US 82 Feasibility Study

Study Limits: FM 1198 to FM 678

December 2012

Texas Department of Transportation
Wichita Falls District

Prepared For

Texas Department of Transportation

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Executive Summary

The Texas Department of Transportation (TxDOT), Wichita Falls District has retained Jacobs Engineering Group Inc. (Jacobs) to conduct a Feasibility Study for the US Highway 82 (US 82) corridor between FM 1198 and FM 678 located in the vicinity of the City of Gainesville, Texas. US 82, as part of the Texas Trunk system, is designated a major carrier of goods and merchandise within the State of Texas. The goals of the Feasibility Study are to identify mobility issues along the US 82 corridor, develop potential alternatives to mitigate the mobility issues and recommend a Locally Preferred Alternative for future project development.

The Feasibility Study was based on the steps outlined in the Transportation Planning Process as defined by the Federal Highway Administration (FHWA) and consists of using data collection and comparative analysis to build consensus around a preferred long-term alternative. Three stakeholder meetings and one public meeting were held to receive input, evaluate alternatives and determine the locally preferred alternative. The following alternatives were considered to address the anticipated future traffic along the US 82 corridor:

Alternative A: Follows the existing US 82 alignment through the center of town
Alternative B: Provides an east-west reliever route to the south of US 82
Alternative C: Provides an east-west reliever route to the north of US 82
Alternative D: The Southeast portion of a potential Gainesville Loop that connects IH 35 to the south and US 82 to the east.
Alternative E: The Southwest portion of a potential Gainesville Loop that connects IH 35 to the south and US 82 to the west.
Alternative F: The Northeast portion of a potential Gainesville Loop that connects IH 35 to the north and US 82 to the east.
Alternative G: The Northwest portion of a potential Gainesville Loop that connects IH 35 to the north and US 82 to the west.

Each of the alternatives described above represents a limited access freeway facility with 300' ROW section, 12' lanes and 2 main lanes in each direction, along with 2-lane, one-way frontage roads. Based on analysis of each of the alternatives and input from the stakeholders and public, Alternative D was selected as the locally preferred alternative. All of the alternatives are shown in **Exhibit A.**

In the course of studying the long-term alternatives, several short-term and medium-term improvements were developed that could improve traffic flow and address safety concerns along US 82. The full implementation of these improvements could provide adequate traffic capacity for the next 20 years. This would allow time for detailed route and environmental studies to be conducted and to begin the process of obtaining needed funds for the completion of the long-term solution.

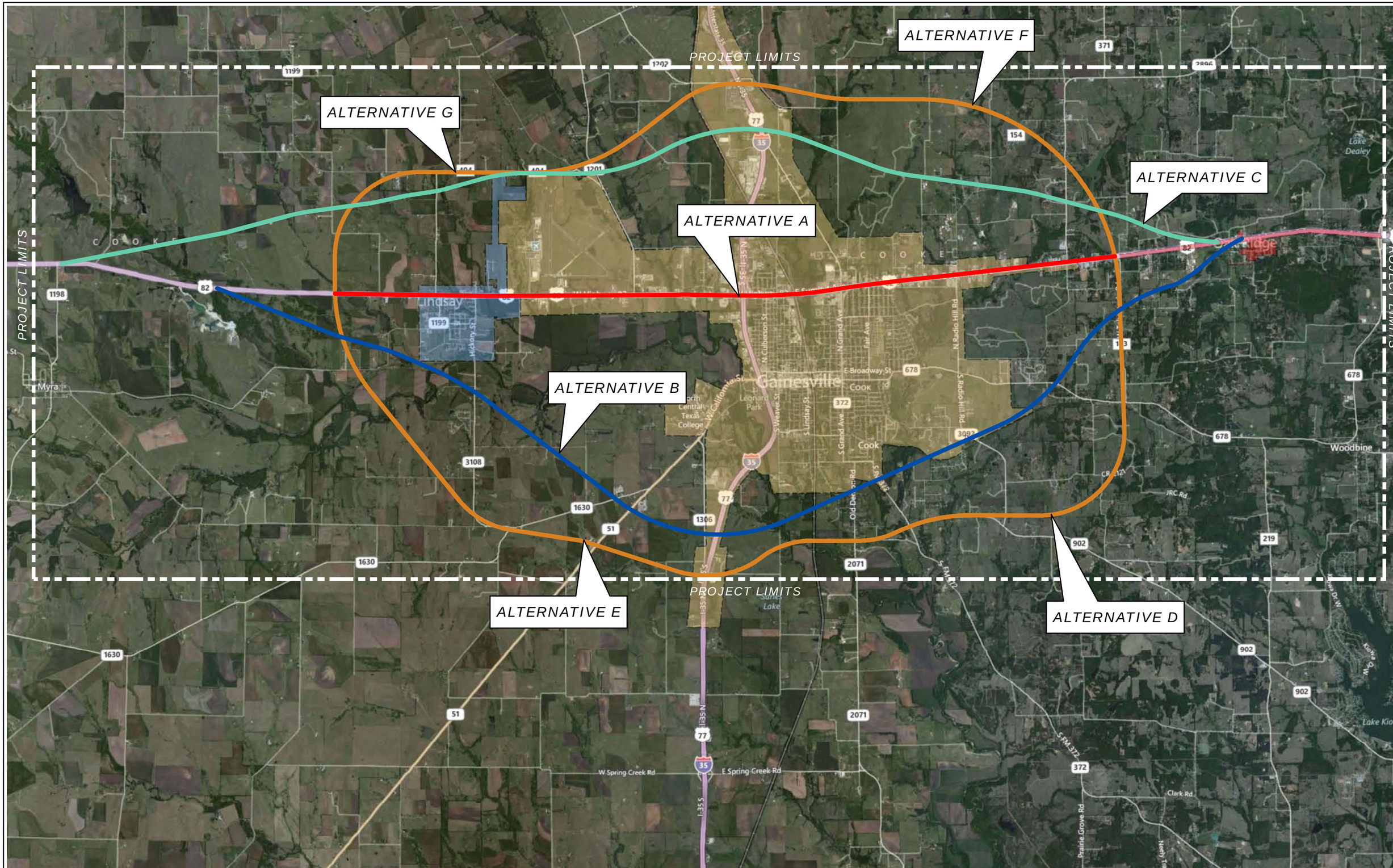

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Exhibit A - Long-Term Alternatives

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US 82 Feasibility Study

NEED FOR TRANSPORTATION IMPROVEMENTS

Planning Context

The Federal Highway Administration (FHWA) defines the Transportation Planning Process as consisting of the following steps:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short-range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

The US 82 Feasibility Study addresses many of these steps, using data collection and comparative analysis to build consensus around a preferred long-term alternative. While this feasibility study defines a preferred long-term solution, it does not include a detailed alignment study, which would be a part of the next stage of the project development process, leading directly into a Preliminary Design Schematic and an environmental document. The expectation is that the end of that process would be a Finding of No Significant Impact, allowing the project to move into final design, ROW acquisition, and construction. Given the lengthy process remaining on the long-term solution, this study also identified a number of short-term and medium-term solutions that will help address the immediate safety and mobility needs in the US 82 corridor.

Description of the Study Corridor

The Texas Department of Transportation (TxDOT), Wichita Falls District has determined the need to conduct a Feasibility Study for the US Highway 82 (US 82) corridor between FM 1198 and FM 678 in the vicinity of Gainesville, Texas. **Exhibit 1** shows the study corridor location and limits. US 82 is an east-west principal arterial that has a 4-lane divided cross section except for a small section between Floral Road and North Weaver Street where it has a 4-lane undivided cross section. The study area currently contains seven uncoordinated signalized intersections. The corridor contains three main overpasses: Interstate Highway 35 (IH 35), the single-track BNSF railroad and FM 372. US 82 intersects IH 35, a north-south interstate

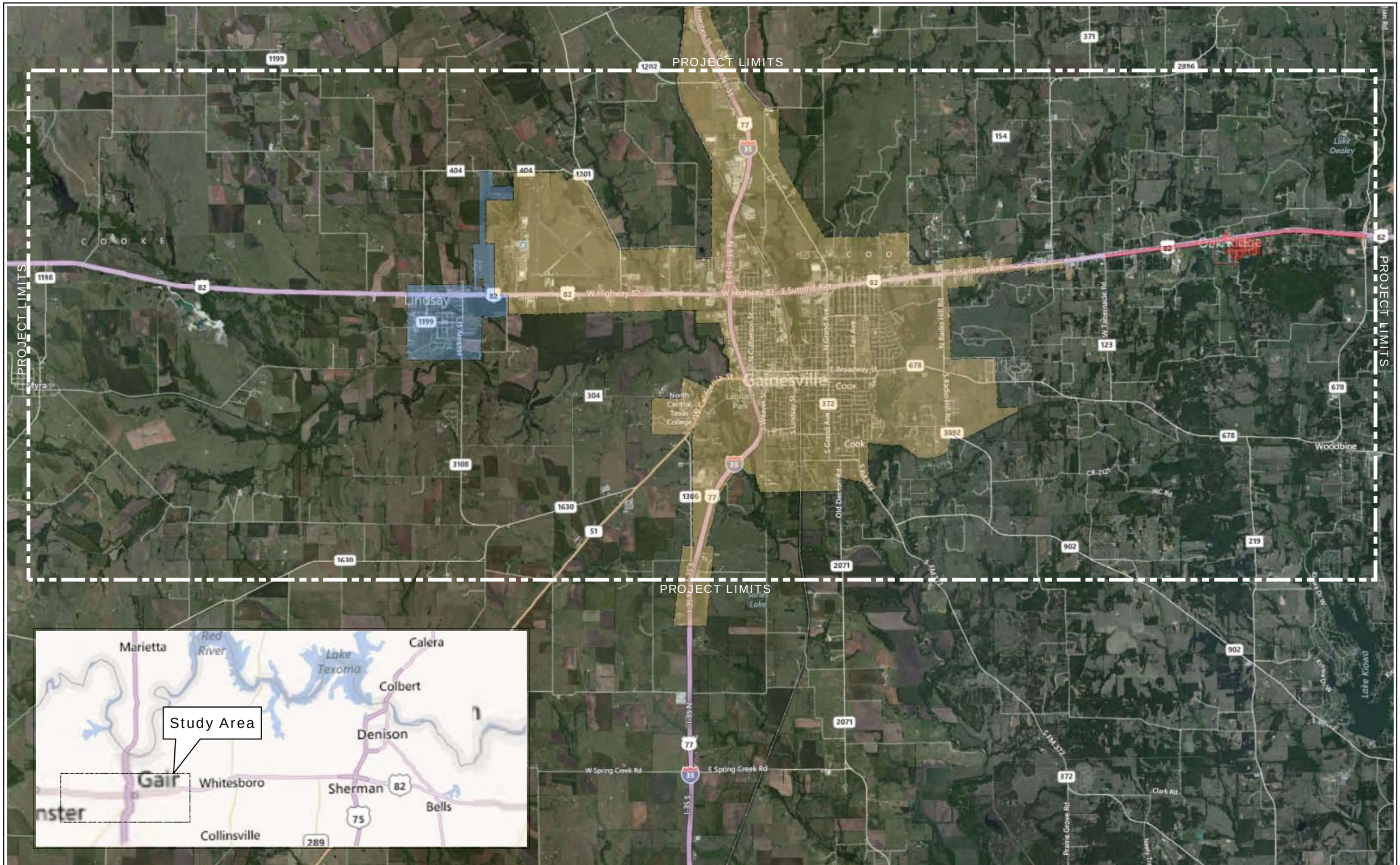

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Exhibit 1 - Study Location

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highway on the western edge of downtown Gainesville. Both US 82 and IH 35, as parts of the Texas Trunk System, are designated major carriers of goods and merchandise within the State of Texas. One of the factors that makes a highway part of the Texas Trunk System is that it carries a disproportionate share of truck traffic in comparison to similar highways in the state. The US 82 / IH 35 interchange is a primary opportunity in or near Gainesville to transfer goods from a North/South direction to an East/West direction and conversely. This results in heavy truck traffic at and around this interchange. US 82 provides access to large commercial and retail developments such as Weber Aircraft, Gainesville Municipal Airport, Gainesville Outlet Shops, North Central Texas College, Wal-Mart and Home Depot. FM 372 is a major arterial that provides direct access between downtown Gainesville and US 82. **Exhibit 2** shows the primary stakeholders along the corridor.

Transportation Facilities in the Study Corridor

The changes currently in progress along the study corridor include the reconfiguration of the US 82 / IH 35 interchange. The former clover-leaf interchange is being reconstructed as a diamond interchange and the frontage roads are being reconfigured to one-way operation. Other transportation facilities closely surrounding the study corridor include a Greyhound bus station and an Amtrak train station. The Greyhound station is located along the IH 35 frontage road, approximately 1.0 mile southeast of the US 82 / IH 35 interchange. These buses provide services to Oklahoma City, OK to the north and Dallas, TX to the south. The Amtrak train station is located approximately 1.4 miles southeast of the US 82 / IH 35 interchange. This station services Oklahoma City, OK to the north and Dallas, TX to the south. Both the Greyhound station and the Amtrak station are accessible by IH 35 or by FM 372.

Study Methodology

The goals for the US 82 Feasibility Study are to identify mobility issues along the US 82 corridor, develop potential alternatives to mitigate the mobility issues and recommend a Locally Preferred Alternative for future project development. Below is a summary of the tasks that were completed during the study:

1. Previous studies in the area were summarized to identify key issues (see **Appendix A**);
2. A field investigation of roadway characteristics and conditions in the study corridor was performed;
3. Existing traffic counts were collected throughout the study corridor (see **Appendix B**);
4. Research was conducted on the surrounding commercial and retail areas to determine the traffic generators that influence mobility along US 82;
5. The existing traffic operations at the study intersections were analyzed using Synchro / Sim Traffic (Version 8.0);

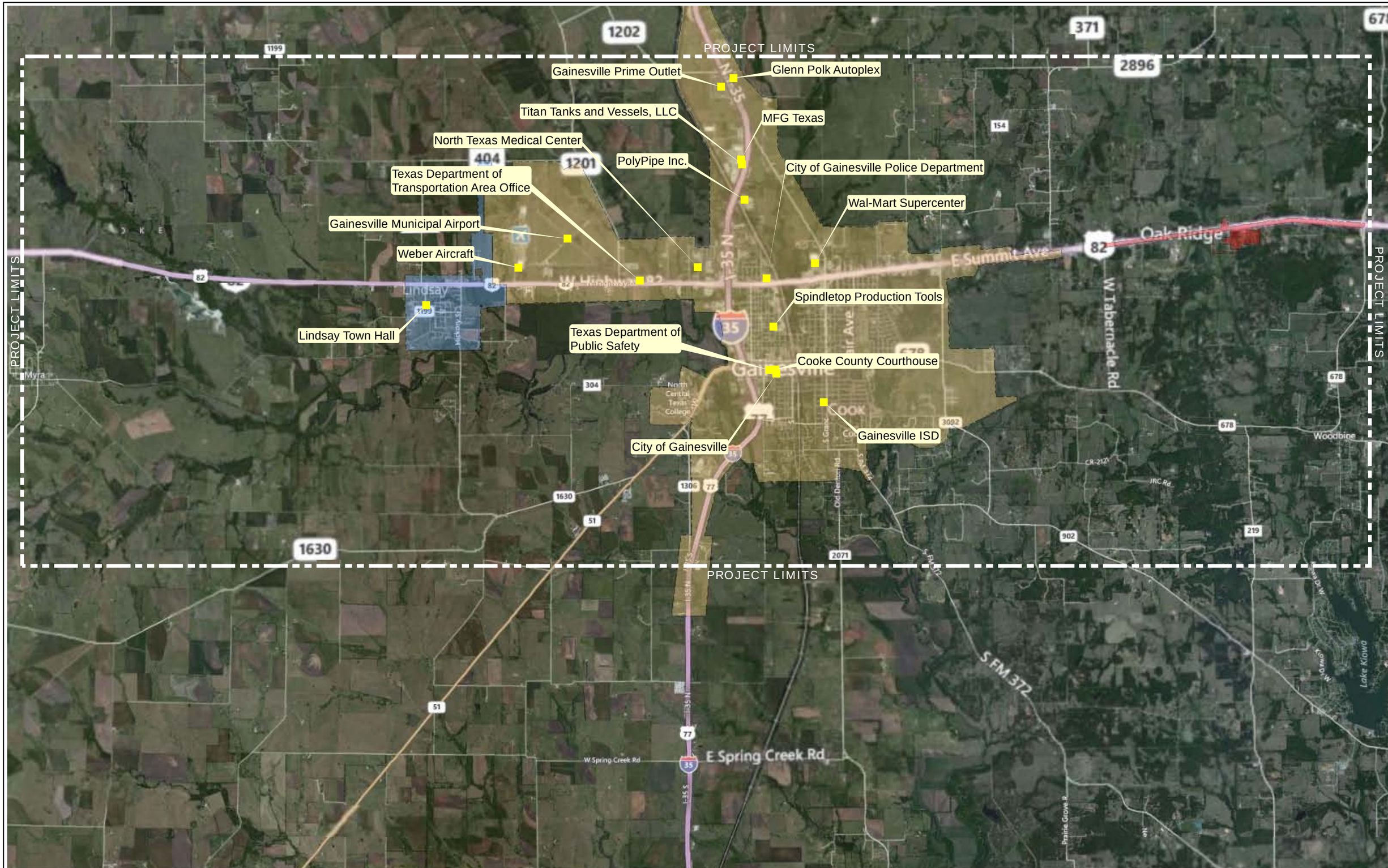

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Exhibit 2 - Stakeholders

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6. An annual rate of traffic growth, based on historic and projected traffic, was computed to estimate the Year 2021, 2041 and 2051 detailed traffic projections along the US 82 corridor (see **Appendix C**);
7. Two stakeholder meetings were held to solicit input from the area stakeholders regarding the transportation challenges along the corridor and obtain input regarding potential alternatives;
8. Based on projected traffic growth, land uses, employment and population, potential alternatives for the US 82 Corridor were developed to address the long-term needs of the corridor;
9. Short-term and medium-terms improvements to address the immediate safety and mobility issues were also developed;
10. A set of criteria and an evaluation matrix were created to determine which improvement alternatives were most effective in addressing the safety and mobility concerns in the area;
11. A third stakeholder meeting was held to verify the Locally Preferred Alternative.

Specific Transportation Challenges in the Corridor

Based on input received from the stakeholders and verified through observations and analysis, several challenges along the corridor were identified. These include limited sight distance, points of conflict, unusual layouts of intersections, heavy truck traffic and limited gaps for stop-controlled minor movements. **Exhibit 3** presents the specific transportation challenges identified in the study corridor. Detailed analysis of the existing conditions is provided in **Appendix D**.

Other Goals Important in the Selection of an Alternative

In addition to the delay and travel time savings, the other goals important in selection of an alternative include Right of Way (ROW) requirements, environmental impacts, safety, business access and construction cost. These goals were considered in evaluating the different alternatives along US 82 and selecting a Locally Preferred Alternative.

Traffic Volumes

<u>Existing Traffic Counts</u>

Traffic counts collected along the study corridor include:

- 24-hr tube counts at 20 locations;
- 2-hour turning movement counts at 50 intersections; and
- 24-hr vehicle classification counts at 10 locations.

The turning movement counts were collected from 6:30 AM to 8:30 AM and 4:30 PM to 6:30 PM. The peak hours along the corridor were determined to be from 7:00 AM

PROJECT LIMITS

See inset #1

See inset #2

SPECIFIC OBSERVATIONS:

- CONFLICT POINT
- LIMITED SIGHT DISTANCE
- NO SEPARATE LANE FOR MERGING TRAFFIC

SPECIFIC OBSERVATIONS:

- UNUSUAL LAYOUT
- CREATES SEVERAL POINTS OF CONFLICT

LEGEND

EXISTING LEVEL OF SERVICE

AM / PM

- A, B, C
- D, E
- F

GENERAL OBSERVATIONS

- HEAVY TRUCK TRAFFIC
- LONG TRAILERS
- HEAVY EAST-WEST MOVEMENT
- LIMITED GAPS FOR STOP CONTROLLED MINOR MOVEMENTS
- AT SIGNALS
  - PROTECTED LEFT ON EAST-WEST MOVEMENTS
  - SPLIT PHASING FOR MINOR APPROACHES

Inset #1

Inset #2

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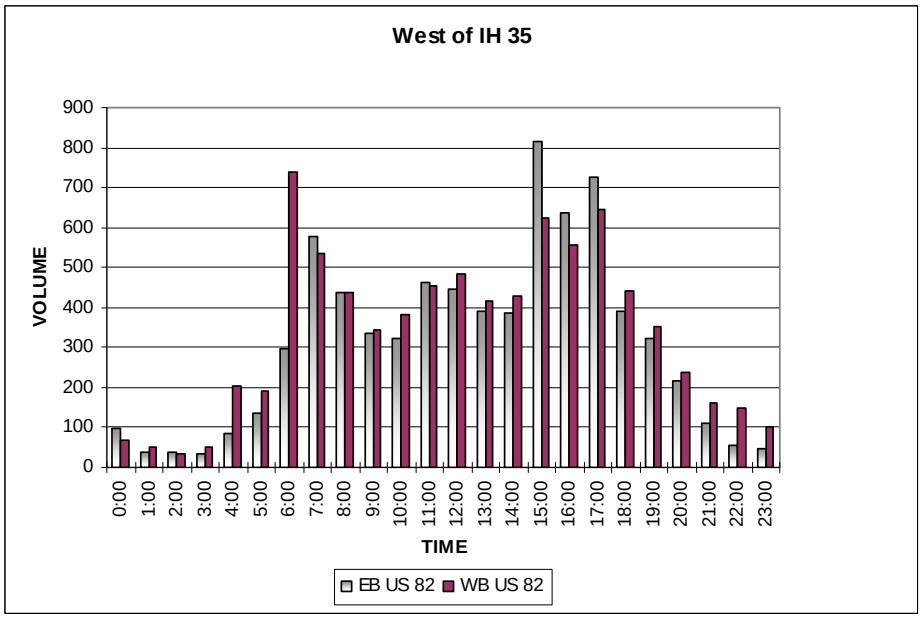
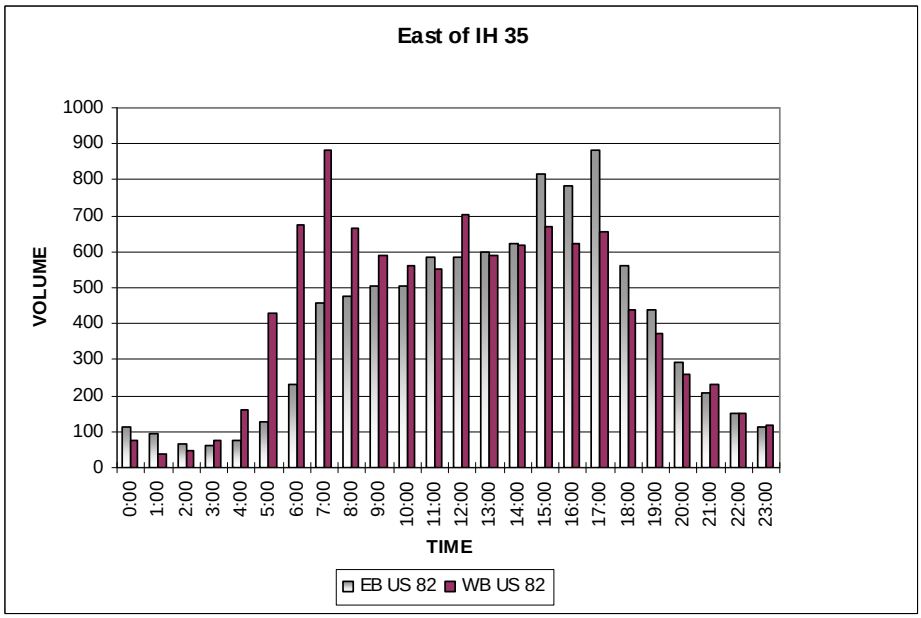
to 8:00 AM and from 4:45 PM to 5:45 PM. A second afternoon peak hour was observed from 3:15 PM to 4:15 PM, coinciding with the shift change at Weber Aircraft. All counts were collected from Feb 28, 2012 through March 6, 2012. **Exhibit 4** shows the existing traffic counts at some of the critical locations along the study corridor. The graphs below show the peak hours east and west of IH 35.

AM and PM Peak Hours along US 82 – West of IH 35



AM and PM Peak Hours along US 82 – East of IH 35



Projected Traffic Volumes

Detailed traffic projections along the study corridor were developed for the Year 2021 (opening year), Year 2041 (design year) and Year 2051 (pavement design year). The corridor information package along the US 82 corridor from FM 1199 to FM 678 provided by TxDOT's Transportation Planning and Programming Division (TPP) along with the Average Annual Daily Traffic (AADT) maps from TxDOT's website were used in estimating the projected traffic volumes. The detailed traffic projections are provided in **Appendix C**. **Exhibit 4** shows the projected traffic volumes at some of the critical locations along the study corridor.

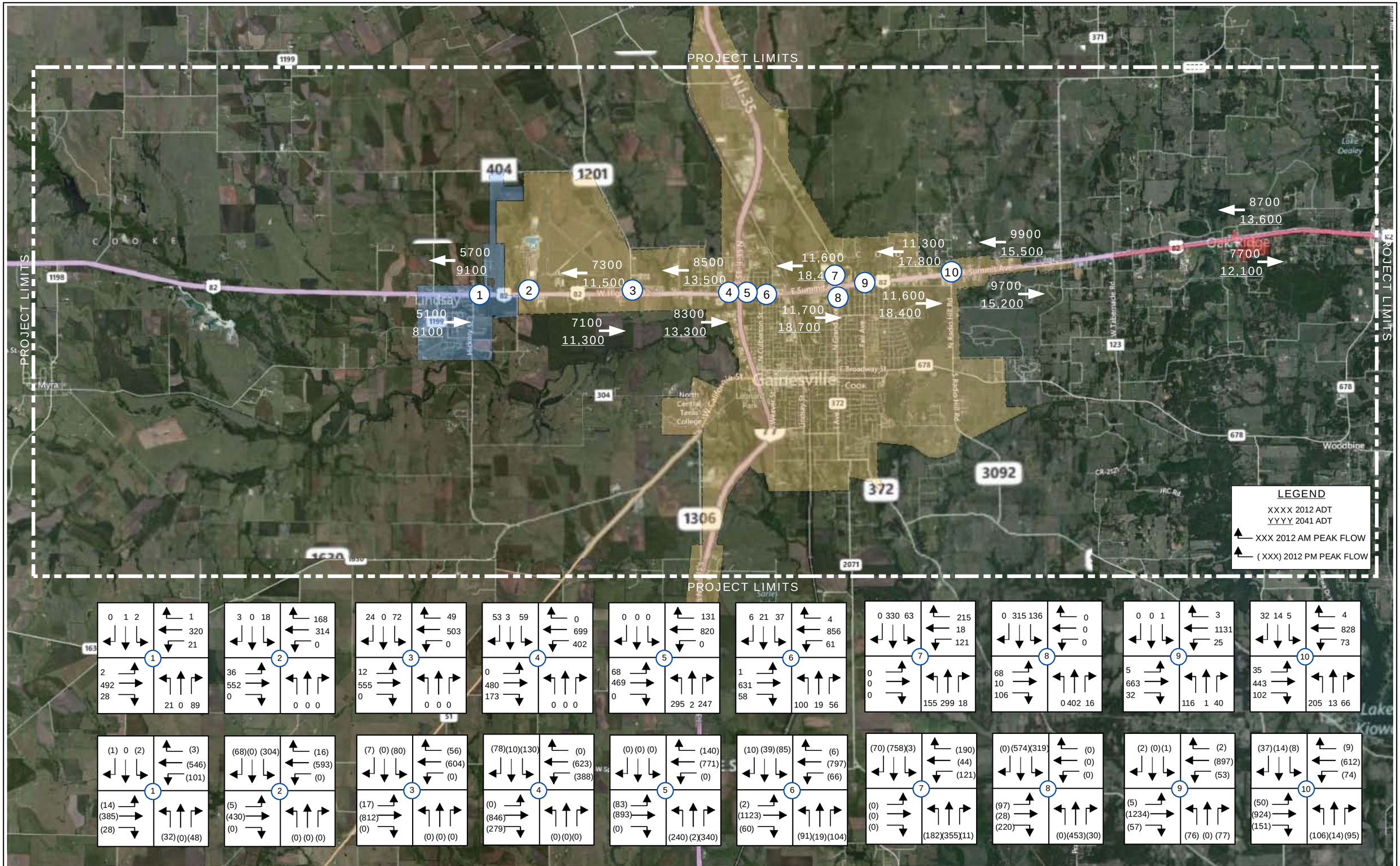


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Exhibit 4 - Volumes

ALTERNATIVES CONSIDERED

Screening and Selection Process

Several alternatives were developed from issues brought forth by stakeholders during initial meetings and were considered during the screening process. All were evaluated using a matrix with qualitative and quantitative items to determine which should be moved forward in the study.

Alternatives Development and Screening Process

The alternatives developed consider all means of increasing traffic capacity to allow through traffic to move between IH 35 (north or south) and US 82 (east or west) with minimum interference from local traffic and with minimum delay. The alternatives developed include a complete loop around Gainesville, two reliever routes, one north of Gainesville and one south of Gainesville, and a freeway section along the existing US 82 alignment. The alternatives were evaluated using a matrix that considered the following variables:

- Delay Savings
- Travel Time Reduction
- Safety
- Business Access
- Growth
- Need for Design Exceptions
- Drainage Impacts
- Historic Structures
- Wetlands
- Threatened & Endangered Species
- Hazardous Materials
- Environmental Justice
- Archeology
- Noise
- Construction Cost
- Right of Way
- Right of Way Cost

Our evaluation of the alternatives based on these variables was then presented to the stakeholders for their comments, following which the preferred alternative was identified.

Definition of Alternatives

Long-Term Alternatives

To address the long-term mobility issues, several alternatives were considered. These alternatives include converting US 82 into a freeway facility, constructing US 82 reliever routes along new alignments, and constructing a loop around Gainesville. **Exhibit 5** presents the long-term alternatives. Each of the long-term alternatives has the following characteristics in common:

- Limited access freeway facility;
- 300' ROW section;
- 2 main lanes in each direction with 2-lane one-way frontage roads ; and
- 12' lanes

The differentiating physical and operational characteristics of each alternative are provided below:

<u>Long Term Alternative A</u>

- Follows the existing US 82 alignment through the center of town;

<u>Long Term Alternative B</u>

- Provides an east-west reliever route to the south of US 82

<u>Long Term Alternative C</u>

- Provides an east-west reliever route to the north of US 82

<u>Long Term Alternative D</u>

- Southeast portion of a potential Gainesville Loop
- Provides a connection between IH 35 to the south and US 82 to the east

<u>Long Term Alternative E</u>

- Southwest portion a potential Gainesville Loop
- Provides a connection between IH 35 to the south and US 82 to the west

<u>Long Term Alternative F</u>

- Northeast portion of a potential Gainesville Loop
- Provides a connection between IH 35 to the north and US 82 to the east

Long Term Alternative G

- Northwest portion of a potential Gainesville Loop
- Provides a connection between IH 35 to the north and US 82 to the west

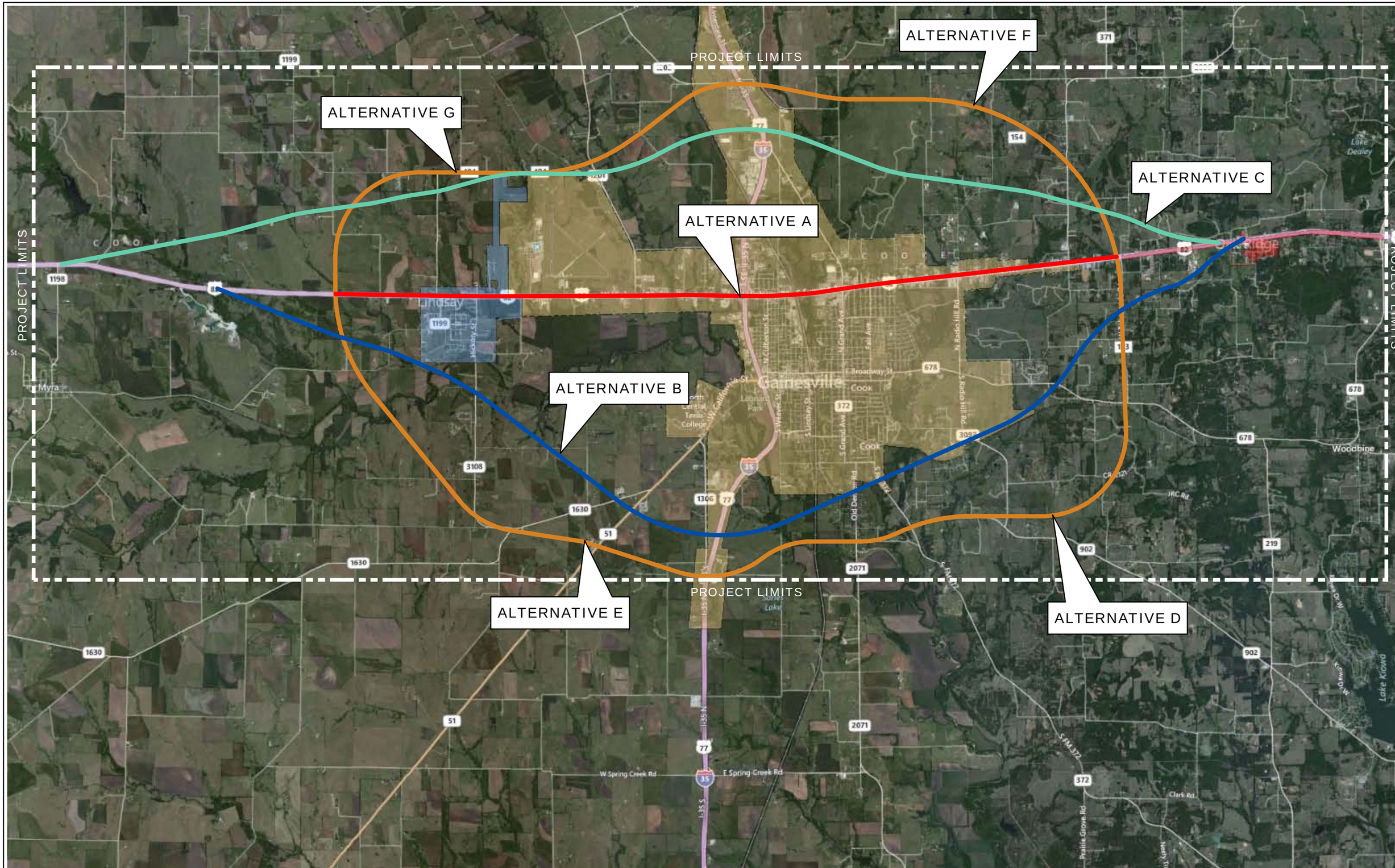

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Exhibit 5 - Long-Term Alternatives

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Short-Term Improvements

In the interim, based on stakeholder input and field observations, several locations along the corridor were selected for short-term improvements based on field observations and traffic analyses. These improvements are low-cost, easy to implement and provide quick solutions to capacity and safety issues in the corridor. **Exhibit 6** presents the short-term improvements.

US 82 & North Weaver Street

- Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane; and
- Re-stripe the inside northbound lane as a shared through / left-turn lane and the outside lane as right-turn only.

US 82 & Culberson Street

- Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane;
- Re-stripe the inside northbound lane as left-turn only and the outside lane as a shared through / right-turn lane;
- Replace split phasing with “permitted-only” phasing for the minor street;
- Optimize cycle length & splits; and
- Incorporate pedestrian timings at the signal along with crosswalks, ADA ramps, push buttons etc.

US 82 & Lawrence Street

- Re-stripe the outermost westbound lane on the eastern leg of the intersection as shared through / right-turn auxiliary lane;
- Extend the outermost westbound lane on the eastern leg (auxiliary lane) through the intersection by re-striping the shoulder and terminate it just east of the overpass;
- Replace split phasing with “permitted-only” phasing for the minor street;
- Optimize cycle length & splits;
- Close the driveways along the eastbound right-turn lane on the western leg of the intersection;
- Remove median pavement east and west of Lawrence St; and
- Add flashers to the advance warning signs on the overpass.

US 82 & FM 372 North

- Re-stripe the eastern leg of the intersection from two-way to one-way;
- Re-stripe the inside westbound lane as a shared through / left-turn lane and the outside lane as right-turn only;

- Modify the intersection of North Clements Street with the newly created one-way ramp to allow only westbound right-in / right-out movements; and
- Remove median pavement east and west of FM 372.

US 82 & FM 372 South

- Re-stripe the inside eastbound lane on the western leg of the intersection as a shared through / left-turn lane and the outside lane as right-turn only.

US 82 & Fair Avenue

- Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane;
- Re-stripe the inside northbound lane as left-turn only and the outside lane as a shared through / right-turn lane;
- Replace split phasing with “permitted-only” phasing for the minor street;
- Optimize cycle length & splits; and
- Incorporate pedestrian timings at the signal along with crosswalks, ADA ramps, push buttons etc.

US 82 & FM 3092/CR 131

- Retain the split phasing for the minor street;
- Re-stripe the southern leg of the intersection to add a northbound right-turn only lane and a southbound acceleration lane for the eastbound right-turning traffic.

US 82 & CR 151/FM 371

- Re-stripe the northern leg of the intersection to add a southbound right-turn only lane; and
- Add flashers to the advance warning signs on US 82 along with radar speed warning signs.

PROJECT LIMITS

See inset #1

See inset #2

1. Retain the split phasing for the minor street;
2. Re-stripe the southern leg of the intersection to add a northbound right-turn only lane and a southbound acceleration lane for the eastbound right-turning traffic.

1. Re-stripe the northern leg of the intersection to add a southbound right-turn only lane; and
2. Add flashers to the advance warning signs on US 82 along with radar speed warning signs.

1. Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane;
2. Re-stripe the inside northbound lane as left-turn only and the outside lane as a shared through / right-turn lane;
3. Replace split phasing with "permitted-only" phasing for the minor street;
4. Optimize cycle length & splits; and
5. Incorporate pedestrian timings at the signal along with crosswalks, ADA ramps, push buttons etc.

1. Re-stripe the outermost westbound lane on the eastern leg of the intersection as shared through / right-turn auxiliary lane;
2. Extend the outermost westbound lane on the eastern leg (auxiliary lane) through the intersection by re-striping the shoulder and terminate it just east of the overpass;
3. Replace split phasing with "permitted-only" phasing for the minor street;
4. Optimize cycle length & splits;
5. Close the driveways along the eastbound right-turn lane on the western leg of the intersection;
6. Remove median pavement east and west of Lawrence St; and
7. Add flashers to the advance warning signs on the overpass.

1. Re-stripe the eastern leg of the intersection from two-way to one-way;
2. Re-stripe the inside westbound lane as a shared through / left-turn lane and the outside lane as right-turn only;
3. Modify the intersection of North Clements Street with the newly created one-way ramp to allow only westbound right-in / right-out movements; and
4. Remove median pavement east and west of FM 372.

Inset #1

1. Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane;
2. Re-stripe the inside northbound lane as left-turn only and the outside lane as a shared through / right-turn lane;
3. Replace split phasing with "permitted-only" phasing for the minor street;
4. Optimize cycle length & splits; and
5. Incorporate pedestrian timings at the signal along with crosswalks, ADA ramps, push buttons etc.

1. Re-stripe the southern leg of the intersection to provide 2 northbound lanes and 1 southbound lane; and
2. Re-stripe the inside northbound lane as a shared through / left-turn lane and the outside lane as right-turn only.

FM 372

LAWRENCE ST.

EXTEND AUXILIARY LANE

CLOSE 1 OR MORE DRIVEWAYS

PVMT REMOVAL

PVMT REMOVAL

PVMT REMOVAL

VERTICAL PANELS AT LEFT-TURN LANE

CLOSE DRIVEWAY

1. Re-stripe the inside eastbound lane on the western leg of the intersection as a shared through / left-turn lane and the outside lane as right-turn only.

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Exhibit 6 - Short-Term Improvements

Medium-Term Improvements

To mitigate medium-term mobility issues along US 82 several improvements, including reconfiguration of intersections, application of access management, addition of frontage roads and signalization, are recommended. **Exhibit 7** presents the medium-term improvements.

US 82 & Weber Drive / Airport Drive

- Widen Weber Drive to 4-11' lanes; and
- Extend Airport Drive to CR 404.

US 82 & Hospital Boulevard

- Extend Columbine Drive to Hospital Boulevard; and
- Construct new road from US 82 to Columbine Drive.

US 82 & Hillcrest Avenue

- Construct an on-ramp from FM 372 to EB US 82;
- Reconfigure Hillcrest Avenue & US 82 as right-in / right-out; and
- Construct a street tie-in between US 82 on-ramp and Hillcrest Avenue.

US 82 & FM 372

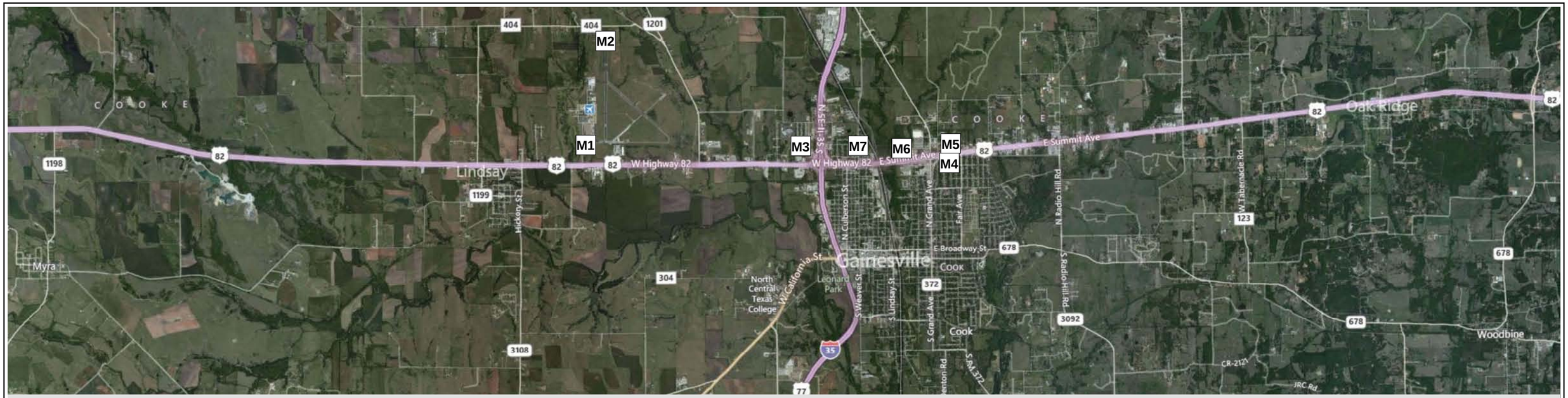
- Construct a new cross-street between FM 372 and N Clements St; and
- Signalize US 82 & FM 372 (both north & south of US 82).

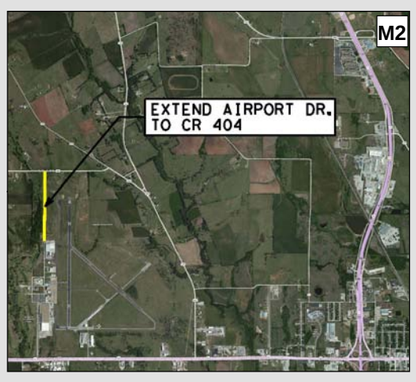
US 82 & Lawrence Road

- Eliminate the intersection of US 82 & Lawrence Road;
- Provide EB & WB frontage roads from FM 372 to west of Lawrence Road; and
- Construct a new cross-street between Lawrence Road and FM 372.

US 82 Widening & Access Management

- Widen US 82 between IH 35 and N Commerce St to a 6-lane divided roadway and apply access management principles to minimize median openings and consolidate driveways.





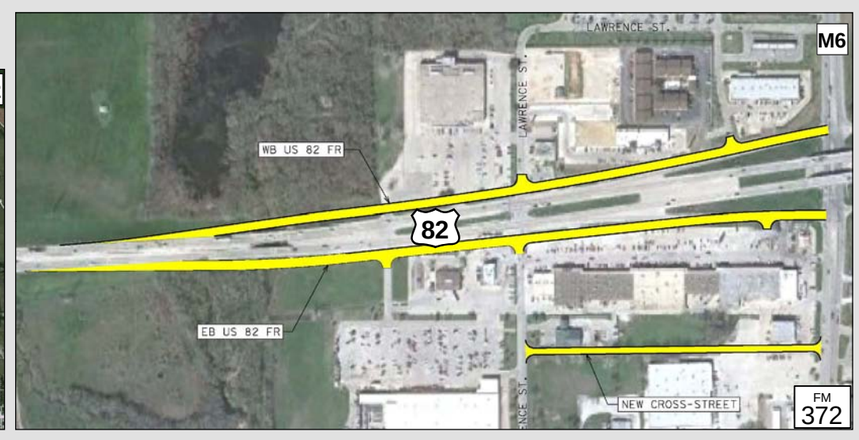


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Exhibit 7 - Medium-Term Improvements

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Summary of Comments Received

Three stakeholder meetings were held to obtain input regarding the challenges and proposed solutions along the US 82 corridor. In addition, one public meeting was held to obtain input from the general public. During the second stakeholder meeting, the alternatives described above were presented to the stakeholders. Stakeholders graded each alternative indicating their level of support as high (H), medium (M) or low (L). Based on the scores received the preferred long-term alternative is Alternative D (southeast portion of a Gainesville Loop), with Alternative A (converting US 82 to a freeway section in place) receiving the least amount of support.

Similarly, the stakeholders were asked to show their level of support for the short-term and medium-term improvements. Among the short-term improvements presented, the interconnection and coordination of the traffic signals along US 82 received the highest level of support. Among the medium-term improvements, the proposed changes to the interchange of US 82 / FM 372 (pavement removal, ramp conversions and signalization) received the highest level of support.

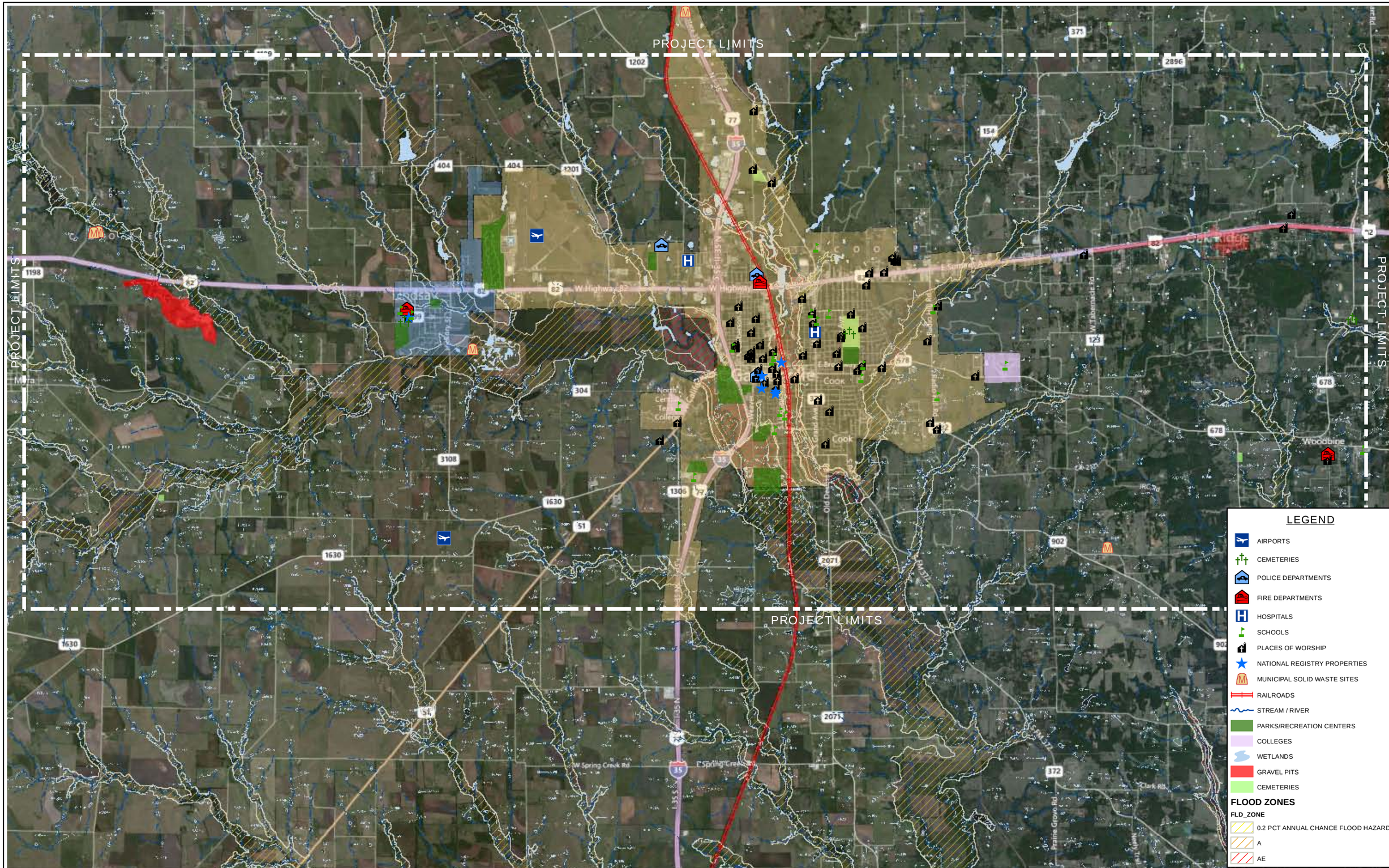
A detailed breakdown of the grades received by each alternative is presented in **Appendix E** along with the comments received during the public meeting.

AFFECTED ENVIRONMENT

One objective of the US 82 Feasibility Study is to avoid or minimize environmental impacts at the same time as addressing the transportation challenges. Accordingly, an element of the US 82 corridor development and refinement process was the identification and mapping of environmental constraints. To this end, a number of local, state and federal data sources were consulted. These included:

- Cooke County and Gainesville land use plans;
- National Register of Historic Places, State Archeological Landmarks, and Recorded Texas Historic Landmarks;
- Federal Emergency Management Floodplain mapping;
- National Wetland Inventory mapping;
- Texas Natural Diversity Database; and
- US Fish and Wildlife Service and Texas Parks and Wildlife Department threatened and endangered species lists.

These data were mapped for the project's study corridor, and alignment alternatives were developed to avoid to the extent possible and minimize impacts to these mapped resources. **Exhibit 8** shows the environmental constraints mapping. At this very preliminary stage of project development, there do not appear to be environmental constraints that would determine or spatially focus the alignment development process.



US 82 Feasibility Study
Gainesville, Texas

Exhibit 8 - Environmental Constraints Mapping

TRANSPORTATION IMPACTS

The transportation impacts were quantified by estimating the delays savings and reduction in travel time along US 82 due to each alternative. Synchro (Version 8.0) was used for the traffic analysis at the study intersections. The delay experienced by all the movements at the intersection during the peak hour was estimated for the no-build condition and each alternative. The difference in the delays was the net savings at the intersection due to implementation of the alternative. The travel time along the corridor was estimated using Sim Traffic (Version 8.0) for the no-build condition and each alternative. The reduction in travel time was estimated by taking the difference between the two travel times. **Appendix F** presents the analysis and estimation of the transportation impacts.

ENVIRONMENTAL IMPACTS

Natural and human environmental variables were a part of the alignment evaluation and ranking process. At this very preliminary stage of alternatives analysis a qualitative rating system was used. Specifically, alternatives were ranked in one of five ways from “very positive” to “very negative” with a “very positive” rating indicating no negative impact to the variable in question and a “very negative” rating indicating substantial negative impact to the variable. Potential impacts to historic structures, threatened and endangered species, hazardous materials, environmental justice communities (i.e., poor and/or minority communities), archeological sites, and noise were so rated. One exception to this qualitative assessment was for potential impacts to wetlands, which were rated on an absolute scale with the approximate affected acreage noted for each alignment/development alternative. No attempt was made to assess the potential for residential or commercial displacements. Most alternatives received a neutral (“N”) rating for potential impacts to natural environmental variables, indicating that at this stage of project development none of the variables appeared to limit project development. With respect to wetlands potential impacts with Alternatives B (13.10 acres) and C (14.12 acres) were substantially more than the other route alternatives. **Appendix G** presents the estimation of the transportation impacts.

FINANCIAL IMPACTS

In order to assess the financial impacts of the short-term improvements, medium-term improvements, and long-term alternatives, simple formulas were used to calculate the construction and ROW cost estimates for each. Construction costs for medium-term improvements were derived by taking the pavement cost and multiplying by two, while the construction costs for the long-term alternatives were computed using the reliever route cost estimates from previous studies and adjusting for inflation and length of project. ROW cost estimates were obtained by taking local property value data for both rural and urban areas and applying to the alternatives as appropriate. ROW was not included for short-term and medium-term improvements that were identified as already having City designated right-of-way.

COMPARATIVE BENEFITS AND COSTS

The matrices presented in **Tables 1** and **2** can be used to compare the various alternatives. However, with the exception of Alternative A, the freeway section along existing US 82, any of the long term alternatives could be used to provide the needed capacity to provide for adequate traffic flow and an alternate route for trucks. Alternative A would be detrimental to the City of Gainesville businesses and would require a large number of relocations.

The other alternatives are all viable options and local preferences should be key in alternative selection. The locally preferred alternate has been determined to be Alternative D, the southeast quadrant of a Gainesville Loop.

Table 1 – Evaluation Criteria for Long-Term Alternative

	Evaluation Criteria																	
Alternative	**Delay Savings (hrs)**	**Travel Time (min)**	**Safety**	**Bus. Access**	**Growth**	**Design Except**	**Drng. Impacts**	**Hist. Struct.**	**Wetlands**	**Threat. & Endg. Spec.**	**Haz. Mat.**	**Envir. Justice**	**Archeo.**	**Noise**	**Cost**	**Right of Way**	**ROW Cost**	**Stake-holder Rank**
No Build	0	**20**	**- -**	-	-	N	N	N	N	N	N	N	N	N	$0	0	0	
Replace US 82 with freeway section (A)	1006	**9**	**+ +**	--	N	N	**-**	**-**	0 Ac.	N	**-**	**-**	N	**-**	$121M	252 Ac.	30.2M	**L**
US 82 Reliever Route: Southern Route (B)	531	**13**	**+ +**	N	+	N	**-**	N	13.10 Ac.	N	N	N	N	N	$177M	553 Ac.	2.8M	**M**
US 82 Reliever Route: Northern Route (C)	340	**13**	**+ +**	N	+	N	**-**	N	14.12 Ac.	N	N	N	N	N	$181M	566 Ac.	2.8M	**M**
US 82 Loop: Southeast Quadrant (D)	402	**7**	**+ +**	N	+	N	**-**	N	7.83 Ac.	N	N	N	N	N	$101M	314 Ac.	1.6M	**H**
US 82 Loop: Southwest Quadrant (E)	8	**6**	**+ +**	N	N	N	**-**	N	5.50 Ac.	N	N	N	N	N	$78M	244 Ac.	1.2M	**M**
US 82 Loop: Northeast Quadrant (F)	359	**5**	**+ +**	N	N	N	**-**	N	5.41 Ac.	N	N	N	N	N	$72M	223 Ac.	1.1M	**M**
US 82 Loop: Northwest Quadrant (G)	4	**6**	**+ +**	N	N	N	**-**	N	4.98 Ac.	N	N	N	N	N	$79M	247 Ac.	1.2M	**M**

Legend:
+ + = Very positive
+ = Positive
N = Neutral
- = Negative
- - = Very Negative

H = High priority rank (stakeholders)
M = Medium priority rank (stakeholders)
L = Low priority rank (stakeholders)

Table 2 – Evaluation Criteria for Short-Term & Medium-Term Improvements

Alternative	Delay Savings (hrs)	Travel Time (min)	Safety	Bus. Access	Growth	Design Except	Drng. Impacts	Hist. Struct.	Wetlands	Threat. & Endg. Spec.	Haz. Mat.	Envir. Justice	Archeo.	Noise	Cost	Right of Way	ROW Cost	Stake-holder Rank
	Evaluation Criteria																	
No Build	0	**10**	**- -**	**-**	-	N	N	N	N	N	N	N	N	N	$0	0	0	
Short Term																		
US 82 & N Weaver St • *Restripe approach*	0	**5**	**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$10k	0	0	**M**
US 82 and N Culberson Street • *Restripe and retime Signal*	12		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$12k	0	0	**H**
US 82 between RR and FM 372 • *Remove paved medians /channelize*	N.A.		**+ +**	N	**+**	N	**+**	N	N	N	N	N	N	N	$6k	0	0	**H**
US 82 & Lawrence St • *Restripe and retime signal*	14		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$40k	0	0	**H**
US 82 & FM 372 N • *Restripe westbound exit ramp*	1		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$5k	0	0	**M**
US 82 & FM 372 S • *Restripe eastbound exit ramp*	0		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$8k	0	0	**M**
US 82 & Fair Ave • *Restripe and retime signal*	10		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$12k	0	0	**M**
US 82 & FM 3092/CR 131 • *Restripe approach*	8		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$7k	0	0	**M**
US 82 & CR 151/FM 371 • *Restripe /add advanced warning devices*	N.A.		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$11k	0	0	**M**
US 82 Corridor • *Interconnect and coordinate signals*	14		**+ +**	**+ +**	**+**	N	N	N	N	N	N	N	N	N	$59k	0	0	**H**
Medium Term																		
US 82 and Weber Drive/Airport Dr • *Widen approaches* • *Widen Weber Dr and extend Airport Dr*	0	**4**	**+ +**	**+ +**	**+**	N	**-**	N	N	N	N	N	N	N	$771k	0 Ac.	0	**M**
US 82 at Hospital • *Add connecting roads*	0		**+**	**+**	**+**	N	**-**	N	N	N	N	N	N	N	$185k	0 Ac.	0	**M**
US 82 and Hillcrest Avenue • *Reconfigure*	0		**+ +**	**-**	**+**	N	**-**	N	N	N	N	N	N	N	$121k	0 Ac.	0	**M**
US 82 at FM 372 • *Redesign ramps /access*	10		**+ +**	**-**	**+ +**	**-**	**-**	N	N	N	N	N	N	N	$94k	0.3 Ac.	36K	**H**
US 82 at Lawrence Rd • *Provide frontage roads*	28		**+**	**+**	**+**	N	**-**	N	N	N	**-**	N	N	N	$1.5M	0.8 Ac.	93K	**M**
US 82 between Lindsay and 3092(Radio Hill Rd) • *Widen to 6-lanes divided* • *Access Management*	23		**+ +**	**-**	**+ +**	**-**	**-**	N	N	N	**-**	N	N	N	$223k	0 Ac.	0	**M**

Legend:
+ + = Very positive
+ = Positive
N = Neutral
- = Negative
- - = Very Negative

H = High priority rank (stakeholders)
M = Medium priority rank (stakeholders)
L = Low priority rank (stakeholders)

JACOBS

IMPLEMENTATION PLAN

During the analysis of the issues brought forth by the stakeholders and observed by field visits, several short-term and medium-term improvements were developed which could improve traffic flow and address safety concerns. These improvements if fully implemented could provide adequate traffic capacity for the next 20 years. This would allow time for detailed route studies and environmental processes to be completed and the locally preferred alternative to be implemented. The next steps are to begin implementation of the short-term and medium-term improvements and to begin route and environmental studies for the locally preferred alternative in order to begin the process of obtaining needed funds for completion of the long-term solution.

Appendix A

Key Findings from Previous Studies

JACOBS

Memorandum

7950 Elmbrook Dr
Dallas, TX 75247 USA
1.214.638.0145 Fax 1.214.638.0447
TBPE Firm No. 2966

Date **March 20, 2012**

To Darell Johnson, P.E.

From Jeremy J. Wyndham, P.E.

Subject Key Findings from Previous Studies along US 82

Jacobs Engineering Group Inc. (TBPE Firm No. 2966) is working with the Texas Department of Transportation (TxDOT) Wichita Falls District to prepare a Feasibility Study for the US 82 corridor between FM 1198 and FM 678. As part of this study, Jacobs was to summarize the key findings from previous traffic studies performed along the US 82 corridor.

The following studies were provided by the Wichita Falls District, and are summarized below:

Traffic Analysis for US 82 at Lawrence Street, Gainesville, Texas

Parsons Brinckerhoff Quade & Douglas, Inc. (PB) was retained by TxDOT Wichita Falls District office to analyze the intersection of US 82 at Lawrence Street in Gainesville, Texas. The objectives of this study were to determine the lane configuration at the intersection of US 82 and Lawrence Street that would provide an acceptable Level of Service (LOS), evaluate the impact of the median opening to Sack' N 'Save/Home Depot on the study intersection, and to determine the improvements needed to accommodate pedestrians including those with ADA needs at the study intersection.

Synchro / SimTraffic were used to perform the analysis along with the Highway Capacity Software (HCS). Several options were analyzed for the AM, Noon and PM Peak Hour traffic conditions. The options were analyzed using a benefit to cost ratio where benefits were determined by estimating the difference in delay between the no-build scenario and that particular option. The costs included the estimated construction costs for that particular option.

Based on the Synchro analysis and the benefit to cost ratios, it was recommended that the Wichita Falls District and the City of Gainesville consider implementing the revised option that includes adding a through lane in each direction on US 82 and widening the Lawrence Street approaches to provide a left-turn only lane, and a shared through/right-turn lane. It was also recommended that the median opening at Sack' N' Save/Home Depot be closed because of safety and operational problems. The final report for this study is attached as an **Appendix**.

IH 35 / US 82 Connector Route Study

Dannenbaum Engineering Corporation (DEC) was retained by TxDOT Wichita Falls District to evaluate the need for a connector route east of Gainesville that would provide access between IH 35 and US 82 and reduce the traffic impacts on US 82 through Gainesville. The study included several stakeholder meetings and at least one public meeting.

Five connector route alternatives were developed by DEC based on the comments received from the stakeholder meetings. **Figure 1** shows the five connector route alternatives considered in this study. These alternatives were then evaluated using criteria such as environmental considerations, community cohesion, business and residential displacement, traffic congestion and total facility cost. A two-tiered decision matrix was developed that would incorporate the public input and rate each alternative for the positive and negative impacts.

Of the five alternatives, DEC recommended that TxDOT consider alternative 2 for further development. It was also recommended that further evaluation of alternative 3 should be considered with additional low-level flight data. The final report for this study is attached as an **Appendix**.

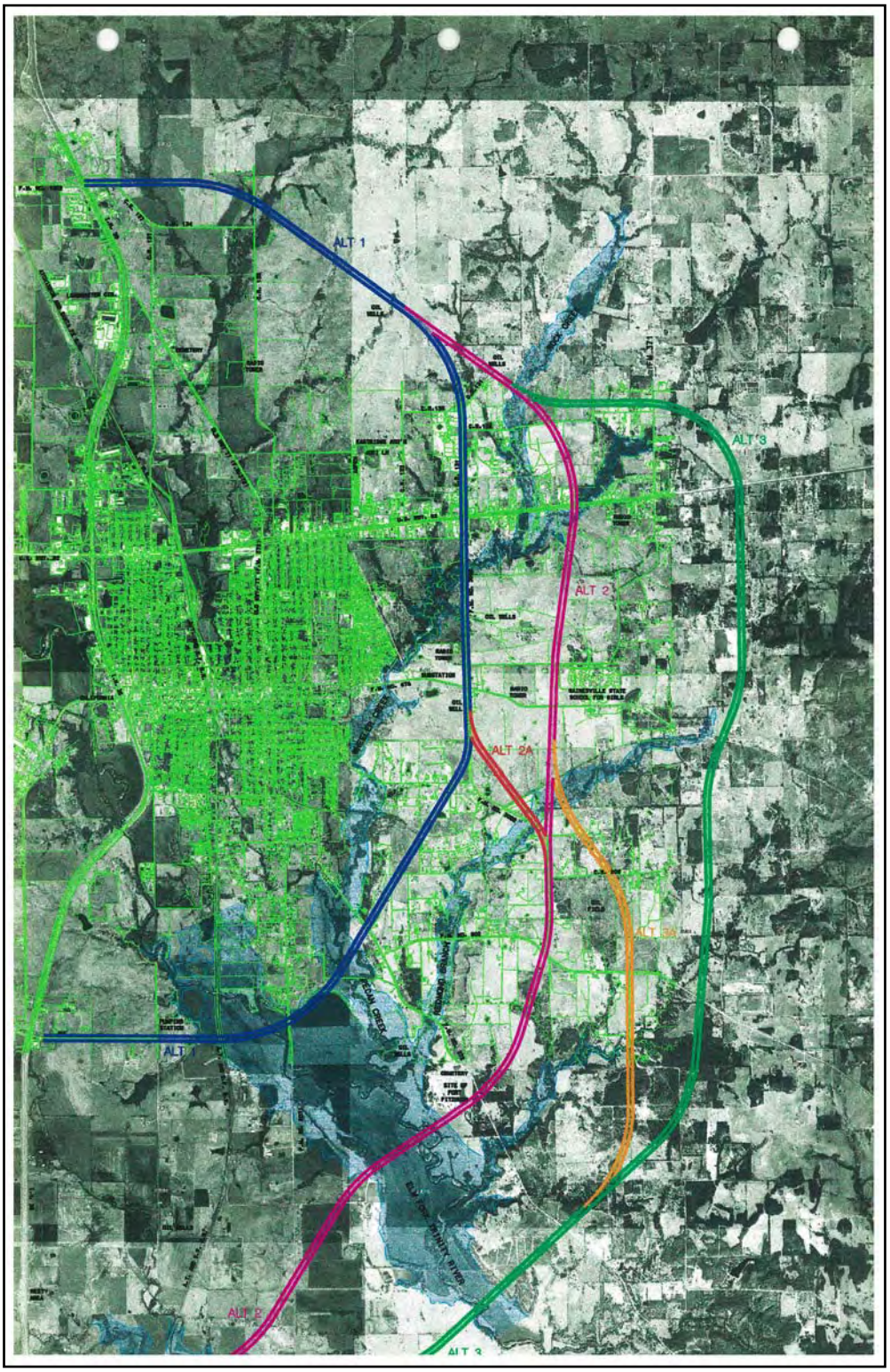


Figure 1 – Connector Route Alternatives

APPENDIX

PREVIOUS TRAFFIC STUDIES

TRAFFIC ANALYSIS
for
US 82 at Lawrence Road
Gainesville, Texas

Prepared For
Texas Department of Transportation
Wichita Falls District

By
Parsons Brinckerhoff

January 2006

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APPENDIX

TRAFFIC ANALYSIS
for
US 82 at Lawrence Street
Gainesville, Texas

Introduction:

Parsons Brinckerhoff Quade & Douglas, Inc. (PB) was retained by TxDOT Wichita Falls District office to analyze the intersection of US 82 at Lawrence Street in Gainesville. Some of the concerns of the District and the Gainesville Office included: (1) What type of right turn lane configuration would be needed to accommodate westbound right turns at US 82 and Lawrence Street ; (2) What lane configurations are needed on the north and south approaches on Lawrence Street to provide an acceptable Level of Service (LOS) at the intersection , (3) Whether the median opening that serves a Sack'N Save on the north and a Home Depot on the south should remain open and then if closed, what impact closing the median opening would have at the intersection of US 82 and Lawrence Road; (4) What improvements are needed to accommodate pedestrians including those with ADA needs. Consequently, PB conducted a Synchro and Sim-Traffic evaluation of the area near the intersection of Lawrence Street and US 82 including a median opening for the driveways from Sac N Save/Home Depot and the on/off ramps from/to SPUR 372 to the East.

The all way stops at the intersections of US 82 frontage roads and ramps with SPUR 372, and the driveway for the Sac-N-Sav/Home Depot on US 82 west of Lawrence Street were analyzed using the Highway Capacity Manual (HCM) and the associated software application (HCS). HCS provides a more definite analysis for each approach. The Synchro analysis provides an Intersection Capacity Utilization (ICU) factor for the unsignalized intersection but not for each approach. A Level of Service (LOS) for each approach gives a detailed analysis of how the intersections are functioning.

Two of the previously proposed options included forcing traffic from the US 82 on-ramp from Spur 372 (westbound off-ramp from Spur 372) to turn right only onto northbound Lawrence Road. Traffic counts indicate that not all of this traffic desires to turn right onto Lawrence. Some traffic on Spur 372 with a destination to the Wal-Mart turns onto the driveways on Spur 372 instead of Lawrence Road. Other traffic on Spur 372, depending on the time of day, either turns right into driveways to one of the restaurants or continues westbound on US 82. Forcing all ramp traffic from Spur 372 to turn right would not accommodate traffic desiring to travel on westbound US 82 or traffic exiting the restaurant driveways to US 82. Consequently, these options were modified to provide a right turn only at the intersection but would allow traffic from US 82 to turn right and traffic from the westbound ramp to travel along US 82.

Another option under consideration would be to provide a dual right turn only lane. On the westbound US 82 approach at Lawrence Street. The right turn traffic volumes do not exceed 54 vehicles per hour during the peak periods (AM, Noon, and PM). This does not exceed the volumes necessary to require a dual right turn lane. Providing another right turn lane to provide for a dual right turn lane would require the construction of another westbound through lane because of the through traffic volumes.

The suggested volume per lane in the 2000 Highway Capacity Manual to provide an acceptable level of service is 450 vehicles per hour per lane. This would be exceeded in the AM peak in the westbound direction. Removing a lane for right turning would create traffic operation problems that would require another through lane to be added. Since the right turn volumes are low, this would not be practical. Therefore this was not seen as a viable alternative.

The eastbound through movement volumes also exceed 450 vehicles per hour per lane in the PM peak hour.

The following options were analyzed for the AM, Noon and PM peak hour traffic.

- "No Build" option which includes the existing geometry and the most recent traffic counts.
- Option 1 included the westbound off ramp from Spur 372 terminating as a yield at westbound US 82. A left turn lane, a through lane and a right turn only lane were modeled for the northbound and southbound Lawrence Street approaches to US 82. Option 1 was analyzed both with a median opening and without a median opening west of Lawrence.
- Option 1A included the westbound off ramp form Spur 372 terminating as a yield at westbound US 82. A combination left turn and through lane and a right turn only lane were modeled for the northbound and southbound Lawrence Street approaches to US 82. Option 1 A was modeled both with and without the median opening west of Lawrence.
- Option 2 would provide a right turn only on westbound US 82 onto NB Lawrence Street with a separate lane and channelizing island to form a "free" right turn. Northbound Lawrence would be widened to provide an acceleration lane. The adjacent westbound lane is an option lane (i.e. through and right turn lane). A left turn lane, a through lane and a right turn only lane were analyzed for the northbound and southbound approaches on Lawrence Street.
- Option 3 provides a traffic signal controlling the westbound off-ramp from Spur 372 and westbound US 82. A left turn lane, a through lane and a right turn only lane were modeled for the northbound and southbound Lawrence Street approaches to US 82.
- Option 4 would widen Lawrence Street to provide a left turn only lane, and a thru plus right turn lane. This option was modeled both with and without the median opening.

This analysis includes the following assumptions:

Traffic Volumes
Traffic counts were conducted on December 06, 2005. The count data included turning movement counts for the AM, Noon and PM peaks at the driveway west of Lawrence Street for Sac and Save/Home Depot), at US 82 and Lawrence Street and or both intersections of Spur 372 at the US 82 ramp/frontage road junctions. Twenty-four hour tube counts were conducted on the westbound off ramp from SPUR 372 to US 82 and on westbound US 82. The AM, Noon, and PM peak hour counts were conducted from 7:00 to 9:00 AM, 11:00 AM to 1:00 PM, and 4:00-6:00 PM.

Geometry
The lane configuration, number of lanes, speeds and other geometry for the no-build analysis was determined from aerial photographs (from several sources), the intersection layout provided by the Wichita Falls District and an on site inspection. The speed limits on US 82 and Spur 372 are 45 mph and 30 mph for Lawrence Road.

Traffic signal timing and phasing
Existing signal timing was provided by the Wichita Falls District office and was used for the no-build option. The existing signal phasing (split phasing on Lawrence Road) was utilized for the no build option and option 1A. The addition of separate left turn lanes on Lawrence Street does allow separate left turn phasing and Synchro to optimize the signal phasing and timing. The left turns are exclusive only on US 82 because of safety concerns.

Although there are currently no pedestrian indications, pedestrian timing was included to provide a walk period of 7 seconds because of the potential for heavy pedestrian movements. The pedestrian clearance time was calculated by dividing the street width to be crossed by 4 feet per second. For the purpose of this study, it was assumed that pedestrians going North and South would walk from one side of the road to the other without stopping in the median.

The Video detector layouts from a recent TTI report on Video detector design was utilized (currently Dallas TxDOT and Fort Worth TxDOT standards).

Traffic Accidents:
The City of Gainesville Police Department provided some copies of traffic accidents and a summary is included in the appendix. The data provided was incomplete and more copies of accident reports will be available at a later date. It is significant that there was a fatality at the median opening in question on December 6, 2005.

Synchro Analysis

The US 82 at Lawrence Street traffic study area was analyzed using Synchro 6 ™, and Sim-Traffic. The observed signal phasing sequence was used for the No Build Concept and Option 1A.

The following tables indicate the Level of Service (LOS) as determined by Synchro for the various options. The Synchro 6™ software uses the Highway Capacity Manual (HCM) reporting module for signalized intersections.

Level of Service (LOS), which is a measure of the degree of congestion and/or delay, ranges from LOS A (free flowing) to LOS F (a congested, forced flow condition). A description of each operational state for signalized intersections is presented in **Table 1.**

Table 1 Level of Service (LOS) Description

LOS	Average Control Delay per vehicle (sec/veh)	DESCRIPTON
A and B	≤ 10 (A) > 10 and ≤ 20 (B)	No delays at intersections with continuous flow traffic. Uncongested operations; high frequency of long gaps available for all left and right turning traffic; no observable queues.
C	> 20 and ≤ 35	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	> 35 and ≤ 55	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No long standing lines formed.
E	> 55 and ≤ 80	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 80	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

No Build Condition

1. No Build (Existing geometry and current traffic volumes)

The first option analyzed was the No Build option which includes the current intersection geometry, traffic volumes, and signal phasing.

Table 2 indicates the existing Level of Service (LOS) for the AM, Noon and PM Peak hours for the No-Build conditions or base conditions. The approach delay is in seconds/vehicle. The Intersection Delay is in veh-hours of delay which is used for the user benefit calculations.

Table 2 No Build Option

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	14.0	B	114.4	F	66.7	E
	WB Approach	17.7	B	57.4	E	83.8	F
	NB Approach	23.1	C	37.0	D	43.0	D
	SB Approach	14.1	B	26.9	C	38.6	D
	Intersection	16.3	B	77.1	E	67.2	E
	Intersection Delay (veh-hours)	8		46		50	
Un-signalized (HCM (HCS)							
Driveway for Sac n Save/Home Depot	EB Approach	10.3	B	10.2	B	10.2	B
	WB Approach	8.9	A	103	B	10.3	B
	NB Approach	25.6	D	35.3	E	60.1	F
	SB Approach	19.9	C	19.8	C	106.3	F
	Intersection						
Intersection of Westbound US 82 frontage road at Spur 372	EB Approach	-	-	-	-	-	-
	WB Approach	15.5	C	11.7	B	26.8	D
	NB Approach	15.2	C	23.9	C	28.0	D
	SB Approach	12.3	B	19.6	C	39.7	E
	Intersection	14.3	B	22.3	C	33.1	D
Intersection of Eastbound US 82 frontage road at Spur 372	EB Approach	10.6	B	17.8	B	15.9	C
	WB Approach	-	-	-	-	-	-
	NB Approach	11.0	B	16.4	C	13.8	B
	SB Approach	12.3	B	67.3	F	85.3	F
	Intersection	11.5	B	42.0	E	55.2	E

As indicated in Table 2, the LOS at US 82 and Lawrence are less than desirable for the Noon and PM peak hours for the intersection and the US 82 approaches. The Lawrence Street approaches have acceptable LOS.

The HCS analysis of the unsignalized driveways and intersections indicate problems at the Home Depot/Sack'N Save Driveway on the north and south approaches during the noon and PM peak hours. There is also unacceptable LOS for the unsignalized intersections of US 82 at Spur 372. Further analysis should be conducted to determine if traffic signals at warranted at one or both intersections.

Tables 3 indicates the LOS if the median opening was closed west of Lawrence. Only right turns in and right turns out would be permitted. Traffic that had turned left onto US 82 will turn left at Lawrence. The through driveway traffic would now travel straight or thru at Lawrence Road. The other unsignalized intersections would not be affected. The right turns in and out of the Sack'N Save/Home Depot Driveway would permit an acceptable LOS, but it is likely that the right turns from the Home Depot Driveway may be locked by traffic queuing from eastbound US 82 approach at the Lawrence Street intersection.

Table 3 No Build Option (No median opening)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	16.5	B	176.8	F	96.5	F
	WB Approach	18.5	B	62.4	E	88.2	F
	NB Approach	24.4	C	39.2	D	44.9	D
	SB Approach	14.6	B	27.5	C	41.6	D
	Intersection	17.9	B	106.5	F	83.7	F
	Intersection delay (veh-hours)	9		66		65	

Closing the median opening and diverting traffic (left turns and through) from the Home Depot driveway will decrease the LOS of the Lawrence Street intersection from E to F during the Noon and PM peak hours. **Clearly if the median opening is to be closed, improvements at the Lawrence Street intersection must be made to accommodate the increase in traffic.**

Table 4 represents the queue lengths with the No Build Option and **Table 5** indicates the queue length without a median opening at the Home Depot Driveway.

Table 4 No Build Queue Lengths (ft)

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	23	#73	≈196	#338	183	#348
	EB Thru	60	144	260	#338	433	#578
	EB Right Turn	0	17	0	52	19	77
WB Approach	WB Left Turn	9	32	59	#152	63	#160
	WB Thru	151	249	268	#364	≈≈341	#476
	WB Right turn	1	13	0	29	1	37
NB Approach	NB Left turn	-	-	-	-	-	-
	NB Thru	22	57	160	246	171	259
	NB Right Turn	-	-	-	-	-	-
SB Approach	SB Left Turn	-	-	-	-	-	-
	SB Thru	8	42	95	168	169	265
	SB Right Turn	-	-	-	-	-	-

Note: ≈ indicates that the approach is above capacity and the queue length could be longer.

 # indicates that the 95 Percentile volume is over capacity.

The queue length indicates the 50th percentile and the 95th percentile Queue length for each lane. The total queue length is divided by the number of lanes and the lane utilization factor.

The 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes.

The queue lengths indicate several problems on the EB and WB approaches. The queues exceed the vehicle storage capacity of the left and through movements.

The operational problems are caused primarily by split signal phasing on the northbound and southbound approaches. The split phasing requires separate pedestrian phases which essential "steals" further green time from the east and west approaches.

Table 5 No Build Queue Lengths (ft) (No Median Opening)							
Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	≈331	#102	≈271	#427	≈341	#526
	EB Thru	62	149	260	#338	433	# 578
	EB Right Turn	0	18	180	52	19	77
WB Approach	WB Left Turn	14	43	≈75	#184	≈79	# 192
	WB Thru	153	257	268	#364	≈341	66
	WB Right turn	1		0	29	1	37
NB Approach	NB Left turn						
	NB Thru	29	69	186	280	192	286
	NB Right Turn						
SB Approach	SB Left Turn						
	SB Thru	10	44	99	172	190	293
	SB Right Turn						

With the increase in traffic flows, the queue lengths increase as well. The queues often back up to block driveways. A WB queue can cause some potential rear end collisions for westbound US 82 traffic approaching the intersection from the grade separation.

Option 1 NB and SB Left, Thru and Right Lanes

Description.
With Option 1, the westbound off-ramp from Spur 372 terminates at a yield at westbound US 82. The northbound and southbound approaches include a left turn only lane, a thru only lane and a right turn only lane.

Table 6 indicates the LOS for the AM, Noon and PM peaks for Option 1. The improvements consist of northbound and southbound left turn only lanes, a thru only lane and a right turn only lane. The un-signalized analysis for the median serving the SacNSav and the Home Depot and the two intersections of US 82 at Spur 372 are the same as the no build option so these LOS are not included in the tables for the various options. **Table 7** indicates the LOS with the Sack'N Save/Home Depot median opening closed.

Table 6 Option 1 (NB and SB additional lanes)							
Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	8.8	A	56.8	E	32.5	E
	WB Approach	11.3	B	32.1	C	41.5	D
	NB Approach	16.2	B	13.0	B	17.4	B
	SB Approach	12.5	B	9.0	A	11.5	B
	Intersection	10.6	B	38.5	D	31.9	C
	Intersection delay (veh-Hours)	5		23		24	

This option provides acceptable LOS except for the EB during the Noon and PM peaks and the intersection LOS for the Noon peak.

Table 7 indicates the LOS without a median opening.

Table 7 Option 1 (NB and SB additional lanes) (No median opening)							
Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	11.6	B	102.1	F	51.6	D
	WB Approach	13.2	B	34.9	C	45.4	D
	NB Approach	16.6	B	13.1	B	17.3	B
	SB Approach	13.3	B	9.1	A	12.4	B
	Intersection	12.7	B	59.3	E		D
	Intersection delay (veh-hours)	6		37		43	

Even with the additional NB and SB lanes, the eastbound approach has a LOS of F during the Noon peak and the intersection LOS is "E".

Table 8 Indicates the queue lengths with a median opening and **Table 9** indicates the queue lengths without a median opening. Some of the queue lengths on the eastbound and westbound approaches are unacceptable.

Table 8 Option 1 Queue Lengths

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	14	#59	≈124	#256	140	#270
	EB Thru	24	113	174	234	305	405
	EB Right Turn	0	14	0	41	0	46
WB Approach	WB Left Turn	6	28	41	#112	49	129
	WB Thru	86	195	180	241	246	#351
	WB Right turn	0	10	0	23	0	31
NB Approach	NB Left turn	7	31	35	71	41	75
	NB Thru	4	20	29	63	43	79
	NB Right Turn	0	14	0	22	0	23
SB Approach	SB Left Turn	2	13	13	33	27	54
	WB Thru	2	16	15	38	22	50
	WB Right Turn	0	24	0	33	0	46

Table 9 Option 1 Queue Lengths (No Median Opening)

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	26	#184	≈179	#328	340	# 425
	EB Thru	47	113	174	234	309	412
	EB Right Turn	0	14	0	41	0	47
WB Approach	WB Left Turn	11	37	50	#136	60	158
	WB Thru	128	195	180	241	249	#358
	WB Right turn	0	10	0	23	0	32
NB Approach	NB Left turn	14	38	44	85	57	88
	NB Thru	4	21	31	65	43	80
	NB Right Turn	0	14	0	22	0	23
SB Approach	SB Left Turn	4	16	13	33	31	59
	WB Thru	4	16	16	39	36	59
	WB Right Turn	0	24	0	33	0	46

Option 1 A NB and SB Lawrence with thru plus left and right turn only

Description.

This option widens the NB and SB Lawrence Street approaches to provide a thru plus left turn lane and then a right turn only lane.

