-	0	0	,	0	0	0
Pretimed/Act	tuated (P/A)	P 0.91	+	P.91	0.91 P	+		-	-	0.71	0.7		0.86	0.86	0.86
Startup Lost		2.0	+	2.0	2.0	+	-			P	P		P	P	-
	Effective Green		-	2.0	2.0		+-			2.0	2.0		2.0	2.0	-
Arrival Type	Lifective Green	3	+	3	3	+	-	-		2.0	2.0		2.0	2.0	-
Unit Extension	n .	3.0	+	3.0	3.0		-	-		3	3		3	3	-
	d/Bike/RTOR Volume		+	0	0		-	-		3.0	3.0	_	3.0	3.0	
Lane Width	ne Width		1	11.0	12.0		-	-	0	0	21	_	0	0	0
	rking/Grade/Parking			5	N				N	12.0	12. N	U	16.0 N	10.0	N
Parking/Hour	rking/Grade/Parking				1,0				70	-1	70		/V	0	1/V
Bus Stops/Ho		0	\top	0	0					0	0		0	0	
Minimum Ped	destrian Time		1	5.1						3.2	_			3.2	
Phasing	EB Only	02		-	03	04	1	NB O	nly	SB Onl	у		07		08
Timing	G = 21.0 Y = 5	G = Y =		G = Y =		G = Y =		G = 26	5.0	G = 18.0)	G =		G =	
Duration of A	nalysis (hrs) = (1 -		Υ =		Y = 5		Y = 5 Cycle Le	nath	Y =		Y =	
	ıp Capacity,		I De	lav.	and L	OS Def	termir	ation		Oyole Le	rigui	0 -	00.0		
				В			WB			NB				SB	
Adjusted Flov	w Rate	173	63		50					425	72		47	135	
Lane Group (Capacity	402	414	1	301					1063	475	_	402	624	
v/c Ratio		0.43	0.1	5 (0.17					0.40	0.15	5	0.12	0.22	
Green Ratio		0.26	0.2	6 (0.26					0.32	0.32	2	0.22	0.22	
Uniform Dela	y d ₁	24.5	22.	7 2	22.7					20.9	19.2	2	24.7	25.3	
Delay Factor	k	0.50	0.50) (0.50					0.50	0.50)	0.50	0.50	
Incremental D	Delay d ₂	3.3	0.	8	1.2					1.1	0.7	7	0.6	0.8	
PF Factor		1.000	1.00	00	1.000		-			1.000	1.00		1.000	1.000	
Control Delay		27.9	23.	4	23.9					22.1	19.	_	25.3	26.0	
Lane Group L	.OS	С	С		С					С	В		С	С	
Approach Del	lay		26.	2						21.7				25.8	
Approach LO	S		С							C				C	
Intersection D	Delay		23.	8				Intersec	tion LC					C	
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Short Report												Pag	e 1 of
			SH	IORT F									
General Information					Site I	nformat	-						
Agency or Co. TRANS AS		ES			Inters Area	ection Type			RD AVE PL BD or S		EUX		
Date Performed 12/6/ Time Period SATURDAY CASI	/2005 NO PEAK H	HOUR			Juriso	liction sis Year		CITY	OF PITT (ISTING (SBURG			
Volume and Timing Input													
	1.7	EB	T ==		WB				NB			SB	
Number of Lanes	LT O	TH 2	RT 0	LT 0	TH 2	RT 0		LT 0	TH 1	RT	LT	TH	RT
Lane Group	+	LTR		10	LTR	-	-	0	LTR	0	-		
Volume (vph)	71	100	9	2	59	16		8	4	1	-		
% Heavy Vehicles	2	2	2	0	0	0		0	0	0			
PHF	0.76	0.76	0.76	0.74	0.74	0.74		0.60	0.60	0.60			
Pretimed/Actuated (P/A)	A	A	A	A	A	A		A	A	A			
Startup Lost Time	1.	2.0	1		2.0	1			2.0	A			
Extension of Effective Green	1	2.0			2.0		\dashv		2.0				
Arrival Type		3			3		\dashv		3				
Unit Extension		3.0			3.0		\dashv		3.0	_			
Ped/Bike/RTOR Volume	75	0	0	75	0	0	\dashv	75	0	0			
Lane Width		12.0			12.0	+	\dashv	, ,	12.0				
Parking/Grade/Parking	N	10	N	N	-6	N		N	2	Y			
Parking/Hour									70.00	10			
Bus Stops/Hour		0			0				0				
Minimum Pedestrian Time		15.0			16.0				12.3				
	NB Only		03	04	1	NB Or			06	0	7	30	3
	i = 10.0 = 5.5	G = Y =		G = Y =		G = 8.3 Y = 5.3		G =		G = Y =		G = Y =	
Duration of Analysis (hrs) = 0.2						1 - 0.0			cle Lengt		55.0	-	
Lane Group Capacity, C	ontrol	Delay,	and LO	OS Det	termin	ation							
		EB			WB				NB			SB	
Adjusted Flow Rate		237			105				22				
Lane Group Capacity		1068			572			2	10				
v/c Ratio	(0.22		(0.18		Г	0.	10				
Green Ratio	(0.36		(0.18		Г	0.	15				
Uniform Delay d ₁		12.1		-	19.0			2	0.0				
Delay Factor k		0.11		(0.11			0.	11				
Incremental Delay d ₂		0.1			0.2		T		0.2				
PF Factor		1.000			1.000		\vdash		000				
Control Delay		12.2			19.2			_	0.2				
Lane Group LOS		В			В		T		С		\rightarrow	\neg	
Approach Delay		12.2	\neg		19.2		T	2	20.2				
Approach LOS		В	$\neg \uparrow$	1777	В				С				
Intersection Delay		14.7			N	Intersec	tior	LOS				В	

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				S	HORT	REPO	RT					,	ge i oi
General Info	ormation						nformati	on					
Analyst Agency or C Date Perforn Time Period	o. TRANS A med 12/ SATURDAY CA	6/2005				Area Jurisc	ection Type liction sis Year	CIT	CRAWF(BEDFOI CBD or Y OF PI EXISTING	RD AVE Similar TTSBUF	RGH		
Volume and	Timing Input												
		LT	EB TH	I DT	LT	WB	I DT	1.7	NB	Lot	1	SB	T ==
Number of L	anes	0	1	RT 0	LT 0	TH 1	RT 0	LT 0	TH 1	RT 0	LT 0	TH 1	RT 0
Lane Group			LTR			LTR		-	LTR	<u> </u>	 	LTR	+
Volume (vph)	12	44	57	10	42	1	46	1	12	1	1	1
% Heavy Ve		1	1	1	2	2	2	3	3	3	0	0	0
PHF		0.86	0.86	0.86	0.77	0.77	0.77	0.63	0.63	0.63	0.25	0.25	0.25
Pretimed/Act	tuated (P/A)	P	P	P	P	P	P	P	P	P	P	P	P
Startup Lost	Time		2.0			2.0			2.0			2.0	+
Extension of	Effective Green		2.0			2.0			2.0			2.0	_
Arrival Type			3			3			3			3	
Unit Extension	on		3.0			3.0			3.0			3.0	
Ped/Bike/RT	OR Volume	25	0	0	25	0	0	25	0	0	25	0	0
Lane Width			16.0			12.0			14.0			10.0	
Parking/Grad	de/Parking	N	10	N	Ν	-6	Υ	Ν	8	N	N	-6	Y
Parking/Hour							5						5
Bus Stops/Ho			0			0			0			0	
	destrian Time		14.5		<u> </u>	7.8			12.3			20.3	
Phasing	EW Perm G = 15.0	02 G =	G	03	G =)4	NS Per G = 25.		06 3 =	G =	07	G =	08
Timing	Y = 5	Y =	Y		Y =		Y = 5		/ =	Y =		Y =	
	nalysis (hrs) = (Cycle Ler	gth C =	50.0		
Lane Grou	up Capacity,	Contro	Delay	, and L	OS De	etermir	nation						
			EB			WB			NB			SB	
Adjusted Flov			131			69			94			12	
Lane Group	Capacity		482			423			660			643	
v/c Ratio			0.27			0.16			0.14			0.02	
Green Ratio			0.30			0.30			0.50			0.50	
Uniform Dela	ıy d ₁		13.3			12.9			6.7			6.3	
Delay Factor	k		0.50			0.50			0.50			0.50	
Incremental [Delay d ₂		1.4			0.8			0.5			0.1	
PF Factor			1.000			1.000			1.000			1.000	
Control Delay	/		14.7			13.7			7.2			6.4	
Lane Group l	LOS		В			В			Α			Α	
Approach De	lay		14.7			13.7			7.2			6.4	
Approach LO	S		В			В			Α			Α	
Intersection D	Delay		11.9				Intersect	ion LOS	3			В	

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Green Ratio 0.29 0.29 0.29 0.29 0.30 0.50					S	HORT		-						
Agency or Co TRANS ASSOCIATES 126/2005 170 171 1	General Info	rmation					Site	Informati	ion					
Number of Lanes	Agency or Control Date Perform Time Period	o. TRANS , ned 12 SATURDAY C	ASSOCIA 2/6/2005				Area Juris	Type diction		WASHING CBD or ITY OF PI	GTON F Similar TTSBUI	PL RGH		
Number of Lanes	Volume and	Timing Input												
Number of Lanes O			IT	THE RESERVE OF THE PERSON NAMED IN	DT	IT		DT	1.7		I DT	1.7	100	I DT
Lane Group	Number of La	anes				_			_					1
Volume (vph) 19	Lane Group	301880		LTR				R			Ť	+ -		
% Heavy Vehicles	Volume (vph)	19	74	45	14	102	81	35	269	16	27	47	
PHF	% Heavy Vel	nicles	1	1	1	4	4	4	1	1	1			
Pretimed/Actuated (P/A)	PHF		0.84	0.84	0.84	0.72	0.72	0.72	0.90	0.90	0.90			
Extension of Effective Green	Pretimed/Act	uated (P/A)	P	Р	P	P	Р	P	P	P	P	_		
Arrival Type	Startup Lost	Time		2.0			2.0	2.0		2.0			2.0	2.0
Unit Extension	Extension of	Effective Green	n	2.0			2.0	2.0		2.0			2.0	2.0
Ped/Bike/RTOR Volume	Arrival Type			3			3	3		3			3	3
Lane Width	Unit Extension	n		3.0			3.0	3.0		3.0			3.0	3.0
Parking/Grade/Parking	Ped/Bike/RT0	OR Volume	63	0	0	119	0	0	135	0	0	47	0	0
Parking/Hour				13.0			10.0	13.0		12.0			12.0	12.0
Bus Stops/Hour Delay De		ing/Grade/Parking N -1 \(\Lambda\)					-6	N	N	6	Y	N	-3	N
Minimum Pedestrian Time 24.1 24.4 22.0 3.5											10			
Phasing								0						0
Timing			Dada Oul					Luce			<u></u>			
Duration of Analysis (hrs) = 0.25				_)4	W			G			08
Lane Group Capacity, Control Delay, and LOS Determination EB	Timing					2.65.0				5544.42				
EB										Cycle Ler	igth C =	80.0		
Adjusted Flow Rate 165 161 112 356 85 10 Lane Group Capacity 798 785 375 1127 721 402 V/c Ratio 0.21 0.21 0.30 0.32 0.12 0.02 Green Ratio 0.29 0.29 0.29 0.30 0.30 0.30 Uniform Delay d ₁ 21.6 21.6 22.2 21.7 20.3 19.7 Delay Factor k 0.50 0.50 0.50 0.50 0.50 Incremental Delay d ₂ 0.6 0.6 2.0 0.7 0.3 0.1 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 22.2 22.2 24.2 22.4 20.7 19.9 Lane Group LOS C C C C C C Approach Delay 22.3 Intersection LOS C	Lane Grou	p Capacity,	Control	Delay	, and L	OS De	etermi	nation						
Lane Group Capacity 798 785 375 1127 721 402 V/c Ratio 0.21 0.21 0.21 0.30 0.32 0.12 0.02 Green Ratio 0.29 0.29 0.29 0.30 0.30 0.30 0.30 Uniform Delay d1 21.6 21.6 22.2 21.7 20.3 19.7 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.6 0.6 2.0 0.7 0.3 0.1 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 22.2 22.2 24.2 22.4 20.7 19.9 Lane Group LOS C C C C C B Approach Delay 22.2 23.0 22.4 20.6 Approach LOS C C C C C Intersection Delay 22.3 Intersection LOS C							WB			NB			SB	
V/C Ratio 0.21 0.30 0.32 0.12 0.02	Adjusted Flov	v Rate		165			161	112					85	10
Green Ratio 0.29 0.29 0.29 0.29 0.30 0.50	Lane Group (Capacity		798			785	375		1127			721	402
Uniform Delay d1 21.6 21.6 22.2 21.7 20.3 19.7 Delay Factor k 0.50 0.	v/c Ratio			0.21			0.21	0.30		0.32			0.12	0.02
Delay Factor k 0.50 0.3 0.1 0.3 0.1 0.3 0.1 0.3 0.1 0.00 1.000 2.00 2.00 2.00	Green Ratio			0.29			0.29	0.29		0.30			0.30	0.30
Incremental Delay d2							21.6	22.2		21.7			20.3	19.7
PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 22.2 24.2 22.4 20.7 19.9 Lane Group LOS C C C C C B Approach Delay 22.2 23.0 22.4 20.6 Approach LOS C C C C C C C C C C C C C C C C C C C	-						0.50	$\overline{}$		0.50			0.50	0.50
Control Delay 22.2 22.2 24.2 22.4 20.7 19.9 Lane Group LOS C C C C C B Approach Delay 22.2 23.0 22.4 20.6 Approach LOS C C C C Intersection Delay 22.3 Intersection LOS C		elay d ₂								0.7			0.3	0.1
Lane Group LOS C C C C C C B Approach Delay 22.2 23.0 22.4 20.6 Approach LOS C C C C Intersection Delay 22.3 Intersection LOS C								_					1.000	1.000
Approach Delay 22.2 23.0 22.4 20.6 Approach LOS C C C C Intersection Delay 22.3 Intersection LOS C								_						
Approach LOS C C C C Intersection Delay 22.3 Intersection LOS C			+					С						В
Intersection Delay 22.3 Intersection LOS C			+										1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	
, interestion les			-				С							
opyright © 2005 University of Florida, All Rights Reserved HCS+TM Version 5.2 Generated: 12/9/2005 3:49 PM			All Distance											

						SI	HORT									
General Info	ormation							Site	Informa	tion						
Analyst Agency or C Date Perforn Time Period	o. TRANS	2/6/20	OCIAT 105		IR			Area Juris	section Type diction vsis Yea		CENTR WASHIN CBD o CITY OF P. 1005 EXIST	IGTC r Sim ITTS	ON F nilar BUF	PL RGH		
Volume and	Timing Input															
		-	1.7	The same of the sa	EB	T ===	1	WB			NB				SB	
Number of La	anes	\dashv	LT 0	_	TH 2	RT 0	LT	TH	RT	LT	TH	R		LT	TH	RT
Lane Group		\dashv	U	-	Z TR	U		-	-	0	3	0		0	2	1
Volume (vph	\	\dashv	5	-	16	2	-	-	-	0.5	LTR	-			LT	R
% Heavy Vel		\dashv		+		3			-	35	269	16		27	47	9
PHF	licies	-	4	+	4	4	-	-	-	1	1	1		5	5	5
	unated (D/A)		0.67 P		.67 P	0.67	-			0.90	0.90	0.9		0.87	0.87	0.87
Pretimed/Act		\dashv	Р	+		P		-		Р	P	P		P	P	P
Startup Lost		_		+	2.0		-	-			2.0	_			2.0	2.0
	Effective Gree	n		-	2.0						2.0	_			2.0	2.0
Arrival Type		+		+-	3		-	-			3	_			3	3
Unit Extension		\dashv		-	3.0						3.0				3.0	3.0
Ped/Bike/RT	OR Volume	\dashv	63	-	0	0				135	0	0		47	0	0
Lane Width	la/Darkina	+	Α./	-	2.0	Δ.	-				12.0				12.0	12.0
Parking/Grad		-	N	\vdash	6	N		-		N	6	Y	-	N	-3	N
Bus Stops/Ho		+			0	_	+	-			0	10				
Minimum Ped		_		-	4.1		-				22.0				3.5	0
Phasing	Peds Only	EB	Only			03	1 0	<u> </u>	NS Pe	erm	06			07		08
Timing	G = 23.0	G =	17.0		G =		G =		G = 24		G =		G=		G =	36
1.5	Y = 5.5	Y =	5		Y =		Y =		Y = 5.	5	Y =		Y =		Y =	
The second secon	nalysis (hrs) =		.41	<u> </u>			00.0				Cycle Le	ngth	C =	80.0		
Lane Grou	p Capacity,	Cor	ntroi	De E		and L	OS De		nation	T						
Adjusted Flov	v Pato	+		35				WB		\vdash	NB				SB	
		+	-							-	356 1123	\vdash		_	85	10
Lane Group (apacity	_		622											721	389
v/c Ratio		\perp	_	0.06	\rightarrow						0.32				0.12	0.03
Green Ratio			(0.21							0.30				0.30	0.30
Uniform Delay				25.1	_						21.7				20.3	19.8
Delay Factor				0.50							0.50				0.50	0.50
Incremental D	elay d ₂			0.2	?			a company			0.7				0.3	0.1
PF Factor				1.00	00						1.000				1.000	1.000
Control Delay				25.	3						22.4				20.7	19.9
Lane Group L	OS			С							С				С	В
Approach Del	ay			25.	3						22.4	1			20.6	
Approach LOS	S	1.1		С							С				С	
Intersection D	elay			22.	3				Intersec	tion LC)S				С	
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Conoral In	formation			SH	IORT F								
General In							nformatio		ITRE AV		MICILY		
Analyst Agency or O Date Perfor Time Period	Co. TRANS A	21/2005				Area Jurisd	iction	CIT	P CBD or Y OF PI	L Similai TTSBU	RGH		
Volume an	d Timing Input	IOINO I LAIK				Analy	sis Year	20	05 EXIST	ING CO	NDITION		
volume an	a rilling input		EB			WB		Т	NB		Т	SB	
		LT	TH	RT	LT	TH	RT	LT		RT	LT	TH	RT
Number of	Lanes	0	2	0	0	2	0				0	1	0
Lane Group)		LTR			LTR						LTR	
Volume (vp	h)	7	136	1	1	184	2				3	1	14
% Heavy V	ehicles	4	4	4	4	4	4				0	0	0
PHF	807-1-	0.94	0.94	0.94	0.83	0.83	0.83				0.61	0.61	0.61
Pretimed/A	ctuated (P/A)	P	P	P	P	P	P				Р	P	Р
Startup Los	t Time		2.0			2.0						2.0	
Extension of	of Effective Green		2.0			2.0						2.0	
Arrival Type	9		3			3						3	
Unit Extens	ion		3.0			3.0						3.0	
Ped/Bike/R	TOR Volume	0	0	0	162	0	0				25	0	0
Lane Width			11.0			11.0						12.0	
Parking/Gra	ade/Parking	N	4	Y	N	-2	Υ				N	-5	Y
Parking/Hou				20			20						20
Bus Stops/l			0			0						0	
	edestrian Time		3.2			14.1						21.3	
Phasing	EW Perm G = 38.0	02 G =	G	03	G =	4	SB Only G = 21.0		06 G =		07		08
Timing		Y =	Y		Y =		Y = 5.5		<i>(</i> =	G Y		G = Y =	
Duration of	Analysis (hrs) = (0.25							Cycle Len				
Lane Gro	up Capacity,	Control	Delay	, and Lo	OS Det	termir	ation						
			EB			WB			NB			SB	
Adjusted Flo	ow Rate		153			225						30	
Lane Group	Capacity		1359			1422						367	
v/c Ratio	***************************************		0.11			0.16						0.08	
Green Ratio)		0.54			0.54						0.30	
Uniform Del	ay d ₁		7.8			8.0						17.6	
Delay Facto	rk		0.50			0.50						0.50	
Incremental	Delay d ₂		0.2			0.2						0.4	
PF Factor			1.000			1.000						1.000	
Control Dela	ay		8.0			8.2						18.0	
_ane Group	LOS		Α			Α						В	
Approach D	elay		8.0	•		8.2						18.0	
	26		Α			Α					+	В	
Approach Lo	03					\sim	1					D	

Number of Lanes 0 1 1 1 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0						S	HORT	REP	OF	RT								
Agent py or Co. TRANS ASSOCIATES TURE Performed TURE Performed TURE Performed TURE PERFORMENT TURE PERFORM	General Inf	formation						Site	ln	formati	on							
Volume and Timing Input	Agency or C Date Perfor	Do. TRANS med 12	ASSOCIA 2/6/2005		lR			Area Juris	a T	ype ction	C	CIT	CRAWFO CBD or Y OF PIT	ORL Sin	D ST nilar BUR	: RGH	I	
Number of Lanes	Volume and	d Timina Input						7 110	,, 0	io rear		200	JO EXIOT	1140	-			
LT				Е	В		T	WE	3		Т	-	NB			Т	SB	
Lame Group			LT	Т	Н	RT	LT	TH	1	RT	L	Т	TH		RT	LT	-	RT
Volume (vph)			0	1		1	1	1		0	0		1		0	0	1	0
% Heavy Vehicles 5 5 5 4 4 4 5 5 6 6 6 6 6 78 0.78 0.78 0.78 0.86 0.86 0.85 0.85 0.85 0.65 0.05 0.05 0.05 0.05 </td <td></td> <td></td> <td></td> <td>L7</td> <td></td> <td>R</td> <td>L</td> <td>TR</td> <td></td> <td></td> <td></td> <td></td> <td>LTR</td> <td></td> <td></td> <td></td> <td>LTR</td> <td></td>				L7		R	L	TR					LTR				LTR	
PHF	Volume (vpl	n)	21	76		56	11	55		13	28		50	3	34	11	29	30
Pretimed/Actuated (P/A)	% Heavy Ve	ehicles	5	5		5	4	4		4	5		5		5	6	6	6
Startup Lost Time	PHF		0.78	0.7	8	0.78	0.86	0.86		0.86	0.8	5	0.85	0.	85	0.65	0.65	0.65
Extension of Effective Green	Pretimed/Ac	ctuated (P/A)	P	P		P	P	P		Р	P		P	1	D	Р	P	P
Arrival Type	Startup Lost	t Time		2.0)	2.0	2.0	2.0					2.0				2.0	
Unit Extension	Extension of	f Effective Green	n	2.0)	2.0	2.0	2.0					2.0				2.0	
Ped/Bike/RTOR Volume	Arrival Type			3		3	3	3					3				3	
Ped/Bike/RTOR Volume	Unit Extensi	on		3.0)	3.0	3.0	3.0					3.0				3.0	+-
Lane Width	Ped/Bike/RT	TOR Volume	50	0		0	50	0		0	50		0	()	50		3
Parking/Grade/Parking	Lane Width			15.	0	16.0	11.0	11.0)				14.0					+
Bus Stops/Hour Do Do Do Do Do Do Do D	Parking/Grad	de/Parking	N	-4		Y	N	8		Υ	Ν			1	V	N		N
Minimum Pedestrian Time 22.7 3.13.5 3.14.7 3.1	Parking/Hou	ır				10				10		**						
Phasing		315-0-65		0		0	0	0					0				0	
Timing				22.7	7			13.5					14.7				14.7	
Timing Y = 5	Phasing)3)4	T		Section 1						The second second)8
Duration of Analysis (hrs) = 0.25 Cycle Length C = 70.0 Lane Group Capacity, Control Delay, and LOS Determination B WB NB SB Adjusted Flow Rate 124 72 13 79 132 104 Lane Group Capacity 729 549 421 534 624 644 V/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d₁ 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d₂ 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 <	Timing			_			_		_		0	_		,				
Lane Group Capacity, Control Delay, and LOS Determination B WB NB SB Adjusted Flow Rate 124 72 13 79 132 104 Lane Group Capacity 729 549 421 534 624 644 V/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d₁ 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d₂ 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 13.3 12.8	Duration of A		-		1				_	1 - 3		_		ath	_		Υ =	
EB WB NB SB Adjusted Flow Rate 124 72 13 79 132 104 Lane Group Capacity 729 549 421 534 624 644 V/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d1 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 13.3 12.8	Lane Grou	up Capacity,	Contro	Del	ay, a	and I	LOS D	eterm	ina	ation				J				
Adjusted Flow Rate 124 72 13 79 132 104 Lane Group Capacity 729 549 421 534 624 644 v/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d1 12.3 12.1 11.6 12.2 12.6 12.3 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.5 0.5 0.1 0.6 0.8 0.5 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 13.3 12.8													NB				SB	
v/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d1 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 13.3 12.8	Adjusted Flo	w Rate		124	7	72	13	79					132				104	
v/c Ratio 0.17 0.13 0.03 0.15 0.21 0.16 Green Ratio 0.43 0.43 0.43 0.43 0.43 0.43 Uniform Delay d1 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Approach Delay 12.7 12.6 13.3 12.8	Lane Group	Capacity		729	5	49	421	534	T				624				644	
Green Ratio 0.43 0.50 <td>v/c Ratio</td> <td></td> <td></td> <td>0.17</td> <td>0.</td> <td>.13</td> <td>0.03</td> <td>0.15</td> <td>\top</td> <td></td> <td></td> <td></td> <td>0.21</td> <td></td> <td></td> <td></td> <td></td> <td></td>	v/c Ratio			0.17	0.	.13	0.03	0.15	\top				0.21					
Uniform Delay d1 12.3 12.1 11.6 12.2 12.6 12.3 Delay Factor k 0.50 0.50 0.50 0.50 0.50 0.50 Incremental Delay d2 0.5 0.5 0.1 0.6 0.8 0.5 PF Factor 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Lane Group LOS B B B B B B Approach Delay 12.7 12.6 13.3 12.8	Green Ratio			0.43	0.	43	0.43	0.43	†			-						
Delay Factor k 0.50<	Uniform Dela	ay d ₁		-	_			-	+			-		_				
Incremental Delay d ₂ PF Factor 1.000 1.			1		_	And the second			+			-						
PF Factor 1.000 1.000 1.000 1.000 1.000 1.000 Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Lane Group LOS B B B B B B Approach Delay 12.7 12.6 13.3 12.8			+						+			-						
Control Delay 12.8 12.6 11.7 12.8 13.3 12.8 Lane Group LOS B B B B B B Approach Delay 12.7 12.6 13.3 12.8		20.0, 02				-	_		-			-			-			
Lane Group LOS B		v	+	_	_				+			\dashv	_	_				
Approach Delay 12.7 12.6 13.3 12.8			+		_			-	+			\dashv		_	-		_	
Annual 100			+				В		\perp									
APPIDADIT LOG			+															
		27/04	-					В					В					
Intersection Delay 12.9 Intersection LOS B Topyright © 2005 University of Florida, All Rights Reserved HCS+TM Version 5.2 Generated: 12/9/2005 3:47 F																	В	

				S	HORT	REPO	RT						
General Info	rmation					Site I	nformati	on					
Analyst Agency or Co Date Perform Time Period	. TRANS AS	3/2005				Area Juriso	ection Type liction sis Year	C/7 2008	CENTR DEVILL CBD or TY OF PI	ERS S Simila TTSBU	T r IRGH		
Volume and	Timing Input											and the second	
			EB			WB			NB			SB	
Number of La	nes	LT 0	TH 1	RT 0	LT 0	TH 1	RT 0	LT 0	TH 1	RT 0	LT	TH	RT
Lane Group	1103	+ -	LTR	1	1	LTR	10	10	LTR	0	0	1	0
Volume (vph)		9	101	1	1	74	11	1	1	1	1	LTR	+-
% Heavy Veh	icles	8	8	8	8	8	8	0	0	0	0	0	0
PHF	10103	0.75	0.75	0.75	0.63	0.63	0.63	0.25	0.25	0.25	0.50	_	
Pretimed/Actu	ıated (Ρ/Δ)	P	0.75 P	0.75 P	0.63 P	0.63 P	0.63 P	0.25 P	0.25 P	0.25 P	0.50 P	0.50 P	0.50
Startup Lost T		1	2.0		 	2.0	 -	-	2.0	+	+	2.0	P
	Effective Green	+	2.0			2.0	-		2.0	-	+		-
Arrival Type	-1100tive Oreell	1	3		-	3	-	-	3	-	+	2.0	-
Unit Extension	2	+	3.0			3.0	-		3.0	-	+		-
Ped/Bike/RTC		25	0	0	25	0	1	25	0	-	0.5	3.0	<u> </u>
Lane Width	or volume	25	16.0	0	20	10.0	+ '	25	11.0	0	25	11.0	0
Parking/Grade	e/Parking	N	-2	N	N	-1	Y	N	0	Y	l N	-6	Y
Parking/Hour	9		_	—	1,,		5	1,4	+ -	5	170	1-0	5
Bus Stops/Ho	ur		0			0			0	Ť		0	
Minimum Ped	estrian Time		11.4			12.9			14.6			13.4	
Phasing	EW Perm	EB Only		03)4	NS Per		06	T	07		08
Timing		G = 21.0 $G = 5$	G =		G =		G = 19		G =	G		G =	
Duration of An	nalysis (hrs) = 0 .		1 -		Y =		Y = 5		Y = Cycle Ler	Y On the Car		Y =	
	p Capacity, (Delav	and L	OS De	etermir	nation		9,010 201	igui	00.0		
	,		EB	,		WB			NB		T	SB	
Adjusted Flow	Rate		148			135			12		1	8	1
Lane Group C	apacity		1138			380			301			306	
v/c Ratio			0.13			0.36			0.04			0.03	
Green Ratio		1	0.64			0.30		*	0.24			0.24	
Uniform Delay	d ₁		5.7			21.9			23.5			23.4	
Delay Factor k	(0.50			0.50			0.50			0.50	
ncremental De	elay d ₂		0.2			2.6			0.2			0.2	
PF Factor			1.000			1.000			1.000		+	1.000	
Control Delay			6.0			24.5			23.7			23.6	
Lane Group Lo	OS		Α			С			С		+	С	
			6.0			24.5			23.7		+	23.6	
Approach Dela	ay		0.0			24.0			23.1			CO D	
Approach Dela Approach LOS	•		A			C C			C		+	C C	

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						S	HORT	-												
General Info	ormation							\Box	Site I	nfoi	rmatic	n								
Analyst Agency or C Date Perforn Time Period	o. TRANS ned 12 SATURDAY	ASS 2/6/2 CAS	2005		UR				Inters Area Jurisd Analy	Type	е		D ITY	CENTRE INWIDD CBD or S OF PIT XISTING	LE Simil TSB	ST ar URG				
Volume and	Timing Input																			
			LT	-	EB	I DT	1.7	- 1	WB					NB				SE	-	
Number of L	anes		LI		ΓH	RT 0	LT 0	-	TH 1	-	RT	L		TH	+	RT	LT	TH	-	RT
Lane Group		-		T		0	10		LT	+		0		1.0	\vdash	0	-	-	+	
Volume (vph	1			9		29	28	-	49	+				LR	\vdash	-			+	
% Heavy Vel				0		0	0	-	0	+		6			+	5		-	+	
PHF	licies			0.7		0.73	0.70	,	0.70	+			_		-	0	_	-	+	
Pretimed/Act	uated (P/A)			F. F.		0.73 P	0.70	-	0.70 P	+		0.7			+-	75		-	+	
Startup Lost				2.		P	P	\dashv		+		Р		0.0	'	D		-	+	
	Effective Gree	n	-	+-			-	\dashv	2.0	+				2.0	\vdash				\perp	
	ension of Effective Green 2.0 val Type 3								2.0	+				2.0	_			+	+	
Unit Extension	ın.	3.	-		-	\dashv	3	+		_		3	\vdash			-	+			
Ped/Bike/RT	_		25	3.		0	-	\dashv	3.0	+				3.0	-				\perp	
Lane Width	OR volume	_	25	-		3	0	\dashv	0	+		25		0	()			\bot	
Parking/Grad	e/Parking	\dashv	N	16		N	l N	\dashv	16.0 -1	+	N	N		16.0	<u> </u>	,			+	
Parking/Hour			7.0	+	-	10	1//	\dashv	-1	+	7.0	/\		4	_	<u>/</u>		+	+	
Bus Stops/Ho)		+	\dashv	0	+				0	<u> </u>		_	+	+	
Minimum Ped				15.			\vdash	+	12.7	+	-			13.4	\vdash			+	+	
Phasing	EW Perm	W	/B Only		(03	T	04		N	B Only	/		06	_	0	7	+	08	
Timing	G = 24.0		= 21.0		G =		G =				= 19.0)	G=		_	3 =		G =		
Duration of A	Y = 6 nalysis (hrs) =		= 5	_	Y =		Y =			Y =	= 5		Y =		_	/ = 	20.0	Y =		
	p Capacity,			Del	av	and I	OS D	oto	rmin	ati	on		Сус	cle Leng	th C	= 8	30.0			
	p capacity,	T	71101	EE		and L	03 D		WB	au				NB		Т		SB		
Adjusted Flov	v Rate	\top		168	Т			_	10					28		+		00	Т	
Lane Group (565	\forall				143		\dashv			351		+				
v/c Ratio		\top		0.30				0.	10		\dashv		0	.08		+			+	
Green Ratio		\top		0.30	\top			+	64				_	.24		+			+	
Uniform Delay	y d ₁	\top		21.5	_			-	.6				_	3.7	- 1900	+			+	
Delay Factor		\top		0.50	_			-	50		_		_	.50					+	
Incremental D		\top		1.3	_			-	0.2		_		_	0.4		+			+	
PF Factor	. 2	+		1.000			_	-	000		-		_	.000		_			+	
Control Delay		\top		22.9	_			+	5.8		$\overline{}$			24.1		+			-	
Lane Group L		+		С	+			1			\dashv		_	C		+			+	
Approach Del		+		22.9)			_	5.8		\dashv			24.1		+				
Approach LOS		+		C				_	A		\dashv			C	_	+			-	
Intersection D		+		16.8	2					nto-	roocti -	nlo	C	0		+				
	Jiay			10.0					- 1	niel	rsectio	II LU	0					B		

					S	HORT	REPO			_				
General Info	rmation						Site	nformat	ion					
Analyst Agency or Co Date Perform Time Period	o. TRANS A	6/2005		7			Area Juriso	ection Type diction sis Year	CIT	FIFTH , SHINGTON CBD or S TY OF PIT EXISTING	V/CHAT Similar TSBUF	RGH		
Volume and	Timing Input												(1)	
			_	ЕВ			WB			NB			SB	251311
Nemaleses		LT	-	ТН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of La	anes	+		_		0	2	0	1	1	-		1	2
Lane Group		_	+			_	LTR	-	L	T		-	T	R
Volume (vph)		_	+			8	290	91	26	148		-	63	114
% Heavy Veh	nicies	_	+			4	4	4	0	0	_		3	3
PHF	unterel (D/A)	+	+			0.81	0.81	0.81	0.84	0.84		+	0.73	0.73
Pretimed/Act		-	+			P	P	Р	P	P			P	P
Startup Lost			+				2.0		2.0	2.0	-	_	2.0	2.0
	Effective Green		+				2.0		2.0	2.0			2.0	2.0
Arrival Type							3		3	3		-	3	3
Unit Extensio	CACAD.		\perp				3.0		3.0	3.0			3.0	3.0
Ped/Bike/RT0	OR Volume		_			17	0	9	0	0		12	0	0
Lane Width	(B) (1)		_				11.0		10.0	9.0			11.0	12.0
Parking/Grad		+	+			Y	-2	Y	N	-6	N	N	-2	N
Parking/Hour Bus Stops/Hour		+-	-			20	0	20		-	-			
Minimum Ped		_					0 25.3		0	3.2	-	-	15.3	0
Phasing	WB Only	02			03		04	NS Pe	rm I	06		07		08
Timing	G = 39.0	G =		G =	750	G =		G = 30		G =	G		G =	00
_		Y =		Y =		Y =		Y = 5.8	5	Y =	Υ		Y =	
	nalysis (hrs) = (Cycle Len	igth C =	80.0		
Lane Grou	p Capacity,	Contro			, and	LOS D		nation						
Adjusted Flor	v Date	+	T -	В		-	WB	T	0.1	NB		-	SB	7
Adjusted Flov		+	+				469 1220		31	176			86	156
Lane Group (Capacity						1220		429	594			608	931
v/c Ratio							0.38		0.07	0.30			0.14	0.17
Green Ratio							0.49		0.38	0.38			0.38	0.38
Uniform Delay	y d ₁						12.9		16.1	17.6			16.5	16.7
Delay Factor	k						0.50		0.50	0.50			0.50	0.50
Incremental D			+				0.9		0.3	1.3		+	0.5	0.4
PF Factor		_					1.000		1.000	1.000			1.000	1.000
Control Delay							13.8		16.4	18.8			17.0	17.1
Lane Group L							В		В	В		+	B	B
Approach Del							13.8		_	18.5			17.0	10
Approach LOS		+				+	B			B		-	B	
Intersection D		+	15.	7			Ь	Interes	tion I C					
	Iniversity of Florida	1	-					Intersec		13			B	

Community	4*					SH	IORT	- Contract of the Contract of											
General Info								Site	Infor	mati	on		50005						
Analyst Agency or C Date Perforn Time Period	o. TRANS	2/6/2	OCIAT 005		UR			Area Juriso Analy	Type dictio	n	C	RM ITY	FORBE ISTRON CBD or COF PIT XISTING	IG Sin	TUNN nilar BURC	3H			
Volume and	Timing Input																		
			LT	_	EB TH			WB	and the same of th				NB					SB	
Number of La		RT	LT	TH	-	RT	LI	Γ	TH	1	RT	L		TH	RT				
	anes	0	-	-	_		0			_	2		\dashv						
Lane Group	\	TR	000	-		+		<u> </u>		LR	\perp	R		_					
Volume (vph				1	73	202	-	-	+		42				184		\perp		
% Heavy Vel	nicies			+	3	3	_		+		1			_	1		_		
PHF	- L / D / A \			-	.88 P	0.88	-	-	\bot		0.72	?		(0.72		\perp		
Pretimed/Act		P			_		P				P								
Startup Lost		2.0			-					2.0	_	2.0							
	Effective Gree	n		1	2.0						_		2.0	Į.	2.0				
Arrival Type				\vdash	3			-	_				3		3		\perp		
Unit Extension				+	3.0			_					3.0		3.0				
Ped/Bike/RT	OR Volume		50	-	0	0					0		0		18				
Lane Width	- (D. 1.)			-	1.0								11.0	-	11.0				
Parking/Grad			N		3	Ν	-		_		N		0	\perp	N		\perp		
Parking/Hour Bus Stops/Hour				\vdash	0		_	-	+					+	_		+		
Minimum Ped		\dashv		-	7.3			-	+				0	+	0		+		
Phasing	EB Only		02			03	04	1	I NE	3 On	lv	۷	3.2 06	_		7	ᆣ	-	
Timing	G = 41.0	G=			G =	,,,	G =	7	No.	29.		G			G =) [\dashv	08 G =	3
	Y = 5	Y =			Y =		Y =		Y =	5		Υ:	No.		Y =			Y =	
	nalysis (hrs) =	-		_								Су	cle Len	gth	C =	80.0			
Lane Grou	p Capacity	, Co	ntroi			and LC	OS De		natio	on								1000	
Adjusted Flov	v Pata	+		E 427	_			WB		_		_	NB					SB	
		+		427 138					-	\dashv	_	+	127	162	2		+		
Lane Group C	Capacity	4											533	892	2				
v/c Ratio		\perp		0.31	_							(0.24	0.18	8				
Green Ratio			C).51								(0.36	0.3	5		Т		
Uniform Delay	y d ₁		1	11.3	3							1	17.8	17.4	4				
Delay Factor	k		C	0.50								(0.50	0.50)		T		
Incremental D	elay d ₂			0.6								1	1.1	0.4	1		\top		
PF Factor			1	1.00	00					\neg		1	1.000	1.00	00		+		
Control Delay				11	9					\neg		T	18.8	17.	8		\top		
Lane Group L	os			В						\dashv		1	В	В			\top		
Approach Del	ay		1	11.	9					\dashv			18.3		\top				
Approach LOS	S			В						\dashv			В		\dashv				
Intersection D	elay	\top		14.	5				Inters	secti	on LC	S						3	
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					SH	IORT F	REPO	RT				-		
General Info	rmation						Site Ir	nformati	ion					
Analyst Agency or Co Date Perform Time Period	TRANS	2/6/2005		JR			Interso Area Jurisd Analys	Гуре	C	HATHAM	Similar TTSBUR	TY RGH		
Volume and	Timing Input													
		17		EB	I DT		WB	T ==		NB			SB	
Number of La	anes	LT 1	+	TH 2	RT 0	LT	TH	RT	LT	TH 1	RT	LT 0	TH	RT
Lane Group	1103	L		TR	0	+-	+	+	-	T	1 R	0	1 LT	+-
Volume (vph)	1	138	_	209	10	+			-	29	11	51	10	+
% Heavy Veh		4		4	4	+	-	+	\vdash	0	0	0	0	+
PHF	110103	0.86	0	.86	0.86	+	+	-	\vdash	0.33	0.33	_	-	+
Pretimed/Act	uated (P/A)	P	_	P	P	+		-	\vdash	0.33 P	0.33 P	0.76 P	0.76 P	+-
Startup Lost		2.0		2.0	1	+			\vdash	2.0	2.0	1	2.0	-
-	Effective Gree		_	2.0				_	-	2.0	2.0	+	2.0	+
Arrival Type	Elicotive Orcei	3		3					-	3	3	+	3	-
Unit Extensio	n	3.0		3.0		+				3.0	3.0	-	3.0	+
Ped/Bike/RT0		17	_	0	0	-	+		8	0	1	21	0	-
Lane Width	or volume	10.0		1.0		+	-		0	10.0	11.0	21	10.0	-
Parking/Grad	e/Parking	N	_	3	N		+		N	-6	N N	N	10.0	N
Parking/Hour			\top						-		1	1	7.0	T
Bus Stops/Ho	our	0		0						0	0		0	
Minimum Pec	lestrian Time		1.	3.8						12.2			12.3	
Phasing	EB Only	02)3	04	1	NS Per		06		07		8
Timing	G = 51.0 Y = 5	G = Y =		G = Y =		G = Y =		G = 19 $Y = 5$.0	G = Y =	G =		G = Y =	
Duration of A	nalysis (hrs) =			1 -		11 -		1 - 3		Cycle Le			ΙΥ =	
	p Capacity,		I De	lay, a	and Lo	OS De	termin	ation		1-7				
			E				WB			NB		T	SB	
Adjusted Flov	v Rate	160	255							88	30		80	
Lane Group C	Capacity	915	188	6						390	340		252	
v/c Ratio		0.17	0.14							0.23	0.09		0.32	
Green Ratio		0.64	0.64							0.24	0.24		0.24	
Uniform Delay	/ d ₁	5.9	5.8							24.6	23.8		25.2	
Delay Factor	k	0.50	0.50		$\neg \uparrow$					0.50	0.50		0.50	
Incremental D	elay d ₂	0.4	0.1	× .						1.3	0.5		3.3	
PF Factor	-	1.000	1.00	0						1.000	1.000		1.000	
Control Delay		6.3	5.9							25.9	24.3		28.4	
Lane Group L	OS	А	А							С	С		С	
Approach Del	ay		6.1		$\neg \uparrow$					25.5			28.4	
Approach LOS			Α							C			C	
Intersection D	- Alexander - Company		12.7	7	$\neg \uparrow$			ntersect	ion I (В	
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General In	farmation				SI	HORT	REPO								
		0. 847 870 2000				-	Site	nformati		DANTOT	- 0 1	21.1/5	0.05		
Date Perfo	Co. TRANS rmed 12	. Karsko ASSOCIA 2/6/2005	TES				Area	ection Type		RANT ST ALL CBD or	IES Sin	nilar			
Time Perio	d SATURDAY C	ASINO PEAK	HOUF	?			Analy	liction sis Year	200	TY OF PI					
Volume an	d Timing Input														
			_	EB			WB			NB				SB	
Number of	Louis	LT	_	ТН	RT	LT	TH	RT	LT	TH	_	RT	LT	TH	RT
		0	+	2	1		2	0	0	2	+	0		2	0
Lane Group Volume (vp		0.4	_	T	R	-	TR		-	LTR	+			TR	-
		24	-	33	109	-	140	29	26	198	-	35	-	294	36
% Heavy V PHF	enicies	0	(0	-	0	0	0	0	-	0		0	0
	aturate d (D/A)	0.94	0.		0.94		0.81	0.81	0.80	0.80	+-	80		0.88	0.88
	ctuated (P/A)	P	F		P		P	P	P	P	-	P	-	P	P
Startup Los	of Effective Gree		2.		2.0	-	2.0		-	2.0	-			2.0	
		n	2.	1000	2.0	_	2.0		-	2.0	-		-	2.0	-
Arrival Type			3	_	3		3	-		3	\vdash			3	_
Unit Extens		100	3.		3.0		3.0		_	3.0	\perp			3.0	
Lane Width	TOR Volume	100	(11	100	0	0	100	0	_	0	100	0	0
Parking/Gra		N	77	.0	12.0 N	N	12.0	Α/	Δ/	11.0	\vdash			11.0	ļ.,
Parking/Ho		7.0			170	//	-2	N	N	1	-	V	N	-1	N
Bus Stops/I)	0		0	-		0	╁			0	-
-	edestrian Time		18	**	<u> </u>		17.9			28.9	\vdash		_	20.1	
Phasing	EW Perm	02			03)4	NS Per	m	06	_		07		08
Timing	G = 40.0	G =		G=		G =		G = 39	.0	G =		G=	:	G =	
	Y = 5 Analysis (hrs) =	Y =		Y =		Y =		Y = 6		Y = Cycle Len	~ 4 h	Y =		Y =	
	up Capacity,		De	lav	and I	OS De	tormir	ation		Cycle Len	gın	C =	90.0		
	up oupdoity,		E		, and L	00 00	WB	lation		NB				SB	
Adjusted Flo	ow Rate		167		104		209			323				375	
Lane Group			124	-	673		1407			1180				1348	
v/c Ratio			0.13	3	0.15		0.15			0.27	_			0.28	
Green Ratio)	1	0.44	!	0.44		0.44			0.43	_			0.43	
Uniform Del	ay d₁		14.8		14.9		14.9			16.4				16.4	
Delay Facto			0.50		0.50		0.50			0.50				0.50	
Incremental	Delay d ₂		0.2	?	0.5		0.2			0.6				0.5	
PF Factor	-		1.00	0	1.000		1.000			1.000				1.000	_
Control Dela	ау		15.	0	15.4		15.1			17.0				16.9	
Lane Group	LOS		В		В		В			В				В	
Approach D	elay		15	2			15.1			17.0				16.9	
Approach Lo	OS		В				В			В	-			B	
Intersection	Delay		16.	2				Intersect	ion I O					B	
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						SHORT	REPO	RT						
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Analyst Agency or C Date Perforn Time Period	o. TRANS med 12	/6/20	OCIAT 05				Inters Area Juris	section Type diction ysis Year	GR CI	ANT ST OCBD OF PERSONS INCOME.	r Similar TTSBUI	RGH		
Volume and	Timing Input													***
				EB			WB			NB			SB	
Number of L	anoc	\dashv	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	aries	+			_	0	1.0	0		2	1	1	2	+
Volume (vph	.,	+				101	LR			T	R	L	T	
% Heavy Ve	The second secon	+			+	104	-	6	-	253	100	27	272	-
PHF	nicies	-			-	0	-	0		1	1	2	2	-
	tueted (D/A)	+			+	0.76		0.76		0.87	0.87	0.71	0.71	-
Pretimed/Act		_			+	P	0.0	P		P	P	P	P	-
Startup Lost		+			-	-	2.0			2.0	2.0	2.0	2.0	
	Effective Green	n			+	-	2.0			2.0	2.0	2.0	2.0	
Arrival Type		\rightarrow					3			3	3	3	3	_
Unit Extension	-	+			-	-	3.0			3.0	3.0	3.0	3.0	
Ped/Bike/RT	OR Volume	-				0	0	0	100	0	10	0	0	
Lane Width	do (Doulsing	\dashv			-	2/	12.0	1		11.0	12.0	10.0	12.0	<u> </u>
Parking/Grad		_			_	N	2	N	N	3	N	N	-3	N
Bus Stops/H		+			_	-	0		-	0	0	0	0	-
	destrian Time				+	+	18.7			12.9	U	-	3.2	_
Phasing	WB Only		02	T	03		04	SB O	nlv	NS Pern	n T	07	0.2	<u>L</u> 8
Timing	G = 28.0	G =			3 =	G =		G = 3.		G = 46.0			G =	
	Y = 5	Y =)	/ =	Y =		Y = 3		Y = 5	Υ:		Y =	
	(nalysis (hrs) =		tual.	Dale		1000		4:		Cycle Le	ngth C =	90.0		
Lane Grou	up Capacity,	Cor	itroi	EB	iy, and	LOS D	WB	nation	_	ND		_		
Adjusted Flov	w Pata	+		LD		+	145	Т		NB	1400	00	SB	
		+		_	-		+	+	-	291 1569	103	38	383 1872	
Lane Group	Capacity						499			7509	654	478	10/2	
v/c Ratio							0.29			0.19	0.16	0.08	0.20	
Green Ratio							0.31			0.51	0.51	0.58	0.58	
Uniform Dela	ıy d ₁						23.5			11.9	11.7	8.3	9.1	
Delay Factor	k						0.50			0.50	0.50	0.50	0.50	
Incremental [Delay d ₂						1.5			0.3	0.5	0.3	0.2	
PF Factor			\neg				1.000			1.000	1.000	1.000	1.000	
Control Delay	У						24.9			12.1	12.2	8.7	9.3	
Lane Group I	LOS						С			В	В	Α	Α	
Approach De	lay	\top					24.9			12.2			9.3	
Approach LO	S	\top				+	С			В			A	
Intersection D		+		12.8		+		Intersec	tion I O				В	
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Date Perform Time Period		2/6/2005 CASINO PEA	K HO	UR			Juriso	diction	C	ITY OF F	PITTS	BUR			
			10				Analy	sis Year	200	05 EXISTI	NG C	ONDI	TION		
Volume and	Timing Input			EB			WB			NID				0.0	
		LT	T	TH	RT	LT	TH	RT	L-	NE T TH		RT	LT	SB	RT
Number of La	anes	1					1	1	+-	2		1 (1		1	1
Lane Group		L	\top				TR	R		T	1			T	R
Volume (vph))	86					87	89		186				280	96
% Heavy Veh	nicles	0					1	1		1	\top			1	1
PHF		0.71	\top				0.85	0.85		0.70	\top			0.80	0.80
Pretimed/Act	uated (P/A)	P					Р	P		P				P	P
Startup Lost	Time	2.0					2.0	2.0		2.0				2.0	2.0
Extension of	Effective Gree	n 2.0					2.0	2.0		2.0	\top			2.0	2.0
Arrival Type		3					3	3		3				3	3
Unit Extensio	n	3.0					3.0	3.0		3.0	\top			3.0	3.0
Ped/Bike/RT0	OR Volume	100		0		0	0	0	0	0			0	0	0
Lane Width		12.0					13.0	12.0		10.0				12.0	12.0
Parking/Grad	e/Parking	N		0	N	Ν	2	N	N	3	1	V	N	-1	N
Parking/Hour															
Bus Stops/Ho		0	\perp				0	0		0				0	0
Minimum Pec		<u> </u>		7.6		<u> </u>	3.2	<u> </u>		3.2				3.2	
Phasing	EB Only G = 25.0	WB Only G = 24.0		G =	03	G =	4	Thru &		06			07		08
Timing	Y = 5	Y = 5		Y =		Y =		G = 25 $Y = 6$.0	G = Y =		G =		G = Y =	
Duration of A	nalysis (hrs) =	0.25								Cycle Le	ength	_		1 -	*
Lane Grou	p Capacity,	Contro	De	lay,	and LO	OS De	termi	nation						itin	
				В			WB			NB		-3271		SB	
Adjusted Flow	v Rate	121					107	100		266				350	120
Lane Group C	Capacity	451					458	380		823				473	402
v/c Ratio		0.27					0.23	0.26		0.32				0.74	0.30
Green Ratio		0.28					0.27	0.27		0.28				0.28	0.28
Uniform Delay	y d ₁	25.4					25.8	26.0		25.8				29.5	25.6
Delay Factor I	k	0.50					0.50	0.50		0.50			11 1	0.50	0.50
Incremental D	elay d ₂	1.5					1.2	1.7		1.0	\top			10.0	1.9
PF Factor		1.000					1.000	1.000		1.000				1.000	1.000
Control Delay		26.8					27.0	27.7		26.8				39.5	27.5
Lane Group L	OS	С					С	С		С				D	С
Approach Del	ay		26.	8			27.3			26.8				36.5	
Approach LOS	S		С				С			С				D	
Intersection D	elay		31.	2				Intersect	ion LC			\dashv		C	
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General Info	ormation			3	HUKI	REPO	Informat	ion					
Analyst Agency or C Date Perforn Time Period	N. so. TRANS A	Karsko ASSOCIA /6/2005 CASINO PEA				Inters Area Juris	section Type diction ysis Year	SE CI		S ST Similar TTSBU	RGH		
Volume and	Timing Input												
			EB			WB			NB			SB	
Numeron		LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of L	anes	0	1	0		1	1	0	1	0	1	1	0
Lane Group			LTR			T	R	-	LTR	-	L	TR	
Volume (vph		1	140	1		102	75	2	35	28	74	69	10
% Heavy Ve	nicies	1	1	1	-	4	4	2	2	2	3	3	3
PHF		0.86	0.86	0.86		0.90	0.90	0.68	0.68	0.68	0.89	0.89	0.89
Pretimed/Act		P	P	P	_	P	Р	P	P	P	P	P	P
Startup Lost			2.0			2.0	2.0		2.0	_	2.0	2.0	
	Effective Green	1	2.0			2.0	2.0		2.0		2.0	2.0	
Arrival Type	·		3	-	-	3	3		3	_	3	3	
Unit Extension	X32/25.741		3.0			3.0	3.0		3.0		3.0	3.0	
Ped/Bike/RT	OR Volume	50	0	0	50	0	0	50	0	3	50	0	0
Lane Width	1-/D1:	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	13.0	1		11.0	14.0		14.0		10.0	10.0	
Parking/Grad		Y 10	-2	Y 10	N	5	N	N	2	Y	N	-3	N
Bus Stops/Hour		10	0	10		0	0		0	10			-
	destrian Time		13.0	-		13.0	0		12.5	-	0	<i>0</i> 8.5	-
Phasing	EW Perm	02	1 70.0	03		04	NS Pe	rm I	06	<u> </u>	07		08
Timing	G = 29.0	G =	G =		G =	-	G = 30		G =	G		G=	10
	Y = 5.5	Y =	Y =		Y =		Y = 5.8		Y =	Υ		Y =	
	nalysis (hrs) = (000				Cycle Ler	ngth C =	70.0		
Lane Grou	up Capacity,	Control	EB	, and L	OS D		nation	_	. LID				
Adjusted Flov	v Doto		165			WB	100		NB		-	SB	
						113	83		91		83	89	
Lane Group (Сарасіту	-	584			642	566	-	591		447	657	
v/c Ratio		+	0.28			0.18	0.15		0.15		0.19	0.14	
Green Ratio			0.41			0.41	0.41		0.43		0.43	0.43	
Uniform Dela			13.6			13.0	12.8		12.2		12.4	12.1	
Delay Factor			0.50			0.50	0.50		0.50		0.50	0.50	
Incremental [Delay d ₂		1.2			0.6	0.5		0.6		0.9	0.4	
PF Factor			1.000			1.000	1.000		1.000		1.000	1.000	
Control Delay			14.8			13.5	13.3		12.8		13.3	12.6	
Lane Group L	LOS		В			В	В		В		В	В	
Approach De	lay		14.8			13.5			12.8			12.9	
Approach LO	S		В			В			В			В	
Intersection D	Delay	RINE	13.6				Intersec	tion LO	S			В	
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APPENDIX F