Table 10 Option 1 A (NB and SB Left/thru + Right turn only)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	13.6	B	114.4	F	67.7	E
	WB Approach	17.6	B	57.4	E	83.8	F
	NB Approach	22.7	C	31.3	C	36.7	D
	SB Approach	15.3	B	17.7	B	20.5	C
	Intersection	16.2	B	75.6	E	64.9	E
	Intersection delay (Veh-Hrs)	8		45		48	

As indicated in **Table10,** there are some LOS problems for the EB and WB approaches and the intersection LOS for the Noon and PM Peaks. **Table 11** indicates the LOS without a median opening and the LOS because much worse.

Table 11 Option 1 A (NB and SB Left/thru + Right turn only) (Without Median Opening)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	15.9	B	176.8	F	96.5	F
	WB Approach	18.4	B	62.4	E	88.2	F
	NB Approach	23.2	C	33.0	C	38.3	D
	SB Approach	16.1	B	18.0	B	22.0	C
	Intersection	17.5	B	104.8	F	81.1	F
	Intersection delay (Veh-Hrs)	9		65		63	

Table 12 indicates the queue lengths with a median opening and **Table 13** indicates the queue lengths without a median opening.

Table 12 Option 1A Queue Lengths

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	22	68	≈196	#338	183	#348
	EB Thru	59	137	260	#338	433	#578
	EB Right Turn	0	17	0	52	19	77
WB Approach	WB Left Turn	9	31	59	#152	63	#160
	WB Thru	150	237	268	#364	341	#476
	WB Right turn	1	13	0	29	1	37
NB Approach	NB Left turn	-	-	-	-	-	-
	NB Thru	20	51	132	206	143	221
	NB Right Turn	0	14	0	29	0	29
SB Approach	SB Left Turn	-	-	-	-	-	-
	WB Thru	8	28	54	97	81	137
	WB Right Turn	0	26	0	45	0	54

Table 13 Option 1A Queue Lengths (Without Median Opening)

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	30	#96	≈271	#427	# 341	# 526
	EB Thru	61	141	260	#338	433	#578
	EB Right Turn	0	17	0	52	19	77
WB Approach	WB Left Turn	13	40	75	# 184	≈79	# 192
	WB Thru	153	243	268	#364	≈341	#476
	WB Right turn	1	13	0	29	1	37
NB Approach	NB Left turn	-	-	-	-	-	-
	NB Thru	25	60	155	236	163	247
	NB Right Turn	0	14	0	29	0	29
SB Approach	SB Left Turn	-	-	-	-	-	-
	SB Thru	10	31	56	101	94	154
	SB Right Turn	0	26	45	62	0	54

As indicated in both Tables 12 and 13, some of the queue lengths exceed the storage length available.

Option 2 Channelized WB right turn only lane

Description:
This design concept includes all of the northbound and southbound lanes proposed for Option 1 for the Lawrence Street approaches but the westbound right turn only lane is channelized with a lane addition to northbound Lawrence to provide an acceleration lane. The adjacent westbound lane is an optional thru or right turn. There was no analysis of the median opening.

Table 14 Option 2 (Channelized WB right turn only lane)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	8.8	A	57.3	E	69.0	E
	WB Approach	11.6	B	32.6	C	86.5	F
	NB Approach	16.3	B	13.1	B	17.4	B
	SB Approach	12.5	B	9.0	A	11.6	B
	Intersection	10.7	B	38.9	D	32.4	C
	Intersection Delay (veh-Hours)	5		23		24	

Option 2 provides acceptable LOS except for the Noon Eastbound approach and the intersection LOS. **Table 15** indicates the queue lengths for Option 2 and some queue lengths exceeding the vehicle storage.

Table 15 Option 2 Queue Lengths (ft)

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	15	# 59	≈126	256	141	#279
	EB Thru	24	113	175	234	305	405
	EB Right Turn	0	14	0	19	0	46
WB Approach	WB Left Turn	6	28	42	#112	49	#129
	WB Thru	91	209	190	256	257	#371
	WB Right turn	0	10	0	25	0	34
NB Approach	NB Left turn	7	31	36	71	41	75
	NB Thru	4	20	30	63	43	79
	NB Right Turn	0	14	0	22	0	23
SB Approach	SB Left Turn	2	13	13	33	27	54
	WB Thru	3	16	15	38	22	50
	WB Right Turn	0	24	0	33	0	46

Option 3 Traffic Signal at WB on ramp and WB US 82

Description:

This options provides a traffic signal for the WB on ramp from US 372 to US 82. The North and South approaches to Lawrence Street would include a left turn only lane, a thru only lane and a right turn only lane. There was no analysis of the median opening.

Table 16 Option 3 (Traffic Signal)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	8.5	A	237.7	F	41.8	D
	WB Approach	7.4	A	337.6	F	94.0	F
	NB Approach	35.9	D	8.2	A	36.6	C
	SB Approach	22.8	C	25.4	C	19.8	B
	Intersection	9.4	A	227.3	F	55.3	E
	Intersection Delay (Veh-Hours)	5		136		41	

As indicated in **Table 16**, there is severe congestion on the eastbound and westbound approaches and for the intersection LOS during the Noon and PM peak hours. **Table 17** indicates that the queues on the eastbound and westbound approaches exceed the storage.

Table 17 Option 3 (Traffic Signal) Queue Length (ft)

Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	36	78	≈278	#498	218	#375
	EB Thru	45	105	#494	#678	415	501
	EB Right Turn	0	11	45	123	16	65
WB Approach	WB Left Turn	15	42	132	#250	74	131
	WB Thru	108	139	608	#718	320	389
	WB Right turn	0	5	9	39	0	32
NB Approach	NB Left turn	23	53	39	59	70	115
	NB Thru	9	31	40	66	78	131
	NB Right Turn	0	20	0	18	0	33
SB Approach	SB Left Turn	7	22	28	53	46	83
	WB Thru	7	24	45	87	38	75
	WB Right Turn	0	34	0	62	0	60

Option 4 New Lawrence Option with Left turn only lane

Description:

This option includes a westbound right turn only lane and a separate left turn only lane and a through plus right turn lane on the north and south approaches on Lawrence Road. This option was modeled with and without the median opening to the west.

Table 18 Option 4 (NB and SB lanes)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	8.9	A	56.8	E	32.5	C
	WB Approach	11.5	B	32.1	C	41.5	D
	NB Approach	15.6	B	13.3	B	18.3	B
	SB Approach	11.8	B	8.3	A	11.1	B
	Intersection	10.7	B	38.5	D	31.9	C
	Intersection Delay (Veh-Hours)	5		23		24	

The LOS provided in **Table 18** for Option 4 indicates acceptable LOS for all approaches except the eastbound approach during the Noon peak.

Table 19 Option 4 (NB and SB lanes) (No Median Opening)

Intersection	Approach	AM		Noon		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Signalized Intersection							
US 82 at Lawrence	EB Approach	11.8	A	102.1	F	51.6	D
	WB Approach	13.4	B	34.9	C	45.4	D
	NB Approach	16.0	B	13.5	B	18.3	B
	SB Approach	12.6	B	8.4	A	13.9	B
	Intersection	12.9	B	59.3	E	42.9	D
	Intersection delay (veh-Hours)	6		37		33	

Table 19 indicates some operational problems with the EB approach and the intersection LOS during the Noon peak. **Table 20** indicates the queue lengths with a median opening and **Table 21** indicates the queue lengths without a median opening.

Table 20 Option 4 Queue Length (ft)							
Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	14	#60	≈124	#256	117	#270
	EB Thru	24	115	174	234	251	405
	EB Right Turn	0	15	0	41	0	46
WB Approach	WB Left Turn	6	28	44	#112	41	#129
	WB Thru	86	199	180	241	200	#351
	WB Right turn	0	10	0	23	0	31
NB Approach	NB Left turn	7	31	35	71	41	75
	NB Thru	4	26	34	75	51	96
	NB Right Turn	-	-	-	-	-	-
SB Approach	SB Left Turn	2	13	13	33	27	54
	WB Thru	2	30	15	56	23	80
	WB Right Turn	-	-	-	-	-	-

Both Table 20 and Table 21 indicate some problems with queue lengths for the 95% but the 50% or average queues are accommodated.

Table 21 Option 4 Queue Length (ft) (No Median Opening)							
Intersection	Approach	AM		Noon		PM	
		50th Percentile	95th Percentile	50th Percentile	95th Percentile	50th Percentile	95th Percentile
US 82 at Lawrence							
EB Approach	EB Left Turn	26	# 84	≈179	# 328	240	# 425
	EB Thru	47	115	174	234	309	412
	EB Right Turn	0	15	0	41	0	47
WB Approach	WB Left Turn	11	37	50	# 136	60	#158
	WB Thru	128	199	180	241	249	#358
	WB Right turn	0	10	0	23	0	32
NB Approach	NB Left turn	14	38	44	85	51	88
	NB Thru	4	26	36	78	52	97
	NB Right Turn	-	-	-	-	-	-
SB Approach	SB Left Turn	4	16	13	33	31	59
	WB Thru	4	31	16	58	41	105
	WB Right Turn	-	-	-	-	-	-

Cost Benefits

To determine the benefits for each option, one method is to compare the amount of intersection delay with each option and compare this to the No-build Option. This difference in intersection delay is the benefit with each option. **Table 22** indicates these intersection delays and **Table 23** shows the benefits. The delays used included closing the median opening at the Sack'N-Save/Home Depot driveways

Table 22 Intersection Delay Comparisons

Peak Hour	No Build	Option 1	Option 1A	Option 2	Option 3	Option 4
AM	9	6	9	6	5	6
Noon	66	37	65	37	136	37
PM	65	43	63	33	41	33
Total	**140**	**86**	**137**	**76**	**182**	**76**

The benefits are derived from comparing the delay with each option to the No-build option. The difference is the benefit. There are benefits for all but Option 3 which is the traffic signal.

To determine the user benefits, the vehicular delay costs for each alternative are compared to vehicle delay costs for the No Build alternative. The difference in vehicle delay (user costs) between the No Build alternative and each alternative is the user benefit. This user benefit is then compared to the estimated construction costs to determine the Benefit to Cost Ratio.

The user cost of delay is an estimate of the value of lost time in passenger vehicles and the increased operating costs of commercial vehicles in congestion. These calculations are included in the Appendix.

Table 23 Estimated Benefits

Alternative	Estimated Benefits
Option 1	$226,969
Option 1A	$12,609
Option 2	$269,000
Option 4	$269,000

The poor estimated benefits for Option 1A is attributed to the split signal phasing that would still be required for both approaches to Lawrence.

Each of these benefits can then be compared to the costs for the various improvements to determine the benefit to cost ratio. **Table 24** indicates the estimated costs and **Table 25** indicates the estimated Benefit-to-Cost Ratio.

Table 24 Estimated Costs	
Alternative	**Estimated Costs**
Option 1	**$ 1,096,139**
Option 1A	**$ 992,187.9**
Option 2	**$ 1,054,787.25**
Option 4	**$ 986,331.50**

Table 25 Estimated Benefit/To Cost Ratio (one year of savings)	
Alternative	**Estimated Benefits**
Option 1	**.20**
Option 1A	**.01**
Option 2	**.26**
Option 4	**.27**

Table 25 indicates that the best option is Option 4. Option 4 includes the construction of an additional left turn only lane on both of the approaches of Lawrence. Providing a separate left turn lane allows the signal to operate in a protected/permissive mode. The left turn signals can operate independently of the through signals and this provides a much more efficient traffic signal operation than the split phase operation which means on approach has a green and then the other approach has a green. Low left turn volumes have a tendency to waste signal green time because the through movements would be able to move together on both Lawrence approaches if the signal permitted that type of operation. Also, with the split phasing, the pedestrian phases are separate and a separate pedestrian clearance phase is needed for each split phase. Operating the signals in the protected/permissive left operation will allow the pedestrian signals and pedestrian clearances to overlap and operate efficiently and safely.

The **.27** Benefit-to-Cost Ratio indicates that the construction costs will be recovered by road user savings in delay time **within four years**. Since the cost is a one time cost, the benefit continues on an annual basis and will accommodate yearly increases in traffic for several years. If no improvements are constructed, yearly increases in traffic will only degrade the existing LOS where the improvements suggested by Option 4 will accommodate increases in traffic for many years to come.

If improvements are not made to the Lawrence Street approaches, there are other options that could be undertaken by TxDOT such as providing an extra lane in each direction on US 82, but the Benefit/Cost Ratio would not be as great as providing a separate left turn only lane on Lawrence Street.

The implementation plan would include providing **pedestrian indications** on all approaches. Consideration should be made to using curb and gutter type intersection improvements with the appropriate ADA ramp configurations to provide safer refuge areas for pedestrians. **Sidewalk** should be installed along Lawrence Street by the City of Gainesville to provide a safe walking area for pedestrians.

Other Considerations:
As a result of this study, there are other options that were considered for analysis.

Extending length of the Eastbound Left turn lane. The Synchro analysis indicated some operational problems with the eastbound left turn lane. The LOS was poor during most of the time periods with various options and the calculated queue lengths exceed the amount of left turn storage available. Closing the median opening at the Sac 'N Save/Home Depot will force more traffic to turn left onto Spur 372 at Lawrence Street. The maximum left turning traffic volume would be 291 vehicles in the PM peak. This would require extending the eastbound left turn from approximately 250 feet to 291 feet, which would now be possible with the closing of the median opening to the Sac'N Save.

The 291 vehicles represent the amount of 2006 traffic that would use the eastbound left turn lane. It is desirable to design for the future however. The time line is typically the design year plus 20 which would indicate 2026 as the design year. There are no current traffic forecasts for 20 years out. Adding a very modest (straight line) growth factor of 2 % per year would yield a potential traffic volume of over 400 vehicles per hour. This is not unrealistic because of the close proximity to the WINSTAR Casino area. The Highway Capacity guidelines suggest that left turn traffic volumes over 300 vehicles per hour would warrant a dual left turning lane. The median is approximately 24 feet wide which could accommodate a dual left turn lane with used lane widths.

Using the same growth factor of the other approaches, the WB DHV would be 120 vehicles per hour (within left turn storage capacity). For the other approaches, the NB left turn lane should have 207 feet of storage; the SB should have 111 feet of storage.

Eastbound and Westbound through movements:

The LOS analysis, the queue lengths and the guidelines suggest that additional through lanes are needed at the intersection of US 82 at Lawrence Road. There would be additional ROW limitations needed and additional work at the closely spaced driveways that complicate future construction. Several options adding lanes were analyzed and this analysis is included in the user benefit appendix: Following is some discussion of these other alternatives.

Eastbound: Provide a third lane west of the Home Depot Driveway, add a right turn lane with a minimum storage length of 250 feet, and continue the third through lane

to the exit ramp to Spur 372. This would provide the extra lane at the signalized intersection, and would reduce the delay to traffic with a destination of Spur 372. Extending the third lane past the intersection would provide needed capacity and will still allow eastbound US 82 traffic additional space to merge in with the other through traffic.

Westbound: The most recent traffic counts indicate a relatively small number of right turns to northbound Lawrence. There are other right turners with destinations to the restaurants and some of the restaurant patrons desiring to travel to westbound US 82 must cross paths with motorists desiring to turn right at the signal and motorists from Spur 372 that desire to enter westbound US 82. This weaving problem could be eliminated by extending the lane through Lawrence Street to the Sac'N'Save driveway and then tapering the lane out prior to the railroad overpass.

Both of these improvements were modeled with Synchro to determine a B/C Ratio and are included in the User Benefits appendix. The B/C ratio indicates that the Benefit-to-Cost Ratio would be higher **(.37 versus .27)** than Option 4 and that the additional costs would be only **$212,258.40**. The user benefits would be recovered within 3 years.

Signalization:
The LOS of the unsignalized intersections at Spur 372 at the US 82 frontage roads indicates that a signal warrant study should be conducted. Signals at these locations may have little effect at the intersection of US 82 at Lawrence Street, but these signals may encourage Spur 372 to use the driveways to Wal-Mart and not Lawrence Street.

Speed Zones:
The current speed limit on US 82 is 45 mph. Further speed zone studies and an analysis of the accident records should be conducted to possibly lower the speed limit.

Conclusions/Recommendations

As a result of the Synchro analysis and the subsequent development of user benefits with Benefit-to-Cost Ratios, it is our recommendation that the Wichita Falls District and the City of Gainesville consider implementing the revised option that includes adding a through lane in each direction on US 82 and include the **Option 4 Lawrence Street Improvements** which widens the Lawrence Street approaches to provide a left turn only lane, and a through plus right turn lane. The median opening at the Sack'N Save/Home Depot should be closed because of safety and operational problems.

IH 35 / US 82 Connector Route Study

City of Gainesville, Texas

Texas Department of Transportation

Prepared by:

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March 2002

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APPENDIX "J"	-	DECISION MATRIX

PURPOSE AND NEED

City of Gainesville officials have noted over the last several years a growing problem of traffic congestion through the east side of the city on US Highway 82. US Highway 82 is an east-west principal arterial that intersects IH 35, a north-south arterial on the western edge of downtown Gainesville. Both highways, being a part of the Texas Trunk System, are designated as major carriers of goods and merchandise within the State of Texas. Texas Trunk System highways by definition carry a disproportionate share of truck traffic in comparison to similar highways within the state. The interchange of IH 35 and US 82 is the primary opportunity in or near Gainesville to transfer goods from a North/South direction to an East/West direction and conversely. With over 23,000 (Year-2000) vehicles per day traversing US 82 east of IH 35, the limited access from IH 35 to US 82 creates an undesirable co-mingling of trucks and passenger cars on US 82 in an area with numerous traffic signals and right-of-way lined with businesses and access points. Local traffic must contend with the resultant congestion and traffic conflicts thereby creating delays and adding to the user cost of the facility.

It has been suggested by local government officials that it would be desirable to have a new roadway east of Gainesville which would provide access between IH 35 and US 82 while at the same time reducing the traffic impacts to the east of IH 35 on US 82 in Gainesville. A consortium approached the Texas Department of Transportation (TxDOT) in Wichita Falls regarding possible support for providing such a facility. TxDOT agreed to study the need for an alternate route and retained Dannenbaum Engineering Corporation (DEC) to perform the study. The study would include a gathering of information through several shareholder meetings and at least one public meeting.

Three stakeholder meetings provided the opportunity for input into the need for a facility, the type of facility or typical section, location of the facility, potential access points to IH 35, structures or locations to avoid, preferable river crossing, known historical or archeological sites, and any other factors which stakeholders felt should be taken into account. At these meetings DEC offered for discussion an approximately one mile wide potential corridor within which

could be placed any number of possible routes. Attendees were encouraged to provide written comments or suggestions at the meeting and were provided mail-in comments for their use if preferred. Using the input gathered from these meetings, DEC refined possible routes for the proposed connectors.

Five alternatives were developed based on the comments received from the stakeholder meetings and from factors based on environmental considerations, community cohesion, business and residential displacement, traffic congestion and total facility cost. A decision matrix was developed (Appendix J) which included these factors and others relative to the corridor in order to reach conclusions and recommendations for the facility. The following are the methods and results based on DEC analysis of the proposed Gainesville IH 35/US 82 connectors.

ROADWAY DEFINITION

Original discussions on the type of ultimate roadway to be considered revolved around three possibilities, a four-lane divided facility with: 1) controlled access, 2) limited access, or 3) a combination of controlled access and urban roadway. As discussions proceeded with TxDOT, local public officials, and stakeholders, it became apparent that option 1 would be most desirable to accomplish the goal of providing the safest facility to accommodate the large number of trucks using the facility.

The anticipated typical section of this roadway is a four-lane divided with a 76' median and a minimum of 214' right-of-way, Appendix C. Additional right-of-way will be required at intersections and major fills or cuts. The intersection at both the northern and southern connection with IH 35 will be either a diamond or direct connection dependent upon the final traffic projection. Intersection with major surface roads will be a standard diamond interchange. Minor roadway crossings will be either rerouted or provided with an overpass or underpass.

Based on projected traffic movements and input from the stakeholder meetings, consideration of potential alignments of the roadway should be limited to the eastern side of Gainesville. Example alignments were presented at the second and third shareholder meetings based on

information received in each previous meeting. From information gained at these meetings and from comments received, five alignments were determined that gave consideration to the comments and had the fewest impacts to existing residential and commercial property, while maintaining community cohesion.

ANALYSIS

Traffic

Traffic projections furnished by the Transportation Planning and Programming Division (TPP) of TxDOT indicate a need for four lanes on a majority of the proposed connectors and six lanes north of FM 678. Turning movements at the south terminus with IH 35 indicate a possible need for direct connections in the north/east and east/south movements.

It appears that a universal assumption that 60 percent of through traffic will divert to a "relief route" was used in the projections for the movements at the north and south termini. However, this universal assumption is based on an existing through route having congestion problems from signals and multiple access points; i.e., a two or four-lane section through an existing downtown. A relief route to circumvent this situation will usually divert a high percentage of the through traffic to the relief route.

IH 35, however, is a controlled access facility. Downtown Gainesville and congestion from stop and go traffic is not a factor. For this reason, we feel that the traffic projections for the southern and northern termini may be high. Likewise the through traffic on the connector may be lower than projected. An adjustment in the projected volumes may be necessary by running a trip generation model taking into account origin and destination information from major trip generators such as Alan Richey, Inc.

Typical Section

In compliance with TxDOT requirements for a relief route, it was assumed that a rural four-lane divided section with 12-foot lanes, four-foot inside shoulder, 10-foot outside shoulder, and a 76-foot median would be the basic section on the project (Appendix C). Minimum right-of-way requirements will be 214 feet with additional right-of-way needed at interchanges, drainage easements, and major cuts and fills.

A preliminary flexible pavement design (FPS 19) based on the traffic information furnished by TPP was run for estimate purposes (Appendix C). The basic typical pavement section would require 12 inches of asphaltic concrete pavement, 15 inches of flexible base, and eight inches of lime treated sub-grade. A preliminary concrete pavement design was also run which would require 12 inches of concrete pavement, four inches of asphaltic underlayment, and eight inches of lime treated sub-grade. Additional cost for the concrete section is estimated at $212,000/mile. Although a life cycle analysis might justify the additional expense, the flexible pavement section was used in the preliminary project estimates.

Profiles

Profiles (Appendix D) were established based on an ultimate facility which would provide a 70 mph design speed on a controlled access facility. Interchanges were assumed at all on-system highway crossings and grade separations were assumed at all county roads.

To obtain a preliminary estimate of excavation and fill quantities, profiles were plotted on each alternative route utilizing USGS contours and TxDOT design manual criteria. Alternate 3 utilizes the higher elevations to the east of Gainesville in an attempt to reduce the cross drainage and roadway excavation cost. Alternate 1 has the longest crossing of the Elm Fork floodplain and close proximity of the BN&SF RR, FM 2071, and FM 372 which greatly increases the fill quantities required in the Elm Fork floodplain.

Hydrology/Hydraulics

Potential alignments would possibly be impacted by the crossing of a number of rivers and streams including the Elm Fork of the Trinity River, Pecan Creek, Wheeler Creek, and Redmond Branch. As each alignment was defined based on information received during the stakeholder and public meetings, structures were analyzed and sized with approved hydrology and hydraulic methods including HEC-RAS (Appendix E).

One of the critical design and cost features of the project involves the crossing of the floodplain of the Elm Fork of the Trinity River. It became evident that potential crossings of the Elm Fork closer to IH 35; i.e., Alternate 1, would require extensive floodplain involvement and crossings of the Elm Fork further south would decrease the floodplain involvement to the point of limited coordination with the Corps of Engineers and the Federal Emergency Management Agency (FEMA); i.e., Alternates 3 & 3a. At the same time, crossings further south would satisfy the preferences indicated by the public during the various meetings.

Transportation Performance

The construction of connectors between IH 35 and US 82 will improve the congestion on IH 35 and on US 82 east of IH 35. Acceleration of construction of connectors between the two routes will decrease traffic on IH 35 and will delay the necessity for expanding or upgrading IH 35. By providing an improved route for trucks, which are projected to be approximately 17.6 percent of the average daily traffic, travel time will be decreased thereby increasing mobility, decreasing road user cost, and improving air quality.

Varying degrees of improved access will be provided by each alternative. With the exception of Alternate 1, access will be improved for existing facilities such as FM 2071, FM 372, FM 678, FM 3092, US 82, FM 902, and FM 371. Alternate 1 will not provide improved access to FM 2071. Access to Lake Kiowa is enhanced the most by Alternate 3.

PROJECTED DELAY COSTS

Alternative	Travel Distance IH35/US82	Travel Distance Alternative	Travel Time IH35/US82	Travel Time Alternative	Delay Cost*
	(MILES)	(MILES)	(HR)	(HR.)	($/day)
1 SE	11.5	10.9	0.230	0.175	14,647.31
1 NE	7.7	6.5	0.175	0.110	8,801.28
2 SE	11.5	11.2	0.230	0.164	17,323.56
2 NE	7.7	6	0.175	0.098	10,327.75
2A SE	11.5	11.3	0.230	0.182	12,660.57
2A NE	7.7	6.5	0.175	0.110	8,801.28
3 SE	11.5	10.5	0.230	0.162	18,100.72
3 NE	7.7	5.7	0.175	0.088	11,751.08
3A SE	11.5	11.5	0.230	0.183	12,415.15

* Based on $15.00/hr for passenger cars and $60.00/hr for trucks

Construction Issues

Traffic control and access during construction is a major concern for property owners. Alternates 1 and 2A present the most challenging design characteristics and provide the greatest potential for driver and property owner inconvenience during construction. By incorporating a section of FM 3092 into the project, the existing facility must remain open and local access maintained. In addition, an elementary school lies adjacent to the potential alignment and presents special traffic and safety problems during construction. Alternates 2, 3, and 3A provide the greatest opportunities for restricting the impacts of traffic control during construction.

Natural Environment

It is the intent of this study to comply with the desires of the local entities while taking into account the requirements of the Federal Highway Administration and TxDOT for maintenance of the natural environment. It is possible to increase mobility and at the same time protect the natural resources and limit the impacts of a proposed facility. The alternate routes were evaluated based on impacts to the 100-year flood plain, wetlands, threatened or endangered species, and water quality.

Wetlands were not identified, but an assumption was made that as the impact on the 100-year floodplain increases, and in the absence of other low lying areas or marsh lands, the likelihood of an increased impact on wetlands is correspondingly appropriate. Alternate 3 provides the least involvement with floodplains at 16.2 acres (Appendix J, Table 2) while alternate 2 provides the greatest involvement at 36.4 acres. Minor stock tank involvement occurs in Alternates 2, 2A, and 3. At this time, there are no known threatened or endangered species impacts. A records search and ground search will be required for the various requirements of the environmental assessment during the schematic and project development stage.

Human Environment

Table 2, Appendix J, also highlights human environmental impacts of the alternative alignments. It is the intent of the alignment study to limit the residential and commercial displacements, avoid parks, archeological, historical, and hazardous material sites while maintaining community cohesion. The intent is also to limit the impacts of noise to receptors including schools and churches. No known archeological, historical, or hazardous material sites are involved in any of the alternative alignments. A noise analysis was not run as part of this study; however, two schools and numerous residences are involved. All alignments except Alternative 3 involve one school in close proximity to the proposed alignment. With 17.6 percent of the traffic being trucks, it is anticipated that noise will be a factor, thereby requiring the addition of attenuators in selected locations.

Public Support

In general, public comments were directed toward maintaining an alignment as far to the east of Gainesville as possible. Preference was voiced for the utilization of the existing interchange at Silver Creek Road as the south terminus and FM 1202 as the north terminus. A river crossing at a location depicted by Alternate 3 was also preferred.

Estimates

Construction estimates (Appendix F) were developed for all alternatives based on an ultimate controlled access facility. The pavement estimate was derived from a preliminary pavement design utilizing traffic data from TPP and the FPS 19 model. Estimated earthwork quantities were developed utilizing elevations from USGS maps and from a preliminary design profile. Drainage areas were run on anticipated cross drainage structures and sizes of structures established through hydraulic manual criteria. All roadway crossings were assumed to be grade separated.

Right of way costs were developed based on anticipated utility adjustments and land values ranging between $4,000 and $5,000 per acre with the higher values being closer to the urban area.

ESTIMATED RIGHT OF WAY COSTS							
Alternative	Length (MI)	Acres	Land Cost ($M)	Houses ($M)	Businesses ($M)	Utility ($M)	Total ($M)
1	10.6	316	$1.580	$1.980	$1.050	$.5	$5.110
2	13.7	408	$1.938	$0.720	$1.350	$.5	$4.508
2A	13.5	399	$1.796	$1.530	$1.950	$.5	$5.776
3	16.2	477	$1.908	$1.530	$2.700	$.5	$6.638
3A	15.9	465	$1.976	$0.720	$0.900	$.5	$4.096

DECISION MATRIX

To reach a conclusion and recommendation on the need for a facility and the preferred alternative route to be further developed, an analysis of the five alternatives was conducted using a two-tiered decision matrix (Appendix J) which incorporates public input with other factors determined to be of significance. Thirty-nine factors were determined to be of significance as evaluation criteria on this project. These factors include transportation performance or the ability to meet future needs, safety, economy, cost efficiency, mobility enhancement, construction

issues including inconvenience to the public, economical development, impacts on the human environment, and impacts on the natural environment

Table 1 utilizes an 11-point system of evaluation with a range of +5 to –5 for positive and negative impacts. The route with the highest total value is assumed to be the preferred alternative and would warrant further development. Table 2 was used to determine many of the values in Table 1. Values for public support were weighted in order of preference voiced in the stakeholder meetings and public meeting.

CONCLUSIONS AND RECOMMENDATION

Is the project warranted and should further development take place? Based on the delay savings and a payback time of less than seven years, we believe the answer is yes. However, impacts on the project and the ability to mitigate the impacts have to be taken into account. That has been done to the point of feasibility of the project. Further development of the project through refining of the alignment and through complying with the National Environment Protection Act process during preparation of the environmental assessment will more clearly define the total impacts and their mitigation.

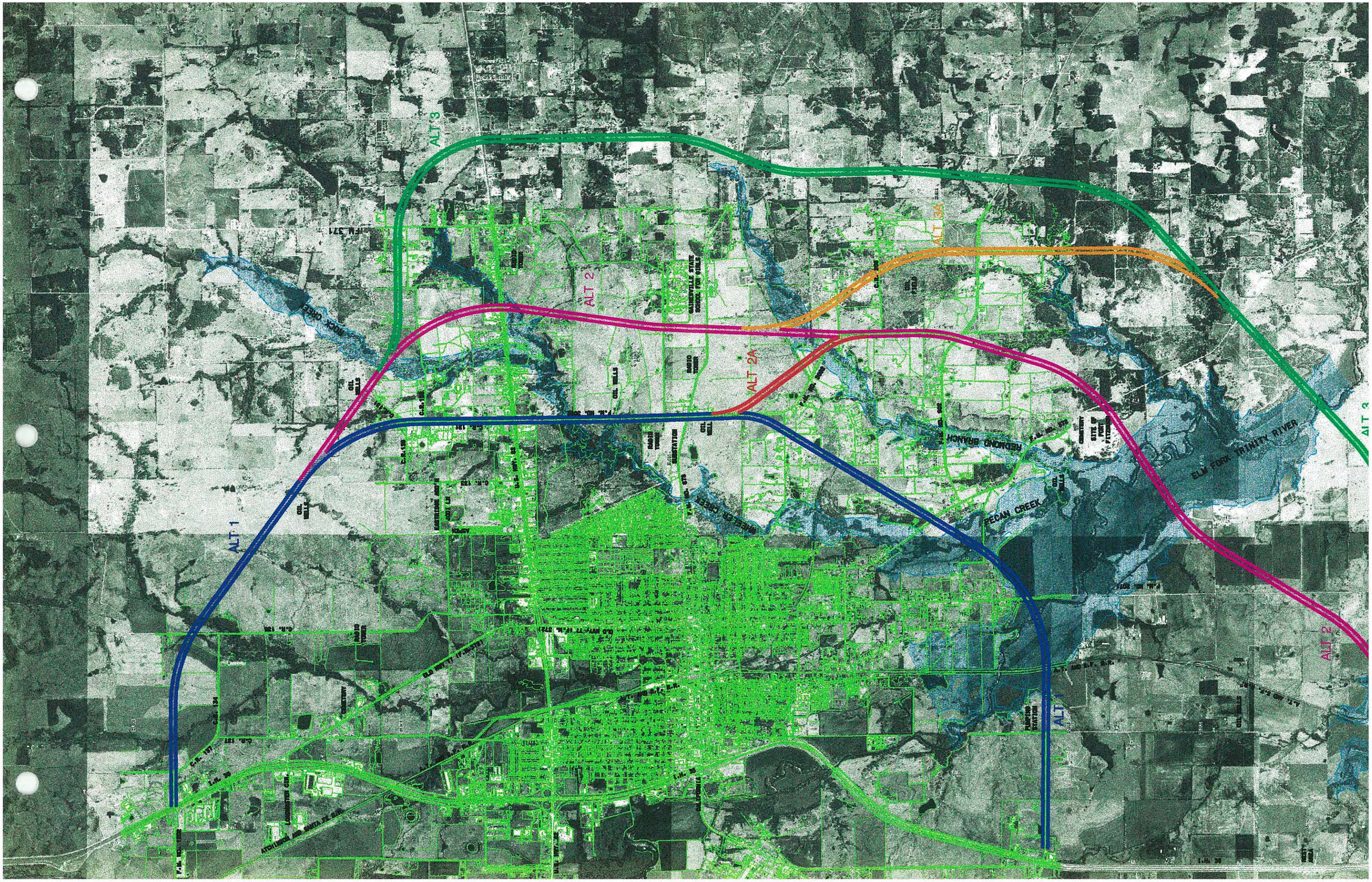
While total cost in dollars is an important aspect and consideration in any project development, it is only one of many factors to be considered and many times the least costly route is not necessarily the preferred route. Such is the case for this project. Alternative 1, while being the shortest and least expensive of the alternatives, has the most negative impacts and scored the lowest of the alternatives.

All of the alternatives improve mobility, provide a preferred alternative route for a high volume of truck traffic, provide delay savings, improve access to areas outside of Gainesville, increase safety, provide the opportunity for economical development, and reduce volatile emissions. Alternatives 2, 3 and 3a, while being more expensive provide the most positive impacts and ultimately scored higher in the decision matrix. Although Alternative 3 scores the highest of the

alternatives, there is only a small differential between Alternates 2, 3, and 3a. Based on total cost alone, Alternate 2 provides the best opportunity for development. Although Alternate 3 most closely complies with the wishes of the public, the cost differential of over $12M is substantial.

Alternative 3 has the least impact on the natural and human environment by greatly reducing the floodplain involvement and potential wetland involvement. All of the alignments present conflicts with a number of well sites and displace residences and businesses. Since a low level flight has not been performed at this stage of development, accurate development of potential displacements cannot be accomplished. It is felt that such a flight and supplemental ground survey will provide the information necessary to fine-tune the preferred alignment (and possibly the typical section) to eliminate the conflicts with the wells and greatly reduce the number of potential displacements. Therefore, no right-of-way cost was included for well displacement.

Based on the information gathered for this study, DEC recommends that TxDOT consider further development of Alternative 2. In order to proceed to a public hearing at a later date, consideration should also be given to a low-level flight for Alternative 3 in order to reduce the number of displacements and reduce the total cost of the alignment. It is felt that a minor shift in alignment will accomplish positive results, but at this time it is not feasible to make this determination.


ALT 1
ALT 2
ALT 2A
ALT 3
ALT 3A
ALT 2
ALT 3
FM 371
ROCK CREEK
GAINESVILLE STATE SCHOOL FOR GIRLS
REDMOND BRANCH
PECAN CREEK
ELM FORK TRINITY RIVER
OLD HWY 77 (F.M. 372)
ATCHISON AND SANTA FE R.R.

Appendix B

Traffic Count Data

US 82 Corridor - Traffic Data Collection

Turning Movement Counts			24-Hr Tube Counts			Vehicle Classification Counts		
No.	Highway	Cross Street	No.	Direction	Location	No.	Direction	Location
1	US 82	FM 1198	1	WB US 82	West of FM 1198	1	EB US 82	East of FM 1198
2		CR 145	2	EB US 82	West of FM 1198	2	WB US 82	East of FM 1198
3		CR 409	3	NB FM 1198	South of US 82	3	EB US 82	West of IH 35
4		FM 1199	4	EB US 82	West of FM 1199	4	WB US 82	West of IH 35
5		N Ash St	5	WB US 82	East of FM 1199	5	EB US 82	East of IH 35
6		N Pecan St	6	SB FM 1199	North of US 82	6	WB US 82	East of IH 35
7		FM 3108	7	NB FM 3108	South of US 82	7	NB FM 372	North of US 82
8		CR 303	8	EB US 82	West of Westair Dr	8	SB FM 372	North of US 82
9		Weber Dr	9	WB US 82	East of Westair Dr	9	EB US 82	West of FM 678
10		Westaire Dr	10	SB IH 35 FR	North of US 82	10	WB US 82	West of FM 678
11		FM 1201	11	NB IH 35 FR	North of US 82			
12		Floral Dr	12	Cloverleaf to SB IH 35	North of US 82			
13		Hospital Blvd	13	Cloverleaf to WB US 82	North of US 82			
14		Driveway to Enderby Gas	14	Direct Connect to SB IH 35	South of US 82			
15		IH35 SBFR	15	Direct Connect from NB IH 35	South of US 82			
16		IH 35 NBFR	16	EB US 82	West of FM 372			
17		Refinery Rd	17	WB US 82	East of FM 372			
18		Buck St	18	EB US 82	West of FM 3092			
19		Mill St	19	WB US 82	East of FM 3092			
20		N Culberson St	20	NB FM 3092	South of US 82			
21		Hancock St	21	EB US 82	West of FM 371			
22		Throckmorton St	22	SB FM 371	North of US 82			
23		N Weaver St	23	WB US 82	East of FM 371			
24		Dixon St - North of US 82	24	EB US 82	West of CR 123			
25		Dixon St - South of US 82	25	WB US 82	East of CR 123			
26		Lawrence St	26	NB CR 123	South of US 82			
27		FM 372 - North of US 82	27	NB FM 678	South of US 82			
28		FM 372 - South of US 82	28	SB FM 678	North of US 82			
29		Hillcrest Ave	29	WB US 82	East of FM 678			
30		Whaley Dr	30	EB US 82	East of FM 678			
31		N Howeth St	31	NB IH 35 FR	South of FM 1202			
32		Fair Ave	32	SB IH 35 FR	North of FM 1202			
33		Belmont St	33	WB FM 1202	East of NB Ramp from IH 35			
34		Magnolia St	34	EB FM 1202	West of SB Ramp from IH 35			
35		Aspen Rd	35	SB FM 1306	North of CR 218			
36		CR 131/ FM 3092	36	SB IH 35 FR	North of Ramp to CR 218			
37		FM 371	37	WB CR 218	East of Ramp from NB IH 35			
38		CR 123	38	NB IH 35 FR	South of Ramp to CR 218			
39		CR 172	39	SB FM 1201	North of US 82			
40		CR 149	40	NB FM 372	South of US 82			
41		CR 147						
42		Pauls Ln						
43		FM 678 - North of US 82						
44		FM 678 - South of US 82						
45	NB IH 35 FR	FM 1202						
46	SB IH 35 FR	FM 1202						
47	NB IH 35 FR	W California St						
48	SB IH 35 FR	W California St						
49	NB IH 35 FR	CR 218						
50	SB IH 35 FR	FM 1306						

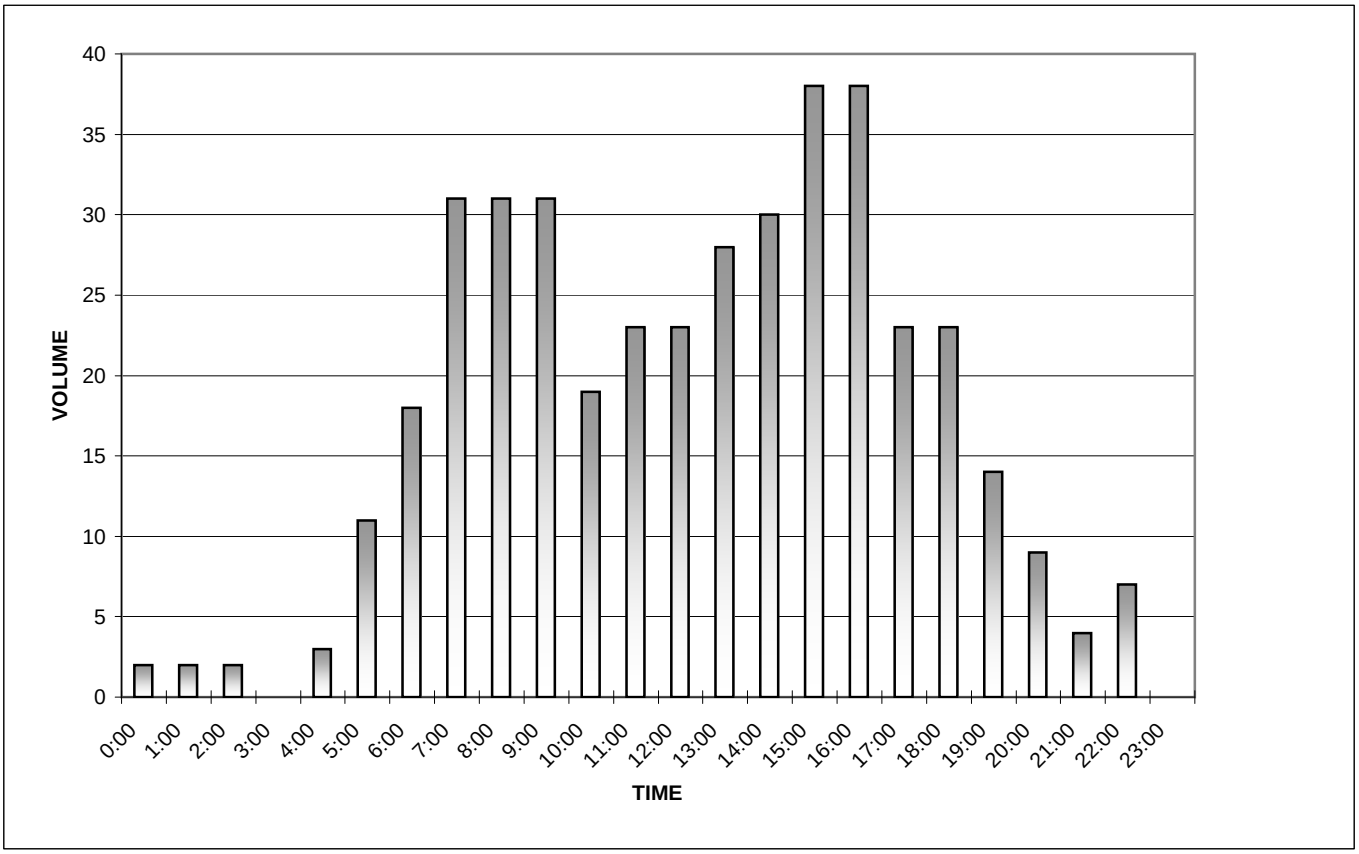
24-Hour Counts

EB FM-1202 West of SB ramp from IH-35

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	2	0	0	2
1:00	2	0	0	0	2
2:00	0	0	2	0	2
3:00	0	0	0	0	0
4:00	0	0	1	2	3
5:00	0	1	5	5	11
6:00	3	3	7	5	18
7:00	8	6	8	9	31
8:00	7	10	6	8	31
9:00	6	4	9	12	31
10:00	3	5	5	6	19
11:00	6	2	8	7	23
12:00	4	5	1	13	23
13:00	7	4	9	8	28
14:00	10	6	8	6	30
15:00	5	10	16	7	38
16:00	12	8	8	10	38
17:00	3	8	8	4	23
18:00	6	7	4	6	23
19:00	4	6	4	0	14
20:00	3	3	0	3	9
21:00	1	0	2	1	4
22:00	1	2	2	2	7
23:00	0	0	0	0	0
				TOTAL:	410

The A.M. peak hour from 7:30 to 8:30 is 34
The P.M. peak hour from 15:15 to 16:15 is 45

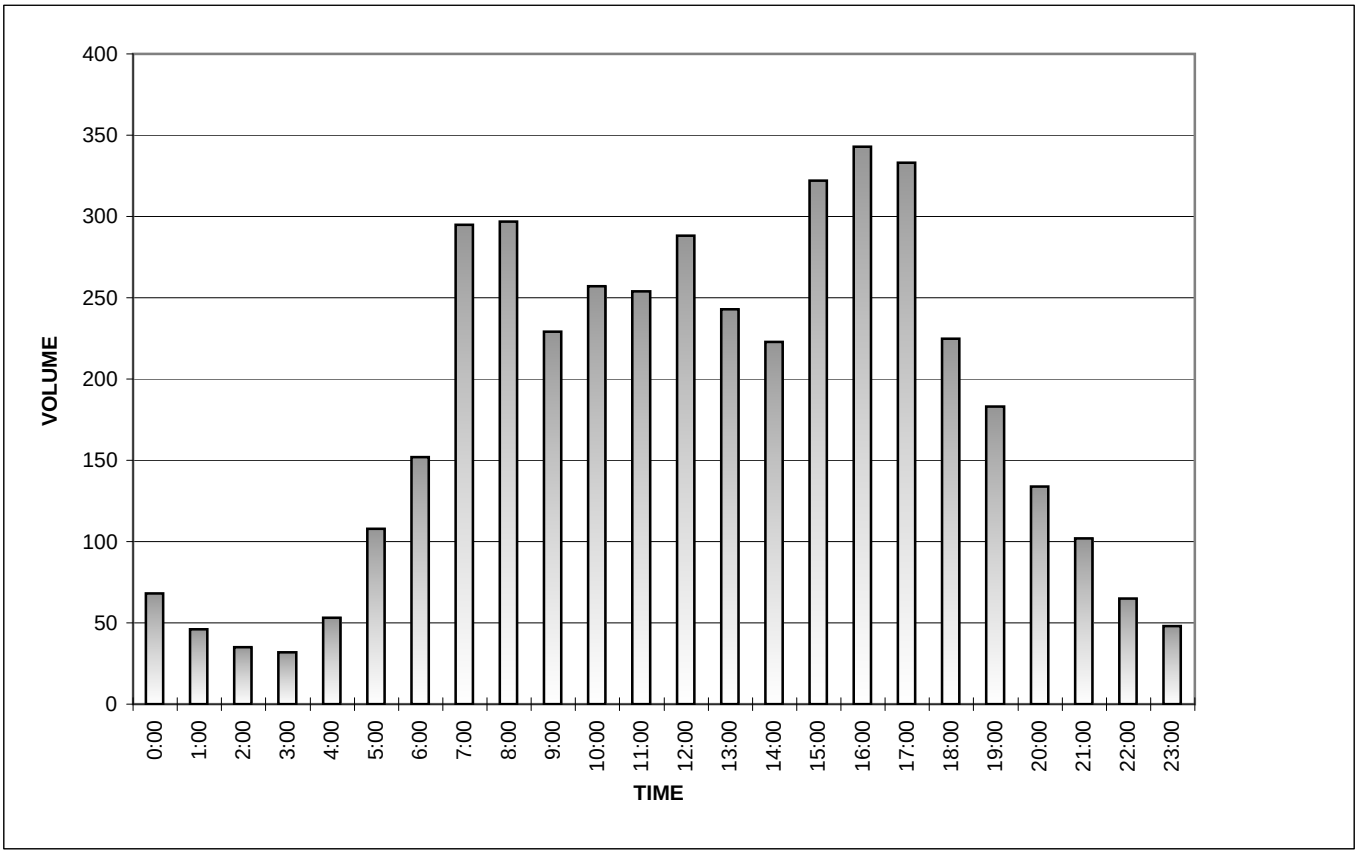


EB US-82 Direct Connector from NB IH-35 South of US-82

Date Began:
3/6/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	15	16	18	19	68
1:00	3	17	16	10	46
2:00	8	16	5	6	35
3:00	5	7	12	8	32
4:00	11	16	10	16	53
5:00	25	26	20	37	108
6:00	32	32	44	44	152
7:00	74	74	67	80	295
8:00	91	50	74	82	297
9:00	56	42	56	75	229
10:00	67	74	58	58	257
11:00	54	66	76	58	254
12:00	68	76	74	70	288
13:00	64	71	56	52	243
14:00	50	60	53	60	223
15:00	58	90	90	84	322
16:00	114	98	68	63	343
17:00	96	86	87	64	333
18:00	69	59	60	37	225
19:00	48	47	40	48	183
20:00	48	32	32	22	134
21:00	24	34	30	14	102
22:00	25	15	12	13	65
23:00	20	6	6	16	48
				TOTAL:	4335

The A.M. peak hour from 7:15 to 8:15 is 312
The P.M. peak hour from 15:30 to 16:30 is 386

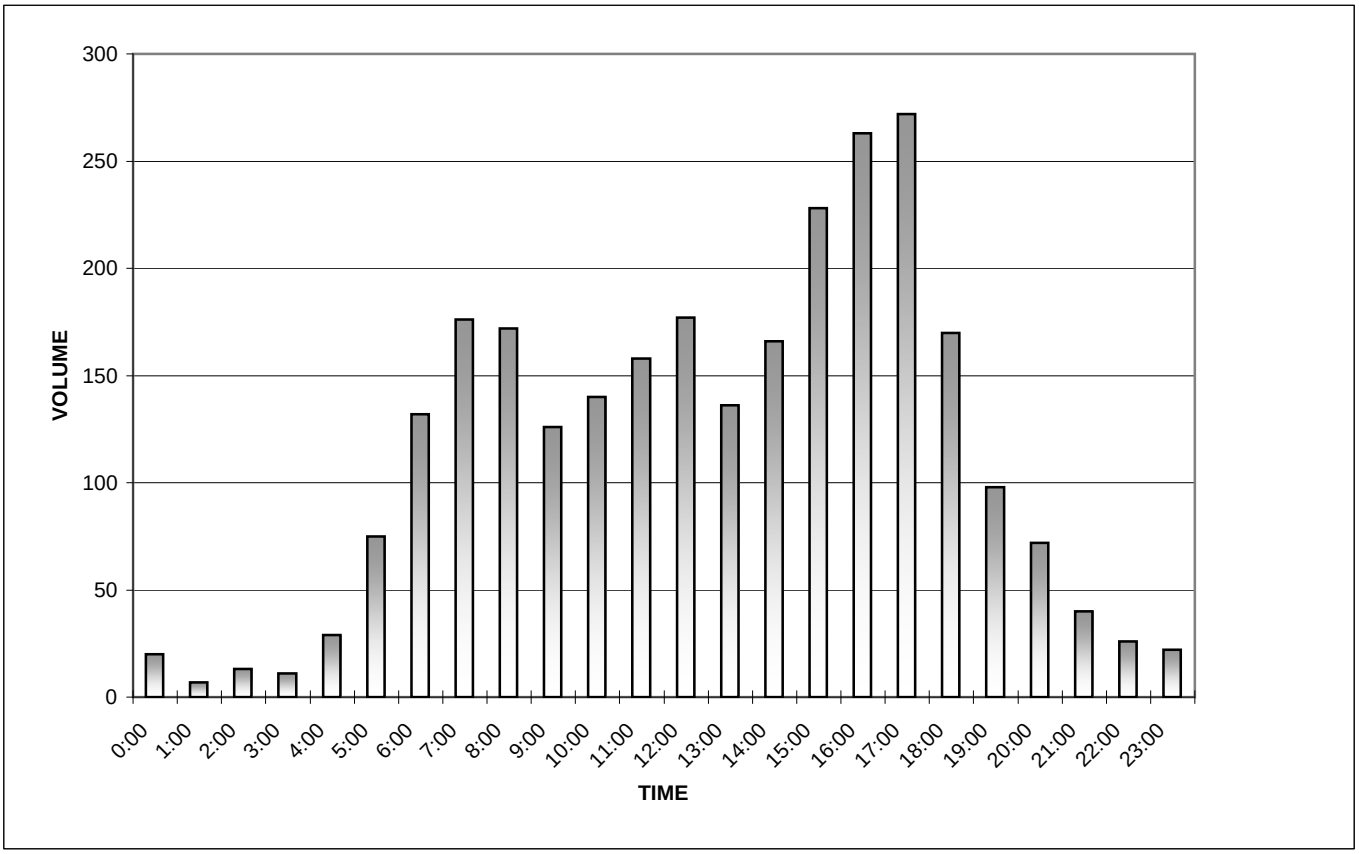


EB US-82 Direct Connector to SB IH-35 South of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	4	9	3	20
1:00	3	1	2	1	7
2:00	4	3	4	2	13
3:00	1	0	4	6	11
4:00	9	6	6	8	29
5:00	14	16	18	27	75
6:00	32	28	29	43	132
7:00	38	42	48	48	176
8:00	55	40	33	44	172
9:00	26	38	30	32	126
10:00	32	24	38	46	140
11:00	40	30	54	34	158
12:00	42	42	50	43	177
13:00	40	28	30	38	136
14:00	45	37	44	40	166
15:00	40	40	74	74	228
16:00	75	60	61	67	263
17:00	91	64	74	43	272
18:00	42	64	34	30	170
19:00	24	30	26	18	98
20:00	24	16	16	16	72
21:00	13	9	6	12	40
22:00	6	12	5	3	26
23:00	6	7	8	1	22
				TOTAL:	2729

The A.M. peak hour from 7:15 to 8:15 is 193
The P.M. peak hour from 16:45 to 17:45 is 296

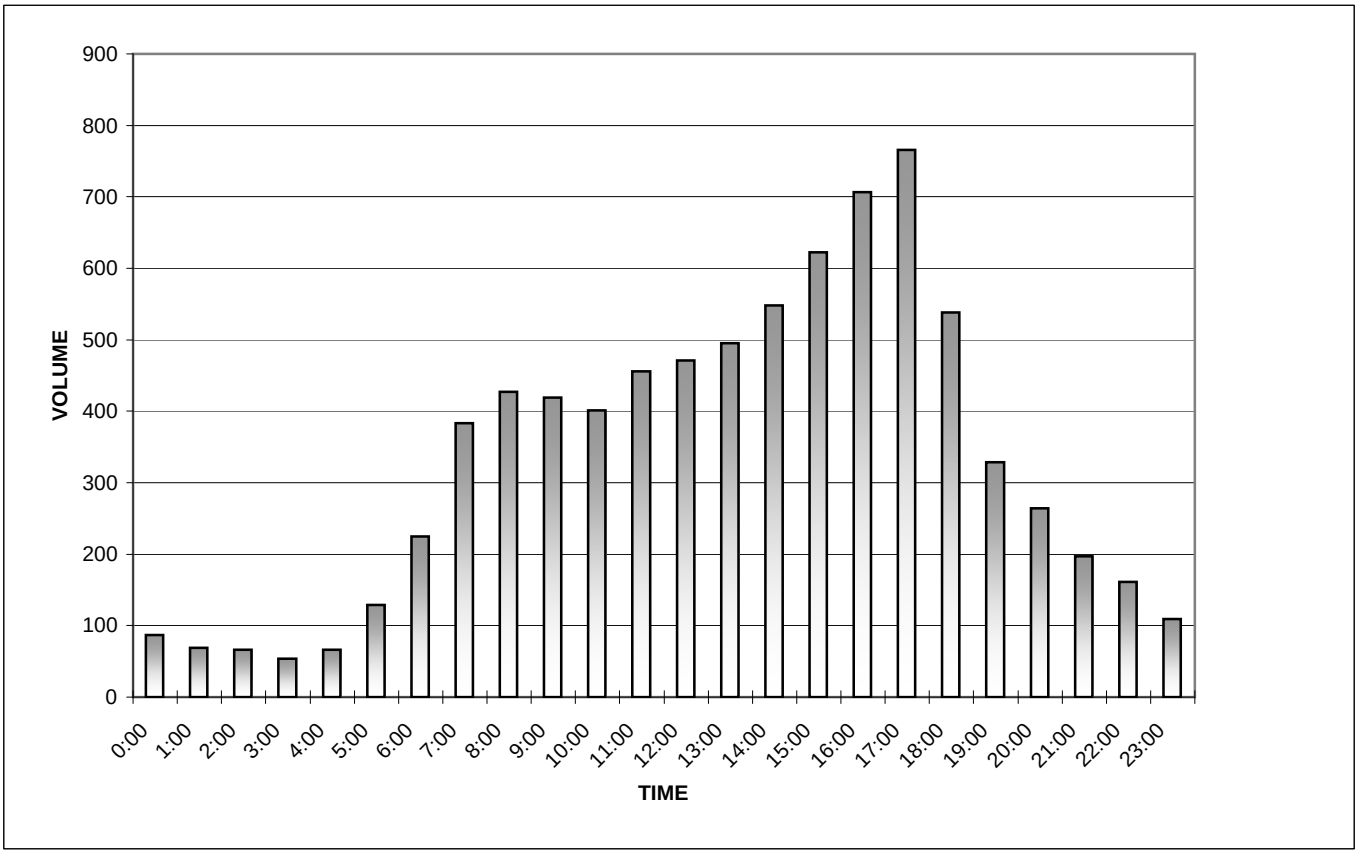


EB US-82 East of FM-678

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	22	20	18	27	87
1:00	16	19	18	16	69
2:00	22	17	19	8	66
3:00	14	16	14	10	54
4:00	11	15	22	18	66
5:00	19	32	35	43	129
6:00	52	51	55	67	225
7:00	86	94	105	98	383
8:00	123	118	78	108	427
9:00	108	93	111	107	419
10:00	94	109	98	100	401
11:00	104	109	128	115	456
12:00	115	127	117	112	471
13:00	107	138	128	122	495
14:00	134	141	142	131	548
15:00	130	145	167	180	622
16:00	200	183	165	159	707
17:00	186	227	181	172	766
18:00	149	160	133	96	538
19:00	90	103	77	59	329
20:00	61	66	69	68	264
21:00	46	57	39	55	197
22:00	54	41	36	30	161
23:00	21	34	24	30	109
				TOTAL:	7989

The A.M. peak hour from 7:30 to 8:30 is 444
The P.M. peak hour from 17:00 to 18:00 is 766

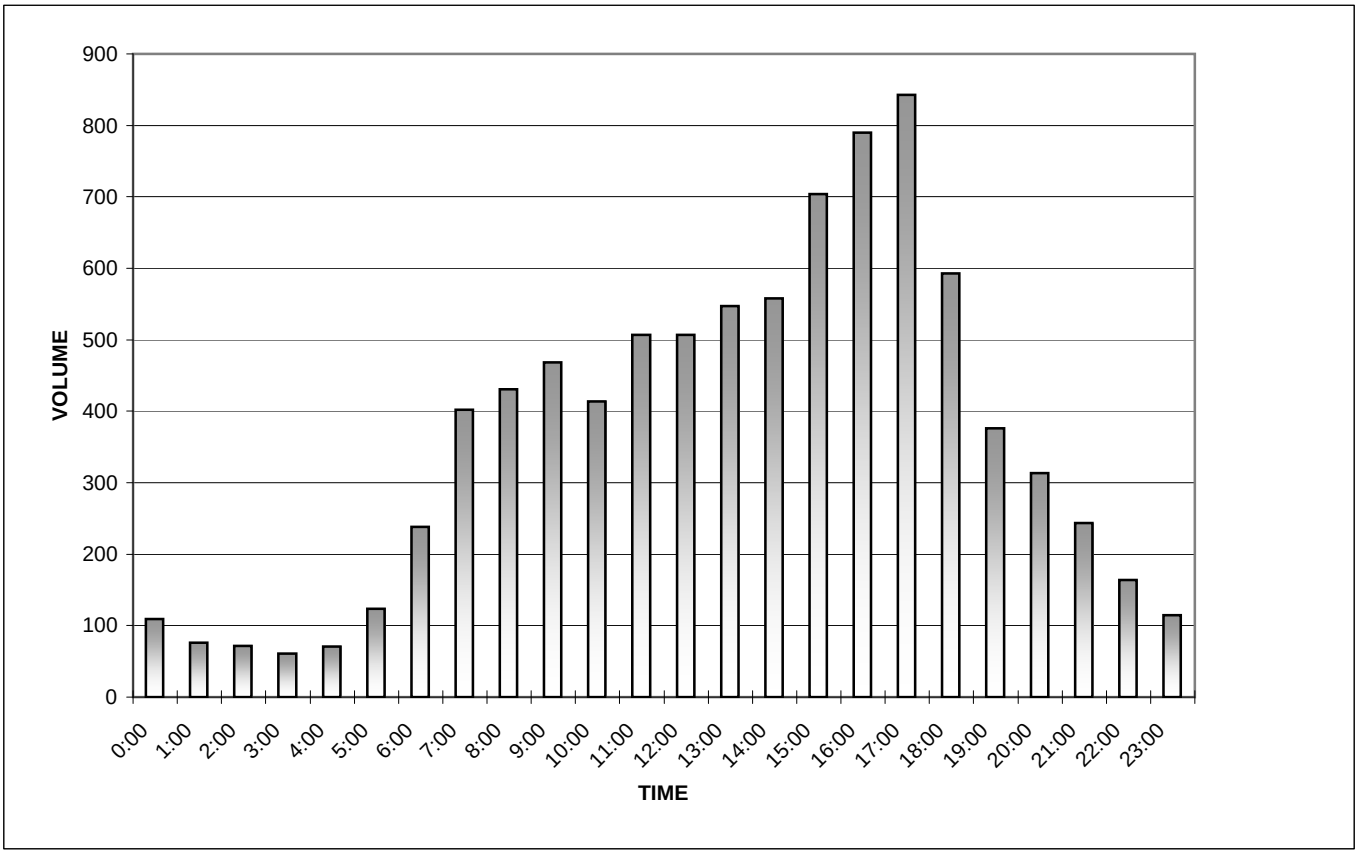


EB US-82 West of CR-123

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	25	17	27	40	109
1:00	11	23	19	23	76
2:00	25	17	22	8	72
3:00	18	19	12	12	61
4:00	10	16	21	24	71
5:00	13	36	32	43	124
6:00	48	58	64	68	238
7:00	86	105	110	101	402
8:00	119	111	86	115	431
9:00	120	103	135	110	468
10:00	98	117	105	94	414
11:00	125	132	116	134	507
12:00	124	119	155	109	507
13:00	129	137	139	142	547
14:00	129	148	146	135	558
15:00	151	151	187	215	704
16:00	215	184	183	208	790
17:00	204	250	189	200	843
18:00	195	154	136	108	593
19:00	118	108	72	78	376
20:00	74	79	91	69	313
21:00	60	64	58	62	244
22:00	41	55	32	36	164
23:00	22	31	32	30	115
				TOTAL:	8727

The A.M. peak hour from 8:45 to 9:45 is 473
The P.M. peak hour from 16:45 to 17:45 is 851

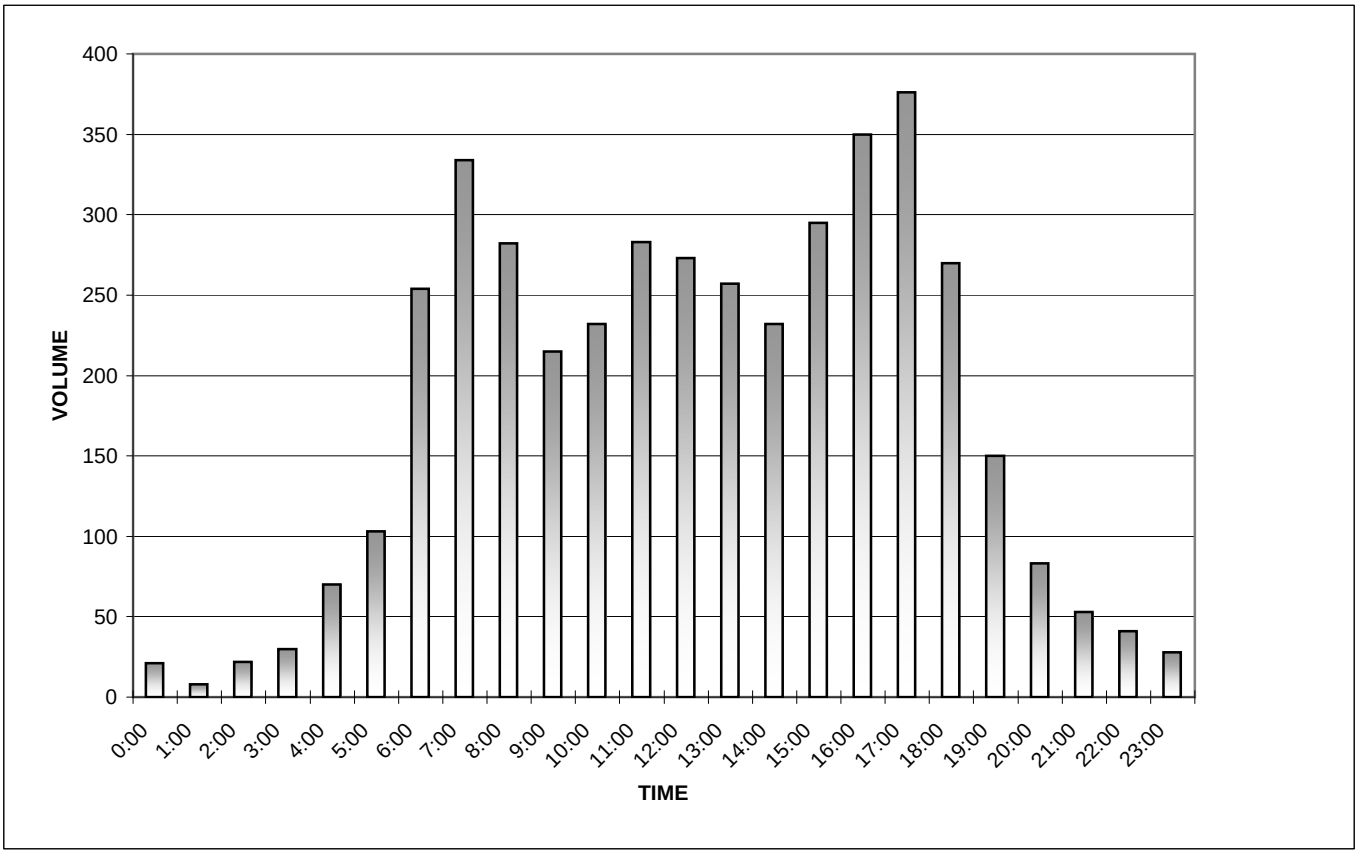


EB US-82 West of FM-1198

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	5	4	6	21
1:00	2	2	1	3	8
2:00	10	2	4	6	22
3:00	2	2	8	18	30
4:00	8	20	22	20	70
5:00	16	19	30	38	103
6:00	34	67	79	74	254
7:00	52	66	108	108	334
8:00	102	60	62	58	282
9:00	60	50	54	51	215
10:00	48	62	70	52	232
11:00	72	76	64	71	283
12:00	67	58	66	82	273
13:00	62	62	67	66	257
14:00	58	50	66	58	232
15:00	68	67	78	82	295
16:00	76	102	86	86	350
17:00	117	91	88	80	376
18:00	77	72	70	51	270
19:00	48	38	36	28	150
20:00	20	19	31	13	83
21:00	8	20	15	10	53
22:00	14	15	8	4	41
23:00	9	6	6	7	28
				TOTAL:	4262

The A.M. peak hour from 7:15 to 8:15 is 384
The P.M. peak hour from 16:15 to 17:15 is 391

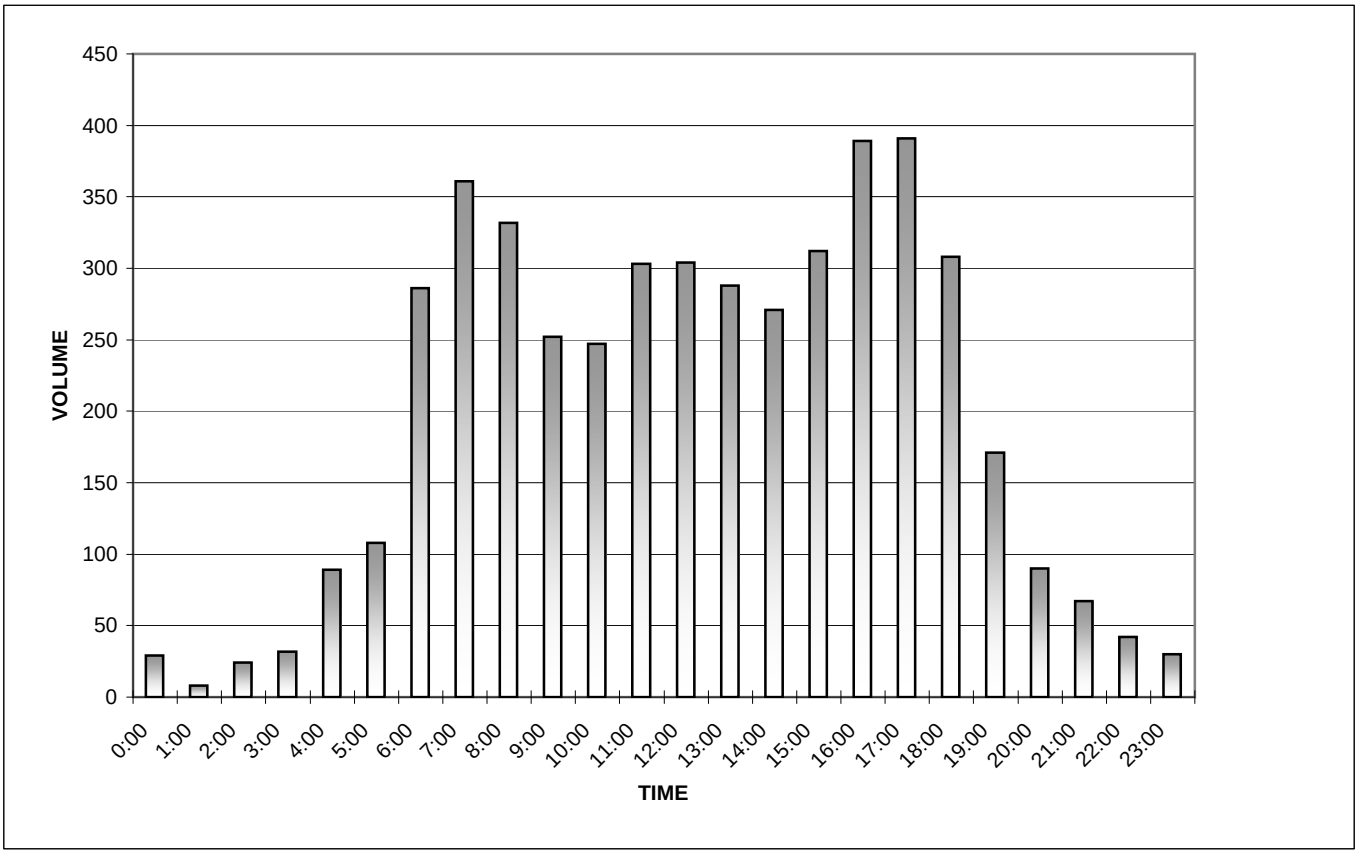


EB US-82 West of FM-1199

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	8	7	6	8	29
1:00	1	4	1	2	8
2:00	8	4	6	6	24
3:00	2	4	10	16	32
4:00	16	19	28	26	89
5:00	18	22	26	42	108
6:00	42	62	92	90	286
7:00	58	73	100	130	361
8:00	111	86	69	66	332
9:00	68	58	60	66	252
10:00	54	55	72	66	247
11:00	72	77	76	78	303
12:00	78	76	60	90	304
13:00	75	72	57	84	288
14:00	68	53	92	58	271
15:00	66	88	74	84	312
16:00	95	108	86	100	389
17:00	103	114	82	92	391
18:00	91	82	80	55	308
19:00	59	36	42	34	171
20:00	20	20	38	12	90
21:00	10	24	21	12	67
22:00	16	15	9	2	42
23:00	11	8	6	5	30
				TOTAL:	4734

The A.M. peak hour from 7:30 to 8:30 is 427
The P.M. peak hour from 16:30 to 17:30 is 403

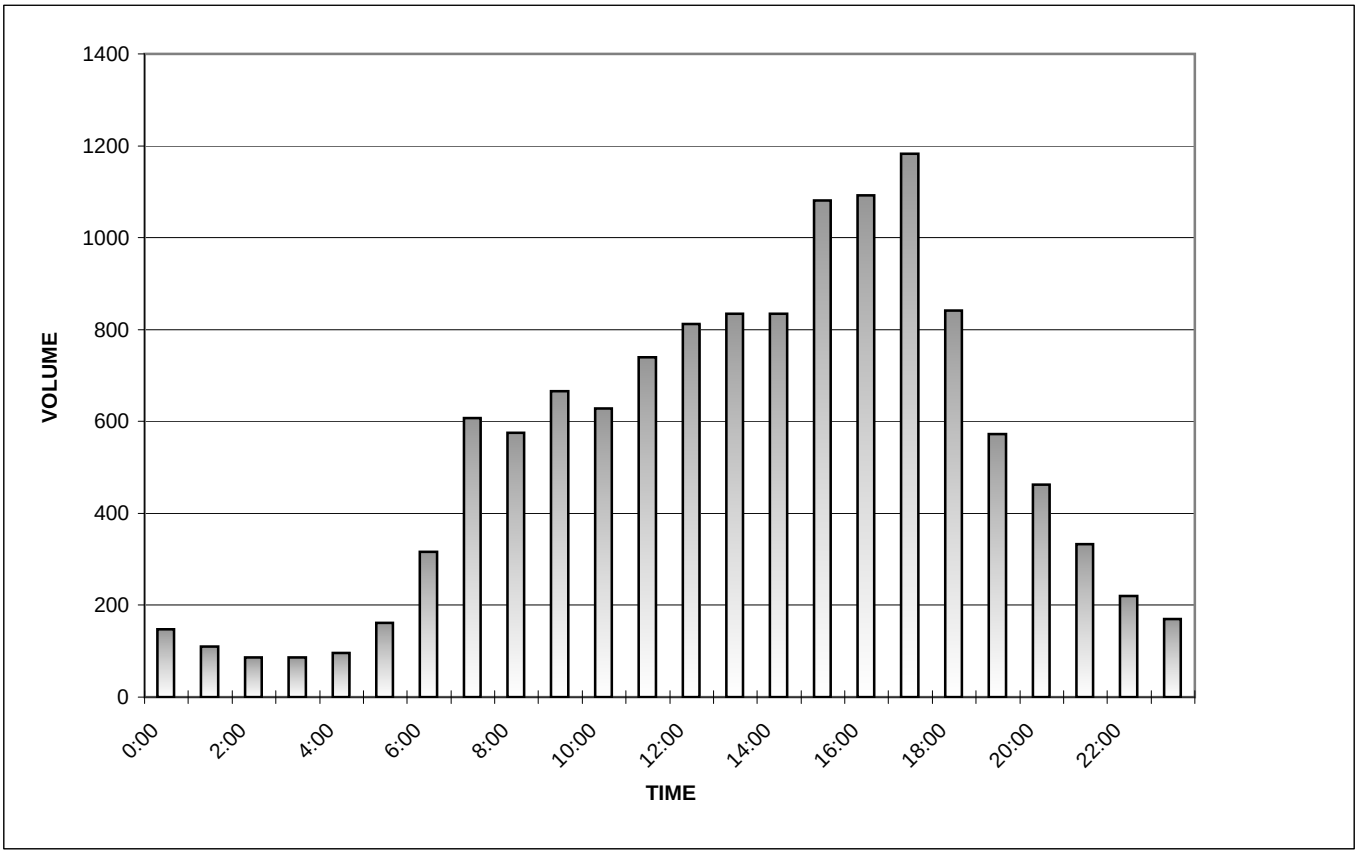


EB US-82 West of FM-3092

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	39	27	42	39	147
1:00	15	30	31	34	110
2:00	22	29	22	14	87
3:00	25	19	22	20	86
4:00	13	23	33	27	96
5:00	30	30	54	48	162
6:00	63	70	94	89	316
7:00	97	159	177	175	608
8:00	138	140	141	156	575
9:00	162	149	189	166	666
10:00	161	165	142	160	628
11:00	177	211	160	192	740
12:00	203	190	236	183	812
13:00	212	200	224	198	834
14:00	200	212	222	201	835
15:00	230	246	279	326	1081
16:00	299	269	240	284	1092
17:00	282	350	286	264	1182
18:00	231	222	204	185	842
19:00	168	167	119	118	572
20:00	121	110	125	107	463
21:00	95	84	73	81	333
22:00	73	52	48	47	220
23:00	39	49	44	38	170
				TOTAL:	12657

The A.M. peak hour from 9:00 to 10:00 is 666
The P.M. peak hour from 16:45 to 17:45 is 1202

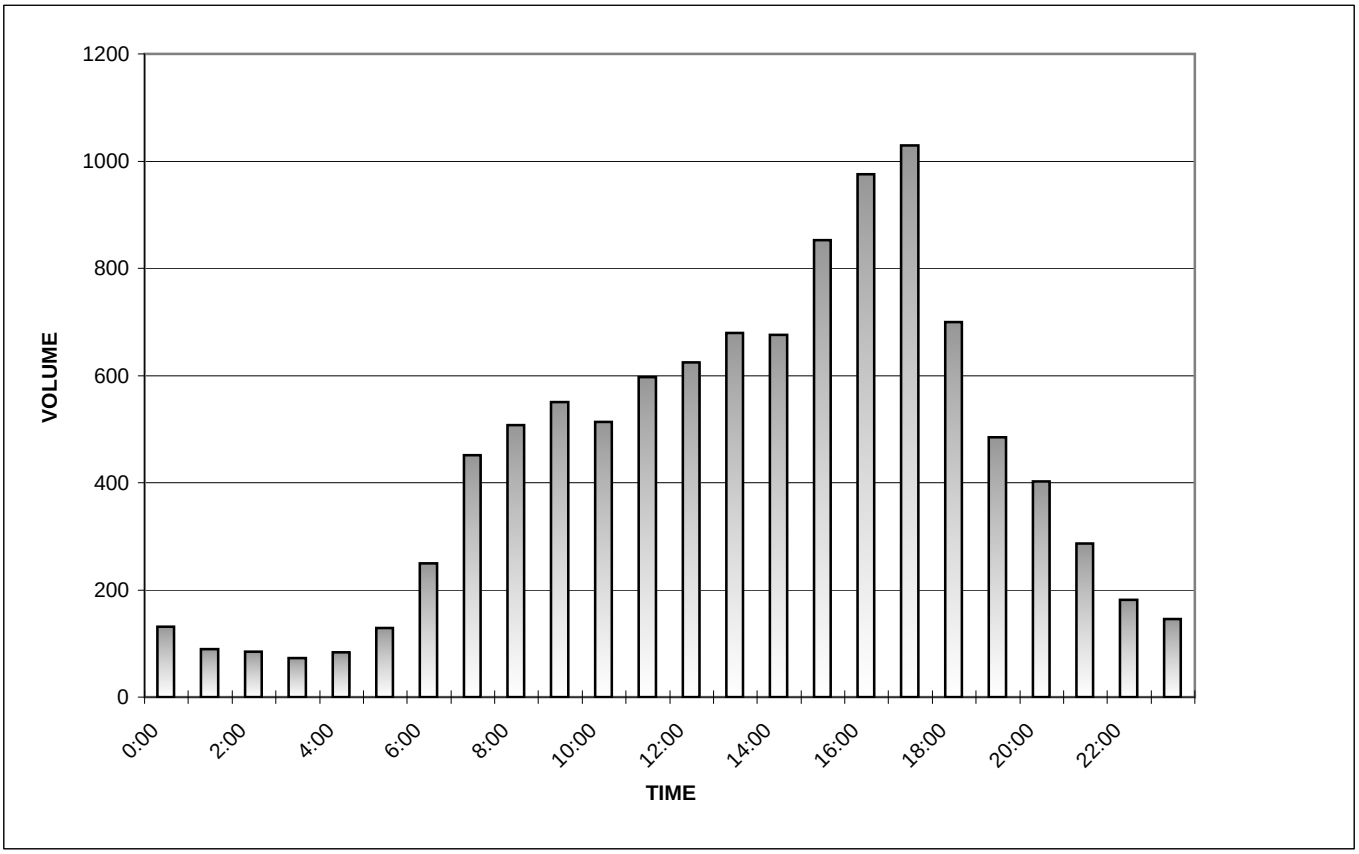


EB US-82 West of FM-371

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	29	23	31	48	131
1:00	10	26	24	29	89
2:00	30	18	25	12	85
3:00	18	25	12	18	73
4:00	11	20	24	29	84
5:00	20	34	33	42	129
6:00	47	62	68	73	250
7:00	88	113	140	110	451
8:00	150	129	97	132	508
9:00	133	122	159	137	551
10:00	125	149	116	123	513
11:00	145	159	123	170	597
12:00	160	151	178	136	625
13:00	162	162	175	180	679
14:00	165	175	179	157	676
15:00	184	190	230	249	853
16:00	262	232	228	254	976
17:00	251	289	255	234	1029
18:00	220	176	173	131	700
19:00	155	131	96	103	485
20:00	100	103	110	89	402
21:00	78	74	63	72	287
22:00	47	58	38	39	182
23:00	26	42	41	37	146
				TOTAL:	10501

The A.M. peak hour from 9:00 to 10:00 is 551
The P.M. peak hour from 16:45 to 17:45 is 1049