Parking Patrons

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

	Saturday	890	890	1347	1627	1907	1882	2111	2314	
		904	904	853	650	499	1133	1715	1387	707
	Friday									
1.18		Thursday	485	365	317	796	1442	1968	2183	0400
П		Wednesday Thursday	319	217	176	583	1131	1578	1760	4000
nulation le occupancy factors =		Tuesday M	235	137	26	489	1019	1450	1627	1800
rking Accurr verage vehic ther parking		Monday	193	100	62	436	940	1350	1518	1701
Projected Parking Accumulation Based upon average vehicle occupancy Based upon other parking factors =		~	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12.00 PM

Saturday	890	890	1347	1627	1907	1882	2111	2314	2542	2670	2848	2721	2645	3052	3687	3382	3281	3789	3535	3586	3256	2442	1629	868	664
		904	853	650	499	1133	1715	1387	1565	2199	2097	2629	2933	2832	3085	3287	3567	3542	3897	3466	3517	3238	2883	1693	704
Friday		485	365	317	962	1442	1968	2183	2423	2423	2519	2352	2471	2328	2519	2519	2638	2423	2399	2088	2208	1874	1658	1180	509
	Wednesday Thursday	319	217	176	583	1131	1578	1760	1963	1963	2043	1901	2003	1881	2043	2043	2145	1962	1942	1678	1779	1495	1312	908	336
	Tuesday	235	137	26	489	1019	1450	1627	1823	1823	1902	1764	1863	1745	1903	1903	2001	1825	1805	1551	1649	1375	1197	805	256
	Monday	193	100	62	436	940	1350	1518	1704	1704	1779	1648	1742	1630	1780	1780	1873	1704	1686	1442	1536	1275	1107	733	210
		5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM		4:00 AM

APPENDIX G

Casino Trip Generation and Parking Accumulation

Methodology

Patronage data was provided by the Isle of Capri on an hourly basis for a similar urban casino located in Kansas City, as summarized on Sheet 2.

Data was not available on hourly trip generation. These calculations were performed to estimate the hourly trip generation rates based on the available data As shown on Sheet 2, the number of hourly patrons was summed and divided by the average length of stay to estimate the daily number of patrons.

ITE hourly trip generation data is tabulated on Sheets 3 and 4, and was used as a baseline for this calculation.

a percentage. The hourly percentage distribution shown on Sheets 5 and 6 was calculated by an iterative method to minimize the hourly percentage The difference between the actual patron counts and the calculated accummulation is shown on Sheet 10, with Sheet 11 showing this difference as For this calculation, the hourly trip generation percentages (entering and exiting) shown on sheets 5 and 6 were multiplied by the daily number of patrons to yield hourly patron flows, as shown on Sheets 7 and 8. The hourly accumulation of patrons was then calculated as shown on Sheet 9. differences. Generally, the model provides a good match, but some error exists particularly between the hours of 3 AM and 6 AM, due to limited data in this time period, as well as the differing behaviour of patrons overnight. Unlike most land uses, the daily number of entering trips are not necessarily equal to the daily number of exiting trips because of the varying length of stay, which may encompass more than one calendar day. The number of patron trips is converted to vehicular trips on Sheets 12 and 13. Sheet 14 shows the sum of hourly entering and exiting trips, used to calculate the generator peak hours. For Fridays and Saturdays, the vehicular trip departures are one hour later than the patron departure, representing time that may be spent in dining or visiting the other non-gaming-floor uses on the site.

For typical weekdays, the values tabulated for Mondays best represent the peak generation. Fridays and Saturdays are tabulated separately. Sunday conditions were not required for study, and have been removed from the trip generation and parking accumulation analyses

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

1 uesday Wednesday Thursday 904 193 235 319 485 904 100 137 217 365 853 11 62 97 176 317 650 11 436 489 583 796 499 11 436 489 583 796 499 11 940 1019 1131 1442 1133 11 518 1627 1760 2183 1715 2 518 1627 1760 2183 1715 2 704 1823 1963 2423 2629 2 779 1902 2043 2519 2 2 742 1863 2043 2519 2 2 742 1863 2043 2519 2 2 2 780 1903 2043 2519 3 3 3 3 7	uodn pe	based upon average venicle occup Based upon other parking factors =	based upon average venicle occupancy = Based upon other parking factors =	= ;	1.18		Saturday
193 235 319 485 904 100 137 217 365 853 436 489 583 796 499 940 1019 1131 1442 1133 1350 1450 1578 1968 1715 1518 1627 1760 2183 1387 1704 1823 1963 2423 1565 1779 1902 2043 2519 2097 1779 1902 2043 2519 2097 1780 1903 2043 2519 3085 1780 1903 2043 2519 3287 1780 1903 2043 2519 3287 1780 1903 2043 2519 3287 1770 1825 1962 2423 3567 1770 1825 1962 2423 3567 1686 1805 1942 2399 3897 1442 1551 1678 2088 3466 1536 <td></td> <td>Monday</td> <td>Tuesday</td> <td>Wednesday</td> <td>Thursday</td> <td>904</td> <td>890</td>		Monday	Tuesday	Wednesday	Thursday	904	890
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1536 1649 1779 2208 3517 1275 1375 1495 1874 3238 1107 1197 1312 1658 2883 733 805 905 1180 1693 210 256 336 509 704	00 PM	1442	1551	1678	2088	3466	3586
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AM 210 256 336 509 704		733	802	902	1180	1693	868
		210	256	336	209	704	664

Methodology

Patronage data was provided by the Isle of Capri on an hourly basis for a similar urban casino located in Kansas City, as summarized on Sheet 2.

Data was not available on hourly trip generation. These calculations were performed to estimate the hourly trip generation rates based on the available data As shown on Sheet 2, the number of hourly patrons was summed and divided by the average length of stay to estimate the daily number of patrons.

ITE hourly trip generation data is tabulated on Sheets 3 and 4, and was used as a baseline for this calculation

a percentage. The hourly percentage distribution shown on Sheets 5 and 6 was calculated by an iterative method to minimize the hourly percentage The difference between the actual patron counts and the calculated accummulation is shown on Sheet 10, with Sheet 11 showing this difference as patrons to yield hourly patron flows, as shown on Sheets 7 and 8. The hourly accumulation of patrons was then calculated as shown on Sheet 9. For this calculation, the hourly trip generation percentages (entering and exiting) shown on sheets 5 and 6 were multiplied by the daily number of differences. Generally, the model provides a good match, but some error exists particularly between the hours of 3 AM and 6 AM, due to limited data in this time period, as well as the differing behaviour of patrons overnight. Unlike most land uses, the daily number of entering trips are not necessarily equal to the daily number of exiting trips because of the varying length of stay, which may encompass more than one calendar day. The number of patron trips is converted to vehicular trips on Sheets 12 and 13. Sheet 14 shows the sum of hourly entering and exiting trips, used to calculate the generator peak hours. For Fridays and Saturdays, the vehicular trip departures are one hour later than the patron departure, representing time that may be spent in dining or visiting the other non-gaming-floor uses on the site.

For typical weekdays, the values tabulated for Mondays best represent the peak generation. Fridays and Saturdays are tabulated separately. Sunday conditions were not required for study, and have been removed from the trip generation and parking accumulation analyses

Trip Generation Calculations Pittsburgh First Master Plan 90 Minute Patron Visit

Projected Daily Site Patronage Projected by IOC

																							Average of	MTWTH	36,530	24,354			
Sunday	, 1	853	894	1,209	1,541	1,953	1,957	2,096	2,114	2,263	2,259	2,356	2,273	2,397	2,292	2,309	2,067	2,111	1,856	1,456	1,162	972	708	433	39,531	26,354			
Saturday	1,050	946	959	1,253	1,534	1,936	2,073	2,253	2,256	2,472	2,404	2,496	2,376	2,509	2,460	2,617	2,483	2,616	2,437	1,797	1,397	1,221	858	570	44,973	29,982			
Friday	1,067	1	1	609	1,211	1,833	1,994	2,166	2,170	2,314	2,244	2,376	2,294	2,487	2,453	2,664	2,492	2,593	2,388	2,449	2,163	1,846	1,578	1,464	44,855	29,903	0	an and y	
Thursday				792	1,404	1,945	2,027	2,146	2,143	2,248	2,109	2,139	2,069	2,276	2,328	2,446	2,267	2,288	2,006	2,449	2,201	2,061	1,647	1,361	42,352	28,235	AT Votorion	Ivioliday- i iidi suay Friday	Saturday
Wednesda Thursday	1		ī	220	1,060	1,485	1,759	1,985	2,019	2,053	1,903	2,068	1,981	2,073	2,127	2,286	2,124	2,071	1,759	1,894	1,591	1,440	1,081	657	35,966	23,977	21.04		
Tuesday	1	1	E	576	1,058	1,587	1,770	2,003	1,977	2,115	1,970	2,053	1,998	2,150	2,095	2,228	2,012	1,910	1,702	1,667	1,323	1,174	863	495	34,726	23,151	τ. 	5 10	1.5
Monday	1	1	4	617	1,218	1,613	1,752	1,989	1,976	2,092	1,934	2,043	1,812	1,980	1,942	1,985	1,793	1,802	1,575	1,558	1,267	1,042	714	373	33,077	22,051		11	ΪΪ
	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	patron-hours	equiv patron:	Average stay =	Average stay =	Average stay =
																									pa	ed	AV	A	Aver

Source: San Pablo Casino Traffic Analysis; Katz, Okitsu and Associates. Source: Patronage data provided by Isle of Capri for Kansas City location. 1.18 patrons per vehicle

Sunday

1.5 hours 1.5 hours

Average stay = Average stay = Average vehicle occupancy =

Q:\AYHPL00\05380\calculations\Final Casino Trip Generation revised

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

ITE Trip Generation Rates Hourly Entering

Saturday	3.0%	2.7%	1.3%	0.8%	%9.0	%9.0	0.7%	1.1%	3.3%	4.7%	4.3%	4.9%	4.8%	5.2%	5.6%	5.6%	5.7%	6.7%	7.8%	7.7%	6.5%	6.1%	5.7%	4.6%	100.00%
Friday	2.5%	1.8%	1.2%	0.7%	1.0%	0.7%	1.0%	1.6%	3.9%	5.6%	5.2%	5.3%	5.8%	6.1%	5.4%	5.2%	5.3%	5.9%	7.9%	7.5%	6.4%	5.3%	4.7%	4.0%	100.00%
Thursday F	2.5%	1.8%	1.2%	0.7%	1.0%	0.7%	1.0%	1.6%	3.9%	2.6%	5.2%	5.3%	5.8%	6.1%	5.4%	5.2%	5.3%	2.9%	7.9%	7.5%	6.4%	5.3%	4.7%	4.0%	100.00%
Wednesday	2.5%	1.8%	1.2%	0.7%	1.0%	0.7%	1.0%	1.6%	3.9%	2.6%	5.2%	5.3%	2.8%	6.1%	5.4%	5.2%	5.3%	2.9%	7.9%	7.5%	6.4%	5.3%	4.7%	4.0%	100.00%
Tuesday	2.5%	1.8%	1.2%	0.7%	1.0%	0.7%	1.0%	1.6%	3.9%	2.6%	5.2%	5.3%	2.8%	6.1%	5.4%	5.2%	5.3%	2.9%	7.9%	7.5%	6.4%	5.3%	4.7%	4.0%	100.00%
Monday	2.5%	1.8%	1.2%	0.7%	1.0%	0.7%	1.0%	1.6%	3.9%	2.6%	5.2%	5.3%	2.8%	6.1%	5.4%	5.2%	5.3%	2.9%	7.9%	7.5%	6.4%	5.3%	4.7%	4.0%	100.00%
		1:00 AM		3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM		5:00 PM		7:00 PM		9:00 PM	10:00 PM	11:00 PM	

Source: Casino Gaming Traffic, Paul C Box and William Bunte, ITE Journal, March, 1998.

ITE Trip Generation Rates Hourly Exiting

5.9%	4.4%	4.2%	4.7%	3.7%	2.0%	0.7%	0.5%	0.9%	0.9%	1.7%	2.6%	2.8%	3.5%	4.1%	5.8%	6.3%	6.8%	6.9%	6.4%	6.7%	6.1%	%0.9	6.4%	100.00%
4.3%	3.9%	3.3%	3.2%	3.3%	1.6%	%9.0	%9.0	1.2%	1.3%	2.1%	3.0%	4.1%	5.2%	6.1%	6.4%	7.1%	9.9%	7.0%	5.7%	5.3%	5.7%	6.3%	6.1%	100.00%
4.3%	3.9%	3.3%	3.2%	3.3%	1.6%	%9.0	%9.0	1.2%	1.3%	2.1%	3.0%	4.1%	5.2%	6.1%	6.4%	7.1%	%9'9	7.0%	5.7%	5.3%	5.7%	6.3%	6.1%	100.00%
4.3%	3.9%	3.3%	3.2%	3.3%	1.6%	%9.0	%9.0	1.2%	1.3%	2.1%	3.0%	4.1%	5.2%	6.1%	6.4%	7.1%	%9.9	7.0%	5.7%	5.3%	2.7%	6.3%	6.1%	100.00%
4.3%	3.9%	3.3%	3.2%	3.3%	1.6%	%9.0	%9.0	1.2%	1.3%	2.1%	3.0%	4.1%	5.2%	6.1%	6.4%	7.1%	%9.9	7.0%	2.7%	5.3%	5.7%	6.3%	6.1%	100.00%
4.3%	3.9%	3.3%	3.2%	3.3%	1.6%	%9.0	%9.0	1.2%	1.3%	2.1%	3.0%	4.1%	5.2%	6.1%	6.4%	7.1%	%9'9	7.0%	2.7%	5.3%	2.7%	6.3%	6.1%	100.00%
12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM		8:00 PM	9:00 PM	10:00 PM	11:00 PM	
	1 4.3% 4.3% 4.3% 4.3%	1 4.3% 4.3% 4.3% 4.3% 4.3% 1.3% 1.3% 1.3% 1.3% 1.9% 1.9% 1.9% 1.9% 1.9% 1.9% 1.9% 1.9	1 4.3% 4.3% 4.3% 4.3% 4.3% 1.3% 1.3% 1.3% 1.3% 1.3% 1.3% 1.3% 1	1 4.3% 4.3% 4.3% 4.3% 1 3.9% 3.9% 3.9% 1 3.3% 3.3% 3.3% 1 3.2% 3.2% 3.2%	1 4.3% 4.3% 4.3% 4.3% 1 3.9% 3.9% 3.9% 1 3.3% 3.3% 3.3% 1 3.2% 3.2% 3.2% 1 3.3% 3.3% 3.3% 1 3.3% 3.3% 3.3%	1 4.3% 4.3% 4.3% 4.3% 1 3.9% 3.9% 3.9% 3.9% 1 3.3% 3.3% 3.3% 3.3% 1 3.2% 3.2% 3.2% 3.2% 1 3.3% 3.3% 3.3% 3.3% 1 1.6% 1.6% 1.6% 1.6%	1 4.3% 4.3% 4.3% 4.3% 1 3.9% 3.9% 3.9% 3.9% 1 3.3% 3.3% 3.3% 3.3% 1 3.2% 3.2% 3.2% 3.2% 1 3.3% 3.3% 3.3% 3.3% 1 1.6% 1.6% 1.6% 0.6% 0.6%	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.3% 3.3%	1 4.3% 4.3% 4.3% 4.3% 1 3.9% 3.9% 3.9% 3.9% 1 3.3% 3.3% 3.3% 3.3% 1 3.2% 3.2% 3.2% 3.2% 1 3.3% 3.3% 3.3% 3.3% 1 1.6% 1.6% 1.6% 0.6% 0 0.6% 0.6% 0.6% 0.6% 1 0.6% 0.6% 0.6% 0.6% 1 1.2% 1.2% 1.2%	AM4.3%4.3%4.3%4.3%AM3.9%3.9%3.9%3.9%AM3.3%3.3%3.3%3.3%AM3.2%3.2%3.2%3.2%AM1.6%1.6%1.6%1.6%AM0.6%0.6%0.6%0.6%0.6%AM1.2%1.2%1.2%1.2%1.2%AM1.3%1.3%1.3%1.3%1.3%	AM 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% 3.2% AM 1.6% 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.3% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1%	AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1% AM 3.0% 3.0% 3.0% 3.0%	AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.3% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% AM 2.1% 2.1% 2.1% 2.1% AM 3.0% 3.0% 3.0% 3.0% PM 4.1% 4.1% 4.1% 4.1% 4.1%	AM 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% 3.3% AM 1.6% 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% 1.2% AM 2.1% 2.1% 2.1% 2.1% 2.1% AM 3.0% 3.0% 3.0% 3.0% 3.0% PM 4.1% 4.1% 4.1% 4.1% 4.1% 4.1% 4.1%	AM 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% AM 3.2% 3.3% 3.0	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%	AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.3% 3.3% 3.3% 3.3% AM 1.6% 1.6% 1.6% 1.6% 1.6% 1.6% AM 1.6% 0.6% 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% 1.2% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 2.1% 2.1% 4.1% PM 4.1% 4.1% 4.1% 4.1% PM 5.2% 5.2% 5.2% 5.2% 5.2% PM 6.1% 6.4% 6.4% 6.4% 6.4% 6.4% PM 7.1% 7.1% 7.1% 7.1%	AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.3% 3.3% 3.3% 3.3% AM 1.6% 1.6% 1.6% 1.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% 1.2% AM 1.2% 1.3% 1.3% 1.3% 1.3% AM 1.2% 1.2% 1.2% 1.2% 1.2% AM 2.1% 2.1% 2.1% 2.1% 2.1% AM 3.0% 3.0% 3.0% 3.0% 3.0% AM 4.1% 4.1% 4.1% 4.1% 4.1% PM 6.1% 6.1% 6.4% 6.4% <th< td=""><td>AM 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.2% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% AM 1.2% 1.3% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 4.1% 4.1% 4.1% AM 3.0% 3.0% 3.0% 3.0% PM 4.1% 4.1% 4.1% 4.1% 4.1% PM 6.1% 6.4% 6.4% 6.4% 6.4% PM 6.6% 6.6% 6.6% 6.6% 6.6% PM 6.1% 6.4% 6.4% 6.4% 6.4% PM 6.6% 6.6% 6.6% 6.6% 6.6% PM 6.6%<</td><td>AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% AM 1.2% 1.3% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 4.1% 4.1% 4.1% AM 3.0% 3.0% 3.0% 3.0% BM 6.1% 6.1% 6.1% 6.1% 6.1% PM 5.2% 5.2% 5.2% 5.2% PM 5.1% 7.1% 7.1% 7.1% PM 6.6% 6.6% 6.6% 6.6% 6.6% <</td><td>AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%</td><td>AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%</td><td>AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%</td><td>AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%</td></th<>	AM 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.2% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% AM 1.2% 1.3% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 4.1% 4.1% 4.1% AM 3.0% 3.0% 3.0% 3.0% PM 4.1% 4.1% 4.1% 4.1% 4.1% PM 6.1% 6.4% 6.4% 6.4% 6.4% PM 6.6% 6.6% 6.6% 6.6% 6.6% PM 6.1% 6.4% 6.4% 6.4% 6.4% PM 6.6% 6.6% 6.6% 6.6% 6.6% PM 6.6%<	AM 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% AM 3.3% 3.3% 3.3% 3.3% AM 3.2% 3.2% 3.2% 3.2% AM 1.6% 1.6% 1.6% 1.6% AM 0.6% 0.6% 0.6% 0.6% AM 0.6% 0.6% 0.6% 0.6% AM 1.2% 1.2% 1.2% 1.2% AM 1.2% 1.3% 1.3% 1.3% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 2.1% 2.1% 2.1% AM 2.1% 4.1% 4.1% 4.1% AM 3.0% 3.0% 3.0% 3.0% BM 6.1% 6.1% 6.1% 6.1% 6.1% PM 5.2% 5.2% 5.2% 5.2% PM 5.1% 7.1% 7.1% 7.1% PM 6.6% 6.6% 6.6% 6.6% 6.6% <	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AM 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%	AM 4.3% 4.3% 4.3% 4.3% 4.3% 4.3% AN 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9% 3.9%

Source: Casino Gaming Traffic, Paul C Box and William Bunte, ITE Journal, March, 1998.

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Adjusted Trip Generation Rates Hourly Entering Patrons as percentage of Daily Patrons

Saturday	0.9%	2.7%	4.1%	5.2%	4.1%	4.1%	3.5%	4.0%	3.9%	4.6%	3.3%	3.3%	4.6%	7.5%	5.8%	2.6%	7.1%	6.5%	6.3%	2.6%	4.5%	2.6%	0.2%	%0.0	100.00%
Friday	2.0%	1.8%	1.2%	1.3%	4.4%	4.7%	1.3%	1.3%	3.1%	2.6%	4.1%	2.6%	4.6%	%0.9	%0.9	7.2%	6.3%	8.4%	6.2%	7.4%	6.1%	2.9%	2.5%	%0.0	100.00%
Thursday	0.6%	0.5%	1.0%	3.8%	4.1%	5.8%	4.7%	5.2%	2.0%	4.8%	4.7%	6.2%	5.7%	%0.9	5.8%	6.7%	5.3%	2.0%	4.6%	4.7%	3.9%	2.4%	2.0%	1.5%	100.00%
Wednesday	%9.0	0.5%	1.0%	3.8%	4.1%	5.8%	4.7%	5.2%	2.0%	4.8%	4.7%	6.2%	5.7%	%0.9	5.8%	%2'9	5.3%	2.0%	4.6%	4.7%	3.9%	2.4%	2.0%	1.5%	100.00%
Tuesday	0.6%	0.5%	1.0%	3.8%	4.1%	5.8%	4.7%	5.2%	2.0%	4.8%	4.7%	6.2%	2.7%	%0.9	5.8%	6.7%	5.3%	2.0%	4.6%	4.7%	3.9%	2.4%	2.0%	1.5%	100.00%
Monday	%9.0	0.5%	1.0%	3.8%	4.1%	2.8%	4.7%	5.2%	2.0%	4.8%	4.7%	6.2%	2.7%	%0.9	5.8%	6.7%	5.3%	2.0%	4.6%	4.7%	3.9%	2.4%	2.0%	1.5%	100.00%
	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM		7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	

Source: Optimization by Trans Associates

Saturday	270	810	1229	1559	1229	1229	1049	1199	1169	1379	686	686	1379	2249	1739	1679	2129	1949	1889	1679	1349	780	09	0	29,981
Friday	598	538	359	389	1316	1405	389	389	927	777	1226	1675	1376	1794	1794	2153	1884	2512	1854	2213	1824	1764	748	0	29,904
Phursday F		141	282	1073	1157	1637	1327	1468	1411	1355	1327	1750	1609	1693	1637	1891	1496	1411	1298	1327	1101	229	564	423	28,236
Wednesday 7	153	120	240	911	983	1390	1126	1246	1198	1150	1126	1486	1366	1438	1390	1606	1270	1198	1103	1126	935	575	479	360	23,975
Tuesday		116	231	879	949	1342	1088	1203	1157	1111	1088	1435	1319	1389	1342	1551	1227	1157	1065	1088	903	555	463	347	23,153
Monday	141	110	220	838	904	1278	1036	1146	1102	1058	1036	1367	1256	1323	1278	1477	1168	1102	1014	1036	860	529	441	331	22,051
	5:00 AM	6:00 AM			9:00 AM	10:00 AM		12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM		4:00 AM	

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Adjusted Trip Generation Rates Hourly Exiting Patrons as percentage of Daily Patrons

Saturday	0.9%	3.0%	4.1%	4.2%	3.2%	2.7%	3.1%	3.4%	3.9%	3.8%	3.6%	3.0%	5.0%	7.0%	%0.9	5.1%	7.5%	6.1%	%6.9	7.7%	5.8%	3.2%	0.8%	%0.0	100.00%
Friday	2.0%	2.0%	1.9%	1.9%	2.4%	2.6%	%9:0	%9.0	3.0%	2.0%	4.4%	2.0%	5.0%	5.2%	6.1%	6.4%	7.0%	7.9%	7.2%	7.2%	7.3%	7.2%	3.9%	1.2%	100.00%
Thursday	0.7%	1.0%	1.2%	1.8%	1.4%	3.6%	3.8%	4.2%	2.0%	4.4%	5.4%	5.7%	6.3%	5.2%	5.8%	6.2%	6.2%	5.1%	2.9%	4.2%	5.3%	3.3%	4.0%	4.3%	100.00%
Wednesday	0.7%	1.0%	1.2%	1.8%	1.4%	3.6%	3.8%	4.2%	2.0%	4.4%	5.4%	5.7%	6.3%	5.2%	5.8%	6.2%	6.2%	5.1%	2.9%	4.2%	5.3%	3.3%	4.0%	4.3%	100.00%
Tuesday	0.7%	1.0%	1.2%	1.8%	1.4%	3.6%	3.8%	4.2%	2.0%	4.4%	5.4%	2.7%	6.3%	5.2%	5.8%	6.2%	6.2%	5.1%	2.9%	4.2%	5.3%	3.3%	4.0%	4.3%	100.00%
Monday	0.7%	1.0%	1.2%	1.8%	1.4%	3.6%	3.8%	4.2%	2.0%	4.4%	5.4%	2.7%	6.3%	5.2%	5.8%	6.2%	6.2%	5.1%	2.9%	4.2%	5.3%	3.3%	4.0%	4.3%	100.00%
	5:00 AM	6:00 AM	7:00 AM		9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	

Source: Optimization by Trans Associates

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Estimated Exiting Patron Trips

Saturday	270	899	1229	1259	959	810	929	1019	1169	1139	1079	899	1499	2099	1799	1529	2249	1829	2069	2309	1739	959	240	0	29,980
0,	598	598	568	568	718	777	179	179	897	598	1316	1495	1495	1555	1824	1914	2093	2362	2153	2153	2183	2153	1166	359	29,901
Friday																									29
Thursday	209	282	339	508	395	1016	1073	1185	1411	1242	1524	1609	1778	1468	1637	1750	1750	1439	1665	1185	1496	931	1129	1214	28,235
Wednesday -	177	240	288	431	336	863	911	1007	1198	1055	1294	1366	1510	1246	1390	1486	1486	1222	1414	1007	1270	791	959	1031	23,978
Tuesday	171	231	278	417	324	833	879	972	1157	1018	1250	1319	1458	1203	1342	1435	1435	1180	1365	972	1227	764	926	995	23,151
Monday	163	220	265	397	309	794	838	926	1102	970	1190	1256	1389	1146	1278	1367	1367	1124	1301	926	1168	727	882	948	22,053
_	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM		2:00 AM		4:00 AM	

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Patron Accumulation based on entering and exiting trip projections Adjusted

Saturday	1050	1050	961	961	1261	1531	1950	2070	2250	2250	2490	2400	2490	2370	2520	2460	2610	2490	2610	2430	1800	1410	1231	1051	1051
Sat	1067	1067	1007	798	619	1217	1845	2055	2265	2295	2474	2384	2564	2445	2684	2654	2893	2684	2834	2535	2595	2236	1847	1429	1070
Friday																									
Thursday	009	572	431	374	939	1701	2322	2576	2859	2859	2972	2775	2916	2747	2972	2972	3113	2859	2831	2464	2606	2211	1957	1392	601
Wednesday	400	376	256	208	688	1335	1862	2077	2316	2316	2411	2243	2363	2219	2411	2411	2531	2315	2291	1980	2099	1764	1548	1068	397
Tuesday	300	277	162	115	222	1202	1711	1920	2151	2151	2244	2082	2198	2059	2245	2245	2361	2153	2130	1830	1946	1622	1413	950	302
Monday	250	228	118	73	514	1109	1593	1791	2011	2011	2099	1945	2056	1923	2100	2100	2210	2011	1989	1702	1812	1504	1306	865	248
	Start Time	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	

Q:\AYHPL00\05380\calculations\Final Casino Trip Generation revised

Difference between Observed and Calculated Patron Accumulation

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Saturday	0																								
_				-	v	-	9	6	125	16(140	188	151	197	201	229	192	241	147	146	73		-149	-394	
Friday																									
day				147	297	377	549	713	716	724	999	777	678	969	644	299	592	543	458	157	10	-104	-255	-760	
Thurs																									
Wednesday Thursday				138	275	377	318	331	297	358	340	295	238	338	284	245	191	220	221	205	173	108	-13	-260	
Wedr																									
lay	,			~	144	124	150	148	174	129	112	145	61	95	150	133	141	220	128	279	299	239	87	-193	
Tuesday																									
Si				-103	-109	-20	39	22	35	7	7	13	7	120	158	225	218	187	127	254	237	264	151	-125	
Monday																									
	N	O AM	0 AM	0 AM	0 AM	0 AM	0 AM	0 PM	O PM	0 PM	O PM	0 PM	0 PM	0 PM	D PM	D AM	D AM	O AM	D AM	11-025					
	2:00 /	6:0	7:0	8:0	0:6	10:0	11:0	12:0	1:0	2:0	3:0	4:0	5:0	6:0	7:0	8:0	0.6	10:0(11:00	12:00	1:0	2:0(3:00	4:00	

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Percentage Difference between Observed and Calculated Patron Accumulation Adjusted

exiting	2.0%	2.0%	1.9%	1.9%	2.4%	2.6%	%9.0	%9.0	3.0%	2.0%	4.4%	2.0%	5.0%	5.2%	6.1%	6.4%	7.0%	7.9%	7.2%	7.2%	7.3%	7.2%	3.9%	1.2%	100.0%
entering e	%	1.8%	1.2%	1.3%	4.4%	4.7%	1.3%	1.3%	3.1%	2.6%	4.1%	2.6%	4.6%	80.9	80.9	7.2%	6.3%	8.4%	6.2%	7.4%	6.1%	2.9%	2.5%	%0.0	100.0%
Saturday	%0.0	1.6%	0.2%	%9.0	-0.2%	%2.0	-0.1%	-0.1%	-0.3%	0.7%	-0.2%	-0.2%	-0.3%	0.4%	%0.0	-0.3%	0.3%	-0.2%	-0.3%	0.2%	0.9%	0.8%	22.5%	84.4%	
Friday	%0.0			1.6%	0.5%	0.7%	3.1%	4.6%	2.8%	%6.9	6.2%	7.9%	%9.9	7.9%	8.2%	8.6%	7.7%	9.3%	6.2%	%0.9	3.4%	0.1%	-9.4%	-26.9%	0.65
				18.6%	21.2%	19.4%	27.1%	33.2%	33.4%	32.2%	31.6%	36.3%	32.8%	30.6%	27.7%	27.3%	26.1%	23.7%	22.8%	6.4%	0.5%	-5.0%	-15.5%	-55.8%	
Wednesday Thursday				25.1%	25.9%	25.4%	18.1%	16.7%	14.7%	17.4%	17.9%	14.3%	12.0%	16.3%	13.4%	10.7%	%0.6	10.6%	12.6%	10.8%	10.9%	7.5%	-1.2%	-39.6%	
Tuesday				0.2%	13.6%	7.8%	8.5%	7.4%	8.8%	6.1%	2.7%	7.1%	3.1%	4.4%	7.2%	%0.9	7.0%	11.5%	7.5%	16.7%	22.6%	20.4%	10.1%	-39.0%	
Monday				-16.7%	-8.9%	-1.2%	2.2%	1.1%	1.8%	0.3%	%9.0	%9.0	6.1%	6.1%	8.1%	11.3%	12.2%	10.4%	8.1%	16.3%	18.7%	25.3%	21.1%	-33.5%	
	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	

Q:\AYHPL00\05380\calculations\Final Casino Trip Generation revised

	1.18 24354
Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit	Projected Entering Vehicular trips Based upon average vehicle occupancy = Based upon average weekday patronage =

Saturday	229	989	1042	1321	1042	1042	889	1016	991	1169	838	838	1169	1906	1474	1423	1804	1652	1601	1423	1143	661	51	0
Friday S	202	456	304	330	1115	1191	330	330	786	658	1039	1419	1166	1520	1520	1825	1597	2129	1571	1875	1546	1495	634	0
Thursday Fri		103	206	784	846	1197	970	1073	1032	066	970	1279	1176	1238	1197	1382	1093	1032	949	970	805	495	413	309
Wednesday ⁻	132	103	206	784	846	1197	970	1073	1032	066	970	1279	1176	1238	1197	1382	1093	1032	949	970	805	495	413	309
Tuesday	132	103	206	784	846	1197	970	1073	1032	066	970	1279	1176	1238	1197	1382	1093	1032	949	970	805	495	413	309
Monday	132	103	206	784	846	1197	970	1073	1032	066	970	1279	1176	1238	1197	1382	1093	1032	949	970	805	495	413	309
	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM

Projected Exiting Vehicular trips	
Based upon average vehicle occupancy =	1.18
Based upon average weekday patronage =	24354

Saturday	229	229	762	1042	1067	813	989	787	864	991	965	914	762	1270	1779	1525	1296	1906	1550	1753	1957	1474	813	203
	507	202	202	481	481	809	658	152	152	760	202	1115	1267	1267	1318	1546	1622	1774	2002	1825	1825	1850	1825	988
Friday																								
Thursday	152	206	248	371	289	743	784	866	1032	806	1114	1176	1300	1073	1197	1279	1279	1052	1217	866	1093	681	825	887
Wednesday	152	206	248	371	289	743	784	866	1032	806	1114	1176	1300	1073	1197	1279	1279	1052	1217	866	1093	681	825	887
Tuesday	152	206	248	371	289	743	784	998	1032	806	1114	1176	1300	1073	1197	1279	1279	1052	1217	998	1093	681	825	887
Monday	152	206	248	371	289	743	784	866	1032	806	1114	1176	1300	1073	1197	1279	1279	1052	1217	998	1093	681	825	887
_	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM					3:00 AM	

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

Sum of Projected Entering and Exiting Vehicular Trips

Based upon average vehicle occupancy = 1.1

Saturday	458	915	1804	2363	2109	1855	1575	1803	1855	2160	1803	1752	1931	3176	3253	2948	3100	3558	3151	3176	3100	2135	864	203
Friday Sati	1014	963	811	811	1596	1799	988	482	938	1418	1546	2534	2433	2787	2838	3371	3219	3903	3573	3700	3371	3345	2459	988
I hursday Fri	284	309	454	1155	1135	1940	1754	1939	2064	1898	2084	2455	2476	2311	2394	2661	2372	2084	2166	1836	1898	1176	1238	1196
wednesday	284	309	454	1155	1135	1940	1754	1939	2064	1898	2084	2455	2476	2311	2394	2661	2372	2084	2166	1836	1898	1176	1238	1196
	284	309	454	1155	1135	1940	1754	1939	2064	1898	2084	2455	2476	2311	2394	2661	2372	2084	2166	1836	1898	1176	1238	1196
Moriday	284	309	454	1155	1135	1940	1754	1939	2064	1898	2084	2455	2476	2311	2394	2661	2372	2084	2166	1836	1898	1176	1238	1196
	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM

= Peak Hour of Generator

XXX

Pittsburgh First Master Plan Trip Generation Calculations 90 Minute Patron Visit

turday	890	890	1347	1007
Sai	904	904	853	010
Friday	sday	485	365	247
	ednesday Thur	319	217	176
		235	137	07
		193	100	62
		5:00 AM	6:00 AM	7.00 AM
		Saturda 904	Friday Saturda Monday Tuesday Wednesday Thursday 904 193 235 319 485 904	Friday Monday Tuesday Wednesday Thursday 904 193 235 319 485 904 100 137 217 365 853

balurday	890	890	1347	1627	1907	1882	2111	2314	2542	2670	2848	2721	2645	3052	3687	3382	3281	3789	3535	3586	3256	2442	1629	868	664
1)	904	904	853	650	499	1133	1715	1387	1565	2199	2097	2629	2933	2832	3085	3287	3567	3542	3897	3466	3517	3238	2883	1693	704
_	hursday	485	365	317	96/	1442	1968	2183	2423	2423	2519	2352	2471	2328	2519	2519	2638	2423	2399	2088	2208	1874	1658	1180	209
	Wednesday Thursday	319	217	176	583	1131	1578	1760	1963	1963	2043	1901	2003	1881	2043	2043	2145	1962	1942	1678	1779	1495	1312	902	336
	Tuesday	235	137	26	489	1019	1450	1627	1823	1823	1902	1764	1863	1745	1903	1903	2001	1825	1805	1551	1649	1375	1197	802	256
		193	100	62	436	940	1350	1518	1704	1704	1779	1648	1742	1630	1780	1780	1873	1704	1686	1442	1536	1275	1107	733	210
								11:00 AM	12:00 PM												12:00 AM	100			4:00 AM

APPENDIX H

Master Plan Trip Generation

4955 Steubenville Pike Suite 400 Pittsburgh, PA 15205 (412) 490-0630 - Fax (412) 490-0631

PROJECT	Pittsburgh First Master Plan	Made by	DCP	Date	12/04/05
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The project site is divided into two parcels by Centre Avenue. As shown on the attached sheet and site plan, the south site will include the casino, the arena, a hotel, a 4300-space parking structure and a very limited amount of retail frontage along Fifth Avenue. The north site will consist of a mix of residential, retail, office as well as several parking structures, and will be divided by several internal streets.

Trip generation for the two parts of the site are considered separately.

South Site - Casino

Refer to separate calculations for trip generation for the casino, including all captive restaurant and commercial space.

South Site - Arena

Refer to separate calculations for trip generation for the casino.

South Site Hotel

Current site plans call for a 400-room hotel to be built over the casino, with shared usage of the casino parking garage and patron drop off/pick up areas.

Using equations and rates from ITE Trip Generation, 7th Edition, for Land Use 310, Hotel, the trip generation below has been estimated. ITE data is based upon locations outside central business districts. Due to the central location of this site, different trip generation characteristics can be expected to apply. In particular, a significant number of employees can be expected to arrive and depart via transit. While most patrons will arrive either by private auto or by taxi, it can be anticipated that a number of patrons will be able to walk to adjacent locations for business or pleasure activities. For these reasons, TA anticipates that actual trip generation will be 20% lower than estimated using ITE rates.

A.M. peak hour of adjacent street traffic:

Ln (T) = 1.24 Ln (X) -2.00 Ln (T) = 1.24 Ln (400) - 2.00 Ln (T) = 5.43 T = 228 trips 228 - 20% = 182 trips after transit/walking reduction 61% entering = 111 trips 39% exiting = 71 trips

P.M. Peak hour of adjacent street traffic

ITE rate = 0.59 trips per room
T = 0.59 x 400
T = 236
236 - 20% = 189 trips after transit/walking reduction
53% entering = 100 trips
47% exiting = 89 trips exiting

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South Site Hotel (continued)

Weekday Hockey Peak

This peak period is assumed to occur in the evening, following the PM peak hour of adjacent street traffic. ITE does not provide any data on this time period. For this analyis, it is assumed that site traffic will be 50% of the traffic generated during the P.M. peak hour of the generator, subject to the 20% reduction for transit and walking.

Ln (T) = 1.00 (X) - 0.58 Ln (T) = 1.00 (400) - 0.58 Ln (T) = 5.41 T = 224 50% of 224 = 112 122 - 20% = 90 trips after reduction for transit/walking 58% entering = 52 trips 42% entering = 38 trips

Friday Casino Peak

This peak period is assumed to occur in the evening, at approximately 9:00 PM.

ITE does not provide any data on this time period. For this analyis, it is assumed that site traffic will be 50% of the traffic generated during the P.M. peak hour of the generator, subject to the 20% reduction for transit and walking.

Ln (T) = 1.00 (X) - 0.58 Ln (T) = 1.00 (400) - 0.58 Ln (T) = 5.41 T = 224 50% of 224 = 112 122 - 20% = 90 trips after reduction for transit/walking 58% entering = 52 trips 42% entering = 38 trips

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South Site Hotel (continued)

Saturday Casino Peak

This peak period is assumed to occur in the evening, at approximately 9:00 PM.

ITE does not provide any data on this time period. For this analyis, it is assumed that site traffic will be 50% of the traffic generated during the Saturday peak hour of the generator, subject to the 20% reduction for transit and walking.

T = 0.69(X) + 4.32

T = 0.69 (400) + 4.32

T = 280 trips

50% of 280 = 140 trips

140 - 20% = 112 trips after transit/walking reduction

56% entering = 63 trips

44% exiting = 49 trips

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North Site

The north site is assumed to consist of the following development:

1707 residential units
71,200 square feet of retail
200,000 square feet of office
1910 structured parking spaces for residents
3590 structured parking spaces for public

The exact number, location and configuration of these facilities is subject to change. This analysis is approximate.

North Site Residential

This analysis is based upon ITE Trip Generation, 7th Edition, for Land Use 223, mid-rise apartment.

A.M. Peak Hour of Adjacent Street Traffic

Because of the proximity of the site to downtown, it is anticipated that a high proportion of residents will work in Downtown Pittsburgh or in other nearby employment centers. For this calculation, it is assumed that 50% of residents will be so employed. ITE trip generation data is based upon suburban locations, with negligible transit usage. The site is within walking distance of downtown, and is well-served by an extensive transit network. It is assumed that 50% of site residents working in and near downtown will chose to walk or use transit for their commute. Accordingly, ITE trip generation rates for the A.M. peak period have been reduced by 50% x 50% or 25% to account for this.

T = 0.41 (X) -13.06 T = 0.41 (1707) - 13.06 T = 687 T = 687 x 0.75 = 515 after transit/walking reduction 31% entering = 160 69% exiting = 355 trips

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North Site Residential (continued)

P.M. Peak Hour of Adjacent Street Traffic

Because of the proximity of the site to downtown, it is anticipated that a high proportion of residents will work in Downtown Pittsburgh or in other nearby employment centers. For this calculation, it is assumed that 50% of residents will be so employed. ITE trip generation data is based upon suburban locations, with negligible transit usage. The site is within walking distance of downtown, and is well-served by an extensive transit network. It is assumed that 50% of site residents working in and near downtown will chose to walk or use transit for their commute. Accordingly, ITE trip generation rates for the P.M. peak period have been reduced by 50% x 50% or 25% to account for this.

T = 0.48 (X) -11.07 T = 0.48 (1707) - 11.07 T = 808 trips T = 808 trips x 0.75 = 606 trips after transit/walking reduction 58% entering = 352 trips 42% exiting = 255 trips

Weekday Arena Peak Friday Casino Peak Saturday Casino Peak

ITE does not provide data on residential trip generation during these time periods. For this calculation, trip generation is assumed to be equal to 50% of that during the P.M. peak hour of the generator. No additional reduction due to transit or walking is assumed.

T = 0.53 (X) -11.27 T = 0.53 (1707) - 11.27 T = 893 T = 893 x 50% = 447 trips 59% entering = 264 trips 41% exiting = 183 trips

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North Site Retail

The site is assumed to consist of 71,200 square feet of retail development. While most of this is anticipated to be local retail servicing local residents and businesses, trip generation calculations are based upon freestanding retail, using ITE land use 820.

Trip generation is based upon ITE land use 820. An adjustment is made for pass-by trips, according to the methodology and data contained in the ITE trip Generation Handbook, Second Edition. Pass-by trips typically represent vehicles already on the road, stopping at the retail center along the way. Thus, they do not represent a new vehicular trip on the roadway, although they generally are counted at the site driveway. TA's experience with travel behavior in the downtown area indicate that such pass-by trips are likely to be made by pedestrians on their way to their vehicle, and thus do not represent a new vehicular trip at all. Per the Trip Generation Handbook, during the P.M. peak hour, pass-by trips account for 34% of the trips to land use 820. No data is tabulated for other time periods, but for this calculation it is assumed that pass-by trips will account for 24% (10% less than the 34% measured during the P.M. peak) during the A.M. peak. Thus, calculated trip generation will be reduced by 34% during the P.M. peak, and by 24% during the A.M. peak. No pass-by reduction will be taken during other periods.

A.M. Peak hour of adjacent Street Traffic

Ln (T) = 0.60 Ln (x) + 2.29 Ln (T) = 0.60 (71.2) + 2.29 Ln (T) = 128 trips 128 trips - 24% = 97 trips 61% entering = 59 trips 39 % exiting = 38 trips

P.M. Peak hour of adjacent Street Traffic

 $T = 3.75 \times (X)$ Due to small size of retail development, average rate was used rather than equation T = 267 trips 267 - 34% = 176 trips 48% entering = 85 trips 52% exiting = 92 trips

Weekday Arena Peak

The weekday arena peak has been determined to occur from 6:00 P.M to 7:00 P.M. Based upon data tabulated in the ITE Trip Generation Manual, entering traffic during this time period is 7.4% of daily traffic, and exiting traffic is 8.3% of daily traffic.

Daily traffic volume

T = 42.94 x (X) Due to small size of retail development, average rate was used rather than equation.

T = 3057

50% entering = 1528 x 0.074 = 113 trips

50% exiting = $1528 \times 0.083 = 127$ trips

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North Site Retail (continued)

Friday Casino Peak

The weekday casino peak has been determined to occur from 10:00 P.M to 11:00 P.M.

ITE data is not tabulated this late in the evening, but is is assumed to be the same as for 9:00 P.M. to 10:00 PM which indicates 1.9% of daily traffic entering and 1.8 % of daily traffic exiting.

Daily traffic volume

 $T = 42.94 \times (X)$ Due to small size of retail development, average rate was used rather than equation.

T = 3057

50% entering = $1528 \times 0.019 = 29$ trips

50% exiting = $1528 \times 0.018 = 28$ trips

Saturday Casino Peak

The Saturday casino peak has been determined to occur from 10:00 P.M to 11:00 P.M.

ITE data is not tabulated this late in the evening, but is is assumed to be the same as for 9:00 P.M. to 10:00 PM which indicates 2.0% of daily traffic entering and 3.3 % of daily traffic exiting.