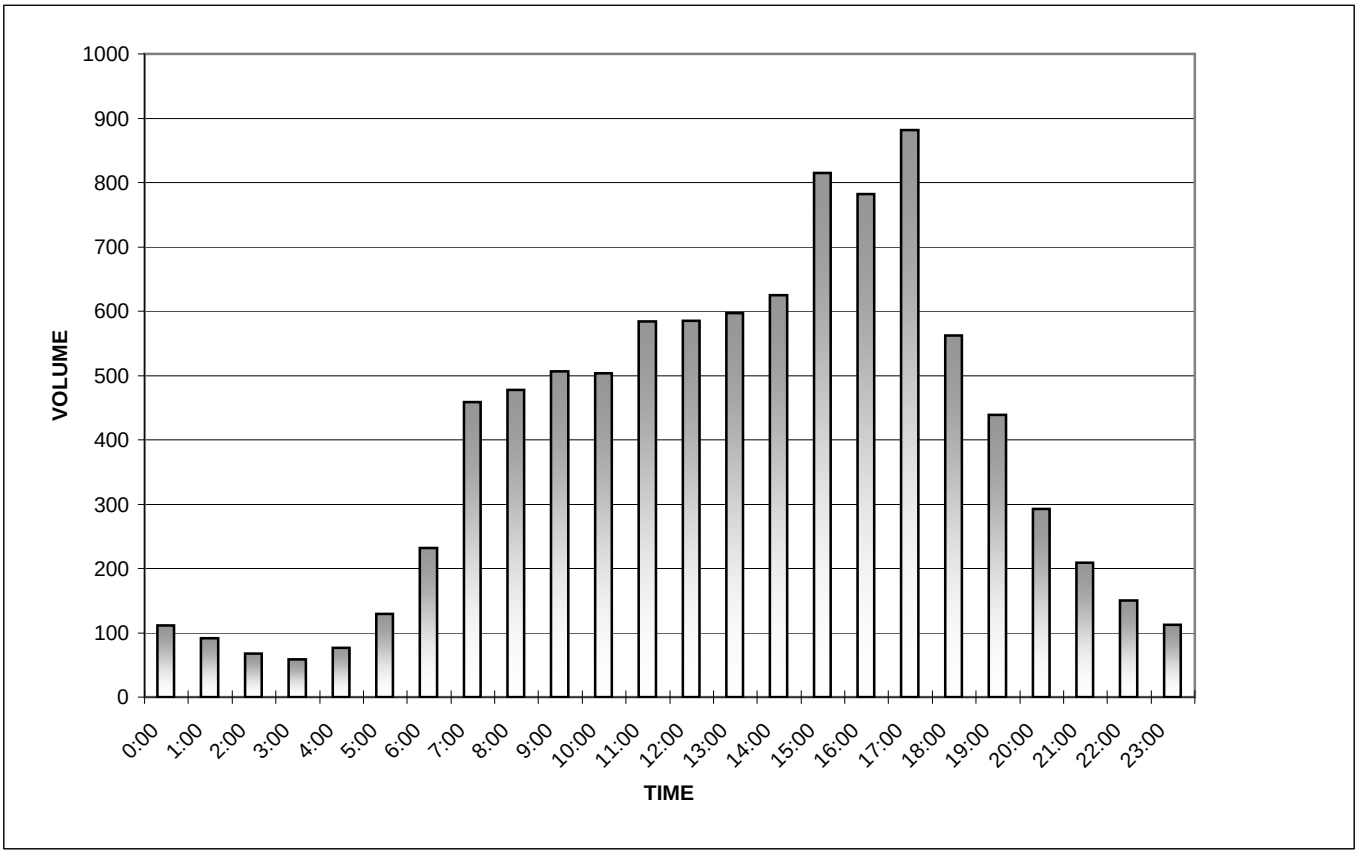


EB US-82 West of FM-372

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	30	14	40	27	111
1:00	9	23	38	22	92
2:00	22	21	11	14	68
3:00	16	16	10	17	59
4:00	11	14	30	22	77
5:00	21	24	39	45	129
6:00	43	53	71	65	232
7:00	77	117	121	144	459
8:00	140	101	125	112	478
9:00	140	121	120	125	506
10:00	114	139	133	117	503
11:00	133	157	145	149	584
12:00	177	135	142	131	585
13:00	166	144	147	140	597
14:00	145	142	163	175	625
15:00	172	185	210	248	815
16:00	208	183	197	194	782
17:00	245	251	186	200	882
18:00	197	113	129	123	562
19:00	143	111	89	96	439
20:00	70	83	70	70	293
21:00	51	50	53	55	209
22:00	53	31	31	35	150
23:00	21	40	26	25	112
				TOTAL:	9349

The A.M. peak hour from 7:15 to 8:15 is 522
The P.M. peak hour from 16:30 to 17:30 is 887

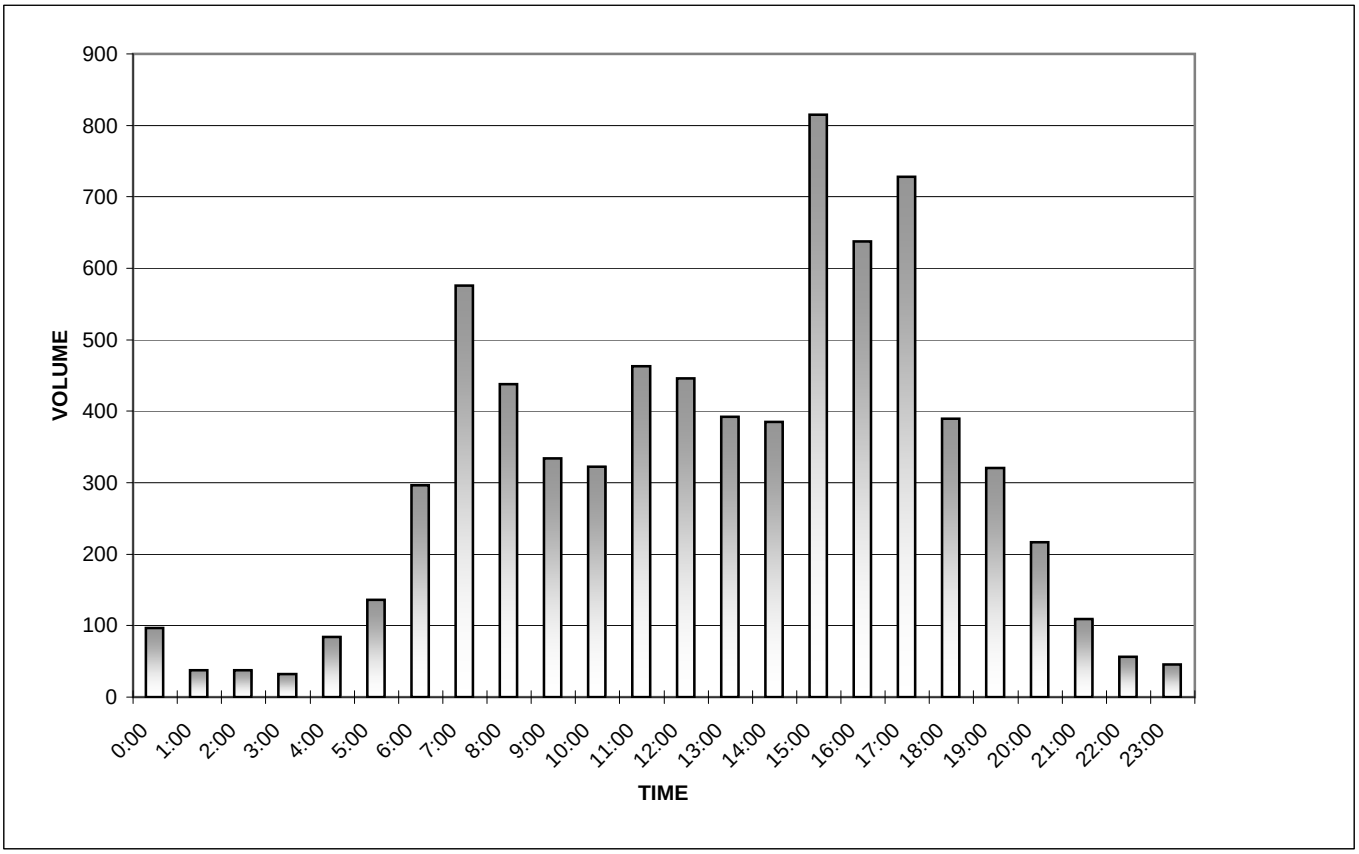


EB US-82 West of Westair Drive

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	10	8	67	12	97
1:00	16	4	15	3	38
2:00	9	6	14	9	38
3:00	6	4	6	16	32
4:00	19	12	24	29	84
5:00	21	30	34	51	136
6:00	51	68	84	93	296
7:00	114	132	145	185	576
8:00	134	129	90	85	438
9:00	92	80	83	79	334
10:00	77	66	81	98	322
11:00	106	99	140	118	463
12:00	106	100	96	144	446
13:00	93	98	99	102	392
14:00	97	74	122	92	385
15:00	96	104	390	225	815
16:00	154	154	178	152	638
17:00	186	176	252	114	728
18:00	114	92	90	94	390
19:00	90	68	68	95	321
20:00	86	50	46	35	217
21:00	28	35	26	20	109
22:00	20	19	9	8	56
23:00	18	10	8	10	46
				TOTAL:	7397

The A.M. peak hour from 7:15 to 8:15 is 596
The P.M. peak hour from 15:30 to 16:30 is 923

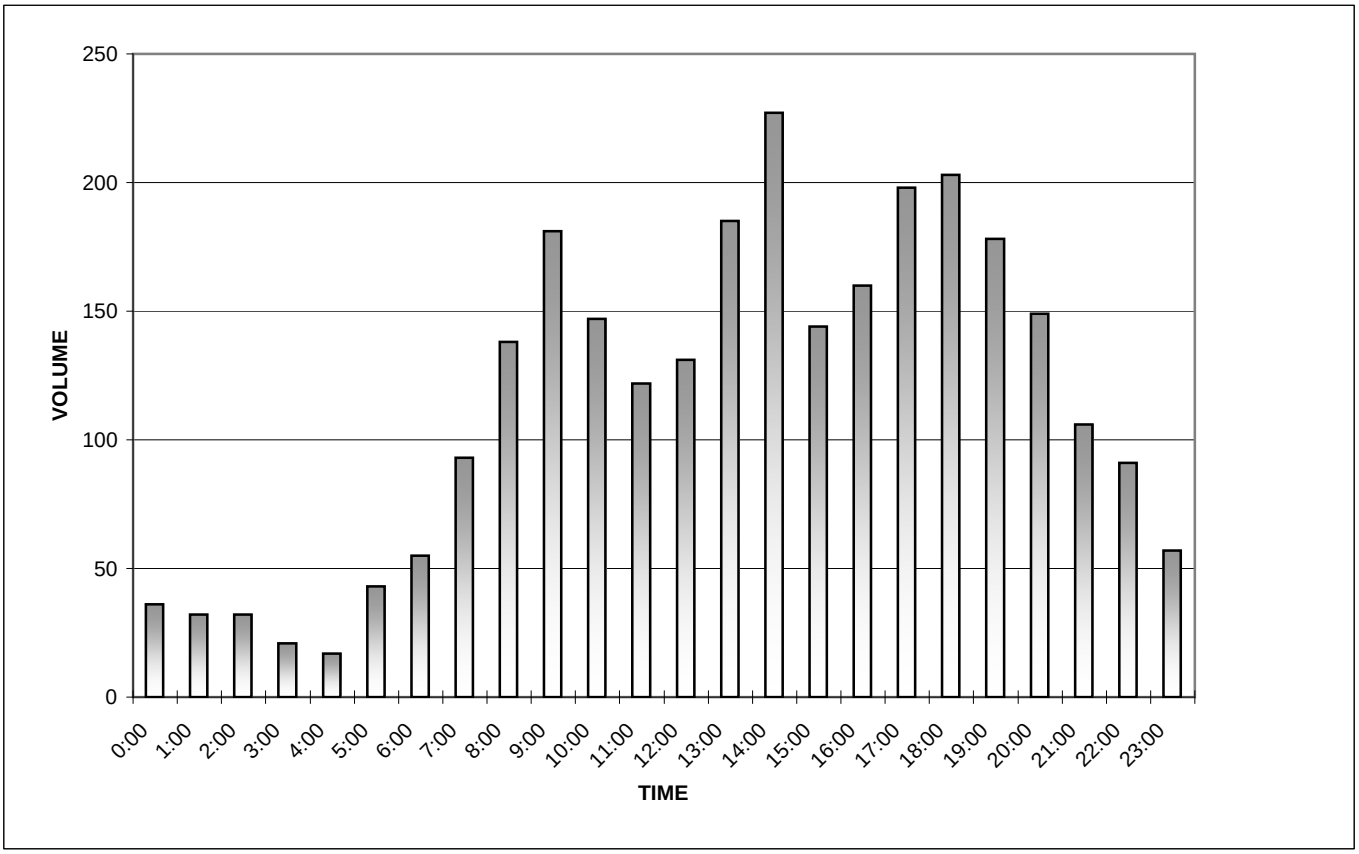


IH-35 NBFR North of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	14	7	8	7	36
1:00	8	8	5	11	32
2:00	6	6	8	12	32
3:00	7	8	2	4	21
4:00	6	6	4	1	17
5:00	6	8	9	20	43
6:00	20	15	6	14	55
7:00	22	12	18	41	93
8:00	42	24	28	44	138
9:00	61	46	34	40	181
10:00	48	34	24	41	147
11:00	36	30	42	14	122
12:00	32	26	35	38	131
13:00	42	52	38	53	185
14:00	56	53	64	54	227
15:00	31	32	35	46	144
16:00	38	38	30	54	160
17:00	67	58	26	47	198
18:00	45	55	38	65	203
19:00	47	42	47	42	178
20:00	41	32	40	36	149
21:00	32	26	18	30	106
22:00	26	28	18	19	91
23:00	25	10	16	6	57
				TOTAL:	2746

The A.M. peak hour from 8:45 to 9:45 is 185
The P.M. peak hour from 16:30 to 17:30 is 209

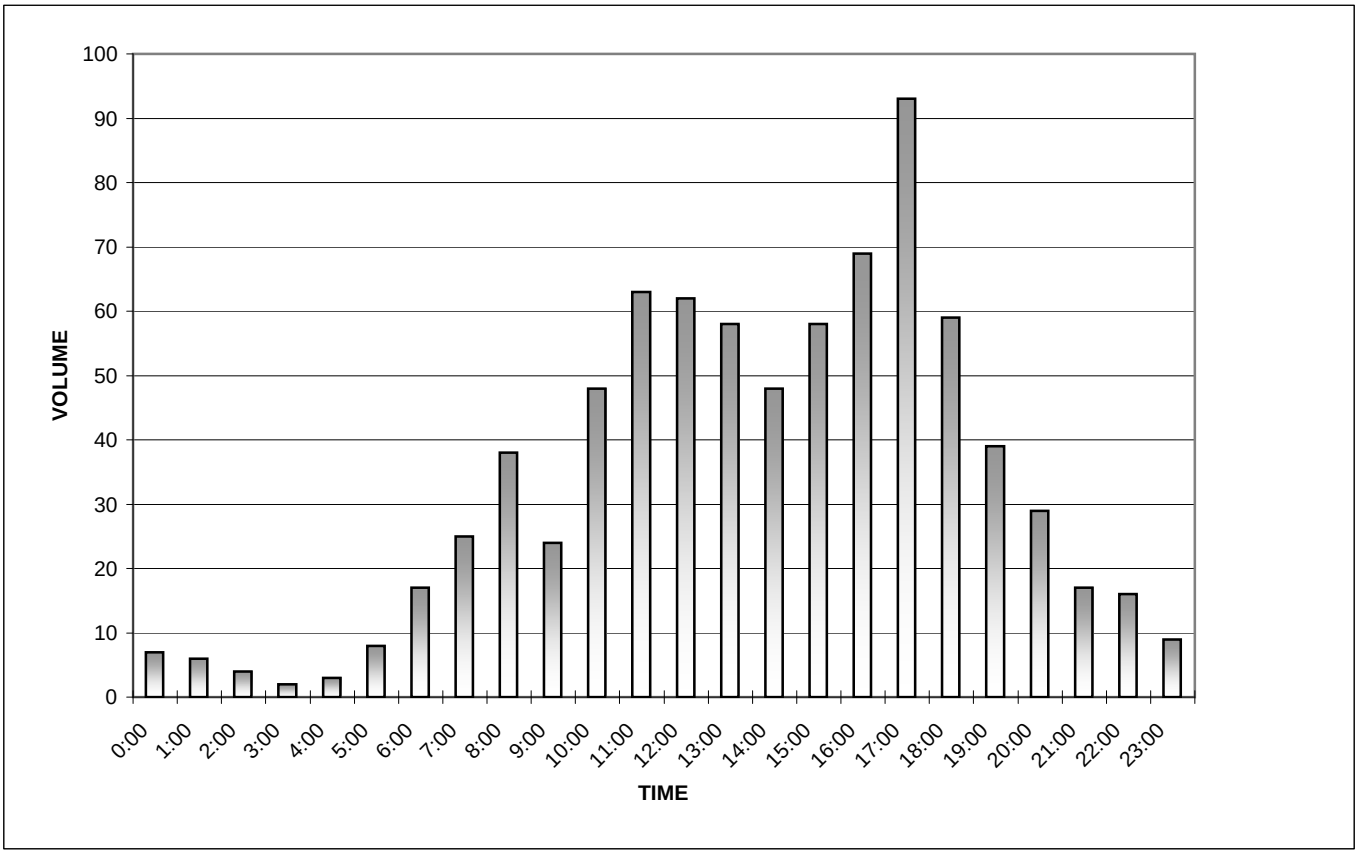


IH-35 NBFR South of FM-1202

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	1	1	4	7
1:00	1	3	1	1	6
2:00	1	1	0	2	4
3:00	2	0	0	0	2
4:00	1	0	2	0	3
5:00	2	1	2	3	8
6:00	5	3	5	4	17
7:00	4	4	10	7	25
8:00	8	8	11	11	38
9:00	4	4	8	8	24
10:00	14	11	12	11	48
11:00	20	10	14	19	63
12:00	18	16	18	10	62
13:00	12	17	22	7	58
14:00	13	8	16	11	48
15:00	12	17	13	16	58
16:00	15	20	18	16	69
17:00	27	26	20	20	93
18:00	14	19	10	16	59
19:00	9	10	10	10	39
20:00	9	8	7	5	29
21:00	8	4	4	1	17
22:00	6	6	1	3	16
23:00	4	4	1	0	9
				TOTAL:	802

The A.M. peak hour from 8:00 to 9:00 is 38
The P.M. peak hour from 17:00 to 18:00 is 93

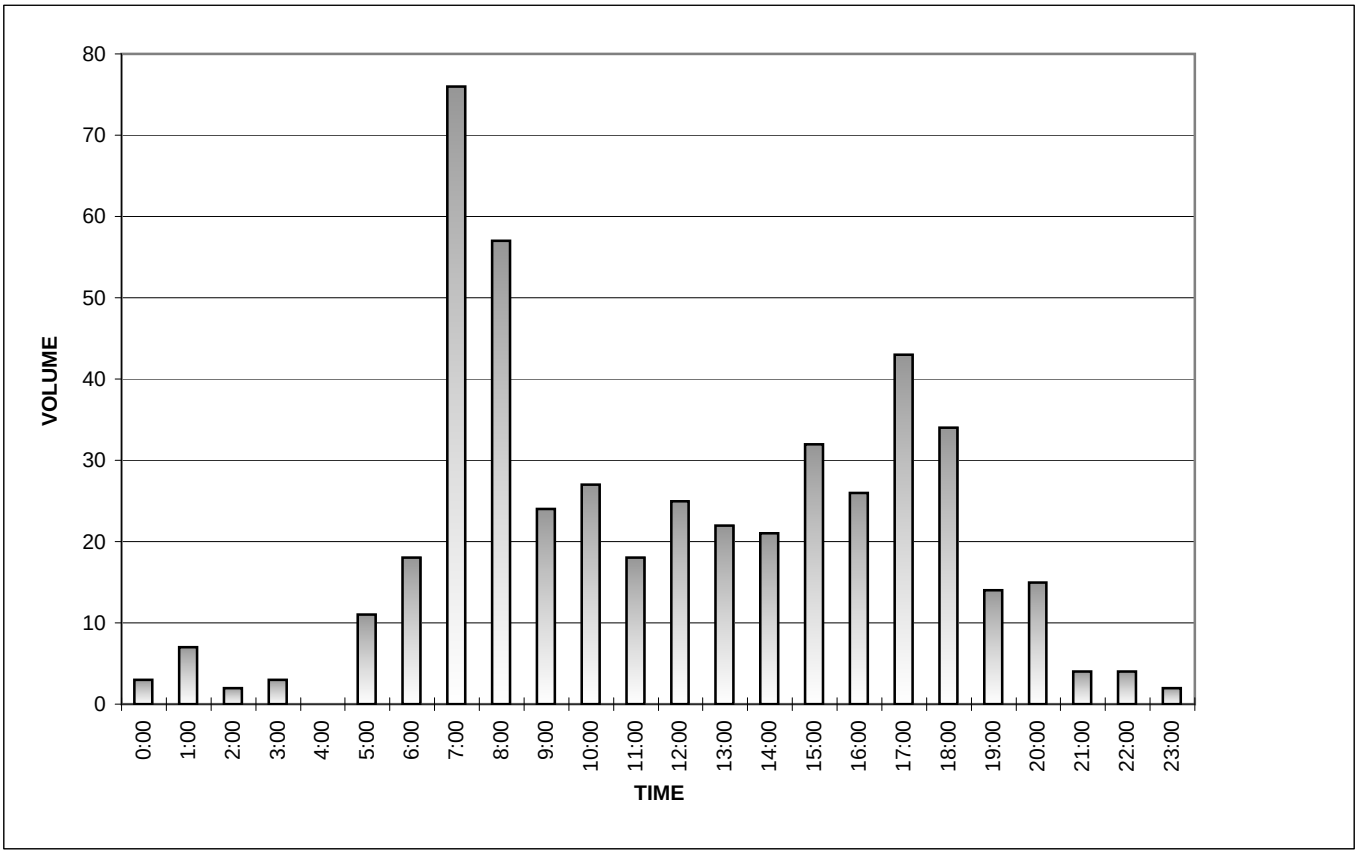


IH-35 NBFR South of Ramp to CR-218

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	1	2	0	3
1:00	0	2	4	1	7
2:00	0	1	1	0	2
3:00	1	1	1	0	3
4:00	0	0	0	0	0
5:00	1	1	4	5	11
6:00	2	3	7	6	18
7:00	6	12	24	34	76
8:00	14	10	21	12	57
9:00	5	6	4	9	24
10:00	3	5	6	13	27
11:00	2	7	3	6	18
12:00	6	7	5	7	25
13:00	7	7	5	3	22
14:00	6	3	2	10	21
15:00	6	8	9	9	32
16:00	8	3	8	7	26
17:00	9	13	10	11	43
18:00	8	6	8	12	34
19:00	4	2	4	4	14
20:00	6	4	2	3	15
21:00	1	1	0	2	4
22:00	1	0	1	2	4
23:00	0	0	0	2	2
				TOTAL:	488

The A.M. peak hour from 7:15 to 8:15 is 84
The P.M. peak hour from 17:00 to 18:00 is 43

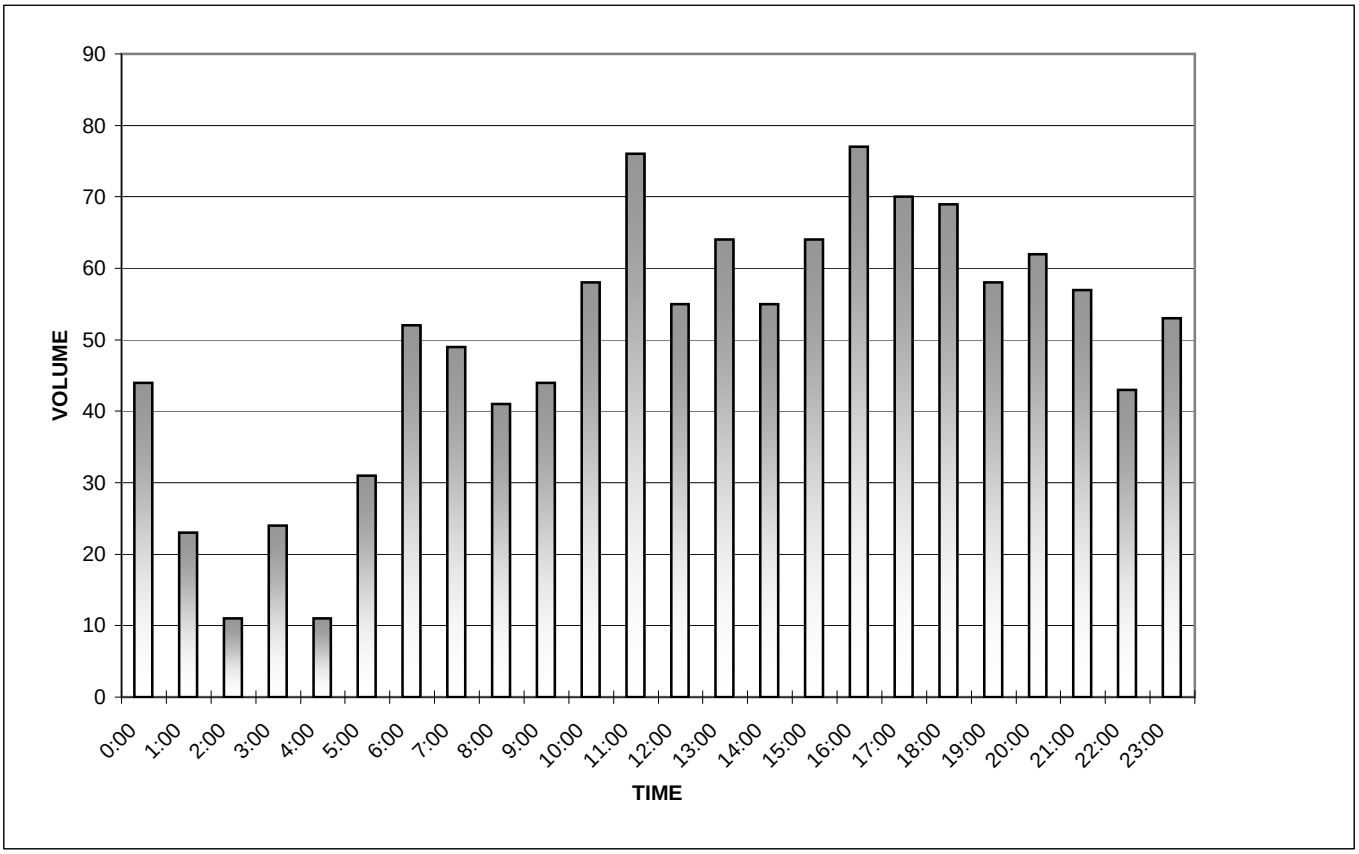


IH-35 SBFR North of FM-1202

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	19	8	8	9	44
1:00	5	9	1	8	23
2:00	2	4	3	2	11
3:00	7	1	10	6	24
4:00	3	0	3	5	11
5:00	8	9	6	8	31
6:00	16	8	18	10	52
7:00	8	14	19	8	49
8:00	8	11	8	14	41
9:00	11	12	13	8	44
10:00	22	18	6	12	58
11:00	14	26	14	22	76
12:00	18	14	14	9	55
13:00	16	16	18	14	64
14:00	18	14	13	10	55
15:00	16	22	16	10	64
16:00	14	14	27	22	77
17:00	20	28	12	10	70
18:00	12	26	19	12	69
19:00	16	16	13	13	58
20:00	11	10	20	21	62
21:00	17	12	16	12	57
22:00	9	16	14	4	43
23:00	25	10	8	10	53
				TOTAL:	1191

The A.M. peak hour from 9:15 to 10:15 is 55
The P.M. peak hour from 16:30 to 17:30 is 97

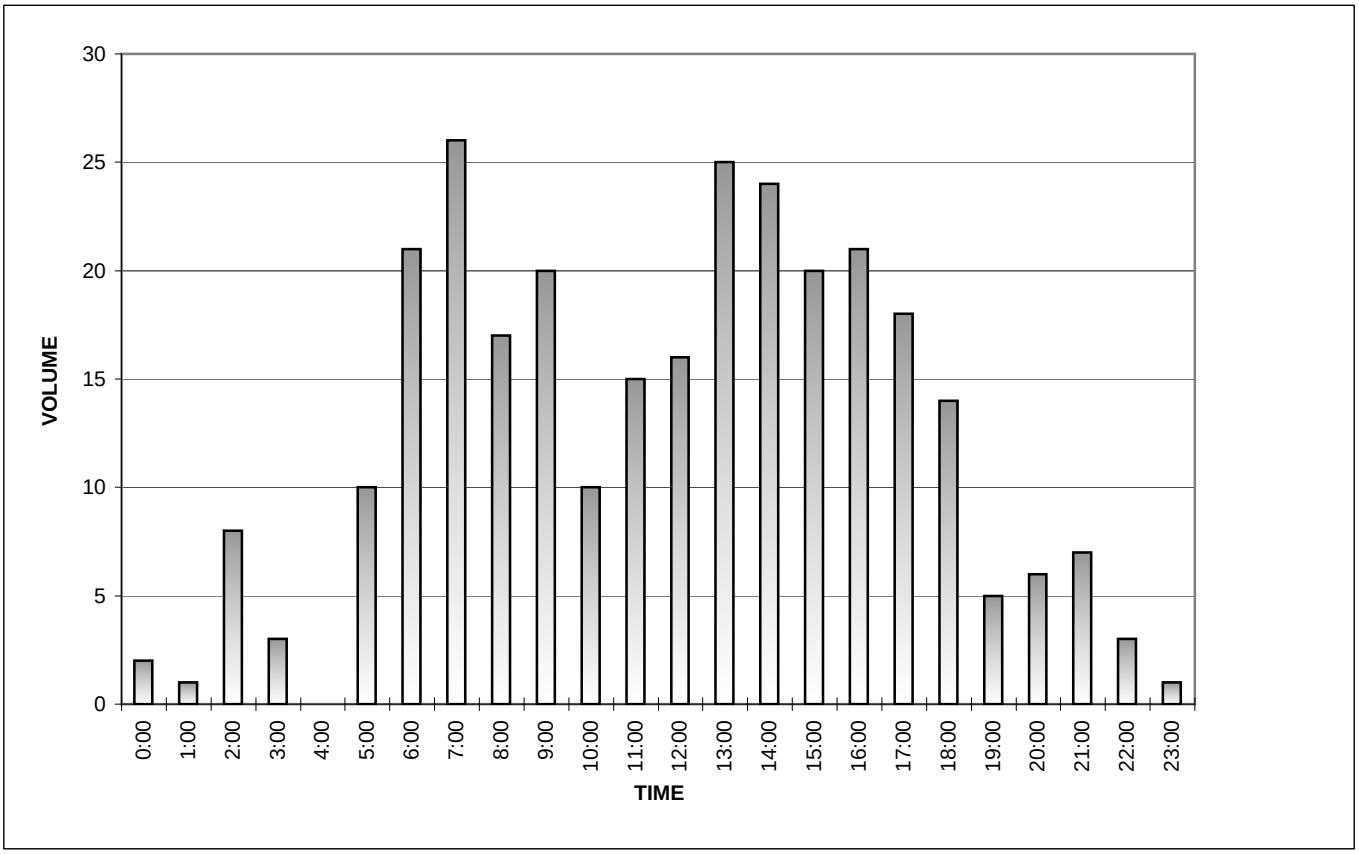


IH-35 SBFR North of Ramp to CR-218

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	1	0	2
1:00	0	1	0	0	1
2:00	0	1	3	4	8
3:00	3	0	0	0	3
4:00	0	0	0	0	0
5:00	2	1	4	3	10
6:00	4	0	3	14	21
7:00	9	2	8	7	26
8:00	8	4	3	2	17
9:00	7	2	3	8	20
10:00	5	0	2	3	10
11:00	4	5	5	1	15
12:00	4	5	5	2	16
13:00	6	5	6	8	25
14:00	8	9	2	5	24
15:00	1	3	6	10	20
16:00	2	6	7	6	21
17:00	5	6	4	3	18
18:00	3	4	4	3	14
19:00	1	1	3	0	5
20:00	4	1	1	0	6
21:00	2	1	4	0	7
22:00	0	2	1	0	3
23:00	0	0	0	1	1
				TOTAL:	293

The A.M. peak hour from 6:45 to 7:45 is 33
The P.M. peak hour from 15:45 to 16:45 is 25

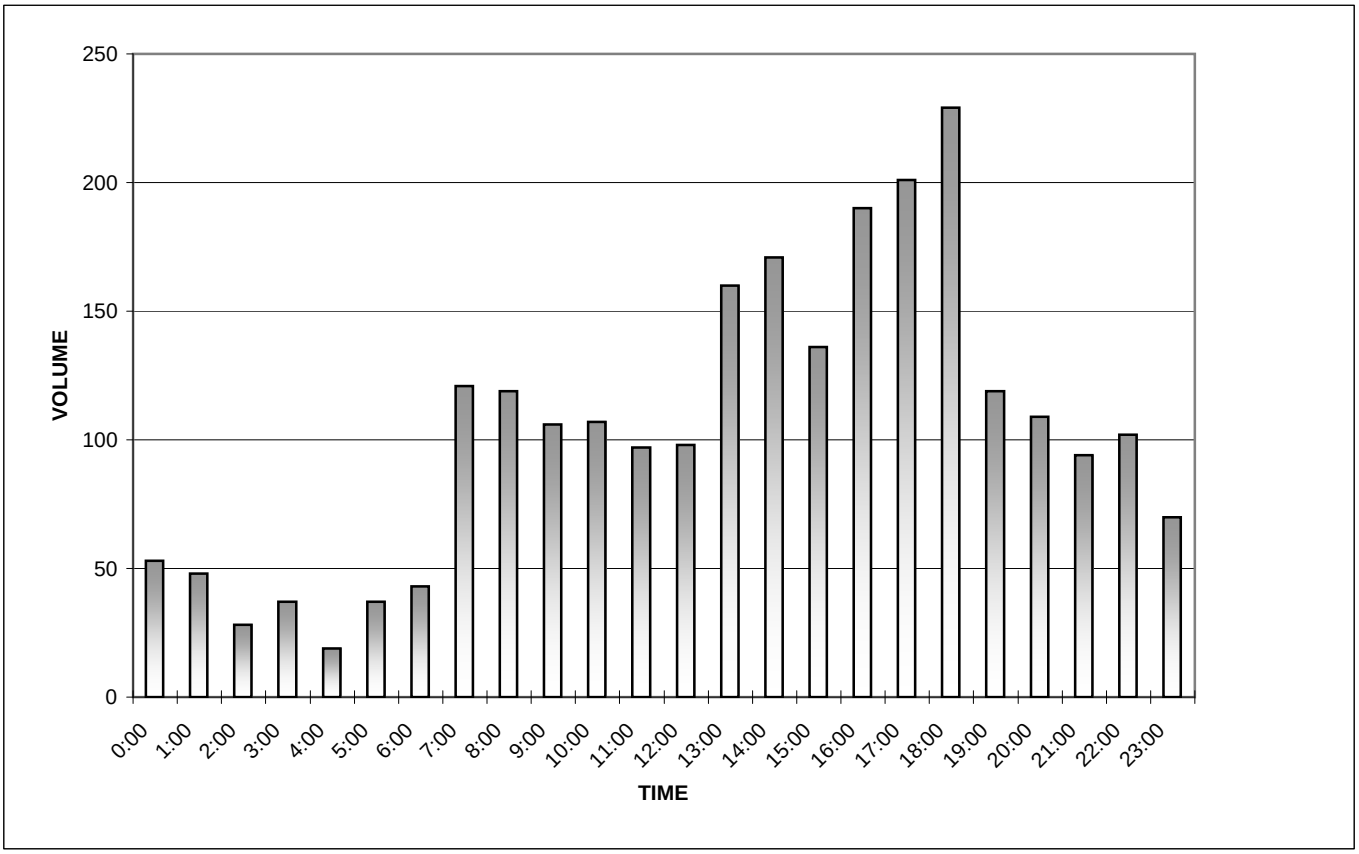


IH-35 SBFR North of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	13	20	10	10	53
1:00	12	18	4	14	48
2:00	10	4	10	4	28
3:00	8	17	6	6	37
4:00	5	3	8	3	19
5:00	6	6	8	17	37
6:00	8	3	12	20	43
7:00	21	25	26	49	121
8:00	36	28	26	29	119
9:00	20	28	34	24	106
10:00	34	17	26	30	107
11:00	28	23	18	28	97
12:00	34	22	18	24	98
13:00	50	36	40	34	160
14:00	48	32	49	42	171
15:00	28	34	32	42	136
16:00	32	54	52	52	190
17:00	42	40	44	75	201
18:00	67	62	59	41	229
19:00	32	20	28	39	119
20:00	29	40	18	22	109
21:00	10	26	24	34	94
22:00	36	22	14	30	102
23:00	21	20	16	13	70
				TOTAL:	2494

The A.M. peak hour from 7:45 to 8:45 is 139
The P.M. peak hour from 17:45 to 18:45 is 263

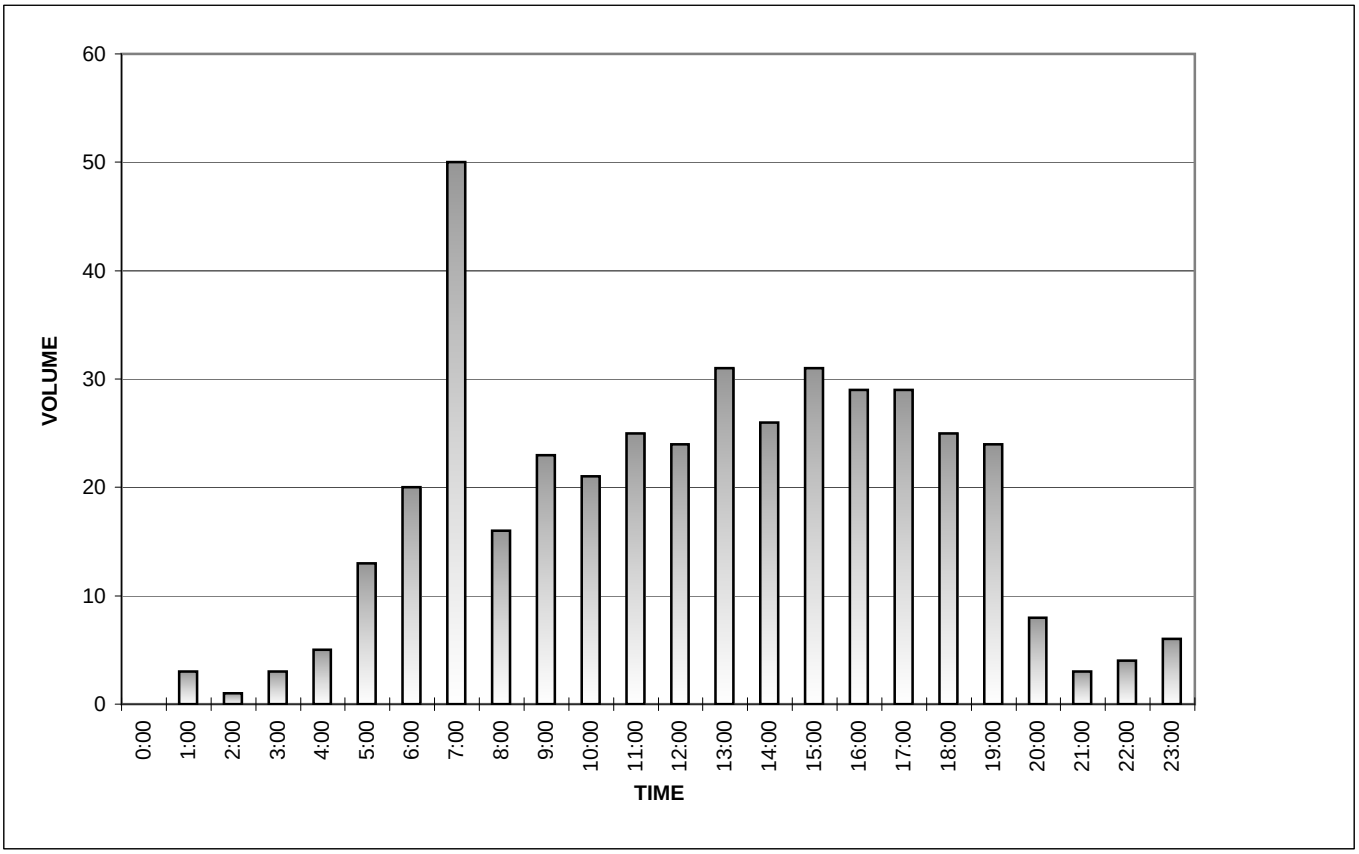


NB CR-123 South of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	1	2	0	0	3
2:00	0	0	0	1	1
3:00	1	0	2	0	3
4:00	1	0	3	1	5
5:00	3	5	1	4	13
6:00	2	7	6	5	20
7:00	11	14	16	9	50
8:00	6	7	1	2	16
9:00	3	6	7	7	23
10:00	5	7	2	7	21
11:00	4	3	6	12	25
12:00	4	6	8	6	24
13:00	7	6	10	8	31
14:00	4	3	13	6	26
15:00	5	4	12	10	31
16:00	8	9	9	3	29
17:00	4	9	8	8	29
18:00	3	6	9	7	25
19:00	13	7	2	2	24
20:00	1	2	1	4	8
21:00	2	1	0	0	3
22:00	1	2	1	0	4
23:00	0	2	4	0	6
				TOTAL:	420

The A.M. peak hour from 7:00 to 8:00 is 50
The P.M. peak hour from 15:30 to 16:30 is 39

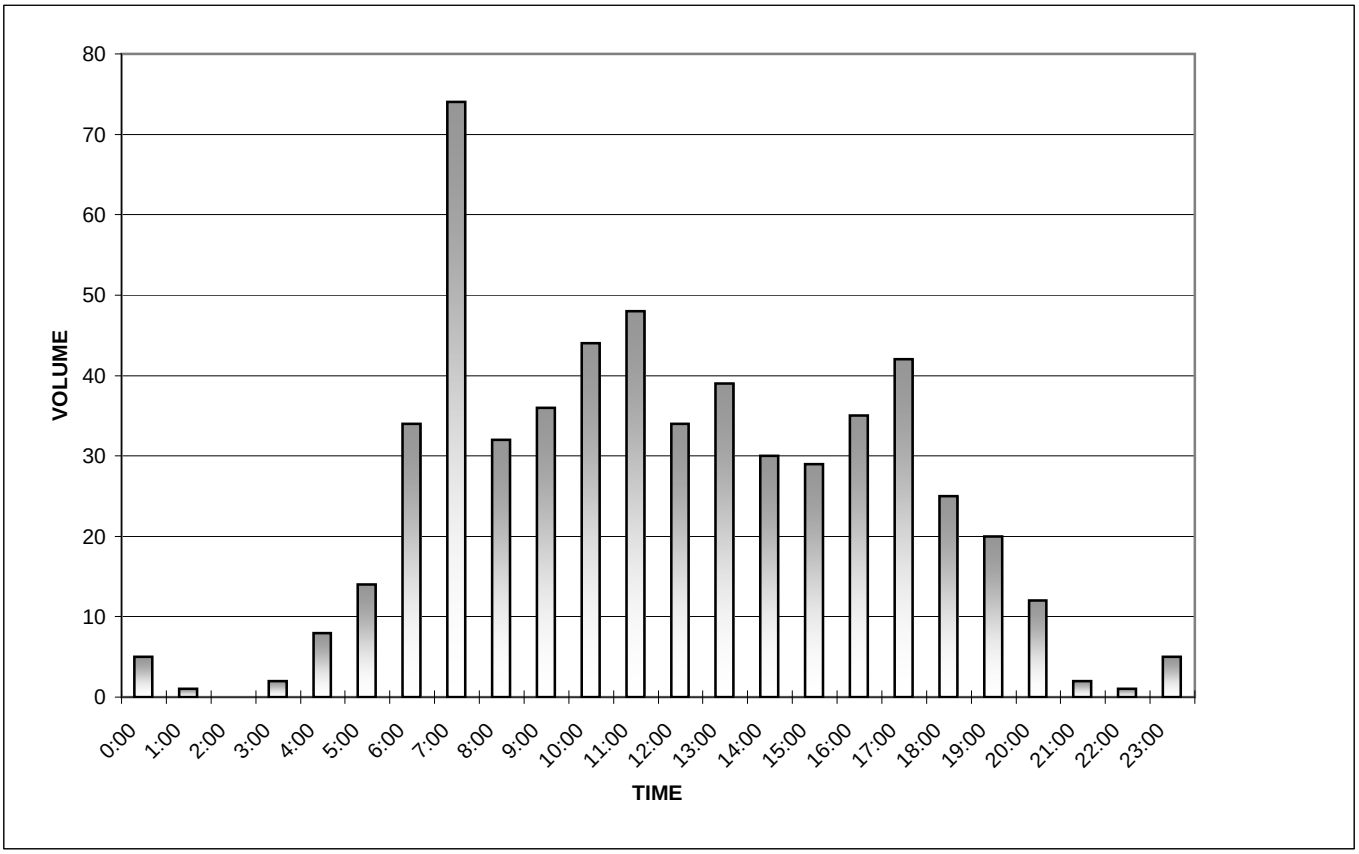


NB FM-1198 South of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	2	1	5
1:00	1	0	0	0	1
2:00	0	0	0	0	0
3:00	0	0	0	2	2
4:00	2	2	3	1	8
5:00	4	0	5	5	14
6:00	1	10	15	8	34
7:00	18	14	18	24	74
8:00	12	11	5	4	32
9:00	7	4	14	11	36
10:00	9	18	6	11	44
11:00	10	10	14	14	48
12:00	16	8	3	7	34
13:00	11	4	6	18	39
14:00	6	10	4	10	30
15:00	8	7	7	7	29
16:00	11	11	5	8	35
17:00	14	11	8	9	42
18:00	7	5	6	7	25
19:00	9	3	6	2	20
20:00	4	3	2	3	12
21:00	0	2	0	0	2
22:00	1	0	0	0	1
23:00	3	0	0	2	5
				TOTAL:	572

The A.M. peak hour from 7:00 to 8:00 is 74
The P.M. peak hour from 17:00 to 18:00 is 42

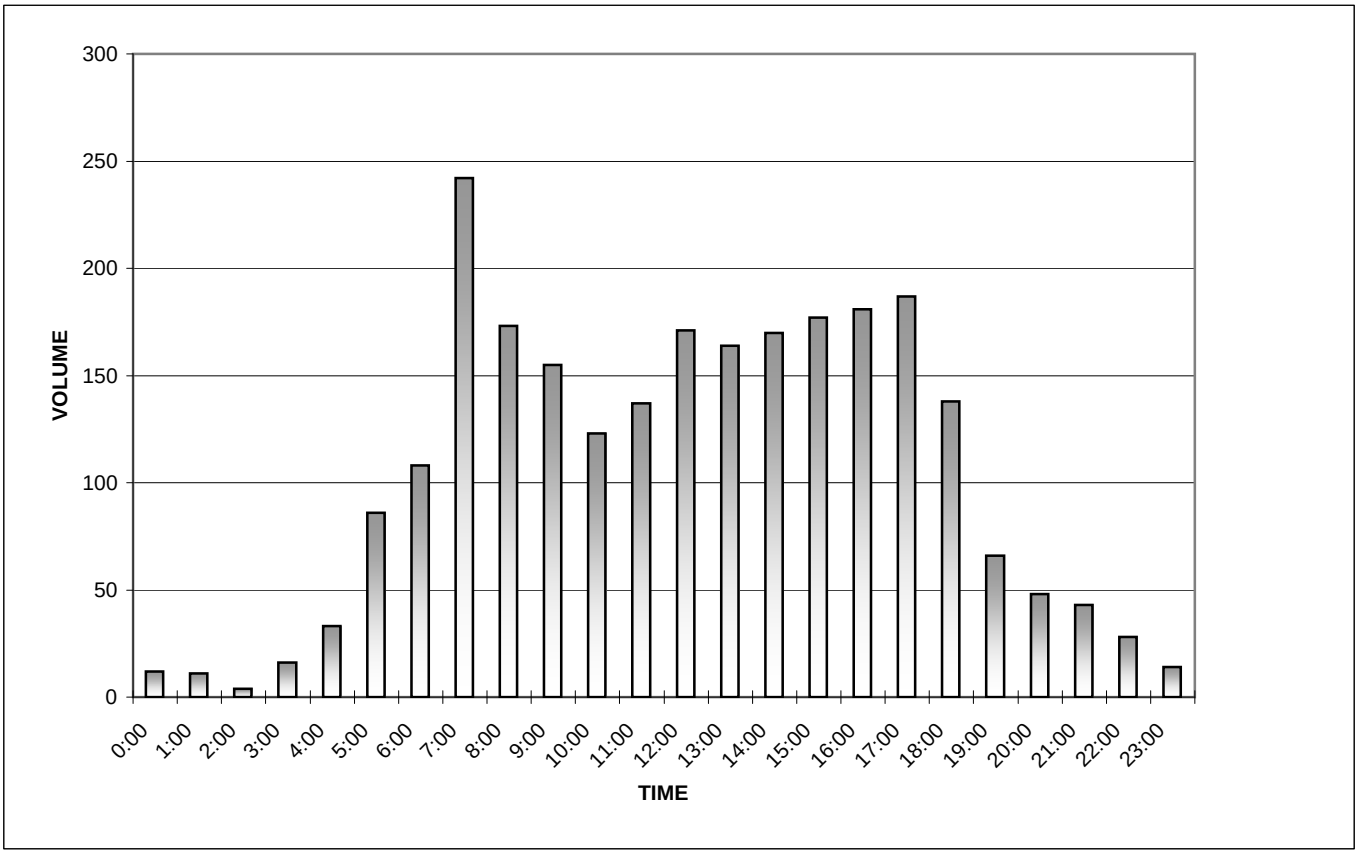


NB FM-3092 South of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	2	2	2	12
1:00	1	3	3	4	11
2:00	2	1	1	0	4
3:00	4	6	2	4	16
4:00	4	10	9	10	33
5:00	12	21	20	33	86
6:00	24	26	26	32	108
7:00	20	57	84	81	242
8:00	54	36	43	40	173
9:00	42	41	31	41	155
10:00	35	32	31	25	123
11:00	40	30	31	36	137
12:00	54	40	43	34	171
13:00	50	35	38	41	164
14:00	45	41	45	39	170
15:00	40	38	54	45	177
16:00	40	34	52	55	181
17:00	60	49	44	34	187
18:00	35	42	31	30	138
19:00	23	25	11	7	66
20:00	11	14	11	12	48
21:00	12	16	8	7	43
22:00	6	10	7	5	28
23:00	1	3	6	4	14
				TOTAL:	2487

The A.M. peak hour from 7:15 to 8:15 is 276
The P.M. peak hour from 16:30 to 17:30 is 216

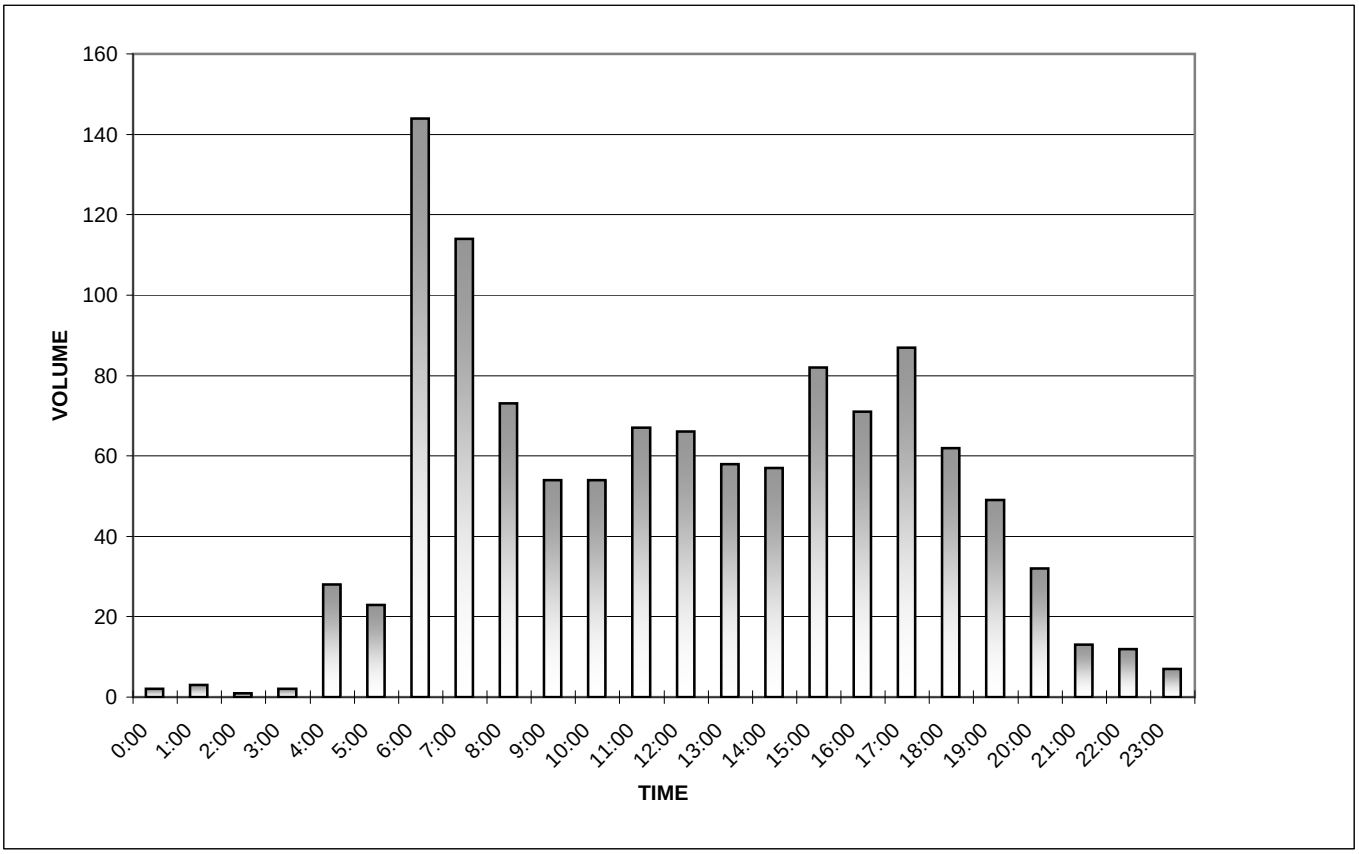


NB FM-3108 South of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	1	0	0	2
1:00	2	0	1	0	3
2:00	0	0	1	0	1
3:00	0	0	2	0	2
4:00	4	6	6	12	28
5:00	5	5	5	8	23
6:00	59	22	28	35	144
7:00	16	34	32	32	114
8:00	20	25	10	18	73
9:00	18	12	9	15	54
10:00	12	11	13	18	54
11:00	19	10	24	14	67
12:00	16	14	18	18	66
13:00	14	16	17	11	58
14:00	18	14	14	11	57
15:00	14	14	28	26	82
16:00	20	13	23	15	71
17:00	24	23	19	21	87
18:00	24	14	15	9	62
19:00	10	12	11	16	49
20:00	11	10	5	6	32
21:00	1	6	3	3	13
22:00	5	4	1	2	12
23:00	3	1	0	3	7
				TOTAL:	1161

The A.M. peak hour from 6:00 to 7:00 is 144
The P.M. peak hour from 15:15 to 16:15 is 88

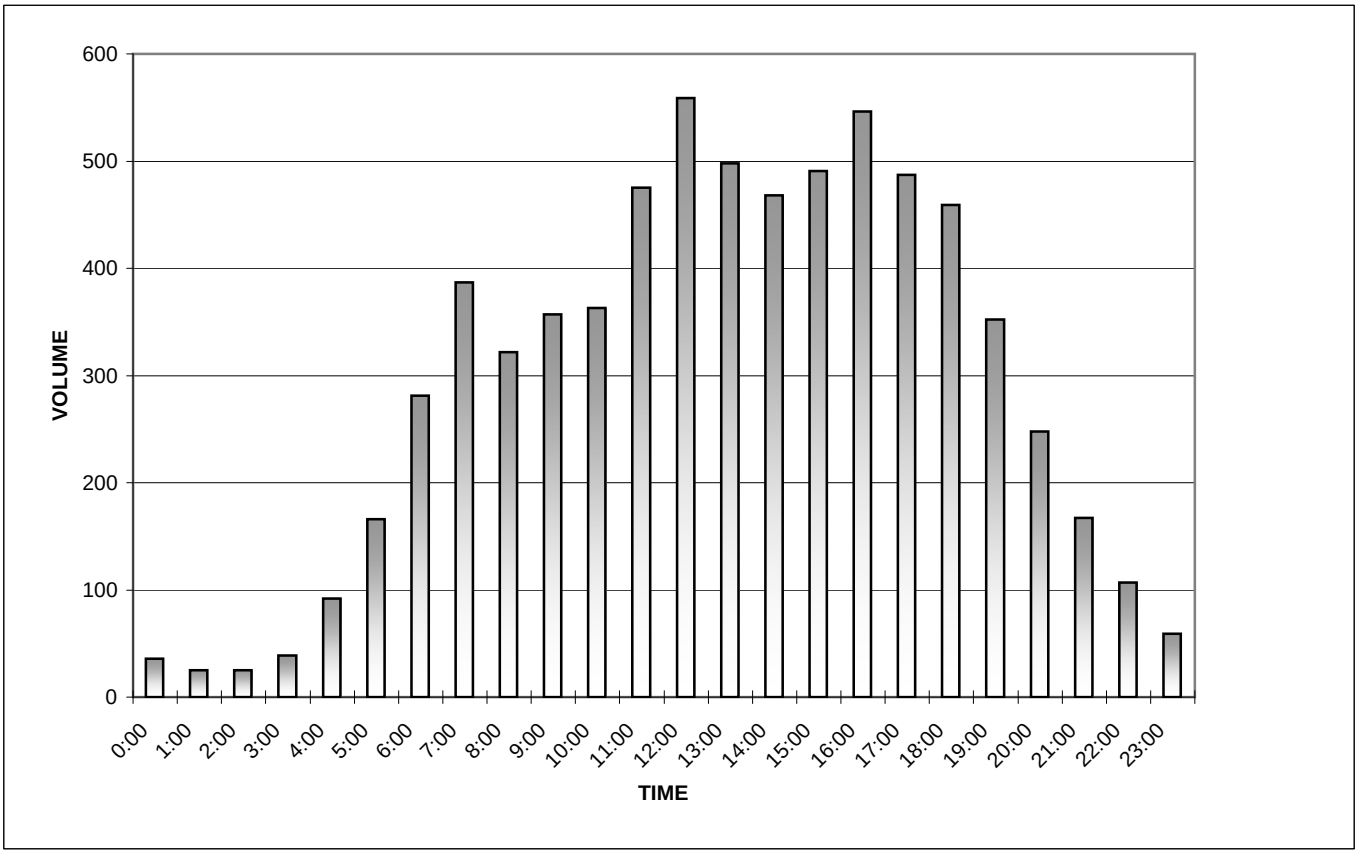


NB FM-372 South of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	14	5	7	10	36
1:00	6	11	4	4	25
2:00	7	10	5	3	25
3:00	9	10	9	11	39
4:00	13	17	34	28	92
5:00	21	25	66	54	166
6:00	30	51	110	90	281
7:00	55	110	112	110	387
8:00	92	69	85	76	322
9:00	84	91	83	99	357
10:00	94	77	87	105	363
11:00	110	106	122	137	475
12:00	128	162	128	141	559
13:00	134	132	109	123	498
14:00	121	126	104	117	468
15:00	128	113	108	142	491
16:00	156	132	116	142	546
17:00	124	127	112	124	487
18:00	103	136	115	105	459
19:00	106	93	78	75	352
20:00	69	66	57	56	248
21:00	55	40	32	40	167
22:00	40	23	28	16	107
23:00	16	13	13	17	59
				TOTAL:	7009

The A.M. peak hour from 7:15 to 8:15 is 424
The P.M. peak hour from 16:00 to 17:00 is 546

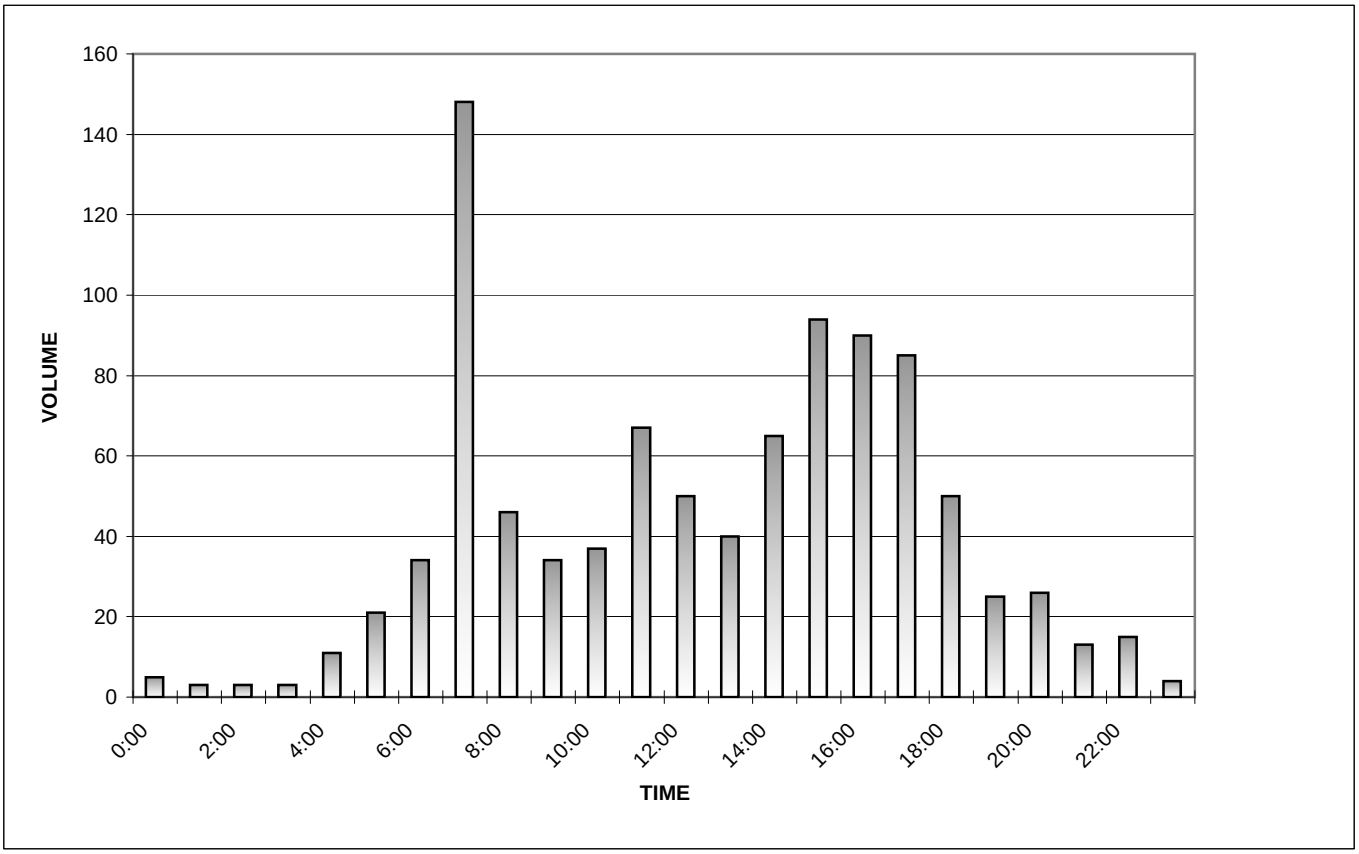


NB FM-678 South of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	2	0	1	5
1:00	1	1	1	0	3
2:00	2	0	0	1	3
3:00	0	1	1	1	3
4:00	0	2	7	2	11
5:00	2	5	8	6	21
6:00	10	6	8	10	34
7:00	11	27	58	52	148
8:00	17	9	12	8	46
9:00	5	12	8	9	34
10:00	10	9	8	10	37
11:00	24	18	12	13	67
12:00	10	14	12	14	50
13:00	8	10	11	11	40
14:00	8	20	9	28	65
15:00	12	29	33	20	94
16:00	20	20	30	20	90
17:00	22	20	23	20	85
18:00	13	11	18	8	50
19:00	6	12	1	6	25
20:00	6	7	8	5	26
21:00	2	5	3	3	13
22:00	6	2	3	4	15
23:00	2	2	0	0	4
				TOTAL:	969

The A.M. peak hour from 7:15 to 8:15 is 154
The P.M. peak hour from 15:15 to 16:15 is 102

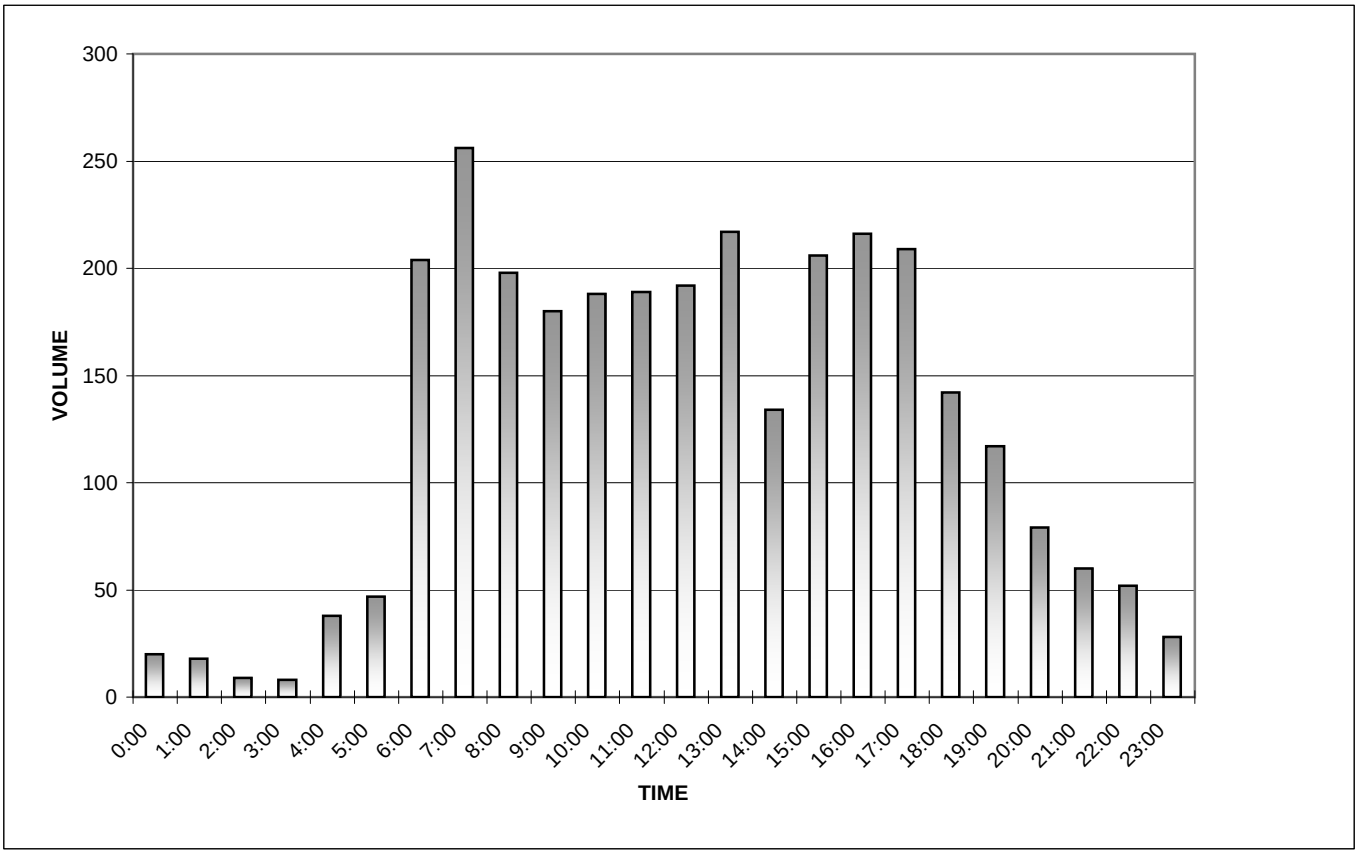


NB IH-35 Cloverleaf to WB US-82 North of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	6	9	1	4	20
1:00	6	2	3	7	18
2:00	2	1	4	2	9
3:00	1	3	0	4	8
4:00	1	4	16	17	38
5:00	6	13	14	14	47
6:00	26	28	74	76	204
7:00	56	52	74	74	256
8:00	72	50	42	34	198
9:00	55	38	50	37	180
10:00	57	37	45	49	188
11:00	40	50	45	54	189
12:00	42	60	52	38	192
13:00	66	46	39	66	217
14:00	26	26	51	31	134
15:00	44	54	46	62	206
16:00	59	51	60	46	216
17:00	56	58	48	47	209
18:00	37	45	30	30	142
19:00	31	32	24	30	117
20:00	19	12	28	20	79
21:00	14	21	15	10	60
22:00	14	15	15	8	52
23:00	7	6	9	6	28
				TOTAL:	3007

The A.M. peak hour from 7:15 to 8:15 is 272
The P.M. peak hour from 15:45 to 16:45 is 232

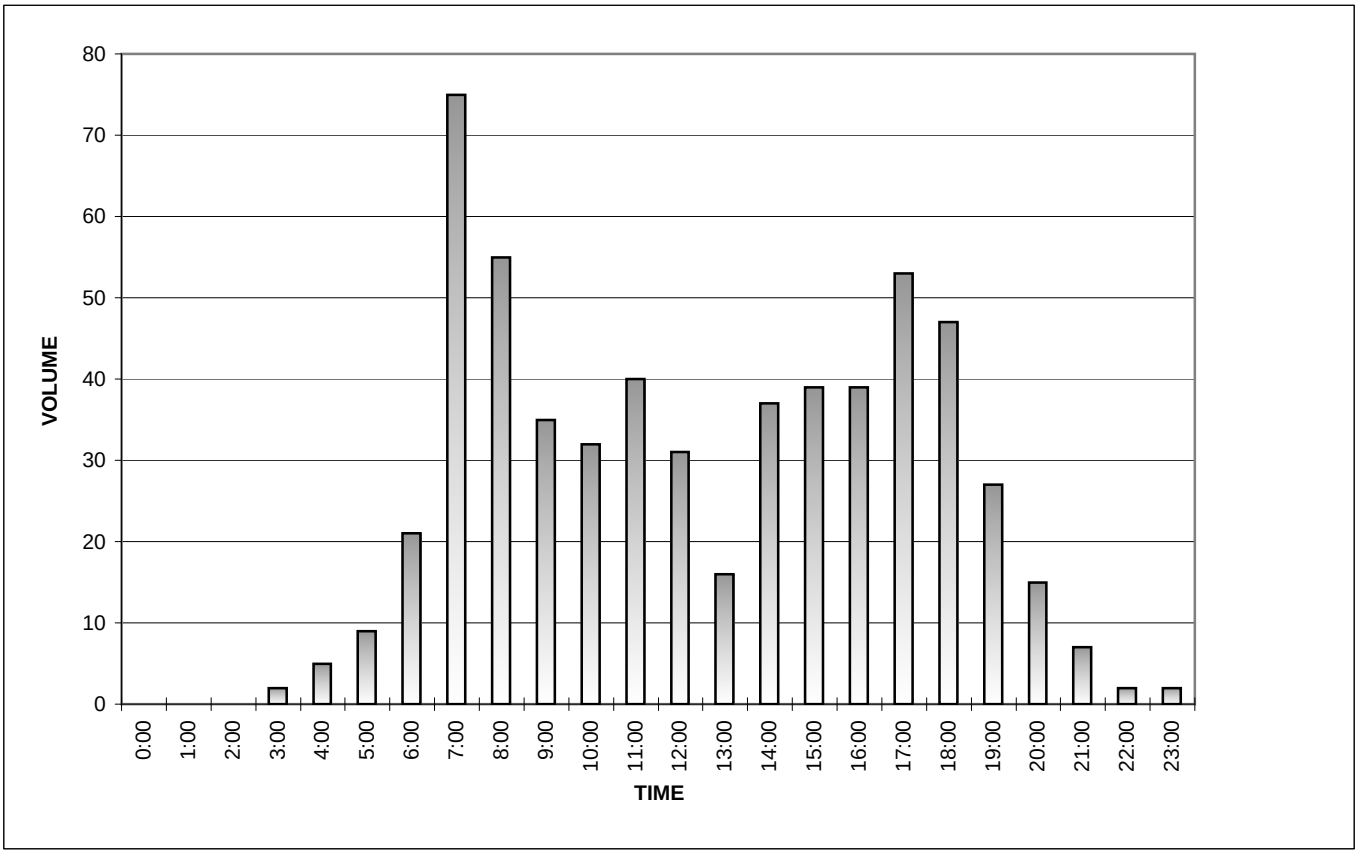


SB FM-1199 North of US-82

Date Began:
3/6/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	1	1	2
4:00	0	1	2	2	5
5:00	1	0	2	6	9
6:00	5	1	8	7	21
7:00	12	13	22	28	75
8:00	19	13	8	15	55
9:00	13	6	4	12	35
10:00	4	6	7	15	32
11:00	10	10	10	10	40
12:00	5	8	7	11	31
13:00	4	2	4	6	16
14:00	7	12	6	12	37
15:00	12	3	14	10	39
16:00	9	14	6	10	39
17:00	14	13	12	14	53
18:00	8	12	12	15	47
19:00	10	9	4	4	27
20:00	2	5	4	4	15
21:00	1	3	2	1	7
22:00	0	1	0	1	2
23:00	0	0	2	0	2
				TOTAL:	589

The A.M. peak hour from 7:30 to 8:30 is 82
The P.M. peak hour from 17:00 to 18:00 is 53

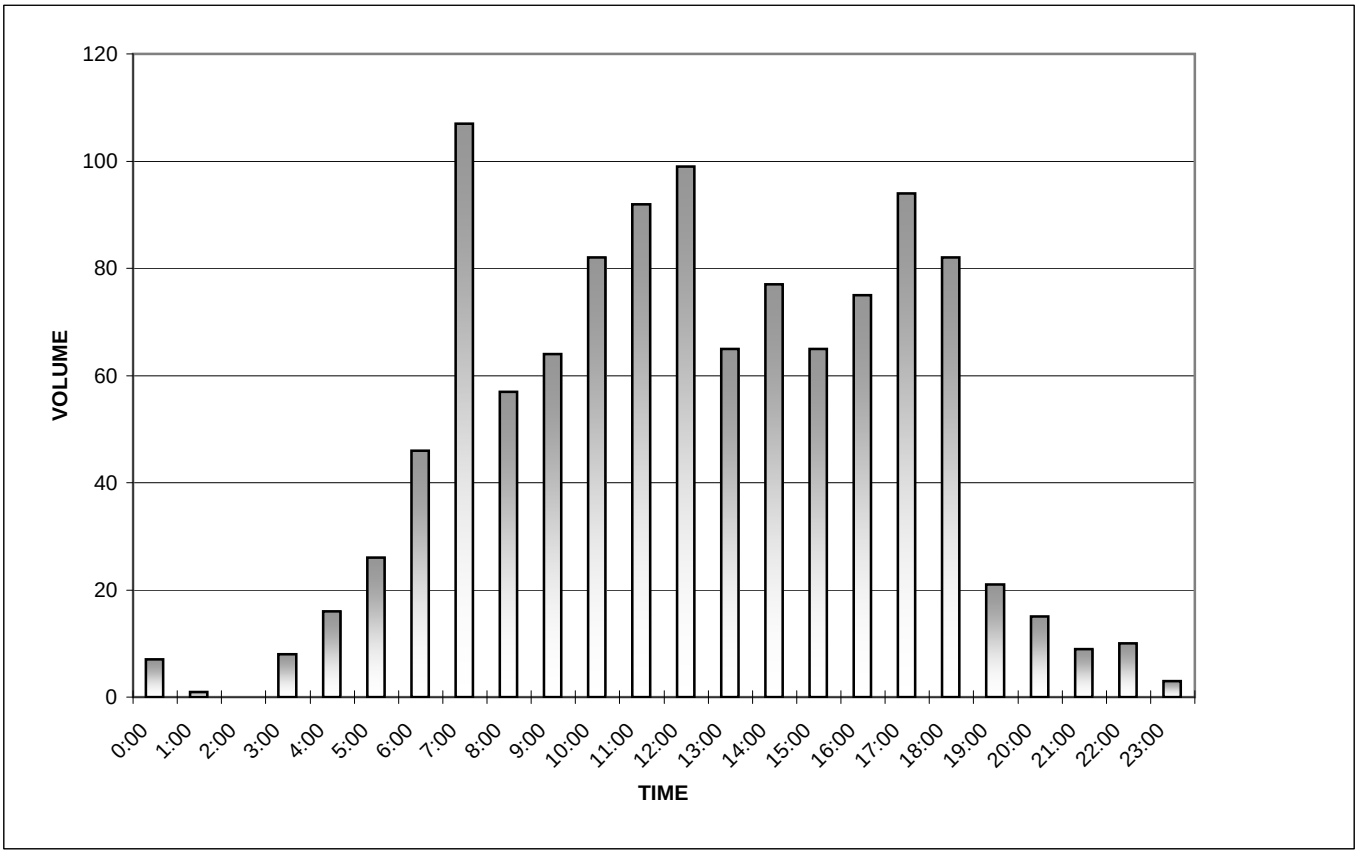


SB FM-1201 North of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	4	1	0	7
1:00	0	0	0	1	1
2:00	0	0	0	0	0
3:00	2	1	1	4	8
4:00	5	4	5	2	16
5:00	4	8	4	10	26
6:00	13	6	14	13	46
7:00	22	27	27	31	107
8:00	18	9	18	12	57
9:00	20	18	10	16	64
10:00	24	22	16	20	82
11:00	18	32	20	22	92
12:00	28	22	26	23	99
13:00	14	12	19	20	65
14:00	29	24	14	10	77
15:00	9	20	16	20	65
16:00	27	8	18	22	75
17:00	36	20	22	16	94
18:00	18	39	14	11	82
19:00	6	8	4	3	21
20:00	3	1	7	4	15
21:00	4	1	2	2	9
22:00	5	4	0	1	10
23:00	1	0	2	0	3
				TOTAL:	1121

The A.M. peak hour from 7:00 to 8:00 is 107
The P.M. peak hour from 16:45 to 17:45 is 100

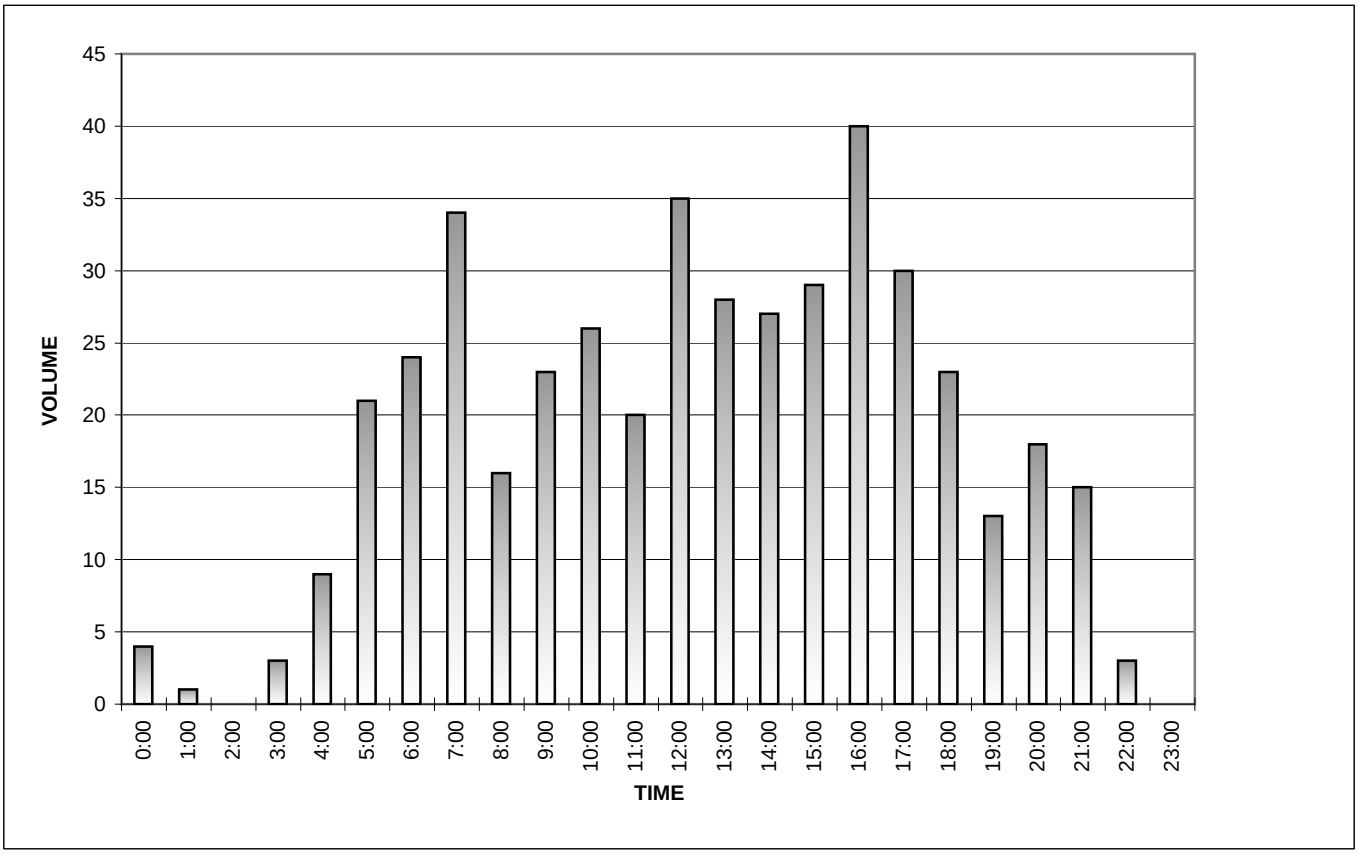


SB FM-1306 North of CR-218

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	1	0	2	4
1:00	0	0	0	1	1
2:00	0	0	0	0	0
3:00	3	0	0	0	3
4:00	1	1	4	3	9
5:00	1	3	4	13	21
6:00	5	5	10	4	24
7:00	9	8	8	9	34
8:00	4	2	4	6	16
9:00	4	1	3	15	23
10:00	8	5	7	6	26
11:00	5	5	4	6	20
12:00	12	4	8	11	35
13:00	6	5	9	8	28
14:00	4	6	7	10	27
15:00	11	7	6	5	29
16:00	13	12	7	8	40
17:00	13	11	6	0	30
18:00	6	4	5	8	23
19:00	6	5	2	0	13
20:00	5	3	5	5	18
21:00	6	4	3	2	15
22:00	0	3	0	0	3
23:00	0	0	0	0	0
				TOTAL:	442

The A.M. peak hour from 7:00 to 8:00 is 34
The P.M. peak hour from 16:15 to 17:15 is 40