Daily traffic volume

 $T = 49.97 \times (X)$ Due to small size of retail development, average rate was used rather than equation.

T = 3558

50% entering = $1779 \times 0.020 = 36$ trips

50% exiting = $1779 \times 0.033 = 59$ trips

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North Site Office

For office development, trip generation calculations were based upon ITE land use 710, general office building.

A.M. peak hour

Ln (T) = 0.86 Ln (X) + 0.24 Ln (T) = 0.86 Ln (200) + 0.24 Ln (T) = 4.2 T = 121 trips 88% entering = 107 trips 12% exiting = 15 trips

P.M. peak hour

T = 0.37 (X) + 60.08 T = 134 trips 17% entering = 23 trips 83% exiting = 111 trips

APPENDIX I

Trip Assignments

Calculations are based upon percentage of trips from each county to site, as determined by the City of Pittsburgh Department of City Planning. Proportion of trips within Allegheny County based upon population within each zone. For outlying counties, an approximation of population distribution was used.

Allegheny County population 1281666

Allegiterry County population	1201000			0/ of	
			0/ -11	% of	0/ - (
			% of county	County	% of
			in zone	Trips	overall trips
0 Downtown					0.37%
Allegheny County					
Golden Triangle	5,222	0	0.41%	89.73%	0.37%
	5,222		0.41%		0.37%
1 Fort Pitt Bridge					20.70%
Allegheny County					
Banksville	4,540	1	0.35%	89.73%	0.32%
Beechview	8,772	1	0.68%	89.73%	0.61%
Bridgeville borough	5341	1	0.42%	89.73%	0.37%
Carnegie borough	8389	1	0.65%	89.73%	0.59%
Chartiers City	595	1	0.05%	89.73%	0.04%
Collier township	5265	1	0.41%	89.73%	0.37%
Coraopolis borough	6131	1	0.48%	89.73%	0.43%
Crafton borough	6706	1	0.52%	89.73%	0.47%
Crafton Heights	4,199	1	0.33%	89.73%	0.29%
Crescent township	2314	1	0.18%	89.73%	0.16%
Dormont borough	9305	1	0.73%	89.73%	0.65%
East Carnegie	485	1	0.04%	89.73%	0.03%
Elliott	2,954	1	0.23%	89.73%	0.21%
Esplen	495	1	0.04%	89.73%	0.03%
Fairywood	1,099	1	0.09%	89.73%	0.08%
Findlay township	5145	1	0.40%	89.73%	0.36%
Green Tree borough	4719	1	0.37%	89.73%	0.33%
Heidelberg borough	1225	1	0.10%	89.73%	0.09%
Ingram borough	3712	1	0.29%	89.73%	0.26%
Kennedy township	7504	1	0.59%	89.73%	0.53%
McDonald borough	415	1	0.03%	89.73%	0.03%
McKees Rocks borough	6622	1	0.52%	89.73%	0.46%
Moon township	22290	1	1.74%	89.73%	1.56%
Mount Lebanon township	33017	1	2.58%	89.73%	2.31%
Neville township	1232	1	0.10%	89.73%	0.09%
North Fayette township	12254	1	0.96%	89.73%	0.86%
Oakdale borough	1551	1	0.12%	89.73%	
Oakwood	1,028	1	0.08%	89.73%	
Pennsbury Village borough	738	1	0.06%	89.73%	0.05%
Ridgemont	530	1	0.04%	89.73%	0.04%
Robinson township	12289	1	0.96%	89.73%	
Rosslyn Farms borough	464	1	0.04%		
Scott township	17288	1	1.35%		
Sheraden	6,049	1	0.47%	89.73%	0.42%

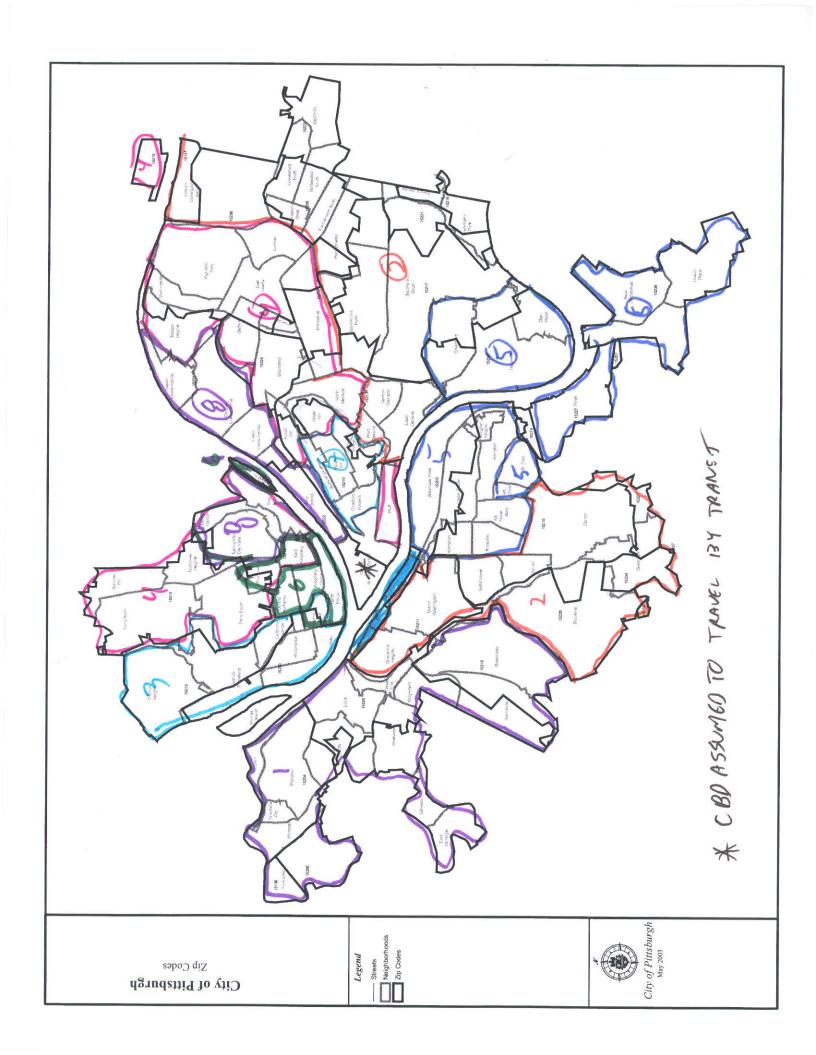
South Fayette township	12271	1	0.96%	89.73%	0.86%	
Stowe township	6706	1	0.52%	89.73%	0.47%	
Thornburg borough	468	1	0.04%	89.73%	0.03%	
Upper St. Clair township	20053	1	1.56%	89.73%	1.40%	
West End	466	1	0.04%	89.73%	0.03%	
Westwood	3,093	1	0.24%	89.73%	0.22%	
Windgap	1,447	1	0.11%	89.73%	0.10%	
Allegheny Ct area total	249,166		19.44%		17.44%	
Beaver County			75.00%	1.36%	1.02%	
Washington County			100.00%	2.24%	2.24%	
Total Zone Share of Trips					20.70%	
2A Liberty Bridge/Blvd of the	Allies				13.10%	
Allegheny County						
Baldwin borough	10000	2	0.78%	89.73%	0.70%	1.00%
Baldwin township	2244	2	0.18%	89.73%	0.16%	1.00%
Beltzhoover	2,783	2	0.22%	89.73%	0.19%	1.00%
Bethel Park borough	33556	2	2.62%	89.73%	2.35%	1.00%
Bon Air	889	2	0.07%	89.73%	0.06%	1.00%
Brentwood borough	10466	2	0.82%	89.73%	0.73%	1.00%
Brookline	14,318	2	1.12%	89.73%	1.00%	1.00%
Carrick	10,685	2	0.83%	89.73%	0.75%	1.00%
Castle Shannon borough	8556	2	0.67%	89.73%	0.60%	1.00%
Clairton city	8491	2	0.66%	89.73%	0.59%	1.00%
Duquesne Heights	2,696	2	0.21%	89.73%	0.19%	1.00%
Elizabeth borough	1609	2	0.13%	89.73%	0.11%	1.00%
Elizabeth township	13839	2	1.08%	89.73%	0.97%	1.00%
Forward township	3771	2	0.29%	89.73%	0.26%	1.00%
Jefferson Hills borough	9666	2	0.75%	89.73%	0.68%	1.00%
Mount Washington	9,878	2	0.77%	89.73%	0.69%	1.00%
Overbrook	4,041	2	0.32%	89.73%	0.28%	1.00%
Pleasant Hills borough	8397	2	0.66%	89.73%	0.59%	1.00%
South Park township	14340	2	1.12%	89.73%	1.00%	1.00%
West Elizabeth borough	565	2	0.04%	89.73%	0.04%	1.00%
Whitehall borough	14444	2	1.13%	89.73%	1.01%	1.00%
Total Allegh. Co. in zone	185234		14.45%		12.97%	
External Counties			10.00%	1.30%	0.13%	
Total Zone Share of Trips					13.10%	
2B Blvd of the Allies					27.37%	
Allegheny County	0010	_	0.000/	00 =00/	0.0007	2 222
Braddock borough	2912	2	0.23%	89.73%	0.20%	2.00%
Braddock Hills borough	1998	2	0.16%	89.73%	0.14%	2.00%
Central Oakland	5,281	2	0.41%	89.73%	0.37%	2.00%
Chalfant borough	870	2	0.07%	89.73%	0.06%	2.00%
Churchill borough	3566	2	0.28%	89.73%	0.25%	2.00%
Dravosburg borough	2015	2	0.16%	89.73%	0.14%	2.00%
Duquesne city	7332	2	0.57%	89.73%	0.51%	2.00%
East Hills	3,951	2	0.31%	89.73%	0.28%	2.00%
East McKeesport borough	2343	2	0.18%	89.73%	0.16%	2.00%
East Pittsburgh borough	2017	2	0.16%	89.73%	0.14%	2.00%
Edgewood borough	3311	2	0.26%	89.73%	0.23%	2.00%
Forest Hills borough	6831	2	0.53%	89.73%	0.48%	2.00%

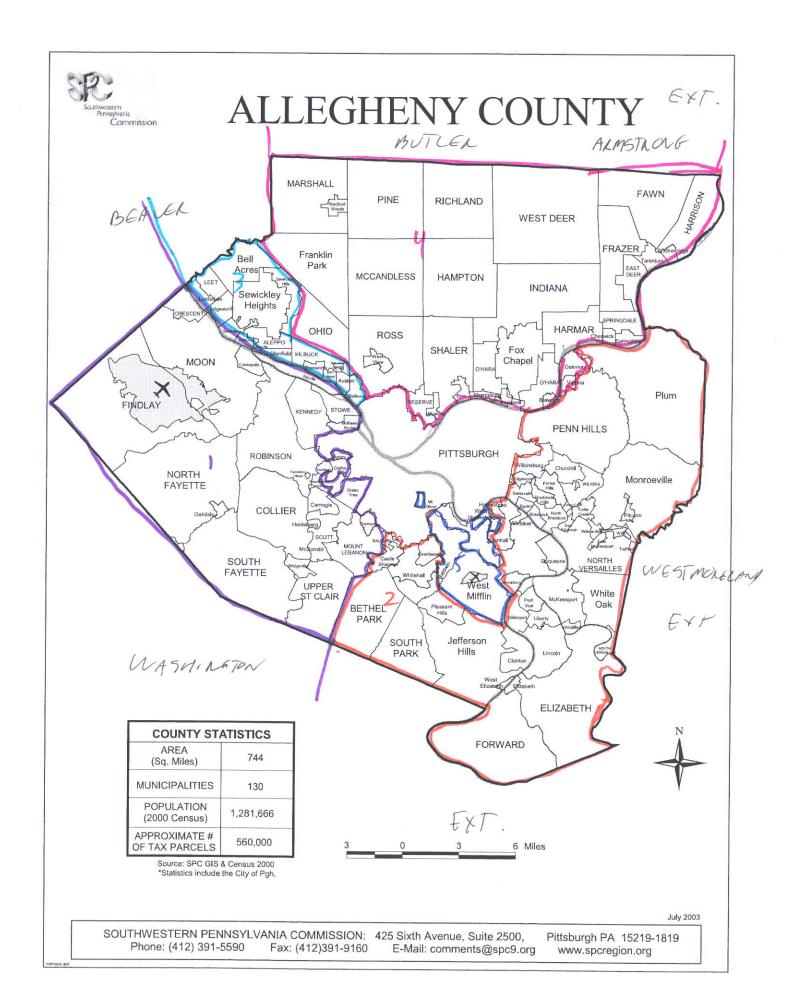
Glassport borough	4993	2	0.39%	89.73%	0.35%	2.00%
Homestead borough	3569	2	0.28%	89.73%	0.25%	2.00%
Homewood North	4,522	2	0.35%	89.73%	0.32%	2.00%
Homewood South	3,647	2	0.28%	89.73%	0.26%	2.00%
Homewood West	1,114	2	0.09%	89.73%	0.08%	2.00%
Liberty borough	2670	2	0.21%	89.73%	0.19%	2.00%
Lincoln borough	1218	2	0.10%	89.73%	0.09%	2.00%
McKeesport city	24040	2	1.88%	89.73%	1.68%	2.00%
Munhall borough	12264	2	0.96%	89.73%	0.86%	2.00%
Municipality of Monroeville	29349	2	2.29%	89.73%	2.05%	2.00%
North Braddock borough	6410	2	0.50%	89.73%	0.45%	2.00%
North Versailles township	11125	2	0.87%	89.73%	0.78%	2.00%
Penn Hills township	46809	2	3.65%	89.73%	3.28%	2.00%
Pitcairn borough	3689	2	0.29%	89.73%	0.26%	2.00%
Plum borough	26940	2	2.10%	89.73%	1.89%	2.00%
Point Breeze	5,665	2	0.44%	89.73%	0.40%	2.00%
Point Breeze North	2,304	2	0.18%	89.73%	0.16%	2.00%
Port Vue borough	4228	2	0.33%	89.73%	0.30%	2.00%
Rankin borough	2315	2	0.18%	89.73%	0.16%	2.00%
Regent Square	1,131	2	0.09%	89.73%	0.08%	2.00%
South Oakland	3,007	2	0.23%	89.73%	0.21%	2.00%
South Versailles township	351	2	0.03%	89.73%	0.02%	2.00%
Squirrel Hill North	11,395	2	0.89%	89.73%	0.80%	2.00%
Squirrel Hill South	14,507	2	1.13%	89.73%	1.02%	2.00%
Swisshelm Park	1,378	2	0.11%	89.73%	0.10%	2.00%
Swissvale borough	9653	2	0.75%	89.73%	0.68%	2.00%
Trafford borough	31	2	0.00%	89.73%	0.00%	2.00%
Turtle Creek borough	6076	2	0.47%	89.73%	0.43%	2.00%
Versailles borough	1724	2	0.13%	89.73%	0.12%	2.00%
Wall borough	727	2	0.06%	89.73%	0.05%	2.00%
West Mifflin borough	11232	2	0.88%	89.73%	0.79%	2.00%
West Oakland	2,272	2	0.18%	89.73%	0.16%	2.00%
Whitaker borough	1338	2	0.10%	89.73%	0.09%	2.00%
White Oak borough	8437	2	0.66%	89.73%	0.59%	2.00%
Wilkins township	6917	2	0.54%	89.73%	0.48%	2.00%
Wilkinsburg borough	19196	2	1.50%	89.73%	1.34%	2.00%
Wilmerding borough	2145	2	0.17%	89.73%	0.15%	2.00%
Total Allegh. Co. in zone	340815		26.59%		23.86%	
Westmoreland County			90.00%	2.96%	2.66%	
External Counties			65.00%	1.30%	0.85%	
Total Zone Share of Trips					27.37%	
3 Fort Duquesne Bridge/Smit	hfield Street	Bridge			3.95%	
Allegheny County		_				
Aleppo township	1039	3	0.08%	89.73%	0.07%	
Avalon borough	5294	3	0.41%	89.73%	0.37%	
Bell Acres borough	1382	3	0.11%	89.73%	0.10%	
Bellevue borough	8770	3	0.68%	89.73%	0.61%	
Ben Avon borough	1917	3	0.15%	89.73%	0.13%	
Ben Avon Heights borough	392	3	0.03%	89.73%	0.03%	
Brighton Heights	8,050	3	0.63%	89.73%	0.56%	
California Kirkbride	973	3	0.08%	89.73%	0.07%	
Chateau	39	3	0.00%	89.73%	0.00%	
Edgeworth borough	1730	3	0.13%	89.73%	0.12%	

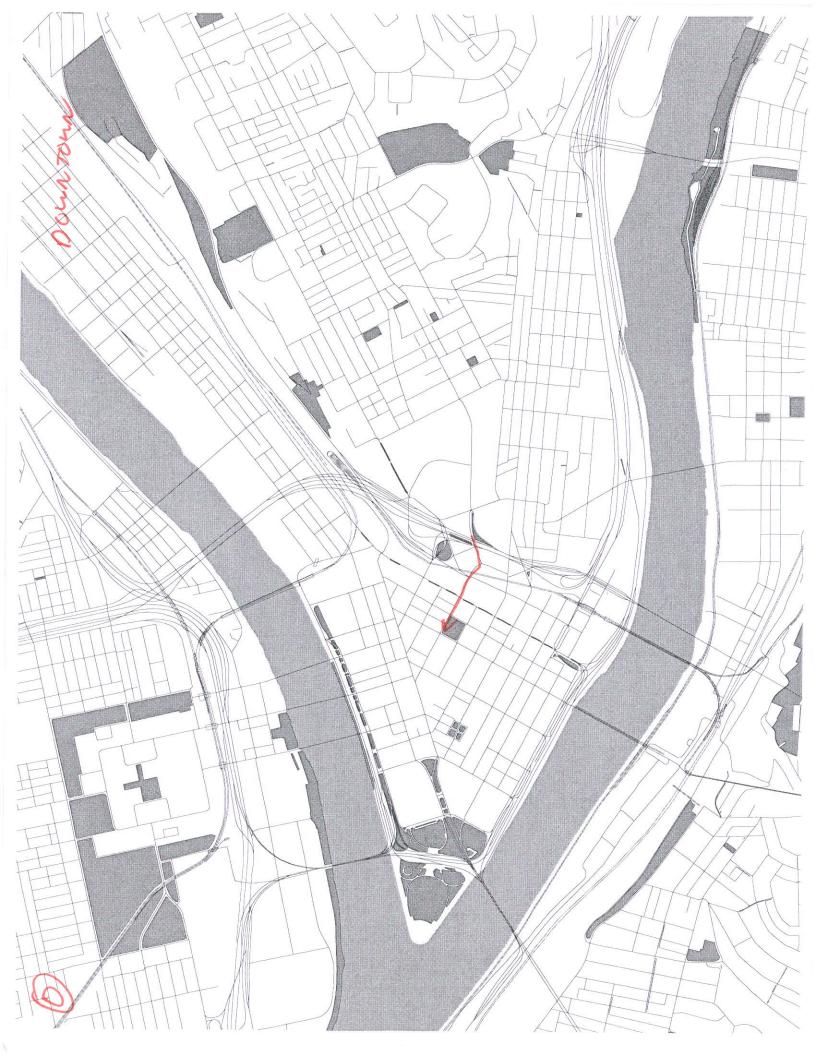
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Emsworth borough	2598	3	0.20%	89.73%	0.18%
Glenfield borough	236	3	0.02%	89.73%	0.02%
Haysville borough	78	3	0.01%	89.73%	0.01%
Kilbuck township	723	3	0.06%	89.73%	0.05%
Leet township	1568	3	0.12%	89.73%	0.11%
Leetsdale borough	1232	3	0.10%	89.73%	0.09%
Manchester	2,506	3	0.20%	89.73%	0.18%
Marshall-Shade	6,951	3	0.54%	89.73%	0.49%
Osborne borough	566	3	0.04%	89.73%	0.04%
Sewickley borough	3902	3	0.30%	89.73%	0.27%
Sewickley Heights borough	981	3	0.08%	89.73%	0.27 %
, ,		3			
Sewickley Hills borough	652		0.05%	89.73%	0.05%
South Shore	56	3	0.00%	89.73%	0.00%
Total Allegh. Co. in zone	51635		4.03%		3.61%
Beaver County			25.00%	1.36%	0.34%
Total Zone Share of Trips					3.95%
4 Veteran's Bridge/I-279 Nortl	n/Route 28/Big	gelow Βοι	ılevard		26.68%
Allegheny County					
Aspinwall borough	2960	4	0.23%	89.73%	0.21%
Blawnox borough	1550	4	0.12%	89.73%	0.11%
Bloomfield	9,089	4	0.71%	89.73%	0.64%
Brackenridge borough	3543	4	0.28%	89.73%	0.25%
Bradfordwoods borough	1149	4	0.09%	89.73%	0.08%
Cheswick borough	1899	4	0.15%	89.73%	0.13%
East Deer township	1362	4	0.11%	89.73%	0.10%
East Liberty	6,871	4	0.11%	89.73%	0.48%
Etna borough	3924	4	0.31%	89.73%	0.40%
Fawn township	2504	4	0.20%	89.73%	0.18%
Fox Chapel borough	5436	4	0.42%	89.73%	0.38%
Franklin Park borough	11364	4	0.89%	89.73%	0.80%
Frazer township	1286	4	0.10%	89.73%	0.09%
Friendship	1,791	4	0.14%	89.73%	0.13%
Garfield	5,450	4	0.43%	89.73%	0.38%
Hampton township	17526	4	1.37%	89.73%	1.23%
Harmar township	3242	4	0.25%	89.73%	0.23%
Harrison township	10934	4	0.85%	89.73%	0.77%
Highland Park	6,749	4	0.53%	89.73%	0.47%
Indiana township	6809	4	0.53%	89.73%	0.48%
Larimer .	2,602	4	0.20%	89.73%	0.18%
Lincoln-Lemington	5,550	4	0.43%	89.73%	0.39%
Marshall township	5996	4	0.47%	89.73%	0.42%
McCandless township	29022	4	2.26%	89.73%	2.03%
Millvale borough	4028	4	0.31%	89.73%	0.28%
Morningside	3,549	4	0.28%	89.73%	0.25%
North Oakland	9,857	4	0.20%	89.73%	0.69%
Northview Heights	2,526	4	0.77%	89.73%	0.03%
Oakmont borough	6911	4	0.54%	89.73%	0.48%
O'Hara township	8856	4	0.69%	89.73%	0.62%
Ohio township	3086	4	0.24%	89.73%	0.22%
Perry North	4,669	4	0.36%	89.73%	0.33%
Perry South	5,276	4	0.41%	89.73%	0.37%
Pine township	7683	4	0.60%	89.73%	0.54%
Polish Hill	1,488	4	0.12%	89.73%	0.10%