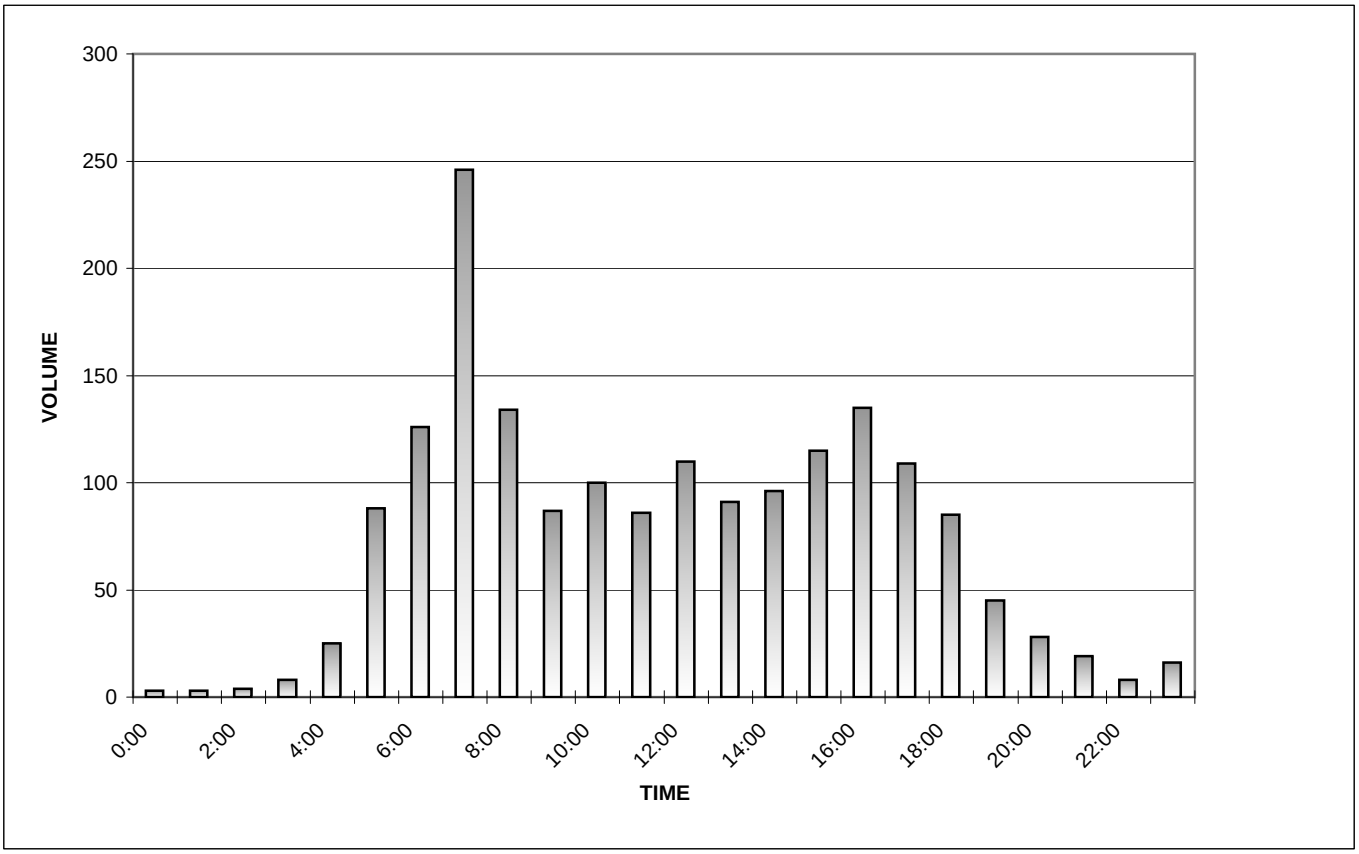


SB FM-371 North of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	1	0	3
1:00	0	1	1	1	3
2:00	2	1	0	1	4
3:00	1	1	1	5	8
4:00	4	6	12	3	25
5:00	16	16	27	29	88
6:00	22	29	35	40	126
7:00	54	54	70	68	246
8:00	40	25	34	35	134
9:00	24	23	24	16	87
10:00	18	19	37	26	100
11:00	24	25	18	19	86
12:00	32	17	33	28	110
13:00	19	25	21	26	91
14:00	26	22	22	26	96
15:00	33	21	28	33	115
16:00	34	32	26	43	135
17:00	29	27	22	31	109
18:00	16	28	19	22	85
19:00	13	14	9	9	45
20:00	3	11	8	6	28
21:00	3	6	4	6	19
22:00	2	1	1	4	8
23:00	3	6	3	4	16
				TOTAL:	1767

The A.M. peak hour from 7:00 to 8:00 is 246
The P.M. peak hour from 16:00 to 17:00 is 135

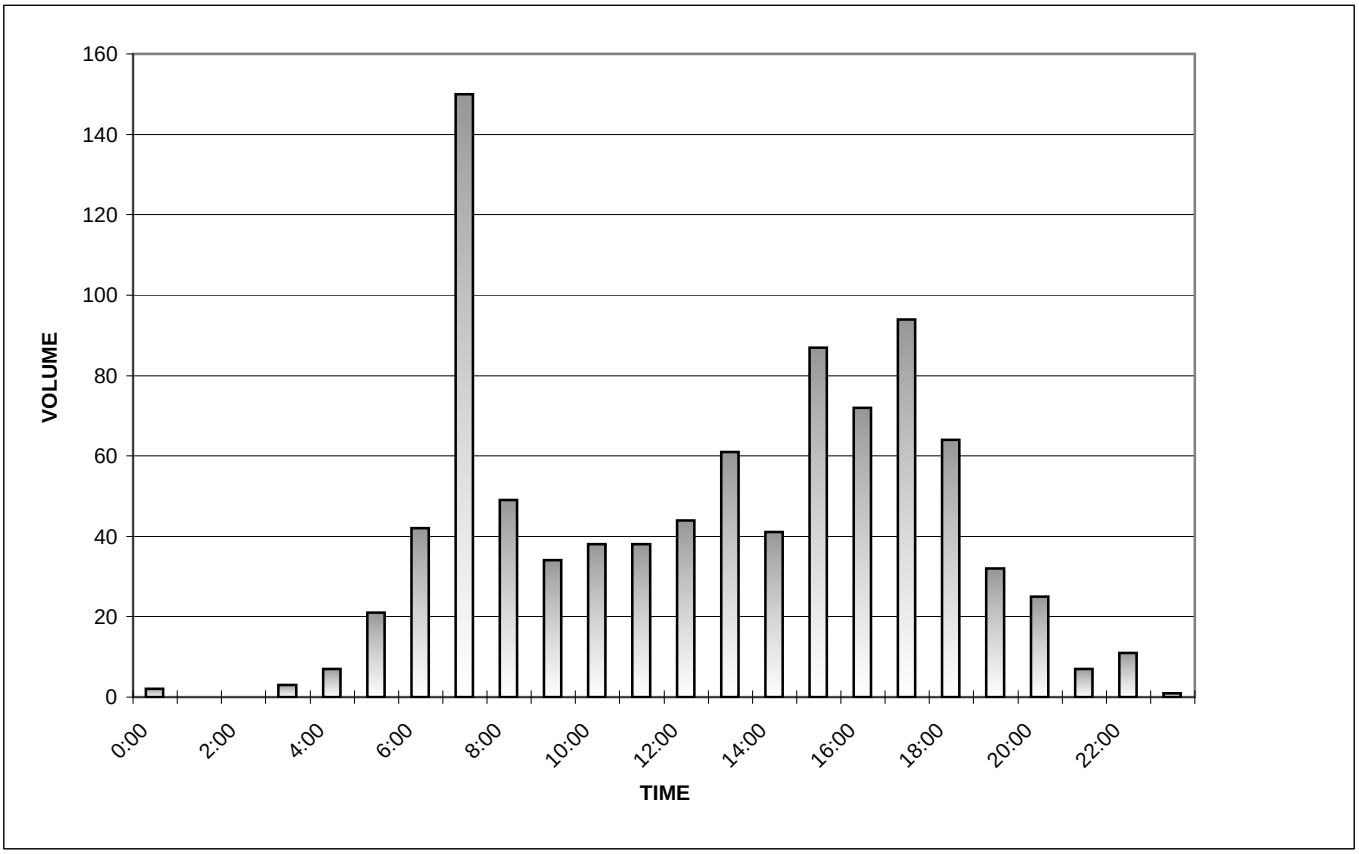


SB FM-678 North of US-82

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	1	0	2
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	1	0	1	1	3
4:00	0	2	2	3	7
5:00	0	4	9	8	21
6:00	8	15	9	10	42
7:00	20	30	44	56	150
8:00	17	10	10	12	49
9:00	8	12	7	7	34
10:00	9	12	7	10	38
11:00	9	7	13	9	38
12:00	16	14	5	9	44
13:00	22	16	15	8	61
14:00	9	10	10	12	41
15:00	14	16	29	28	87
16:00	18	14	26	14	72
17:00	24	33	18	19	94
18:00	22	19	12	11	64
19:00	11	8	7	6	32
20:00	10	9	2	4	25
21:00	2	1	1	3	7
22:00	3	4	3	1	11
23:00	0	0	1	0	1
				TOTAL:	923

The A.M. peak hour from 7:00 to 8:00 is 150
The P.M. peak hour from 16:30 to 17:30 is 97

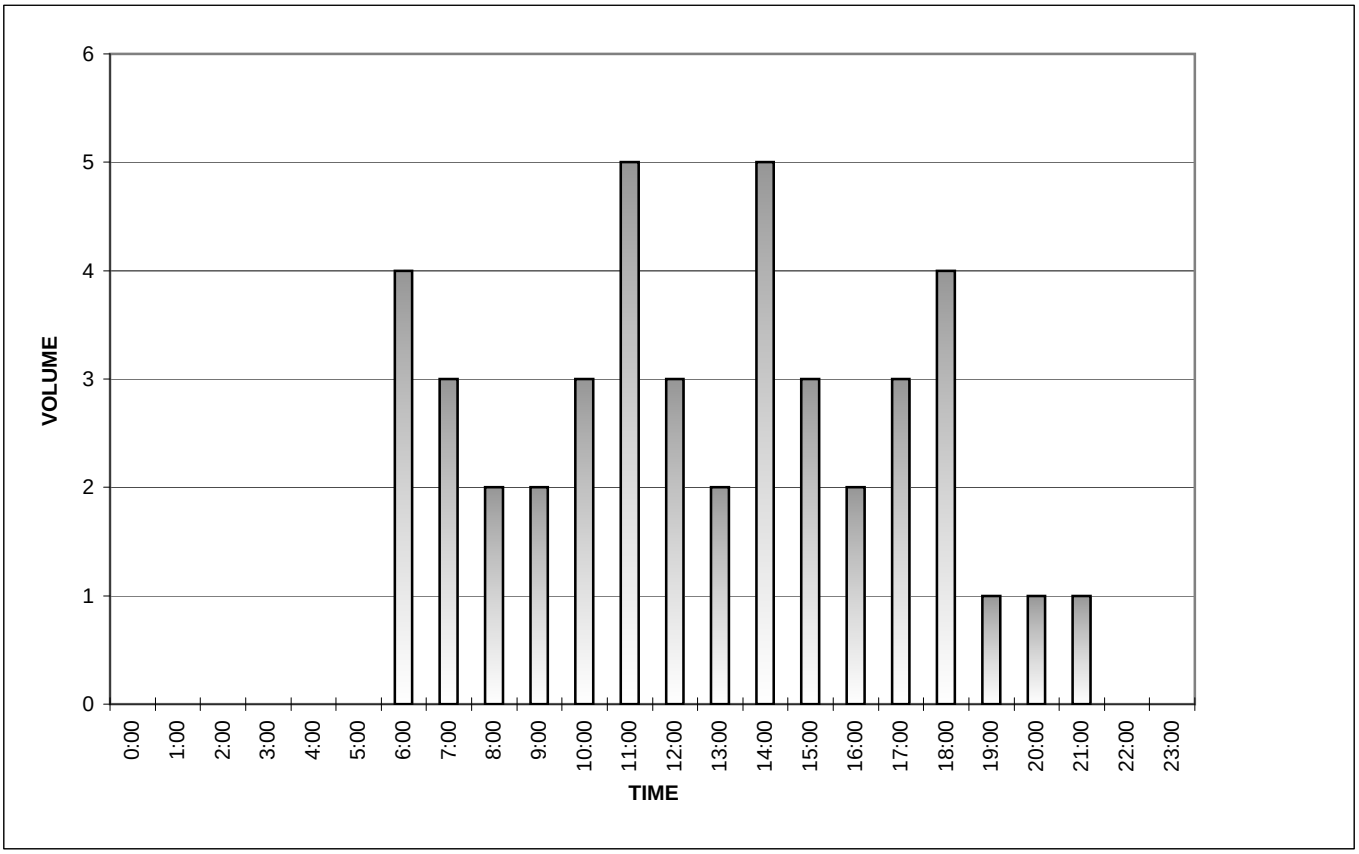


WB CR-218 East of Ramp to IH-35 NBFR

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	1	1	1	1	4
7:00	2	0	0	1	3
8:00	0	1	1	0	2
9:00	1	1	0	0	2
10:00	1	0	1	1	3
11:00	2	1	1	1	5
12:00	1	1	0	1	3
13:00	1	0	1	0	2
14:00	3	1	1	0	5
15:00	1	1	1	0	3
16:00	1	1	0	0	2
17:00	2	0	1	0	3
18:00	2	0	1	1	4
19:00	0	1	0	0	1
20:00	0	1	0	0	1
21:00	0	0	1	0	1
22:00	0	0	0	0	0
23:00	0	0	0	0	0
				TOTAL:	44

The A.M. peak hour from 6:15 to 7:15 is 5
The P.M. peak hour from 18:00 to 19:00 is 4

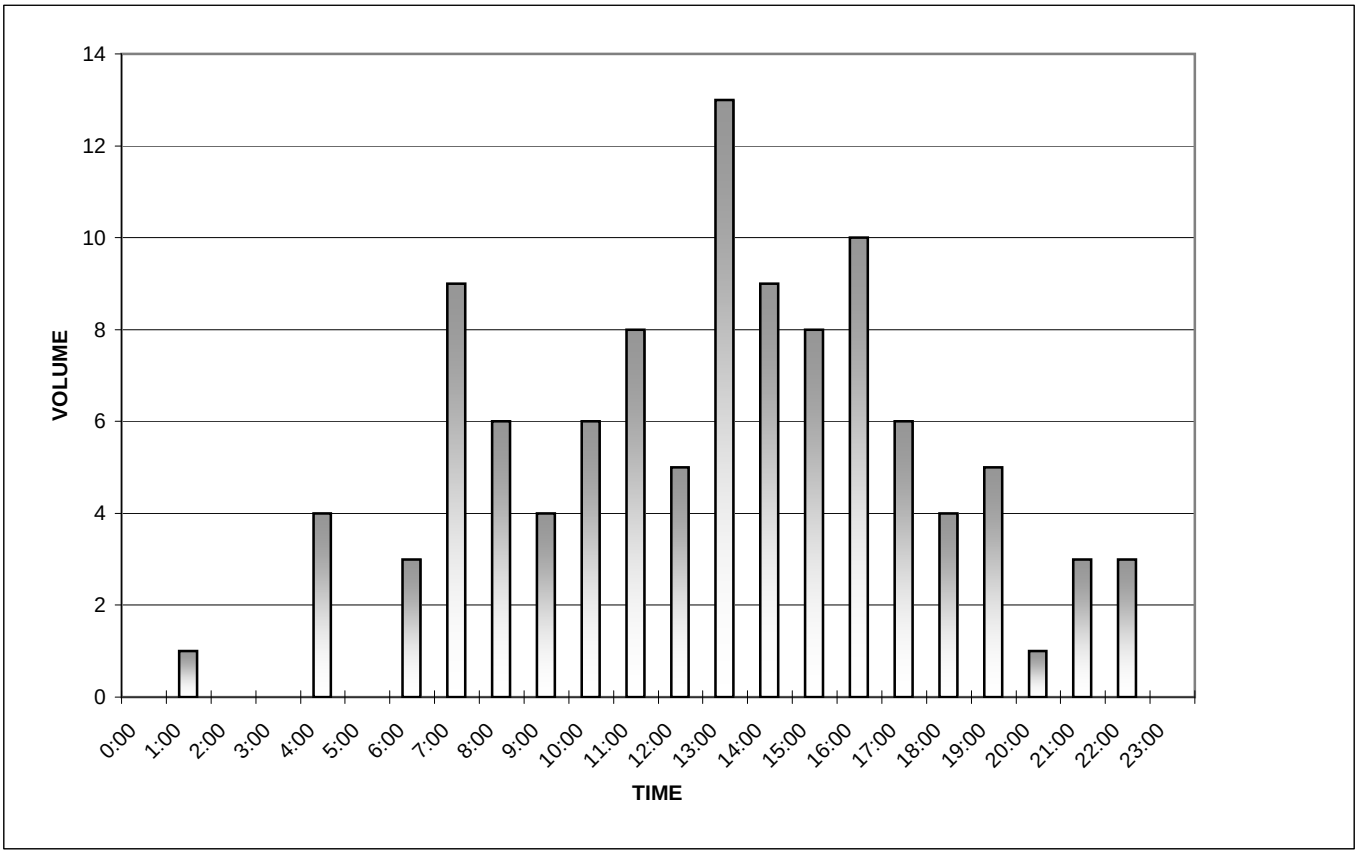


WB FM-1202 East of NB ramp from IH-35

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	1	1
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	2	2	4
5:00	0	0	0	0	0
6:00	0	2	1	0	3
7:00	2	4	2	1	9
8:00	1	2	2	1	6
9:00	2	2	0	0	4
10:00	2	3	0	1	6
11:00	0	6	1	1	8
12:00	0	2	1	2	5
13:00	4	1	4	4	13
14:00	1	4	2	2	9
15:00	0	3	2	3	8
16:00	4	2	2	2	10
17:00	3	0	2	1	6
18:00	0	2	1	1	4
19:00	0	1	1	3	5
20:00	0	1	0	0	1
21:00	1	0	1	1	3
22:00	2	0	0	1	3
23:00	0	0	0	0	0
				TOTAL:	108

The A.M. peak hour from 7:00 to 8:00 is 9
The P.M. peak hour from 15:15 to 16:15 is 12

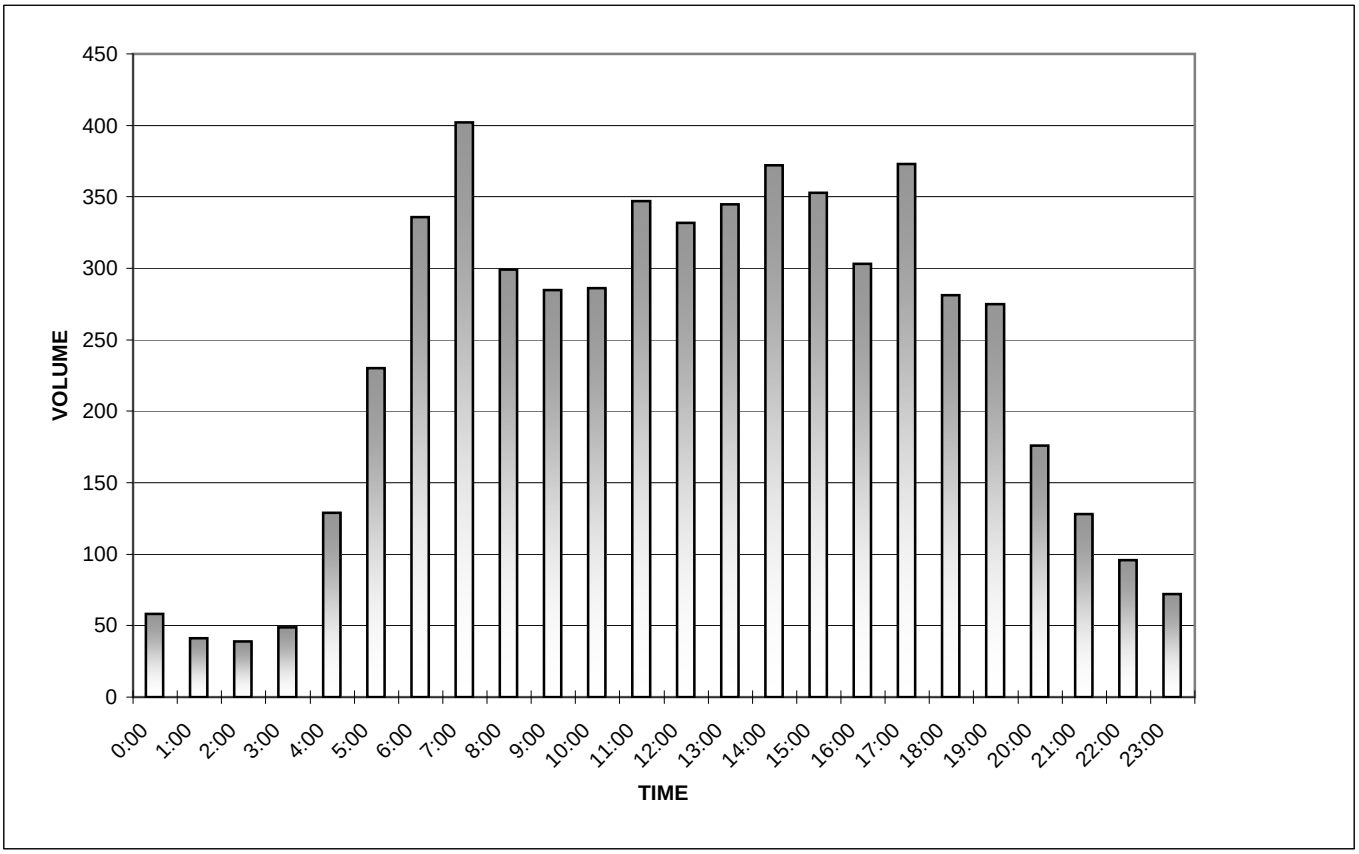


WB US-82 Cloverleaf to SB IH-35 North of US-82

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	13	21	16	8	58
1:00	8	10	6	17	41
2:00	10	14	12	3	39
3:00	5	16	12	16	49
4:00	23	46	22	38	129
5:00	27	71	64	68	230
6:00	83	80	87	86	336
7:00	78	95	116	113	402
8:00	74	60	83	82	299
9:00	86	70	66	63	285
10:00	72	84	58	72	286
11:00	61	102	88	96	347
12:00	89	76	69	98	332
13:00	95	86	66	98	345
14:00	118	68	102	84	372
15:00	79	90	98	86	353
16:00	82	64	71	86	303
17:00	118	103	76	76	373
18:00	94	58	64	65	281
19:00	72	69	88	46	275
20:00	46	29	45	56	176
21:00	42	22	29	35	128
22:00	30	16	26	24	96
23:00	16	20	22	14	72
				TOTAL:	5607

The A.M. peak hour from 7:00 to 8:00 is 402
The P.M. peak hour from 16:45 to 17:45 is 383

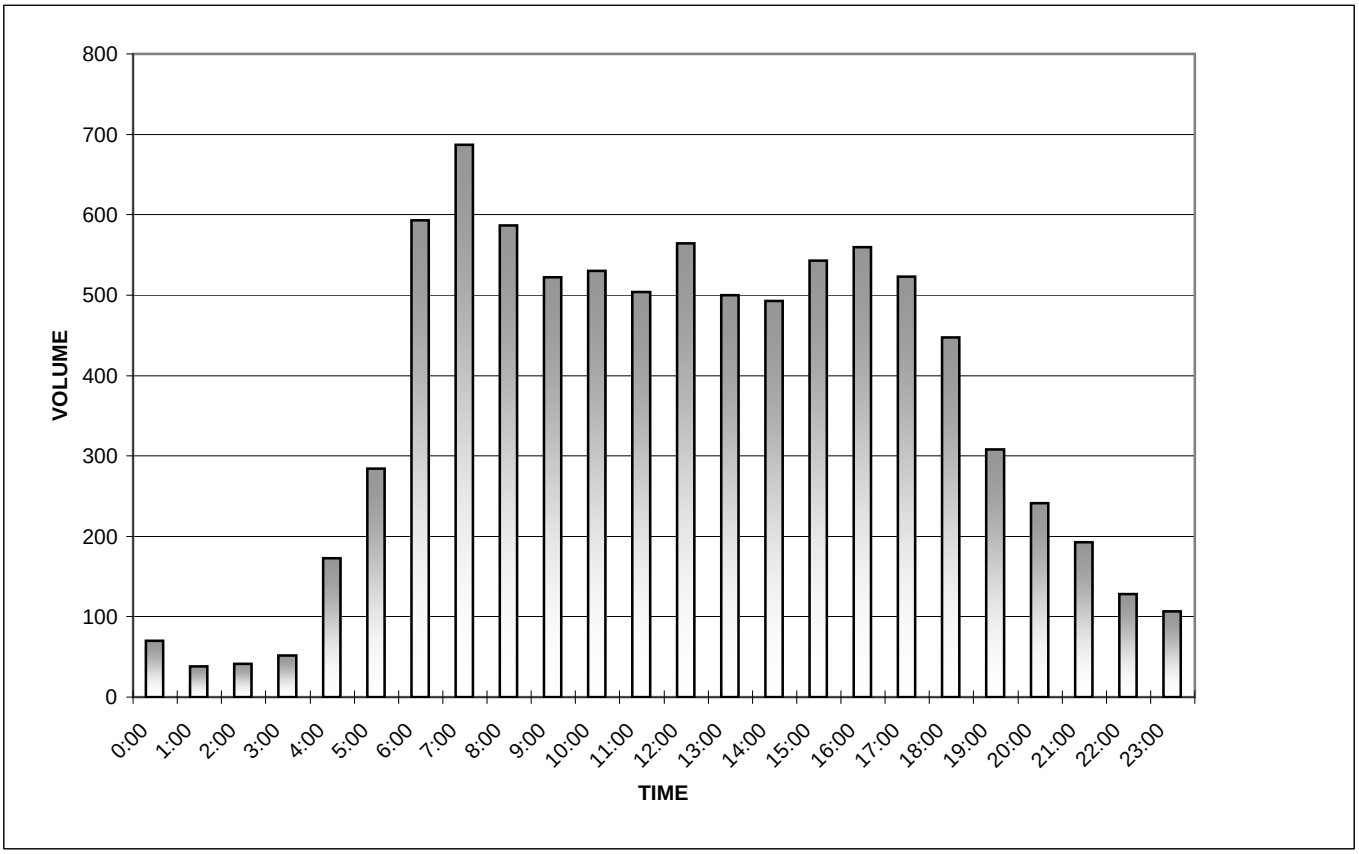


WB US-82 East of CR-123

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	24	17	13	16	70
1:00	10	10	9	9	38
2:00	10	8	9	14	41
3:00	5	13	13	21	52
4:00	24	40	54	55	173
5:00	64	71	69	80	284
6:00	141	166	162	124	593
7:00	137	162	190	198	687
8:00	140	158	160	129	587
9:00	126	133	133	130	522
10:00	131	128	146	125	530
11:00	126	132	134	112	504
12:00	135	162	135	132	564
13:00	137	108	134	121	500
14:00	125	130	121	117	493
15:00	140	171	117	115	543
16:00	120	151	140	149	560
17:00	126	106	149	142	523
18:00	130	112	117	88	447
19:00	92	91	64	61	308
20:00	73	62	57	49	241
21:00	58	44	40	51	193
22:00	39	39	29	21	128
23:00	31	23	19	34	107
				TOTAL:	8688

The A.M. peak hour from 7:15 to 8:15 is 690
The P.M. peak hour from 16:15 to 17:15 is 566

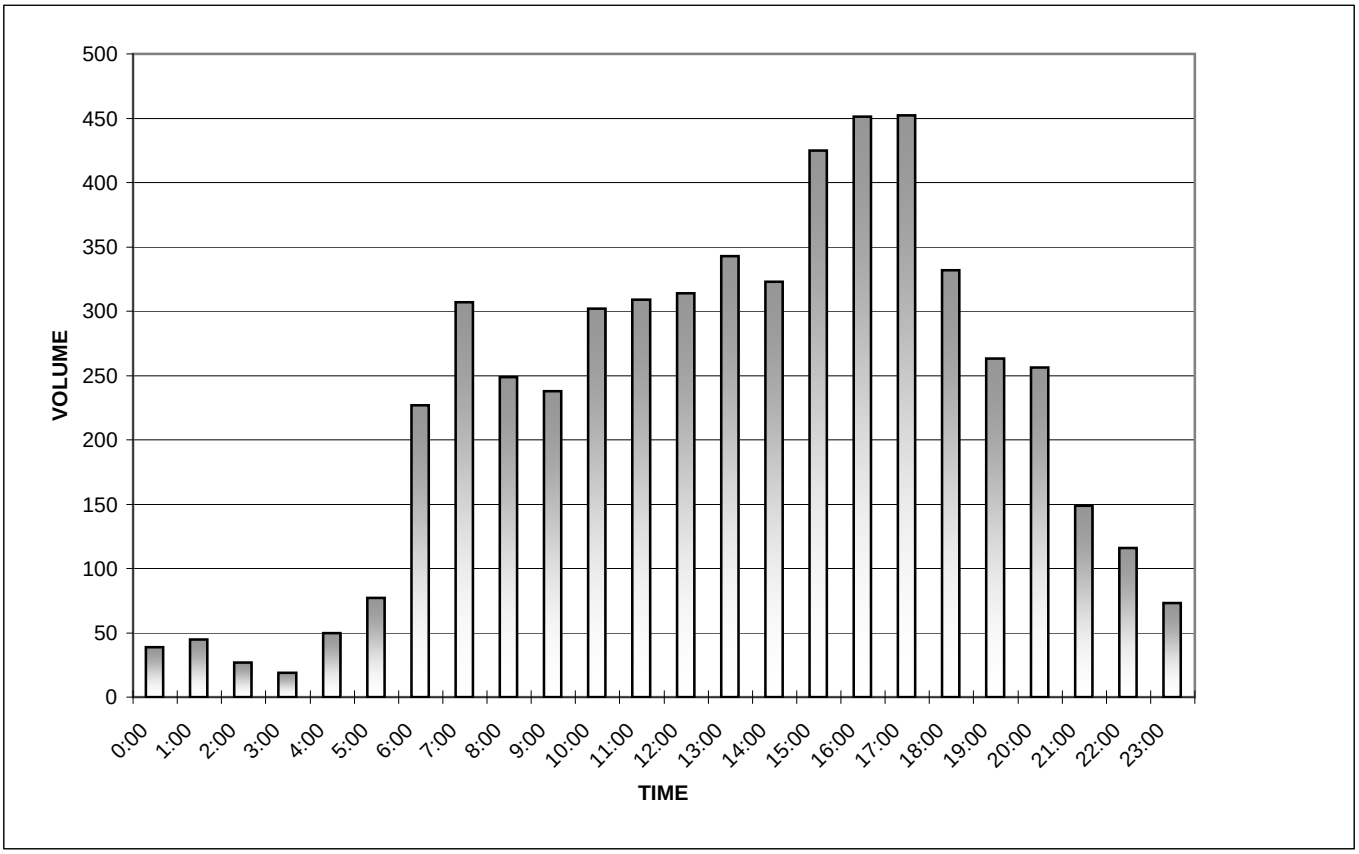


WB US-82 East of FM-1199

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	8	11	16	39
1:00	19	7	9	10	45
2:00	7	2	14	4	27
3:00	1	6	4	8	19
4:00	8	10	15	17	50
5:00	12	14	36	15	77
6:00	62	57	43	65	227
7:00	44	98	94	71	307
8:00	72	84	49	44	249
9:00	76	58	40	64	238
10:00	76	78	70	78	302
11:00	87	71	70	81	309
12:00	76	72	77	89	314
13:00	94	84	94	71	343
14:00	70	83	94	76	323
15:00	80	109	118	118	425
16:00	125	102	122	102	451
17:00	132	125	96	99	452
18:00	86	97	80	69	332
19:00	64	70	61	68	263
20:00	95	54	61	46	256
21:00	36	50	37	26	149
22:00	26	28	44	18	116
23:00	25	19	15	14	73
				TOTAL:	5386

The A.M. peak hour from 7:15 to 8:15 is 335
The P.M. peak hour from 16:30 to 17:30 is 481

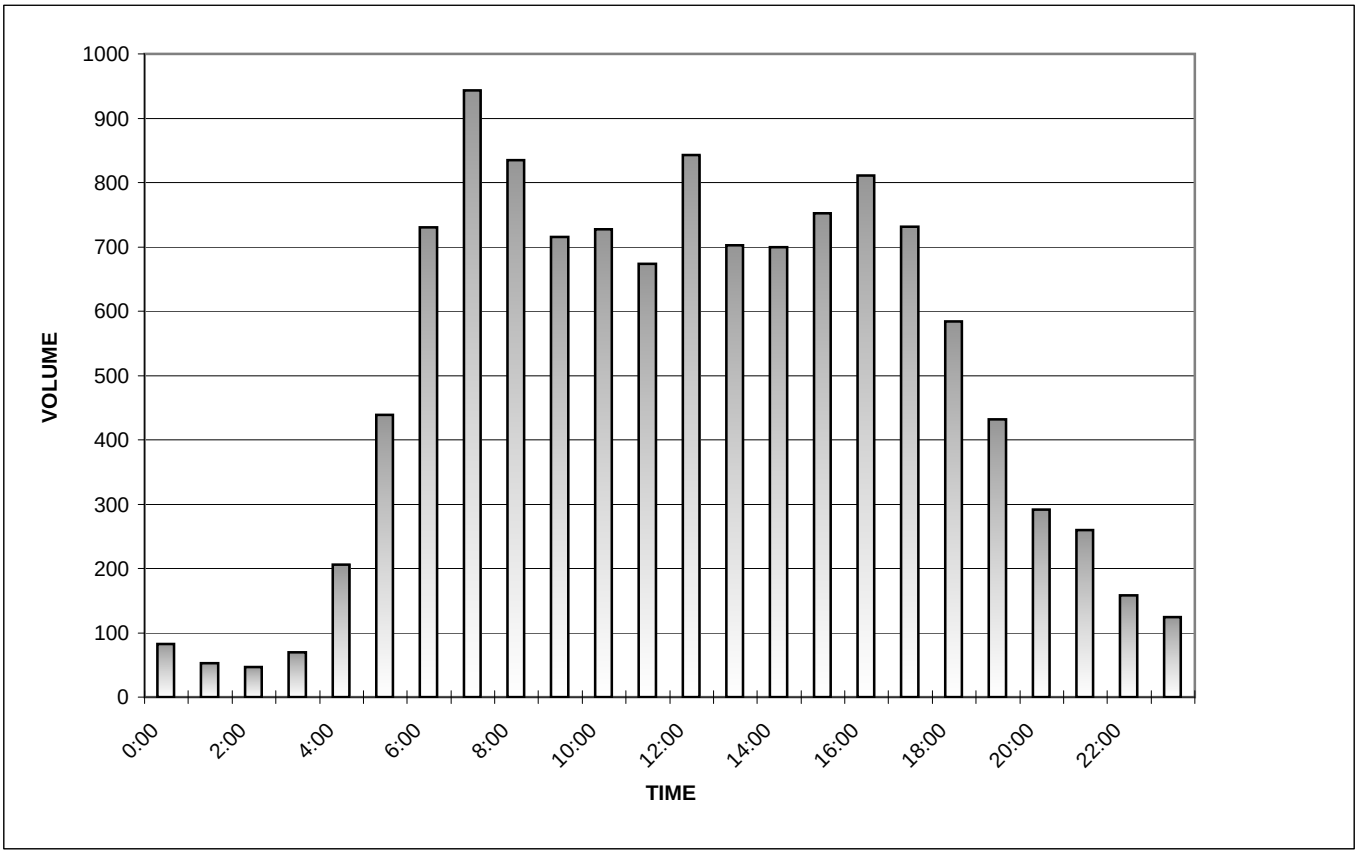


WB US-82 East of FM-3092

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	27	21	16	19	83
1:00	13	16	7	17	53
2:00	10	10	12	15	47
3:00	12	16	17	25	70
4:00	25	56	65	60	206
5:00	104	101	114	120	439
6:00	162	213	190	165	730
7:00	186	208	269	280	943
8:00	206	202	229	198	835
9:00	166	185	183	181	715
10:00	180	168	204	175	727
11:00	177	164	182	151	674
12:00	232	212	189	210	843
13:00	178	165	184	175	702
14:00	182	172	178	168	700
15:00	201	206	181	164	752
16:00	188	227	187	209	811
17:00	190	158	194	189	731
18:00	147	165	141	131	584
19:00	128	119	102	83	432
20:00	74	85	78	55	292
21:00	65	67	55	73	260
22:00	44	45	42	27	158
23:00	36	29	18	41	124
				TOTAL:	11911

The A.M. peak hour from 7:15 to 8:15 is 963
The P.M. peak hour from 16:15 to 17:15 is 813

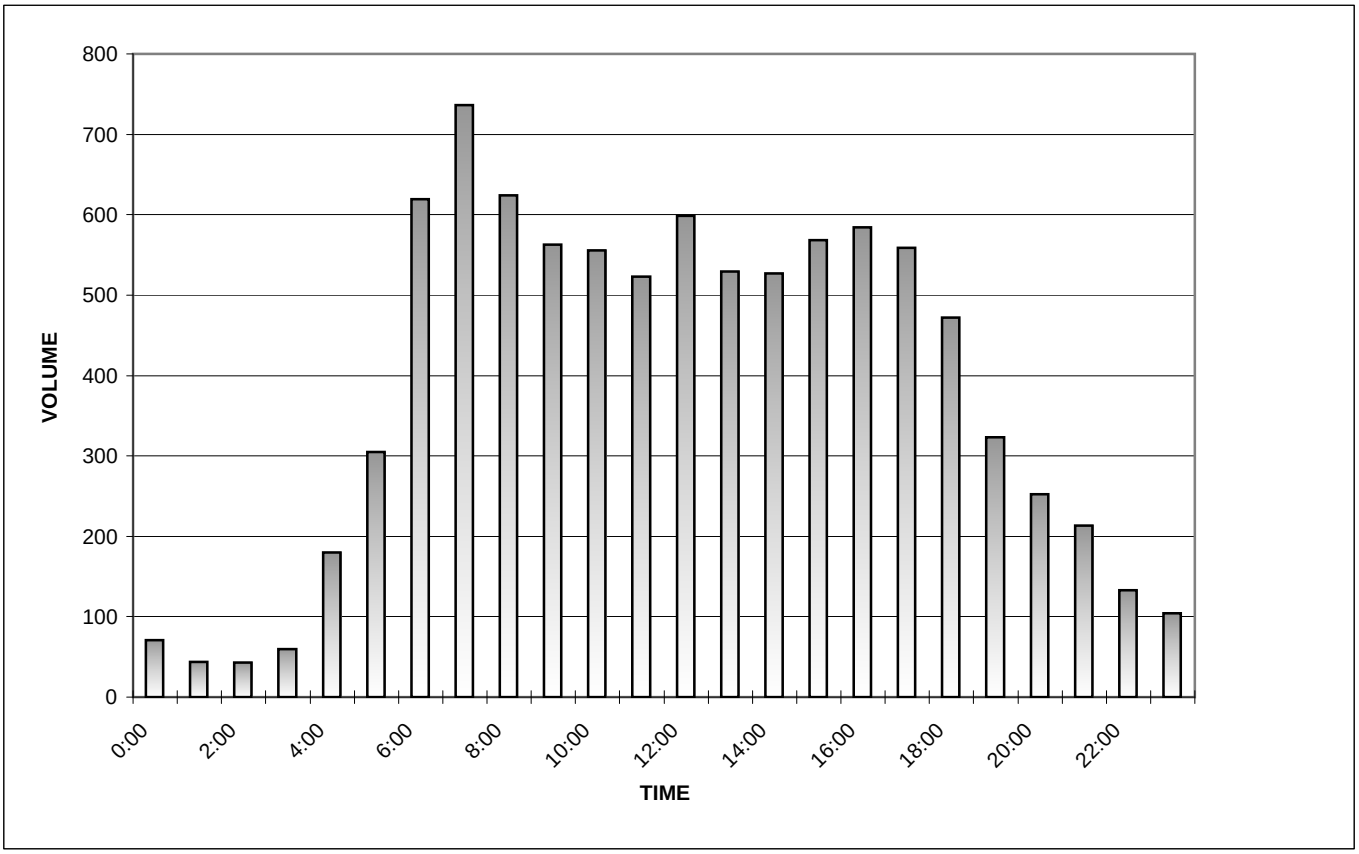


WB US-82 East of FM-371

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	24	18	13	16	71
1:00	12	12	10	10	44
2:00	11	8	9	15	43
3:00	7	14	17	22	60
4:00	25	42	56	57	180
5:00	70	76	72	87	305
6:00	145	178	166	130	619
7:00	153	168	206	209	736
8:00	150	176	166	132	624
9:00	135	147	143	138	563
10:00	137	133	153	133	556
11:00	123	136	136	128	523
12:00	143	161	145	150	599
13:00	135	119	147	128	529
14:00	128	132	139	128	527
15:00	146	178	123	121	568
16:00	126	161	149	148	584
17:00	133	109	166	151	559
18:00	136	114	128	94	472
19:00	103	93	63	64	323
20:00	72	66	62	52	252
21:00	60	53	48	52	213
22:00	43	39	30	21	133
23:00	28	25	20	31	104
				TOTAL:	9187

The A.M. peak hour from 7:30 to 8:30 is 741
The P.M. peak hour from 16:15 to 17:15 is 591

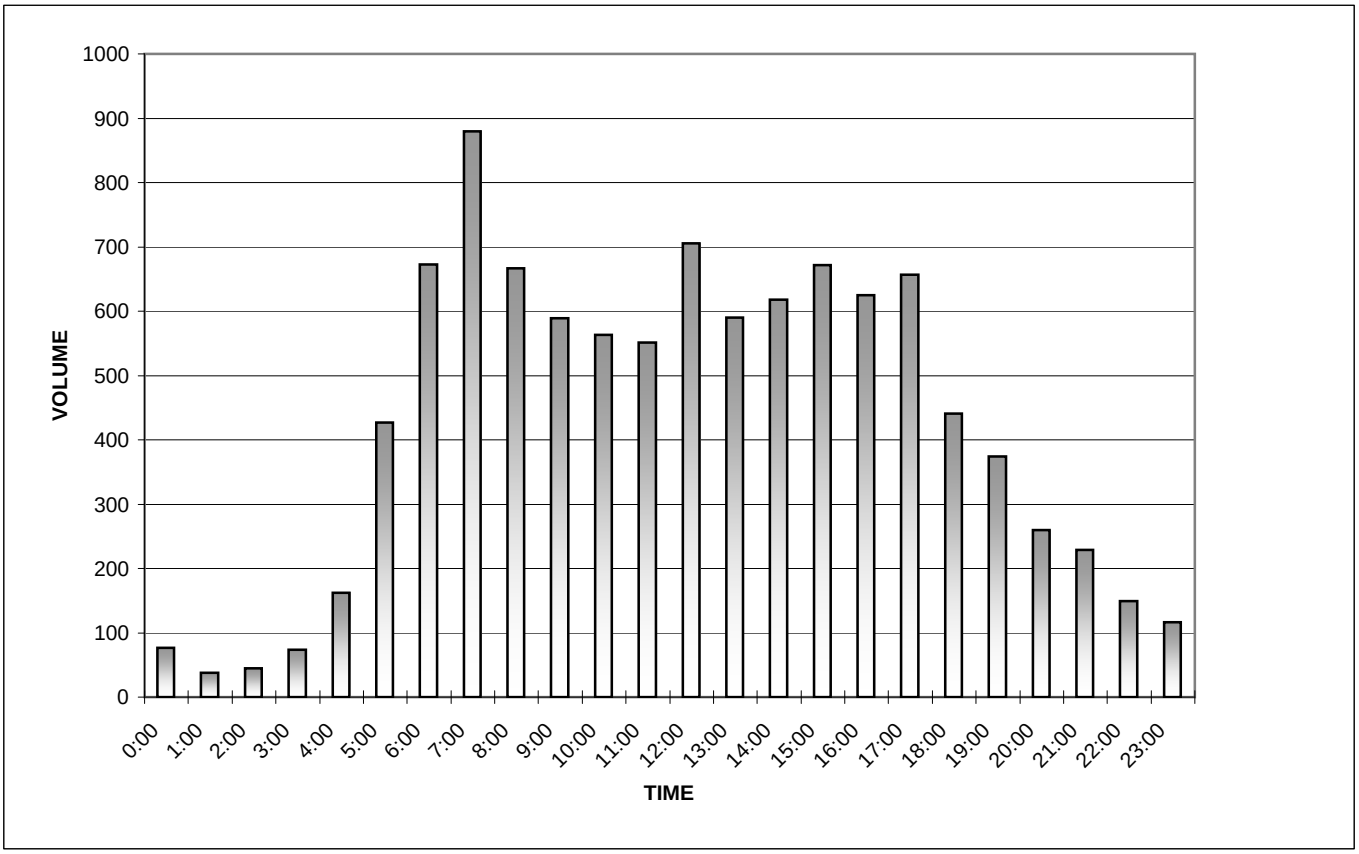


WB US-82 East of FM-372

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	29	21	14	13	77
1:00	10	13	3	12	38
2:00	11	7	14	13	45
3:00	14	21	17	22	74
4:00	18	44	55	45	162
5:00	98	94	103	132	427
6:00	132	192	198	151	673
7:00	166	206	240	268	880
8:00	165	177	155	170	667
9:00	150	146	155	138	589
10:00	151	141	140	131	563
11:00	143	135	138	135	551
12:00	189	179	180	157	705
13:00	160	142	122	166	590
14:00	160	147	161	150	618
15:00	169	193	182	128	672
16:00	174	145	127	179	625
17:00	175	141	182	159	657
18:00	127	120	102	92	441
19:00	95	98	101	80	374
20:00	64	74	67	55	260
21:00	50	72	52	55	229
22:00	45	42	37	25	149
23:00	34	26	19	37	116
				TOTAL:	10182

The A.M. peak hour from 7:00 to 8:00 is 880
The P.M. peak hour from 14:45 to 15:45 is 694

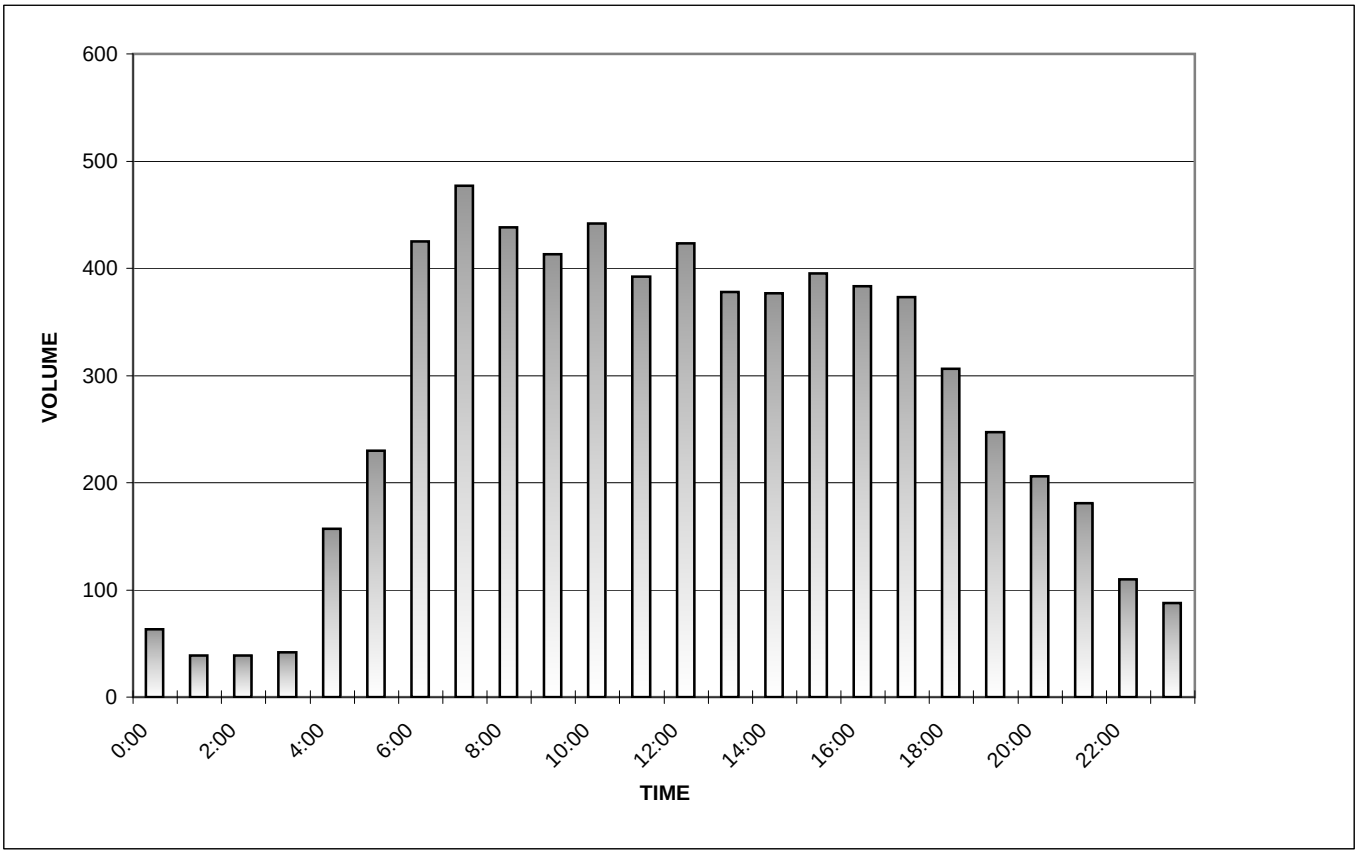


WB US-82 East of FM-678

Date Began:
2/29/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	20	15	17	11	63
1:00	11	6	12	10	39
2:00	10	7	7	15	39
3:00	6	14	10	12	42
4:00	32	33	37	55	157
5:00	49	53	60	68	230
6:00	101	120	113	91	425
7:00	100	124	135	118	477
8:00	112	107	130	89	438
9:00	97	101	116	99	413
10:00	116	109	111	106	442
11:00	95	96	102	99	392
12:00	115	111	101	96	423
13:00	87	101	98	92	378
14:00	106	102	88	81	377
15:00	90	125	89	91	395
16:00	93	103	92	95	383
17:00	88	90	101	94	373
18:00	87	79	74	66	306
19:00	72	74	52	49	247
20:00	61	54	46	45	206
21:00	53	41	38	49	181
22:00	31	39	21	19	110
23:00	24	22	23	19	88
				TOTAL:	6624

The A.M. peak hour from 7:15 to 8:15 is 489
The P.M. peak hour from 15:15 to 16:15 is 398

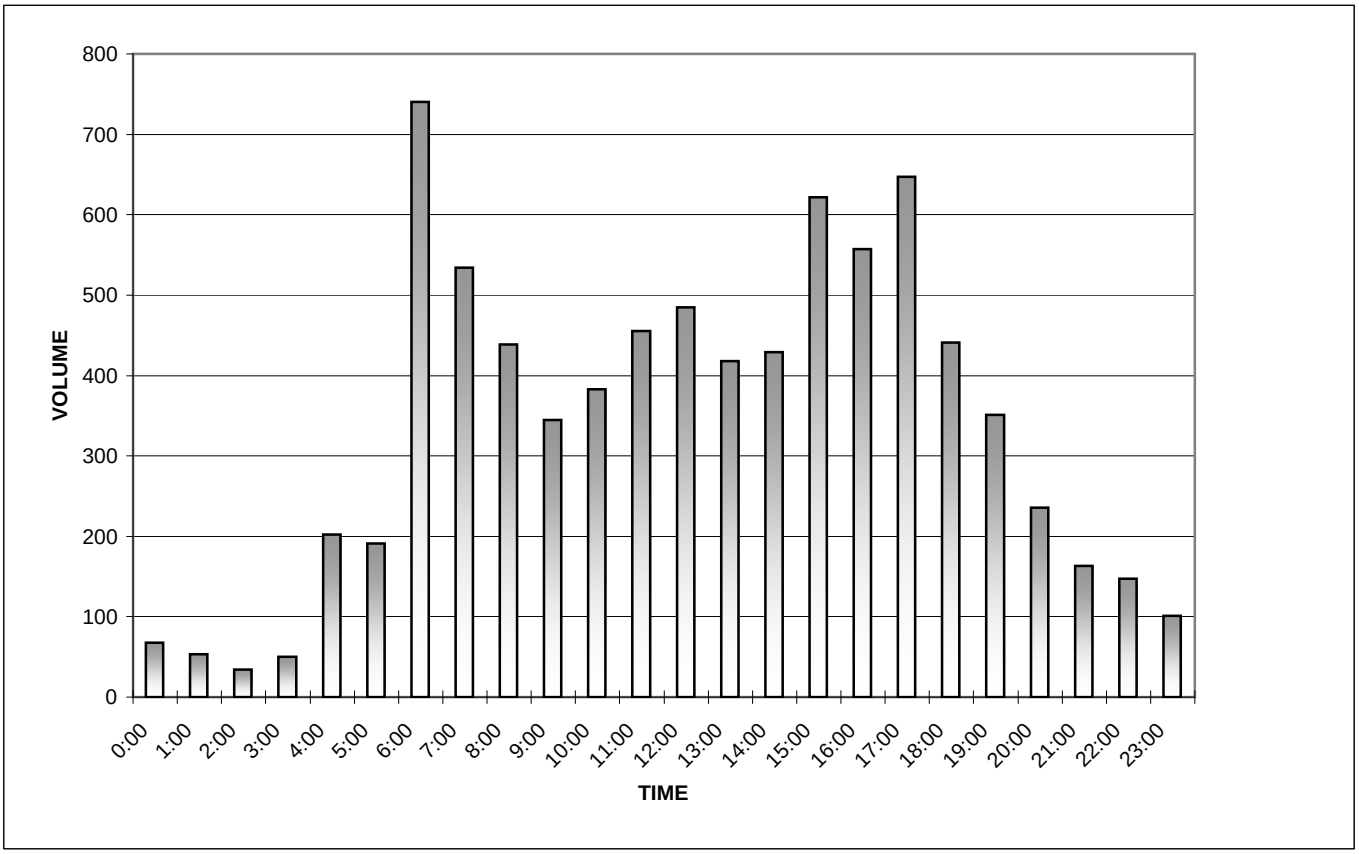


WB US-82 East of Westaire Drive

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	25	23	6	14	68
1:00	24	8	7	14	53
2:00	4	3	18	9	34
3:00	8	8	7	27	50
4:00	18	24	78	82	202
5:00	22	46	60	63	191
6:00	78	144	270	248	740
7:00	122	128	132	152	534
8:00	141	100	88	110	439
9:00	106	76	76	87	345
10:00	102	90	80	111	383
11:00	104	102	127	122	455
12:00	120	126	117	122	485
13:00	134	93	97	94	418
14:00	91	110	128	100	429
15:00	136	162	162	162	622
16:00	136	126	151	144	557
17:00	170	166	158	153	647
18:00	134	114	89	104	441
19:00	110	83	85	73	351
20:00	75	48	65	48	236
21:00	44	47	36	36	163
22:00	40	44	37	26	147
23:00	33	22	24	22	101
				TOTAL:	8091

The A.M. peak hour from 6:15 to 7:15 is 784
The P.M. peak hour from 17:00 to 18:00 is 647

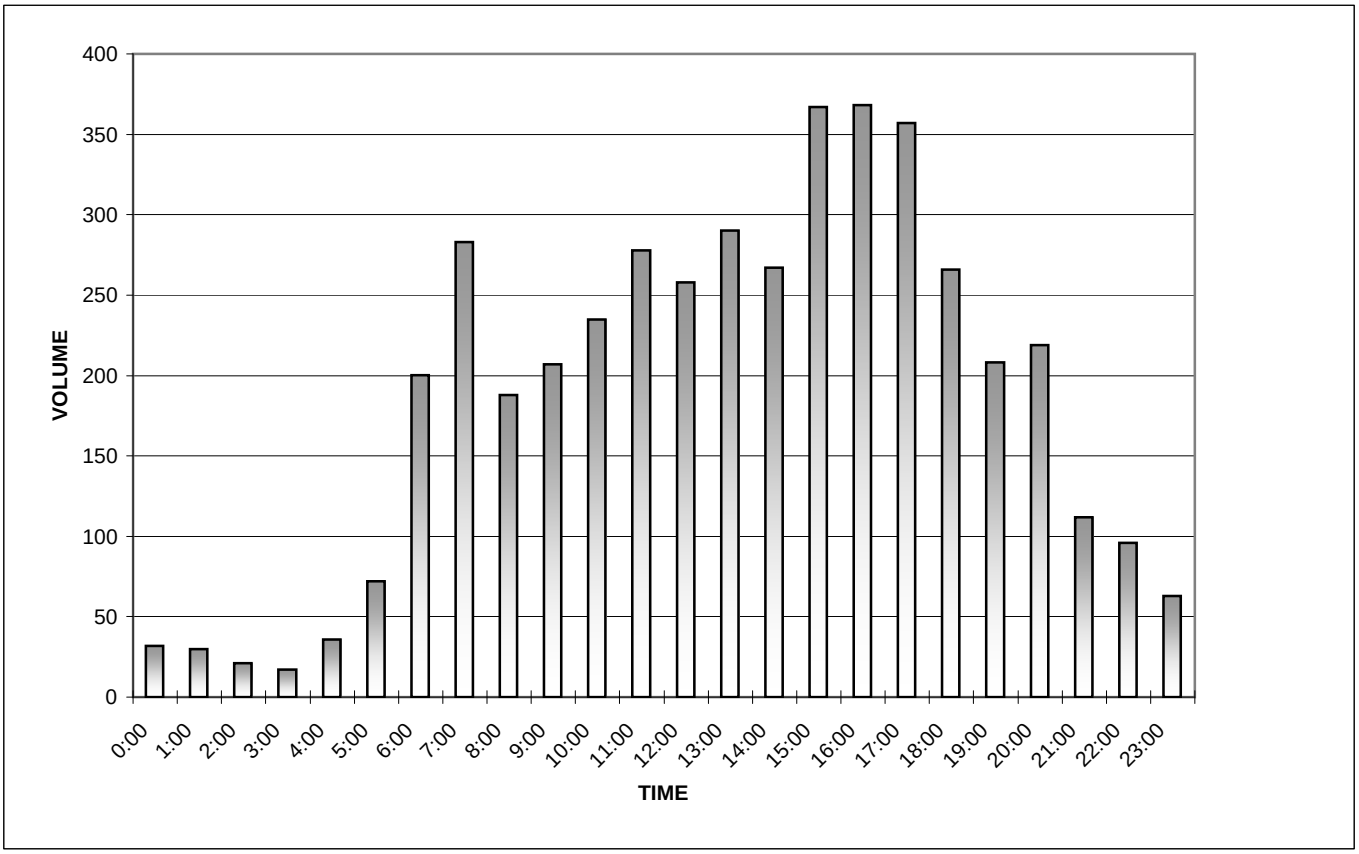


WB US-82 West of FM-1198

Date Began:
2/28/2012

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	4	8	4	16	32
1:00	10	8	6	6	30
2:00	9	2	2	8	21
3:00	2	2	5	8	17
4:00	6	6	12	12	36
5:00	12	16	24	20	72
6:00	38	55	41	66	200
7:00	39	82	96	66	283
8:00	46	68	30	44	188
9:00	54	57	46	50	207
10:00	56	59	62	58	235
11:00	82	64	60	72	278
12:00	65	69	46	78	258
13:00	68	78	76	68	290
14:00	56	76	69	66	267
15:00	81	92	82	112	367
16:00	97	92	88	91	368
17:00	92	105	78	82	357
18:00	70	74	66	56	266
19:00	50	58	50	50	208
20:00	92	40	42	45	219
21:00	22	42	26	22	112
22:00	16	22	40	18	96
23:00	19	18	12	14	63
				TOTAL:	4470

The A.M. peak hour from 7:15 to 8:15 is 290
The P.M. peak hour from 15:45 to 16:45 is 389



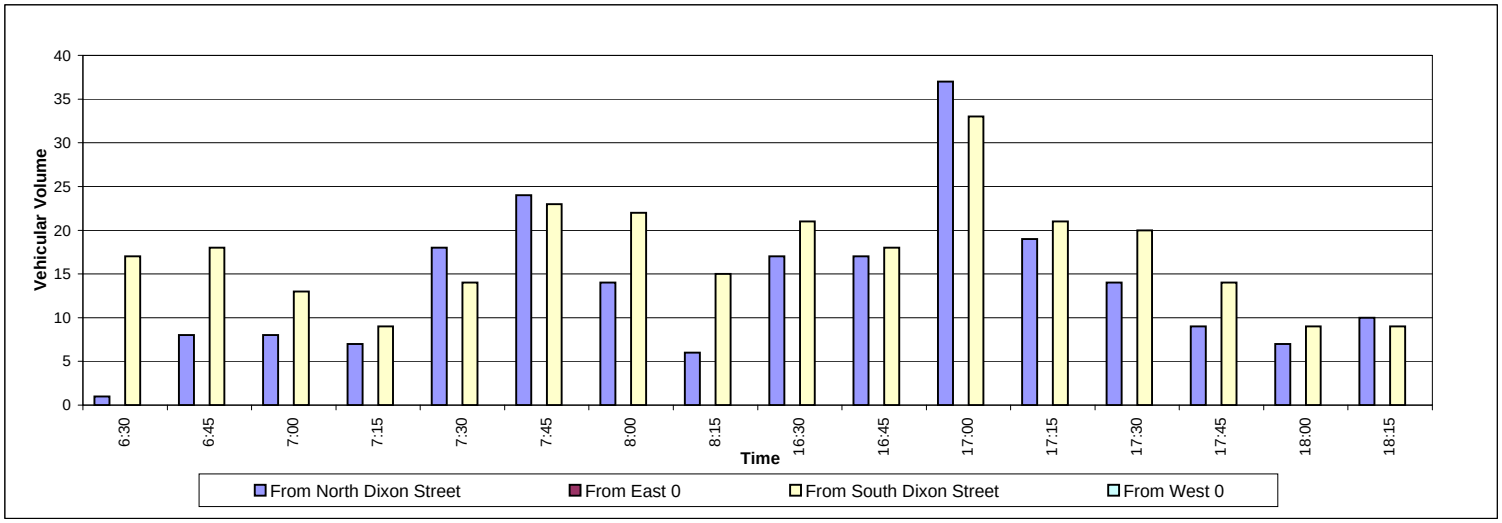
Turning Movement Counts

Dixon Street North of US-82

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Dixon Street										Dixon Street									
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	1	0	0	0	0	0	0	0	0	14	3	0	0	0	0	0	0	0	0
6:45	0	8	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	0	0	0
7:00	0	8	0	0	0	0	0	0	0	0	10	3	0	0	0	0	0	0	0	0
7:15	0	7	0	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0
7:30	0	18	0	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0
7:45	0	24	0	0	0	0	0	0	0	0	9	14	0	0	0	0	0	0	0	0
8:00	0	14	0	0	0	0	0	0	0	0	9	13	0	0	0	0	0	0	0	0
8:15	0	6	0	0	0	0	0	0	0	0	11	4	0	0	0	0	0	0	0	0
Total	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**77**	**54**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour 7:30 to 8:30	**0**	**62**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**36**	**38**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:30	0	17	0	0	0	0	0	0	0	0	9	12	0	0	0	0	0	0	0	0
16:45	0	17	0	0	0	0	0	0	0	0	12	6	0	0	0	0	0	0	0	0
17:00	0	37	0	0	0	0	0	0	0	0	23	10	0	0	0	0	0	0	0	0
17:15	0	19	0	0	0	0	0	0	0	0	16	5	0	0	0	0	0	0	0	0
17:30	0	14	0	0	0	0	0	0	0	0	13	7	0	0	0	0	0	0	0	0
17:45	0	9	0	0	0	0	0	0	0	0	8	6	0	0	0	0	0	0	0	0
18:00	0	7	0	0	0	0	0	0	0	0	6	3	0	0	1	0	0	0	0	0
18:15	0	9	1	0	0	0	0	0	0	0	5	4	0	0	0	0	0	0	0	0
Total	**0**	**129**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**53**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**0**	**90**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**33**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Gr. Total	0	215	1	0	0	0	0	0	0	0	169	107	0	0	1	0	0	0	0	0
% of Tot.	0%	44%	0%	0%		0%	0%	0%	0%		34%	22%	0%	0%		0%	0%	0%	0%	
Apprch%	44%					0%					56%					0%				
% of Apprch	0%	100%	0%	0%		0%	0%	0%	0%		61%	39%	0%	0%		0%	0%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Dixon Street										Dixon Street									
	From North					**From East**					**From South**					**From West**				

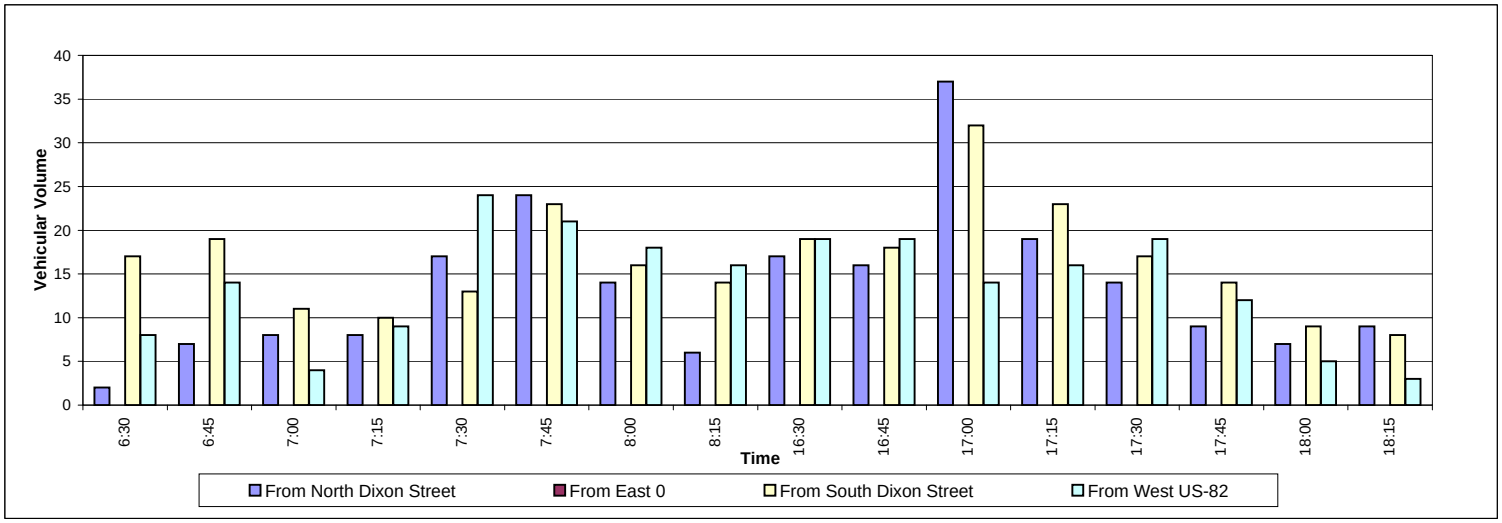


Dixon Street South of US-82

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Dixon Street										Dixon Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	2	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	8	0	0
6:45	0	7	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	14	0	0
7:00	0	8	0	0	0	0	0	0	0	0	0	11	0	0	0	1	0	3	0	0
7:15	0	8	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	9	0	0
7:30	0	17	0	0	0	0	0	0	0	0	0	13	0	0	0	2	0	22	0	0
7:45	0	24	0	0	0	0	0	0	0	0	0	23	0	0	0	1	0	20	0	0
8:00	0	14	0	0	0	0	0	0	0	0	0	16	0	0	0	3	0	15	0	0
8:15	0	6	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	16	0	0
Total	**0**	**86**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**123**	**0**	**0**	**0**	**7**	**0**	**107**	**0**	**0**
AM Peak Hour 7:30 to 8:30	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**66**	**0**	**0**	**0**	**6**	**0**	**73**	**0**	**0**
16:30	0	17	0	0	0	0	0	0	0	0	0	19	0	0	0	2	0	17	0	0
16:45	0	16	0	0	0	0	0	0	0	0	0	18	0	0	0	1	0	18	0	0
17:00	0	37	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	14	0	0
17:15	0	19	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	16	0	0
17:30	0	14	0	0	0	0	0	0	0	0	0	17	0	0	0	1	0	18	0	0
17:45	0	9	0	0	0	0	0	0	0	0	0	14	0	0	0	1	0	11	0	0
18:00	0	7	0	0	0	0	0	0	0	1	0	9	0	0	0	0	0	5	0	0
18:15	0	9	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	3	0	0
Total	**0**	**128**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**140**	**0**	**0**	**0**	**5**	**0**	**102**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**0**	**89**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**92**	**0**	**0**	**0**	**3**	**0**	**65**	**0**	**0**
Gr. Total	0	214	0	0	0	0	0	0	0	1	0	263	0	0	0	12	0	209	0	0
% of Tot.	0%	31%	0%	0%		0%	0%	0%	0%		0%	38%	0%	0%		2%	0%	30%	0%	
Apprch%	31%					0%					38%					32%				
% of Apprch	0%	100%	0%	0%		0%	0%	0%	0%		0%	100%	0%	0%		5%	0%	95%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Dixon Street										Dixon Street					US-82				
	From North					**From East**					**From South**					**From West**				

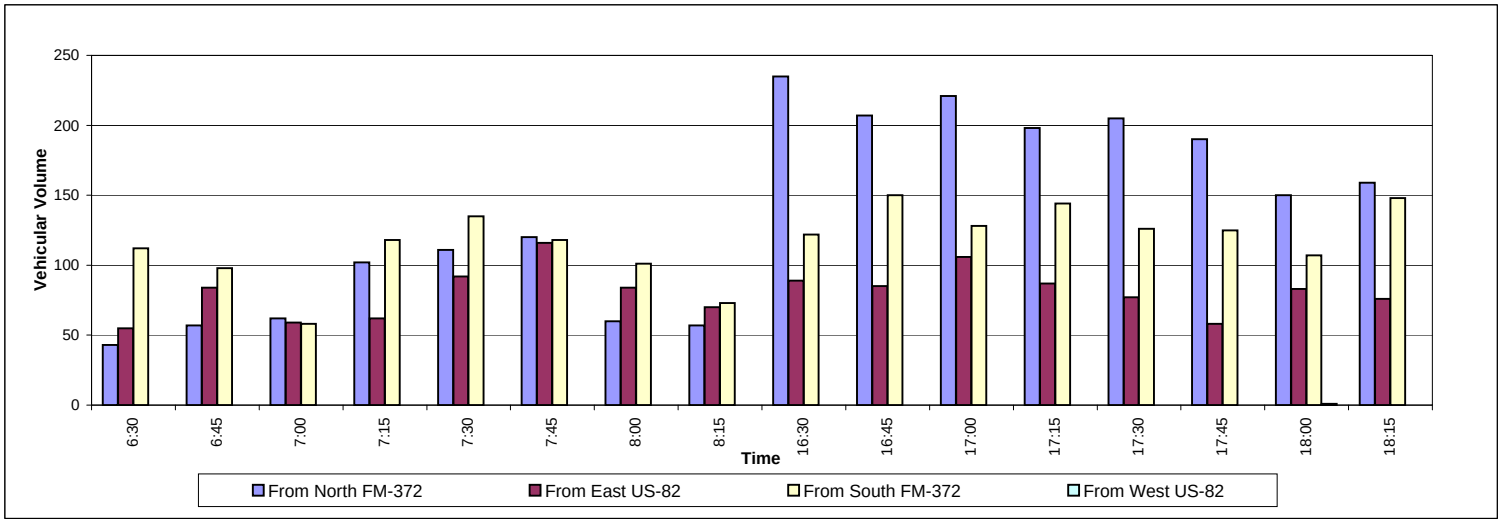


FM-372 North of US-82

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-372					US-82					FM-372					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	37	6	0	0	13	4	38	0	0	52	60	0	0	0	0	0	0	0	1
6:45	0	54	3	0	0	21	5	58	0	0	36	60	2	0	0	0	0	0	0	0
7:00	0	51	11	0	0	16	3	40	0	0	23	35	0	0	0	0	0	0	0	1
7:15	0	88	14	0	0	17	5	40	0	0	41	73	4	0	0	0	0	0	0	0
7:30	0	88	23	0	0	32	7	53	0	0	36	93	6	0	0	0	0	0	0	0
7:45	0	102	18	0	0	44	3	69	0	0	39	73	6	0	0	0	0	0	0	0
8:00	0	52	8	0	0	28	3	53	0	0	39	60	2	0	0	0	0	0	0	0
8:15	0	45	12	0	0	27	3	40	0	0	29	44	0	0	0	0	0	0	0	2
Total	**0**	**517**	**95**	**0**	**0**	**198**	**33**	**391**	**0**	**0**	**295**	**498**	**20**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
AM Peak Hour 7:15 to 8:15	**0**	**330**	**63**	**0**	**0**	**121**	**18**	**215**	**0**	**0**	**155**	**299**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:30	0	222	13	0	0	28	7	54	0	0	39	81	2	0	0	0	0	0	0	0
16:45	1	192	14	0	0	27	13	45	0	0	44	104	2	0	0	0	0	0	0	0
17:00	0	207	14	0	0	37	10	59	0	0	43	82	3	0	0	0	0	0	0	1
17:15	1	172	24	1	1	27	11	49	0	0	50	90	4	0	0	0	0	0	0	0
17:30	0	187	18	0	0	30	10	37	0	0	45	79	2	0	0	0	0	0	0	0
17:45	0	180	10	0	0	18	12	28	0	0	51	73	1	0	0	0	0	0	0	0
18:00	0	142	8	0	0	31	14	38	0	0	36	68	3	0	0	1	0	0	0	1
18:15	0	145	14	0	0	29	11	36	0	0	71	74	3	0	0	0	0	0	0	0
Total	**2**	**1447**	**115**	**1**	**1**	**227**	**88**	**346**	**0**	**0**	**379**	**651**	**20**	**0**	**0**	**1**	**0**	**0**	**0**	**2**
PM Peak Hour 16:30 to 17:30	**2**	**793**	**65**	**1**	**1**	**119**	**41**	**207**	**0**	**0**	**176**	**357**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
Gr. Total	2	1964	210	1	1	425	121	737	0	0	674	1149	40	0	0	1	0	0	0	6
% of Tot.	0%	37%	4%	0%		8%	2%	14%	0%		13%	22%	1%	0%		0%	0%	0%	0%	
Apprch%	41%					24%					35%					0%				
% of Apprch	0%	90%	10%	0%		33%	9%	57%	0%		36%	62%	2%	0%		100%	0%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-372					US-82					FM-372					US-82				
	From North					**From East**					**From South**					**From West**				

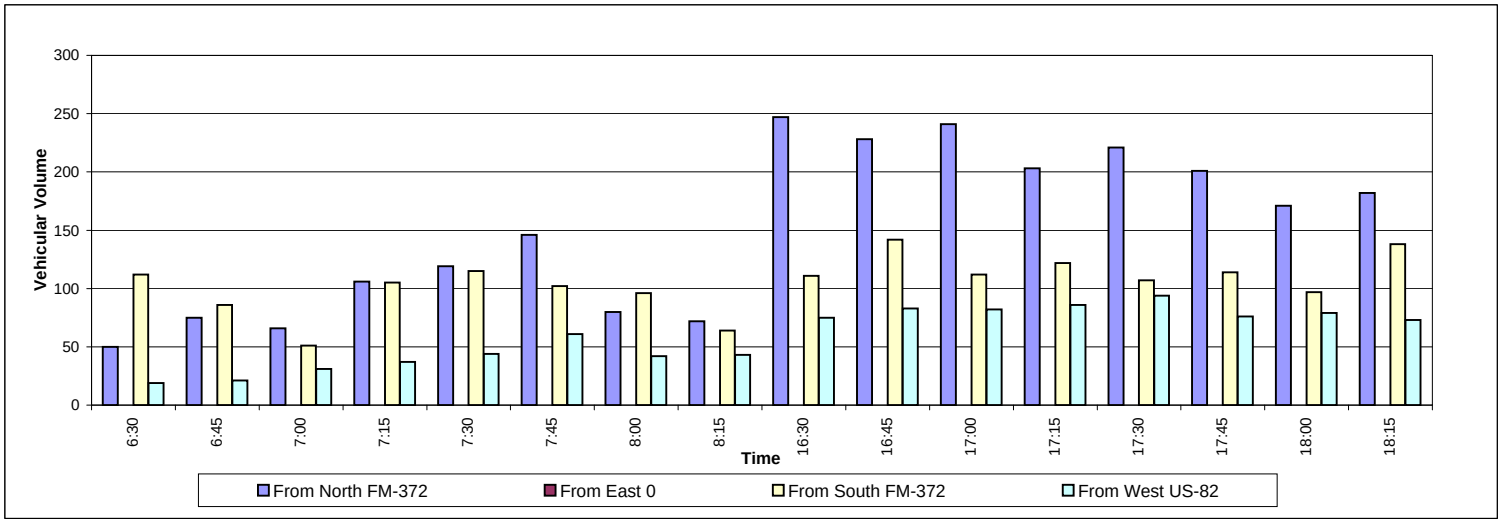


FM-372 South of US-82

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-372										FM-372					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	21	29	0	0	0	0	0	0	0	0	0	109	3	0	0	11	1	7	0	1
6:45	28	47	0	0	0	0	0	0	0	0	0	85	1	0	0	7	3	11	0	0
7:00	22	44	0	0	0	0	0	0	0	0	0	49	2	0	0	10	3	18	0	0
7:15	43	62	0	1	0	0	0	0	0	0	0	101	4	0	0	15	1	21	0	0
7:30	39	80	0	0	0	0	0	0	0	0	0	112	3	0	0	24	0	20	0	1
7:45	30	116	0	0	0	0	0	0	0	0	0	99	3	0	1	17	1	43	0	0
8:00	23	57	0	0	0	0	0	0	0	0	0	90	6	0	0	12	8	22	0	0
8:15	17	55	0	0	0	0	0	0	0	0	0	61	2	1	0	14	8	21	0	2
Total	**223**	**490**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**706**	**24**	**1**	**1**	**110**	**25**	**163**	**0**	**4**
AM Peak Hour 7:15 to 8:15	**135**	**315**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**402**	**16**	**0**	**1**	**68**	**10**	**106**	**0**	**1**
16:30	87	160	0	0	0	0	0	0	0	0	0	104	7	0	0	26	4	45	0	0
16:45	80	148	0	0	0	0	0	0	0	0	0	134	8	0	0	20	6	57	0	0
17:00	97	144	0	0	0	0	0	0	0	2	0	107	5	0	0	16	7	59	0	2
17:15	75	128	0	0	0	0	0	0	0	0	0	111	11	0	0	35	5	46	0	0
17:30	67	154	0	0	0	0	0	0	0	2	0	101	6	0	0	26	10	58	0	0
17:45	75	126	0	0	0	0	0	0	0	0	0	106	8	0	0	19	6	51	0	0
18:00	65	106	0	0	0	0	0	0	0	0	0	87	10	0	0	22	5	52	0	2
18:15	62	120	0	0	0	0	0	0	0	0	0	125	13	0	0	22	6	45	0	0
Total	**608**	**1086**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**875**	**68**	**0**	**0**	**186**	**49**	**413**	**0**	**4**
PM Peak Hour 16:30 to 17:30	**339**	**580**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**456**	**31**	**0**	**0**	**97**	**22**	**207**	**0**	**2**
Gr. Total	831	1576	0	1	0	0	0	0	0	4	0	1581	92	1	1	296	74	576	0	8
% of Tot.	17%	31%	0%	0%		0%	0%	0%	0%		0%	31%	2%	0%		6%	1%	11%	0%	
Apprch%	48%					0%					33%					19%				
% of Apprch	35%	65%	0%	0%		0%	0%	0%	0%		0%	94%	5%	0%		31%	8%	61%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-372										FM-372					US-82				
	From North					**From East**					**From South**					**From West**				

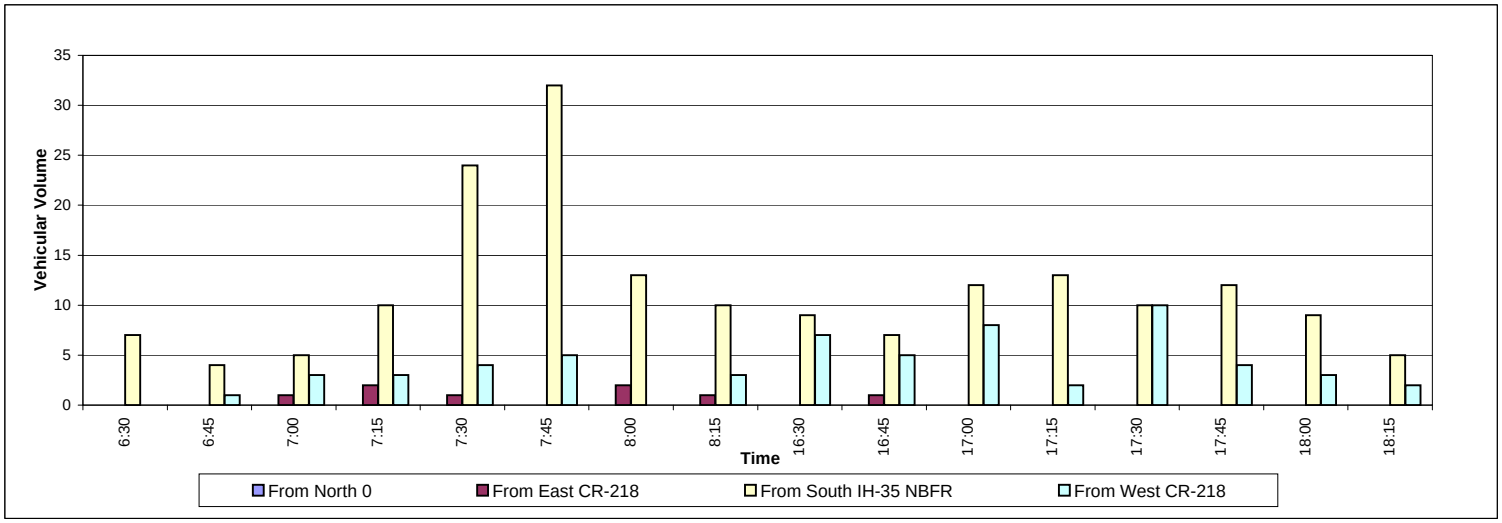


IH-35 NBFR at CR-218

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
						CR-218					IH-35 NBFR					CR-218				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	1	0	0
7:00	0	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	2	1	0	0
7:15	0	0	0	0	0	1	1	0	0	0	10	0	0	0	0	0	0	3	0	0
7:30	0	0	0	0	0	1	0	0	0	0	24	0	0	0	0	0	0	4	0	0
7:45	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	1	4	0	0
8:00	0	0	0	0	0	2	0	0	0	0	13	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	1	0	0	0	0	9	0	1	0	0	0	0	3	0	0
Total	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**102**	**0**	**3**	**0**	**0**	**0**	**3**	**16**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**79**	**0**	**0**	**0**	**0**	**0**	**1**	**11**	**0**	**0**
16:30	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	7	0	0
16:45	0	0	0	0	0	0	1	0	0	0	7	0	0	0	0	0	0	5	0	0
17:00	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	2	6	0	0
17:15	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	2	0	0
17:30	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	9	0	0
17:45	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	4	0	0
18:00	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	2	1	0	0
18:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**77**	**0**	**0**	**0**	**0**	**0**	**5**	**36**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**0**	**0**	**0**	**0**	**3**	**21**	**0**	**0**
Gr. Total	0	0	0	0	0	6	2	0	0	0	179	0	3	0	0	0	8	52	0	0
% of Tot.	0%	0%	0%	0%		2%	1%	0%	0%		72%	0%	1%	0%		0%	3%	21%	0%	
Apprch%	0%					3%					73%					24%				
% of Apprch	0%	0%	0%	0%		75%	25%	0%	0%		98%	0%	2%	0%		0%	13%	87%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						CR-218					IH-35 NBFR					CR-218				
	From North					**From East**					**From South**					**From West**				

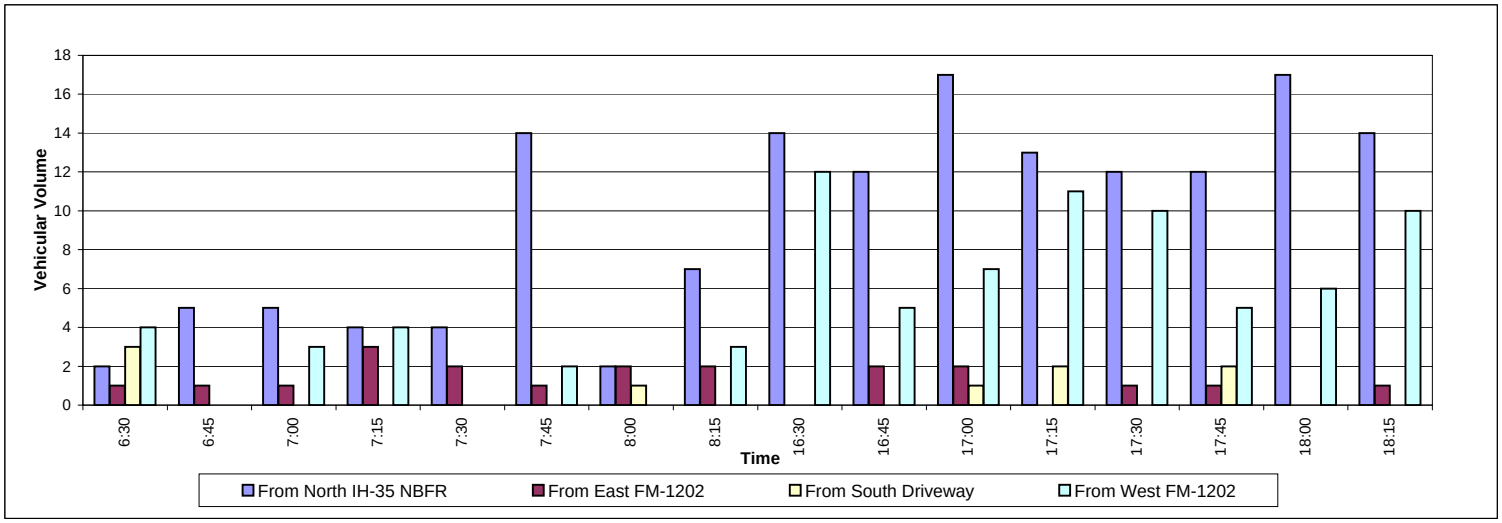


IH-35 NBFR at FM-1202

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	IH-35 NBFR					FM-1202					Driveway					FM-1202				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	1	0	0	0	1	0	0	0	1	0	0	2	0	3	1	0	0	0
6:45	2	1	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00	1	1	3	0	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0
7:15	1	1	2	0	0	0	2	1	0	0	0	0	0	0	0	4	0	0	0	0
7:30	2	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	1	13	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0
8:00	0	1	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
8:15	0	1	6	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0
Total	**7**	**6**	**30**	**0**	**0**	**0**	**10**	**3**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**9**	**7**	**0**	**0**	**0**
AM Peak Hour 7:00 to 8:00	**4**	**3**	**20**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**3**	**0**	**0**	**0**
16:30	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0
16:45	0	0	12	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	0
17:00	0	0	17	0	0	0	0	2	0	0	1	0	0	0	0	7	0	0	0	0
17:15	2	0	11	0	0	0	0	0	0	0	1	1	0	0	0	9	1	1	0	0
17:30	1	0	11	0	0	0	1	0	0	0	0	0	0	0	0	10	0	0	0	0
17:45	1	0	11	0	0	0	1	0	0	0	1	0	1	0	0	4	1	0	0	0
18:00	1	1	15	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0
18:15	0	0	14	0	0	0	1	0	0	0	0	0	0	0	0	7	3	0	0	0
Total	**5**	**1**	**105**	**0**	**0**	**0**	**5**	**2**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**58**	**6**	**2**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**2**	**0**	**54**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**32**	**1**	**2**	**0**	**0**
Gr. Total	12	7	135	0	0	0	15	5	0	0	5	1	1	2	0	67	13	2	0	0
% of Tot.	5%	3%	51%	0%		0%	6%	2%	0%		2%	0%	0%	1%		25%	5%	1%	0%	
Apprch%	58%					8%					3%					31%				
% of Apprch	8%	5%	88%	0%		0%	75%	25%	0%		56%	11%	11%	22%		82%	16%	2%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	IH-35 NBFR					FM-1202					Driveway					FM-1202				
	From North					**From East**					**From South**					**From West**				

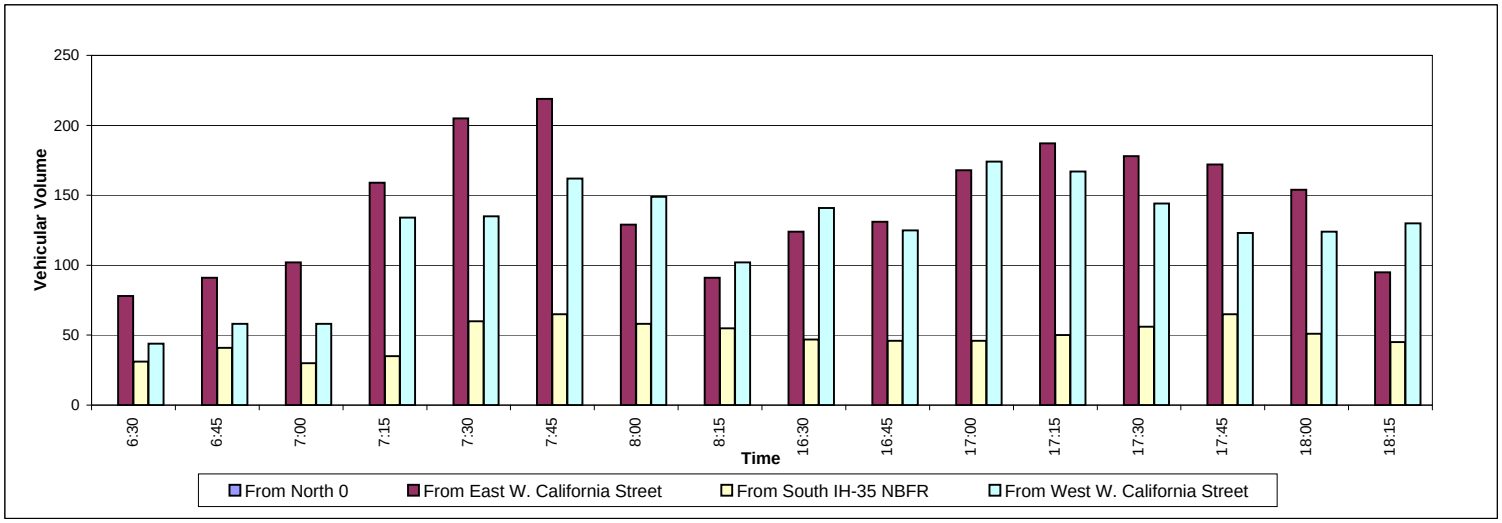


IH-35 NBFR at W. California Street

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
						W. California Street					IH-35 NBFR					W. California Street				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	44	34	0	0	2	7	22	0	0	27	17	0	0	0
6:45	0	0	0	0	0	0	71	20	0	0	1	12	28	0	0	24	34	0	0	0
7:00	0	0	0	0	0	0	87	15	0	0	2	1	27	0	0	20	38	0	0	0
7:15	0	0	0	0	0	0	140	19	0	0	5	4	26	0	0	48	86	0	0	0
7:30	0	0	0	0	0	0	171	34	0	0	8	6	46	0	0	49	86	0	0	0
7:45	0	0	0	0	0	0	182	37	0	0	8	0	57	0	0	62	100	0	0	0
8:00	0	0	0	0	0	0	93	36	0	0	8	0	50	0	0	58	91	0	0	0
8:15	0	0	0	0	1	0	64	27	0	0	8	3	44	0	0	39	63	0	0	0
Total	**0**	**0**	**0**	**0**	**1**	**0**	**852**	**222**	**0**	**0**	**42**	**33**	**300**	**0**	**0**	**327**	**515**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**0**	**586**	**126**	**0**	**0**	**29**	**10**	**179**	**0**	**0**	**217**	**363**	**0**	**0**	**0**
16:30	0	0	0	0	0	0	89	35	0	0	1	3	43	0	0	49	92	0	0	0
16:45	0	0	0	0	0	0	99	32	0	0	5	2	39	0	0	35	90	0	0	0
17:00	0	0	0	0	0	0	126	42	0	0	2	3	41	0	0	53	121	0	0	0
17:15	0	0	0	0	0	0	148	39	0	0	2	3	45	0	0	46	121	0	0	0
17:30	0	0	0	0	0	0	151	27	0	0	5	3	48	0	0	42	102	0	0	0
17:45	0	0	0	0	0	0	141	31	0	0	5	2	58	0	0	37	86	0	0	0
18:00	0	0	0	0	0	0	117	37	0	0	2	3	46	0	0	33	91	0	0	0
18:15	0	0	0	0	0	0	73	22	0	0	2	1	42	0	0	31	98	1	0	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**944**	**265**	**0**	**0**	**24**	**20**	**362**	**0**	**0**	**326**	**801**	**1**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**0**	**0**	**0**	**0**	**0**	**0**	**566**	**139**	**0**	**0**	**14**	**11**	**192**	**0**	**0**	**178**	**430**	**0**	**0**	**0**
Gr. Total	0	0	0	0	1	0	1796	487	0	0	66	53	662	0	0	653	1316	1	0	0
% of Tot.	0%	0%	0%	0%		0%	36%	10%	0%		1%	1%	13%	0%		13%	26%	0%	0%	
Apprch%			0%					45%					16%					39%		
% of Apprch	0%	0%	0%	0%		0%	79%	21%	0%		8%	7%	85%	0%		33%	67%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						W. California Street					IH-35 NBFR					W. California Street				
	From North					**From East**					**From South**					**From West**				

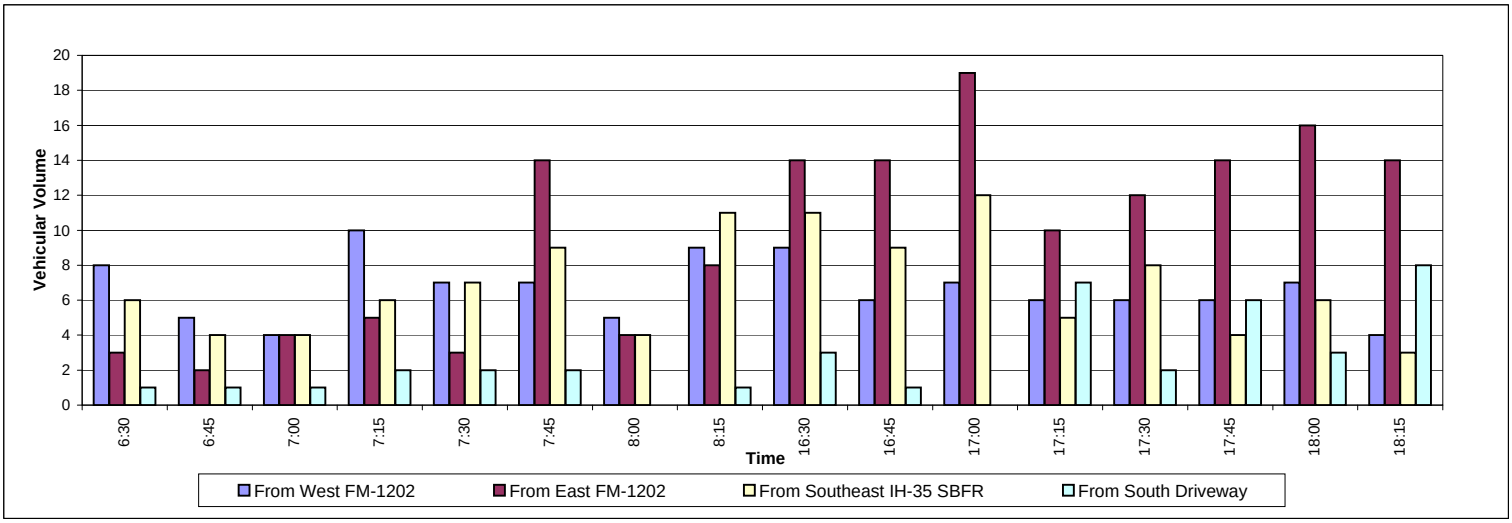


IH-35 SBFR at FM-1202

Wednesday, February 29, 2012

Turning Movement Count

	From West					From East					From Southeast					From South				
	FM-1202					FM-1202					IH-35 SBFR					Driveway				
Time	**Thru**	**Right to IH-35**	**Right**	**U-Turn**	**Peds**	**Left to IH-35**	**Left**	**Thru**	**U-Turn**	**Peds**	**Left to DW**	**Left**	**Right**	**U-Turn**	**Peds**	**Left**	**Right**	**Right to IH-35**	**U-Turn**	**Peds**
6:30	1	7	0	0	0	1	0	2	0	0	0	4	2	0	0	0	1	0	0	0
6:45	0	4	1	0	0	1	1	0	0	0	1	2	1	0	0	0	0	1	0	0
7:00	1	3	0	0	0	3	0	1	0	0	1	0	3	0	0	1	0	0	0	0
7:15	1	8	1	0	0	2	0	3	0	0	0	3	3	0	0	0	1	1	0	0
7:30	2	5	0	0	0	2	0	1	0	0	0	3	4	0	0	0	2	0	0	0
7:45	0	6	1	0	0	7	2	5	0	0	1	4	4	0	0	0	1	1	0	0
8:00	0	4	1	0	0	3	1	0	0	0	0	1	3	0	0	0	0	0	0	0
8:15	1	8	0	0	0	3	2	3	0	0	0	3	8	0	0	0	0	1	0	0
Total	**6**	**45**	**4**	**0**	**0**	**22**	**6**	**15**	**0**	**0**	**3**	**20**	**28**	**0**	**0**	**1**	**5**	**4**	**0**	**0**
AM Peak Hour 7:30 to 8:30	**3**	**23**	**2**	**0**	**0**	**15**	**5**	**9**	**0**	**0**	**1**	**11**	**19**	**0**	**0**	**0**	**3**	**2**	**0**	**0**
16:30	2	6	1	0	0	6	5	3	0	0	1	3	7	0	0	0	3	0	0	0
16:45	2	3	1	0	0	9	1	4	0	0	2	6	1	0	0	0	1	0	0	0
17:00	2	5	0	0	0	12	3	4	0	0	0	7	5	0	0	0	0	0	0	0
17:15	2	3	1	0	0	5	1	4	0	0	1	1	3	0	0	0	5	2	0	0
17:30	1	3	2	0	0	5	2	5	0	0	2	4	2	0	0	0	2	0	0	0
17:45	1	4	1	0	0	5	4	5	0	0	1	3	0	0	0	0	5	1	0	0
18:00	3	4	0	0	0	9	3	4	0	0	1	5	0	0	0	0	1	2	0	0
18:15	0	4	0	0	0	9	0	5	0	0	1	2	0	0	0	1	6	1	0	0
Total	**13**	**32**	**6**	**0**	**0**	**60**	**19**	**34**	**0**	**0**	**9**	**31**	**18**	**0**	**0**	**1**	**23**	**6**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**8**	**17**	**3**	**0**	**0**	**32**	**10**	**15**	**0**	**0**	**4**	**17**	**16**	**0**	**0**	**0**	**9**	**2**	**0**	**0**
Gr. Total	19	77	10	0	0	82	25	49	0	0	12	51	46	0	0	2	28	10	0	0
% of Tot.	5%	19%	2%	0%		20%	6%	12%	0%		3%	12%	11%	0%		0%	7%	2%	0%	
Apprch%	26%					38%					27%					10%				
% of Apprch	18%	73%	9%	0%		53%	16%	31%	0%		11%	47%	42%	0%		5%	70%	25%	0%	
	Thru	**Right to IH-35**	**Right**	**U-Turn**	**Peds**	**Left to IH-35**	**Left**	**Thru**	**U-Turn**	**Peds**	**Left to DW**	**Left**	**Right**	**U-Turn**	**Peds**	**Left**	**Right**	**Right to IH-35**	**U-Turn**	**Peds**
	FM-1202					FM-1202					IH-35 SBFR					Driveway				
	From West					**From East**					**From Southeast**					**From South**				

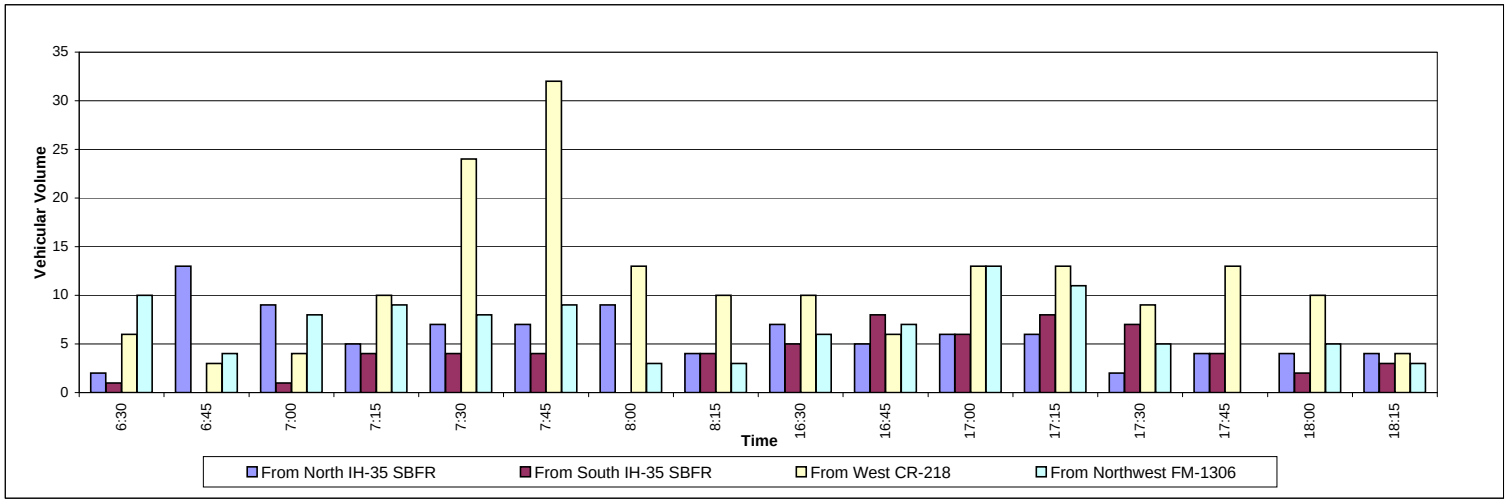


IH-35 SBFR at FM-1306

Wednesday, February 29, 2012

Turning Movement Count

	From North					From South					From West					From Northwest				
	IH-35 SBFR					IH-35 SBFR					CR-218					FM-1306				
Time	**Thru**	**Right**	**Right to FM-1306**	**U-Turn**	**Peds**	**Left**	**Left to FM-1306**	**Thru**	**U-Turn**	**Peds**	**Left to FM-1306**	**Left to IH-35 NB**	**Right**	**U-Turn**	**Peds**	**Left**	**Left o IH-35 SB**	**Right**	**U-Turn**	**Peds**
6:30	2	0	0	0	0	0	1	0	0	0	6	0	0	0	0	0	10	0	0	0
6:45	12	1	0	0	0	0	0	0	0	0	2	1	0	0	0	0	4	0	0	0
7:00	7	2	0	0	0	0	1	0	0	0	2	2	0	0	0	0	8	0	0	0
7:15	4	0	1	0	0	2	2	0	0	0	5	5	0	0	0	0	7	2	0	0
7:30	6	1	0	0	0	2	2	0	0	0	21	3	0	0	0	0	8	0	0	0
7:45	4	3	0	0	0	2	2	0	0	0	32	0	0	0	0	0	8	1	0	0
8:00	9	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	3	0	0	0
8:15	4	0	0	0	0	3	1	0	0	0	10	0	0	0	0	0	3	0	0	0
Total	**48**	**7**	**1**	**0**	**0**	**9**	**9**	**0**	**0**	**0**	**91**	**11**	**0**	**0**	**0**	**0**	**51**	**3**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**23**	**4**	**1**	**0**	**0**	**6**	**6**	**0**	**0**	**0**	**71**	**8**	**0**	**0**	**0**	**0**	**26**	**3**	**0**	**0**
16:30	6	1	0	0	0	5	0	0	0	0	7	0	3	0	0	0	6	0	0	0
16:45	4	1	0	0	0	5	3	0	0	0	6	0	0	0	0	0	7	0	0	0
17:00	5	1	0	0	0	5	1	0	0	0	8	0	5	0	0	0	12	1	0	0
17:15	5	1	0	0	0	3	4	0	1	0	11	0	2	0	0	0	11	0	0	0
17:30	1	1	0	0	0	6	1	0	0	0	8	0	1	0	0	0	4	1	0	0
17:45	2	1	1	0	0	4	0	0	0	0	13	0	0	0	0	0	0	0	0	0
18:00	2	2	0	0	0	0	2	0	0	0	9	0	0	1	0	0	5	0	0	0
18:15	4	0	0	0	0	1	2	0	0	0	3	0	1	0	0	0	2	1	0	0
Total	**29**	**8**	**1**	**0**	**0**	**29**	**13**	**0**	**1**	**0**	**65**	**0**	**12**	**1**	**0**	**0**	**47**	**3**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**20**	**4**	**0**	**0**	**0**	**18**	**8**	**0**	**1**	**0**	**32**	**0**	**10**	**0**	**0**	**0**	**36**	**1**	**0**	**0**
Gr. Total	77	15	2	0	0	38	22	0	1	0	156	11	12	1	0	0	98	6	0	0
% of Tot.	18%	3%	0%	0%		9%	5%	0%	0%		36%	3%	3%	0%		0%	22%	1%	0%	
Apprch%	21%					14%					41%					24%				
% of Apprch	82%	16%	2%	0%		62%	36%	0%	2%		87%	6%	7%	1%		0%	94%	6%	0%	
	Thru	**Right**	**Right to FM-1306**	**U-Turn**	**Peds**	**Left**	**Left to FM-1306**	**Thru**	**U-Turn**	**Peds**	**Left to FM-1306**	**Left to IH-35 NB**	**Right**	**U-Turn**	**Peds**	**Left**	**Left o IH-35 SB**	**Right**	**U-Turn**	**Peds**
	IH-35 SBFR					IH-35 SBFR					CR-218					FM-1306				
	From North					**From East**					**From South**					**From West**				

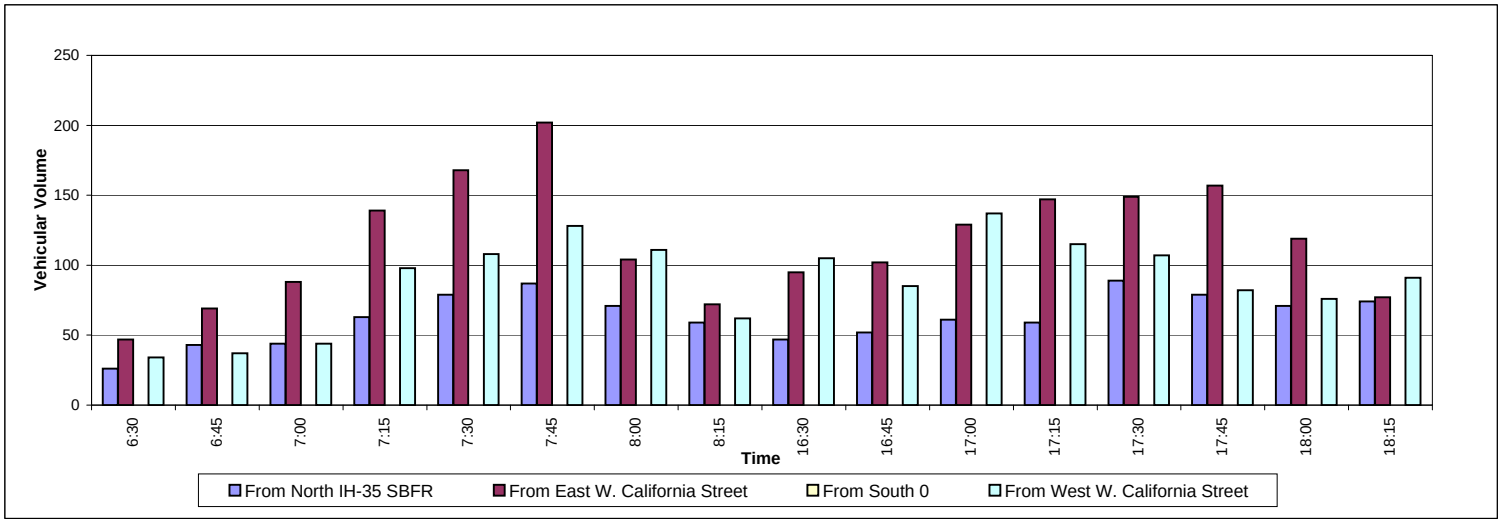


IH-35 SBFR at W. California Street

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	IH-35 SBFR					W. California Street										W. California Street				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	15	1	10	0	0	24	23	0	0	0	0	0	0	0	0	0	33	1	0	0
6:45	16	6	21	0	0	31	38	0	0	0	0	0	0	0	0	0	36	1	0	0
7:00	18	0	26	0	0	39	49	0	0	0	0	0	0	0	0	0	43	1	0	0
7:15	29	1	33	0	0	67	72	0	0	0	0	0	0	0	0	0	98	0	0	0
7:30	30	3	46	0	0	53	115	0	0	0	0	0	0	0	0	0	106	2	0	0
7:45	37	4	46	0	0	56	146	0	0	0	0	0	0	0	0	0	126	2	0	0
8:00	41	3	27	0	0	32	72	0	0	0	0	0	0	0	0	0	110	1	0	0
8:15	40	3	16	0	0	28	44	0	0	0	0	0	0	0	0	0	61	1	0	0
Total	**226**	**21**	**225**	**0**	**0**	**330**	**559**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**613**	**9**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**137**	**11**	**152**	**0**	**0**	**208**	**405**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**440**	**5**	**0**	**0**
16:30	37	10	0	0	0	42	53	0	0	0	0	0	0	0	0	0	99	6	0	0
16:45	44	8	0	0	0	39	63	0	0	0	0	0	0	0	0	0	80	5	0	0
17:00	54	7	0	0	0	57	72	0	0	0	0	0	0	0	0	0	123	14	0	0
17:15	50	9	0	0	0	62	85	0	0	0	0	0	0	0	0	0	114	1	0	0
17:30	42	8	39	0	0	69	80	0	0	0	0	0	0	0	0	0	104	3	0	0
17:45	43	5	31	0	0	51	106	0	0	0	0	0	0	0	0	0	79	3	0	0
18:00	44	4	23	0	0	34	83	0	2	0	0	0	0	0	0	0	76	0	0	0
18:15	40	2	32	0	0	28	49	0	0	0	0	0	0	0	0	0	89	2	0	0
Total	**354**	**53**	**125**	**0**	**0**	**382**	**591**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**764**	**34**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**189**	**29**	**70**	**0**	**0**	**239**	**343**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**420**	**21**	**0**	**0**
Gr. Total	580	74	350	0	0	712	1150	0	2	0	0	0	0	0	0	0	1377	43	0	0
% of Tot.	14%	2%	8%	0%		17%	27%	0%	0%		0%	0%	0%	0%		0%	32%	1%	0%	
Apprch%	23%					43%					0%					33%				
% of Apprch	58%	7%	35%	0%		38%	62%	0%	0%		0%	0%	0%	0%		0%	97%	3%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	IH-35 SBFR					W. California Street										W. California Street				
	From North					**From East**					**From South**					**From West**				

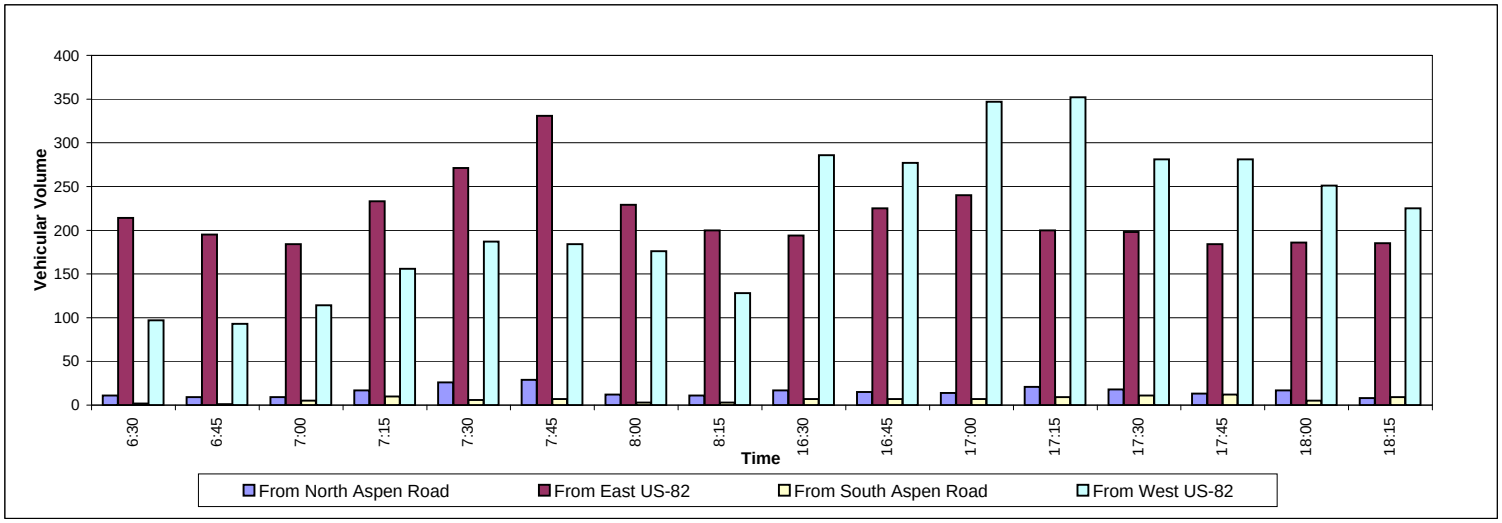


US-82 at Aspen Road

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Aspen Road					US-82					Aspen Road					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	10	0	0	0	214	0	0	0	1	0	1	0	0	7	89	1	0	0
6:45	0	0	9	0	0	0	195	0	0	0	0	0	1	0	0	1	90	1	1	0
7:00	1	2	6	0	0	2	181	1	0	0	2	0	3	0	0	8	104	2	0	0
7:15	3	2	12	0	0	3	228	1	1	0	6	1	3	0	0	6	149	1	0	0
7:30	7	0	19	0	0	1	270	0	0	0	3	0	3	0	1	12	173	1	1	0
7:45	3	2	24	0	0	1	328	2	0	0	4	0	3	0	0	17	163	3	1	0
8:00	1	0	11	0	0	3	223	3	0	0	0	1	2	0	0	10	160	4	2	0
8:15	0	1	10	0	0	3	196	1	0	0	0	1	2	0	0	4	123	1	0	0
Total	**16**	**7**	**101**	**0**	**0**	**13**	**1835**	**8**	**1**	**0**	**16**	**3**	**18**	**0**	**1**	**65**	**1051**	**14**	**5**	**0**
AM Peak Hour 7:15 to 8:15	**14**	**4**	**66**	**0**	**0**	**8**	**1049**	**6**	**1**	**0**	**13**	**2**	**11**	**0**	**1**	**45**	**645**	**9**	**4**	**0**
16:30	2	0	15	0	1	3	190	1	0	0	1	0	6	0	0	17	259	10	0	0
16:45	3	0	12	0	0	1	220	2	2	0	1	0	6	0	0	13	262	2	0	0
17:00	0	1	13	0	0	3	230	4	3	0	3	2	2	0	1	20	317	9	1	0
17:15	5	1	15	0	0	5	192	2	1	0	3	0	6	0	0	20	322	10	0	0
17:30	2	3	13	0	0	4	194	0	0	0	5	2	4	0	0	13	258	10	0	0
17:45	1	0	12	0	1	4	179	0	1	0	2	2	8	0	0	15	259	7	0	0
18:00	1	3	13	0	2	2	181	2	1	0	3	0	2	0	0	9	234	8	0	0
18:15	0	1	7	0	0	1	183	1	0	0	2	1	6	0	0	14	203	8	0	0
Total	**14**	**9**	**100**	**0**	**4**	**23**	**1569**	**12**	**8**	**0**	**20**	**7**	**40**	**0**	**1**	**121**	**2114**	**64**	**1**	**0**
PM Peak Hour 16:45 to 17:45	**10**	**5**	**53**	**0**	**0**	**13**	**836**	**8**	**6**	**0**	**12**	**4**	**18**	**0**	**1**	**66**	**1159**	**31**	**1**	**0**
Gr. Total	30	16	201	0	4	36	3404	20	9	0	36	10	58	0	2	186	3165	78	6	0
% of Tot.	0%	0%	3%	0%		0%	47%	0%	0%		0%	0%	1%	0%		3%	44%	1%	0%	
Apprch%	3%					48%					1%					47%				
% of Apprch	12%	6%	81%	0%		1%	98%	1%	0%		35%	10%	56%	0%		5%	92%	2%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Aspen Road					US-82					Aspen Road					US-82				
	From North					**From East**					**From South**					**From West**				

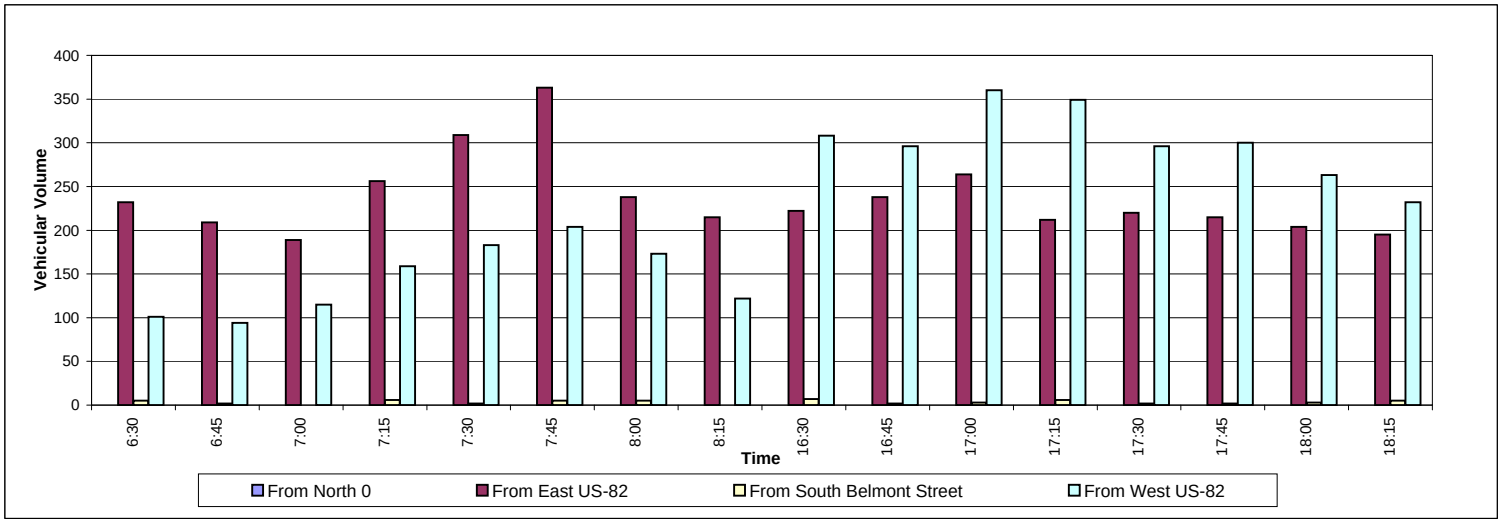


US-82 at Belmont Street

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					Belmont Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	1	231	0	0	0	3	0	2	0	0	0	100	0	1	0
6:45	0	0	0	0	0	0	209	0	0	0	2	0	0	0	0	0	93	0	1	0
7:00	0	0	0	0	0	2	187	0	0	0	0	0	0	0	0	0	113	1	1	0
7:15	0	0	0	0	0	2	254	0	0	0	4	0	2	0	0	0	157	1	1	0
7:30	0	0	0	0	0	4	304	0	1	0	1	0	1	0	1	0	182	0	1	0
7:45	0	0	0	0	0	5	358	0	0	0	4	0	1	0	0	0	200	2	2	0
8:00	0	0	0	0	0	1	237	0	0	0	2	0	3	0	0	0	168	1	4	0
8:15	0	0	0	0	0	2	213	0	0	0	0	0	0	0	0	0	120	2	0	0
Total	**0**	**0**	**0**	**0**	**0**	**17**	**1993**	**0**	**1**	**0**	**16**	**0**	**9**	**0**	**1**	**0**	**1133**	**7**	**11**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**12**	**1153**	**0**	**1**	**0**	**11**	**0**	**7**	**0**	**1**	**0**	**707**	**4**	**8**	**0**
16:30	0	0	0	0	0	4	217	0	1	0	4	0	3	0	1	0	303	3	2	0
16:45	0	0	0	0	0	8	230	0	0	0	1	0	1	0	1	0	284	5	7	0
17:00	0	0	0	0	0	7	253	0	4	0	0	0	3	0	1	0	353	3	4	0
17:15	0	0	0	0	0	2	210	0	0	0	3	0	3	0	0	0	342	3	4	1
17:30	0	0	0	0	0	2	215	0	3	0	2	0	0	0	3	0	289	5	2	0
17:45	0	0	0	0	0	6	206	0	3	0	1	0	1	0	0	0	293	5	2	0
18:00	0	0	0	0	0	5	196	0	3	0	0	0	3	0	0	0	259	2	2	0
18:15	0	0	0	0	0	7	186	0	2	0	1	0	4	0	0	0	226	2	4	0
Total	**0**	**0**	**0**	**0**	**0**	**41**	**1713**	**0**	**16**	**0**	**12**	**0**	**18**	**0**	**6**	**0**	**2349**	**28**	**27**	**1**
PM Peak Hour 16:30 to 17:30	**0**	**0**	**0**	**0**	**0**	**21**	**910**	**0**	**5**	**0**	**8**	**0**	**10**	**0**	**3**	**0**	**1282**	**14**	**17**	**1**
Gr. Total	0	0	0	0	0	58	3706	0	17	0	28	0	27	0	7	0	3482	35	38	1
% of Tot.	0%	0%	0%	0%		1%	50%	0%	0%		0%	0%	0%	0%		0%	47%	0%	1%	
Apprch%			0%					51%					1%					48%		
% of Apprch	0%	0%	0%	0%		2%	98%	0%	0%		51%	0%	49%	0%		0%	98%	1%	1%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					Belmont Street					US-82				
	From North					**From East**					**From South**					**From West**				

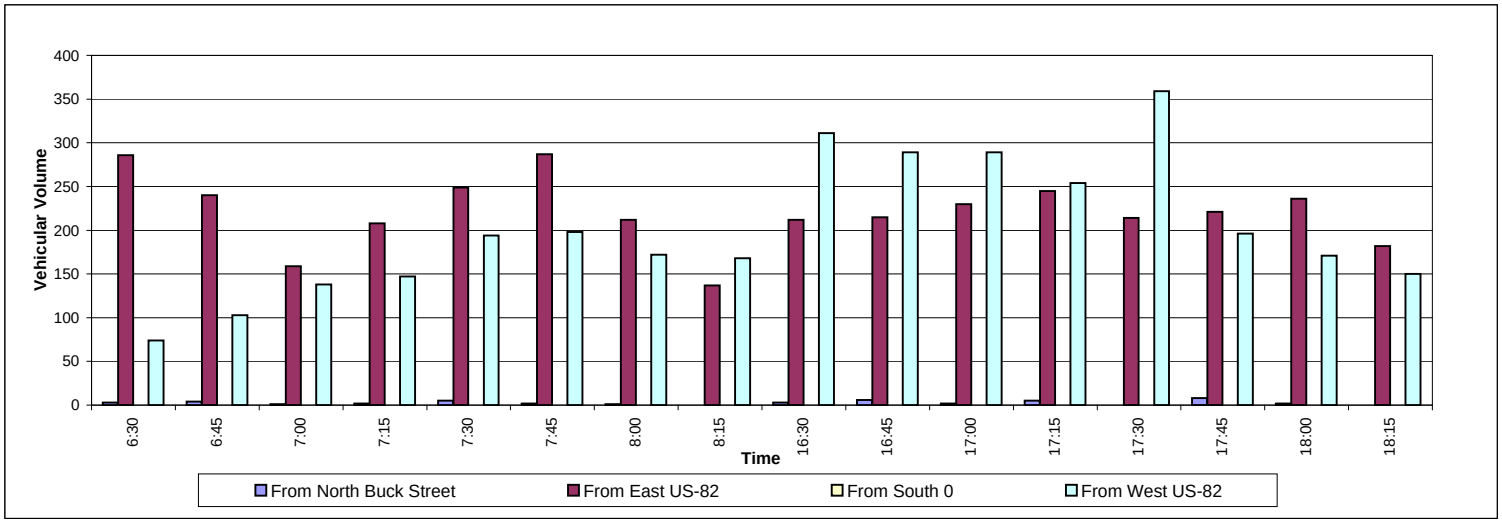


US-82 at Buck Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Buck Street					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	2	0	0	0	286	0	0	0	0	0	0	0	0	0	74	0	0	0
6:45	0	0	4	0	0	0	238	2	0	0	0	0	0	0	0	2	99	0	2	0
7:00	1	0	0	0	0	0	159	0	0	0	0	0	0	0	0	2	136	0	0	0
7:15	0	0	2	0	0	0	208	0	0	0	0	0	0	0	0	3	144	0	0	0
7:30	0	0	5	0	0	0	248	0	1	0	0	0	0	0	0	4	190	0	0	0
7:45	2	0	0	0	0	0	286	0	1	0	0	0	0	0	0	5	193	0	0	0
8:00	0	0	1	0	0	0	211	0	1	0	0	0	0	0	0	2	170	0	0	0
8:15	0	0	0	0	0	0	135	1	1	0	0	0	0	0	0	3	164	0	1	0
Total	**4**	**0**	**14**	**0**	**0**	**0**	**1771**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**21**	**1170**	**0**	**3**	**0**
AM Peak Hour 7:15 to 8:15	**2**	**0**	**8**	**0**	**0**	**0**	**953**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**697**	**0**	**0**	**0**
16:30	2	0	1	0	0	0	212	0	0	0	0	0	0	0	0	5	305	0	1	0
16:45	3	0	3	0	1	0	214	1	0	0	0	0	0	0	0	5	283	0	1	0
17:00	2	0	0	0	0	0	226	4	0	0	0	0	0	0	0	0	289	0	0	0
17:15	1	0	4	0	0	0	241	3	1	0	0	0	0	0	1	1	253	0	0	0
17:30	0	0	0	0	4	0	211	2	1	0	0	0	0	0	2	1	358	0	0	0
17:45	4	0	4	0	0	0	219	2	0	0	0	0	0	0	0	2	193	0	1	0
18:00	1	0	1	0	0	0	233	3	0	0	0	0	0	0	0	3	168	0	0	0
18:15	0	0	0	0	0	0	182	0	0	0	0	0	0	0	0	0	149	0	1	0
Total	**13**	**0**	**13**	**0**	**5**	**0**	**1738**	**15**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**17**	**1998**	**0**	**4**	**0**
PM Peak Hour 16:45 to 17:45	**6**	**0**	**7**	**0**	**5**	**0**	**892**	**10**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**7**	**1183**	**0**	**1**	**0**
Gr. Total	17	0	27	0	5	0	3509	18	6	0	0	0	0	0	3	38	3168	0	7	0
% of Tot.	0%	0%	0%	0%		0%	52%	0%	0%		0%	0%	0%	0%		1%	47%	0%	0%	
Apprch%	1%					52%					0%					47%				
% of Apprch	39%	0%	61%	0%		0%	99%	1%	0%		0%	0%	0%	0%		1%	99%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Buck Street					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

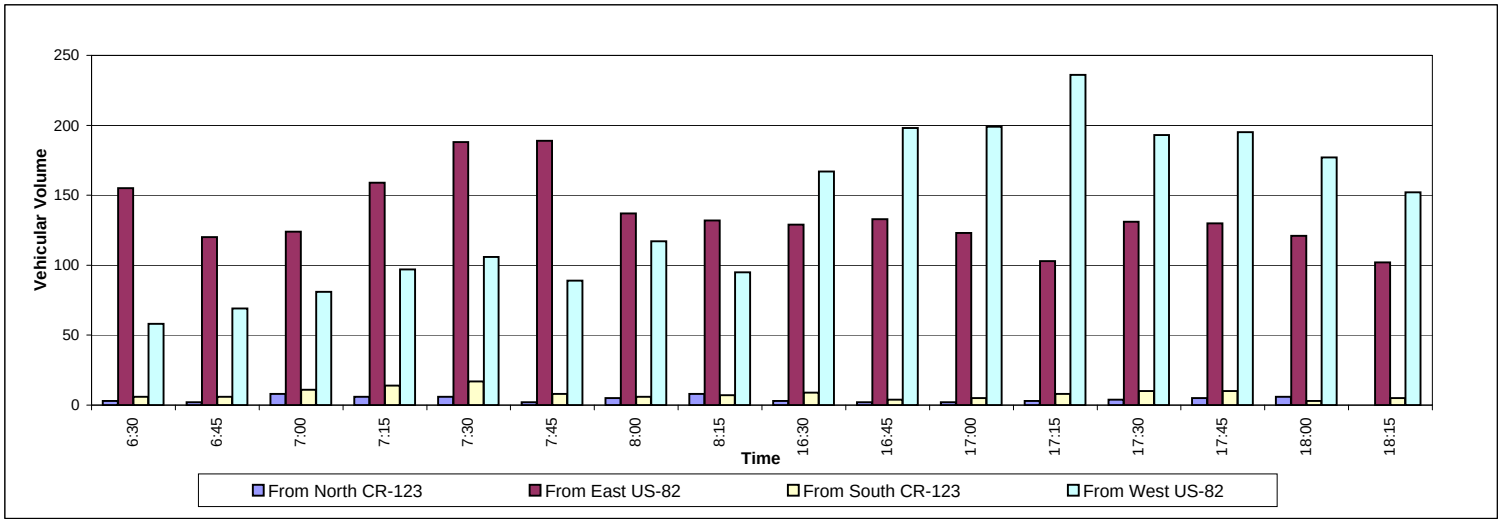


US-82 at CR-123

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-123					US-82					CR-123					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	2	0	0	3	151	1	0	0	6	0	0	0	0	0	56	2	0	0
6:45	0	0	2	0	0	2	118	0	0	0	4	1	1	0	0	0	67	2	0	0
7:00	0	3	5	0	0	9	115	0	0	0	9	0	2	0	0	0	80	1	0	0
7:15	1	0	5	0	0	4	154	1	0	0	11	0	3	0	0	1	90	6	0	0
7:30	1	0	5	0	0	7	180	0	1	2	11	2	4	0	0	1	99	6	0	0
7:45	0	0	2	0	0	2	186	0	1	0	7	0	1	0	0	1	85	3	0	0
8:00	0	1	4	0	0	1	136	0	0	0	4	0	2	0	0	2	112	3	0	0
8:15	0	3	5	0	0	1	131	0	0	0	4	0	3	0	0	0	94	1	0	0
Total	**3**	**7**	**30**	**0**	**0**	**29**	**1171**	**2**	**2**	**2**	**56**	**3**	**16**	**0**	**0**	**5**	**683**	**24**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**2**	**1**	**16**	**0**	**0**	**14**	**656**	**1**	**2**	**2**	**33**	**2**	**10**	**0**	**0**	**5**	**386**	**18**	**0**	**0**
16:30	1	1	1	0	0	2	125	2	0	0	8	0	1	0	0	0	160	7	0	0
16:45	0	0	2	0	0	3	128	2	0	0	2	1	1	0	0	4	180	12	2	0
17:00	0	0	2	0	0	2	119	2	0	0	3	0	2	0	0	6	182	9	2	0
17:15	1	0	2	0	0	3	98	2	0	0	6	1	1	0	0	8	221	7	0	0
17:30	3	0	1	0	0	1	130	0	0	0	4	1	5	0	0	6	179	7	1	0
17:45	3	0	2	0	0	3	125	2	0	0	7	0	3	0	0	3	181	11	0	0
18:00	0	1	5	0	0	1	120	0	0	0	2	1	0	0	0	2	166	9	0	0
18:15	0	0	0	0	0	1	101	0	0	0	3	0	2	0	0	6	141	5	0	0
Total	**8**	**2**	**15**	**0**	**0**	**16**	**946**	**10**	**0**	**0**	**35**	**4**	**15**	**0**	**0**	**35**	**1410**	**67**	**5**	**0**
PM Peak Hour 17:00 to 18:00	**7**	**0**	**7**	**0**	**0**	**9**	**472**	**6**	**0**	**0**	**20**	**2**	**11**	**0**	**0**	**23**	**763**	**34**	**3**	**0**
Gr. Total	11	9	45	0	0	45	2117	12	2	2	91	7	31	0	0	40	2093	91	5	0
% of Tot.	0%	0%	1%	0%		1%	46%	0%	0%		2%	0%	1%	0%		1%	46%	2%	0%	
Apprch%	1%					47%					3%					48%				
% of Apprch	17%	14%	69%	0%		2%	97%	1%	0%		71%	5%	24%	0%		2%	94%	4%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-123					US-82					CR-123					US-82				
	From North					**From East**					**From South**					**From West**				

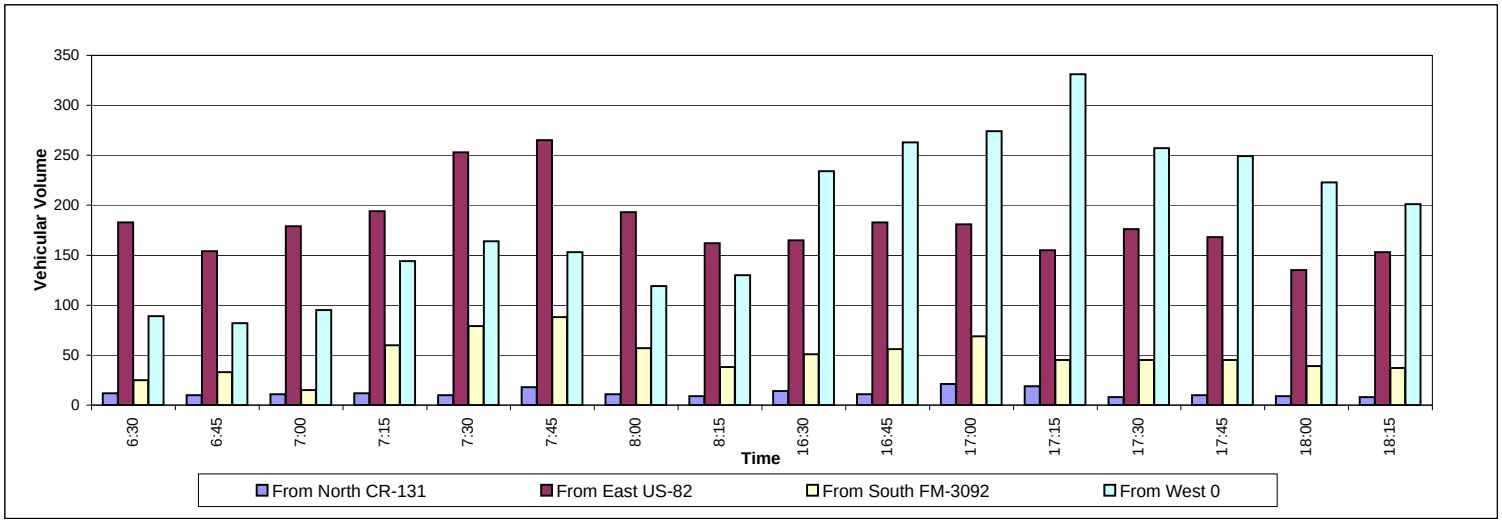


US-82 at CR-131/FM-3092

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-131					US-82					FM-3092									
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	1	10	0	0	3	179	1	0	0	20	0	5	0	0	3	81	5	0	0
6:45	1	1	8	0	0	11	142	1	0	0	22	2	9	0	0	5	70	7	0	0
7:00	2	3	6	0	0	6	172	1	0	0	8	0	7	0	0	4	77	14	0	0
7:15	1	5	6	0	1	13	181	0	0	0	42	4	14	0	0	11	107	26	0	0
7:30	2	3	5	0	0	27	225	1	0	0	56	4	19	0	0	6	109	47	2	0
7:45	1	4	13	0	0	19	244	2	0	0	72	2	14	0	0	7	121	25	0	0
8:00	1	2	8	0	0	14	178	1	0	0	35	3	19	0	0	9	106	4	0	0
8:15	2	0	7	0	0	9	152	1	0	0	27	0	11	0	0	7	113	10	0	0
Total	**11**	**19**	**63**	**0**	**1**	**102**	**1473**	**8**	**0**	**0**	**282**	**15**	**98**	**0**	**0**	**52**	**784**	**138**	**2**	**0**
AM Peak Hour 7:15 to 8:15	**5**	**14**	**32**	**0**	**1**	**73**	**828**	**4**	**0**	**0**	**205**	**13**	**66**	**0**	**0**	**33**	**443**	**102**	**2**	**0**
16:30	1	1	12	0	0	26	138	0	1	0	22	2	27	0	0	7	206	19	2	0
16:45	0	3	8	0	0	16	167	0	0	0	26	4	26	0	0	8	224	31	0	0
17:00	2	7	12	0	0	16	157	6	2	0	37	1	31	0	0	10	224	37	3	0
17:15	4	3	12	0	0	17	136	2	0	0	25	1	19	0	1	15	272	44	0	0
17:30	2	1	5	0	0	23	152	1	0	0	18	8	19	0	0	14	204	39	0	0
17:45	1	1	8	0	0	14	154	0	0	0	22	2	21	0	0	10	215	23	1	0
18:00	1	1	7	0	0	10	124	1	0	0	17	4	18	0	0	10	186	26	1	0
18:15	1	0	7	0	0	12	140	1	0	0	22	1	14	0	0	11	168	22	0	0
Total	**12**	**17**	**71**	**0**	**0**	**134**	**1168**	**11**	**3**	**0**	**189**	**23**	**175**	**0**	**1**	**85**	**1699**	**241**	**7**	**0**
PM Peak Hour 16:45 to 17:45	**8**	**14**	**37**	**0**	**0**	**72**	**612**	**9**	**2**	**0**	**106**	**14**	**95**	**0**	**1**	**47**	**924**	**151**	**3**	**0**
Gr. Total	23	36	134	0	1	236	2641	19	3	0	471	38	273	0	1	137	2483	379	9	0
% of Tot.	0%	1%	2%	0%		3%	38%	0%	0%		7%	1%	4%	0%		2%	36%	6%	0%	
Apprch%			3%					42%					11%					44%		
% of Apprch	12%	19%	69%	0%		8%	91%	1%	0%		60%	5%	35%	0%		5%	83%	13%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-131					US-82					FM-3092									
	From North					**From East**					**From South**					**From West**				

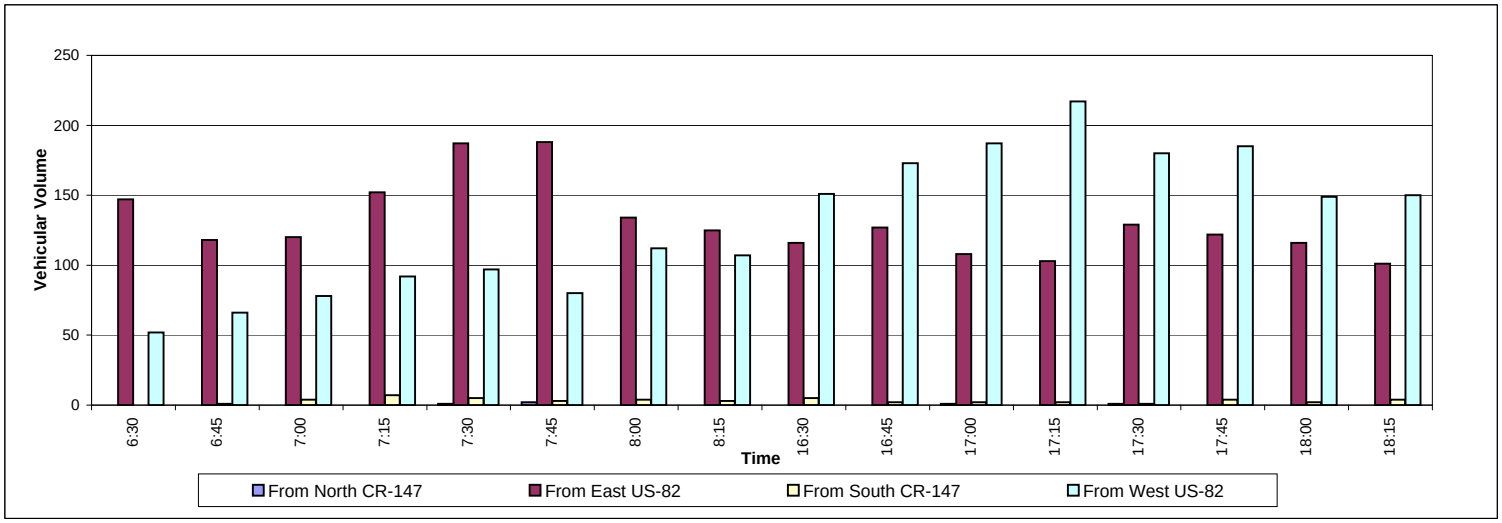


US-82 at CR-147

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-147					US-82					CR-147					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	147	0	0	0	0	0	0	0	0	0	51	1	0	0
6:45	0	0	0	0	0	0	118	0	0	0	1	0	0	0	0	0	66	0	0	0
7:00	0	0	0	0	0	1	117	0	2	0	2	0	2	0	0	0	78	0	0	0
7:15	0	0	0	0	0	0	152	0	0	0	2	0	5	0	0	0	91	1	0	0
7:30	0	0	1	0	0	2	185	0	0	0	2	1	2	0	0	0	97	0	0	0
7:45	0	1	1	0	0	1	187	0	0	0	1	0	2	0	0	0	79	1	0	0
8:00	0	0	0	0	0	1	133	0	0	0	2	0	2	0	0	0	112	0	0	0
8:15	0	0	0	0	0	0	122	0	3	0	3	0	0	0	0	1	106	0	0	0
Total	**0**	**1**	**2**	**0**	**0**	**5**	**1161**	**0**	**5**	**0**	**13**	**1**	**13**	**0**	**0**	**1**	**680**	**3**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**1**	**2**	**0**	**0**	**4**	**657**	**0**	**0**	**0**	**7**	**1**	**11**	**0**	**0**	**0**	**379**	**2**	**0**	**0**
16:30	0	0	0	0	0	1	115	0	0	0	4	0	1	0	0	0	150	1	0	0
16:45	0	0	0	0	0	1	126	0	0	0	2	0	0	0	0	0	173	0	0	0
17:00	1	0	0	0	0	2	105	0	1	0	1	0	1	0	0	1	183	3	0	0
17:15	0	0	0	0	0	3	100	0	0	0	1	0	1	0	0	0	211	6	0	0
17:30	1	0	0	0	0	1	127	0	1	0	1	0	0	0	0	0	179	1	0	0
17:45	0	0	0	0	0	0	122	0	0	0	2	0	2	0	0	0	183	2	0	0
18:00	0	0	0	0	0	0	115	0	1	0	0	0	2	0	0	0	144	5	0	0
18:15	0	0	0	0	0	0	101	0	0	0	1	0	3	0	0	0	149	1	0	0
Total	**2**	**0**	**0**	**0**	**0**	**8**	**911**	**0**	**3**	**0**	**12**	**0**	**10**	**0**	**0**	**1**	**1372**	**19**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**2**	**0**	**0**	**0**	**0**	**6**	**454**	**0**	**2**	**0**	**5**	**0**	**4**	**0**	**0**	**1**	**756**	**12**	**0**	**0**
Gr. Total	2	1	2	0	0	13	2072	0	8	0	25	1	23	0	0	2	2052	22	0	0
% of Tot.	0%	0%	0%	0%		0%	49%	0%	0%		1%	0%	1%	0%		0%	49%	1%	0%	
Apprch%	0%					50%					1%					49%				
% of Apprch	40%	20%	40%	0%		1%	99%	0%	0%		51%	2%	47%	0%		0%	99%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-147					US-82					CR-147					US-82				
	From North					**From East**					**From South**					**From West**				

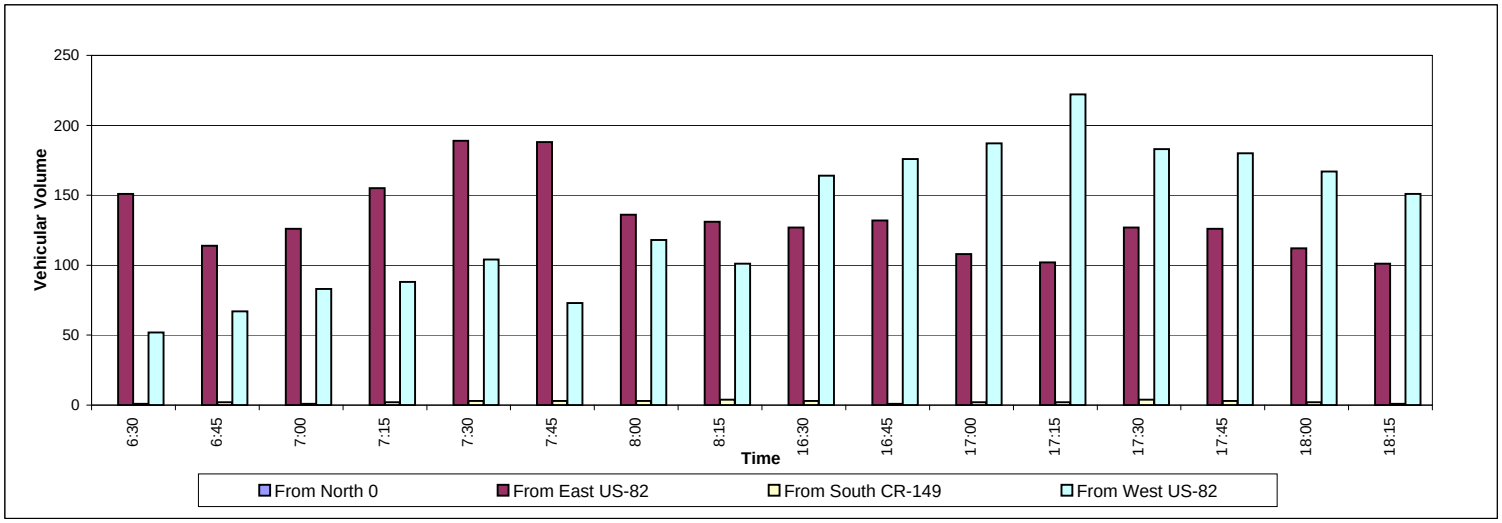


US-82 at CR-149

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					CR-149					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	151	0	0	0	1	0	0	0	0	0	52	0	0	0
6:45	0	0	0	0	0	0	114	0	0	0	2	0	0	0	0	0	66	1	0	0
7:00	0	0	0	0	0	0	126	0	0	0	1	0	0	0	0	0	83	0	0	0
7:15	0	0	0	0	0	0	155	0	0	0	1	0	1	0	0	0	88	0	0	0
7:30	0	0	0	0	0	2	187	0	0	0	3	0	0	0	0	0	102	2	0	0
7:45	0	0	0	0	0	1	187	0	0	0	3	0	0	0	0	0	72	1	0	0
8:00	0	0	0	0	0	1	135	0	0	0	2	0	1	0	0	0	118	0	0	0
8:15	0	0	0	0	0	0	131	0	0	0	3	0	1	0	0	0	101	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**4**	**1186**	**0**	**0**	**0**	**16**	**0**	**3**	**0**	**0**	**0**	**682**	**4**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**4**	**664**	**0**	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**0**	**380**	**3**	**0**	**0**
16:30	0	0	0	0	0	0	127	0	0	0	1	0	2	0	0	0	161	3	0	0
16:45	0	0	0	0	0	0	132	0	0	0	0	0	1	0	0	0	173	3	0	0
17:00	0	0	0	0	0	0	108	0	0	0	1	0	1	0	0	0	184	2	1	0
17:15	0	0	0	0	0	0	102	0	0	0	0	0	2	0	0	0	217	5	0	0
17:30	0	0	0	0	0	2	125	0	0	0	1	0	3	0	0	0	180	3	0	0
17:45	0	0	0	0	0	2	124	0	0	0	2	0	1	0	0	0	178	2	0	0
18:00	0	0	0	0	0	1	111	0	0	0	2	0	0	0	0	0	163	2	2	0
18:15	0	0	0	0	0	0	101	0	0	0	1	0	0	0	0	0	150	1	0	0
Total	**0**	**0**	**0**	**0**	**0**	**5**	**930**	**0**	**0**	**0**	**8**	**0**	**10**	**0**	**0**	**0**	**1406**	**21**	**3**	**0**
PM Peak Hour 17:00 to 18:00	**0**	**0**	**0**	**0**	**0**	**4**	**467**	**0**	**0**	**0**	**4**	**0**	**7**	**0**	**0**	**0**	**759**	**13**	**1**	**0**
Gr. Total	0	0	0	0	0	9	2116	0	0	0	24	0	13	0	0	0	2088	25	3	0
% of Tot.	0%	0%	0%	0%		0%	49%	0%	0%		1%	0%	0%	0%		0%	49%	1%	0%	
Apprch%			0%					50%					1%					49%		
% of Apprch	0%	0%	0%	0%		0%	100%	0%	0%		65%	0%	35%	0%		0%	99%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					CR-149					US-82				
	From North					**From East**					**From South**					**From West**				

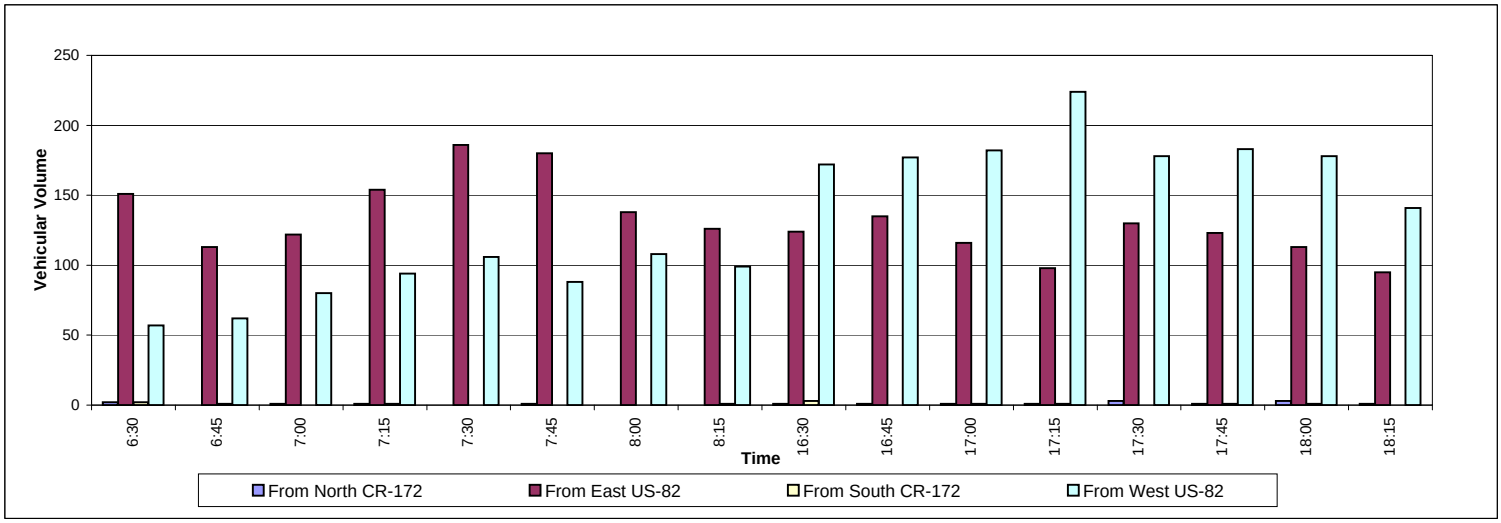


US-82 at CR-172

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-172					US-82					CR-172					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	2	0	0	0	151	0	0	0	1	0	1	0	0	0	56	0	1	0
6:45	0	0	0	0	0	0	113	0	0	0	1	0	0	0	0	0	62	0	0	0
7:00	1	0	0	0	0	1	121	0	0	0	0	0	0	0	0	0	80	0	0	0
7:15	0	0	1	0	0	0	154	0	0	0	0	0	1	0	0	1	92	0	1	0
7:30	0	0	0	0	0	1	184	1	0	0	0	0	0	0	0	0	106	0	0	0
7:45	0	0	1	0	0	0	180	0	0	0	0	0	0	0	0	0	87	1	0	0
8:00	0	0	0	0	0	0	138	0	0	0	0	0	0	0	0	0	107	1	0	0
8:15	0	0	0	0	0	0	126	0	0	0	1	0	0	0	0	1	97	0	1	0
Total	**1**	**0**	**4**	**0**	**0**	**2**	**1167**	**1**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**2**	**687**	**2**	**3**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**2**	**0**	**0**	**1**	**656**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**392**	**2**	**1**	**0**
16:30	0	0	1	0	0	0	123	1	0	0	2	0	1	0	0	0	170	1	1	0
16:45	0	0	1	0	0	0	135	0	0	0	0	0	0	0	0	0	177	0	0	0
17:00	0	0	1	0	0	0	115	1	0	0	1	0	0	0	0	1	181	0	0	0
17:15	0	0	1	0	0	0	98	0	0	0	0	0	1	0	0	0	223	1	0	0
17:30	0	0	3	0	0	0	130	0	0	0	0	0	0	0	0	2	176	0	0	0
17:45	0	0	1	0	0	0	123	0	0	0	1	0	0	0	0	1	181	0	1	0
18:00	0	0	3	0	0	0	113	0	0	0	1	0	0	0	0	3	174	0	1	0
18:15	0	0	1	0	0	0	95	0	0	0	0	0	0	0	0	2	139	0	0	0
Total	**0**	**0**	**12**	**0**	**0**	**0**	**932**	**2**	**0**	**0**	**5**	**0**	**2**	**0**	**0**	**9**	**1421**	**2**	**3**	**0**
PM Peak Hour 16:45 to 17:45	**0**	**0**	**6**	**0**	**0**	**0**	**478**	**1**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**3**	**757**	**1**	**0**	**0**
Gr. Total	1	0	16	0	0	2	2099	3	0	0	8	0	4	0	0	11	2108	4	6	0
% of Tot.	0%	0%	0%	0%		0%	49%	0%	0%		0%	0%	0%	0%		0%	49%	0%	0%	
Apprch%	0%					49%					0%					50%				
% of Apprch	6%	0%	94%	0%		0%	100%	0%	0%		67%	0%	33%	0%		1%	99%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-172					US-82					CR-172					US-82				
	From North					**From East**					**From South**					**From West**				

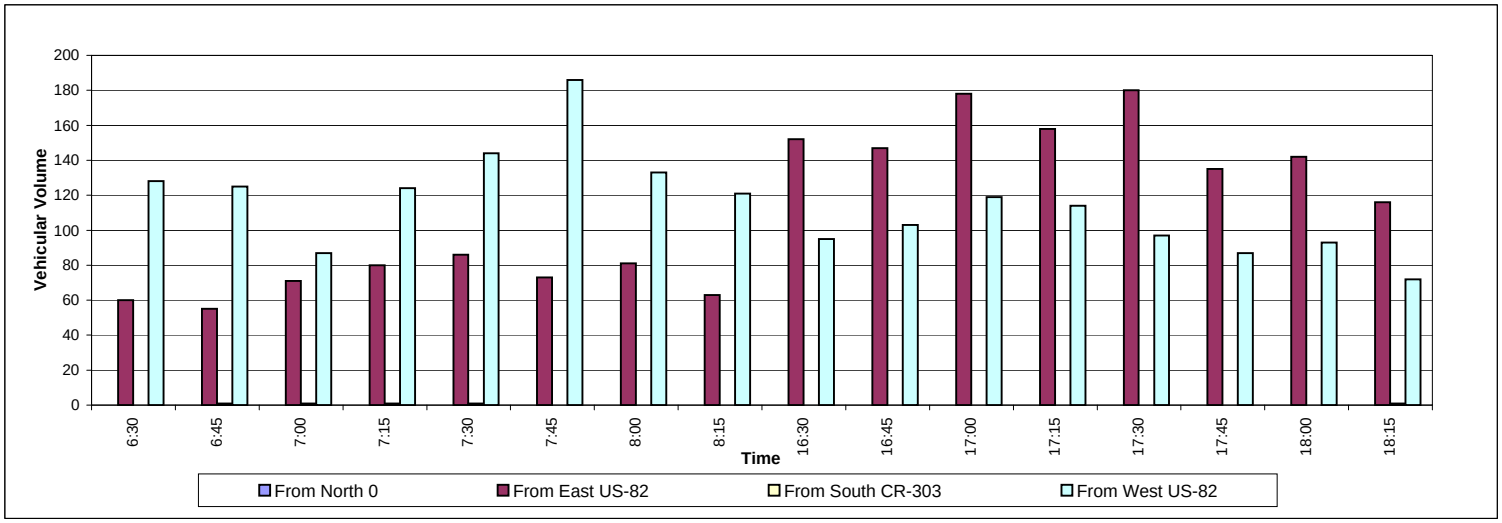


US-82 at CR-303

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					CR-303					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	59	0	1	0	0	0	0	0	0	0	128	0	0	0
6:45	0	0	0	0	0	0	47	0	8	0	1	0	0	0	0	0	125	0	0	0
7:00	0	0	0	0	0	0	71	0	0	0	0	0	1	0	0	0	87	0	0	0
7:15	0	0	0	0	0	0	80	0	0	0	1	0	0	0	0	0	124	0	0	0
7:30	0	0	0	0	0	0	86	0	0	0	0	0	1	0	0	0	144	0	0	0
7:45	0	0	0	0	0	0	73	0	0	0	0	0	0	0	0	0	186	0	0	0
8:00	0	0	0	0	0	0	81	0	0	0	0	0	0	0	0	0	133	0	0	0
8:15	0	0	0	0	0	0	63	0	0	0	0	0	0	0	0	0	120	0	1	0
Total	**0**	**0**	**0**	**0**	**0**	**0**	**560**	**0**	**9**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**1047**	**0**	**1**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**0**	**320**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**587**	**0**	**0**	**0**
16:30	0	0	0	0	0	1	151	0	0	0	0	0	0	0	0	0	95	0	0	0
16:45	0	0	0	0	0	1	146	0	0	0	0	0	0	0	0	0	102	0	1	0
17:00	0	0	0	0	0	0	178	0	0	0	0	0	0	0	0	0	119	0	0	0
17:15	0	0	0	0	0	0	158	0	0	0	0	0	0	0	0	0	114	0	0	0
17:30	0	0	0	0	0	2	178	0	0	0	0	0	0	0	0	0	97	0	0	0
17:45	0	0	0	0	0	0	135	0	0	0	0	0	0	0	0	0	87	0	0	0
18:00	0	0	0	0	0	0	142	0	0	0	0	0	0	0	0	0	92	1	0	0
18:15	0	0	0	0	0	0	116	0	0	0	0	0	1	0	0	0	72	0	0	0
Total	**0**	**0**	**0**	**0**	**0**	**4**	**1204**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**778**	**1**	**1**	**0**
PM Peak Hour 16:45 to 17:45	**0**	**0**	**0**	**0**	**0**	**3**	**660**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**432**	**0**	**1**	**0**
Gr. Total	0	0	0	0	0	4	1764	0	9	0	2	0	3	0	0	0	1825	1	2	0
% of Tot.	0%	0%	0%	0%		0%	49%	0%	0%		0%	0%	0%	0%		0%	51%	0%	0%	
Apprch%	0%					49%					0%					51%				
% of Apprch	0%	0%	0%	0%		0%	99%	0%	1%		40%	0%	60%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					CR-303					US-82				
	From North					**From East**					**From South**					**From West**				

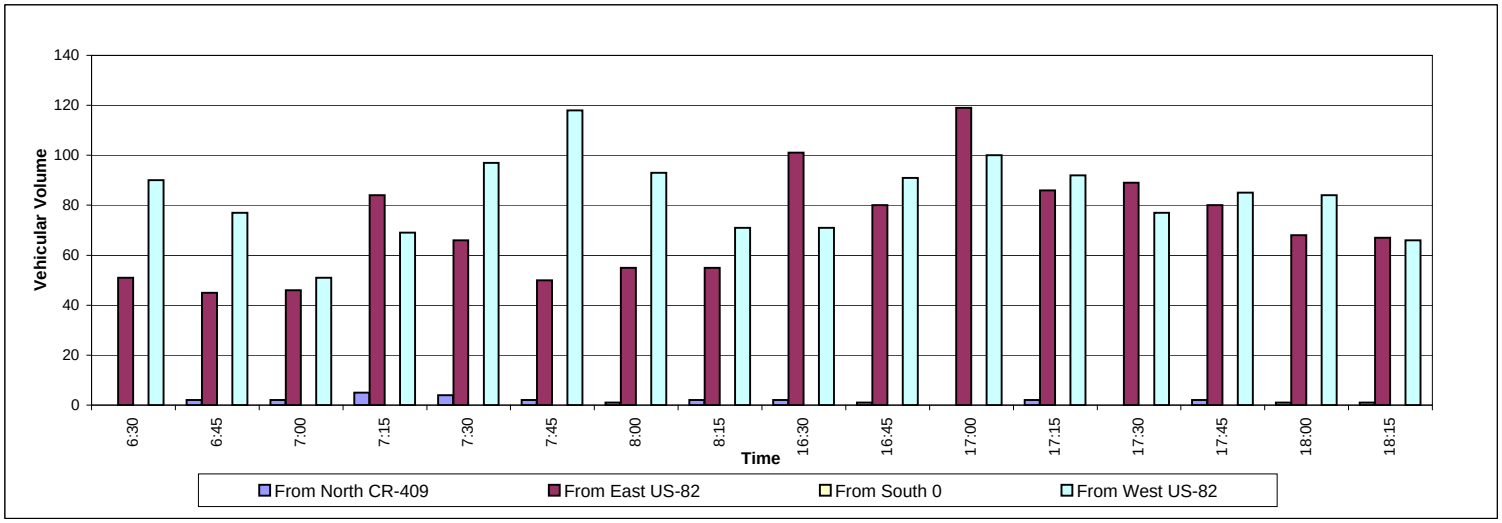


US-82 at CR-409

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-409					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	51	0	0	0	0	0	0	0	0	0	90	0	0	0
6:45	1	0	1	0	0	0	45	0	0	0	0	0	0	0	0	0	77	0	0	0
7:00	1	0	1	0	0	0	46	0	0	0	0	0	0	0	0	0	51	0	0	0
7:15	4	0	1	0	0	0	84	0	0	0	0	0	0	0	0	2	67	0	0	0
7:30	3	0	1	0	0	0	65	1	0	0	0	0	0	0	0	0	97	0	0	0
7:45	2	0	0	0	0	0	47	1	2	0	0	0	0	0	0	0	118	0	0	0
8:00	0	0	1	0	0	0	54	1	0	0	0	0	0	0	0	0	93	0	0	0
8:15	2	0	0	0	0	0	53	2	0	0	0	0	0	0	0	0	71	0	0	0
Total	**13**	**0**	**5**	**0**	**0**	**0**	**445**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**664**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**9**	**0**	**3**	**0**	**0**	**0**	**250**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**375**	**0**	**0**	**0**
16:30	2	0	0	0	0	0	99	0	2	0	0	0	0	0	0	2	69	0	0	0
16:45	1	0	0	0	0	0	78	2	0	0	0	0	0	0	0	0	91	0	0	0
17:00	0	0	0	0	0	0	115	2	2	0	0	0	0	0	0	1	99	0	0	0
17:15	1	0	1	0	0	0	86	0	0	0	0	0	0	0	0	0	92	0	0	0
17:30	0	0	0	0	0	0	87	2	0	0	0	0	0	0	0	0	77	0	0	0
17:45	2	0	0	0	0	0	78	1	1	0	0	0	0	0	0	0	85	0	0	0
18:00	1	0	0	0	0	0	68	0	0	0	0	0	0	0	0	0	84	0	0	0
18:15	0	0	0	1	0	0	66	0	1	0	0	0	0	0	0	0	66	0	0	0
Total	**7**	**0**	**1**	**1**	**0**	**0**	**677**	**7**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**663**	**0**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**4**	**0**	**1**	**0**	**0**	**0**	**378**	**4**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**351**	**0**	**0**	**0**
Gr. Total	20	0	6	1	0	0	1122	12	8	0	0	0	0	0	0	5	1327	0	0	0
% of Tot.	1%	0%	0%	0%		0%	45%	0%	0%		0%	0%	0%	0%		0%	53%	0%	0%	
Apprch%	1%					46%					0%					53%				
% of Apprch	74%	0%	22%	4%		0%	98%	1%	1%		0%	0%	0%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-409					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

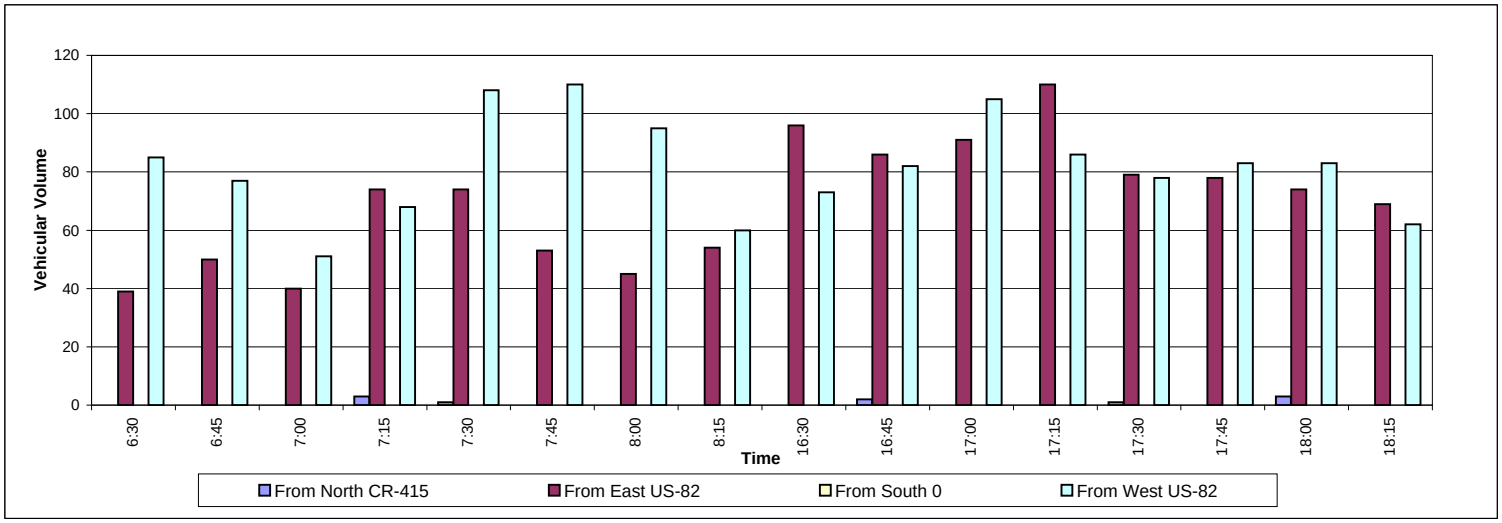


US-82 at CR-415

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	CR-415					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	39	0	0	0	0	0	0	0	0	0	85	0	0	0
6:45	0	0	0	0	0	0	50	0	0	0	0	0	0	0	0	0	77	0	0	0
7:00	0	0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	50	0	1	0
7:15	1	0	2	0	0	0	74	0	0	0	0	0	0	0	0	0	68	0	0	0
7:30	0	0	1	0	0	0	74	0	0	0	0	0	0	0	0	1	107	0	0	0
7:45	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0	1	109	0	0	0
8:00	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0	0	95	0	0	0
8:15	0	0	0	0	0	0	54	0	0	0	0	0	0	0	0	0	60	0	0	0
Total	**1**	**0**	**3**	**0**	**0**	**0**	**429**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**651**	**0**	**1**	**0**
AM Peak Hour 7:15 to 8:15	**1**	**0**	**3**	**0**	**0**	**0**	**246**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**379**	**0**	**0**	**0**
16:30	0	0	0	0	0	0	95	1	0	0	0	0	0	0	0	0	73	0	0	0
16:45	0	0	2	0	0	0	84	2	0	0	0	0	0	0	0	0	82	0	0	0
17:00	0	0	0	0	0	0	91	0	0	0	0	0	0	0	0	1	104	0	0	0
17:15	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	86	0	0	0
17:30	1	0	0	0	0	0	78	0	1	0	0	0	0	0	0	0	78	0	0	0
17:45	0	0	0	0	0	0	78	0	0	0	0	0	0	0	0	1	82	0	0	0
18:00	1	0	2	0	0	0	74	0	0	0	0	0	0	0	0	1	82	0	0	0
18:15	0	0	0	0	0	0	69	0	0	0	0	0	0	0	0	0	62	0	0	0
Total	**2**	**0**	**4**	**0**	**0**	**0**	**679**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**649**	**0**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**0**	**0**	**2**	**0**	**0**	**0**	**380**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**345**	**0**	**0**	**0**
Gr. Total	3	0	7	0	0	0	1108	3	1	0	0	0	0	0	0	5	1300	0	1	0
% of Tot.	0%	0%	0%	0%		0%	46%	0%	0%		0%	0%	0%	0%		0%	54%	0%	0%	
Apprch%	0%					46%					0%					54%				
% of Apprch	30%	0%	70%	0%		0%	100%	0%	0%		0%	0%	0%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	CR-415					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