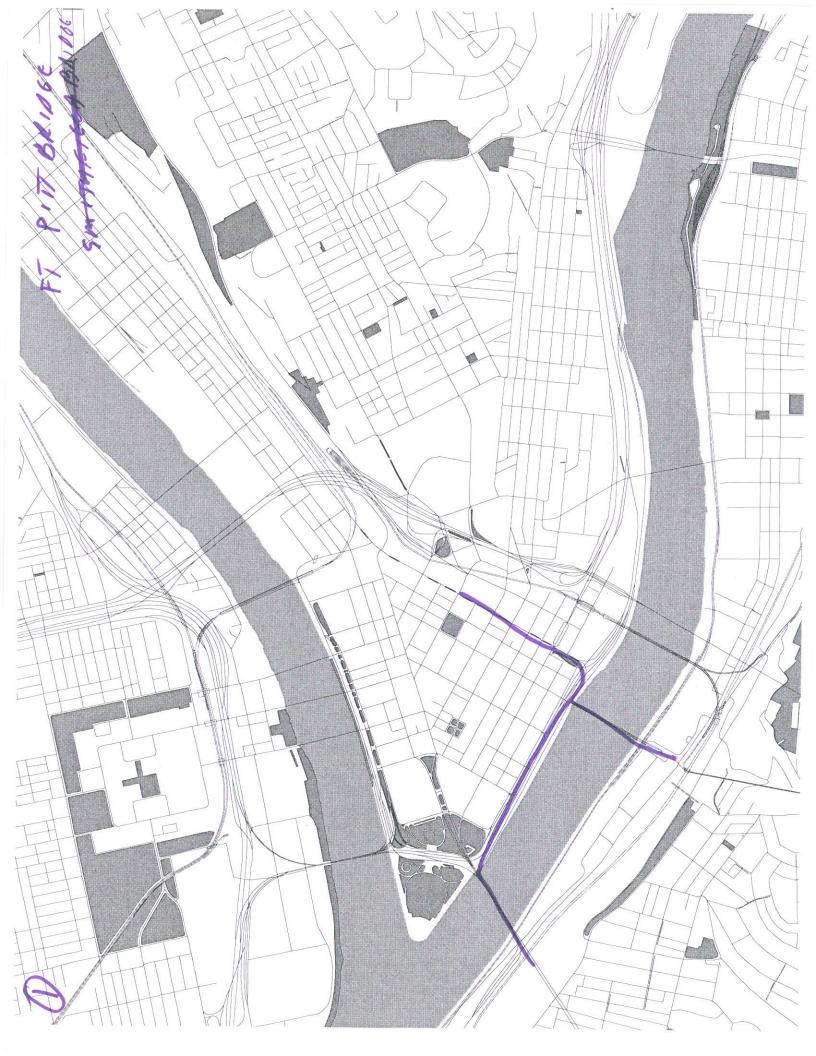
Reserve township	3856	4	0.30%	89.73%	0.27%
Richland township	9231	4	0.72%	89.73%	0.65%
Ross township	32551	4	2.54%	89.73%	2.28%
Shadyside	13,754	4	1.07%	89.73%	0.96%
Shaler township	29757	4	2.32%	89.73%	2.08%
Sharpsburg borough	3594	4	0.28%	89.73%	0.25%
Springdale borough	3828	4	0.30%	89.73%	0.27%
Springdale township	1802	4	0.14%	89.73%	0.13%
Stanton Heights	4,842	4	0.38%	89.73%	0.34%
Summer Hill	1,077	4	0.08%	89.73%	0.08%
Tarentum borough	4993	4	0.39%	89.73%	0.35%
Verona borough	3124	4	0.24%	89.73%	0.22%
West Deer township	11563	4	0.90%	89.73%	0.81%
West View borough	7277	4	0.57%	89.73%	0.51%
Total Allegh. Co. in zone	337786		26.36%		23.65%
Armstrong County			100.00%	0.59%	0.59%
Butler County			100.00%	1.82%	1.82%
External Counties			25.00%	1.30%	0.33%
Westmoreland County			10.00%	2.96%	0.30%
Total Zone Share of Trips					26.68%
5 Tenth Street Bridge/Hot Met	tal Bridge				4.84%
Allegheny County					
Allentown	3,220	5	0.25%	89.73%	0.23%
Arlington	1,999	5	0.16%	89.73%	0.14%
Arlington Heights	238	5	0.02%	89.73%	0.02%
Baldwin borough	9999	5	0.78%	89.73%	0.70%
Glen Hazel	805	5	0.06%	89.73%	0.06%
Greenfield	7,832	5	0.61%	89.73%	0.55%
Hays	457	5	0.04%	89.73%	0.03%
Hazelwood	5,334	5	0.42%	89.73%	0.37%
Knoxville	4,432	5	0.35%	89.73%	0.31%
Lincoln Place	3,671	5	0.29%	89.73%	0.26%
Mount Oliver	584	5	0.05%	89.73%	0.04%
Mount Oliver borough	3970	5	0.31%	89.73%	0.28%
New Homestead	937	5	0.07%	89.73%	0.07%
Saint Clair	1,453	5	0.11%	89.73%	0.10%
South Side Flats	5,726	5	0.45%	89.73%	0.40%
South Side Slopes	5,007	5	0.39%	89.73%	0.35%
West Homestead borough	2197	5	0.17%	89.73%	0.15%
West Mifflin borough	11232	5	0.88%	89.73%	0.79%
Total Allegh. Co. in zone	69,093		5.39%		4.84%
Total Zone Share of Trips	69,093				4.84%
6 6th/7th and 9th Street Bridg	es				0.65%
Allegheny County	222	_	0.0=0/	00.700/	0.000
Allegheny Center	886	6	0.07%	89.73%	0.06%
Allegheny West	508	6	0.04%	89.73%	0.04%
Central Northside	3,200	6	0.25%	89.73%	0.22%
East Allegheny	2,635	6	0.21%	89.73%	0.18%
Fineview	1,751	6	0.14%	89.73%	0.12%
North Shore	270	6	0.02%	89.73%	0.02%
Total Allegh. Co. in zone	9,250		0		0.65%
Total Zone Share of Trips	9,250				0.65%

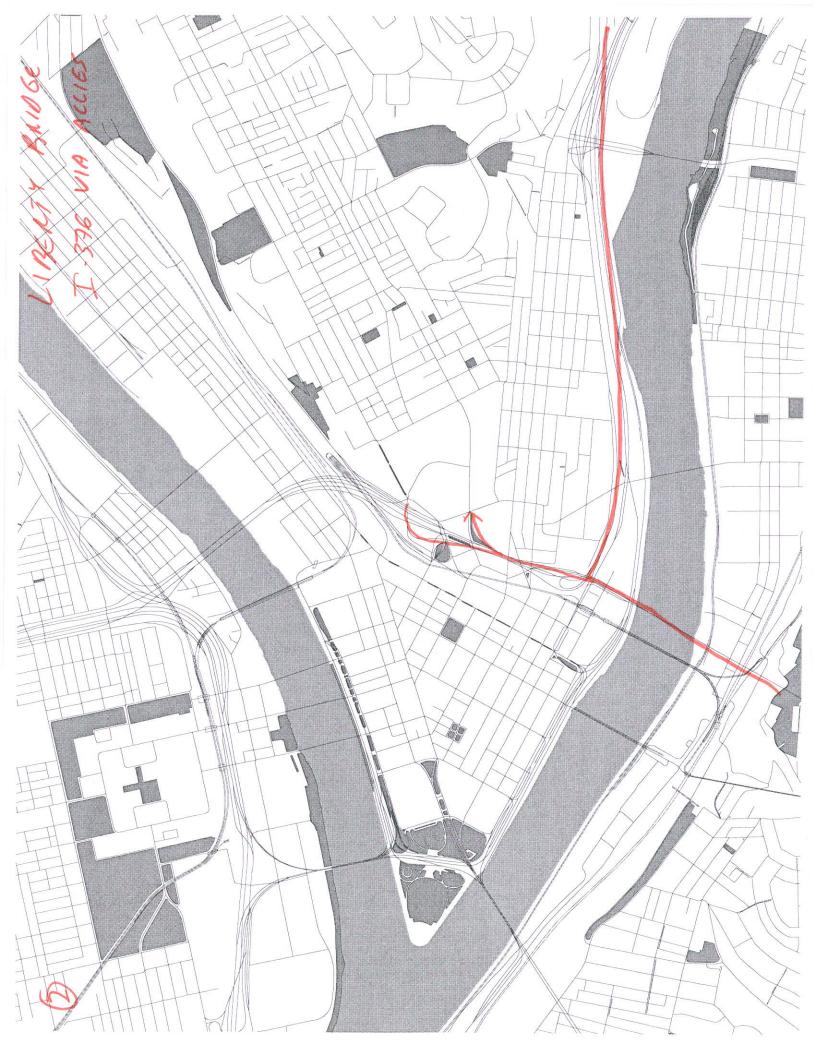
7 Centre Avenue					0.83%	
Allegheny County Bedford Dwellings	2,109	7	0.16%	89.73%	0.15%	
Crawford-Roberts	2,724	7	0.10%	89.73%	0.19%	
Middle Hill	2,143	7	0.17%	89.73%	0.15%	
Terrace Village	2,631	7	0.17 %	89.73%	0.18%	
Upper Hill	2,246	7	0.18%	89.73%	0.16%	
Total Allegh. Co. in zone	11,853	•	0.92%	0011 070	0.83%	
Total Zone Share of Trips	11,853		0.0270		0.83%	
8 Liberty Avenue					1.24%	
Allegheny County						
Central Lawrenceville	5,106	8	0.40%	89.73%	0.36%	
Lower Lawrenceville	2,585	8	0.20%	89.73%	0.18%	
Spring Garden	1,254	8	0.10%	89.73%	0.09%	
Spring Hill - CV	3,040	8	0.24%	89.73%	0.21%	
Strip District	266	8	0.02%	89.73%	0.02%	
Troy Hill	2,540	8	0.20%	89.73%	0.18%	
Upper Lawrenceville	2,899	8	0.23%	89.73%	0.20%	
Total Allegh. Co. in zone	17,690		1.38%		1.24%	
Total Zone Share of Trips	17,690				1.24%	
9 Forbes/Fifth/Birmingham Br	idge				0.27%	
Allegheny County						
Bluff	3,922	8	0.31%	89.73%	0.27%	
Total Allegh. Co. in zone	3,922		0.31%		0.27%	
Total Zone Share of Trips	3,922				0.27%	
Summary						
0 Downtown	0				0.37%	0.4%
1 Fort Pitt Bridge	0				20.70%	20.7%
2A Liberty Bridge/Blvd of the A	0				13.10%	13.1%
2B Blvd of the Allies	_				27.37%	27.3%
3 Fort Duquesne Bridge/Smith	0				3.95%	4.0%
4 Veteran's Bridge/I-279 North	0				26.68%	26.7%
5 Tenth Street Bridge/Hot Met	0				4.84%	4.8%
6 6th/7th and 9th Street Bridge	0				0.65%	0.7%
7 Centre Avenue	0				0.83%	0.8%
8 Liberty Avenue	•				1.24%	1.2%
9 Forbes/Fifth/Birmingham Bri	0				0.27%	0.3%
					100.00%	100.0%

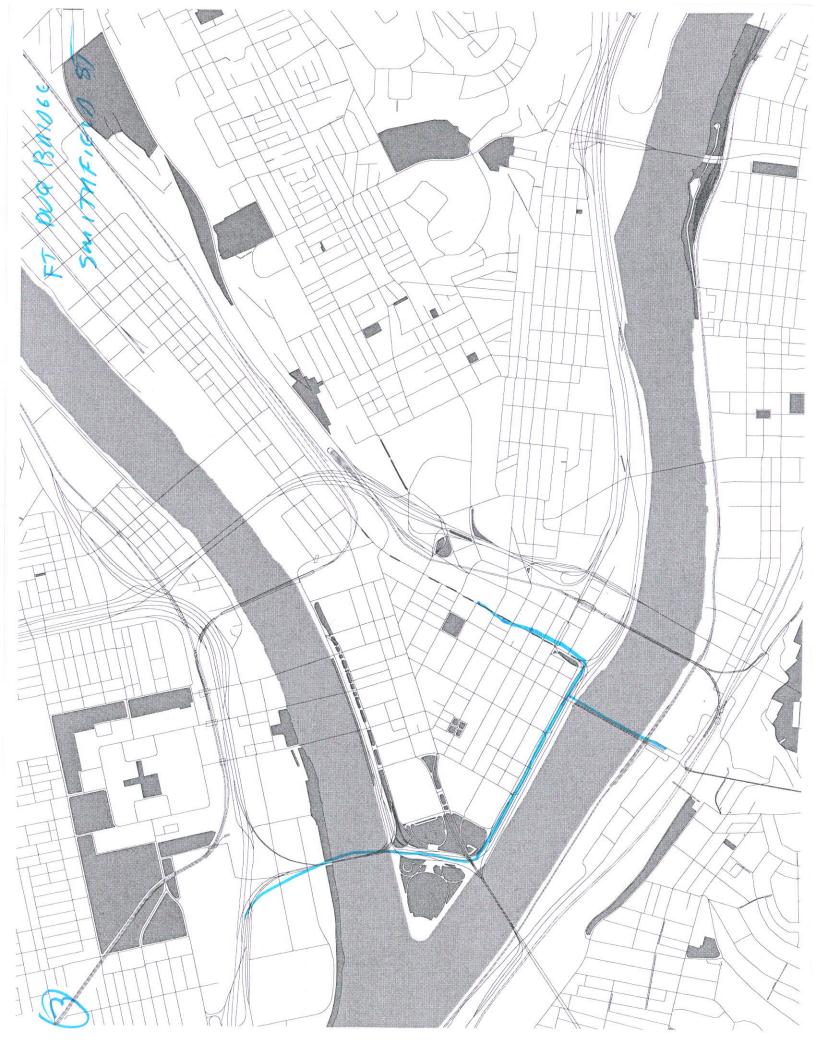


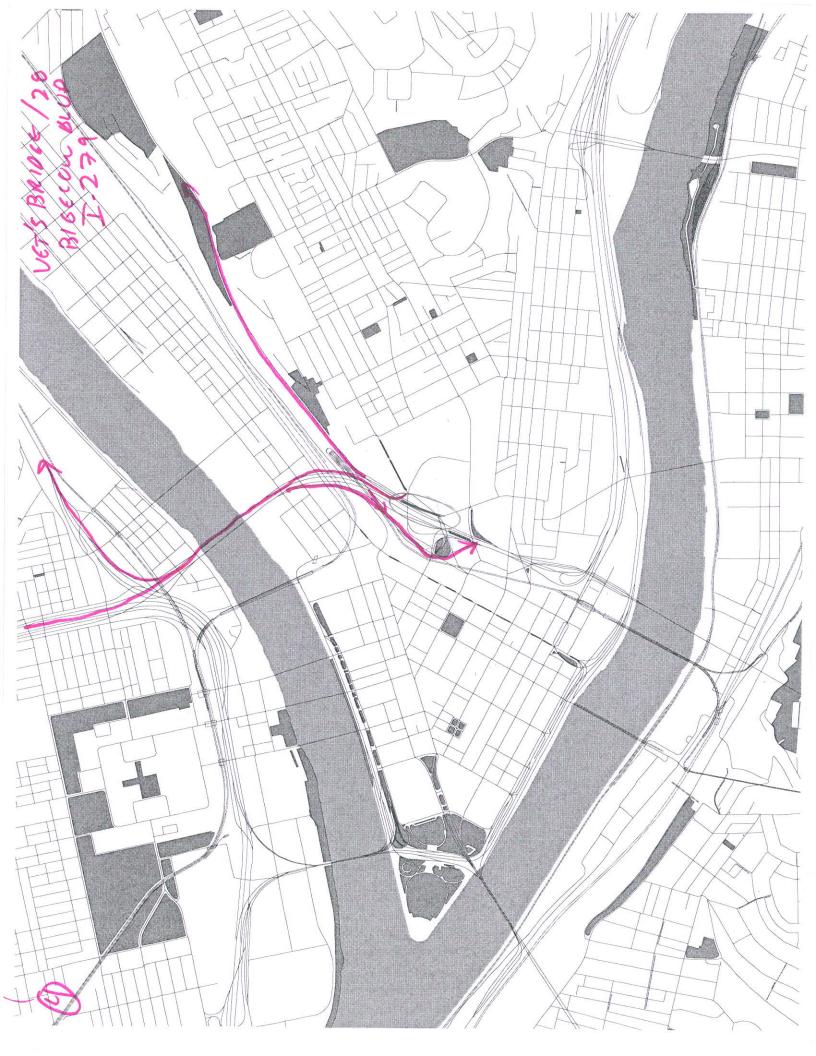


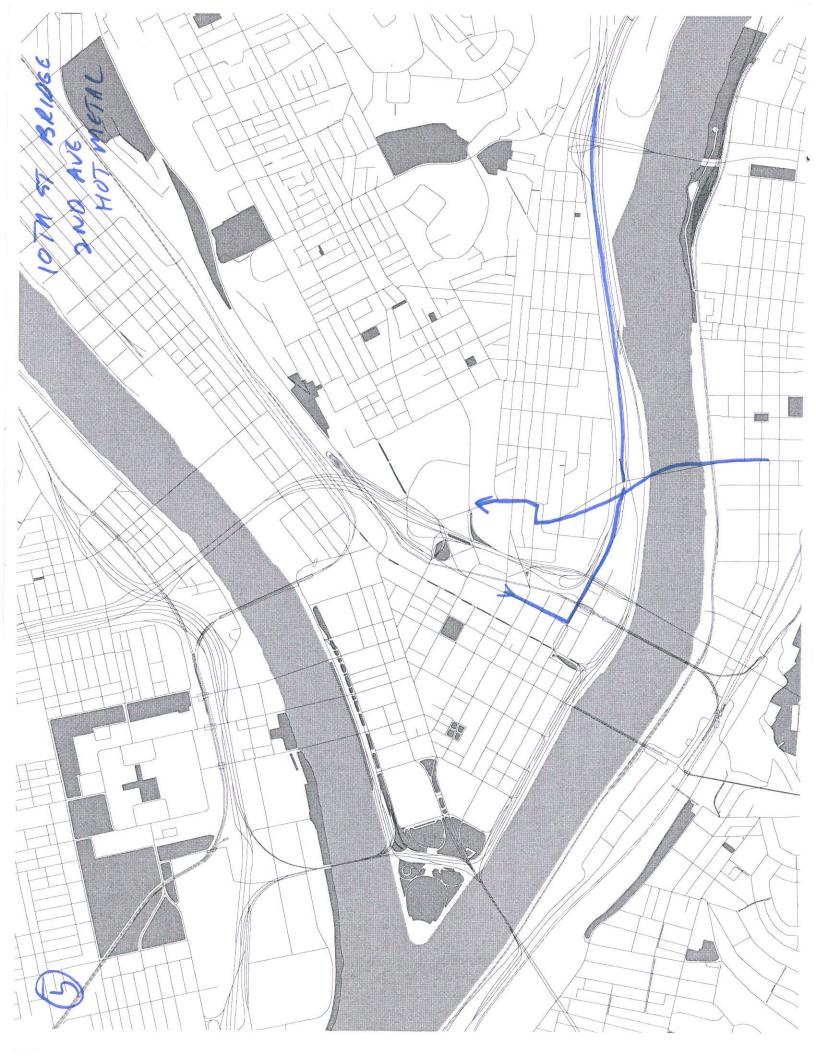


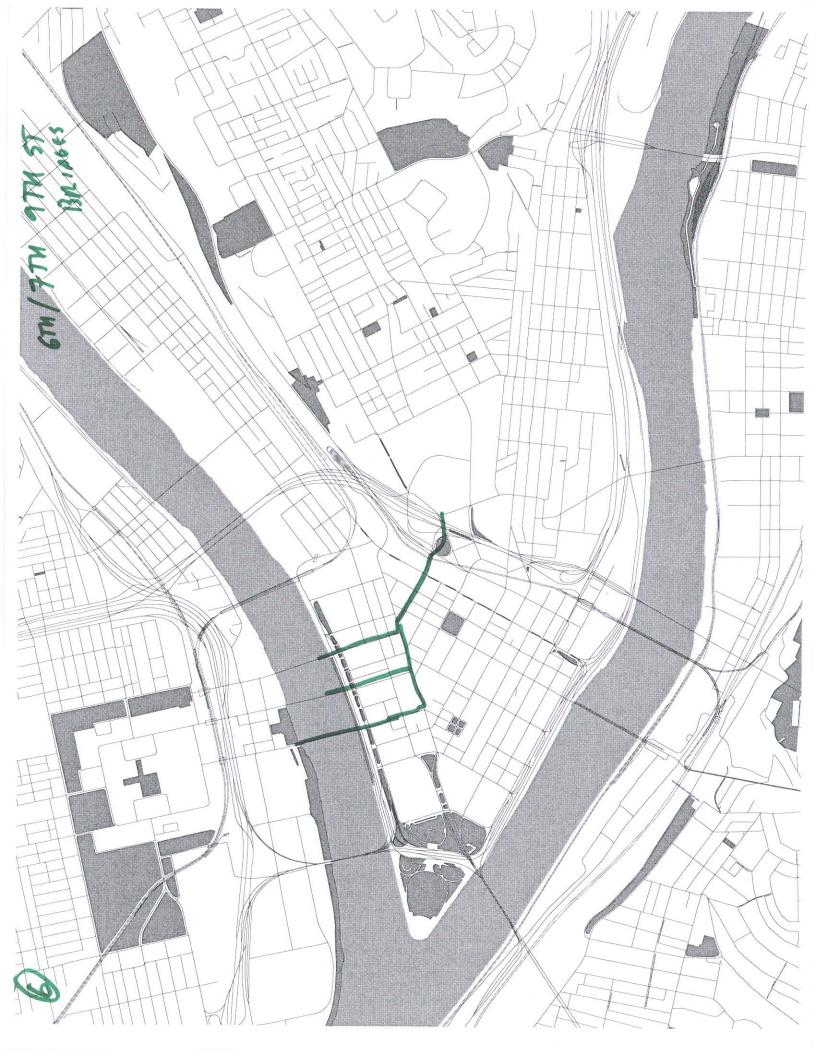


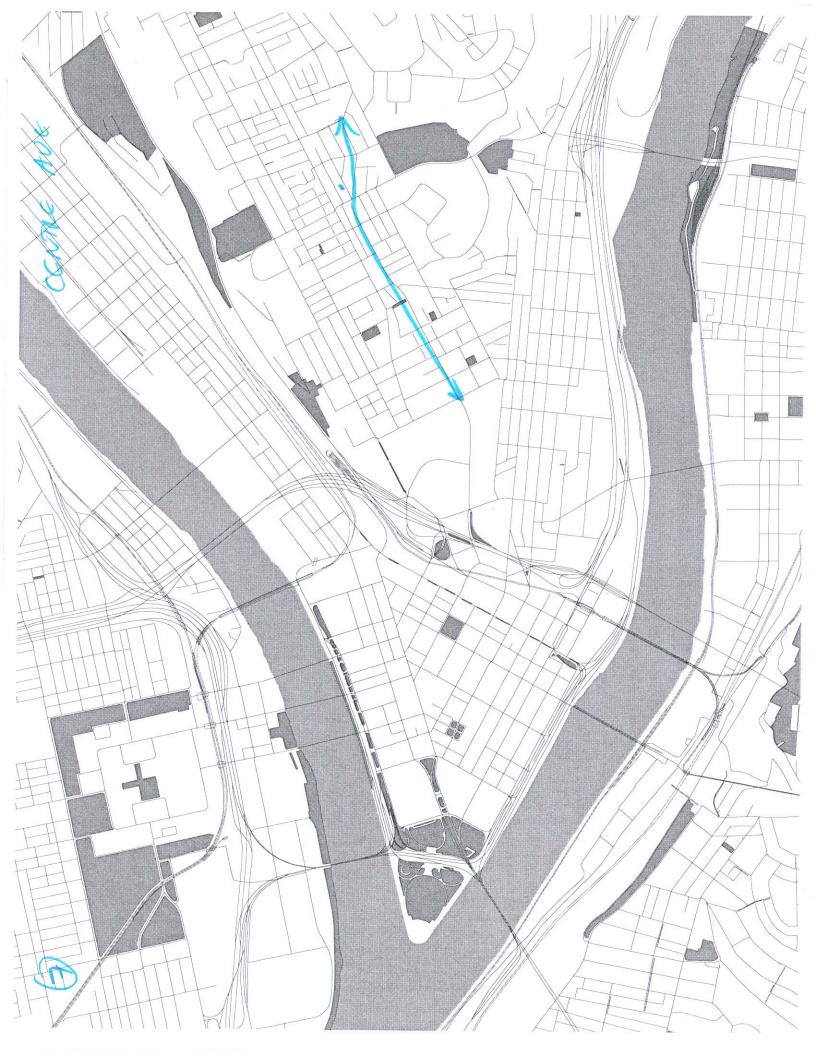


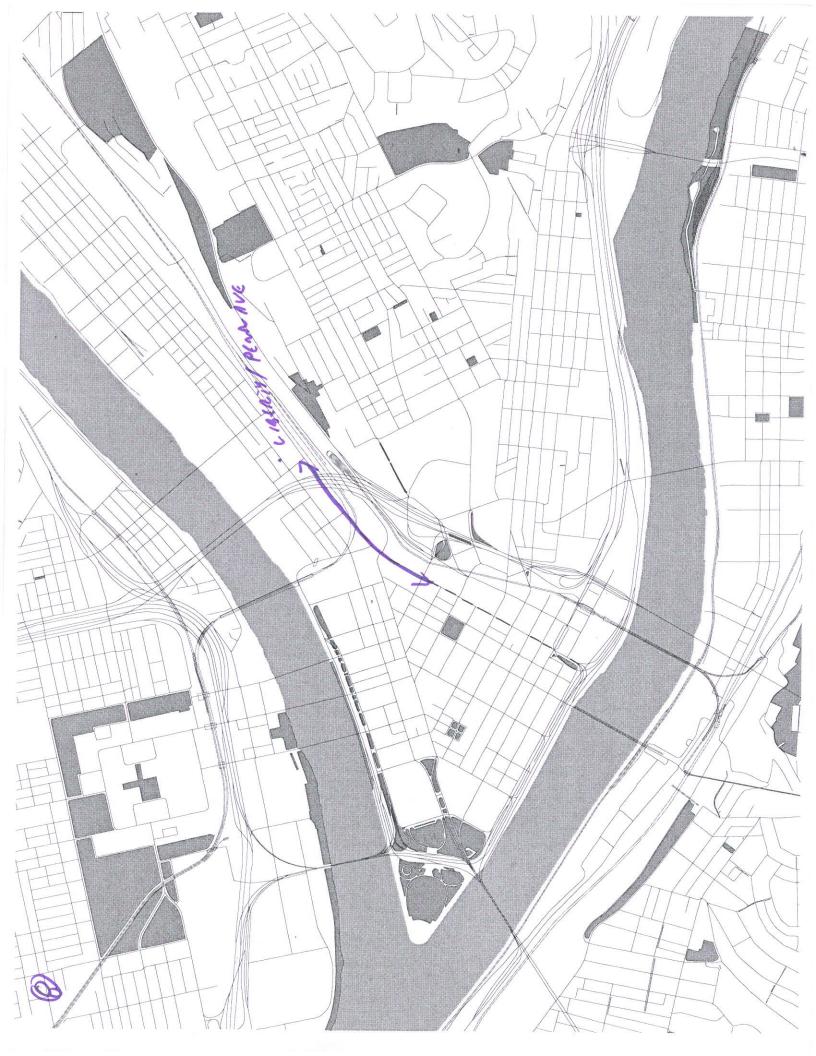


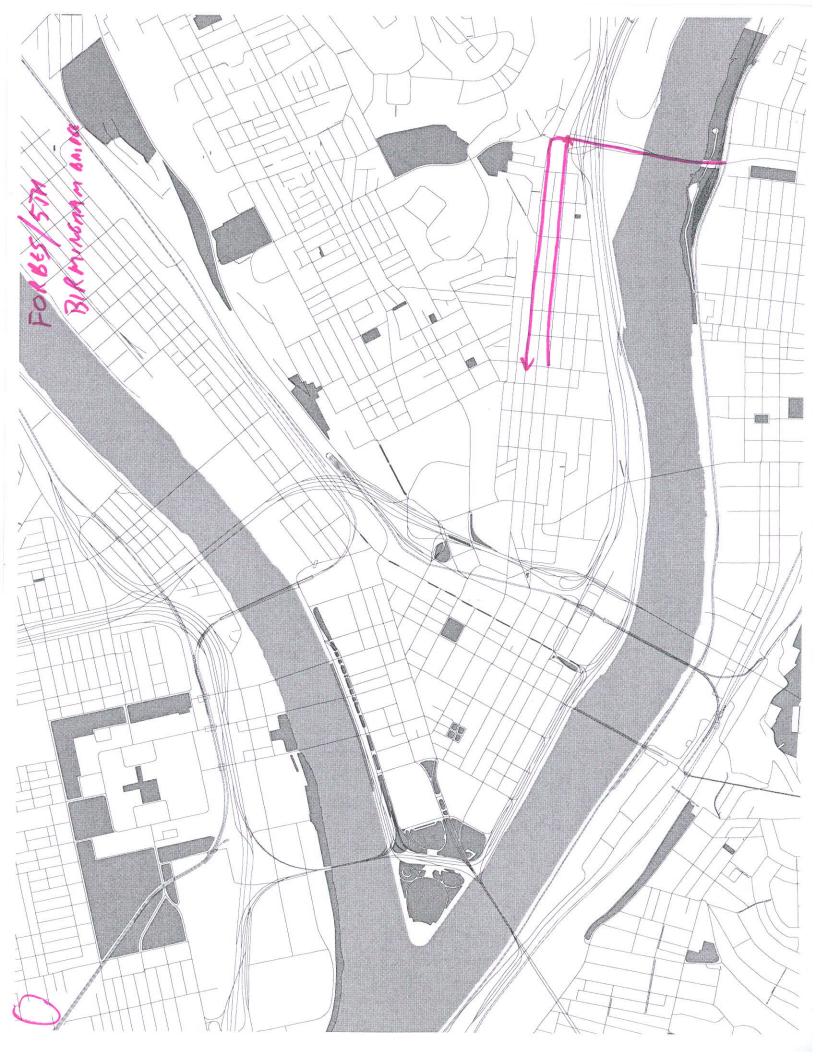












Pittsburgh First Master Plan Residential Trip Distribution

The distribution of trips from on-site residences was assumed to be based upon the distribution of regional employment opportunities. Employment statistics were obtained from the U.S. Census Bureau, and were tabulated within Allegheny County based upon the same zones and access routes as were used for casino trips. It is assumed because of the proximity to downtown that downtown will actually account for a disproportionate amount of work trips from site residents. However, this will be balanced by the fact that site residents will be likely to walk or use transit to reach downtown. In approximate numbers, it is assumed that 50% of site residents will work downtown. However, 50% of site residents working downtown will use transit or walk, allowing the rates calculated below to represent the distribution of vehicular trips. It is noted here that trip generation rates for the site will be adjusted to reflect the high transit usage that is anticipated.