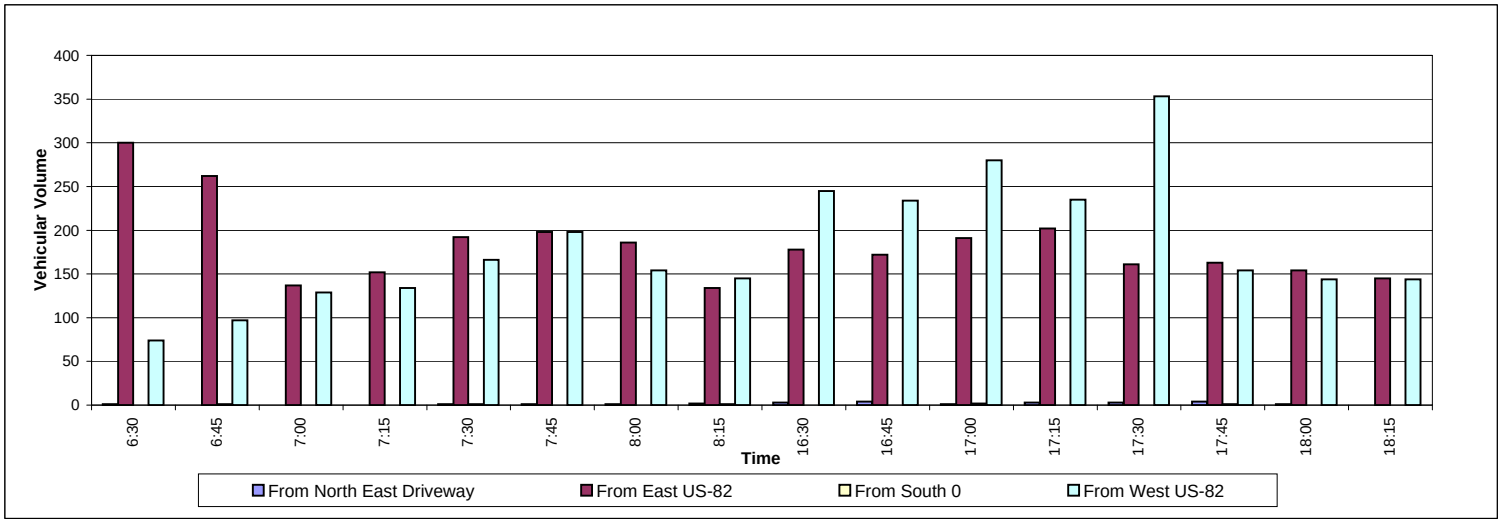


US-82 at Enderby Gas Station Driveway East

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	East Driveway					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	0	0	0	1	298	1	0	0	0	0	0	0	0	0	74	0	0	0
6:45	0	0	0	0	0	2	260	0	0	0	0	0	1	0	0	0	97	0	0	0
7:00	0	0	0	0	0	0	136	1	0	0	0	0	0	0	0	0	129	0	0	0
7:15	0	0	0	0	0	0	150	2	0	0	0	0	0	0	0	0	134	0	0	0
7:30	0	0	1	0	0	0	191	1	0	0	0	0	1	0	0	0	166	0	0	0
7:45	1	0	0	0	0	2	196	0	0	0	0	0	0	0	0	2	196	0	0	0
8:00	1	0	0	0	0	0	184	2	0	0	0	0	0	0	0	0	153	1	0	0
8:15	2	0	0	0	4	0	133	1	0	0	0	0	1	0	0	0	145	0	0	0
Total	**5**	**0**	**1**	**0**	**4**	**5**	**1548**	**8**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1094**	**1**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**2**	**0**	**1**	**0**	**0**	**2**	**721**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**649**	**1**	**0**	**0**
16:30	3	0	0	0	0	0	175	2	1	0	0	0	0	0	0	0	245	0	0	0
16:45	3	0	1	0	2	1	170	1	0	0	0	0	0	0	0	0	233	1	0	0
17:00	1	0	0	0	0	2	189	0	0	0	0	0	2	0	0	1	278	1	0	0
17:15	3	0	0	0	3	0	200	2	0	0	0	0	0	0	0	1	234	0	0	0
17:30	1	0	2	0	0	0	159	1	1	0	0	0	0	0	0	0	352	1	0	0
17:45	4	0	0	0	0	0	162	1	0	0	0	0	1	0	0	0	154	0	0	0
18:00	0	0	1	0	0	0	154	0	0	0	0	0	0	0	0	0	144	0	0	0
18:15	0	0	0	0	0	0	145	0	0	0	0	0	0	0	0	0	144	0	0	0
Total	**15**	**0**	**4**	**0**	**5**	**3**	**1354**	**7**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**2**	**1784**	**3**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**8**	**0**	**3**	**0**	**5**	**3**	**718**	**4**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**1097**	**3**	**0**	**0**
Gr. Total	20	0	5	0	9	8	2902	15	2	0	0	0	6	0	0	4	2878	4	0	0
% of Tot.	0%	0%	0%	0%		0%	50%	0%	0%		0%	0%	0%	0%		0%	49%	0%	0%	
Apprch%	0%					50%					0%					49%				
% of Apprch	80%	0%	20%	0%		0%	99%	1%	0%		0%	0%	100%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	East Driveway					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

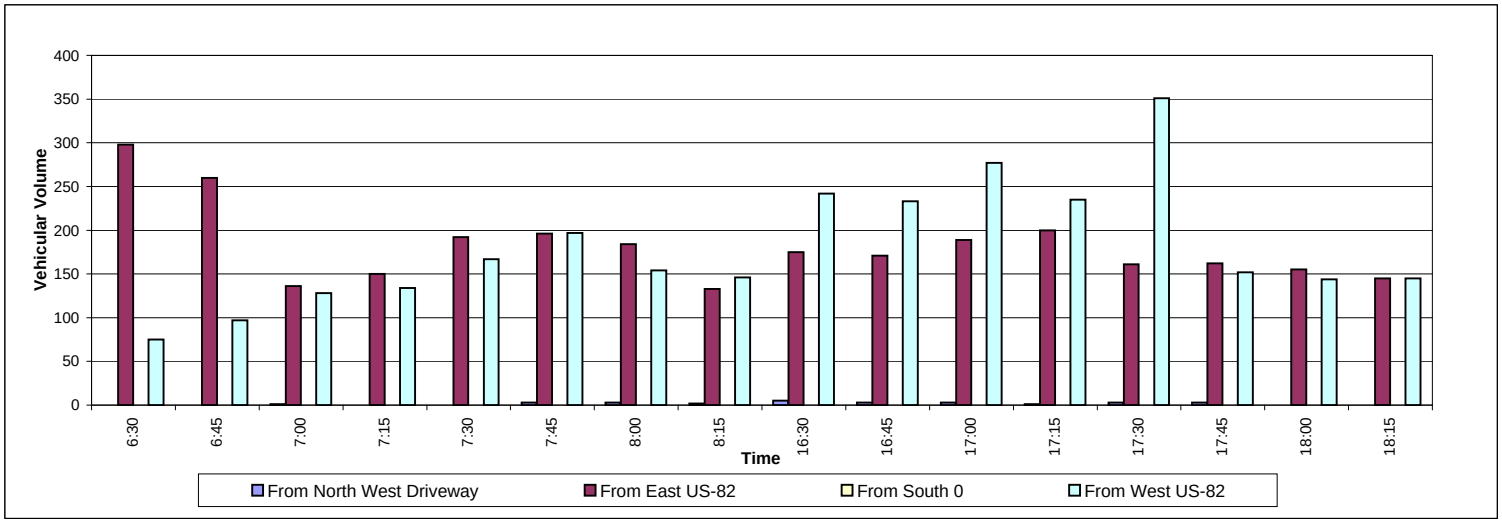


US-82 at Enderby Gas Station Driveway West

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	West Driveway					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	297	1	0	0	0	0	0	0	0	1	74	0	0	0
6:45	0	0	0	0	0	0	260	0	0	0	0	0	0	0	0	0	97	0	0	0
7:00	1	0	0	0	0	0	135	1	0	0	0	0	0	0	0	0	128	0	0	0
7:15	0	0	0	0	0	0	148	2	0	0	0	0	0	0	0	0	134	0	0	0
7:30	0	0	0	0	0	0	188	4	0	0	0	0	0	0	0	1	166	0	0	0
7:45	2	0	1	0	0	0	194	2	0	0	0	0	0	0	0	1	196	0	0	0
8:00	1	0	2	0	0	0	183	1	0	0	0	0	0	0	0	1	153	0	0	0
8:15	2	0	0	0	0	0	133	0	0	0	0	0	0	0	0	3	143	0	0	0
Total	**6**	**0**	**3**	**0**	**0**	**0**	**1538**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**1091**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**3**	**0**	**3**	**0**	**0**	**0**	**713**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**649**	**0**	**0**	**0**
16:30	4	0	1	0	0	0	172	3	0	0	0	0	0	0	0	1	241	0	0	0
16:45	3	0	0	0	0	0	170	1	0	0	0	0	0	0	0	2	231	0	0	0
17:00	3	0	0	0	0	0	189	0	0	0	0	0	0	0	0	0	277	0	0	0
17:15	1	0	0	0	0	0	199	1	0	0	0	0	0	0	0	1	234	0	0	0
17:30	2	0	1	0	0	0	161	0	0	0	0	0	0	0	0	0	351	0	0	0
17:45	2	0	1	0	0	0	161	1	0	0	0	0	0	0	0	0	152	0	0	0
18:00	0	0	0	0	0	0	155	0	0	0	0	0	0	0	0	0	144	0	0	0
18:15	0	0	0	0	0	0	144	1	0	0	0	0	0	0	0	1	144	0	0	0
Total	**15**	**0**	**3**	**0**	**0**	**0**	**1351**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1774**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**9**	**0**	**1**	**0**	**0**	**0**	**719**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**1093**	**0**	**0**	**0**
Gr. Total	21	0	6	0	0	0	2889	18	0	0	0	0	0	0	0	12	2865	0	0	0
% of Tot.	0%	0%	0%	0%		0%	50%	0%	0%		0%	0%	0%	0%		0%	49%	0%	0%	
Apprch%	0%					50%					0%					50%				
% of Apprch	78%	0%	22%	0%		0%	99%	1%	0%		0%	0%	0%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	West Driveway					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

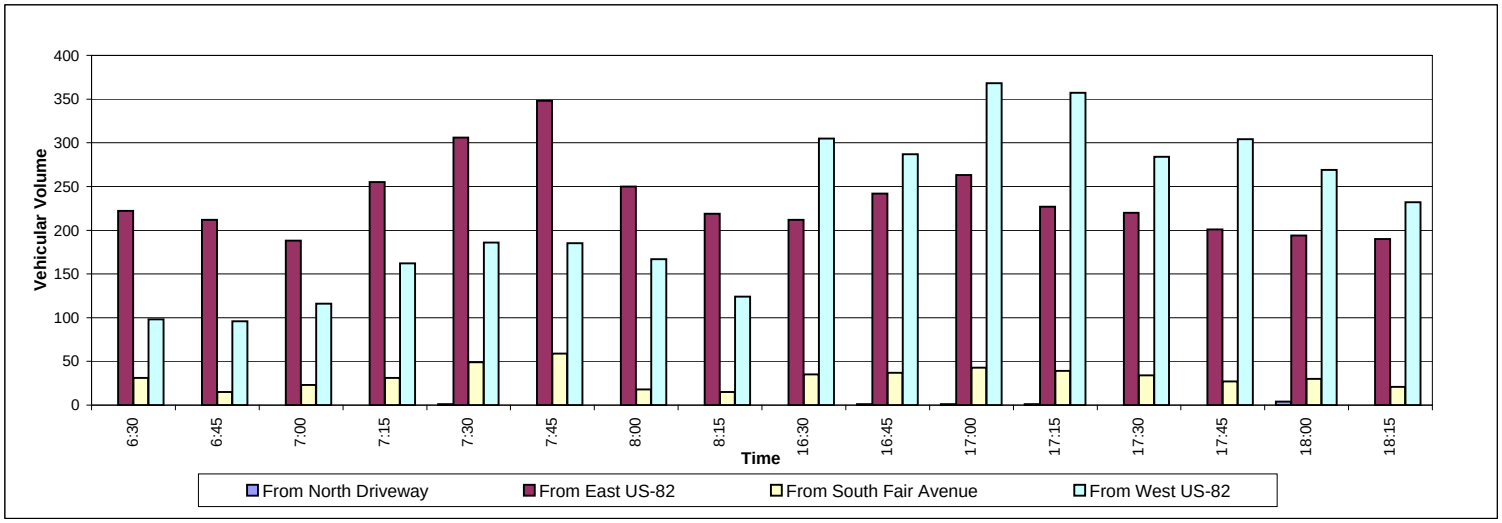


US-82 at Fair Avenue

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Driveway					US-82					Fair Avenue					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	7	215	0	0	0	23	0	8	0	0	0	91	4	3	0
6:45	0	0	0	0	0	3	209	0	0	0	13	0	2	0	0	0	90	5	1	0
7:00	0	0	0	0	0	2	186	0	0	0	17	0	6	0	0	0	111	4	1	0
7:15	0	0	0	0	0	4	251	0	0	0	22	0	9	0	0	0	150	9	3	0
7:30	1	0	0	0	0	1	305	0	0	0	40	1	8	0	0	0	176	9	1	0
7:45	0	0	0	0	0	8	335	1	4	0	45	0	14	0	1	0	175	9	1	0
8:00	0	0	0	0	0	6	240	2	2	0	9	0	9	0	0	0	162	5	0	0
8:15	0	0	0	0	0	3	214	0	2	0	7	1	7	0	0	1	121	1	1	0
Total	**1**	**0**	**0**	**0**	**0**	**34**	**1955**	**3**	**8**	**0**	**176**	**2**	**63**	**0**	**1**	**1**	**1076**	**46**	**11**	**0**
AM Peak Hour 7:15 to 8:15	**1**	**0**	**0**	**0**	**0**	**19**	**1131**	**3**	**6**	**0**	**116**	**1**	**40**	**0**	**1**	**0**	**663**	**32**	**5**	**0**
16:30	0	0	0	0	0	10	199	0	3	0	18	0	17	0	0	0	288	11	6	0
16:45	0	0	1	0	0	11	227	2	2	0	18	0	19	0	0	0	270	15	2	0
17:00	1	0	0	0	1	8	252	0	3	0	24	0	19	0	1	0	354	14	0	0
17:15	0	0	1	0	0	15	211	0	1	0	17	0	22	0	0	0	339	17	1	0
17:30	0	0	0	0	0	13	207	0	0	0	17	0	17	0	0	0	271	11	2	0
17:45	0	0	0	0	2	7	190	2	2	0	14	0	13	0	0	0	287	15	2	0
18:00	3	1	0	0	0	15	178	0	1	0	12	0	18	0	0	0	255	13	1	0
18:15	0	0	0	0	1	7	183	0	0	0	9	0	12	0	2	0	216	12	4	1
Total	**4**	**1**	**2**	**0**	**4**	**86**	**1647**	**4**	**12**	**0**	**129**	**0**	**137**	**0**	**3**	**0**	**2280**	**108**	**18**	**1**
PM Peak Hour 16:30 to 17:30	**1**	**0**	**2**	**0**	**1**	**44**	**889**	**2**	**9**	**0**	**77**	**0**	**77**	**0**	**1**	**0**	**1251**	**57**	**9**	**0**
Gr. Total	5	1	2	0	4	120	3602	7	20	0	305	2	200	0	4	1	3356	154	29	1
% of Tot.	0%	0%	0%	0%		2%	46%	0%	0%		4%	0%	3%	0%		0%	43%	2%	0%	
Apprch%	0%					48%					6%					45%				
% of Apprch	63%	13%	25%	0%		3%	96%	0%	1%		60%	0%	39%	0%		0%	95%	4%	1%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Driveway					US-82					Fair Avenue					US-82				
	From North					**From East**					**From South**					**From West**				

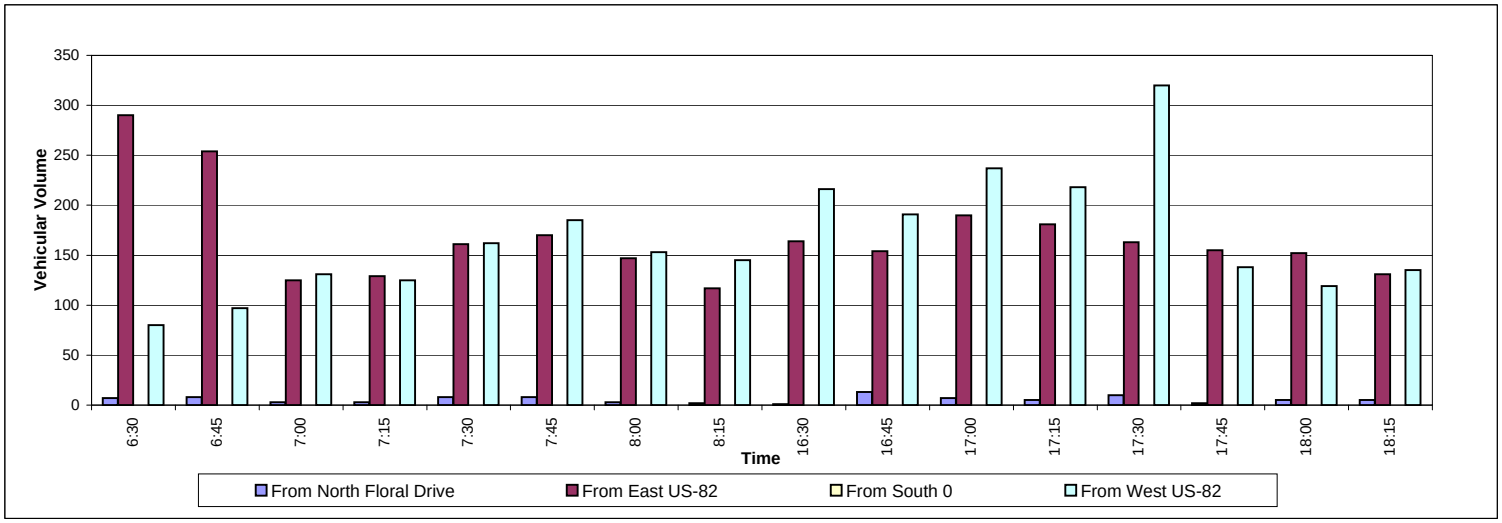


US-82 at Floral Drive

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Floral Drive					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	3	0	4	0	0	0	290	0	0	0	0	0	0	0	0	1	79	0	0	0
6:45	6	0	2	0	0	0	251	3	0	0	0	0	0	0	0	2	95	0	0	0
7:00	1	0	2	0	0	0	124	1	0	0	0	0	0	0	0	1	130	0	0	0
7:15	3	0	0	0	0	0	126	3	0	0	0	0	0	0	0	0	125	0	0	0
7:30	6	0	2	0	0	0	159	2	0	0	0	0	0	0	0	1	161	0	0	0
7:45	5	0	3	0	0	0	169	1	0	0	0	0	0	0	0	0	185	0	0	0
8:00	2	0	1	0	0	0	146	1	0	0	0	0	0	0	0	1	152	0	0	0
8:15	2	0	0	0	1	0	114	3	0	0	0	0	0	0	0	2	143	0	0	0
Total	**28**	**0**	**14**	**0**	**1**	**0**	**1379**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1070**	**0**	**0**	**0**
AM Peak Hour 7:30 to 8:30	**15**	**0**	**6**	**0**	**1**	**0**	**588**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**641**	**0**	**0**	**0**
16:30	1	0	0	0	1	0	158	6	0	0	0	0	0	0	0	1	215	0	0	0
16:45	10	0	3	0	0	0	146	8	0	0	0	0	0	0	0	2	189	0	0	0
17:00	7	0	0	0	0	0	179	11	0	0	0	0	0	0	0	0	237	0	0	0
17:15	3	0	2	0	0	0	176	5	0	0	0	0	0	0	0	2	216	0	0	0
17:30	6	0	4	0	0	0	158	5	0	0	0	0	0	0	0	2	318	0	0	0
17:45	2	0	0	0	0	0	149	6	0	0	0	0	0	0	0	1	137	0	0	0
18:00	4	0	1	0	0	0	146	6	0	0	0	0	0	0	0	0	119	0	0	0
18:15	5	0	0	0	0	0	126	5	0	0	0	0	0	0	0	3	132	0	0	0
Total	**38**	**0**	**10**	**0**	**1**	**0**	**1238**	**52**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**1563**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**26**	**0**	**9**	**0**	**0**	**0**	**659**	**29**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**960**	**0**	**0**	**0**
Gr. Total	66	0	24	0	2	0	2617	66	0	0	0	0	0	0	0	19	2633	0	0	0
% of Tot.	1%	0%	0%	0%		0%	48%	1%	0%		0%	0%	0%	0%		0%	49%	0%	0%	
Apprch%	2%					49%					0%					49%				
% of Apprch	73%	0%	27%	0%		0%	98%	2%	0%		0%	0%	0%	0%		1%	99%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Floral Drive					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

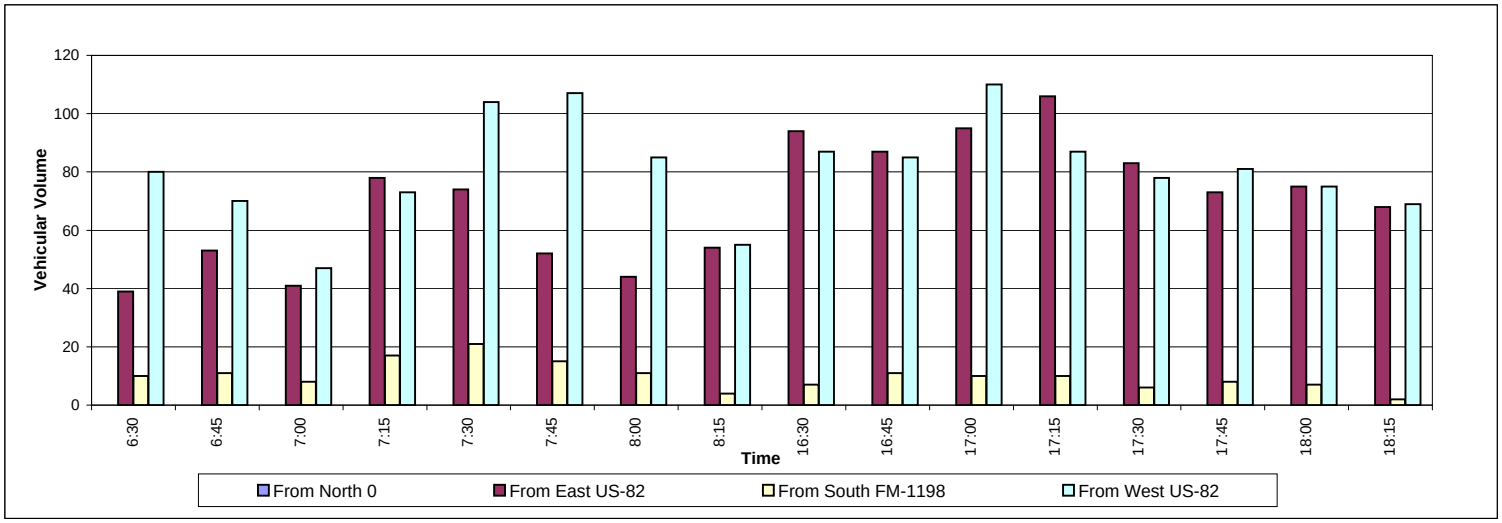


US-82 at FM-1198

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					FM-1198					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	1	38	0	0	0	2	0	8	0	0	0	77	3	0	0
6:45	0	0	0	0	0	3	50	0	0	0	4	0	7	0	0	0	68	2	0	0
7:00	0	0	0	0	0	1	40	0	0	0	2	0	6	0	0	0	43	4	0	0
7:15	0	0	0	0	0	4	74	0	0	0	13	0	4	0	0	0	69	4	0	0
7:30	0	0	0	0	0	1	72	0	1	0	13	0	8	0	0	0	99	5	0	0
7:45	0	0	0	0	0	2	50	0	0	0	6	0	9	0	0	0	101	6	0	0
8:00	0	0	0	0	0	2	42	0	0	0	6	0	5	0	0	0	82	3	0	0
8:15	0	0	0	0	0	1	53	0	0	0	2	0	2	0	0	0	54	1	0	0
Total	**0**	**0**	**0**	**0**	**0**	**15**	**419**	**0**	**1**	**0**	**48**	**0**	**49**	**0**	**0**	**0**	**593**	**28**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**9**	**238**	**0**	**1**	**0**	**38**	**0**	**26**	**0**	**0**	**0**	**351**	**18**	**0**	**0**
16:30	0	0	0	0	0	7	87	0	0	0	5	0	2	0	0	0	76	11	0	0
16:45	0	0	0	0	0	5	82	0	0	0	5	0	6	0	0	0	77	8	0	0
17:00	0	0	0	0	0	7	88	0	0	0	4	0	6	0	0	0	104	6	0	0
17:15	0	0	0	0	0	9	97	0	0	0	5	0	5	0	0	0	78	9	0	0
17:30	0	0	0	0	0	6	77	0	0	0	1	0	5	0	0	0	72	6	0	0
17:45	0	0	0	0	0	3	70	0	0	0	4	0	4	0	0	0	80	1	0	0
18:00	0	0	0	0	0	9	66	0	0	0	3	0	4	0	0	0	74	1	0	0
18:15	0	0	0	0	0	7	61	0	0	0	2	0	0	0	0	0	65	4	0	0
Total	**0**	**0**	**0**	**0**	**0**	**53**	**628**	**0**	**0**	**0**	**29**	**0**	**32**	**0**	**0**	**0**	**626**	**46**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**0**	**0**	**0**	**0**	**0**	**28**	**354**	**0**	**0**	**0**	**19**	**0**	**19**	**0**	**0**	**0**	**335**	**34**	**0**	**0**
Gr. Total	0	0	0	0	0	68	1047	0	1	0	77	0	81	0	0	0	1219	74	0	0
% of Tot.	0%	0%	0%	0%		3%	41%	0%	0%		3%	0%	3%	0%		0%	47%	3%	0%	
Apprch%			0%					43%					6%					50%		
% of Apprch	0%	0%	0%	0%		6%	94%	0%	0%		49%	0%	51%	0%		0%	94%	6%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					FM-1198					US-82				
	From North					**From East**					**From South**					**From West**				

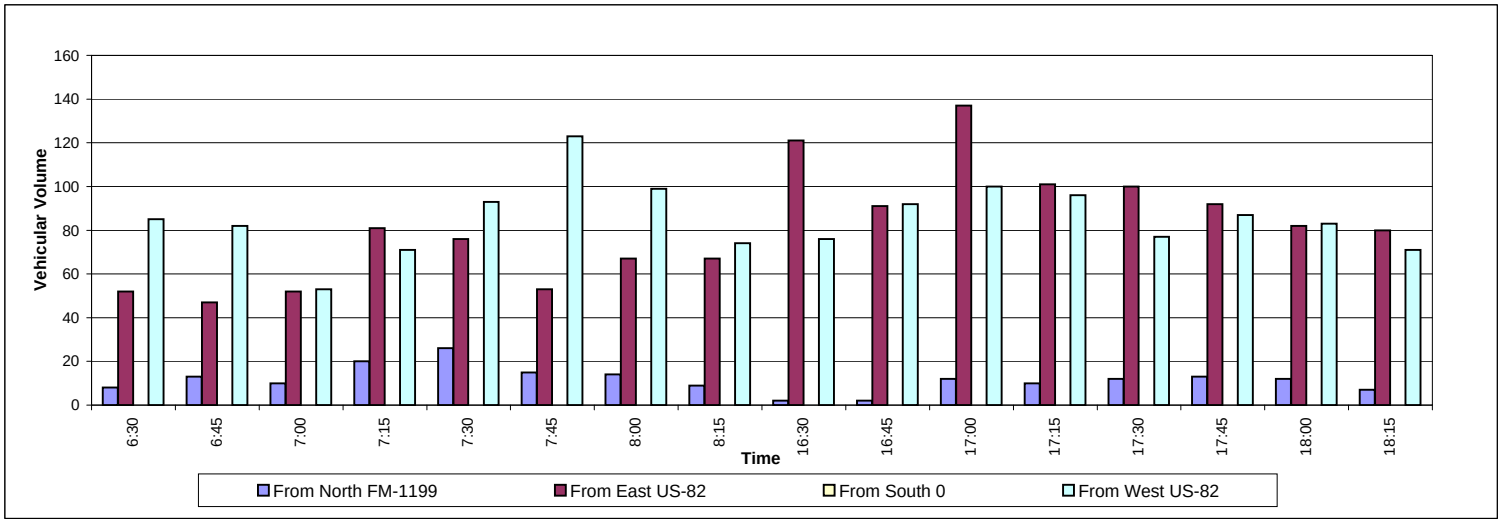


US-82 at FM-1199

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-1199					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	7	0	1	0	0	0	50	2	0	0	0	0	0	0	0	0	85	0	0	0
6:45	13	0	0	0	0	0	44	3	0	0	0	0	0	0	0	1	81	0	0	0
7:00	10	0	0	0	0	0	51	1	0	0	0	0	0	0	0	1	52	0	0	0
7:15	19	0	1	0	0	0	79	2	0	0	0	0	0	0	0	1	70	0	0	0
7:30	25	0	1	0	0	0	67	9	0	0	0	0	0	0	0	0	93	0	0	0
7:45	14	0	1	0	0	0	48	5	0	0	0	0	0	0	0	0	123	0	0	0
8:00	13	0	1	0	0	0	55	12	0	0	0	0	0	0	0	1	98	0	0	0
8:15	8	0	1	0	0	0	57	10	0	0	0	0	0	0	0	0	74	0	0	0
Total	**109**	**0**	**6**	**0**	**0**	**0**	**451**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**676**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**71**	**0**	**4**	**0**	**0**	**0**	**249**	**28**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**384**	**0**	**0**	**0**
16:30	2	0	0	0	0	0	103	18	0	0	0	0	0	0	0	2	74	0	0	0
16:45	2	0	0	0	0	0	81	10	0	0	0	0	0	0	0	2	90	0	0	0
17:00	11	0	1	0	0	0	113	24	0	0	0	0	0	0	0	0	100	0	0	0
17:15	9	0	1	0	0	0	86	15	0	0	0	0	0	0	0	0	96	0	0	0
17:30	12	0	0	0	0	0	85	15	0	0	0	0	0	0	0	0	77	0	0	0
17:45	11	0	2	0	0	0	80	9	3	0	0	0	0	0	0	0	87	0	0	0
18:00	11	0	1	0	0	0	68	12	2	0	0	0	0	0	0	1	82	0	0	0
18:15	5	0	2	0	0	0	71	9	0	0	0	0	0	0	0	2	69	0	0	0
Total	**63**	**0**	**7**	**0**	**0**	**0**	**687**	**112**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	**675**	**0**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**24**	**0**	**2**	**0**	**0**	**0**	**383**	**67**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**360**	**0**	**0**	**0**
Gr. Total	172	0	13	0	0	0	1138	156	5	0	0	0	0	0	0	11	1351	0	0	0
% of Tot.	6%	0%	0%	0%		0%	40%	5%	0%		0%	0%	0%	0%		0%	47%	0%	0%	
Apprch%	7%					46%					0%					48%				
% of Apprch	93%	0%	7%	0%		0%	88%	12%	0%		0%	0%	0%	0%		1%	99%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-1199					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

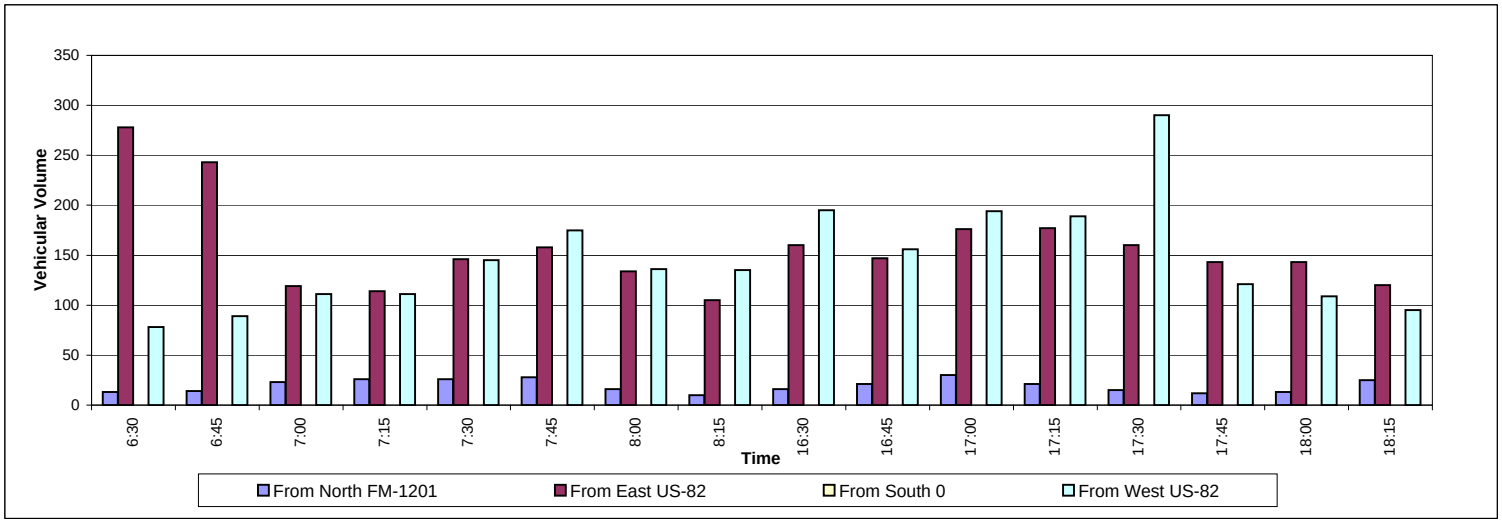


US-82 at FM-1201

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-1201					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	8	0	5	0	0	0	272	6	0	0	0	0	0	0	0	1	77	0	0	0
6:45	12	0	2	0	0	0	231	12	0	0	0	0	0	0	0	0	89	0	0	0
7:00	16	0	6	1	0	0	103	16	0	0	0	0	0	0	0	1	110	0	0	0
7:15	18	0	8	0	0	0	108	6	0	0	0	0	0	0	0	3	108	0	0	0
7:30	24	0	2	0	0	0	137	9	0	0	0	0	0	0	0	2	143	0	0	0
7:45	20	0	8	0	0	0	135	23	0	0	0	0	0	0	0	2	172	0	1	0
8:00	10	0	6	0	0	0	123	11	0	0	0	0	0	0	0	4	132	0	0	0
8:15	9	0	1	0	0	0	93	12	0	0	0	0	0	0	0	4	131	0	0	0
Total	**117**	**0**	**38**	**1**	**0**	**0**	**1202**	**95**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**962**	**0**	**1**	**0**
AM Peak Hour 6:30 to 7:30	**54**	**0**	**21**	**1**	**0**	**0**	**714**	**40**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**384**	**0**	**0**	**0**
16:30	14	0	2	0	0	0	147	13	0	0	0	0	0	0	0	5	190	0	0	0
16:45	19	0	2	0	1	0	134	13	0	0	0	0	0	0	0	3	153	0	0	0
17:00	26	0	4	0	0	0	159	17	0	0	0	0	0	0	0	3	191	0	0	0
17:15	20	0	1	0	0	0	161	16	0	0	0	0	0	0	0	5	184	0	0	0
17:30	15	0	0	0	0	0	150	10	0	0	0	0	0	0	0	6	284	0	0	0
17:45	12	0	0	0	0	0	137	6	0	0	0	0	0	0	0	3	118	0	0	0
18:00	13	0	0	0	0	0	130	13	0	0	0	0	0	0	0	2	107	0	0	0
18:15	25	0	0	0	0	0	107	13	0	0	0	0	0	0	0	1	94	0	0	0
Total	**144**	**0**	**9**	**0**	**1**	**0**	**1125**	**101**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**1321**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**80**	**0**	**7**	**0**	**1**	**0**	**604**	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**812**	**0**	**0**	**0**
Gr. Total	261	0	47	1	1	0	2327	196	0	0	0	0	0	0	0	45	2283	0	1	0
% of Tot.	5%	0%	1%	0%		0%	45%	4%	0%		0%	0%	0%	0%		1%	44%	0%	0%	
Apprch%	6%					49%					0%					45%				
% of Apprch	84%	0%	15%	0%		0%	92%	8%	0%		0%	0%	0%	0%		2%	98%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-1201					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

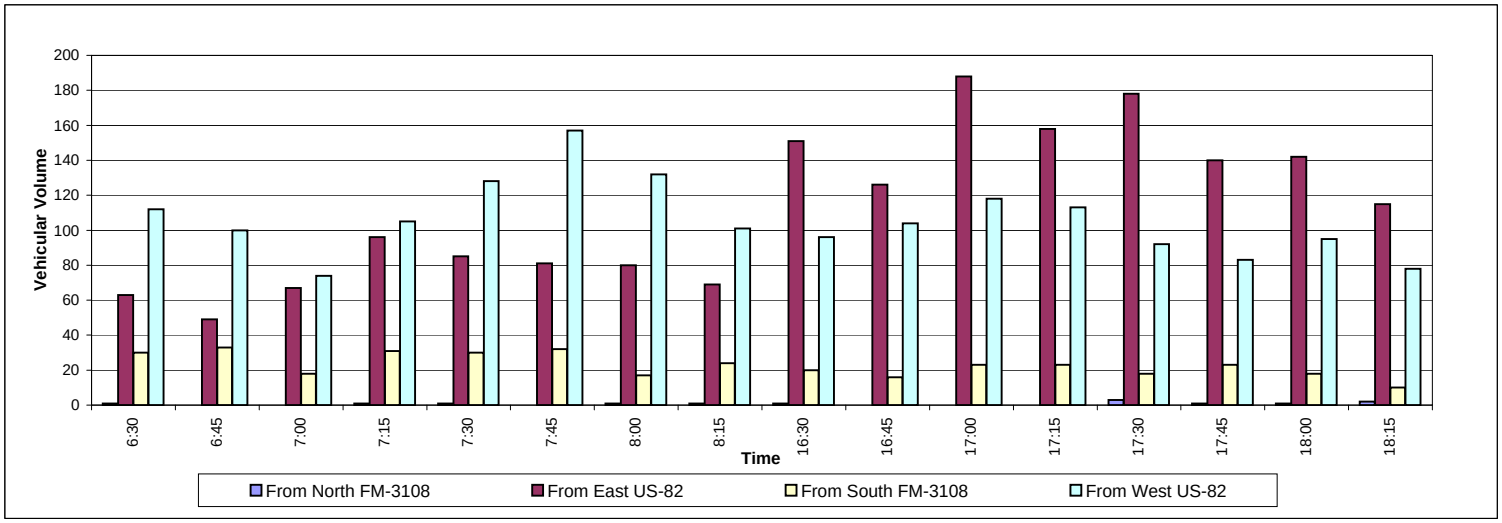


US-82 at FM-3108

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-3108					US-82					FM-3108					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	0	0	0	4	59	0	0	0	4	0	26	0	0	0	107	4	1	0
6:45	0	0	0	0	0	6	42	1	0	0	9	0	24	0	0	0	99	0	1	0
7:00	0	0	0	0	0	6	61	0	0	0	1	0	17	0	0	0	69	5	0	0
7:15	1	0	0	0	0	5	90	1	0	0	7	0	24	0	0	0	98	7	0	0
7:30	1	0	0	0	0	7	78	0	0	0	7	0	23	0	0	0	123	5	0	0
7:45	0	0	0	0	0	7	74	0	0	0	2	0	30	0	0	0	146	10	1	0
8:00	0	1	0	0	0	2	78	0	0	0	5	0	12	0	0	1	125	6	0	0
8:15	1	0	0	0	0	7	61	1	0	0	4	0	20	0	0	0	96	5	0	0
Total	**4**	**1**	**0**	**0**	**0**	**44**	**543**	**3**	**0**	**0**	**39**	**0**	**176**	**0**	**0**	**1**	**863**	**42**	**3**	**0**
AM Peak Hour 7:15 to 8:15	**2**	**1**	**0**	**0**	**0**	**21**	**320**	**1**	**0**	**0**	**21**	**0**	**89**	**0**	**0**	**1**	**492**	**28**	**1**	**0**
16:30	0	1	0	0	0	20	131	0	0	0	14	0	6	0	0	0	83	11	2	0
16:45	0	0	0	0	0	15	111	0	0	0	7	0	9	0	0	0	95	6	3	0
17:00	0	0	0	0	0	26	159	1	2	0	11	0	12	0	0	0	105	7	6	0
17:15	0	0	0	0	0	30	128	0	0	0	8	0	15	0	0	0	103	8	2	0
17:30	2	0	1	0	0	28	148	2	0	0	6	0	12	0	0	0	82	7	3	0
17:45	1	0	0	0	0	19	121	0	0	0	9	0	14	0	0	0	74	8	1	0
18:00	1	0	0	0	0	27	114	0	1	0	10	0	8	0	0	0	89	5	1	0
18:15	0	2	0	0	0	18	95	1	1	0	4	0	6	0	0	0	62	14	2	0
Total	**4**	**3**	**1**	**0**	**0**	**183**	**1007**	**4**	**4**	**0**	**69**	**0**	**82**	**0**	**0**	**0**	**693**	**66**	**20**	**0**
PM Peak Hour 17:00 to 18:00	**3**	**0**	**1**	**0**	**0**	**103**	**556**	**3**	**2**	**0**	**34**	**0**	**53**	**0**	**0**	**0**	**364**	**30**	**12**	**0**
Gr. Total	8	4	1	0	0	227	1550	7	4	0	108	0	258	0	0	1	1556	108	23	0
% of Tot.	0%	0%	0%	0%		6%	40%	0%	0%		3%	0%	7%	0%		0%	40%	3%	1%	
Apprch%	0%					46%					9%					44%				
% of Apprch	62%	31%	8%	0%		13%	87%	0%	0%		30%	0%	70%	0%		0%	92%	6%	1%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-3108					US-82					FM-3108					US-82				
	From North					**From East**					**From South**					**From West**				

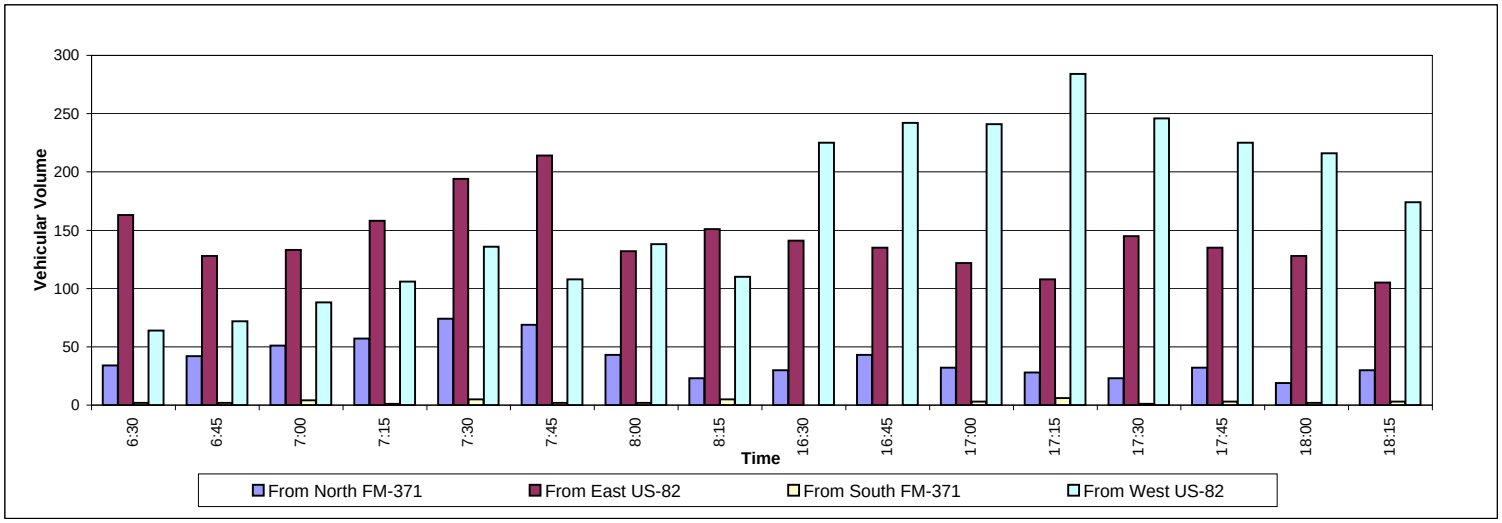


US-82 at FM-371

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-371					US-82					FM-371					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	4	0	30	0	0	1	159	3	0	0	1	1	0	0	0	6	58	0	0	0
6:45	3	0	39	0	1	0	128	0	0	0	1	0	1	0	0	7	65	0	0	0
7:00	5	1	45	0	0	0	132	1	0	0	2	0	2	0	0	14	74	0	0	0
7:15	9	0	48	0	0	0	156	2	0	0	1	0	0	0	0	20	86	0	0	0
7:30	8	0	66	0	0	0	188	6	0	0	4	1	0	0	0	30	104	0	2	0
7:45	7	0	62	0	0	1	204	9	0	0	0	1	1	0	0	14	91	1	2	0
8:00	3	3	37	0	0	0	129	3	0	0	2	0	0	0	0	21	115	1	1	0
8:15	3	0	20	0	0	0	148	3	0	0	5	0	0	0	0	15	95	0	0	0
Total	**42**	**4**	**347**	**0**	**1**	**2**	**1244**	**27**	**0**	**0**	**16**	**3**	**4**	**0**	**0**	**127**	**688**	**2**	**5**	**0**
AM Peak Hour 7:15 to 8:15	**27**	**3**	**213**	**0**	**0**	**1**	**677**	**20**	**0**	**0**	**7**	**2**	**1**	**0**	**0**	**85**	**396**	**2**	**5**	**0**
16:30	0	0	30	0	0	0	134	7	0	0	0	0	0	0	0	56	168	1	0	0
16:45	7	0	36	0	0	0	132	3	0	0	0	0	0	0	0	47	192	2	1	0
17:00	8	0	24	0	0	0	118	4	0	0	1	1	1	0	0	47	187	3	4	0
17:15	3	0	25	0	0	0	106	2	0	0	5	0	1	0	0	46	235	3	0	0
17:30	4	0	19	0	0	0	138	7	0	0	1	0	0	0	0	55	188	2	1	0
17:45	6	2	24	0	0	0	132	3	0	0	0	1	2	0	0	34	184	6	1	0
18:00	5	0	14	0	0	2	122	4	0	0	2	0	0	0	0	43	172	1	0	0
18:15	5	0	25	0	0	0	101	4	0	0	2	1	0	0	0	29	145	0	0	0
Total	**38**	**2**	**197**	**0**	**0**	**2**	**983**	**34**	**0**	**0**	**11**	**3**	**4**	**0**	**0**	**357**	**1471**	**18**	**7**	**0**
PM Peak Hour 16:45 to 17:45	**22**	**0**	**104**	**0**	**0**	**0**	**494**	**16**	**0**	**0**	**7**	**1**	**2**	**0**	**0**	**195**	**802**	**10**	**6**	**0**
Gr. Total	80	6	544	0	1	4	2227	61	0	0	27	6	8	0	0	484	2159	20	12	0
% of Tot.	1%	0%	10%	0%		0%	39%	1%	0%		0%	0%	0%	0%		9%	38%	0%	0%	
Apprch%	11%					41%					1%					47%				
% of Apprch	13%	1%	86%	0%		0%	97%	3%	0%		66%	15%	20%	0%		18%	81%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-371					US-82					FM-371					US-82				
	From North					**From East**					**From South**					**From West**				

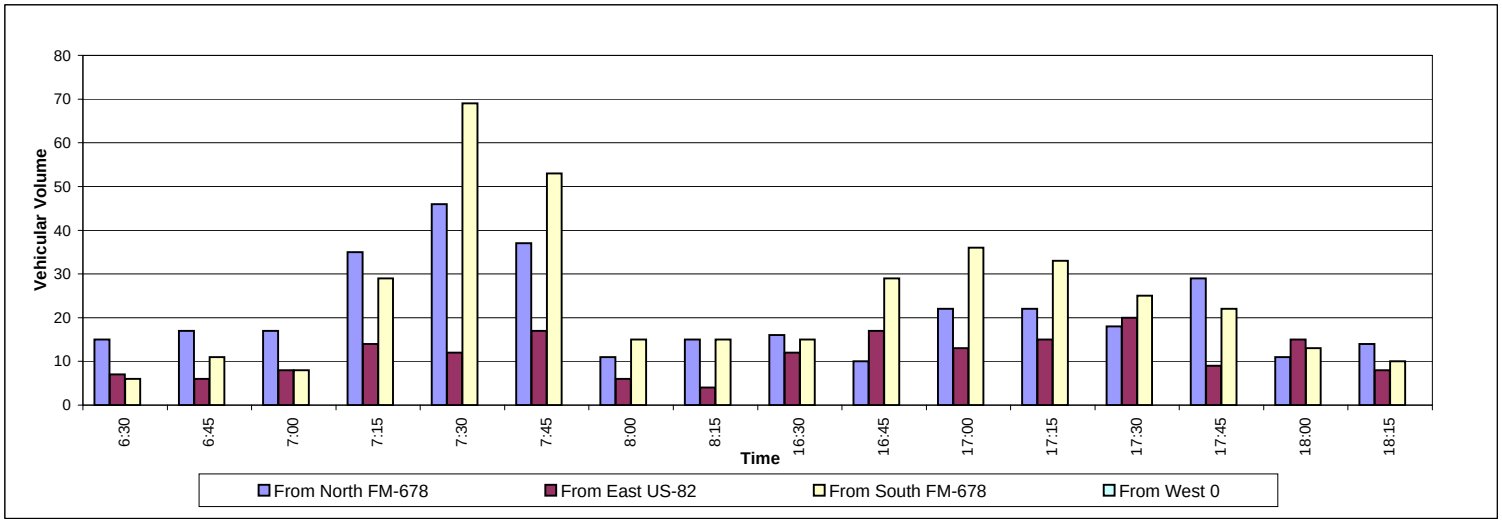


US-82 at FM-678 North

Tuesday, March 06, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-678					US-82					FM-678									
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	10	5	0	0	0	7	0	0	0	0	0	3	3	0	0	0	0	0	0	0
6:45	10	7	0	0	0	2	0	4	0	0	0	7	4	0	0	0	0	0	0	0
7:00	4	13	0	0	0	4	0	4	0	0	0	7	1	0	0	0	0	0	0	0
7:15	5	30	0	0	0	9	0	5	0	0	0	25	4	0	0	0	0	0	0	0
7:30	13	33	0	0	0	6	0	6	0	0	0	55	14	0	0	0	0	0	0	0
7:45	18	19	0	0	0	10	0	7	0	0	0	38	15	0	0	0	0	0	0	0
8:00	4	7	0	0	0	2	0	4	0	0	0	10	5	0	0	0	0	0	0	0
8:15	10	5	0	0	0	3	0	1	0	0	0	10	5	0	0	0	0	0	0	0
Total	**74**	**119**	**0**	**0**	**0**	**43**	**0**	**31**	**0**	**0**	**0**	**155**	**51**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour 7:00 to 8:00	**40**	**95**	**0**	**0**	**0**	**29**	**0**	**22**	**0**	**0**	**0**	**125**	**34**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:30	4	12	0	0	0	4	0	8	0	0	0	15	0	0	0	0	0	0	0	0
16:45	4	6	0	0	0	10	0	7	0	0	0	26	3	0	0	0	0	0	0	0
17:00	7	15	0	0	0	6	0	7	0	0	0	28	8	0	0	0	0	0	0	0
17:15	9	13	0	0	0	8	0	7	0	0	0	26	7	0	0	0	0	0	0	0
17:30	9	9	0	0	0	5	0	15	0	0	0	18	7	0	0	0	0	0	0	0
17:45	5	24	0	0	0	3	0	6	0	0	0	18	4	0	0	0	0	0	0	0
18:00	4	7	0	0	0	8	0	7	0	0	0	12	1	0	0	0	0	0	0	0
18:15	4	10	0	0	0	6	0	2	0	0	0	9	1	0	0	0	0	0	0	0
Total	**46**	**96**	**0**	**0**	**0**	**50**	**0**	**59**	**0**	**0**	**0**	**152**	**31**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**30**	**61**	**0**	**0**	**0**	**22**	**0**	**35**	**0**	**0**	**0**	**90**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Gr. Total	120	215	0	0	0	93	0	90	0	0	0	307	82	0	0	0	0	0	0	0
% of Tot.	13%	24%	0%	0%		10%	0%	10%	0%		0%	34%	9%	0%		0%	0%	0%	0%	
Apprch%	37%					20%					43%					0%				
% of Apprch	36%	64%	0%	0%		51%	0%	49%	0%		0%	79%	21%	0%		0%	0%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-678					US-82					FM-678									
	From North					**From East**					**From South**					**From West**				

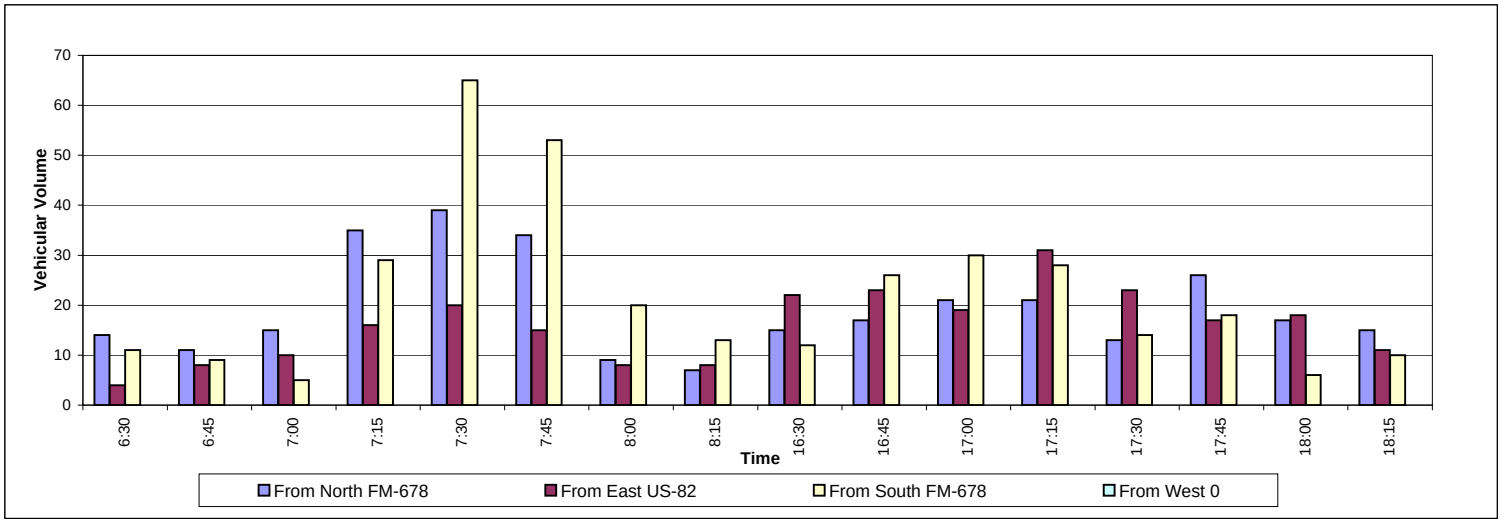


US-82 at FM-678 South

Tuesday, March 06, 2012

Turning Movement Count

	From North					From East					From South					From West				
	FM-678					US-82					FM-678									
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	5	9	0	0	0	2	0	2	0	0	0	4	7	0	0	0	0	0	0	0
6:45	5	6	0	0	0	3	0	5	0	0	0	6	3	0	0	0	0	0	0	0
7:00	3	12	0	0	0	7	0	3	0	0	0	4	1	0	0	0	0	0	0	0
7:15	4	31	0	0	0	9	0	7	0	0	0	22	7	0	0	0	0	0	0	0
7:30	4	35	0	0	0	8	0	12	0	0	0	60	5	0	0	0	0	0	0	0
7:45	4	30	0	0	0	7	0	8	0	0	0	43	10	0	0	0	0	0	0	0
8:00	3	6	0	0	0	5	0	3	0	0	0	12	8	0	0	0	0	0	0	0
8:15	2	5	0	0	0	4	0	4	0	0	0	11	2	0	0	0	0	0	0	0
Total	**30**	**134**	**0**	**0**	**0**	**45**	**0**	**44**	**0**	**0**	**0**	**162**	**43**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**15**	**102**	**0**	**0**	**0**	**29**	**0**	**30**	**0**	**0**	**0**	**137**	**30**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
16:30	4	11	0	0	0	7	0	15	0	0	0	1	11	0	0	0	0	0	0	0
16:45	3	14	0	0	0	6	0	17	0	0	0	12	14	0	0	0	0	0	0	0
17:00	8	13	0	0	0	8	0	11	0	0	0	25	5	0	0	0	0	0	0	0
17:15	2	19	0	0	0	12	0	19	0	0	0	13	15	0	0	0	0	0	0	0
17:30	5	8	0	0	0	6	0	17	0	0	0	7	7	0	0	0	0	0	0	0
17:45	15	11	0	0	0	4	0	13	0	0	0	9	9	0	0	0	0	0	0	0
18:00	6	11	0	0	0	8	0	10	0	0	0	3	3	0	0	0	0	0	0	0
18:15	5	10	0	0	0	5	0	6	0	0	0	5	5	0	0	0	0	0	0	0
Total	**48**	**97**	**0**	**0**	**0**	**56**	**0**	**108**	**0**	**0**	**0**	**75**	**69**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**18**	**54**	**0**	**0**	**0**	**32**	**0**	**64**	**0**	**0**	**0**	**57**	**41**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Gr. Total	78	231	0	0	0	101	0	152	0	0	0	237	112	0	0	0	0	0	0	0
% of Tot.	9%	25%	0%	0%		11%	0%	17%	0%		0%	26%	12%	0%		0%	0%	0%	0%	
Apprch%	34%					28%					38%					0%				
% of Apprch	25%	75%	0%	0%		40%	0%	60%	0%		0%	68%	32%	0%		0%	0%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	FM-678					US-82					FM-678									
	From North					**From East**					**From South**					**From West**				

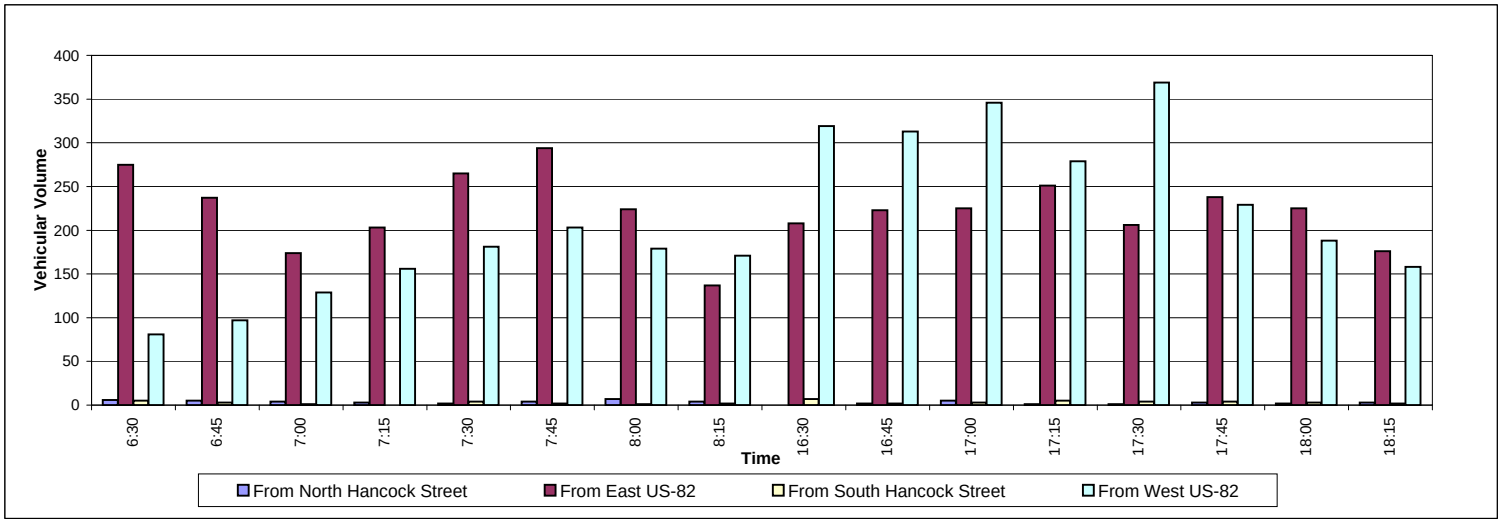


US-82 at Hancock Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Hancock Street					US-82					Hancock Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	3	0	3	0	0	6	262	7	0	0	3	0	2	0	0	4	77	0	0	0
6:45	1	0	4	0	0	5	229	3	0	0	1	0	2	0	0	3	92	2	0	0
7:00	1	0	3	0	0	3	161	7	3	0	0	0	1	0	0	6	122	1	0	0
7:15	0	0	3	0	0	1	200	1	1	0	0	0	0	0	0	4	151	1	0	0
7:30	1	0	1	0	0	5	244	11	5	0	1	0	3	0	0	5	176	0	0	0
7:45	2	0	2	0	0	8	273	11	2	0	0	0	2	0	0	4	197	2	0	0
8:00	1	0	6	0	0	6	208	10	0	0	0	0	1	0	0	6	172	1	0	0
8:15	1	0	3	0	0	2	131	4	0	0	0	0	2	0	0	4	164	3	0	0
Total	**10**	**0**	**25**	**0**	**0**	**36**	**1708**	**54**	**11**	**0**	**5**	**0**	**13**	**0**	**0**	**36**	**1151**	**10**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**4**	**0**	**12**	**0**	**0**	**20**	**925**	**33**	**8**	**0**	**1**	**0**	**6**	**0**	**0**	**19**	**696**	**4**	**0**	**0**
16:30	0	0	0	0	0	7	198	1	2	0	1	0	6	0	0	0	318	1	0	0
16:45	0	0	2	0	0	3	219	1	0	0	0	0	2	0	0	2	311	0	0	0
17:00	1	0	4	0	1	5	216	3	1	0	0	0	3	0	0	2	343	1	0	0
17:15	0	0	1	0	0	8	243	0	0	0	0	0	5	0	0	0	277	2	0	0
17:30	1	0	0	0	0	4	200	2	0	0	0	0	4	0	0	1	367	1	0	0
17:45	0	1	2	0	0	7	227	3	1	0	1	0	3	0	0	0	227	2	0	0
18:00	1	0	1	0	1	2	222	1	0	0	1	0	2	0	0	0	186	1	1	0
18:15	3	0	0	0	0	3	172	1	0	0	0	0	2	0	0	0	157	0	1	0
Total	**6**	**1**	**10**	**0**	**2**	**39**	**1697**	**12**	**4**	**0**	**3**	**0**	**27**	**0**	**0**	**5**	**2186**	**8**	**2**	**0**
PM Peak Hour 16:45 to 17:45	**2**	**0**	**7**	**0**	**1**	**20**	**878**	**6**	**1**	**0**	**0**	**0**	**14**	**0**	**0**	**5**	**1298**	**4**	**0**	**0**
Gr. Total	16	1	35	0	2	75	3405	66	15	0	8	0	40	0	0	41	3337	18	2	0
% of Tot.	0%	0%	0%	0%		1%	48%	1%	0%		0%	0%	1%	0%		1%	47%	0%	0%	
Apprch%	1%					50%					1%					48%				
% of Apprch	31%	2%	67%	0%		2%	96%	2%	0%		17%	0%	83%	0%		1%	98%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Hancock Street					US-82					Hancock Street					US-82				
	From North					**From East**					**From South**					**From West**				

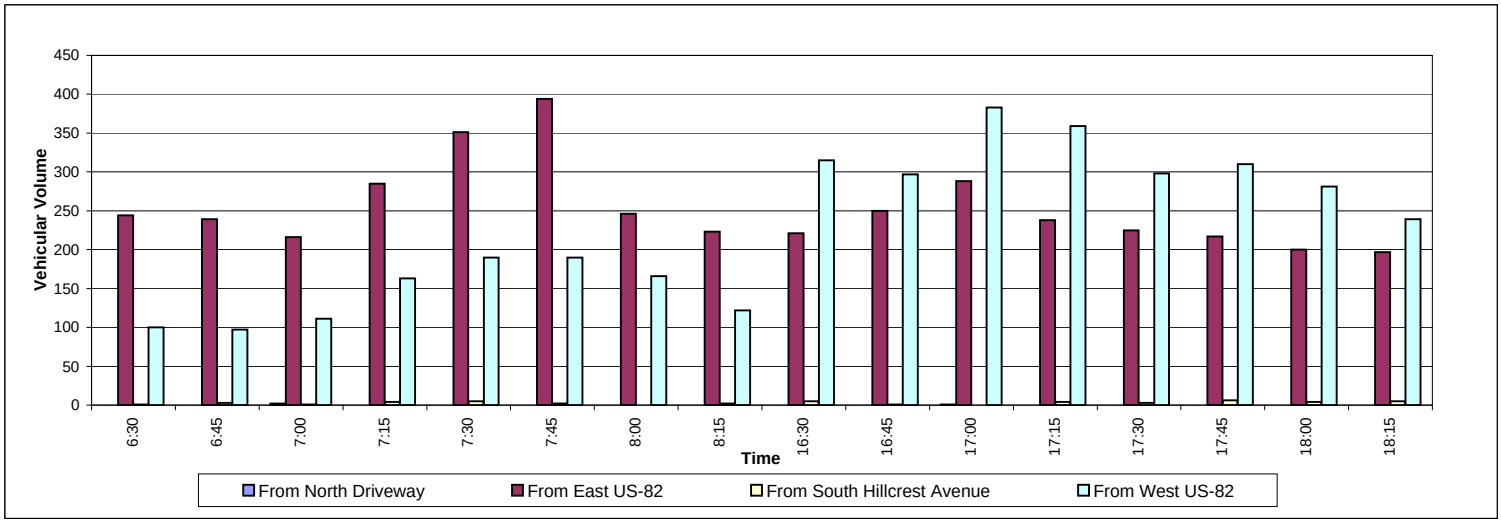


US-82 at Hillcrest Avenue

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Driveway					US-82					Hillcrest Avenue					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	7	237	0	0	0	0	1	0	0	0	0	100	0	0	0
6:45	0	0	0	0	0	7	232	0	0	0	2	1	0	0	0	0	96	1	0	0
7:00	0	0	2	0	0	4	212	0	0	0	1	0	0	0	0	0	111	0	0	0
7:15	0	0	0	0	0	10	275	0	0	0	4	0	0	0	0	0	163	0	0	0
7:30	0	0	0	0	0	23	328	0	0	0	3	0	2	0	0	0	189	0	1	0
7:45	0	0	0	0	0	13	381	0	0	0	1	0	1	0	1	0	189	1	0	0
8:00	0	0	0	0	0	15	231	0	0	0	0	0	0	0	0	0	166	0	0	0
8:15	0	0	0	0	0	15	208	0	0	0	2	0	0	0	1	0	122	0	0	0
Total	**0**	**0**	**2**	**0**	**0**	**94**	**2104**	**0**	**0**	**0**	**13**	**2**	**3**	**0**	**2**	**0**	**1136**	**2**	**1**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**61**	**1215**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**1**	**0**	**707**	**1**	**1**	**0**
16:30	0	0	0	0	0	14	207	0	0	0	1	0	3	1	0	0	310	5	0	0
16:45	0	0	0	0	0	18	231	0	1	0	1	0	0	0	0	2	291	4	0	0
17:00	0	0	1	0	0	20	264	1	3	0	0	0	0	0	0	1	379	3	0	0
17:15	0	0	0	0	1	21	217	0	0	0	0	0	2	2	0	0	353	6	0	0
17:30	0	0	0	0	0	10	214	0	1	0	3	0	0	0	0	0	296	2	0	0
17:45	0	0	0	0	0	12	205	0	0	0	2	0	4	0	0	0	307	3	0	0
18:00	0	0	0	0	1	11	189	0	0	0	2	0	2	0	0	0	278	3	0	0
18:15	0	0	0	0	0	12	184	0	1	0	0	0	2	3	0	0	233	6	0	0
Total	**0**	**0**	**1**	**0**	**2**	**118**	**1711**	**1**	**6**	**0**	**9**	**0**	**13**	**6**	**0**	**3**	**2447**	**32**	**0**	**0**
PM Peak Hour 16:30 to 17:30	**0**	**0**	**1**	**0**	**1**	**73**	**919**	**1**	**4**	**0**	**2**	**0**	**5**	**3**	**0**	**3**	**1333**	**18**	**0**	**0**
Gr. Total	0	0	3	0	2	212	3815	1	6	0	22	2	16	6	2	3	3583	34	1	0
% of Tot.	0%	0%	0%	0%		3%	50%	0%	0%		0%	0%	0%	0%		0%	47%	0%	0%	
Apprch%	0%					52%					1%					47%				
% of Apprch	0%	0%	100%	0%		5%	95%	0%	0%		48%	4%	35%	13%		0%	99%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Driveway					US-82					Hillcrest Avenue					US-82				
	From North					**From East**					**From South**					**From West**				

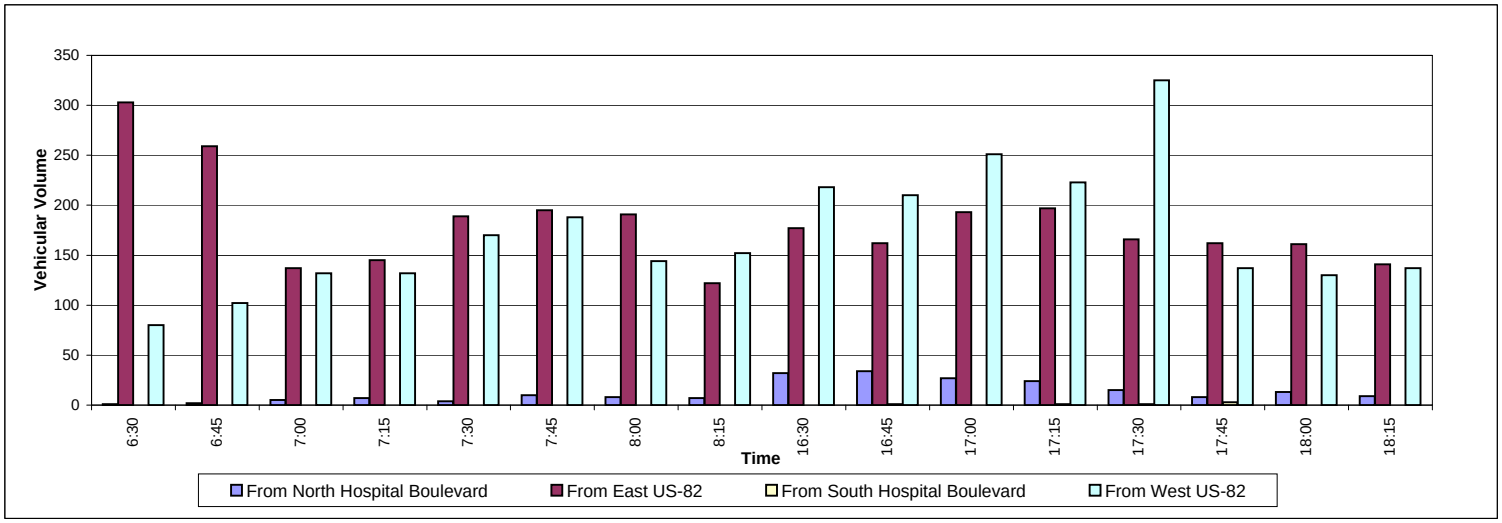


US-82 at Hospital Boulevard

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Hospital Boulevard					US-82					Hospital Boulevard					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	0	0	0	0	289	14	0	0	0	0	0	0	0	6	74	0	0	0
6:45	2	0	0	0	0	0	244	15	0	0	0	0	0	0	0	8	94	0	0	0
7:00	4	0	1	0	0	0	131	6	0	0	0	0	0	0	0	3	129	0	0	0
7:15	7	0	0	0	0	0	129	16	0	0	0	0	0	0	0	7	125	0	0	0
7:30	3	0	1	0	0	0	168	21	0	0	0	0	0	0	0	2	168	0	0	0
7:45	10	0	0	0	0	0	174	21	0	0	0	0	0	0	0	5	183	0	0	0
8:00	6	0	2	0	0	0	161	30	0	0	0	0	0	0	0	3	141	0	0	0
8:15	6	0	1	0	1	0	110	12	0	0	0	0	0	0	0	5	147	0	0	0
Total	**39**	**0**	**5**	**0**	**1**	**0**	**1406**	**135**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**39**	**1061**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**26**	**0**	**3**	**0**	**0**	**0**	**632**	**88**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**17**	**617**	**0**	**0**	**0**
16:30	27	0	5	0	0	0	163	14	0	0	0	0	0	0	0	1	217	0	0	0
16:45	29	0	5	0	0	0	151	11	0	0	0	0	1	0	0	0	210	0	0	0
17:00	24	0	3	0	0	0	185	8	0	0	0	0	0	0	0	2	249	0	0	0
17:15	21	0	3	0	0	0	189	8	0	0	1	0	0	0	0	0	223	0	0	0
17:30	14	0	1	0	0	0	161	5	0	0	0	0	1	0	0	2	323	0	0	0
17:45	8	0	0	0	0	0	156	6	0	0	0	0	3	0	0	0	137	0	0	0
18:00	11	0	2	0	0	0	151	10	0	0	0	0	0	0	0	0	130	0	0	0
18:15	9	0	0	0	0	0	132	9	0	0	0	0	0	0	0	1	136	0	0	0
Total	**143**	**0**	**19**	**0**	**0**	**0**	**1288**	**71**	**0**	**0**	**1**	**0**	**5**	**0**	**0**	**6**	**1625**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**88**	**0**	**12**	**0**	**0**	**0**	**686**	**32**	**0**	**0**	**1**	**0**	**2**	**0**	**0**	**4**	**1005**	**0**	**0**	**0**
Gr. Total	182	0	24	0	1	0	2694	206	0	0	1	0	5	0	0	45	2686	0	0	0
% of Tot.	3%	0%	0%	0%		0%	46%	4%	0%		0%	0%	0%	0%		1%	46%	0%	0%	
Apprch%	4%					50%					0%					47%				
% of Apprch	88%	0%	12%	0%		0%	93%	7%	0%		17%	0%	83%	0%		2%	98%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Hospital Boulevard					US-82					Hospital Boulevard					US-82				
	From North					**From East**					**From South**					**From West**				

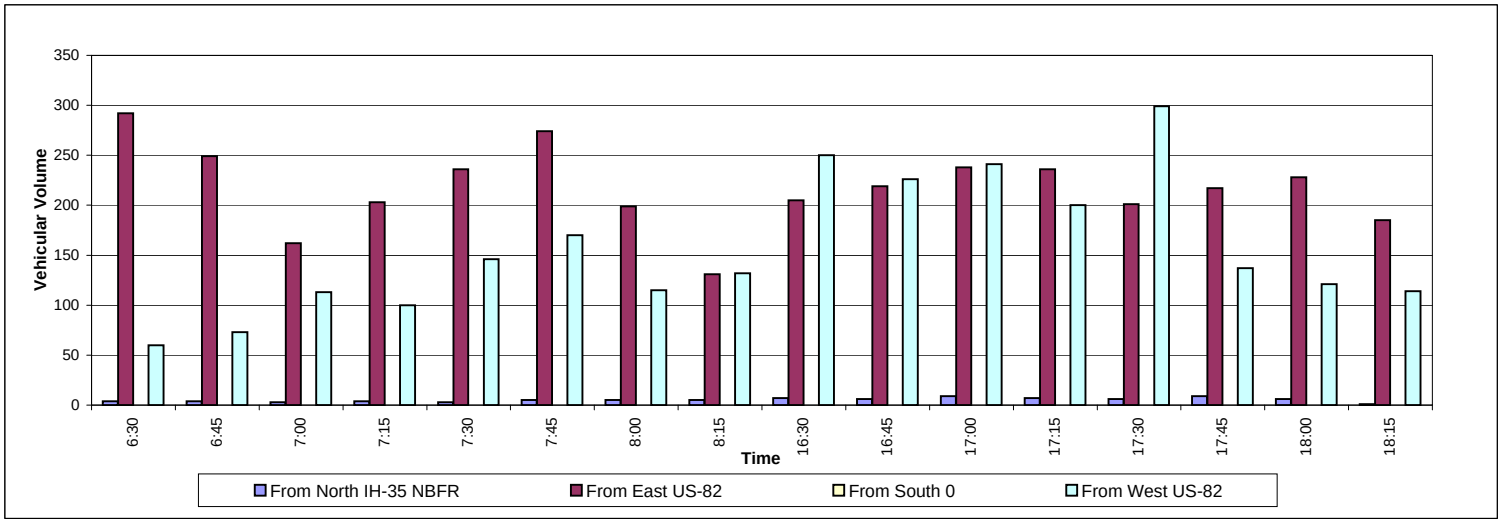


US-82 at IH-35 NBFR

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	IH-35 NBFR					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	3	0	0	0	269	23	0	0	0	0	0	0	0	17	43	0	0	0
6:45	2	0	2	0	0	0	229	20	0	0	0	0	0	0	0	9	64	0	0	0
7:00	1	0	2	0	0	0	155	7	0	0	0	0	0	0	0	15	98	0	0	0
7:15	2	0	2	0	0	0	189	14	0	0	0	0	0	0	0	13	87	0	0	0
7:30	0	0	3	0	0	0	215	21	0	0	0	0	0	0	0	17	129	0	0	0
7:45	3	0	2	0	0	0	242	32	0	0	0	0	0	0	0	21	149	0	0	0
8:00	2	0	3	0	0	0	174	25	0	0	0	0	0	0	0	11	104	0	0	0
8:15	2	0	3	0	0	0	119	12	0	0	0	0	0	0	0	15	117	0	0	0
Total	**13**	**0**	**20**	**0**	**0**	**0**	**1592**	**154**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**	**791**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**7**	**0**	**10**	**0**	**0**	**0**	**820**	**92**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**62**	**469**	**0**	**0**	**0**
16:30	4	0	3	0	0	0	180	25	0	0	0	0	0	0	0	20	229	0	1	0
16:45	4	0	2	0	0	0	192	27	0	0	0	0	0	0	0	18	208	0	0	0
17:00	1	0	8	0	0	0	212	26	0	0	0	0	0	0	0	16	225	0	0	0
17:15	1	0	6	0	0	0	215	21	0	0	0	0	0	0	0	17	183	0	0	0
17:30	3	0	3	0	0	0	179	22	0	0	0	0	0	0	0	22	277	0	0	0
17:45	7	0	2	0	0	0	186	31	0	0	0	0	0	0	0	21	116	0	0	0
18:00	3	0	3	0	0	0	198	30	0	0	0	0	0	0	0	14	107	0	0	0
18:15	1	0	0	0	0	0	161	24	0	0	0	0	0	0	0	14	100	0	0	0
Total	**24**	**0**	**27**	**0**	**0**	**0**	**1523**	**206**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**1445**	**0**	**1**	**0**
PM Peak Hour 16:45 to 17:45	**9**	**0**	**19**	**0**	**0**	**0**	**798**	**96**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**73**	**893**	**0**	**0**	**0**
Gr. Total	37	0	47	0	0	0	3115	360	0	0	0	0	0	0	0	260	2236	0	1	0
% of Tot.	1%	0%	1%	0%		0%	51%	6%	0%		0%	0%	0%	0%		4%	37%	0%	0%	
Apprch%	1%					57%					0%					41%				
% of Apprch	44%	0%	56%	0%		0%	90%	10%	0%		0%	0%	0%	0%		10%	90%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	IH-35 NBFR					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