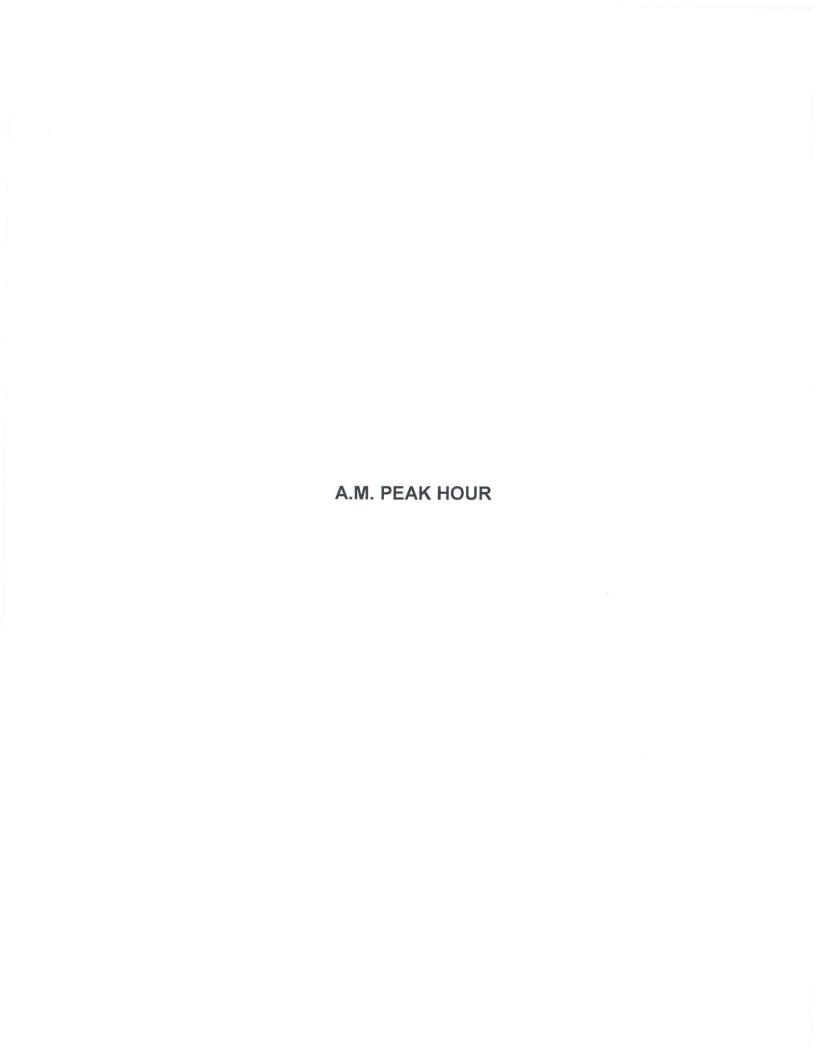
Place name ^{1/}	Total workers working in the place	C	ity pop	% of city empl
Zone 0 Pittsburgh city, PA	140018 140018 25%	0	280,035	50%
Carnegie borough, PA Carnot-Moon CDP, PA Coraopolis borough, PA Crafton borough, PA Dormont borough, PA Green Tree borough, PA Kennedy Township CDP, PA McKees Rocks borough, PA Mount Lebanon CDP, PA Pittsburgh city, PA Robinson Township CDP, PA Scott Township CDP, PA Stowe Township CDP, PA Upper St. Clair CDP, PA	4,468 8,682 3,753 2,089 1,887 11,241 1,761 3,086 9,547 5601 15,167 5,895 1,989 7,116 82,282 15%	1 1 1 1 1 1 1 1 1 1 1 1 1	280,035	2%
Baldwin borough, PA Bethel Park borough, PA Braddock borough, PA Brentwood borough, PA Castle Shannon borough, PA Clairton city, PA Forest Hills borough, PA Jefferson Hills borough, PA Mufkeesport city, PA Munhall borough, PA Municipality of Monroeville borough, PA North Versailles CDP, PA Penn Hills CDP, PA Pittsburgh city, PA Pleasant Hills borough, PA South Park Township CDP, PA Swissvale borough, PA Turtle Creek borough, PA West Mifflin borough, PA Whitehall borough, PA White Oak borough, PA Wilkinsburg borough, PA Wilkins Township CDP, PA	2,647 12,348 3,041 2,260 2,918 3,260 2,525 4,072 9,197 1,913 25,019 4,735 10,457 42005 4,878 6,651 2,026 2,467 1,496 17,704 3,059 2,339 5,706 4,201	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	280,035	15% 15%

Pittsburgh city, PA Zone 9 Pittsburgh city, PA Downtown Employment	5601 1% 8401 2% 140018	9	280,035 280,035	2% 3%
Zone 7 Pittsburgh city, PA Zone 8	14002 3%	7	280,035	5%
Zone 6 Pittsburgh city, PA	19602 4%	6	280,035	7%
Zone 5 Pittsburgh city, PA	8401 2%	5	280,035	3%
Franklin Park borough, PA Hampton Township CDP, PA Harrison Township CDP, PA McCandless Township CDP, PA Oakmont borough, PA O'Hara Township CDP, PA Pittsburgh city, PA Ross Township CDP, PA Shaler Township CDP, PA West View borough, PA	2,035 4,876 4,411 11,090 3,634 9,904 25203 17,100 6,317 1,527 86,097	4 4 4 4 4 4 4 4 4	280,035	9%
Zone 3 Bellevue borough, PA Pittsburgh city, PA Sewickley borough, PA	2,069 11201 3,919 17,189 3%	3 3 3	280,035	4%
Place name ^{1/}	Total workers working in the place 176,924 32%	C	city pop	% of city empl

	Place name ^{1/}	Total workers working in the place	city pop	% of city empl
		% of regional	- 71 -1	
		employment		
Zone 0		25%		
Zone 1		15%		
Zone 2		32%		
Zone 3		3%		
Zone 4		15%		
Zone 5		2%		
Zone 6		4%		
Zone 7		3%		
Zone 8		1%		
Zone 9		2%		
		100%		

APPENDIX J

Highway Capacity Software (HCS) Analysis 2008 Base Condition



						SH	IORT	R	EPOI	R T								_		
General Info	rmation							-	Site I			on								
Analyst Agency or Co Date Perform Time Period	Agency or Co. TRANS ASSOCIATES								Interso Area Jurisd Analys	Гур	oe ion		CITY	Y AVE AVE BD or S OF PITT BASE CO	imilai SBU	r RG	ŝН			
Volume and	Timing Input																	- 210		
	EB LT TH					RT	—		WB			\perp		NB	_			SB		
Number of La	anec	2 TR 204 2 es 21 2 0.93 0. ed (P/A) P 6 ective Green 2.0					LT		TH 3		RT	+	LT 1	TH	R	1	LT	TH	+	RT
	31165			+		0	+	_	T			+		-	-		_	-	+	
	1			-		278	+		298	_		+	L 212		\vdash		_	-	+	
				-		21	_		16	_		+			\vdash	_		-	+	
	licies			-		0.93	+	_	0.94	_		+	14 0.82		\vdash			-	+	
	uated (P/A)			+-		0.93 P	+		0.94 P	_		+	0.62 P		+				+	
				-			+		2.0	_		+			-			-	+	
1	Sea contract of	n		-			+		2.0	_		+	2.0		-			-	+	
	Lifective Gree	111		-			-	_	3	\dashv		+	3		-	_		_	+	
	ın.			+			+-		3.0	-		+	220						+	
	12.Th		200	+		0	-			_		+	3.0		-				+	
Lane Width				-		0	0		11.0	\dashv		+	0	0					+	
Parking/Grad	e/Parking	_	11.0 N 0			N	$+_{N}$		0	\dashv	N	+	N	-2	N	_			+	
Parking/Hour						7.4	170		<u> </u>	\dashv	7.0	+	/ V	-2	IV				+	
Bus Stops/Ho					0				0			\dagger	0						+	
Minimum Ped	destrian Time			18	3.3				3.2					3.2					+	
Phasing	Thru & RT		ru & RT		0	3)4		١	NB On	ly		06	Т	C	7	T	08	
Timing	G = 20.0 Y = 3		= 28.0 = 5	_	G =		G =			_	= 29.	0	G =		G			G =		
Duration of A	nalysis (hrs) =		1,5100	-	Y =	-	Y =			Υ	= 5	_	Y =	le Leng	th C		90.0	Y =		
-	p Capacity			Del	av a	and I (OS De	ete	ermin	at	ion	_	Оус	ie Leng			90.0			
	p capacity	T		E	- Aller and		000		WB	at				NB		Т		SB		
Adjusted Flow	v Rate	\top		518					317			25	9			+		35	Т	
Lane Group C	- THE SECOND SEC	\top		120				_	2200			46	_	\top		\dagger				
v/c Ratio		\top		0.43	\top			0.	.14			0.5	6			+			\vdash	
Green Ratio		\top		0.57				0.	.57			0.3	_	_		+				
Uniform Delay	y d ₁	\top		11.2	_			+	9.2			25.	_			+				
Delay Factor		+		0.50				-	.50		_	0.5	_	$\overline{}$		+			\vdash	
Incremental D		+		1.1	_			+	0.1	_	-	4.8		_		+			_	
PF Factor		+		1.00				_	.000			1.0				+			\vdash	
Control Delay		\top		12.3				+	9.3			30				+	_		+	
Lane Group L		\top		В				+	A	_		C		_		+	-		\vdash	
Approach Del		+		12.3	}	_		_	9.3	_	\dashv			0.0		+			_	
Approach LOS		+		B		-		_	A	_	-			C		+				
Intersection D		+		15.6	3	-		_		nte	ersecti	ion		U		+			_	
	Iniversity of Florida	All P								_	+TM Ve	_				Ţ		B 12/9/200		100 Mari

General Info	ormation				311	OKI	REPO Site I	nforma	ation						
Analyst Agency or C Date Perforr Time Period	o. TRANS med 11	ASSOCIA /21/2005	TES				Area Juriso	ection Type diction sis Yea		SI CITY	IBERTY MITHFIE CBD or S OF PIT BASE C	ELD ST Similar TSBUR	GH		
Volume and	d Timing Input														
		1.7	_		DT	1.7	WB		_	-	NB			SB	
Number of L	anes	- -	+		RT 0	LT 0	TH-	I R	1	LT 1	TH	RT 1	LT	TH	R
	arico	0	0	LT	+	\dashv	L		R	+	+	+			
	1)		+		1	32	224	+	+	74		156	-		+
		_	_		36	30	30	_	\dashv	3		3			+
PHF	1110100	EB					0.79		\dashv	0.86		0.86	+	_	+
	EB					0.79 P	P		+	P		P	_	_	+
	Lame and Timing Input					-	2.0	+	_	2.0		2.0	+		+
	TRANS ASSOCIATES 11/21/2005 AM PEAK HOUR						2.0		+	2.0		2.0	_		+
Arrival Type		+				3	+	+	3		3	+		+	
Unit Extension	mber of Lanes ne Group Ilume (vph) Heavy Vehicles F etimed/Actuated (P/A) artup Lost Time tension of Effective Green ival Type it Extension d/Bike/RTOR Volume ne Width rking/Grade/Parking rking/Hour s Stops/Hour nimum Pedestrian Time asing WB Only G = 10.0 Y = 3 Y = 5 ration of Analysis (hrs) = 0.25 ne Group Capacity Ratio						3.0		+	3.0		3.0	+-		+-
	B/Bike/RTOR Volume 200 e Width				0	0	0	+	+	200	0	0	+-		+-
Lane Width	e Width		_		Ů	<u> </u>	11.0			11.0		13.0	+	+	+-
Parking/Grad	de/Parking	N	\top		N	N	-1	N	_	N	-2	N	+		+-
Parking/Hou	r								\top						+
Bus Stops/H	our			0			0		\top	0		0			\top
Minimum Pe	destrian Time			8.0			3.2				18.5				
Phasing					03	04	4	NBC			06	-	07)8
Timing						G = Y =		G = 2 Y = 5		G =		G =		G = Y =	
Duration of A								11 - 3		_	cle Leng		90.0	11-	
Lane Grou	up Capacity,	Contro	De	lay,	and LC	OS De	termir	nation							
							WB				NB			SB	
Adjusted Flo	w Rate		224	1			325		86	6	1	181			
Lane Group	Capacity		107	73			1851		42	8	3	321			
v/c Ratio			0.2	1			0.18		0.2	20	0	.56			
Green Ratio			0.47	7			0.61		0.2	28	0	.28			
Uniform Dela	ıy d ₁		14.2	2			7.6		24.	9		7.8			
Delay Factor	k		0.50)			0.50		0.5	_		.50			
Incremental [Delay d ₂		0.4				0.2		1.	_		7.0			<u> </u>
PF Factor			1.00				1.000		_	000		.000			
Control Delay	У		14.				7.8		25			34.8			
Lane Group I	LOS		В	\dashv			A		С	_		C			
Approach De			14.	6			7.8		+		32.0	_			
Approach LO		1	В				A		+		C				
ntersection [NO.		17.					Interes	ction	100				P	
	University of Florida,	All Rights Re						Interse				G	enerated.	B 12/9/2005	4.4

				S	HORT	REPO	RT						
General Info	rmation	-				Site I	nformati	on					
Analyst Agency or Co Date Perforn Time Period	o. <i>TRANS</i> ned 11/	M. Southei ASSOCIA /21/2005 EAK HOUI	TES			Area Jurisc	ection Type liction sis Year		SEVENT SMITHF CBD or ITY OF PIT 08 BASE (IELD S Simila TTSBU	T r IRGH		
Volume and	Timing Input												
		1.7	EB	DT	1.7	WB	T DT	1.7	NB		1	SB	I ==
Number of La	2005	LT 0	TH 2	RT 0	LT 0	TH 1	RT 0	LT	TH 2	RT 0	LT 0	TH 1	RT 0
Lane Group	anes	- U	LTR	10	10	LTR	+ -	+-	TR	10	10	LTR	10
Volume (vph	\	4	253	1	1	212	31	\vdash	195	78	8	25	1
% Heavy Vel		5	5	5	10	10	10	\vdash	2	2	94	94	94
PHF	IIICIES	0.89	0.89	0.89	0.89	0.89	0.89	\vdash	0.90	0.90	0.83	0.83	0.83
Pretimed/Act	ruated (P/A)	P	P	P	P	P	P	-	P	0.90 P	P	P	P
Startup Lost	, ,	1	2.0	+	1	2.0	1	\vdash	2.0	-	+-	2.0	+
	Effective Gree	n	2.0		1	2.0	+	+	2.0	+	+	2.0	+
Arrival Type	Liledille Olee		3		+	3	+	\vdash	3	+-	+	3	+
Unit Extension	nn	_	3.0			3.0	+	\vdash	3.0	-	+	3.0	+
Ped/Bike/RT		200	0.0	0	200	0	0	200		0	200	0	0
Lane Width	OTT VOIGITIE	200	11.0	+	200	11.0	+ -	200	11.0	+	200	12.0	+
Parking/Grad	le/Parking	N	0	N	N	0	l N	N	0	N	N	0	N
Parking/Hour													
Bus Stops/He	our		0			0			0			0	
Minimum Pe	destrian Time		4.3			12.8			12.8			12.8	
Phasing	EW Perm	02		03)4	NS Pe	Z 11 11 11 11 11 11	06		07		08
Timing	G = 29.0 Y = 5.5	G = Y =	G :		G = Y =		G = 30 Y = 5.5		G = Y =	G Y	=	G = Y =	
Duration of A	nalysis (hrs) =		1.				1 - 5.0	,	Cycle Ler			11-	
Lane Grou	ıp Capacity	Contro	I Delay	, and L	OS De	etermi	nation						
			EB			WB			NB			SB	
Adjusted Flov	w Rate		289			274			304			41	
Lane Group	Capacity		1180			600			1215			338	
v/c Ratio			0.24			0.46			0.25			0.12	
Green Ratio			0.41			0.41			0.43		T	0.43	
Uniform Dela	ıy d ₁		13.4			14.8			12.8			12.1	
Delay Factor	k		0.50			0.50			0.50			0.50	
Incremental [Delay d ₂		0.5			2.5			0.5			0.7	
PF Factor			1.000			1.000			1.000			1.000	
Control Delay	/		13.9			17.3			13.3			12.8	
Lane Group I	LOS		В			В			В			В	
Approach De	lav		13.9			17.3			13.3			12.8	1
ACCUPATION OF THE PROPERTY OF THE PARTY OF T	,				+								
Approach LO						B		l	B		1	В	

					S	HORT										
General Info	ormation						Site	Informa								
Analyst Agency or C		M. Southe					100000000000000000000000000000000000000	section	GF					YAVE		
Date Perforr	med 11	/21/2005						Type diction		CE CITY O	D or			CH		
Time Period	AM P	EAK HOU	JR ———					ysis Yea	r 20	008 BA	SE	CON	VDIT	ION		
Volume and	Timing Input								W.F					7 Mary 11 11 11 11 11 11 11 11 11 11 11 11 11		
		LT		EB TH	RT	LT	WE TH		-	ТТ	NB	_	DT	1.7	SB	
Number of I	anes	2		1	0	1	1	RT 0	-		TH 3	_	RT 0	LT	TH 2	RT 0
Lane Group		L	_	R	<u> </u>	L	TR	0			TR	+	0	-	TR	- 0
Volume (vph	1)	180	_	4	39	32	73	5	_		30	+	54	-	584	158
	ne Group Jume (vph) Heavy Vehicles F Stimed/Actuated (P/A) Intup Lost Time The ension of Effective Green Eval Type It Extension Ed/Bike/RTOR Volume The Width Eking/Grade/Parking Eking/Hour Estops/Hour Imum Pedestrian Time Tasing WB Only Ty = 5 Ty			9	29	85	85	85	+		0	+	10	-	9	9
PHF	Imber of Lanes ne Group Flume (vph) Heavy Vehicles Fletimed/Actuated (P/A) Fartup Lost Time Itension of Effective Green Fival Type It Extension Id/Bike/RTOR Volume Ine Width Irking/Grade/Parking Irking/Hour Is Stops/Hour Inimum Pedestrian Time		_	94	0.94	0.63	0.63	0.63	+		84	+	84	-	0.88	0.88
Pretimed/Act	ne Group Flume (vph) Heavy Vehicles HF etimed/Actuated (P/A) Fartup Lost Time Itension of Effective Green Fival Type It Extension It E		_	D	P	P	P	P	+	_	D	-	P		P	P
		2.0	_	0	1	2.0	2.0	+ -	+		2.0	+			2.0	+-
			-	0		2.0	2.0	+	+	_	2.0	+			2.0	+-
Arrival Type	timed/Actuated (P/A)		_	3		3	3			_	3	+			3	+
Unit Extension	on	3.0	3.	0		3.0	3.0		+	_	.0	+			3.0	+
Ped/Bike/RT	OR Volume	200			0	200	0	0	200		0	+	0	200	0	0
Lane Width		11.0	11	1.0		12.0	12.0		-	_	1.0	+		200	13.0	+
Parking/Grad	de/Parking	N	1	1	N	N	-2	N	N	_	2		V	N	1	N
Parking/Hour	r										100	T				
		0)		0	0				0				0	
			21				21.7			27	7.5				26.0	
Phasing					Only		04	Thru &		Thru	_	Γ		07		08
Timing			U	Y =	20.0	G = Y =		G = 49 $Y = 5$	9.0	G = .			G =		G = Y =	
Duration of A	nalysis (hrs) =					'		1 - 0				gth		153.0	11-	
Lane Grou	ıp Capacity,	Contro	l De	lay,	and l	LOS D	etermi	nation								
			El				WB			Ν	IB				SB	
Adjusted Flov	w Rate	191	98			51	124			814	4				844	
Lane Group (Capacity	307	156			243	299			173	56				1236	
v/c Ratio		0.62	0.63			0.21	0.41			0.4	6				0.68	
Green Ratio		0.13	0.13			0.33	0.33			0.4	4				0.44	
Uniform Dela	y d ₁	62.9	63.0			37.2	40.1			30.	3				34.5	
Delay Factor	k	0.50	0.50			0.50	0.50			0.5	0				0.50	
Incremental E	Delay d ₂	9.2	17.6	6		2.0	4.2			0.	_				3.1	
PF Factor		1.000	1.00	0		1.000	1.000			1.00					1.000	
Control Delay	1	72.1	80.6	6		39.2	44.3			31.					37.5	
Lane Group L	OS	E	F			D	D			С					D	
	lav		75.0)			42.8	-		31.	2	W			37.5	
Approach Del	iay												_		-1.5	
Approach Del Approach LO			E				D			C			- 1		D	

					S	HORT	REPO	RT						
General Info	ormation						Site I	nformat	ion					
Analyst Agency or Co Date Perforn Time Period	o. TRANS and 11	M. Souther ASSOCIA 1/21/2005 AK HOUR					Area Jurisc	ection Type liction sis Year	CI	RTY AVE S CBD or TY OF PIT 8 BASE (T Similar TTSBUR	RGH		
Volume and	Timing Input													
				ΞВ			WB			NB			SB	
Number of La	222	LT 1	+	ГН	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Lane Group	anes		+		2	+			1	2			2	0
Volume (vph	\	119			R	+		-	L	T		-	TR	
% Heavy Vel		9	+		115	+	-	-	220	595			627	62
PHF	licies	0.87	+		9			-	5	5		-	4	4
Pretimed/Act	rusted (D(A)	0.67 P	-		0.87	+	+	-	0.89	0.89	-	-	0.88	0.88
Startup Lost			+					-	P	P			P	Р
	Effective Green	2.0	+		2.0		-	-	2.0	2.0			2.0	
	Effective Green		-		2.0				2.0	2.0			2.0	igspace
Arrival Type Unit Extension		3	+		3		-		3	3			3	
	29932	3.0	+		3.0			-	3.0	3.0			3.0	
Ped/Bike/RT0	OR Volume	0	0		0		-		0	0		0	0	0
Parking/Grad	lo/Parking	11.0 N	-1	,	12.0 N	+	-		11.0	12.0			12.0	
Parking/Hour		1//	+-/		IV		+	_	N	-1	N	N	1	N
Bus Stops/Ho		0	+		0	+			0	0			0	_
Minimum Ped			3	2						3.2			23.2	_
Phasing	EB Only	Peds Onl)3	0	4	NB O	nly I	Thru & RT	N	3 Only		<u>1</u> 08
Timing	G = 26.0	G = 19.0		G =		G =		G = 20	0.0	3 = 49.0	G =	13.0	G =	,,,
	Y = 5 nalysis (hrs) = 0	Y = 5	- 1	Y =		Y =		Y = 6		<i>Y</i> = 5	Y =	8300	Y =	
	p Capacity,		Dol	21/ /	and I	OS Do	townin	otion		Cycle Len	gth C =	153.0		
Lane Orou	ip Capacity,	T	EB		anu L	OS De	WB	lation		NB			- CD	
Adjusted Flov	v Rate	137			32		VVD		247	669			SB 783	
		_								1894				
Lane Group (246			02				324	7004			984	
v/c Ratio		0.56		_	.65				0.76	0.35			0.80	
Green Ratio		0.17		_	.08				0.22	0.61			0.32	
Uniform Delay		58.2		_	7.8				56.3	15.0			47.4	
Delay Factor		0.50		_	50				0.50	0.50			0.50	
ncremental D	elay d ₂	8.8		1	5.3				15.6	0.5			6.6	
PF Factor		1.000		\rightarrow	000				1.000	1.000			1.000	
Control Delay		67.0		_	3.1				71.9	15.5			54.1	
ane Group L		E			F				E	В			D	
Approach Del			74.9							30.7			54.1	
Approach LOS	S		Ε							С			D	
ntersection D	elay		46.0					ntersec	tion LOS	3			D	

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					S	HORT	REPO	RT							
General Info	ormation							Informat	tion						
Analyst Agency or C Date Perforn Time Period	o. TRANS aned 11	M. Southei ASSOCIA 21/2005 EAK HOUF	TES				Area Juris	section Type diction ysis Year	CI	RANT ST AV CBD or ITY OF PI 08 BASE	VE Sin TTS	nilar BUF	RGH		
Volume and	Timing Input														
	The state of the s		The same of the sa	В			WB			NB				SB	
Number of La	2000	LT 0	2	H	RT	LT	TH	RT	LT	TH	_	RT	LT	TH	RT
Lane Group	aries	- 0	LT		0	0	2	1	1	2	-	0	1	2	0
Volume (vph	\	13	29		61	474	LT	R	L	TR	+		L	TR	
% Heavy Vel		5	28		5	174	458	355	138	428	+	11	208	414	66
PHF	nicies	0.91	0.9		0.91	1	1	1	14	14	-	4	8	8	8
	tuoted (D/A)	0.91 P	O.S			0.95	0.95	0.95	0.86	0.86	-	86	0.88	0.88	0.88
Pretimed/Act	, ,	P	-		Р	Р	P	P	P	P	-	D	P	Р	P
Startup Lost	Effective Green		2.				2.0	2.0	2.0	2.0	-		2.0	2.0	
	Effective Green	1	2.		-		2.0	2.0	2.0	2.0	\vdash		2.0	2.0	
Arrival Type		-	3				3	3	3	3	-		3	3	
Unit Extension		000	3.			000	3.0	3.0	3.0	3.0	-		3.0	3.0	
Ped/Bike/RT	OR Volume	200	0		0	200	0	0	200	0	()	200	0	0
Parking/Grad	lo/Parking	N	11 5	20000	N	N	10.0	13.0	11.0	11.0	Η.		11.0	11.0	
Parking/Hour		10	3		IV	IV	-5	N	N	-1	'	V	N	2	N
Bus Stops/Ho		+-	0)			0	0	0	0	╀		0	0	
Minimum Ped			18.				18.5	Ť	<u> </u>	19.5	\vdash			18.3	
Phasing	EW Perm	02			03)4	Excl. L	eft	NS Perm	1	Т	07		18
Timing	G = 27.0	G =		G=		G =		G = 16		G = 34.0	-	G=		G =	
	Y = 5 nalysis (hrs) =	Y =		Y =		Y =		Y = 3		Y = 5	- (1	Y =		Y =	
	ıp Capacity,		l Do	lav	and I	OS D	tormi	nation		Cycle Ler	ngtn	C =	90.0		
Lanc Oroc	ip capacity,		E		allu L	.03 D	WB	nation		NB				SB	
Adjusted Flov	w Rate		·	_			665	374	160	627			236	545	
Lane Group (_				619	714	420	983			411	1044	
v/c Ratio			0.53	?			1.07	0.52	0.38	0.64			0.57	0.52	
Green Ratio			-	-			0.30	0.53	0.59	0.38	\vdash		0.59	0.38	<u> </u>
Uniform Dela	y d ₁	+					31.5	13.6	9.5	23.0			10.6	21.7	
Delay Factor	k		0.50)			0.50	0.50	0.50	0.50			0.50	0.50	
Incremental D	Delay d ₂		_	_			57.8	2.7	2.6	3.2			5.7	1.9	
PF Factor	60		_	_			1.000	1.000	1.000	1.000			1.000	1.000	
Control Delay	1		28.	9			89.3	16.3	12.1	26.1			16.3	23.6	
Lane Group L	.OS		С				F	В	В	С			В	С	
Approach Del	lay		28.	9	***		63.0			23.3				21.4	
Approach LO	S	404 761 0.53 0.30 26.2 0.50 2.6 1.000 28.9				E			C				C		
Intersection D	Delay		37	2				Intersec	tion LO					D	
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					S	HORT	REPO	RT							
General Inf	formation						Site	Informat	ion						
Analyst Agency or O Date Perfor Time Period	Co. TRANS med 11 d AM F	M. Souther ASSOCIA 1/21/2005 PEAK HOU	TES				Area Juris	section Type diction vsis Year	CIT	ANT ST & CBD or TY OF PI 8 BASE (Sin TTS	nilar BUF	RGH		
Volume and	d Timing Input		Г	-D			14/0			A.I.D.					
		LT	- Maria	EB TH	RT	LT	WB	RT	LT	NB TH		RT	LT	SB	LDT
Number of L	anes	0	_	1	0	0	2	0	1	2	-	0	1	TH 2	RT 0
Lane Group	í		L7	R			LTR		L	TR			L	TR	+ -
Volume (vpl	n)	39	17	72	17	104	454	211	94	422	10	07	108	528	13
% Heavy Ve	ehicles	14	1	4	14	2	2	2	10	10	-	0	6	6	6
PHF	***	0.90	0.9	90	0.90	0.94	0.94	0.94	0.86	0.86	0.	86	0.93	0.93	0.93
Pretimed/Ad	ctuated (P/A)	P	F)	Р	Р	Р	P	P	P	-	D	P	P	P
Startup Lost	Time		2.	0			2.0		2.0	2.0			2.0	2.0	
Extension of	f Effective Gree	n	2.	0			2.0		2.0	2.0			2.0	2.0	
Arrival Type	170		3	}			3		3	3			3	3	
Unit Extensi	on		3.	0			3.0		3.0	3.0			3.0	3.0	
Ped/Bike/RT	OR Volume	155	0		0	195	0	0	328	0	0)	285	0	0
Lane Width			12	.0			11.0		12.0	10.0			12.0	10.0	
Parking/Gra		N	4		Ν	N	-5	N	N	-1	٨	V	N	2	N
Parking/Hou															
Bus Stops/H			0				0		0	0			0	0	
	destrian Time	T EW E	18.	0		<u> </u>	18.3		<u></u>	17.9				14.1	
Phasing	EB Only G = 3.0	EW Pern G = 34.0		G =	03	G =)4	Excl. L		NS Perm 3 = 28.0		G =	07	G =	8
Timing	Y = 3	Y = 5		Y =		Y =		Y = 3		f = 5		Y =		Y =	
	Analysis (hrs) =								(Cycle Len	gth	_			
Lane Gro	up Capacity	, Control	De	lay,	and L	OS De	etermir	nation							
			Е	_			WB			NB				SB	
Adjusted Flo	***************************************		253	_			818		109	615			116	582	
Lane Group	Capacity		381				985		266	786			262	874	
v/c Ratio			0.66	3			0.83		0.41	0.78			0.44	0.67	
Green Ratio			0.44				0.38		0.44	0.31			0.44	0.31	
Uniform Dela	ay d ₁		19.7				25.4		16.2	28.2			16.4	26.9	
Delay Factor			0.50				0.50		0.50	0.50			0.50	0.50	
Incremental I	Delay d ₂		8.8	3			8.1		4.6	7.6			5.3	4.0	
PF Factor	20 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -		1.00	0			1.000		1.000	1.000			1.000	1.000	
Control Delay	у		28.	5			33.5		20.8	35.9			21.7	30.9	
Lane Group	LOS		С				С		С	D			С	С	
Approach De	elay		28.	5			33.5			33.6				29.4	
Approach LC	en Ratio					С			С				С		
Intersection [Delay		31.	9			- 100 p 200 C	Intersect	ion LOS	3				С	
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	- yen-			SI	HORT	REPO	-						
General Info	ormation					Site I	nformati	ion					
Analyst Agency or Condition Date Perform Time Period	o. TRANS ned 11.	M. Southe ASSOCIA /21/2005 EAK HOUI	TES			Area Jurisc	ection Type liction sis Year	C 20	SIXTH AV ST/BIG CBD or ITY OF PIT 08 BASE C	ELOW Similar			
Volume and	Timing Input										The state of the s		
		LT	EB	T DT	1.7	WB	LDT	+	NB	LDT	1	SB	
Number of La	anes	0	3	RT 0	LT 0	TH 2	RT 0	L 0	T TH 2	RT 0	LT 0	TH 2	RT
Lane Group	41100			+ -	1	LTR	1	1	LTR	-	10	LT	+
Volume (vph)			46	23	431	85	52		76	174	398	+
		2	3	3	3	2	2	2	1	1	+		
PHF	137 223 2 2 2 2 2 2 2 2					0.84	0.84	0.8		0.88	0.89	0.89	_
Pretimed/Act	ruated (P/A)	P	P	0.84 P	P	P	P	P	P	P	P		
	Stops/Hour Sto					2.0	1	+	2.0	+		2.0	
Extension of	### ### ##############################					2.0		T	2.0	+	1	2.0	
Arrival Type				3			3			3			
Unit Extension	nit Extension 3.0 3.0 ed/Bike/RTOR Volume 200 0 ne Width 12.0 11.0 arking/Grade/Parking N 5 arking/Hour 0 0					3.0			3.0			3.0	
Ped/Bike/RT	ne Width 12.0			3	200	0	9	200	0	8	200	0	
Lane Width		12.0	11.0			11.0			12.0			11.0	
		N	5	N	N	-6	N	N	-1	N	N	-1	N
Parking/Hour													
		0			_	0		-	0			0	
		I 00	18.3		<u> </u>	17.8	LNOB		20.8			8.0	
			G	1-1-	G =	4	NS Per G = 22		06 G =	G:	07	G =	3
Timing	Y = 5.5				Y =		Y = 5.5		Y =	Y =		Y =	
							2		Cycle Len	gth C =	70.0		
Lane Grou	ıp Capacity,	Contro		, and L	OS De		ation						54,
Adiusted Flav	Data	4.47	EB			WB			NB			SB	
Adjusted Flov		147	286 1523			630 1490			281			643	
Lane Group (Capacity	323	1023			1490			639			720	
v/c Ratio		0.46	0.19			0.42			0.44			0.89	
Green Ratio		0.53	0.53			0.53			0.31			0.31	
Uniform Delay	y d ₁	10.2	8.6			10.0			19.1			22.9	
Delay Factor	k	0.50	0.50			0.50			0.50			0.50	
Incremental D	Delay d ₂	4.6	0.3			0.9			2.2			15.7	
PF Factor		1.000	1.000			1.000			1.000			1.000	
Control Delay		14.8	8.9			10.9			21.3			38.6	
Lane Group L	.OS	В	Α			В			С			D	
Approach Del	lay		10.9			10.9			21.3			38.6	
	oproach LOS B				В			С			D		
Approach LO	S		Ь			D						D	

Ganaral Info	rmation					S	HORT	W								
General Info								Site	nformat	ion	14/4 01 111	0.70	A / =			
Analyst Agency or C Date Perforn Time Period	o. TRANS	I. Karsı ASSC 2/6/200 PEAK	OCIA7 05					Area Juriso	ection Type liction sis Year	C	WASHING BEDFORD CBD of CITY OF PI 2008 BAS	D/CE r Sim ITTS:	NTF nilar BUF	RE RGH		
Volume and	Timing Input	1													The state of the s	
					EB			WB			NB				SB	
Number of L	2000	-		+		RT	LT	TH	RT	LT	TH	R		LT	TH	RT
	anes		1	+,		1 R	+			_	2	1	-	1	2	0
	me (vph) 503 199 eavy Vehicles 2 2 0.97 0.97 med/Actuated (P/A) P up Lost Time 2.0 2.0 nsion of Effective Green 2.0 2.0 al Type 3 3 Extension 3.0 3.0 Bike/RTOR Volume 150 0 Width 11.0 11.0 ing/Grade/Parking N 5						+	-	-	-	T	R		L	LTR	-
	Interest Image: Large of the content of t					638	+-	-	-		449	64		155	116	142
PHF	Solution Solution					2	+	-		├	2	2	-	2	2	2
	Heavy Vehicles					0.97	+	-		├	0.92	0.9		0.90	0.90	0.90
-	L LTR Jume (vph) 503 199 Jeavy Vehicles 2 2 Jeavy Vehicles 3 199 Jeavy Vehicles 2 2 Jeavy Vehicles 2 2 Jeavy Vehicles 2 2 Jeavy Vehicles 3 199 Jeavy Vehicles 2 2 Jeavy Vehicles 2 Jeavy Vehicles 2 Jeavy Vehicles 2 Jeavy Vehicles 2 Jeavy Vehi					P		+		-	P	P		Р	P	P
	Heavy Vehicles					2.0		-			2.0	2.0		2.0	2.0	
	Detimed/Actuated (P/A)					2.0			-		2.0	2.0		2.0	2.0	-
	rrival Type 3 3 3 nit Extension 3.0 3.0 ed/Bike/RTOR Volume 150 0 ane Width 11.0 11.0 arking/Grade/Parking N 5 arking/Hour us Stops/Hour 0 0					3		-			3	3		3	3	-
		_		+		3.0	-	-			3.0	3.0	_	3.0	3.0	
	JR volume	_		_		0			_	0	0	6		0	0	0
	e/Parking		1 2 1 1 1 1	+ '	10000000	12.0	_	+		N	12.0	12. N	-	16.0	10.0	Α.,
The state of the s	-	+	7.4	V 5 N		+	+		70	-1	IV		N	6	N	
		\neg	0	+	0	0	+				0	0		0	0	-
		\top		1.	5.5						3.2	0		0	3.2	+
Phasing			02		(03	0	4	NB Or	าly	SB Only	/		07		08
Timing							G=		G = 21	.0	G = 18.0	-	G=		G =	
Duration of A					Υ =		Y =		Y = 5		Y = 5 Cycle Le	n a th	Y =		Y =	
			itrol	De	lav	and I	OS De	termin	ation		Cycle Le	ngın	C =	90.0	-	
	p capacity	1				and L	OO De	WB	ation		NB	****		Г	SB	
Adjusted Flov	v Rate	493	3	428	4	161				\vdash	488	63		86	373	T
Lane Group (Capacity	600	0	536		152					749	334		350	535	
v/c Ratio		0.8	2	0.80	_	.02					0.65	0.19		0.25	0.70	
Green Ratio		0.4	_	0.40		.40					0.03	0.73		0.20	0.20	
Uniform Delay	/ d ₄	24.	_	23.8	_	7.0					31.2	27.7		30.3	33.5	
Delay Factor		0.50	-	0.50	_	.50					0.50	0.50				
Incremental D		12.	_	11.		47.5				<u> </u>		_	_	0.50	0.50	
PF Factor	,2	1.00		1.00	_	.000					1.000	1.2		1.7	7.4	
Control Delay		36.	_	35.	_	74.5					35.6	1.00 28.		1.000 32.0	1.000	
Lane Group L		D	_	D	_	E.S					D	20. C	3		40.8	
Approach Del		+		48.		_				<u> </u>				С	D	<u></u>
Approach LOS		+		D						<u> </u>	34.8				39.2	
Intersection D		-		43.	7				Intersect	da an 1 d	C				D	
DOUGOII D	CICIY			40.	/	- 1			HILLIPESPOT	ion I (1.5				D	

					SI	HORT	REPO	RT								
General Info	ormation						Site	nformat	ion							
Agency or Co. TRANS ASSOCIATES Date Performed 12/6/2005 Time Period AM REAK HOUR							Area Juriso	Intersection BEDFORD AVE & LEMIEUX PL Area Type CBD or Similar Jurisdiction CITY OF PITTSBURGH Analysis Year 2008 BASE CONDITION								
Volume and	Timing Input															
				EB			WB			NB				SB		
NI CI		LT	_	TH	RT	LT	TH	RT	LT	TH	+	RT	LT	TH	RT	
Number of La	anes	0	+	2	0	0	2		0		()	0	1	1	
Lane Group			LTR				LT			LR	\perp			LT	R	
Volume (vph		37	_	07	86	12	92	_	2			3	106	276	312	
% Heavy Vel	nicles	2	2		2	3	3		0		()	2	2	2	
PHF		0.91	0.91		0.91	0.80	0.80		0.63		0.	90	0.81	0.81	0.81	
Pretimed/Act		A	Α		Α	Α	Α		Α		1	4	A	A	Α	
Startup Lost			2	2.0			2.0			2.0				2.0	2.0	
Extension of	Effective Gree	n	2	2.0			2.0			2.0				2.0	2.0	
Arrival Type				3			3			3				3	3	
Unit Extension	n		3	8.0			3.0			3.0				3.0	3.0	
Ped/Bike/RT	OR Volume	50		0	9	50	0		50	0	()	0	0	31	
Lane Width			1:	2.0			12.0			12.0				12.0	12.0	
Parking/Grade/Parking		N	1	10	N	N	-6	N	Ν	2	}	/	Ν	2	N	
Parking/Hour			-								1	0				
Bus Stops/Ho			_	0			0			0				0	0	
Minimum Ped				4.9		<u> </u>	15.9		<u> </u>	12.2				3.2		
Phasing	EB Only G = 12.0	WB Only $G = 7.0$	У	G =	03	G =	4	NB O		SB Only		07 08				
Timing	Y = 5.5	Y = 5.5		Y =		Y =		G = 4. Y = 5.3		G = 20.0 Y = 5.5	G = G = Y =					
Duration of A	nalysis (hrs) =					,		1 0		Cycle Ler	ngth					
Lane Grou	p Capacity	, Contro	l De	elay,	and L	OS De	termir	nation								
	*		Е	В			WB			NB				SB		
Adjusted Flov	v Rate		353				130			6				472	347	
Lane Group (Capacity		519				343			71	71			504	434	
v/c Ratio			0.68				0.38	0.38		0.08	0.08			0.94	0.80	
Green Ratio			0.18				0.11			0.06	0.06			0.31	0.31	
Uniform Dela	y d ₁		24.7				27.0			28.8				21.9	20.7	
Delay Factor	k		0.25				0.11		0.11					0.45	0.34	
Incremental D			3.6				0.7			0.5	\vdash			25.2		
PF Factor	, 2		1.00				1.000		_	1.000	\vdash			1.000	10.2	
Control Delay			28.3				27.7			29.3				47.1	30.9	
Lane Group L			C	\dashv			C			C C	\vdash			D D	C C	
Approach Del			28.	3			27.7									
Approach LO			20.							29.3				40.2		
Intersection D			35.				С		tion LO	C				D D		
	0001															

			3	HUKI	REPO	KI							
General Information					Site I	nformati	on						
Agency or Co. TRANS A Date Performed 12/6	Karsko SSOCIA 3/2005 AK HOUI				Area Juriso	ection Type liction sis Year		CRAWFO BEDFO CBD or TY OF PI B BASE C	RD A Simil TTSB	VE lar BURGH			
Volume and Timing Input													
		EB			WB			NB				SB	
N	LT	TH	RT	LT	TH	RT	LT	TH	R	_	Τ .	TH	RT
Number of Lanes	0	1	0	0	1	0	0	1	0	0	_	1	0
Lane Group		LTR	-		LTR			LTR	-		_	LTR	
Volume (vph)	1	73	259	24	42	4	69	3	30			1	1
% Heavy Vehicles	6	6	6	28	28	28	5	5	5		_	0	0
PHF	0.90	0.90	0.90	0.66	0.66	0.66	0.94	0.94	0.9	4 0.5	50 (0.50	0.50
Pretimed/Actuated (P/A)	P	P	P	P	Р	P	P	P	P	P	·	P	P
Startup Lost Time		2.0			2.0			2.0				2.0	
Extension of Effective Green		2.0			2.0			2.0				2.0	
Arrival Type		3			3			3				3	
Unit Extension		3.0			3.0			3.0				3.0	
Ped/Bike/RTOR Volume	25	0	26	25	0	0	25	0	3	25	5	0	0
Lane Width		16.0			12.0			14.0				10.0	
Parking/Grade/Parking	N	10	N	N	-6	Y	Ν	8	N	N		-6	Y
Parking/Hour		_				5			┞				5
Bus Stops/Hour	-	0			0			0				0	
Minimum Pedestrian Time Phasing EW Perm	02	14.5	02	<u> </u>	7.8	LNOB	L	12.3	<u> </u>			20.3	
G = 150	G =	G :	03	G =	4	NS Per G = 25.		06 G =	-	07 G =		G =	8
Ilmind	Y =	Y =		Y =		Y = 5		Y =		Y =		Y =	
Duration of Analysis (hrs) = 0.								Cycle Ler	ngth C	C = 50.	0		
Lane Group Capacity, (Control		, and L	OS De	termir	ation							
		EB			WB			NB				SB	
Adjusted Flow Rate		341			106			105				6	
Lane Group Capacity		453			299	99		655	655		647		
v/c Ratio		0.75				0.35		0.16	0.16		0.01		
Green Ratio		0.30			0.30		5	0.50			0.	.50	
Uniform Delay d ₁		15.8			13.7			6.8	6.8		6.3		
Delay Factor k		0.50			0.50			0.50	0.50		0.50		
Incremental Delay d ₂		11.0			3.3			0.5			0.0		
PF Factor		1.000			1.000			1.000	50.00000		1.000		
Control Delay		26.8				17.0		7.3			6.3		
Lane Group LOS		С			В			Α			_	A	
Approach Delay		26.8			17.0			7.3	V			6.3	
Approach LOS		С			В			A				A	
Intersection Delay		21.1				Intersecti	on I O			+-	-	C	
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				S	HORT	REPO	RT		***						
General Info	ormation					_	Informat	ion							
Analyst N. Karsko Agency or Co. TRANS ASSOCIATES Date Performed 12/6/2005 Time Period AM PEAK HOUR							Intersection CENTRE/RAMP & WASHINGTON PL Area Type CBD or Similar Jurisdiction CITY OF PITTSBURGH Analysis Year COOR BASE CONDITION								
Volume and	Timing Input												-		
			EB			WB			NB			SB			
Number of La	2000	LT 0	TH 2	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
Lane Group	alles	0	LTR	0	0	2	1	0	3	0	0	2	1		
Volume (vph	1	22	237	259	EA	LT	R	100	LTR		400	LT	R		
% Heavy Vel		2	2	259	51 6	281	71	39	365	63	129	530	5		
PHF	Ticles	0.91	0.91	0.91	0.93	6 0.93	6	5	5	5	3	3	3		
Pretimed/Act	uated (P/A)	P P	0.91 P	0.91 P	0.93 P	0.93 P	0.93 P	0.92 P	0.92 P	0.92	0.94	0.94	0.94		
Startup Lost		-	2.0		P .	2.0	2.0	P		P	P	P	P		
•	Effective Green		2.0			2.0	2.0	-	2.0	-		2.0	2.0		
Arrival Type	Elicotive Green	_	3			3	3	-	2.0	-		2.0	2.0		
Unit Extension		+	3.0			3.0	3.0	-	3.0	-		3	3		
Ped/Bike/RTOR Volume		117	0	0	288	0	0	17	0	0		3.0	3.0		
Lane Width		111	13.0		200	10.0	13.0	17	12.0	0	9	12.0	12.0		
Parking/Grade/Parking		N	-1	N	N	-6	N N	N	6	Y	T _N	-3	N		
Parking/Hour									Ť	10	7.0	-5	7.0		
Bus Stops/Hour			0			0	0		0			0	0		
Minimum Pedestrian Time			24.5			25.6			21.3			3.3			
Phasing	The second secon	Peds Onl		03)4	NS Pe		06		07 08				
Timing		G = 20.0 $Y = 5$				G = G = 28 Y = Y = 5.5			G = Y =	G:		G =			
Duration of A		 -		1 -	W.	1 = 5.5		Y = Cycle Ler	Y =		Y =				
	p Capacity, (Delay	and L	OS De	etermi	nation		Oyolo Lol	igino	30.0				
			EB			WB			NB			SB			
Adjusted Flov	v Rate		569			357	76	507				701	5		
Lane Group (Capacity		764			621	296		992			714	442		
v/c Ratio			0.74			0.57	0.26		0.51			0.98	0.01		
Green Ratio			0.29			0.29	0.29		0.31			0.31	0.31		
Uniform Delay d₁			29.0			27.3	24.6		25.4			30.7	21.4		
Delay Factor k			0.50			0.50	0.50		0.50			0.50	0.50		
Incremental D		6.5			3.8	2.1		1.9			29.5	0.0			
PF Factor			1.000			1.000	1.000		1.000			1.000	1.000		
Control Delay			35.5			31.1	26.7		27.3			60.3	21.5		
Lane Group LOS			D			С			C			E	C		
Approach Del			35.5			30.3			27.3	<u> </u>		60.0			
Approach LO			D			C			C			E			
Intersection D			40.4			Intersection LOS									
	University of Florida, A	I Rights Re			-		HCS+TM Ve				Constitution	D	5 4:39 PN		