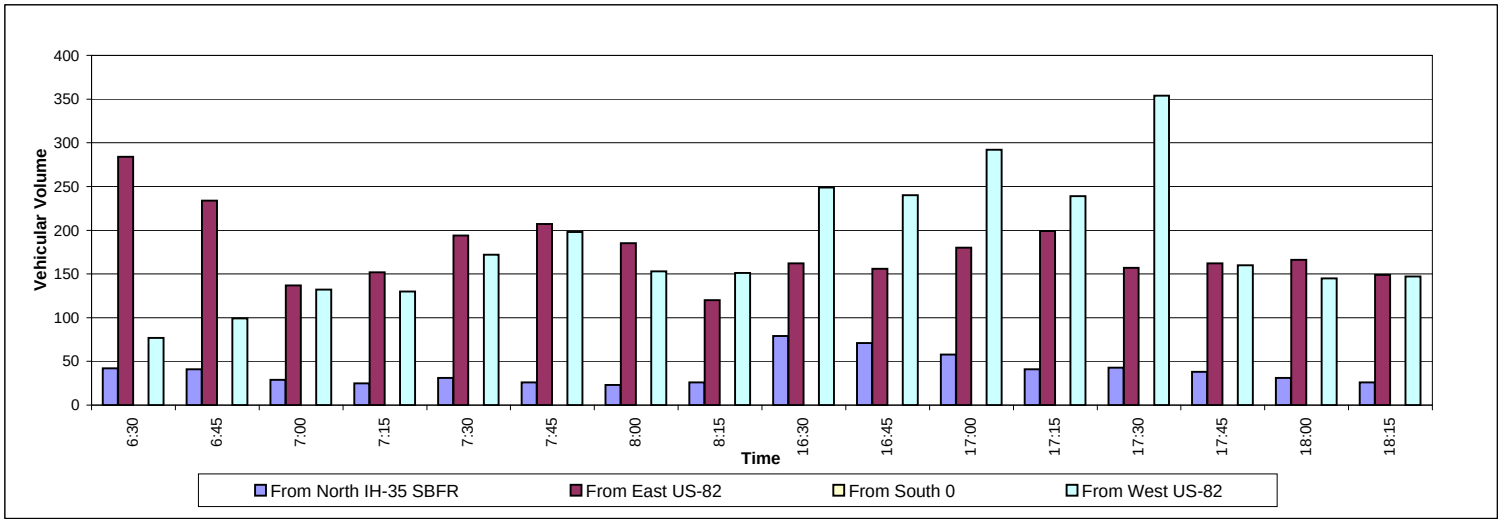


US-82 at IH-35 SBFR

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	IH-35 SBFR					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	10	0	32	0	0	0	279	5	0	0	0	0	0	0	0	1	52	24	0	0
6:45	11	1	29	0	0	0	226	8	0	0	0	0	0	0	0	1	60	38	0	0
7:00	18	0	11	0	0	0	131	6	0	0	0	0	0	0	0	0	95	37	0	0
7:15	12	0	13	0	0	0	142	10	0	0	0	0	0	0	0	1	89	40	0	0
7:30	20	0	11	0	0	0	183	11	0	0	0	0	0	0	0	1	126	45	0	0
7:45	13	2	11	0	0	0	194	13	0	0	0	0	0	0	0	3	153	42	0	0
8:00	14	1	8	0	0	0	180	5	0	0	0	0	0	0	0	1	106	46	0	0
8:15	16	0	10	0	1	0	114	6	0	0	0	0	0	0	0	2	115	34	0	0
Total	**114**	**4**	**125**	**0**	**1**	**0**	**1449**	**64**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**796**	**306**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**59**	**3**	**43**	**0**	**0**	**0**	**699**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**474**	**173**	**0**	**0**
16:30	54	0	25	0	0	0	157	5	0	0	0	0	0	0	0	2	193	54	0	0
16:45	51	0	20	0	0	0	146	10	0	0	0	0	0	0	0	2	176	62	0	0
17:00	34	0	24	0	0	0	172	8	0	0	0	0	0	0	0	0	206	86	0	0
17:15	24	0	17	0	0	0	188	11	0	0	0	0	0	0	0	3	174	62	0	0
17:30	21	0	22	0	0	1	141	15	0	0	0	0	0	0	0	1	284	69	0	0
17:45	23	1	14	0	0	0	148	13	1	0	0	0	0	0	0	3	115	42	0	0
18:00	22	2	7	0	0	0	155	11	0	0	0	0	0	0	0	3	102	40	0	0
18:15	12	3	11	0	0	0	132	17	0	0	0	0	0	0	0	1	105	41	0	0
Total	**241**	**6**	**140**	**0**	**0**	**1**	**1239**	**90**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**15**	**1355**	**456**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**130**	**0**	**83**	**0**	**0**	**1**	**647**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**840**	**279**	**0**	**0**
Gr. Total	355	10	265	0	1	1	2688	154	1	0	0	0	0	0	0	25	2151	762	0	0
% of Tot.	6%	0%	4%	0%		0%	42%	2%	0%		0%	0%	0%	0%		0%	34%	12%	0%	
Apprch%			10%					44%					0%					46%		
% of Apprch	56%	2%	42%	0%		0%	95%	5%	0%		0%	0%	0%	0%		1%	73%	26%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	IH-35 SBFR					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

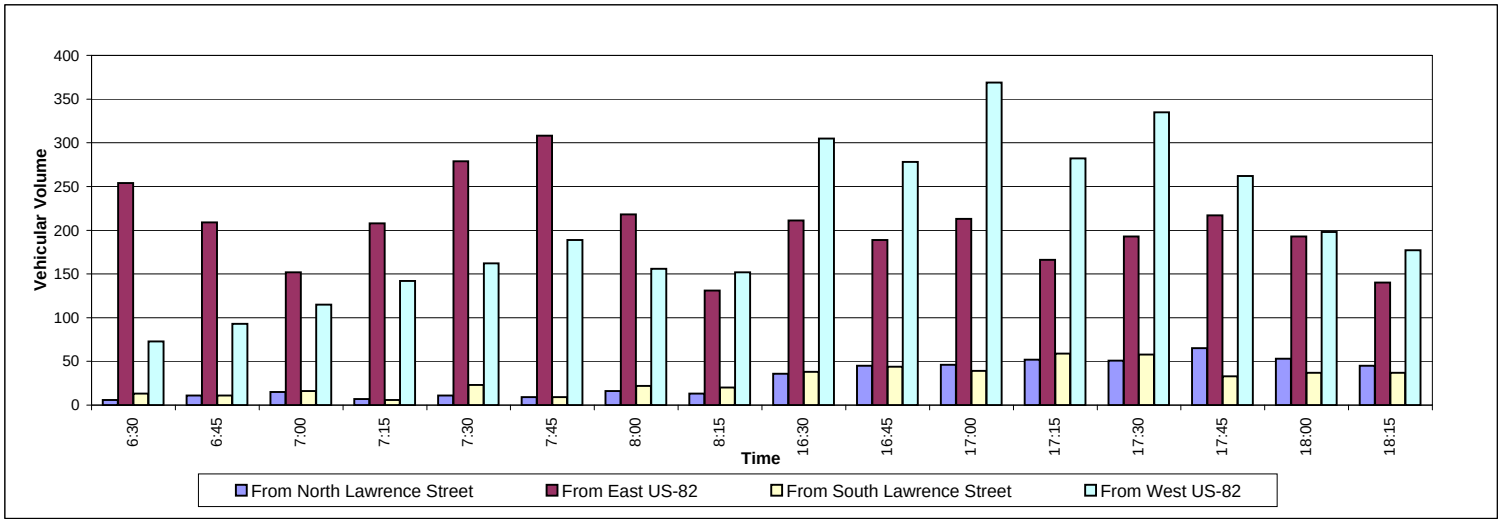


US-82 at Lawrence Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Lawrence Street					US-82					Lawrence Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	5	0	0	0	252	1	1	0	10	2	1	0	0	8	61	4	0	0
6:45	1	0	10	0	0	3	206	0	0	0	10	1	0	0	0	16	74	3	0	0
7:00	1	0	14	0	0	0	152	0	0	0	13	1	2	0	0	8	102	5	0	0
7:15	1	0	6	0	0	2	205	1	0	0	5	0	1	0	0	7	133	2	0	0
7:30	1	0	10	0	0	2	275	2	0	0	15	4	4	0	0	14	138	10	0	0
7:45	3	0	6	0	0	2	303	1	2	0	9	0	0	0	0	16	166	7	0	0
8:00	3	0	13	0	0	5	213	0	0	0	13	5	4	0	0	16	132	8	0	0
8:15	1	0	12	0	0	4	124	1	2	0	11	2	7	0	0	21	120	11	0	0
Total	**12**	**0**	**76**	**0**	**0**	**18**	**1730**	**6**	**5**	**0**	**86**	**15**	**19**	**0**	**0**	**106**	**926**	**50**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**8**	**0**	**35**	**0**	**0**	**11**	**996**	**4**	**2**	**0**	**42**	**9**	**9**	**0**	**0**	**53**	**569**	**27**	**0**	**0**
16:30	9	6	21	0	0	9	196	5	1	0	20	7	11	0	0	49	229	27	0	0
16:45	10	4	31	0	0	7	174	7	1	0	24	8	12	0	0	35	218	25	0	0
17:00	18	8	20	0	0	10	192	8	3	0	17	17	5	0	0	44	293	32	0	0
17:15	13	3	36	0	0	6	158	2	0	0	30	16	13	0	0	49	208	25	0	0
17:30	15	8	28	0	0	9	176	8	0	0	33	16	9	0	0	43	264	28	0	0
17:45	12	12	41	0	1	10	198	7	2	0	13	13	7	0	0	48	197	17	0	0
18:00	11	8	34	0	0	10	174	7	2	0	25	6	6	0	0	33	151	14	0	0
18:15	17	4	24	0	0	3	132	4	1	0	14	14	9	0	0	32	131	14	0	0
Total	**105**	**53**	**235**	**0**	**1**	**64**	**1400**	**48**	**10**	**0**	**176**	**97**	**72**	**0**	**0**	**333**	**1691**	**182**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**58**	**31**	**125**	**0**	**1**	**35**	**724**	**25**	**5**	**0**	**93**	**62**	**34**	**0**	**0**	**184**	**962**	**102**	**0**	**0**
Gr. Total	117	53	311	0	1	82	3130	54	15	0	262	112	91	0	0	439	2617	232	0	0
% of Tot.	2%	1%	4%	0%		1%	42%	1%	0%		3%	1%	1%	0%		6%	35%	3%	0%	
Apprch%	6%					44%					6%					44%				
% of Apprch	24%	11%	65%	0%		2%	95%	2%	0%		56%	24%	20%	0%		13%	80%	7%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Lawrence Street					US-82					Lawrence Street					US-82				
	From North					**From East**					**From South**					**From West**				

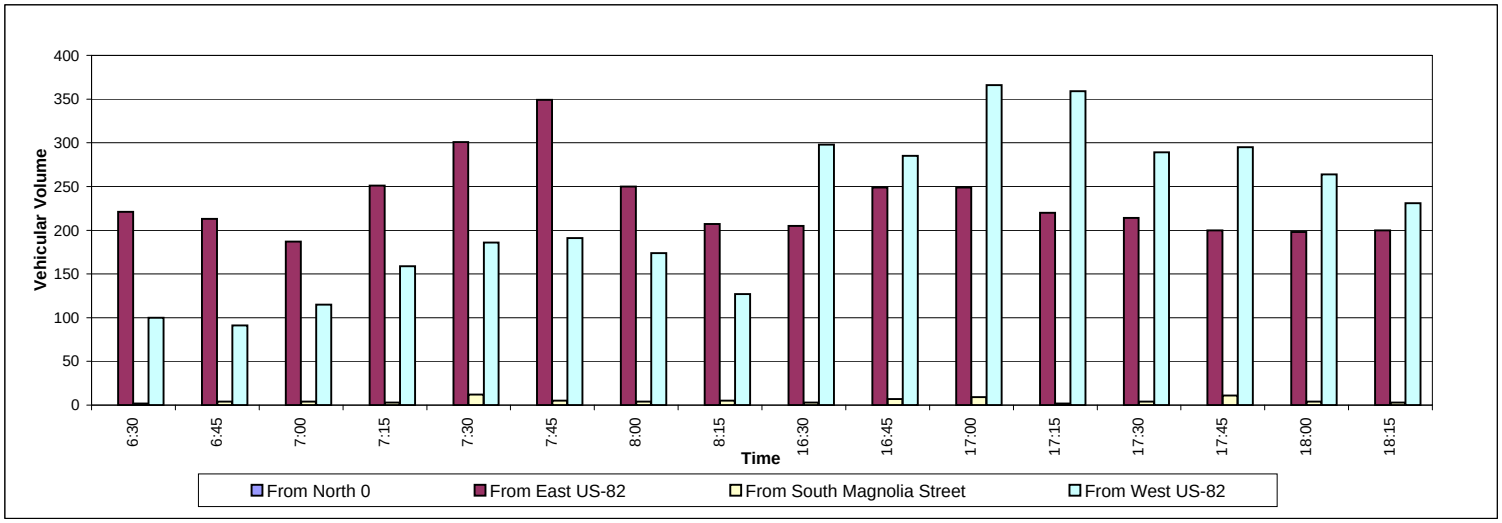


US-82 at Magnolia Street

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					Magnolia Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	221	0	0	0	2	0	0	0	0	0	98	2	0	0
6:45	0	0	0	0	0	0	212	0	1	0	3	0	1	0	0	0	90	1	0	0
7:00	0	0	0	0	0	2	185	0	0	0	3	0	1	0	0	0	114	1	0	0
7:15	0	0	0	0	0	0	251	0	0	0	3	0	0	0	0	0	158	0	1	0
7:30	0	0	0	0	0	0	301	0	0	0	9	0	3	0	1	0	185	0	1	0
7:45	0	0	0	0	0	3	346	0	0	0	4	0	1	0	0	0	188	3	0	0
8:00	0	0	0	0	0	2	247	0	1	0	3	0	1	0	0	0	173	1	0	0
8:15	0	0	0	0	0	0	207	0	0	0	4	0	1	0	0	0	125	2	0	0
Total	**0**	**0**	**0**	**0**	**0**	**7**	**1970**	**0**	**2**	**0**	**31**	**0**	**8**	**0**	**1**	**0**	**1131**	**10**	**2**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**5**	**1145**	**0**	**1**	**0**	**19**	**0**	**5**	**0**	**1**	**0**	**704**	**4**	**2**	**0**
16:30	0	0	0	0	0	1	203	0	1	0	3	0	0	0	1	0	292	5	1	0
16:45	0	0	0	0	0	5	243	0	1	1	3	0	4	0	0	0	281	3	1	0
17:00	0	0	0	0	0	1	245	0	3	0	8	0	1	0	2	0	358	7	1	1
17:15	0	0	0	0	0	5	215	0	0	0	2	0	0	0	0	0	353	4	2	0
17:30	0	0	0	0	0	3	211	0	0	0	2	0	2	0	0	0	285	4	0	0
17:45	0	0	0	0	0	1	197	0	2	0	9	0	1	1	0	0	286	7	2	0
18:00	0	0	0	0	0	2	195	0	1	0	3	0	1	0	0	0	262	2	0	0
18:15	0	0	0	0	0	4	196	0	0	0	3	0	0	0	0	0	225	5	1	0
Total	**0**	**0**	**0**	**0**	**0**	**22**	**1705**	**0**	**8**	**1**	**33**	**0**	**9**	**1**	**3**	**0**	**2342**	**37**	**8**	**1**
PM Peak Hour 16:45 to 17:45	**0**	**0**	**0**	**0**	**0**	**14**	**914**	**0**	**4**	**1**	**15**	**0**	**7**	**0**	**2**	**0**	**1277**	**18**	**4**	**1**
Gr. Total	0	0	0	0	0	29	3675	0	10	1	64	0	17	1	4	0	3473	47	10	1
% of Tot.	0%	0%	0%	0%		0%	50%	0%	0%		1%	0%	0%	0%		0%	47%	1%	0%	
Apprch%			0%					51%					1%					48%		
% of Apprch	0%	0%	0%	0%		1%	99%	0%	0%		78%	0%	21%	1%		0%	98%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					Magnolia Street					US-82				
	From North					**From East**					**From South**					**From West**				

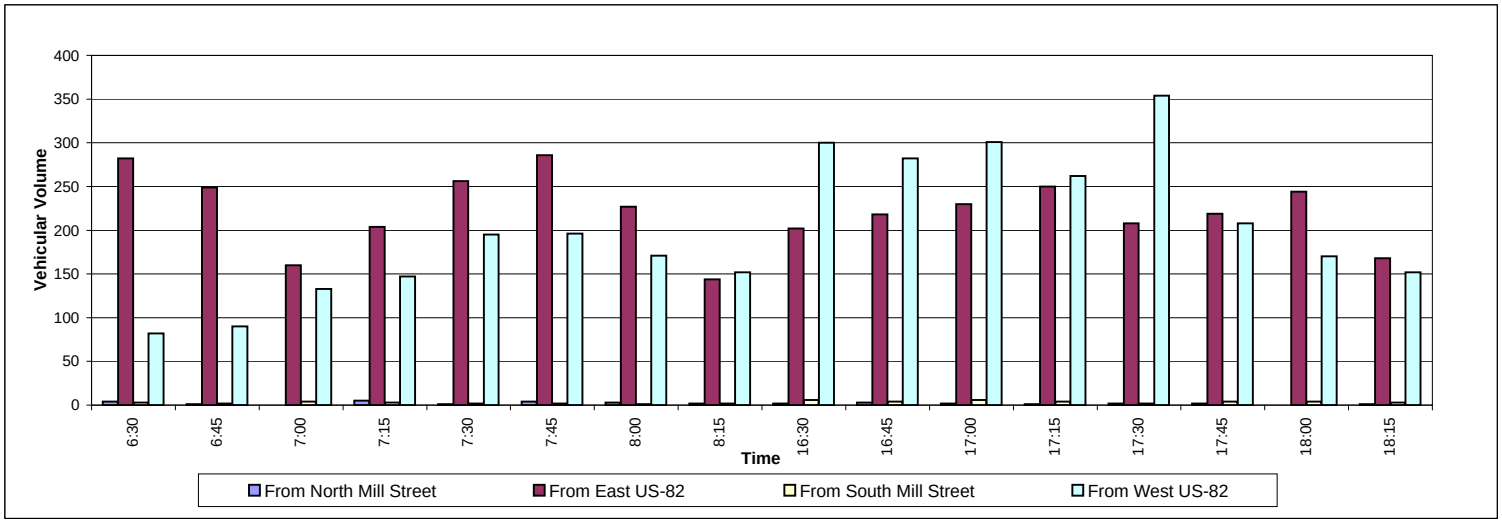


US-82 at Mill Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Mill Street					US-82					Mill Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	4	0	0	0	281	1	0	0	1	0	2	0	0	0	80	2	0	0
6:45	0	0	1	0	0	3	245	1	0	0	0	0	2	0	0	0	89	1	0	0
7:00	0	0	0	0	0	2	158	0	0	0	2	0	2	0	0	2	128	3	0	0
7:15	0	0	5	0	1	4	198	2	0	0	1	0	2	0	0	0	146	1	0	0
7:30	1	0	0	0	0	3	251	2	0	0	1	0	1	0	0	2	186	6	1	0
7:45	1	0	3	0	0	7	279	0	0	0	0	0	2	0	0	5	188	3	0	0
8:00	0	0	3	0	0	8	218	1	0	0	1	0	0	0	0	2	169	0	0	0
8:15	0	0	2	0	0	2	140	2	0	0	1	0	1	0	0	2	148	2	0	0
Total	**2**	**0**	**18**	**0**	**1**	**29**	**1770**	**9**	**0**	**0**	**7**	**0**	**12**	**0**	**0**	**13**	**1134**	**18**	**1**	**0**
AM Peak Hour 7:15 to 8:15	**2**	**0**	**11**	**0**	**1**	**22**	**946**	**5**	**0**	**0**	**3**	**0**	**5**	**0**	**0**	**9**	**689**	**10**	**1**	**0**
16:30	0	1	1	0	1	2	194	2	4	0	1	0	5	0	0	0	295	5	0	0
16:45	0	0	3	0	0	2	215	0	1	0	1	0	3	0	0	1	275	6	0	0
17:00	0	0	2	0	1	2	227	1	0	0	1	1	4	0	0	4	290	7	0	0
17:15	0	0	1	0	0	2	248	0	0	0	2	0	2	0	0	1	254	7	0	0
17:30	0	2	0	0	0	2	206	0	0	0	0	0	2	0	0	1	349	4	0	0
17:45	1	0	1	0	0	6	212	1	0	0	2	1	1	0	0	0	207	1	0	0
18:00	0	0	0	0	0	3	241	0	0	0	2	0	2	0	0	1	164	4	1	0
18:15	0	0	1	0	0	0	167	1	0	0	2	0	1	0	0	0	149	2	1	1
Total	**1**	**3**	**9**	**0**	**2**	**19**	**1710**	**5**	**5**	**0**	**11**	**2**	**20**	**0**	**0**	**8**	**1983**	**36**	**2**	**1**
PM Peak Hour 16:45 to 17:45	**0**	**2**	**6**	**0**	**1**	**8**	**896**	**1**	**1**	**0**	**4**	**1**	**11**	**0**	**0**	**7**	**1168**	**24**	**0**	**0**
Gr. Total	3	3	27	0	3	48	3480	14	5	0	18	2	32	0	0	21	3117	54	3	1
% of Tot.	0%	0%	0%	0%		1%	51%	0%	0%		0%	0%	0%	0%		0%	46%	1%	0%	
Apprch%	0%					52%					1%					47%				
% of Apprch	9%	9%	82%	0%		1%	98%	0%	0%		35%	4%	62%	0%		1%	98%	2%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Mill Street					US-82					Mill Street					US-82				
	From North					**From East**					**From South**					**From West**				

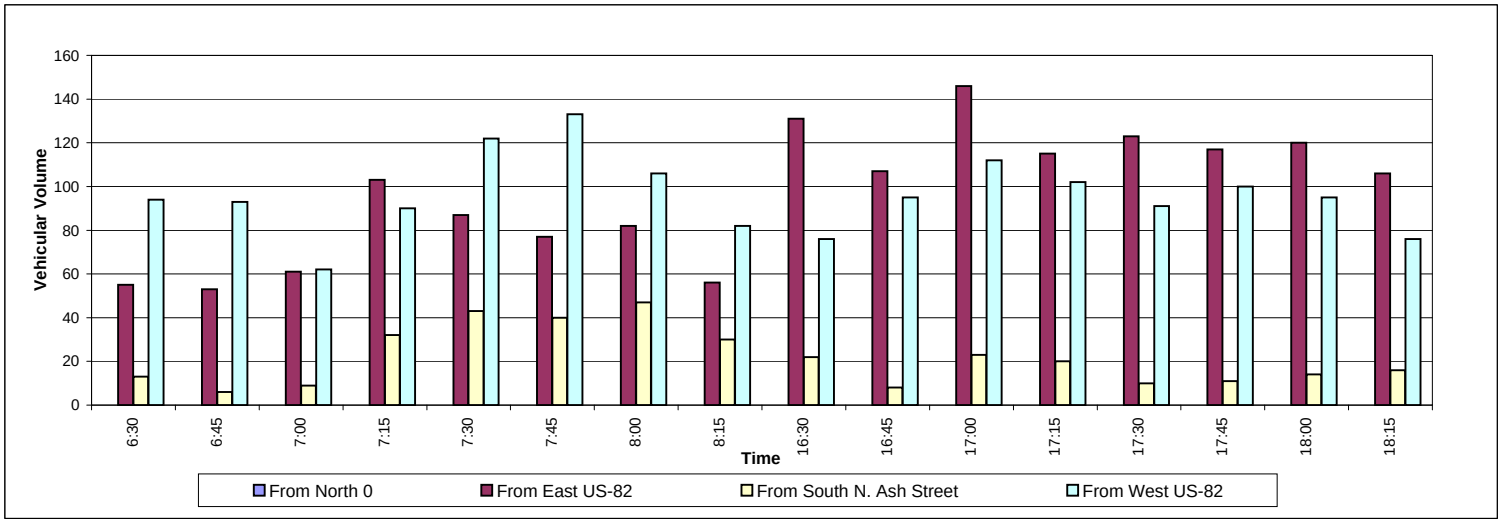


US-82 at N. Ash Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					N. Ash Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	3	52	0	0	0	2	0	11	0	0	0	91	3	0	0
6:45	0	0	0	0	0	5	48	0	0	0	1	0	5	0	0	0	89	4	0	0
7:00	0	0	0	0	0	11	50	0	0	0	1	0	8	0	0	0	58	4	0	0
7:15	0	0	0	0	0	22	81	0	0	0	2	0	30	0	0	0	75	15	0	0
7:30	0	0	0	0	0	20	67	0	0	0	4	0	39	0	0	0	95	26	1	0
7:45	0	0	0	0	0	23	54	0	0	0	6	0	34	0	0	0	119	14	0	0
8:00	0	0	0	0	0	25	56	0	1	0	9	0	38	0	0	0	94	12	0	0
8:15	0	0	0	0	0	6	50	0	0	0	13	0	17	0	0	0	77	5	0	0
Total	**0**	**0**	**0**	**0**	**0**	**115**	**458**	**0**	**1**	**0**	**38**	**0**	**182**	**0**	**0**	**0**	**698**	**83**	**1**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**90**	**258**	**0**	**1**	**0**	**21**	**0**	**141**	**0**	**0**	**0**	**383**	**67**	**1**	**0**
16:30	0	0	0	0	0	13	116	0	2	0	8	0	14	0	0	0	69	7	0	0
16:45	0	0	0	0	0	18	88	0	1	0	2	0	6	0	0	0	90	5	0	0
17:00	0	0	0	0	0	19	126	0	1	0	11	0	12	0	0	0	102	10	0	0
17:15	0	0	0	0	0	21	93	0	1	0	7	0	13	0	0	0	95	7	0	0
17:30	0	0	0	0	0	25	97	0	1	0	7	0	3	0	0	0	80	11	0	0
17:45	0	0	0	0	0	32	85	0	0	0	5	0	6	0	0	0	76	24	0	0
18:00	0	0	0	0	0	44	76	0	0	0	5	0	9	0	0	0	74	21	0	0
18:15	0	0	0	0	0	30	76	0	0	0	4	0	12	0	0	0	60	16	0	0
Total	**0**	**0**	**0**	**0**	**0**	**202**	**757**	**0**	**6**	**0**	**49**	**0**	**75**	**0**	**0**	**0**	**646**	**101**	**0**	**0**
PM Peak Hour 17:00 to 18:00	**0**	**0**	**0**	**0**	**0**	**97**	**401**	**0**	**3**	**0**	**30**	**0**	**34**	**0**	**0**	**0**	**353**	**52**	**0**	**0**
Gr. Total	0	0	0	0	0	317	1215	0	7	0	87	0	257	0	0	0	1344	184	1	0
% of Tot.	0%	0%	0%	0%		9%	36%	0%	0%		3%	0%	8%	0%		0%	39%	5%	0%	
Apprch%			0%					45%					10%					45%		
% of Apprch	0%	0%	0%	0%		21%	79%	0%	0%		25%	0%	75%	0%		0%	88%	12%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					N. Ash Street					US-82				
	From North					**From East**					**From South**					**From West**				

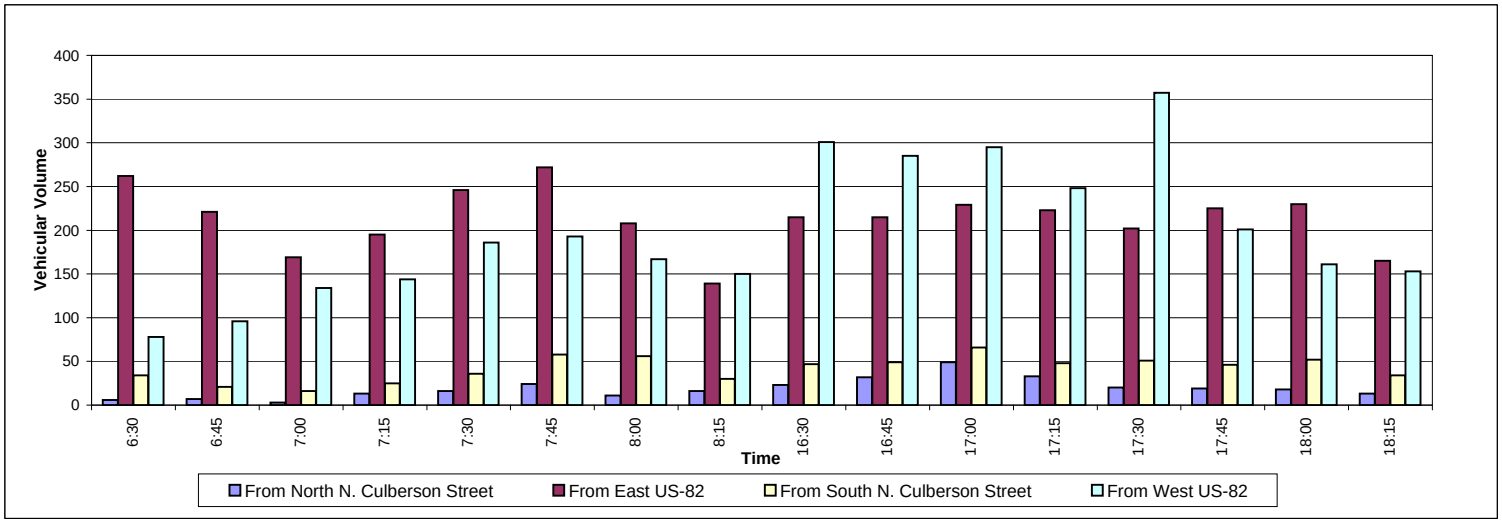


US-82 at N. Culberson Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	N. Culberson Street					US-82					N. Culberson Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	3	1	2	0	0	7	254	1	0	0	25	3	6	0	0	2	76	0	0	0
6:45	3	1	3	0	0	4	217	0	0	0	15	0	6	0	0	0	91	5	0	0
7:00	2	1	0	0	0	8	161	0	0	0	5	1	10	0	0	0	125	9	0	0
7:15	10	2	1	0	0	11	184	0	0	0	14	1	10	0	3	0	132	12	0	0
7:30	7	7	2	0	0	17	229	0	0	0	21	5	10	0	0	0	171	15	0	0
7:45	15	7	2	0	0	15	256	1	0	0	33	9	16	0	0	1	174	18	0	0
8:00	5	5	1	0	0	17	187	3	1	0	32	4	20	0	0	0	154	13	0	0
8:15	12	3	1	0	0	11	127	1	0	0	14	2	14	0	0	0	143	7	0	0
Total	**57**	**27**	**12**	**0**	**0**	**90**	**1615**	**6**	**1**	**0**	**159**	**25**	**92**	**0**	**3**	**3**	**1066**	**79**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**37**	**21**	**6**	**0**	**0**	**60**	**856**	**4**	**1**	**0**	**100**	**19**	**56**	**0**	**3**	**1**	**631**	**58**	**0**	**0**
16:30	16	3	4	0	0	10	204	1	0	0	19	3	25	0	1	0	277	24	0	1
16:45	19	12	1	0	1	21	193	0	1	0	22	4	23	0	0	1	274	10	0	0
17:00	39	8	2	0	0	15	210	4	0	0	23	9	34	0	0	0	280	15	0	0
17:15	17	11	5	0	0	16	206	1	0	0	22	2	24	0	0	0	237	10	1	0
17:30	10	8	2	0	0	13	188	1	0	0	24	4	23	0	0	0	332	25	0	0
17:45	12	7	0	0	0	19	206	0	0	0	15	3	28	0	0	0	194	7	0	0
18:00	12	6	0	0	0	14	216	0	0	0	24	3	25	0	0	2	146	13	0	0
18:15	10	2	1	0	0	9	153	3	0	0	16	5	13	0	1	0	141	12	0	0
Total	**135**	**57**	**15**	**0**	**1**	**117**	**1576**	**10**	**1**	**0**	**165**	**33**	**195**	**0**	**2**	**3**	**1881**	**116**	**1**	**1**
PM Peak Hour 16:45 to 17:45	**85**	**39**	**10**	**0**	**1**	**65**	**797**	**6**	**1**	**0**	**91**	**19**	**104**	**0**	**0**	**1**	**1123**	**60**	**1**	**0**
Gr. Total	192	84	27	0	1	207	3191	16	2	0	324	58	287	0	5	6	2947	195	1	1
% of Tot.	3%	1%	0%	0%		3%	42%	0%	0%		4%	1%	4%	0%		0%	39%	3%	0%	
Apprch%	4%					45%					9%					42%				
% of Apprch	63%	28%	9%	0%		6%	93%	0%	0%		48%	9%	43%	0%		0%	94%	6%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	N. Culberson Street					US-82					N. Culberson Street					US-82				
	From North					**From East**					**From South**					**From West**				

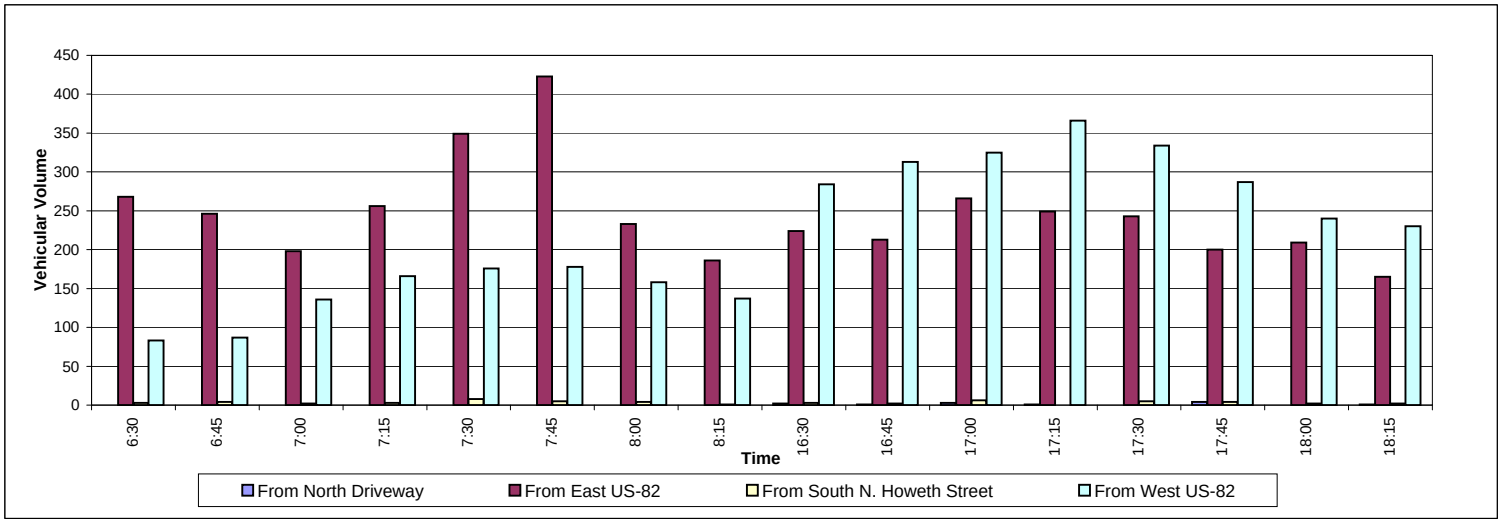


US-82 at N. Howeth Street

Tuesday, March 06, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Driveway					US-82					N. Howeth Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	1	265	0	2	0	3	0	0	0	0	0	82	1	0	0
6:45	0	0	0	0	0	0	246	0	0	0	4	0	0	0	0	0	84	1	2	0
7:00	0	0	0	0	0	0	196	0	2	0	2	0	0	0	0	1	132	2	1	0
7:15	0	0	0	0	0	1	255	0	0	0	3	0	0	0	0	0	165	1	0	0
7:30	0	0	0	0	0	2	345	0	2	0	7	0	1	0	0	0	174	2	0	0
7:45	0	0	0	0	0	0	421	0	2	0	5	0	0	0	0	0	177	1	0	0
8:00	0	0	0	0	0	1	228	0	4	0	1	0	3	0	0	0	158	0	0	0
8:15	0	0	0	0	0	3	182	0	1	0	1	0	0	0	0	0	135	2	0	0
Total	**0**	**0**	**0**	**0**	**0**	**8**	**2138**	**0**	**13**	**0**	**26**	**0**	**4**	**0**	**0**	**1**	**1107**	**10**	**3**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**4**	**1249**	**0**	**8**	**0**	**16**	**0**	**4**	**0**	**0**	**0**	**674**	**4**	**0**	**0**
16:30	1	0	1	0	0	2	219	0	3	0	2	0	1	0	0	0	280	2	2	0
16:45	1	0	0	0	0	4	208	0	1	0	1	0	1	0	0	0	310	3	0	0
17:00	0	0	3	0	1	0	266	0	0	0	3	0	3	0	0	1	321	3	0	0
17:15	0	0	1	0	0	4	245	0	0	0	0	0	0	0	0	0	358	8	0	0
17:30	0	0	0	0	0	4	239	0	0	0	4	0	1	0	0	1	327	6	0	0
17:45	0	0	4	0	0	0	200	0	0	0	4	0	0	0	0	1	280	6	0	0
18:00	0	0	0	0	0	2	207	0	0	0	1	0	1	0	0	0	234	6	0	0
18:15	0	0	1	0	0	4	160	0	1	0	1	0	1	0	0	1	229	0	0	0
Total	**2**	**0**	**10**	**0**	**1**	**20**	**1744**	**0**	**5**	**0**	**16**	**0**	**8**	**0**	**0**	**4**	**2339**	**34**	**2**	**0**
PM Peak Hour 16:45 to 17:45	**1**	**0**	**4**	**0**	**1**	**12**	**958**	**0**	**1**	**0**	**8**	**0**	**5**	**0**	**0**	**2**	**1316**	**20**	**0**	**0**
Gr. Total	2	0	10	0	1	28	3882	0	18	0	42	0	12	0	0	5	3446	44	5	0
% of Tot.	0%	0%	0%	0%		0%	52%	0%	0%		1%	0%	0%	0%		0%	46%	1%	0%	
Apprch%	0%					52%					1%					47%				
% of Apprch	17%	0%	83%	0%		1%	99%	0%	0%		78%	0%	22%	0%		0%	98%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Driveway					US-82					N. Howeth Street					US-82				
	From North					**From East**					**From South**					**From West**				

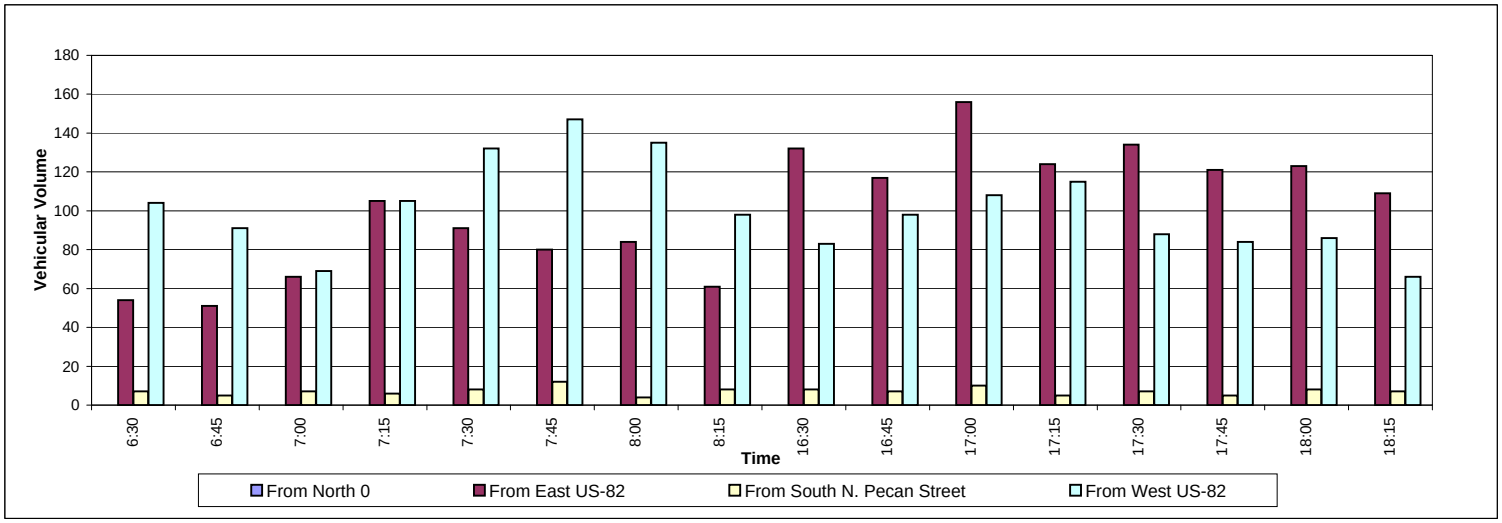


US-82 at N. Pecan Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
						US-82					N. Pecan Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	1	53	0	0	0	0	0	7	0	1	0	104	0	0	0
6:45	0	0	0	0	0	1	50	0	0	0	0	0	5	0	0	0	91	0	0	0
7:00	0	0	0	0	0	3	63	0	0	0	0	0	7	0	0	0	69	0	0	0
7:15	0	0	0	0	0	2	103	0	0	0	0	0	6	0	0	0	104	0	1	0
7:30	0	0	0	0	0	2	89	0	0	0	1	0	7	0	0	0	131	1	0	0
7:45	0	0	0	0	0	6	74	0	0	0	0	0	12	0	0	0	144	3	0	0
8:00	0	0	0	0	0	4	80	0	0	0	1	0	3	0	0	0	133	1	1	0
8:15	0	0	0	0	0	2	59	0	0	0	0	0	8	0	0	0	95	3	0	0
Total	**0**	**0**	**0**	**0**	**0**	**21**	**571**	**0**	**0**	**0**	**2**	**0**	**55**	**0**	**1**	**0**	**871**	**8**	**2**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**0**	**0**	**0**	**14**	**346**	**0**	**0**	**0**	**2**	**0**	**28**	**0**	**0**	**0**	**512**	**5**	**2**	**0**
16:30	0	0	0	0	0	8	124	0	0	0	2	0	6	0	0	0	81	1	1	0
16:45	0	0	0	0	0	11	106	0	0	0	2	0	5	0	0	0	97	0	1	0
17:00	0	0	0	0	0	14	142	0	0	0	2	0	8	0	0	0	106	1	1	0
17:15	0	0	0	0	0	6	118	0	0	0	1	0	4	0	0	0	114	1	0	0
17:30	0	0	0	0	0	15	119	0	0	0	0	0	7	0	0	0	84	3	1	0
17:45	0	0	0	0	0	5	115	0	1	0	1	0	4	0	0	0	81	1	2	0
18:00	0	0	0	0	0	8	115	0	0	0	1	0	7	0	0	0	85	0	1	0
18:15	0	0	0	0	0	5	103	0	1	0	0	0	7	0	2	0	63	1	2	0
Total	**0**	**0**	**0**	**0**	**0**	**72**	**942**	**0**	**2**	**0**	**9**	**0**	**48**	**0**	**2**	**0**	**711**	**8**	**9**	**0**
PM Peak Hour 16:45 to 17:45	**0**	**0**	**0**	**0**	**0**	**46**	**485**	**0**	**0**	**0**	**5**	**0**	**24**	**0**	**0**	**0**	**401**	**5**	**3**	**0**
Gr. Total	0	0	0	0	0	93	1513	0	2	0	11	0	103	0	3	0	1582	16	11	0
% of Tot.	0%	0%	0%	0%		3%	45%	0%	0%		0%	0%	3%	0%		0%	47%	0%	0%	
Apprch%			0%					48%					3%					48%		
% of Apprch	0%	0%	0%	0%		6%	94%	0%	0%		10%	0%	90%	0%		0%	98%	1%	1%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
						US-82					N. Pecan Street					US-82				
	From North					**From East**					**From South**					**From West**				

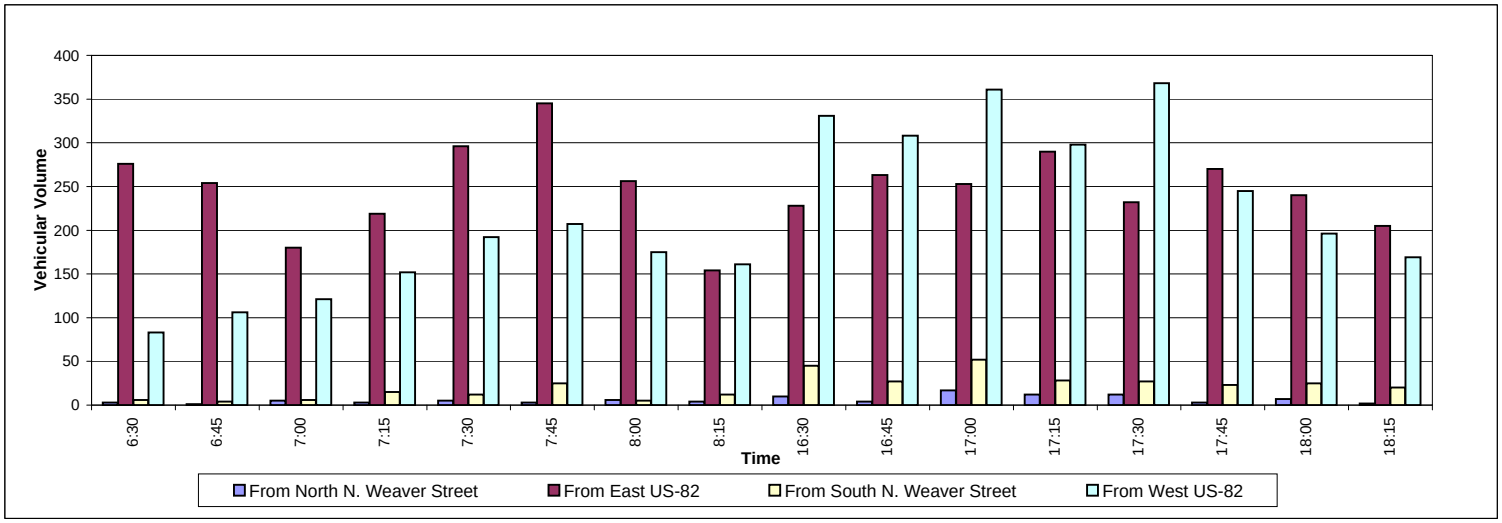


US-82 at N. Weaver Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	N. Weaver Street					US-82					N. Weaver Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	2	0	0	4	266	6	0	0	0	0	6	0	0	3	80	0	0	0
6:45	1	0	0	0	0	12	235	7	0	0	2	0	2	0	0	3	103	0	0	0
7:00	4	0	1	0	0	4	168	8	0	0	0	0	6	0	0	3	117	0	1	0
7:15	1	0	2	0	0	8	202	9	0	0	0	0	15	0	0	3	148	1	0	0
7:30	1	0	4	0	0	16	265	15	0	0	1	0	11	0	0	3	189	0	0	0
7:45	0	0	3	0	0	28	292	25	0	0	1	1	23	0	0	7	198	2	0	0
8:00	3	0	3	0	0	22	222	12	0	0	0	0	5	0	0	2	172	0	1	0
8:15	3	0	1	0	0	9	135	10	0	0	2	1	9	0	0	2	158	1	0	0
Total	**14**	**0**	**16**	**0**	**0**	**103**	**1785**	**92**	**0**	**0**	**6**	**2**	**77**	**0**	**0**	**26**	**1165**	**4**	**2**	**0**
AM Peak Hour 7:15 to 8:15	**5**	**0**	**12**	**0**	**0**	**74**	**981**	**61**	**0**	**0**	**2**	**1**	**54**	**0**	**0**	**15**	**707**	**3**	**1**	**0**
16:30	3	0	7	0	0	9	205	14	0	0	2	2	41	0	0	6	323	2	0	0
16:45	3	0	1	0	0	16	240	7	0	0	3	1	23	0	0	1	307	0	0	0
17:00	7	0	10	0	1	12	224	16	1	0	2	0	50	0	0	1	357	3	0	0
17:15	7	1	4	0	0	18	253	18	1	0	1	0	27	0	1	4	291	3	0	1
17:30	6	0	6	0	0	16	204	11	1	0	1	0	26	0	0	7	357	4	0	0
17:45	1	0	2	0	0	13	241	14	2	0	1	0	22	0	0	2	240	2	1	0
18:00	3	0	4	0	1	12	221	7	0	0	2	1	22	0	0	3	192	0	1	0
18:15	2	0	0	0	0	12	190	3	0	0	0	0	20	0	0	1	167	0	1	0
Total	**32**	**1**	**34**	**0**	**2**	**108**	**1778**	**90**	**5**	**0**	**12**	**4**	**231**	**0**	**1**	**25**	**2234**	**14**	**3**	**1**
PM Peak Hour 16:45 to 17:45	**23**	**1**	**21**	**0**	**1**	**62**	**921**	**52**	**3**	**0**	**7**	**1**	**126**	**0**	**1**	**13**	**1312**	**10**	**0**	**1**
Gr. Total	46	1	50	0	2	211	3563	182	5	0	18	6	308	0	1	51	3399	18	5	1
% of Tot.	1%	0%	1%	0%		3%	45%	2%	0%		0%	0%	4%	0%		1%	43%	0%	0%	
Apprch%	1%					50%					4%					44%				
% of Apprch	47%	1%	52%	0%		5%	90%	5%	0%		5%	2%	93%	0%		1%	98%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	N. Weaver Street					US-82					N. Weaver Street					US-82				
	From North					**From East**					**From South**					**From West**				

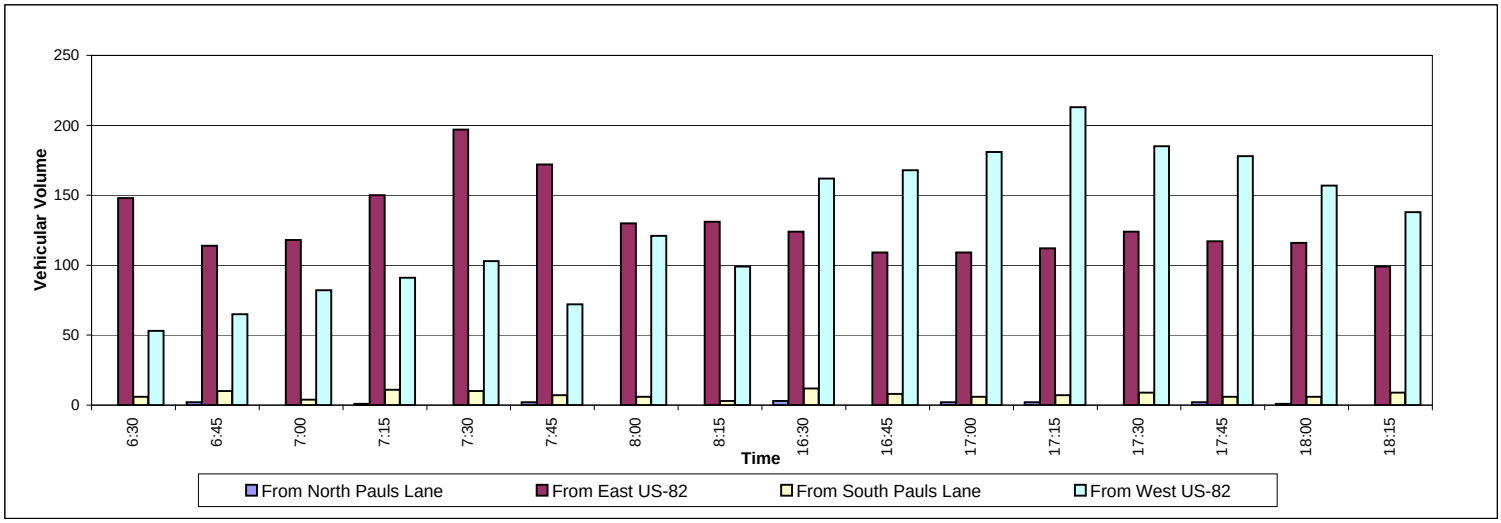


US-82 at Pauls Lane

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Pauls Lane					US-82					Pauls Lane					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	2	146	0	0	0	6	0	0	0	0	1	51	0	1	0
6:45	0	1	1	0	0	2	112	0	0	1	6	1	3	0	0	1	63	1	0	0
7:00	0	0	0	0	0	4	114	0	0	0	2	0	2	0	0	0	81	0	1	0
7:15	0	0	1	0	0	2	147	1	0	0	7	0	4	0	0	0	89	1	1	0
7:30	0	0	0	0	0	1	196	0	0	0	3	0	7	0	0	0	101	0	2	0
7:45	0	0	2	0	0	4	168	0	0	0	3	1	3	0	0	0	67	0	5	0
8:00	0	0	0	0	0	4	126	0	0	0	1	0	5	0	0	0	114	3	4	0
8:15	0	0	0	0	0	2	129	0	0	0	2	0	1	0	0	0	96	0	3	0
Total	**0**	**1**	**4**	**0**	**0**	**21**	**1138**	**1**	**0**	**1**	**30**	**2**	**25**	**0**	**0**	**2**	**662**	**5**	**17**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**3**	**0**	**0**	**11**	**637**	**1**	**0**	**0**	**14**	**1**	**19**	**0**	**0**	**0**	**371**	**4**	**12**	**0**
16:30	1	0	2	0	0	2	122	0	0	0	5	0	7	0	0	1	158	2	1	0
16:45	0	0	0	0	0	2	107	0	0	0	4	0	4	0	0	1	163	1	3	0
17:00	0	0	2	0	0	3	106	0	0	0	0	1	5	0	0	0	173	5	3	0
17:15	1	0	1	0	0	7	104	1	0	0	2	0	5	0	0	1	202	5	5	0
17:30	0	0	0	0	0	5	119	0	0	0	3	0	6	0	0	0	180	1	4	0
17:45	0	0	2	0	0	2	115	0	0	0	2	0	4	0	0	0	171	4	3	0
18:00	0	1	0	0	0	4	112	0	0	0	1	1	4	0	0	0	152	4	1	0
18:15	0	0	0	0	0	3	96	0	0	0	3	0	6	0	0	2	131	5	0	0
Total	**2**	**1**	**7**	**0**	**0**	**28**	**881**	**1**	**0**	**0**	**20**	**2**	**41**	**0**	**0**	**5**	**1330**	**27**	**20**	**0**
PM Peak Hour 17:00 to 18:00	**1**	**0**	**5**	**0**	**0**	**17**	**444**	**1**	**0**	**0**	**7**	**1**	**20**	**0**	**0**	**1**	**726**	**15**	**15**	**0**
Gr. Total	2	2	11	0	0	49	2019	2	0	1	50	4	66	0	0	7	1992	32	37	0
% of Tot.	0%	0%	0%	0%		1%	47%	0%	0%		1%	0%	2%	0%		0%	47%	1%	1%	
Apprch%	0%					48%					3%					48%				
% of Apprch	13%	13%	73%	0%		2%	98%	0%	0%		42%	3%	55%	0%		0%	96%	2%	2%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Pauls Lane					US-82					Pauls Lane					US-82				
	From North					**From East**					**From South**					**From West**				

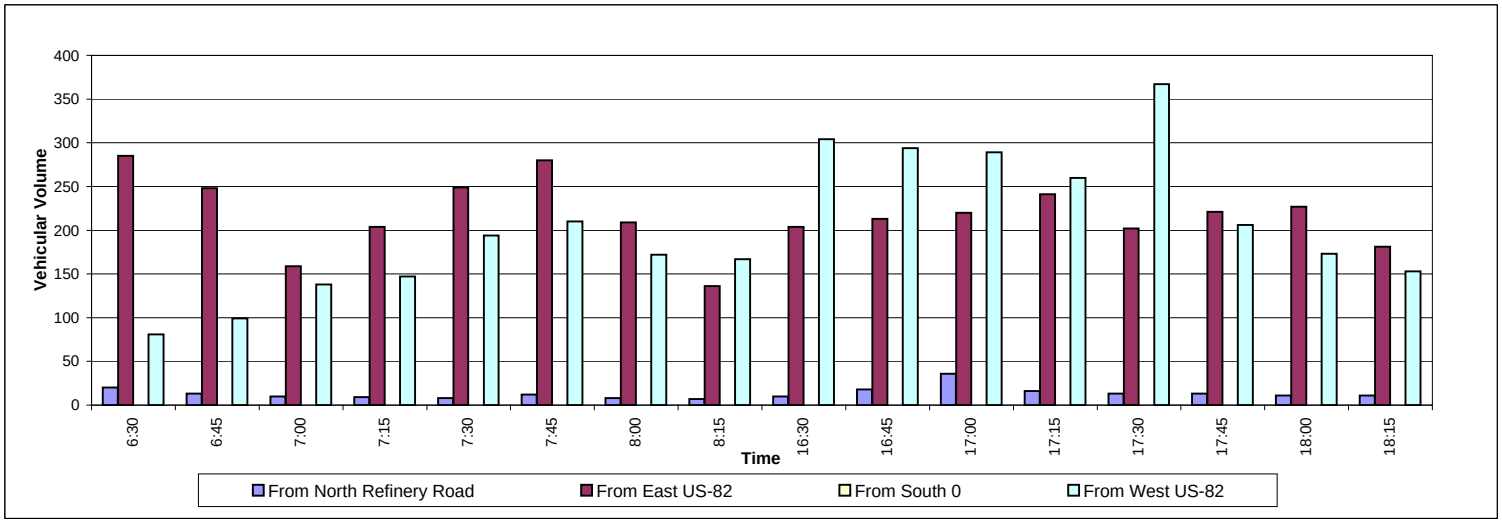


US-82 at Refinery Road

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Refinery Road					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	7	0	13	0	0	0	284	1	0	0	0	0	0	0	0	2	79	0	0	0
6:45	5	0	8	0	0	0	244	4	0	0	0	0	0	0	0	1	98	0	0	0
7:00	6	0	4	0	0	0	157	2	0	0	0	0	0	0	0	4	134	0	0	0
7:15	4	0	5	0	0	0	201	3	0	0	0	0	0	0	0	1	146	0	0	0
7:30	4	0	4	0	0	0	234	15	0	0	0	0	0	0	0	2	192	0	0	0
7:45	3	0	9	0	0	0	269	11	0	0	0	0	0	0	0	11	199	0	0	0
8:00	1	0	7	0	0	0	194	15	0	0	0	0	0	0	0	4	168	0	0	0
8:15	3	0	4	0	0	0	127	9	0	0	0	0	0	0	0	3	164	0	0	0
Total	**33**	**0**	**54**	**0**	**0**	**0**	**1710**	**60**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**1180**	**0**	**0**	**0**
AM Peak Hour 7:15 to 8:15	**12**	**0**	**25**	**0**	**0**	**0**	**898**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**705**	**0**	**0**	**0**
16:30	5	0	5	0	0	0	191	13	0	0	0	0	0	0	0	7	297	0	0	0
16:45	7	0	11	0	0	0	207	6	0	0	0	0	0	0	0	9	285	0	0	0
17:00	7	0	29	0	0	0	211	9	0	0	0	0	0	0	0	4	285	0	0	0
17:15	4	0	12	0	0	0	231	10	0	0	0	0	0	0	0	4	256	0	0	0
17:30	4	0	9	0	0	0	188	14	0	0	0	0	0	0	0	9	358	0	0	0
17:45	2	0	11	0	0	0	207	14	0	0	0	0	0	0	0	6	200	0	0	0
18:00	3	0	8	0	0	0	218	9	0	0	0	0	0	0	0	5	167	0	1	0
18:15	3	0	8	0	0	0	176	5	0	0	0	0	0	0	0	3	149	0	1	0
Total	**35**	**0**	**93**	**0**	**0**	**0**	**1629**	**80**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**1997**	**0**	**2**	**0**
PM Peak Hour 16:45 to 17:45	**22**	**0**	**61**	**0**	**0**	**0**	**837**	**39**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**26**	**1184**	**0**	**0**	**0**
Gr. Total	68	0	147	0	0	0	3339	140	0	0	0	0	0	0	0	75	3177	0	2	0
% of Tot.	1%	0%	2%	0%		0%	48%	2%	0%		0%	0%	0%	0%		1%	46%	0%	0%	
Apprch%	3%					50%					0%					47%				
% of Apprch	32%	0%	68%	0%		0%	96%	4%	0%		0%	0%	0%	0%		2%	98%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Refinery Road					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

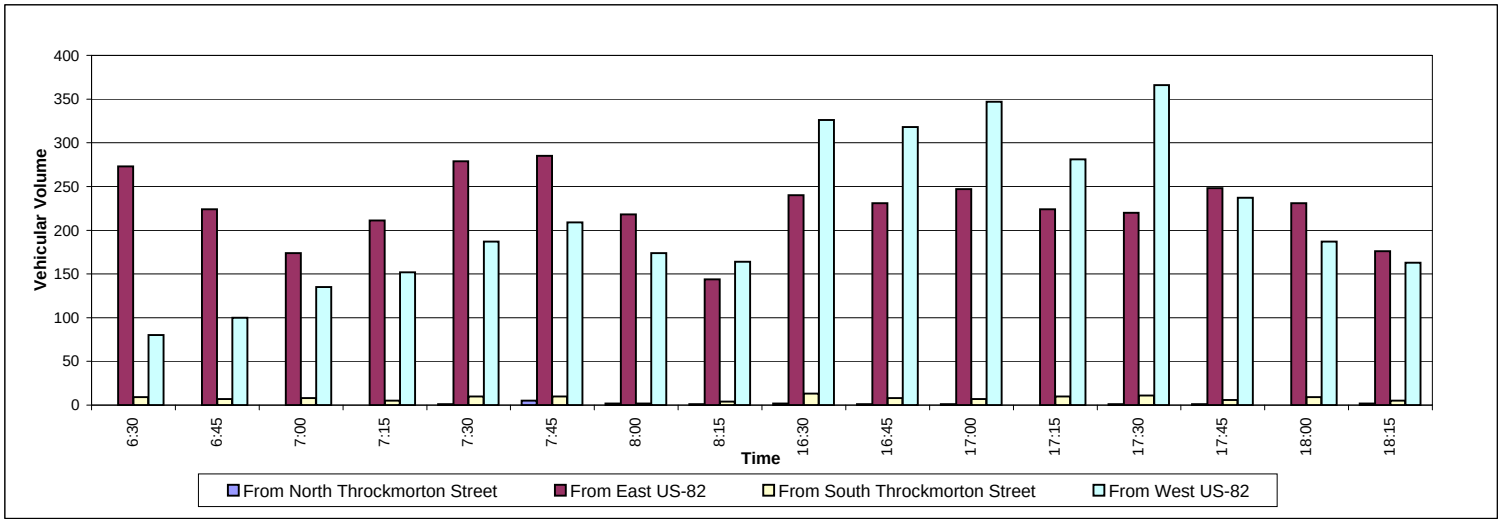


US-82 at Throckmorton Street

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Throckmorton Street					US-82					Throckmorton Street					US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	4	269	0	0	0	6	0	3	0	0	0	78	2	0	0
6:45	0	0	0	0	0	3	221	0	0	0	2	0	5	0	0	0	100	0	0	0
7:00	0	0	0	0	0	3	171	0	0	0	3	0	5	0	0	0	128	7	0	0
7:15	0	0	0	0	0	7	203	1	0	0	1	0	4	0	0	0	146	6	0	0
7:30	0	0	1	0	0	23	255	0	1	0	1	0	9	0	1	2	174	11	0	1
7:45	3	0	2	0	0	13	270	2	0	0	3	0	7	0	0	0	202	6	1	2
8:00	2	0	0	0	0	3	215	0	0	0	2	0	0	0	4	0	171	3	0	0
8:15	1	0	0	0	0	2	142	0	0	0	2	0	2	0	2	0	159	5	0	0
Total	**6**	**0**	**3**	**0**	**0**	**58**	**1746**	**3**	**1**	**0**	**20**	**0**	**35**	**0**	**7**	**2**	**1158**	**40**	**1**	**3**
AM Peak Hour 7:15 to 8:15	**5**	**0**	**3**	**0**	**0**	**46**	**943**	**3**	**1**	**0**	**7**	**0**	**20**	**0**	**5**	**2**	**693**	**26**	**1**	**3**
16:30	2	0	0	0	0	12	227	1	0	0	2	0	11	0	1	0	321	5	0	0
16:45	0	1	0	0	0	18	213	0	0	0	1	0	7	0	0	0	312	6	0	0
17:00	0	0	1	0	1	9	235	0	3	0	1	0	6	0	0	0	339	8	0	0
17:15	0	0	0	0	0	8	215	0	1	1	3	0	7	0	0	0	277	4	0	0
17:30	1	0	0	0	0	7	213	0	0	0	1	0	10	0	0	1	356	9	0	0
17:45	0	1	0	0	0	8	240	0	0	0	2	0	4	0	0	1	233	3	0	0
18:00	0	0	0	0	0	4	227	0	0	0	4	0	5	0	0	0	182	5	0	0
18:15	2	0	0	0	0	13	163	0	0	0	1	0	4	0	0	0	159	4	0	0
Total	**5**	**2**	**1**	**0**	**1**	**79**	**1733**	**1**	**4**	**1**	**15**	**0**	**54**	**0**	**1**	**2**	**2179**	**44**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**1**	**1**	**1**	**0**	**1**	**42**	**876**	**0**	**4**	**1**	**6**	**0**	**30**	**0**	**0**	**1**	**1284**	**27**	**0**	**0**
Gr. Total	11	2	4	0	1	137	3479	4	5	1	35	0	89	0	8	4	3337	84	1	3
% of Tot.	0%	0%	0%	0%		2%	48%	0%	0%		0%	0%	1%	0%		0%	46%	1%	0%	
Apprch%	0%					50%					2%					48%				
% of Apprch	65%	12%	24%	0%		4%	96%	0%	0%		28%	0%	72%	0%		0%	97%	2%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Throckmorton Street					US-82					Throckmorton Street					US-82				
	From North					**From East**					**From South**					**From West**				

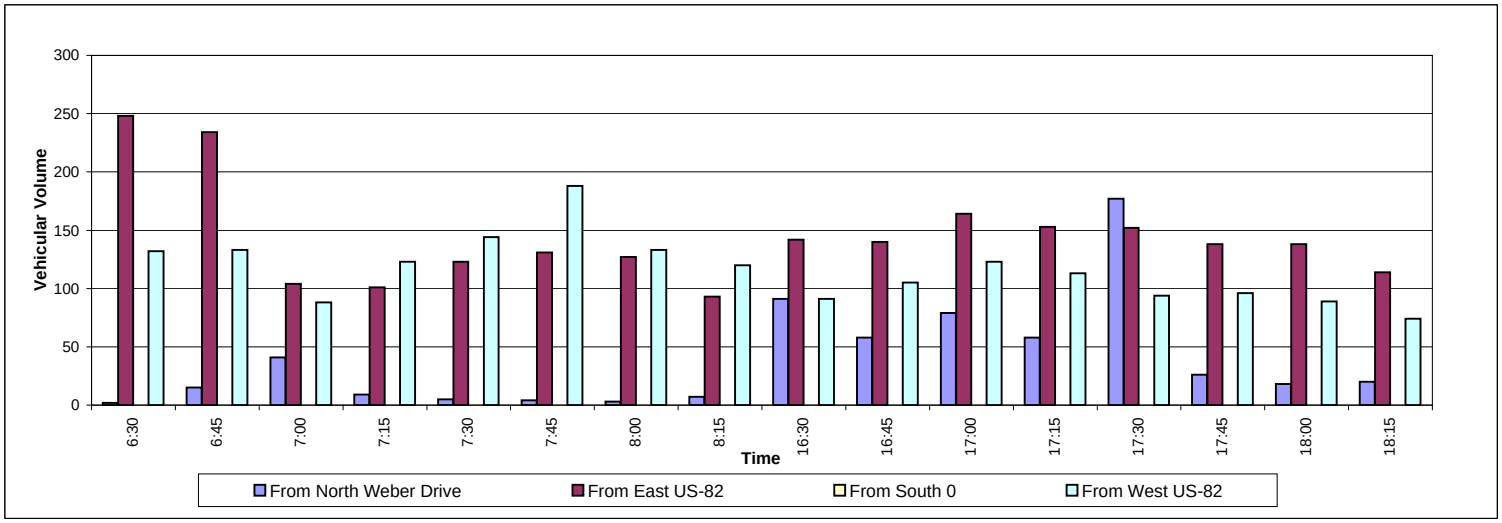


US-82 at Weber Drive

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Weber Drive					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	2	0	0	0	0	0	62	186	0	0	0	0	0	0	0	52	80	0	0	0
6:45	13	0	2	0	0	0	55	179	0	0	0	0	0	0	0	57	76	0	0	0
7:00	33	0	8	0	0	0	62	42	0	0	0	0	0	0	0	11	77	0	0	0
7:15	8	0	1	0	0	0	77	24	0	0	0	0	0	0	0	8	115	0	0	0
7:30	5	0	0	0	0	0	87	36	0	0	0	0	0	0	0	7	137	0	0	0
7:45	4	0	0	0	0	0	70	61	0	0	0	0	0	0	0	12	176	0	0	0
8:00	1	0	2	0	0	0	80	47	0	0	0	0	0	0	0	9	124	0	0	0
8:15	7	0	0	0	0	0	62	31	0	0	0	0	0	0	0	1	119	0	0	0
Total	**73**	**0**	**13**	**0**	**0**	**0**	**555**	**606**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**157**	**904**	**0**	**0**	**0**
AM Peak Hour 6:30 to 7:30	**56**	**0**	**11**	**0**	**0**	**0**	**256**	**431**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**128**	**348**	**0**	**0**	**0**
16:30	77	0	14	0	0	0	137	5	0	0	0	0	0	0	0	1	90	0	0	0
16:45	45	0	13	0	0	0	135	5	0	0	0	0	0	0	0	1	104	0	0	0
17:00	60	0	19	0	0	0	158	6	0	0	0	0	0	0	0	1	122	0	0	0
17:15	51	0	7	0	0	0	151	2	0	0	0	0	0	0	0	1	112	0	0	0
17:30	148	0	29	0	0	0	149	3	0	0	0	0	0	0	0	2	92	0	0	0
17:45	22	0	4	0	0	0	136	2	0	0	0	0	0	0	0	1	95	0	0	0
18:00	15	0	3	0	0	0	135	3	0	0	0	0	0	0	0	0	89	0	0	0
18:15	18	0	2	0	0	0	114	0	0	0	0	0	0	0	0	3	71	0	0	0
Total	**436**	**0**	**91**	**0**	**0**	**0**	**1115**	**26**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**10**	**775**	**0**	**0**	**0**
PM Peak Hour 16:45 to 17:45	**304**	**0**	**68**	**0**	**0**	**0**	**593**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**430**	**0**	**0**	**0**
Gr. Total	509	0	104	0	0	0	1670	632	0	0	0	0	0	0	0	167	1679	0	0	0
% of Tot.	11%	0%	2%	0%		0%	35%	13%	0%		0%	0%	0%	0%		4%	35%	0%	0%	
Apprch%	13%					48%					0%					39%				
% of Apprch	83%	0%	17%	0%		0%	73%	27%	0%		0%	0%	0%	0%		9%	91%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Weber Drive					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

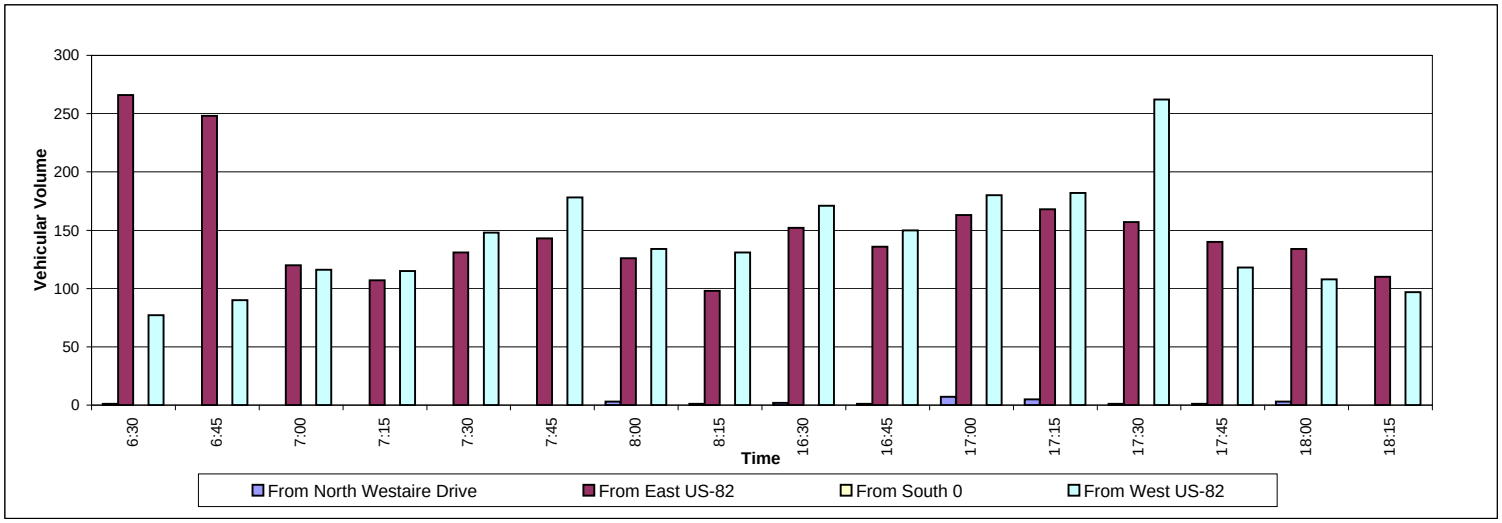


US-82 at Westaire Drive

Tuesday, February 28, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Westaire Drive					US-82										US-82				
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	1	0	0	0	0	0	266	0	0	0	0	0	0	0	0	0	77	0	0	0
6:45	0	0	0	0	0	0	246	2	0	0	0	0	0	0	0	0	90	0	0	0
7:00	0	0	0	0	0	0	120	0	0	0	0	0	0	0	0	0	116	0	0	0
7:15	0	0	0	0	0	0	107	0	0	0	0	0	0	0	0	0	115	0	0	0
7:30	0	0	0	0	0	0	130	1	0	0	0	0	0	0	0	0	148	0	0	0
7:45	0	0	0	0	0	0	139	4	0	0	0	0	0	0	0	0	178	0	0	0
8:00	3	0	0	0	0	0	124	2	0	0	0	0	0	0	0	0	134	0	0	0
8:15	1	0	0	0	0	0	97	1	0	0	0	0	0	0	0	0	131	0	0	0
Total	**5**	**0**	**0**	**0**	**0**	**0**	**1229**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**989**	**0**	**0**	**0**
AM Peak Hour 6:30 to 7:30	**1**	**0**	**0**	**0**	**0**	**0**	**739**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**398**	**0**	**0**	**0**
16:30	2	0	0	0	0	0	150	2	0	0	0	0	0	0	0	1	169	0	1	0
16:45	1	0	0	0	0	0	133	3	0	0	0	0	0	0	0	0	150	0	0	0
17:00	7	0	0	0	0	0	163	0	0	0	0	0	0	0	0	0	180	0	0	0
17:15	4	0	1	0	1	0	168	0	0	0	0	0	0	0	0	0	182	0	0	0
17:30	1	0	0	0	0	0	154	3	0	0	0	0	0	0	0	0	262	0	0	0
17:45	1	0	0	0	0	0	139	1	0	0	0	0	0	0	0	0	118	0	0	0
18:00	3	0	0	0	0	0	134	0	0	0	0	0	0	0	0	0	108	0	0	0
18:15	0	0	0	0	0	0	110	0	0	0	0	0	0	0	0	0	95	0	2	0
Total	**19**	**0**	**1**	**0**	**1**	**0**	**1151**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1264**	**0**	**3**	**0**
PM Peak Hour 16:45 to 17:45	**13**	**0**	**1**	**0**	**1**	**0**	**618**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**774**	**0**	**0**	**0**
Gr. Total	24	0	1	0	1	0	2380	19	0	0	0	0	0	0	0	1	2253	0	3	0
% of Tot.	1%	0%	0%	0%		0%	51%	0%	0%		0%	0%	0%	0%		0%	48%	0%	0%	
Apprch%	1%					51%					0%					48%				
% of Apprch	96%	0%	4%	0%		0%	99%	1%	0%		0%	0%	0%	0%		0%	100%	0%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Westaire Drive					US-82										US-82				
	From North					**From East**					**From South**					**From West**				

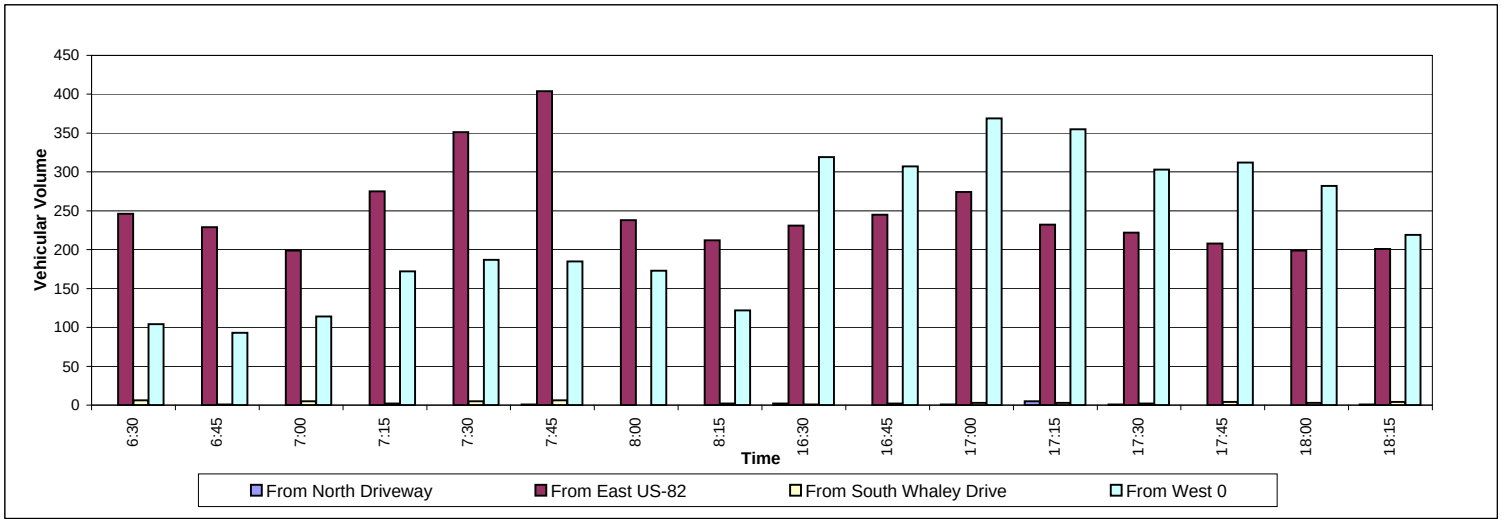


US-82 at Whaley Drive

Wednesday, February 29, 2012

Turning Movement Count

	From North					From East					From South					From West				
	Driveway					US-82					Whaley Drive									
Time	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
6:30	0	0	0	0	0	0	246	0	0	0	6	0	0	0	0	0	103	0	1	0
6:45	0	0	0	0	0	0	229	0	0	0	1	0	0	0	0	0	93	0	0	0
7:00	0	0	0	0	0	0	197	2	0	0	4	0	1	0	0	0	114	0	0	0
7:15	0	0	0	0	0	2	272	0	1	0	2	0	0	0	0	0	172	0	0	0
7:30	0	0	0	0	0	0	350	1	0	0	2	0	3	0	0	0	185	2	0	0
7:45	0	0	1	0	0	1	403	0	0	0	6	0	0	0	1	0	181	1	3	0
8:00	0	0	0	0	0	1	236	0	1	0	0	0	0	0	0	1	169	3	0	0
8:15	0	0	0	0	0	0	211	0	1	0	2	0	0	0	2	0	120	2	0	0
Total	**0**	**0**	**1**	**0**	**0**	**4**	**2144**	**3**	**3**	**0**	**23**	**0**	**4**	**0**	**3**	**1**	**1137**	**8**	**4**	**0**
AM Peak Hour 7:15 to 8:15	**0**	**0**	**1**	**0**	**0**	**4**	**1261**	**1**	**2**	**0**	**10**	**0**	**3**	**0**	**1**	**1**	**707**	**6**	**3**	**0**
16:30	1	0	1	0	0	1	230	0	0	0	0	0	1	0	0	0	318	1	0	0
16:45	0	0	0	0	0	2	243	0	0	0	2	0	0	0	0	0	304	2	1	0
17:00	0	0	1	0	0	1	271	2	0	0	1	0	2	0	1	0	366	1	2	0
17:15	3	0	2	0	0	0	229	1	2	0	1	0	2	0	0	0	351	1	3	0
17:30	1	0	0	0	0	1	219	0	2	0	2	0	0	0	0	0	297	4	2	0
17:45	0	0	0	0	0	1	207	0	0	0	2	0	2	0	0	0	311	0	1	0
18:00	0	0	0	0	1	1	197	0	1	0	3	0	0	0	0	0	279	2	1	0
18:15	1	0	0	0	0	1	200	0	0	0	2	0	2	0	0	1	215	1	2	0
Total	**6**	**0**	**4**	**0**	**1**	**8**	**1796**	**3**	**5**	**0**	**13**	**0**	**9**	**0**	**1**	**1**	**2441**	**12**	**12**	**0**
PM Peak Hour 16:30 to 17:30	**4**	**0**	**4**	**0**	**0**	**4**	**973**	**3**	**2**	**0**	**4**	**0**	**5**	**0**	**1**	**0**	**1339**	**5**	**6**	**0**
Gr. Total	6	0	5	0	1	12	3940	6	8	0	36	0	13	0	4	2	3578	20	16	0
% of Tot.	0%	0%	0%	0%		0%	52%	0%	0%		0%	0%	0%	0%		0%	47%	0%	0%	
Apprch%	0%					52%					1%					47%				
% of Apprch	55%	0%	45%	0%		0%	99%	0%	0%		73%	0%	27%	0%		0%	99%	1%	0%	
	Left	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**	**Left**	**Thru**	**Right**	**U-Turn**	**Peds**
	Driveway					US-82					Whaley Drive									
	From North					**From East**					**From South**					**From West**				



Vehicle Classification Counts

EB US-82 East of FM-1198

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	8	1	4	2	0	0	0	0	1	0	0	0	0	0	0
0:15	4	0	1	1	0	2	0	0	0	0	0	0	0	0	0
0:30	4	0	1	1	0	1	0	0	1	0	0	0	0	0	0
0:45	7	0	2	4	0	1	0	0	0	0	0	0	0	0	0
Hr Total	**23**	**1**	**8**	**8**	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
1:00	2	0	1	0	1	0	0	0	0	0	0	0	0	0	0
1:15	2	0	0	1	0	0	0	0	0	1	0	0	0	0	0
1:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
1:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**7**	**0**	**3**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:00	7	0	2	1	0	1	0	0	2	0	0	1	0	0	0
2:15	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
2:30	5	0	3	0	0	0	0	0	2	0	0	0	0	0	0
2:45	4	0	1	1	0	0	0	0	2	0	0	0	0	0	0
Hr Total	**18**	**0**	**6**	**4**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**
3:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0
3:15	2	0	0	1	0	0	0	0	1	0	0	0	0	0	0
3:30	7	0	2	2	2	0	0	0	1	0	0	0	0	0	0
3:45	15	0	4	7	0	3	0	0	1	0	0	0	0	0	0
Hr Total	**26**	**0**	**6**	**12**	**2**	**3**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
4:00	12	0	5	6	0	0	0	0	1	0	0	0	0	0	0
4:15	18	0	7	7	0	2	0	0	2	0	0	0	0	0	0
4:30	24	0	12	11	0	0	0	0	1	0	0	0	0	0	0
4:45	20	0	9	7	1	2	0	0	1	0	0	0	0	0	0
Hr Total	**74**	**0**	**33**	**31**	**1**	**4**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**
5:00	18	1	8	5	1	2	0	0	1	0	0	0	0	0	0
5:15	21	0	13	4	0	3	0	0	0	1	0	0	0	0	0
5:30	31	0	18	10	0	2	0	0	1	0	0	0	0	0	0
5:45	40	0	22	11	0	7	0	0	0	0	0	0	0	0	0
Hr Total	**110**	**1**	**61**	**30**	**1**	**14**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**
6:00	35	0	15	13	0	2	2	0	2	1	0	0	0	0	0
6:15	74	0	37	21	1	12	0	0	3	0	0	0	0	0	0
6:30	83	0	49	27	0	4	1	0	2	0	0	0	0	0	0
6:45	74	0	36	24	0	8	0	0	4	1	0	0	1	0	0
Hr Total	**266**	**0**	**137**	**85**	**1**	**26**	**3**	**0**	**11**	**2**	**0**	**0**	**1**	**0**	**0**
7:00	51	0	19	17	1	9	0	0	2	3	0	0	0	0	0
7:15	66	0	30	26	0	7	0	0	3	0	0	0	0	0	0
7:30	106	0	62	27	0	12	0	0	3	2	0	0	0	0	0
7:45	107	0	65	29	1	7	0	0	4	1	0	0	0	0	0
Hr Total	**330**	**0**	**176**	**99**	**2**	**35**	**0**	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**
8:00	96	0	43	28	3	10	1	0	9	1	0	0	0	1	0
8:15	59	0	36	14	2	2	0	0	5	0	0	0	0	0	0
8:30	52	1	24	18	1	3	0	0	4	1	0	0	0	0	0
8:45	49	0	23	14	0	4	0	0	6	2	0	0	0	0	0
Hr Total	**256**	**1**	**126**	**74**	**6**	**19**	**1**	**0**	**24**	**4**	**0**	**0**	**0**	**1**	**0**
9:00	58	0	33	16	0	4	0	0	3	2	0	0	0	0	0
9:15	51	0	24	14	2	8	0	0	3	0	0	0	0	0	0
9:30	49	0	21	14	2	8	0	0	3	1	0	0	0	0	0
9:45	46	1	16	12	0	9	0	0	6	2	0	0	0	0	0
Hr Total	**204**	**1**	**94**	**56**	**4**	**29**	**0**	**0**	**15**	**5**	**0**	**0**	**0**	**0**	**0**
10:00	50	0	27	11	2	5	1	0	3	1	0	0	0	0	0
10:15	51	0	22	17	0	3	1	0	7	1	0	0	0	0	0
10:30	62	0	21	24	1	10	1	0	5	0	0	0	0	0	0
10:45	46	0	18	19	1	4	0	0	4	0	0	0	0	0	0
Hr Total	**209**	**0**	**88**	**71**	**4**	**22**	**3**	**0**	**19**	**2**	**0**	**0**	**0**	**0**	**0**
11:00	65	0	25	22	2	11	0	0	4	1	0	0	0	0	0
11:15	70	0	28	20	1	10	2	0	8	1	0	0	0	0	0
11:30	58	0	21	23	2	8	0	0	2	2	0	0	0	0	0
11:45	65	1	23	19	1	6	1	0	12	2	0	0	0	0	0
Hr Total	**258**	**1**	**97**	**84**	**6**	**35**	**3**	**0**	**26**	**6**	**0**	**0**	**0**	**0**	**0**
12:00	55	0	20	20	1	4	0	0	7	2	0	1	0	0	0
12:15	47	0	14	20	0	6	0	0	5	2	0	0	0	0	0
12:30	58	1	24	16	1	9	0	0	7	0	0	0	0	0	0
12:45	74	0	23	23	0	12	1	0	10	3	0	2	0	0	0
Hr Total	**234**	**1**	**81**	**79**	**2**	**31**	**1**	**0**	**29**	**7**	**0**	**3**	**0**	**0**	**0**

EB US-82 East of FM-1198

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	56	0	22	15	0	8	0	0	9	1	0	0	1	0	0
13:15	51	0	24	16	2	5	1	0	1	2	0	0	0	0	0
13:30	68	1	22	26	3	8	2	0	5	1	0	0	0	0	0
13:45	56	0	20	18	3	6	1	0	6	2	0	0	0	0	0
Hr Total	**231**	**1**	**88**	**75**	**8**	**27**	**4**	**0**	**21**	**6**	**0**	**0**	**1**	**0**	**0**
14:00	53	0	22	18	0	8	0	0	4	1	0	0	0	0	0
14:15	49	1	18	15	3	4	0	0	5	3	0	0	0	0	0
14:30	60	0	27	23	1	2	1	0	6	0	0	0	0	0	0
14:45	53	0	24	14	1	8	0	0	5	1	0	0	0	0	0
Hr Total	**215**	**1**	**91**	**70**	**5**	**22**	**1**	**0**	**20**	**5**	**0**	**0**	**0**	**0**	**0**
15:00	64	0	28	18	3	8	0	0	6	1	0	0	0	0	0
15:15	64	1	28	20	0	9	0	0	5	1	0	0	0	0	0
15:30	72	0	29	27	4	7	0	0	4	0	0	1	0	0	0
15:45	81	0	35	26	0	9	1	0	8	0	1	0	0	1	0
Hr Total	**281**	**1**	**120**	**91**	**7**	**33**	**1**	**0**	**23**	**2**	**1**	**1**	**0**	**1**	**0**
16:00	75	0	30	29	0	12	1	0	0	1	1	1	0	0	0
16:15	94	0	40	35	0	8	0	0	7	3	1	0	0	0	0
16:30	71	0	22	32	1	11	1	0	4	0	0	0	0	0	0
16:45	82	0	36	35	2	5	0	0	3	1	0	0	0	0	0
Hr Total	**322**	**0**	**128**	**131**	**3**	**36**	**2**	**0**	**14**	**5**	**2**	**1**	**0**	**0**	**0**
17:00	102	1	57	31	3	5	0	0	5	0	0	0	0	0	0
17:15	86	0	38	37	2	6	0	0	1	2	0	0	0	0	0
17:30	80	0	46	22	2	4	0	0	6	0	0	0	0	0	0
17:45	82	0	41	29	0	9	0	0	3	0	0	0	0	0	0
Hr Total	**350**	**1**	**182**	**119**	**7**	**24**	**0**	**0**	**15**	**2**	**0**	**0**	**0**	**0**	**0**
18:00	83	0	36	36	1	8	0	0	1	0	1	0	0	0	0
18:15	64	1	32	14	2	4	0	0	11	0	0	0	0	0	0
18:30	63	0	26	17	1	12	0	0	4	3	0	0	0	0	0
18:45	50	0	27	14	0	8	0	0	1	0	0	0	0	0	0
Hr Total	**260**	**1**	**121**	**81**	**4**	**32**	**0**	**0**	**17**	**3**	**1**	**0**	**0**	**0**	**0**
19:00	48	0	17	21	1	5	0	0	4	0	0	0	0	0	0
19:15	34	0	13	16	1	2	0	0	1	1	0	0	0	0	0
19:30	31	0	16	7	0	3	0	0	5	0	0	0	0	0	0
19:45	25	0	9	13	0	1	0	0	2	0	0	0	0	0	0
Hr Total	**138**	**0**	**55**	**57**	**2**	**11**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**
20:00	21	0	16	3	1	1	0	0	0	0	0	0	0	0	0
20:15	14	0	7	2	1	1	0	0	2	0	0	1	0	0	0
20:30	30	0	16	11	0	1	0	0	2	0	0	0	0	0	0
20:45	10	0	5	3	1	0	0	0	1	0	0	0	0	0	0
Hr Total	**75**	**0**	**44**	**19**	**3**	**3**	**0**	**0**	**5**	**0**	**0**	**1**	**0**	**0**	**0**
21:00	9	0	5	1	1	0	0	0	2	0	0	0	0	0	0
21:15	18	0	11	3	1	0	0	0	2	0	1	0	0	0	0
21:30	12	0	7	2	0	1	0	0	1	1	0	0	0	0	0
21:45	9	0	7	0	0	1	0	0	1	0	0	0	0	0	0
Hr Total	**48**	**0**	**30**	**6**	**2**	**2**	**0**	**0**	**6**	**1**	**1**	**0**	**0**	**0**	**0**
22:00	12	0	3	4	0	1	0	0	4	0	0	0	0	0	0
22:15	13	0	6	2	1	1	0	0	3	0	0	0	0	0	0
22:30	7	0	1	3	1	0	0	0	2	0	0	0	0	0	0
22:45	3	0	2	1	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**35**	**0**	**12**	**10**	**2**	**2**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**
23:00	9	0	5	2	0	0	0	0	1	1	0	0	0	0	0
23:15	5	0	2	1	0	1	0	0	1	0	0	0	0	0	0
23:30	6	0	1	1	1	2	0	0	1	0	0	0	0	0	0
23:45	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**28**	**0**	**14**	**6**	**1**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
Gr. Total	3998	11	1801	1300	74	418	19	0	299	60	5	7	2	2	0
% of Total	100.0%	0.3%	45.0%	32.5%	1.9%	10.5%	0.5%	0.0%	7.5%	1.5%	0.1%	0.2%	0.1%	0.1%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Eastbound														

WB US-82 East of FM-1198

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	4	0	3	1	0	0	0	0	0	0	0	0	0	0	0
0:15	7	0	3	3	0	0	0	0	0	1	0	0	0	0	0
0:30	8	0	6	2	0	0	0	0	0	0	0	0	0	0	0
0:45	13	0	8	3	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**32**	**0**	**20**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
1:00	9	0	3	1	3	0	0	0	0	2	0	0	0	0	0
1:15	5	1	1	0	0	1	1	0	0	1	0	0	0	0	0
1:30	8	0	5	2	0	1	0	0	0	0	0	0	0	0	0
1:45	5	0	1	3	0	0	0	0	1	0	0	0	0	0	0
Hr Total	**27**	**1**	**10**	**6**	**3**	**2**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
2:00	8	0	4	0	0	2	0	0	1	1	0	0	0	0	0
2:15	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
2:30	5	0	3	0	0	0	0	0	0	2	0	0	0	0	0
2:45	5	0	2	0	0	0	0	0	0	3	0	0	0	0	0
Hr Total	**19**	**0**	**9**	**0**	**0**	**2**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**0**	**0**
3:00	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
3:15	4	0	3	0	0	0	0	0	0	1	0	0	0	0	0
3:30	4	0	1	2	0	1	0	0	0	0	0	0	0	0	0
3:45	6	0	2	2	0	1	0	0	0	1	0	0	0	0	0
Hr Total	**16**	**0**	**8**	**4**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
4:00	6	0	3	1	0	1	0	0	0	1	0	0	0	0	0
4:15	6	0	3	1	1	0	0	0	0	1	0	0	0	0	0
4:30	11	0	3	3	0	2	0	0	0	3	0	0	0	0	0
4:45	11	0	4	5	0	1	0	0	1	0	0	0	0	0	0
Hr Total	**34**	**0**	**13**	**10**	**1**	**4**	**0**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**
5:00	11	0	4	2	1	1	0	0	0	3	0	0	0	0	0
5:15	15	0	7	5	0	2	0	0	1	0	0	0	0	0	0
5:30	23	0	9	10	0	0	0	0	0	4	0	0	0	0	0
5:45	16	0	6	9	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**65**	**0**	**26**	**26**	**1**	**3**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
6:00	43	0	13	12	2	8	1	0	0	3	4	0	0	0	0
6:15	44	0	16	13	1	9	0	0	0	4	0	0	1	0	0
6:30	37	0	11	18	1	2	1	0	1	2	1	0	0	0	0
6:45	54	1	19	16	0	10	1	0	2	5	0	0	0	0	0
Hr Total	**178**	**1**	**59**	**59**	**4**	**29**	**3**	**0**	**3**	**14**	**5**	**0**	**1**	**0**	**0**
7:00	38	0	17	15	0	4	0	0	1	1	0	0	0	0	0
7:15	74	2	39	16	0	6	0	0	4	7	0	0	0	0	0
7:30	79	0	38	24	2	3	1	0	6	5	0	0	0	0	0
7:45	48	0	24	15	1	2	0	0	2	4	0	0	0	0	0
Hr Total	**239**	**2**	**118**	**70**	**3**	**15**	**1**	**0**	**13**	**17**	**0**	**0**	**0**	**0**	**0**
8:00	41	0	22	10	1	4	1	0	1	2	0	0	0	0	0
8:15	62	1	29	19	0	6	1	0	0	6	0	0	0	0	0
8:30	36	0	13	14	0	5	0	0	2	2	0	0	0	0	0
8:45	32	0	13	9	0	7	0	0	1	2	0	0	0	0	0
Hr Total	**171**	**1**	**77**	**52**	**1**	**22**	**2**	**0**	**4**	**12**	**0**	**0**	**0**	**0**	**0**
9:00	56	0	21	15	0	10	0	0	4	5	0	1	0	0	0
9:15	52	0	20	12	1	7	0	0	8	4	0	0	0	0	0
9:30	33	1	11	10	3	5	0	0	2	1	0	0	0	0	0
9:45	47	0	18	16	1	3	1	0	4	4	0	0	0	0	0
Hr Total	**188**	**1**	**70**	**53**	**5**	**25**	**1**	**0**	**18**	**14**	**0**	**1**	**0**	**0**	**0**
10:00	48	0	22	10	1	6	1	0	1	7	0	0	0	0	0
10:15	52	0	19	16	1	3	2	0	3	8	0	0	0	0	0
10:30	55	1	20	17	1	5	1	0	5	5	0	0	0	0	0
10:45	53	0	22	10	1	4	1	0	5	10	0	0	0	0	0
Hr Total	**208**	**1**	**83**	**53**	**4**	**18**	**5**	**0**	**14**	**30**	**0**	**0**	**0**	**0**	**0**
11:00	67	0	33	16	2	6	0	0	5	5	0	0	0	0	0
11:15	55	0	18	18	1	6	2	0	5	5	0	0	0	0	0
11:30	49	0	18	16	0	9	0	0	4	2	0	0	0	0	0
11:45	63	1	24	16	2	9	1	0	2	7	1	0	0	0	0
Hr Total	**234**	**1**	**93**	**66**	**5**	**30**	**3**	**0**	**16**	**19**	**1**	**0**	**0**	**0**	**0**
12:00	62	1	25	14	0	5	1	0	7	9	0	0	0	0	0
12:15	58	1	23	18	1	9	0	0	3	2	0	0	1	0	0
12:30	50	0	19	20	0	5	0	0	4	1	0	0	0	1	0
12:45	73	0	27	21	1	14	0	0	4	6	0	0	0	0	0
Hr Total	**243**	**2**	**94**	**73**	**2**	**33**	**1**	**0**	**18**	**18**	**0**	**0**	**1**	**1**	**0**

WB US-82 East of FM-1198

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	61	0	26	17	2	4	0	1	3	7	1	0	0	0	0
13:15	77	1	35	22	1	4	3	0	3	7	0	1	0	0	0
13:30	64	0	25	21	0	6	1	0	5	5	0	1	0	0	0
13:45	59	0	32	17	3	1	1	0	2	2	1	0	0	0	0
Hr Total	**261**	**1**	**118**	**77**	**6**	**15**	**5**	**1**	**13**	**21**	**2**	**2**	**0**	**0**	**0**
14:00	49	0	28	8	2	6	1	0	1	2	0	1	0	0	0
14:15	68	1	30	21	1	6	0	0	6	3	0	0	0	0	0
14:30	66	0	35	18	2	6	0	0	0	3	0	0	0	2	0
14:45	60	0	30	15	0	5	0	0	4	5	0	1	0	0	0
Hr Total	**243**	**1**	**123**	**62**	**5**	**23**	**1**	**0**	**11**	**13**	**0**	**2**	**0**	**2**	**0**
15:00	70	0	33	15	1	10	1	0	4	6	0	0	0	0	0
15:15	83	0	46	20	2	6	1	0	4	4	0	0	0	0	0
15:30	77	0	42	19	0	12	0	0	3	1	0	0	0	0	0
15:45	110	0	59	36	0	7	0	0	2	5	0	1	0	0	0
Hr Total	**340**	**0**	**180**	**90**	**3**	**35**	**2**	**0**	**13**	**16**	**0**	**1**	**0**	**0**	**0**
16:00	89	0	40	29	1	12	0	0	0	6	1	0	0	0	0
16:15	92	1	45	29	1	7	0	0	3	5	1	0	0	0	0
16:30	88	0	39	33	2	8	0	0	3	3	0	0	0	0	0
16:45	88	0	47	19	1	15	0	0	3	3	0	0	0	0	0
Hr Total	**357**	**1**	**171**	**110**	**5**	**42**	**0**	**0**	**9**	**17**	**2**	**0**	**0**	**0**	**0**
17:00	90	0	44	27	0	11	3	0	5	0	0	0	0	0	0
17:15	100	0	61	26	1	10	0	0	0	2	0	0	0	0	0
17:30	79	0	48	22	0	6	1	0	1	1	0	0	0	0	0
17:45	82	0	45	28	0	3	0	0	5	1	0	0	0	0	0
Hr Total	**351**	**0**	**198**	**103**	**1**	**30**	**4**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**
18:00	72	0	39	16	0	8	1	0	2	6	0	0	0	0	0
18:15	70	0	40	20	3	3	0	0	2	2	0	0	0	0	0
18:30	58	0	27	14	1	5	0	0	1	9	0	0	0	1	0
18:45	53	0	29	15	0	5	0	0	3	1	0	0	0	0	0
Hr Total	**253**	**0**	**135**	**65**	**4**	**21**	**1**	**0**	**8**	**18**	**0**	**0**	**0**	**1**	**0**
19:00	49	2	25	9	2	6	0	0	2	3	0	0	0	0	0
19:15	64	0	34	20	0	7	0	0	1	2	0	0	0	0	0
19:30	46	0	27	9	0	5	0	0	0	5	0	0	0	0	0
19:45	51	0	27	16	0	2	0	0	4	2	0	0	0	0	0
Hr Total	**210**	**2**	**113**	**54**	**2**	**20**	**0**	**0**	**7**	**12**	**0**	**0**	**0**	**0**	**0**
20:00	81	0	44	23	1	9	0	0	0	4	0	0	0	0	0
20:15	36	0	20	9	0	0	0	0	0	6	1	0	0	0	0
20:30	46	0	28	10	1	4	0	0	1	2	0	0	0	0	0
20:45	37	0	22	7	0	3	0	0	2	3	0	0	0	0	0
Hr Total	**200**	**0**	**114**	**49**	**2**	**16**	**0**	**0**	**3**	**15**	**1**	**0**	**0**	**0**	**0**
21:00	23	0	9	9	0	3	0	0	0	1	1	0	0	0	0
21:15	42	0	25	10	0	4	0	0	0	3	0	0	0	0	0
21:30	30	0	17	8	0	5	0	0	0	0	0	0	0	0	0
21:45	23	0	11	7	1	1	0	0	1	2	0	0	0	0	0
Hr Total	**118**	**0**	**62**	**34**	**1**	**13**	**0**	**0**	**1**	**6**	**1**	**0**	**0**	**0**	**0**
22:00	15	0	7	4	0	2	0	0	0	2	0	0	0	0	0
22:15	20	0	10	5	0	4	0	0	0	1	0	0	0	0	0
22:30	39	1	11	15	3	4	0	0	0	5	0	0	0	0	0
22:45	16	0	9	5	0	1	0	0	0	1	0	0	0	0	0
Hr Total	**90**	**1**	**37**	**29**	**3**	**11**	**0**	**0**	**0**	**9**	**0**	**0**	**0**	**0**	**0**
23:00	20	0	12	5	0	1	0	0	0	2	0	0	0	0	0
23:15	16	0	6	6	0	2	0	0	0	2	0	0	0	0	0
23:30	12	0	8	1	0	0	0	0	0	3	0	0	0	0	0
23:45	13	0	10	2	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**61**	**0**	**36**	**14**	**0**	**3**	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**
Gr. Total	4138	16	1967	1168	61	414	30	1	166	291	12	6	2	4	0
% of Total	100.0%	0.4%	47.5%	28.2%	1.5%	10.0%	0.7%	0.0%	4.0%	7.0%	0.3%	0.1%	0.0%	0.1%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Westbound														

EB US-82 West of IH-35

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	27	0	20	6	0	1	0	0	0	0	0	0	0	0	0
0:15	14	0	4	6	1	1	0	0	0	2	0	0	0	0	0
0:30	56	1	33	16	0	5	0	0	1	0	0	0	0	0	0
0:45	20	0	10	7	0	1	0	0	1	1	0	0	0	0	0
Hr Total	**117**	**1**	**67**	**35**	**1**	**8**	**0**	**0**	**2**	**3**	**0**	**0**	**0**	**0**	**0**
1:00	18	0	11	6	0	0	0	0	0	1	0	0	0	0	0
1:15	6	0	1	4	0	0	0	0	0	1	0	0	0	0	0
1:30	17	0	12	3	1	1	0	0	0	0	0	0	0	0	0
1:45	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**47**	**0**	**27**	**16**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
2:00	7	0	3	2	0	0	0	0	0	1	0	1	0	0	0
2:15	7	0	3	2	0	1	0	0	1	0	0	0	0	0	0
2:30	15	0	8	7	0	0	0	0	0	0	0	0	0	0	0
2:45	9	0	6	1	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**38**	**0**	**20**	**12**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**0**
3:00	7	0	2	2	0	0	0	0	3	0	0	0	0	0	0
3:15	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
3:30	8	0	5	0	2	0	0	0	0	1	0	0	0	0	0
3:45	15	0	5	4	1	3	0	0	0	2	0	0	0	0	0
Hr Total	**36**	**0**	**16**	**8**	**3**	**3**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**
4:00	25	0	15	8	0	1	0	0	0	1	0	0	0	0	0
4:15	15	0	5	5	0	3	0	0	0	2	0	0	0	0	0
4:30	28	0	12	10	0	3	0	0	0	3	0	0	0	0	0
4:45	29	0	14	10	0	3	1	0	0	1	0	0	0	0	0
Hr Total	**97**	**0**	**46**	**33**	**0**	**10**	**1**	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**
5:00	25	1	13	7	2	1	0	0	0	1	0	0	0	0	0
5:15	34	0	16	10	0	6	1	0	0	1	0	0	0	0	0
5:30	35	0	23	9	0	2	0	0	0	1	0	0	0	0	0
5:45	55	0	22	24	0	6	0	0	2	1	0	0	0	0	0
Hr Total	**149**	**1**	**74**	**50**	**2**	**15**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**
6:00	59	0	26	25	0	5	1	0	0	2	0	0	0	0	0
6:15	64	0	27	16	1	14	1	0	2	3	0	0	0	0	0
6:30	73	0	39	19	2	8	0	0	4	1	0	0	0	0	0
6:45	92	3	55	26	1	3	1	0	0	3	0	0	0	0	0
Hr Total	**288**	**3**	**147**	**86**	**4**	**30**	**3**	**0**	**6**	**9**	**0**	**0**	**0**	**0**	**0**
7:00	123	0	66	38	0	11	1	0	3	3	0	0	0	1	0
7:15	122	0	65	38	1	7	2	0	3	5	0	0	0	1	0
7:30	162	0	81	56	1	14	2	0	4	3	0	0	1	0	0
7:45	179	3	96	41	3	19	1	0	10	3	2	0	0	1	0
Hr Total	**586**	**3**	**308**	**173**	**5**	**51**	**6**	**0**	**20**	**14**	**2**	**0**	**1**	**3**	**0**
8:00	148	2	68	46	1	13	1	1	10	6	0	0	0	0	0
8:15	141	1	74	34	2	14	4	0	7	4	0	0	0	1	0
8:30	120	1	59	34	2	12	1	0	1	10	0	0	0	0	0
8:45	102	0	59	27	0	8	1	0	4	3	0	0	0	0	0
Hr Total	**511**	**4**	**260**	**141**	**5**	**47**	**7**	**1**	**22**	**23**	**0**	**0**	**0**	**1**	**0**
9:00	113	0	50	36	1	14	0	0	2	10	0	0	0	0	0
9:15	127	0	60	39	2	16	0	0	5	5	0	0	0	0	0
9:30	110	0	52	35	3	15	0	0	2	3	0	0	0	0	0
9:45	102	2	53	27	1	11	3	0	1	4	0	0	0	0	0
Hr Total	**452**	**2**	**215**	**137**	**7**	**56**	**3**	**0**	**10**	**22**	**0**	**0**	**0**	**0**	**0**
10:00	128	0	70	20	0	25	2	1	6	3	1	0	0	0	0
10:15	105	0	53	27	1	12	3	0	3	5	1	0	0	0	0
10:30	108	2	52	34	0	9	1	0	7	2	0	1	0	0	0
10:45	125	0	55	42	2	12	3	0	7	4	0	0	0	0	0
Hr Total	**466**	**2**	**230**	**123**	**3**	**58**	**9**	**1**	**23**	**14**	**2**	**1**	**0**	**0**	**0**
11:00	140	0	70	37	4	14	0	0	6	9	0	0	0	0	0
11:15	114	0	52	33	0	17	2	0	5	5	0	0	0	0	0
11:30	202	3	92	63	3	22	2	1	11	2	2	0	0	1	0
11:45	152	4	77	46	1	11	1	0	4	6	1	0	1	0	0
Hr Total	**608**	**7**	**291**	**179**	**8**	**64**	**5**	**1**	**26**	**22**	**3**	**0**	**1**	**1**	**0**
12:00	173	2	85	43	2	18	1	2	12	7	1	0	0	0	0
12:15	128	0	49	36	3	21	1	0	3	13	0	2	0	0	0
12:30	138	2	59	50	0	14	3	1	4	4	1	0	0	0	0
12:45	158	4	68	49	1	13	6	0	9	6	1	1	0	0	0
Hr Total	**597**	**8**	**261**	**178**	**6**	**66**	**11**	**3**	**28**	**30**	**3**	**3**	**0**	**0**	**0**

EB US-82 West of IH-35

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	136	0	55	45	2	13	1	1	8	9	1	1	0	0	0
13:15	140	0	63	43	3	17	0	0	8	5	1	0	0	0	0
13:30	126	3	58	44	1	12	3	1	3	0	0	0	0	1	0
13:45	130	1	54	37	5	14	4	1	6	8	0	0	0	0	0
Hr Total	**532**	**4**	**230**	**169**	**11**	**56**	**8**	**3**	**25**	**22**	**2**	**1**	**0**	**1**	**0**
14:00	137	0	59	45	2	13	1	0	7	6	1	0	2	1	0
14:15	119	0	49	43	0	13	3	0	5	6	0	0	0	0	0
14:30	144	1	69	38	3	8	3	1	11	9	1	0	0	0	0
14:45	142	2	69	46	1	14	0	0	4	6	0	0	0	0	0
Hr Total	**542**	**3**	**246**	**172**	**6**	**48**	**7**	**1**	**27**	**27**	**2**	**0**	**2**	**1**	**0**
15:00	120	0	52	40	3	12	2	0	2	8	0	0	0	1	0
15:15	141	2	75	40	1	13	2	1	4	2	0	0	0	1	0
15:30	293	9	154	73	2	15	5	2	26	2	1	0	1	3	0
15:45	241	0	119	70	4	16	5	0	17	6	3	0	0	1	0
Hr Total	**795**	**11**	**400**	**223**	**10**	**56**	**14**	**3**	**49**	**18**	**4**	**0**	**1**	**6**	**0**
16:00	217	3	94	75	1	17	4	1	14	5	2	0	0	1	0
16:15	180	2	88	63	0	16	1	0	7	1	1	0	0	1	0
16:30	207	3	96	70	1	9	12	0	7	5	1	0	1	2	0
16:45	194	3	98	56	1	15	2	5	8	1	3	0	1	1	0
Hr Total	**798**	**11**	**376**	**264**	**3**	**57**	**19**	**6**	**36**	**12**	**7**	**0**	**2**	**5**	**0**
17:00	249	3	130	69	3	19	4	0	18	3	0	0	0	0	0
17:15	212	2	129	56	0	7	3	0	10	2	1	0	2	0	0
17:30	284	8	153	79	0	16	3	0	19	2	4	0	0	0	0
17:45	147	2	76	48	2	7	0	2	6	3	1	0	0	0	0
Hr Total	**892**	**15**	**488**	**252**	**5**	**49**	**10**	**2**	**53**	**10**	**6**	**0**	**2**	**0**	**0**
18:00	124	1	65	38	0	14	0	1	2	1	1	1	0	0	0
18:15	145	2	63	48	1	9	5	0	6	10	0	0	0	1	0
18:30	112	2	55	36	0	7	0	2	5	2	2	0	1	0	0
18:45	115	1	65	30	0	13	0	0	2	3	1	0	0	0	0
Hr Total	**496**	**6**	**248**	**152**	**1**	**43**	**5**	**3**	**15**	**16**	**4**	**1**	**1**	**1**	**0**
19:00	102	0	42	43	0	9	1	0	4	2	1	0	0	0	0
19:15	98	1	41	41	0	13	0	0	1	1	0	0	0	0	0
19:30	68	0	37	22	1	5	0	0	1	2	0	0	0	0	0
19:45	92	1	59	23	0	3	0	0	3	3	0	0	0	0	0
Hr Total	**360**	**2**	**179**	**129**	**1**	**30**	**1**	**0**	**9**	**8**	**1**	**0**	**0**	**0**	**0**
20:00	111	0	61	35	1	9	0	1	3	1	0	0	0	0	0
20:15	52	0	29	17	1	2	0	0	1	2	0	0	0	0	0
20:30	53	0	33	14	1	0	1	0	2	1	0	1	0	0	0
20:45	42	0	19	15	2	2	0	0	2	2	0	0	0	0	0
Hr Total	**258**	**0**	**142**	**81**	**5**	**13**	**1**	**1**	**8**	**6**	**0**	**1**	**0**	**0**	**0**
21:00	45	1	25	15	1	2	0	0	1	0	0	0	0	0	0
21:15	39	1	21	8	2	5	0	0	0	2	0	0	0	0	0
21:30	26	0	14	5	0	3	0	0	1	2	1	0	0	0	0
21:45	34	0	22	9	0	2	0	0	0	1	0	0	0	0	0
Hr Total	**144**	**2**	**82**	**37**	**3**	**12**	**0**	**0**	**2**	**5**	**1**	**0**	**0**	**0**	**0**
22:00	19	0	9	7	0	2	0	0	1	0	0	0	0	0	0
22:15	24	0	13	5	0	0	0	0	3	3	0	0	0	0	0
22:30	16	0	4	5	2	3	0	0	0	2	0	0	0	0	0
22:45	14	0	6	7	0	1	0	0	0	0	0	0	0	0	0
Hr Total	**73**	**0**	**32**	**24**	**2**	**6**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**
23:00	19	0	11	7	0	0	0	0	0	1	0	0	0	0	0
23:15	13	0	9	1	1	0	0	0	0	2	0	0	0	0	0
23:30	9	0	4	2	0	2	0	0	0	1	0	0	0	0	0
23:45	13	0	3	7	1	1	0	0	0	1	0	0	0	0	0
Hr Total	**54**	**0**	**27**	**17**	**2**	**3**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**
Gr. Total	8936	85	4412	2691	94	783	111	25	371	290	37	8	10	19	0
% of Total	100.0%	1.0%	49.4%	30.1%	1.1%	8.8%	1.2%	0.3%	4.2%	3.2%	0.4%	0.1%	0.1%	0.2%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Eastbound														

WB US-82 West of IH-35

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	37	0	26	7	0	3	0	0	0	1	0	0	0	0	0
0:15	13	1	8	3	0	0	0	0	1	0	0	0	0	0	0
0:30	12	0	6	4	0	0	0	0	0	2	0	0	0	0	0
0:45	12	0	5	3	3	0	0	0	0	1	0	0	0	0	0
Hr Total	**74**	**1**	**45**	**17**	**3**	**3**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
1:00	13	0	4	3	1	2	0	0	0	3	0	0	0	0	0
1:15	8	0	6	1	0	0	0	0	0	1	0	0	0	0	0
1:30	5	0	1	2	0	1	0	0	1	0	0	0	0	0	0
1:45	15	0	8	3	0	1	0	0	2	1	0	0	0	0	0
Hr Total	**41**	**0**	**19**	**9**	**1**	**4**	**0**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**
2:00	3	0	2	0	0	0	0	0	0	1	0	0	0	0	0
2:15	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0
2:30	13	0	5	2	1	0	0	0	0	5	0	0	0	0	0
2:45	10	0	5	4	0	1	0	0	0	0	0	0	0	0	0
Hr Total	**31**	**0**	**15**	**8**	**1**	**1**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**0**	**0**
3:00	6	0	3	2	0	0	0	0	0	1	0	0	0	0	0
3:15	9	0	4	4	0	1	0	0	0	0	0	0	0	0	0
3:30	11	0	5	4	1	1	0	0	0	0	0	0	0	0	0
3:45	24	1	8	13	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**50**	**1**	**20**	**23**	**1**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
4:00	21	0	13	6	1	1	0	0	0	0	0	0	0	0	0
4:15	29	1	6	13	0	6	0	0	0	3	0	0	0	0	0
4:30	86	1	49	27	0	8	0	0	0	1	0	0	0	0	0
4:45	83	0	44	28	2	3	1	1	2	2	0	0	0	0	0
Hr Total	**219**	**2**	**112**	**74**	**3**	**18**	**1**	**1**	**2**	**6**	**0**	**0**	**0**	**0**	**0**
5:00	29	0	18	8	0	2	1	0	0	0	0	0	0	0	0
5:15	49	1	15	22	1	4	0	0	2	4	0	0	0	0	0
5:30	70	1	42	21	0	4	0	0	0	2	0	0	0	0	0
5:45	89	1	46	34	1	7	0	0	0	0	0	0	0	0	0
Hr Total	**237**	**3**	**121**	**85**	**2**	**17**	**1**	**0**	**2**	**6**	**0**	**0**	**0**	**0**	**0**
6:00	96	0	46	31	1	7	2	2	3	2	1	0	1	0	0
6:15	152	0	82	54	1	5	3	0	4	2	1	0	0	0	0
6:30	272	3	133	89	1	17	6	1	17	3	0	1	1	0	0
6:45	232	0	122	72	2	20	1	1	7	3	1	0	1	2	0
Hr Total	**752**	**3**	**383**	**246**	**5**	**49**	**12**	**4**	**31**	**10**	**3**	**1**	**3**	**2**	**0**
7:00	131	1	52	44	0	17	3	0	6	7	0	0	0	1	0
7:15	143	2	70	47	3	10	1	0	5	4	0	0	0	1	0
7:30	163	2	85	47	0	15	1	0	8	3	1	1	0	0	0
7:45	191	2	100	56	0	20	1	0	8	3	1	0	0	0	0
Hr Total	**628**	**7**	**307**	**194**	**3**	**62**	**6**	**0**	**27**	**17**	**2**	**1**	**0**	**2**	**0**
8:00	173	3	93	45	2	12	2	1	3	10	1	0	0	1	0
8:15	129	0	64	40	2	13	1	0	5	4	0	0	0	0	0
8:30	107	2	47	29	0	16	1	1	6	4	0	1	0	0	0
8:45	133	0	55	44	3	16	3	2	4	6	0	0	0	0	0
Hr Total	**542**	**5**	**259**	**158**	**7**	**57**	**7**	**4**	**18**	**24**	**1**	**1**	**0**	**1**	**0**
9:00	136	0	56	40	3	20	1	2	9	5	0	0	0	0	0
9:15	94	0	39	31	2	14	1	0	3	3	1	0	0	0	0
9:30	108	0	37	32	3	13	3	1	6	12	1	0	0	0	0
9:45	120	1	52	37	3	16	0	0	5	4	1	1	0	0	0
Hr Total	**458**	**1**	**184**	**140**	**11**	**63**	**5**	**3**	**23**	**24**	**3**	**1**	**0**	**0**	**0**
10:00	117	1	48	32	6	14	2	0	3	10	0	0	1	0	0
10:15	110	2	32	42	3	14	4	0	7	6	0	0	0	0	0
10:30	111	1	52	27	1	13	2	1	4	10	0	0	0	0	0
10:45	128	1	57	40	3	14	1	0	2	9	1	0	0	0	0
Hr Total	**466**	**5**	**189**	**141**	**13**	**55**	**9**	**1**	**16**	**35**	**1**	**0**	**1**	**0**	**0**
11:00	100	0	42	34	4	6	0	0	7	4	2	0	1	0	0
11:15	135	1	57	43	0	19	0	0	8	7	0	0	0	0	0
11:30	153	1	65	48	8	21	4	0	1	5	0	0	0	0	0
11:45	143	3	59	51	1	11	2	0	5	10	1	0	0	0	0
Hr Total	**531**	**5**	**223**	**176**	**13**	**57**	**6**	**0**	**21**	**26**	**3**	**0**	**1**	**0**	**0**
12:00	158	4	68	48	2	19	1	3	8	3	1	0	1	0	0
12:15	161	2	65	53	1	18	3	0	8	10	0	0	1	0	0
12:30	159	1	72	49	3	21	0	0	6	5	0	1	0	1	0
12:45	162	1	70	53	3	17	7	1	5	3	2	0	0	0	0
Hr Total	**640**	**8**	**275**	**203**	**9**	**75**	**11**	**4**	**27**	**21**	**3**	**1**	**2**	**1**	**0**

WB US-82 West of IH-35

Tuesday, February 28, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	172	3	66	61	1	22	2	2	2	8	0	2	0	3	0
13:15	128	0	51	43	2	17	2	0	5	8	0	0	0	0	0
13:30	129	0	49	46	3	17	1	0	6	6	1	0	0	0	0
13:45	135	0	71	43	3	6	1	0	3	7	0	0	0	1	0
Hr Total	**564**	**3**	**237**	**193**	**9**	**62**	**6**	**2**	**16**	**29**	**1**	**2**	**0**	**4**	**0**
14:00	121	2	53	38	2	13	0	0	12	0	0	1	0	0	0
14:15	112	1	50	40	4	11	1	0	1	2	1	0	0	1	0
14:30	137	1	63	42	1	14	2	1	7	6	0	0	0	0	0
14:45	121	1	56	38	2	11	5	0	5	2	0	1	0	0	0
Hr Total	**491**	**5**	**222**	**158**	**9**	**49**	**8**	**1**	**25**	**10**	**1**	**2**	**0**	**1**	**0**
15:00	156	1	66	54	4	9	2	0	9	11	0	0	0	0	0
15:15	161	1	80	41	3	17	2	2	9	6	0	0	0	0	0
15:30	174	1	75	66	1	15	5	0	6	2	2	0	0	1	0
15:45	164	1	71	52	2	21	1	0	10	3	2	0	0	1	0
Hr Total	**655**	**4**	**292**	**213**	**10**	**62**	**10**	**2**	**34**	**22**	**4**	**0**	**0**	**2**	**0**
16:00	166	4	72	58	1	16	1	0	9	5	0	0	0	0	0
16:15	155	1	68	64	1	11	3	0	4	1	1	0	0	1	0
16:30	170	2	82	59	2	13	1	0	8	3	0	0	0	0	0
16:45	158	0	77	48	0	20	2	0	8	2	0	1	0	0	0
Hr Total	**649**	**7**	**299**	**229**	**4**	**60**	**7**	**0**	**29**	**11**	**1**	**1**	**0**	**1**	**0**
17:00	186	0	93	61	1	18	4	0	7	1	1	0	0	0	0
17:15	187	0	90	67	1	21	3	0	2	3	0	0	0	0	0
17:30	153	1	81	47	0	13	0	0	7	3	0	0	0	1	0
17:45	157	0	72	47	3	17	1	1	12	3	0	0	0	1	0
Hr Total	**683**	**1**	**336**	**222**	**5**	**69**	**8**	**1**	**28**	**10**	**1**	**0**	**0**	**2**	**0**
18:00	154	0	73	49	1	21	1	0	7	2	0	0	0	0	0
18:15	137	1	74	35	3	11	2	1	6	2	2	0	0	0	0
18:30	89	0	38	35	1	6	1	0	3	5	0	0	0	0	0
18:45	111	1	46	36	1	19	0	0	4	3	1	0	0	0	0
Hr Total	**491**	**2**	**231**	**155**	**6**	**57**	**4**	**1**	**20**	**12**	**3**	**0**	**0**	**0**	**0**
19:00	110	1	49	40	2	13	0	0	3	2	0	0	0	0	0
19:15	91	0	41	32	1	14	0	0	2	1	0	0	0	0	0
19:30	84	1	50	20	0	7	0	0	2	3	0	0	0	1	0
19:45	78	0	31	35	0	6	0	0	3	3	0	0	0	0	0
Hr Total	**363**	**2**	**171**	**127**	**3**	**40**	**0**	**0**	**10**	**9**	**0**	**0**	**0**	**1**	**0**
20:00	68	0	36	19	2	1	1	0	3	5	1	0	0	0	0
20:15	54	1	27	18	0	5	1	0	1	1	0	0	0	0	0
20:30	70	0	39	22	1	5	0	0	1	2	0	0	0	0	0
20:45	45	0	18	19	1	3	2	0	0	1	1	0	0	0	0
Hr Total	**237**	**1**	**120**	**78**	**4**	**14**	**4**	**0**	**5**	**9**	**2**	**0**	**0**	**0**	**0**
21:00	55	0	31	17	0	5	0	0	0	2	0	0	0	0	0
21:15	56	0	31	14	0	6	0	0	1	4	0	0	0	0	0
21:30	43	0	24	14	0	4	0	0	0	1	0	0	0	0	0
21:45	37	0	16	11	1	6	0	0	1	2	0	0	0	0	0
Hr Total	**191**	**0**	**102**	**56**	**1**	**21**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**
22:00	36	1	16	8	0	5	1	1	1	3	0	0	0	0	0
22:15	39	0	14	15	3	3	0	0	0	4	0	0	0	0	0
22:30	36	0	14	16	0	4	1	0	0	1	0	0	0	0	0
22:45	28	0	16	10	0	2	0	0	0	0	0	0	0	0	0
Hr Total	**139**	**1**	**60**	**49**	**3**	**14**	**2**	**1**	**1**	**8**	**0**	**0**	**0**	**0**	**0**
23:00	27	0	12	9	1	1	0	0	1	3	0	0	0	0	0
23:15	21	0	9	9	0	0	0	0	0	3	0	0	0	0	0
23:30	20	1	15	2	0	0	0	0	1	1	0	0	0	0	0
23:45	26	0	12	9	2	2	0	0	1	0	0	0	0	0	0
Hr Total	**94**	**1**	**48**	**29**	**3**	**3**	**0**	**0**	**3**	**7**	**0**	**0**	**0**	**0**	**0**
Gr. Total	9226	68	4270	2983	129	914	107	25	344	323	29	10	7	17	0
% of Total	100.0%	0.7%	46.3%	32.3%	1.4%	9.9%	1.2%	0.3%	3.7%	3.5%	0.3%	0.1%	0.1%	0.2%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Westbound														

EB US-82 East of IH-35

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	48	0	28	9	1	5	0	0	1	4	0	0	0	0	0
0:15	24	1	8	7	1	1	0	0	0	6	0	0	0	0	0
0:30	73	0	48	19	0	0	1	0	0	3	0	1	1	0	0
0:45	46	1	29	8	0	2	0	0	2	4	0	0	0	0	0
Hr Total	**191**	**2**	**113**	**43**	**2**	**8**	**1**	**0**	**3**	**17**	**0**	**1**	**1**	**0**	**0**
1:00	25	0	16	7	1	0	0	0	0	1	0	0	0	0	0
1:15	25	0	12	5	2	1	0	0	0	5	0	0	0	0	0
1:30	24	1	13	4	2	1	0	0	0	2	0	1	0	0	0
1:45	21	0	13	4	1	0	0	0	0	2	0	1	0	0	0
Hr Total	**95**	**1**	**54**	**20**	**6**	**2**	**0**	**0**	**0**	**10**	**0**	**2**	**0**	**0**	**0**
2:00	18	0	10	4	1	1	0	0	0	2	0	0	0	0	0
2:15	18	0	9	5	0	0	0	0	2	0	0	2	0	0	0
2:30	24	0	15	7	0	1	0	0	0	1	0	0	0	0	0
2:45	10	0	5	5	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**70**	**0**	**39**	**21**	**1**	**2**	**0**	**0**	**2**	**3**	**0**	**2**	**0**	**0**	**0**
3:00	10	0	6	0	1	1	0	0	0	2	0	0	0	0	0
3:15	17	0	6	4	1	4	0	0	0	2	0	0	0	0	0
3:30	12	0	1	4	1	0	0	0	0	5	0	1	0	0	0
3:45	14	0	7	1	1	1	0	0	0	3	1	0	0	0	0
Hr Total	**53**	**0**	**20**	**9**	**4**	**6**	**0**	**0**	**0**	**12**	**1**	**1**	**0**	**0**	**0**
4:00	26	0	14	7	0	2	0	0	0	3	0	0	0	0	0
4:15	16	0	6	5	0	1	0	0	0	3	0	0	1	0	0
4:30	23	0	13	7	0	1	0	0	1	1	0	0	0	0	0
4:45	18	0	7	3	1	2	0	0	0	5	0	0	0	0	0
Hr Total	**83**	**0**	**40**	**22**	**1**	**6**	**0**	**0**	**1**	**12**	**0**	**0**	**1**	**0**	**0**
5:00	31	0	13	4	1	5	1	0	1	6	0	0	0	0	0
5:15	33	0	9	13	2	2	0	0	2	5	0	0	0	0	0
5:30	38	0	16	13	0	5	0	0	2	2	0	0	0	0	0
5:45	59	1	28	14	2	6	2	0	1	5	0	0	0	0	0
Hr Total	**161**	**1**	**66**	**44**	**5**	**18**	**3**	**0**	**6**	**18**	**0**	**0**	**0**	**0**	**0**
6:00	50	1	19	16	1	7	0	0	2	4	0	0	0	0	0
6:15	60	0	24	19	1	8	0	0	0	8	0	0	0	0	0
6:30	69	1	28	25	1	7	0	0	2	3	0	0	0	2	0
6:45	95	0	35	36	2	13	0	1	3	4	1	0	0	0	0
Hr Total	**274**	**2**	**106**	**96**	**5**	**35**	**0**	**1**	**7**	**19**	**1**	**0**	**0**	**2**	**0**
7:00	137	1	73	31	1	13	1	0	6	10	1	0	0	0	0
7:15	163	3	74	57	2	10	4	0	4	7	1	1	0	0	0
7:30	160	0	75	55	1	14	2	0	6	6	0	0	0	1	0
7:45	191	4	80	55	4	23	2	2	11	10	0	0	0	0	0
Hr Total	**651**	**8**	**302**	**198**	**8**	**60**	**9**	**2**	**27**	**33**	**2**	**1**	**0**	**1**	**0**
8:00	164	0	63	61	3	13	2	0	10	10	2	0	0	0	0
8:15	145	3	56	51	3	11	1	2	11	3	1	1	1	1	0
8:30	146	2	61	45	2	15	2	0	7	12	0	0	0	0	0
8:45	156	2	73	38	4	22	2	1	2	7	2	1	2	0	0
Hr Total	**611**	**7**	**253**	**195**	**12**	**61**	**7**	**3**	**30**	**32**	**5**	**2**	**3**	**1**	**0**
9:00	162	0	82	44	2	17	0	0	7	8	1	0	0	1	0
9:15	149	1	49	61	1	18	5	0	8	6	0	0	0	0	0
9:30	134	0	62	38	0	15	3	0	7	5	2	1	1	0	0
9:45	154	3	65	55	4	11	6	0	4	5	0	0	0	1	0
Hr Total	**599**	**4**	**258**	**198**	**7**	**61**	**14**	**0**	**26**	**24**	**3**	**1**	**1**	**2**	**0**
10:00	153	1	61	50	5	18	3	1	4	10	0	0	0	0	0
10:15	148	0	52	51	3	17	1	2	13	7	2	0	0	0	0
10:30	136	2	62	46	2	15	2	1	1	5	0	0	0	0	0
10:45	156	2	68	51	3	17	1	1	6	5	2	0	0	0	0
Hr Total	**593**	**5**	**243**	**198**	**13**	**67**	**7**	**5**	**24**	**27**	**4**	**0**	**0**	**0**	**0**
11:00	175	2	81	47	2	16	3	0	10	12	1	0	1	0	0
11:15	174	1	80	51	4	14	3	0	8	10	2	0	1	0	0
11:30	228	4	90	82	0	21	3	1	12	14	0	0	0	1	0
11:45	174	5	67	53	1	24	4	0	13	5	0	0	0	2	0
Hr Total	**751**	**12**	**318**	**233**	**7**	**75**	**13**	**1**	**43**	**41**	**3**	**0**	**2**	**3**	**0**
12:00	203	2	103	50	1	22	7	1	7	8	0	0	0	2	0
12:15	197	1	88	58	10	16	5	0	9	8	1	1	0	0	0
12:30	173	2	83	41	4	17	6	1	6	12	0	0	1	0	0
12:45	188	3	75	62	2	21	7	1	7	8	0	1	0	1	0
Hr Total	**761**	**8**	**349**	**211**	**17**	**76**	**25**	**3**	**29**	**36**	**1**	**2**	**1**	**3**	**0**

EB US-82 East of IH-35

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	183	4	86	52	1	20	1	1	11	6	0	0	0	1	0
13:15	169	2	72	59	3	13	4	0	5	10	0	0	0	1	0
13:30	178	6	73	60	3	20	3	1	7	4	0	1	0	0	0
13:45	162	1	69	61	2	15	4	0	6	4	0	0	0	0	0
Hr Total	**692**	**13**	**300**	**232**	**9**	**68**	**12**	**2**	**29**	**24**	**0**	**1**	**0**	**2**	**0**
14:00	151	0	58	53	2	21	2	0	4	9	2	0	0	0	0
14:15	158	2	67	47	2	17	5	0	6	10	0	2	0	0	0
14:30	198	5	95	50	1	21	8	0	9	6	2	1	0	0	0
14:45	187	1	86	60	3	15	4	0	5	13	0	0	0	0	0
Hr Total	**694**	**8**	**306**	**210**	**8**	**74**	**19**	**0**	**24**	**38**	**4**	**3**	**0**	**0**	**0**
15:00	184	5	79	69	3	11	3	0	5	8	0	0	0	1	0
15:15	202	8	88	50	6	27	1	1	10	11	0	0	0	0	0
15:30	217	9	96	66	1	15	7	2	13	4	4	0	0	0	0
15:45	210	8	95	57	6	17	6	0	9	9	1	1	0	1	0
Hr Total	**813**	**30**	**358**	**242**	**16**	**70**	**17**	**3**	**37**	**32**	**5**	**1**	**0**	**2**	**0**
16:00	249	8	99	94	3	19	6	0	13	5	2	0	0	0	0
16:15	231	7	105	66	4	24	7	1	5	11	0	0	0	1	0
16:30	235	0	126	66	4	18	2	1	12	2	1	1	0	2	0
16:45	219	3	91	79	3	16	4	1	11	5	2	2	1	1	0
Hr Total	**934**	**18**	**421**	**305**	**14**	**77**	**19**	**3**	**41**	**23**	**5**	**3**	**1**	**4**	**0**
17:00	252	2	123	64	3	32	8	0	11	6	2	0	0	1	0
17:15	236	7	109	74	2	22	4	1	7	8	1	0	0	1	0
17:30	260	5	126	83	1	20	5	3	10	6	0	0	1	0	0
17:45	169	1	89	49	4	11	4	0	7	2	0	1	0	1	0
Hr Total	**917**	**15**	**447**	**270**	**10**	**85**	**21**	**4**	**35**	**22**	**3**	**1**	**1**	**3**	**0**
18:00	149	0	70	50	3	10	1	1	8	5	0	1	0	0	0
18:15	154	0	82	48	1	12	1	0	4	5	1	0	0	0	0
18:30	140	1	74	46	0	9	0	0	6	4	0	0	0	0	0
18:45	117	0	50	48	1	13	1	0	1	3	0	0	0	0	0
Hr Total	**560**	**1**	**276**	**192**	**5**	**44**	**3**	**1**	**19**	**17**	**1**	**1**	**0**	**0**	**0**
19:00	133	2	58	49	1	13	2	1	3	1	1	0	0	2	0
19:15	107	0	55	34	3	7	1	0	3	3	1	0	0	0	0
19:30	113	0	64	30	2	8	0	0	1	7	1	0	0	0	0
19:45	86	1	41	30	2	2	2	1	1	6	0	0	0	0	0
Hr Total	**439**	**3**	**218**	**143**	**8**	**30**	**5**	**2**	**8**	**17**	**3**	**0**	**0**	**2**	**0**
20:00	97	1	56	18	2	3	2	0	3	11	0	1	0	0	0
20:15	64	0	37	16	1	6	1	0	0	3	0	0	0	0	0
20:30	68	0	34	23	0	2	1	0	2	6	0	0	0	0	0
20:45	57	0	30	21	1	3	0	0	1	1	0	0	0	0	0
Hr Total	**286**	**1**	**157**	**78**	**4**	**14**	**4**	**0**	**6**	**21**	**0**	**1**	**0**	**0**	**0**
21:00	65	1	26	27	2	6	1	0	1	1	0	0	0	0	0
21:15	56	0	34	16	0	3	0	0	0	3	0	0	0	0	0
21:30	61	1	39	11	0	3	1	0	1	5	0	0	0	0	0
21:45	56	0	34	12	0	7	0	0	1	2	0	0	0	0	0
Hr Total	**238**	**2**	**133**	**66**	**2**	**19**	**2**	**0**	**3**	**11**	**0**	**0**	**0**	**0**	**0**
22:00	53	0	29	12	0	1	2	1	3	4	0	1	0	0	0
22:15	54	0	26	14	1	3	0	0	1	8	0	1	0	0	0
22:30	27	0	14	10	0	2	0	0	1	0	0	0	0	0	0
22:45	32	0	16	5	3	3	0	0	3	2	0	0	0	0	0
Hr Total	**166**	**0**	**85**	**41**	**4**	**9**	**2**	**1**	**8**	**14**	**0**	**2**	**0**	**0**	**0**
23:00	45	0	22	18	0	1	1	0	1	2	0	0	0	0	0
23:15	30	0	16	10	0	1	1	0	0	2	0	0	0	0	0
23:30	31	0	20	10	0	0	0	0	0	1	0	0	0	0	0
23:45	28	0	13	8	0	1	1	0	0	4	1	0	0	0	0
Hr Total	**134**	**0**	**71**	**46**	**0**	**3**	**3**	**0**	**1**	**9**	**1**	**0**	**0**	**0**	**0**
Gr. Total	10766	141	4933	3313	168	970	186	31	409	512	42	25	11	25	0
% of Total	100.0%	1.3%	45.8%	30.8%	1.6%	9.0%	1.7%	0.3%	3.8%	4.8%	0.4%	0.2%	0.1%	0.2%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Eastbound														

WB US-82 East of IH-35

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	40	0	27	8	0	0	0	0	0	5	0	0	0	0	0
0:15	25	0	15	7	1	0	0	0	0	2	0	0	0	0	0
0:30	23	0	13	2	3	1	0	0	0	4	0	0	0	0	0
0:45	25	0	17	5	1	0	0	0	0	2	0	0	0	0	0
Hr Total	**113**	**0**	**72**	**22**	**5**	**1**	**0**	**0**	**0**	**13**	**0**	**0**	**0**	**0**	**0**
1:00	16	0	8	2	0	1	0	0	1	4	0	0	0	0	0
1:15	14	0	7	2	1	1	0	0	0	3	0	0	0	0	0
1:30	15	1	10	2	0	0	0	0	1	1	0	0	0	0	0
1:45	9	0	4	4	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**54**	**1**	**29**	**10**	**1**	**2**	**0**	**0**	**2**	**9**	**0**	**0**	**0**	**0**	**0**
2:00	14	0	8	0	2	0	0	0	0	4	0	0	0	0	0
2:15	17	0	9	2	0	1	0	0	0	4	0	1	0	0	0
2:30	14	0	4	6	0	3	0	0	0	1	0	0	0	0	0
2:45	15	0	8	4	0	0	0	0	0	3	0	0	0	0	0
Hr Total	**60**	**0**	**29**	**12**	**2**	**4**	**0**	**0**	**0**	**12**	**0**	**1**	**0**	**0**	**0**
3:00	15	0	4	7	0	1	0	0	0	3	0	0	0	0	0
3:15	12	0	4	4	0	0	1	0	0	3	0	0	0	0	0
3:30	20	0	9	7	0	1	0	0	0	3	0	0	0	0	0
3:45	20	0	10	8	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**67**	**0**	**27**	**26**	**0**	**2**	**1**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**
4:00	43	0	20	10	0	4	0	0	1	8	0	0	0	0	0
4:15	52	2	19	20	1	8	0	0	0	2	0	0	0	0	0
4:30	92	2	63	16	0	3	1	0	0	7	0	0	0	0	0
4:45	89	1	43	28	0	7	0	0	2	8	0	0	0	0	0
Hr Total	**276**	**5**	**145**	**74**	**1**	**22**	**1**	**0**	**3**	**25**	**0**	**0**	**0**	**0**	**0**
5:00	71	0	34	15	1	10	1	0	1	7	1	1	0	0	0
5:15	89	0	38	36	0	10	0	1	0	3	0	0	0	1	0
5:30	109	0	52	34	1	7	0	0	1	12	2	0	0	0	0
5:45	133	0	59	49	0	15	2	0	4	2	0	1	0	1	0
Hr Total	**402**	**0**	**183**	**134**	**2**	**42**	**3**	**1**	**6**	**24**	**3**	**2**	**0**	**2**	**0**
6:00	142	2	78	45	2	7	2	1	3	1	1	0	0	0	0
6:15	157	1	71	52	0	11	0	1	10	9	0	0	1	1	0
6:30	266	3	144	76	1	19	6	2	8	5	2	0	0	0	0
6:45	212	2	110	58	3	16	3	2	11	4	1	0	0	2	0
Hr Total	**777**	**8**	**403**	**231**	**6**	**53**	**11**	**6**	**32**	**19**	**4**	**0**	**1**	**3**	**0**
7:00	167	2	89	46	0	16	0	1	3	9	0	1	0	0	0
7:15	213	3	105	56	1	22	5	1	12	6	2	0	0	0	0
7:30	230	4	126	54	4	19	3	2	8	7	2	1	0	0	0
7:45	272	7	153	58	1	21	2	3	8	13	2	1	0	3	0
Hr Total	**882**	**16**	**473**	**214**	**6**	**78**	**10**	**7**	**31**	**35**	**6**	**3**	**0**	**3**	**0**
8:00	198	1	102	51	0	22	10	0	7	5	0	0	0	0	0
8:15	161	2	70	51	3	19	2	1	2	10	1	0	0	0	0
8:30	147	0	70	44	4	10	1	3	6	8	0	1	0	0	0
8:45	169	1	80	35	2	17	3	1	15	11	2	0	1	1	0
Hr Total	**675**	**4**	**322**	**181**	**9**	**68**	**16**	**5**	**30**	**34**	**3**	**1**	**1**	**1**	**0**
9:00	147	0	57	50	2	22	1	1	1	11	1	1	0	0	0
9:15	176	2	77	54	3	20	2	0	6	8	2	0	1	1	0
9:30	158	1	66	50	0	16	2	1	6	13	1	1	1	0	0
9:45	164	1	74	46	3	14	3	1	9	12	0	0	0	1	0
Hr Total	**645**	**4**	**274**	**200**	**8**	**72**	**8**	**3**	**22**	**44**	**4**	**2**	**2**	**2**	**0**
10:00	163	2	75	51	1	15	3	0	6	9	0	0	1	0	0
10:15	152	0	78	38	3	15	2	1	8	4	1	0	0	2	0
10:30	158	5	79	35	1	16	4	0	6	8	1	1	1	1	0
10:45	165	3	76	45	2	16	1	0	8	12	1	0	1	0	0
Hr Total	**638**	**10**	**308**	**169**	**7**	**62**	**10**	**1**	**28**	**33**	**3**	**1**	**3**	**3**	**0**
11:00	181	0	89	55	1	14	3	1	8	7	3	0	0	0	0
11:15	173	3	84	46	2	12	2	0	12	10	2	0	0	0	0
11:30	176	1	90	52	4	16	3	0	4	4	1	0	1	0	0
11:45	208	0	102	61	2	17	3	0	9	9	2	0	0	3	0
Hr Total	**738**	**4**	**365**	**214**	**9**	**59**	**11**	**1**	**33**	**30**	**8**	**0**	**1**	**3**	**0**
12:00	210	3	105	56	2	16	4	1	11	7	4	1	0	0	0
12:15	173	0	83	46	1	19	6	0	7	9	0	1	0	1	0
12:30	203	6	103	50	4	16	3	1	4	11	2	0	1	2	0
12:45	215	1	113	57	2	18	3	1	8	12	0	0	0	0	0
Hr Total	**801**	**10**	**404**	**209**	**9**	**69**	**16**	**3**	**30**	**39**	**6**	**2**	**1**	**3**	**0**

WB US-82 East of IH-35

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	215	2	97	68	2	20	5	1	15	4	1	0	0	0	0
13:15	206	4	102	48	1	16	5	2	13	11	0	1	0	3	0
13:30	225	6	99	60	6	21	9	2	12	9	1	0	0	0	0
13:45	179	2	96	47	2	9	0	1	8	13	1	0	0	0	0
Hr Total	**825**	**14**	**394**	**223**	**11**	**66**	**19**	**6**	**48**	**37**	**3**	**1**	**0**	**3**	**0**
14:00	195	2	89	60	3	20	2	1	7	8	3	0	0	0	0
14:15	193	1	89	57	6	15	4	1	7	10	1	0	0	2	0
14:30	204	6	85	65	1	14	5	2	11	11	1	1	1	1	0
14:45	198	5	88	55	1	19	3	1	13	10	3	0	0	0	0
Hr Total	**790**	**14**	**351**	**237**	**11**	**68**	**14**	**5**	**38**	**39**	**8**	**1**	**1**	**3**	**0**
15:00	212	3	118	52	4	15	5	0	5	7	2	0	0	1	0
15:15	206	5	101	53	2	17	6	3	12	4	2	0	0	1	0
15:30	232	4	118	61	2	20	1	1	6	15	3	0	0	1	0
15:45	219	5	114	46	4	20	8	1	8	6	6	0	0	1	0
Hr Total	**869**	**17**	**451**	**212**	**12**	**72**	**20**	**5**	**31**	**32**	**13**	**0**	**0**	**4**	**0**
16:00	181	1	82	55	3	16	5	1	5	10	1	0	2	0	0
16:15	202	3	106	52	2	10	5	2	13	7	1	1	0	0	0
16:30	192	2	93	52	3	13	2	0	10	11	4	1	0	1	0
16:45	225	1	116	65	0	17	7	0	7	8	3	0	1	0	0
Hr Total	**800**	**7**	**397**	**224**	**8**	**56**	**19**	**3**	**35**	**36**	**9**	**2**	**3**	**1**	**0**
17:00	250	6	125	53	1	28	10	2	8	14	3	0	0	0	0
17:15	199	3	97	52	1	19	3	2	10	12	0	0	0	0	0
17:30	202	5	89	67	0	12	1	0	13	9	3	0	0	3	0
17:45	194	2	95	59	1	10	0	1	10	11	4	0	0	1	0
Hr Total	**845**	**16**	**406**	**231**	**3**	**69**	**14**	**5**	**41**	**46**	**10**	**0**	**0**	**4**	**0**
18:00	211	2	113	49	4	18	2	1	5	14	3	0	0	0	0
18:15	149	1	69	43	1	15	2	3	7	6	1	1	0	0	0
18:30	133	1	73	28	0	12	2	1	2	10	3	0	0	1	0
18:45	140	0	67	44	1	9	1	0	1	16	0	0	0	1	0
Hr Total	**633**	**4**	**322**	**164**	**6**	**54**	**7**	**5**	**15**	**46**	**7**	**1**	**0**	**2**	**0**
19:00	128	0	70	39	0	10	0	0	3	6	0	0	0	0	0
19:15	91	0	48	25	0	13	0	0	2	2	1	0	0	0	0
19:30	109	0	62	25	2	6	2	0	3	8	1	0	0	0	0
19:45	109	1	56	32	2	7	0	0	2	8	1	0	0	0	0
Hr Total	**437**	**1**	**236**	**121**	**4**	**36**	**2**	**0**	**10**	**24**	**3**	**0**	**0**	**0**	**0**
20:00	99	0	62	19	3	4	0	0	3	8	0	0	0	0	0
20:15	95	1	52	26	4	2	0	1	0	8	1	0	0	0	0
20:30	78	1	51	15	0	4	0	0	2	4	1	0	0	0	0
20:45	68	0	37	16	2	2	1	0	0	10	0	0	0	0	0
Hr Total	**340**	**2**	**202**	**76**	**9**	**12**	**1**	**1**	**5**	**30**	**2**	**0**	**0**	**0**	**0**
21:00	75	0	49	15	0	1	0	0	3	7	0	0	0	0	0
21:15	64	0	37	17	3	1	0	0	1	5	0	0	0	0	0
21:30	58	0	32	16	0	2	0	0	0	5	1	2	0	0	0
21:45	51	0	31	10	2	4	0	0	0	4	0	0	0	0	0
Hr Total	**248**	**0**	**149**	**58**	**5**	**8**	**0**	**0**	**4**	**21**	**1**	**2**	**0**	**0**	**0**
22:00	39	0	27	6	0	2	0	0	3	1	0	0	0	0	0
22:15	48	0	32	7	0	2	0	0	0	7	0	0	0	0	0
22:30	45	0	19	15	2	4	1	0	0	4	0	0	0	0	0
22:45	37	0	24	7	0	0	0	1	1	4	0	0	0	0	0
Hr Total	**169**	**0**	**102**	**35**	**2**	**8**	**1**	**1**	**4**	**16**	**0**	**0**	**0**	**0**	**0**
23:00	49	0	34	7	0	1	0	0	2	5	0	0	0	0	0
23:15	41	0	25	8	0	3	0	0	0	4	0	1	0	0	0
23:30	34	0	22	6	1	2	0	0	0	3	0	0	0	0	0
23:45	31	1	20	5	1	1	0	0	0	3	0	0	0	0	0
Hr Total	**155**	**1**	**101**	**26**	**2**	**7**	**0**	**0**	**2**	**15**	**0**	**1**	**0**	**0**	**0**
Gr. Total	12239	138	6145	3303	138	990	184	58	450	670	93	20	13	37	0
% of Total	100.0%	1.1%	50.2%	27.0%	1.1%	8.1%	1.5%	0.5%	3.7%	5.5%	0.8%	0.2%	0.1%	0.3%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Westbound														

NB FM-372 North of US-82

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Northbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	11	0	6	5	0	0	0	0	0	0	0	0	0	0	0
0:15	9	0	7	1	0	1	0	0	0	0	0	0	0	0	0
0:30	7	0	3	4	0	0	0	0	0	0	0	0	0	0	0
0:45	11	0	8	2	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**38**	**0**	**24**	**12**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
1:00	9	0	7	1	0	0	0	0	0	1	0	0	0	0	0
1:15	8	0	6	1	0	1	0	0	0	0	0	0	0	0	0
1:30	7	0	4	3	0	0	0	0	0	0	0	0	0	0	0
1:45	3	0	1	2	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**27**	**0**	**18**	**7**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:00	6	0	3	2	1	0	0	0	0	0	0	0	0	0	0
2:15	5	0	3	0	0	1	0	0	0	1	0	0	0	0	0
2:30	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
2:45	13	1	8	2	0	0	1	0	0	1	0	0	0	0	0
Hr Total	**27**	**1**	**17**	**4**	**1**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
3:00	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0
3:15	19	0	14	4	0	0	0	0	0	1	0	0	0	0	0
3:30	7	0	5	0	0	0	0	0	0	1	0	1	0	0	0
3:45	11	0	7	2	0	0	1	0	0	1	0	0	0	0	0
Hr Total	**40**	**0**	**29**	**6**	**0**	**0**	**1**	**0**	**0**	**3**	**0**	**1**	**0**	**0**	**0**
4:00	12	0	7	3	1	0	0	0	0	1	0	0	0	0	0
4:15	12	0	8	3	0	0	1	0	0	0	0	0	0	0	0
4:30	19	0	5	12	0	1	0	0	0	1	0	0	0	0	0
4:45	39	0	14	16	0	4	0	0	1	4	0	0	0	0	0
Hr Total	**82**	**0**	**34**	**34**	**1**	**5**	**1**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**
5:00	26	0	13	10	0	1	0	0	1	1	0	0	0	0	0
5:15	35	0	17	14	2	2	0	0	0	0	0	0	0	0	0
5:30	61	0	34	22	0	2	0	0	1	2	0	0	0	0	0
5:45	81	0	37	31	0	8	0	0	0	5	0	0	0	0	0
Hr Total	**203**	**0**	**101**	**77**	**2**	**13**	**0**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**0**
6:00	38	0	23	8	0	3	0	0	1	3	0	0	0	0	0
6:15	52	0	26	19	0	4	0	0	2	1	0	0	0	0	0
6:30	81	0	41	30	0	9	0	0	1	0	0	0	0	0	0
6:45	110	0	55	45	2	7	0	0	0	1	0	0	0	0	0
Hr Total	**281**	**0**	**145**	**102**	**2**	**23**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**
7:00	69	1	32	31	1	2	0	0	1	1	0	0	0	0	0
7:15	88	0	56	26	0	4	0	0	0	2	0	0	0	0	0
7:30	131	1	80	38	1	9	0	0	2	0	0	0	0	0	0
7:45	131	0	74	52	0	4	0	0	0	1	0	0	0	0	0
Hr Total	**419**	**2**	**242**	**147**	**2**	**19**	**0**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**
8:00	110	0	62	42	0	3	0	0	1	2	0	0	0	0	0
8:15	56	0	35	16	0	4	0	0	1	0	0	0	0	0	0
8:30	76	1	40	26	0	7	0	0	0	2	0	0	0	0	0
8:45	61	0	30	21	0	5	0	0	2	3	0	0	0	0	0
Hr Total	**303**	**1**	**167**	**105**	**0**	**19**	**0**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**
9:00	66	0	32	25	0	5	0	0	3	1	0	0	0	0	0
9:15	53	0	32	10	0	9	0	0	0	2	0	0	0	0	0
9:30	55	0	35	15	2	2	0	0	0	1	0	0	0	0	0
9:45	75	1	41	20	0	9	1	0	2	0	1	0	0	0	0
Hr Total	**249**	**1**	**140**	**70**	**2**	**25**	**1**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**
10:00	63	0	40	13	0	9	0	0	1	0	0	0	0	0	0
10:15	63	0	35	18	1	4	0	0	2	3	0	0	0	0	0
10:30	64	0	33	26	0	3	1	0	0	1	0	0	0	0	0
10:45	67	0	38	21	0	2	0	0	4	1	0	1	0	0	0
Hr Total	**257**	**0**	**146**	**78**	**1**	**18**	**1**	**0**	**7**	**5**	**0**	**1**	**0**	**0**	**0**
11:00	68	0	40	19	0	3	0	0	4	2	0	0	0	0	0
11:15	82	0	49	23	0	6	0	0	1	3	0	0	0	0	0
11:30	72	0	42	22	1	2	1	0	1	3	0	0	0	0	0
11:45	88	1	51	25	0	9	0	0	2	0	0	0	0	0	0
Hr Total	**310**	**1**	**182**	**89**	**1**	**20**	**1**	**0**	**8**	**8**	**0**	**0**	**0**	**0**	**0**
12:00	96	0	52	37	0	6	0	0	1	0	0	0	0	0	0
12:15	87	0	51	27	0	8	0	0	1	0	0	0	0	0	0
12:30	109	0	57	43	1	7	1	0	0	0	0	0	0	0	0
12:45	88	0	43	36	0	4	0	0	3	2	0	0	0	0	0
Hr Total	**380**	**0**	**203**	**143**	**1**	**25**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**

NB FM-372 North of US-82

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Northbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	95	0	52	30	0	10	0	0	1	0	0	1	1	0	0
13:15	85	1	51	20	0	8	0	0	3	2	0	0	0	0	0
13:30	77	1	49	18	1	5	1	0	1	1	0	0	0	0	0
13:45	79	0	43	29	0	6	0	0	1	0	0	0	0	0	0
Hr Total	**336**	**2**	**195**	**97**	**1**	**29**	**1**	**0**	**6**	**3**	**0**	**1**	**1**	**0**	**0**
14:00	88	0	51	28	1	6	0	0	0	2	0	0	0	0	0
14:15	78	0	47	23	0	5	0	0	0	3	0	0	0	0	0
14:30	98	0	47	37	1	7	0	0	2	3	1	0	0	0	0
14:45	74	0	45	21	0	8	0	0	0	0	0	0	0	0	0
Hr Total	**338**	**0**	**190**	**109**	**2**	**26**	**0**	**0**	**2**	**8**	**1**	**0**	**0**	**0**	**0**
15:00	84	0	47	25	1	8	1	0	2	0	0	0	0	0	0
15:15	93	1	61	21	1	6	0	0	2	1	0	0	0	0	0
15:30	91	0	52	26	2	7	0	0	3	1	0	0	0	0	0
15:45	103	1	67	30	0	3	0	0	1	1	0	0	0	0	0
Hr Total	**371**	**2**	**227**	**102**	**4**	**24**	**1**	**0**	**8**	**3**	**0**	**0**	**0**	**0**	**0**
16:00	75	1	38	27	0	7	1	0	0	1	0	0	0	0	0
16:15	98	0	62	29	1	5	0	0	1	0	0	0	0	0	0
16:30	75	0	43	23	1	7	0	0	0	0	0	1	0	0	0
16:45	106	0	66	33	0	5	0	0	1	1	0	0	0	0	0
Hr Total	**354**	**1**	**209**	**112**	**2**	**24**	**1**	**0**	**2**	**2**	**0**	**1**	**0**	**0**	**0**
17:00	112	0	68	36	1	4	0	0	2	0	1	0	0	0	0
17:15	108	0	67	33	0	5	2	0	0	1	0	0	0	0	0
17:30	100	0	69	21	0	6	1	0	1	2	0	0	0	0	0
17:45	102	0	62	31	0	7	0	0	1	1	0	0	0	0	0
Hr Total	**422**	**0**	**266**	**121**	**1**	**22**	**3**	**0**	**4**	**4**	**1**	**0**	**0**	**0**	**0**
18:00	94	0	60	29	0	5	0	0	0	0	0	0	0	0	0
18:15	83	0	54	23	0	6	0	0	0	0	0	0	0	0	0
18:30	86	0	57	24	0	3	0	0	1	1	0	0	0	0	0
18:45	72	1	45	21	0	5	0	0	0	0	0	0	0	0	0
Hr Total	**335**	**1**	**216**	**97**	**0**	**19**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
19:00	55	0	32	20	0	2	0	0	0	1	0	0	0	0	0
19:15	62	0	34	24	0	2	0	0	0	2	0	0	0	0	0
19:30	69	0	44	23	0	2	0	0	0	0	0	0	0	0	0
19:45	43	0	35	7	0	0	0	0	1	0	0	0	0	0	0
Hr Total	**229**	**0**	**145**	**74**	**0**	**6**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**
20:00	43	0	33	8	0	1	0	0	0	1	0	0	0	0	0
20:15	56	0	37	13	1	4	0	0	0	1	0	0	0	0	0
20:30	43	0	23	19	0	0	0	0	1	0	0	0	0	0	0
20:45	37	0	22	13	0	2	0	0	0	0	0	0	0	0	0
Hr Total	**179**	**0**	**115**	**53**	**1**	**7**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**
21:00	35	0	23	9	0	2	0	0	0	0	1	0	0	0	0
21:15	36	0	23	9	0	1	0	0	0	3	0	0	0	0	0
21:30	30	0	18	9	0	2	0	0	0	1	0	0	0	0	0
21:45	36	0	22	9	0	1	0	0	0	3	0	1	0	0	0
Hr Total	**137**	**0**	**86**	**36**	**0**	**6**	**0**	**0**	**0**	**7**	**1**	**1**	**0**	**0**	**0**
22:00	25	0	18	4	1	2	0	0	0	0	0	0	0	0	0
22:15	25	1	18	6	0	0	0	0	0	0	0	0	0	0	0
22:30	19	0	13	4	0	1	0	0	0	1	0	0	0	0	0
22:45	25	0	18	5	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**94**	**1**	**67**	**19**	**1**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
23:00	15	0	10	5	0	0	0	0	0	0	0	0	0	0	0
23:15	10	0	8	1	0	1	0	0	0	0	0	0	0	0	0
23:30	7	0	6	1	0	0	0	0	0	0	0	0	0	0	0
23:45	8	0	4	3	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**40**	**0**	**28**	**10**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
Gr. Total	5451	13	3192	1704	25	337	13	0	64	93	4	5	1	0	0
% of Total	100.0%	0.2%	58.6%	31.3%	0.5%	6.2%	0.2%	0.0%	1.2%	1.7%	0.1%	0.1%	0.0%	0.0%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Northbound														

SB FM-372 North of US-82

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Southbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	29	0	20	7	0	1	0	0	0	1	0	0	0	0	0
0:15	20	0	12	6	0	1	0	0	1	0	0	0	0	0	0
0:30	13	0	10	2	0	0	0	0	1	0	0	0	0	0	0
0:45	20	0	15	5	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**82**	**0**	**57**	**20**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**
1:00	16	0	12	4	0	0	0	0	0	0	0	0	0	0	0
1:15	8	0	5	2	0	0	0	0	0	1	0	0	0	0	0
1:30	9	0	6	3	0	0	0	0	0	0	0	0	0	0	0
1:45	15	0	12	2	0	1	0	0	0	0	0	0	0	0	0
Hr Total	**48**	**0**	**35**	**11**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
2:00	11	0	9	2	0	0	0	0	0	0	0	0	0	0	0
2:15	16	0	13	3	0	0	0	0	0	0	0	0	0	0	0
2:30	9	0	4	5	0	0	0	0	0	0	0	0	0	0	0
2:45	12	0	10	1	0	0	0	0	0	1	0	0	0	0	0
Hr Total	**48**	**0**	**36**	**11**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**
3:00	16	0	9	7	0	0	0	0	0	0	0	0	0	0	0
3:15	5	0	4	1	0	0	0	0	0	0	0	0	0	0	0
3:30	9	0	6	1	0	2	0	0	0	0	0	0	0	0	0
3:45	10	0	7	2	0	0	1	0	0	0	0	0	0	0	0
Hr Total	**40**	**0**	**26**	**11**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
4:00	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0
4:15	6	0	4	2	0	0	0	0	0	0	0	0	0	0	0
4:30	11	0	8	2	1	0	0	0	0	0	0	0	0	0	0
4:45	7	0	4	2	1	0	0	0	0	0	0	0	0	0	0
Hr Total	**26**	**0**	**17**	**7**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:00	22	0	17	4	0	0	0	0	0	1	0	0	0	0	0
5:15	13	0	9	3	0	0	0	0	0	1	0	0	0	0	0
5:30	13	0	10	2	0	1	0	0	0	0	0	0	0	0	0
5:45	20	0	17	1	0	2	0	0	0	0	0	0	0	0	0
Hr Total	**68**	**0**	**53**	**10**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**
6:00	31	0	16	10	0	2	0	0	2	1	0	0	0	0	0
6:15	19	0	8	4	0	2	0	0	0	4	0	1	0	0	0
6:30	37	0	17	13	0	3	0	0	0	4	0	0	0	0	0
6:45	35	0	19	12	0	3	0	0	0	1	0	0	0	0	0
Hr Total	**122**	**0**	**60**	**39**	**0**	**10**	**0**	**0**	**2**	**10**	**0**	**1**	**0**	**0**	**0**
7:00	43	0	30	11	0	1	0	0	1	0	0	0	0	0	0
7:15	75	0	45	22	4	2	0	0	0	2	0	0	0	0	0
7:30	108	0	62	34	0	6	0	0	4	2	0	0	0	0	0
7:45	90	0	55	26	0	6	1	0	1	1	0	0	0	0	0
Hr Total	**316**	**0**	**192**	**93**	**4**	**15**	**1**	**0**	**6**	**5**	**0**	**0**	**0**	**0**	**0**
8:00	67	1	40	20	0	5	0	0	0	1	0	0	0	0	0
8:15	48	0	22	20	0	4	0	0	1	1	0	0	0	0	0
8:30	48	0	28	16	1	3	0	0	0	0	0	0	0	0	0
8:45	43	0	18	17	0	6	0	0	0	2	0	0	0	0	0
Hr Total	**206**	**1**	**108**	**73**	**1**	**18**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**
9:00	57	0	32	13	1	8	0	0	0	3	0	0	0	0	0
9:15	51	0	26	15	0	7	1	0	2	0	0	0	0	0	0
9:30	77	0	43	24	0	4	0	0	4	1	0	1	0	0	0
9:45	47	0	24	17	1	4	0	0	0	1	0	0	0	0	0
Hr Total	**232**	**0**	**125**	**69**	**2**	**23**	**1**	**0**	**6**	**5**	**0**	**1**	**0**	**0**	**0**
10:00	57	0	30	17	1	8	0	0	0	1	0	0	0	0	0
10:15	62	1	37	16	0	7	0	0	0	1	0	0	0	0	0
10:30	57	1	33	18	0	3	0	0	2	0	0	0	0	0	0
10:45	67	1	37	17	0	7	1	0	2	2	0	0	0	0	0
Hr Total	**243**	**3**	**137**	**68**	**1**	**25**	**1**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**0**
11:00	87	1	46	29	0	6	1	0	2	2	0	0	0	0	0
11:15	78	0	42	25	0	8	1	0	2	0	0	0	0	0	0
11:30	100	1	58	29	0	8	1	0	1	2	0	0	0	0	0
11:45	88	0	50	29	0	6	0	0	1	2	0	0	0	0	0
Hr Total	**353**	**2**	**196**	**112**	**0**	**28**	**3**	**0**	**6**	**6**	**0**	**0**	**0**	**0**	**0**
12:00	106	0	60	33	0	10	1	0	2	0	0	0	0	0	0
12:15	88	0	55	29	0	4	0	0	0	0	0	0	0	0	0
12:30	80	2	49	23	0	4	0	0	1	1	0	0	0	0	0
12:45	91	1	46	33	0	5	0	0	2	3	1	0	0	0	0
Hr Total	**365**	**3**	**210**	**118**	**0**	**23**	**1**	**0**	**5**	**4**	**1**	**0**	**0**	**0**	**0**

SB FM-372 North of US-82

Tuesday, March 06, 2012

Mechanical Vehicle Classificiaton

	Southbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	88	0	49	30	0	8	0	0	0	1	0	0	0	0	0
13:15	82	1	53	19	2	7	0	0	0	0	0	0	0	0	0
13:30	76	1	45	21	0	8	0	0	1	0	0	0	0	0	0
13:45	84	0	48	30	1	3	0	0	2	0	0	0	0	0	0
Hr Total	**330**	**2**	**195**	**100**	**3**	**26**	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**
14:00	86	0	50	30	0	5	0	0	0	1	0	0	0	0	0
14:15	77	0	48	22	2	2	1	0	2	0	0	0	0	0	0
14:30	89	0	51	28	0	6	0	0	3	1	0	0	0	0	0
14:45	95	0	45	39	0	4	2	0	2	3	0	0	0	0	0
Hr Total	**347**	**0**	**194**	**119**	**2**	**17**	**3**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**
15:00	102	1	66	24	0	8	0	0	0	3	0	0	0	0	0
15:15	165	0	109	38	3	12	0	0	2	1	0	0	0	0	0
15:30	124	0	65	41	0	12	0	0	3	3	0	0	0	0	0
15:45	110	0	66	31	3	7	1	0	2	0	0	0	0	0	0
Hr Total	**501**	**1**	**306**	**134**	**6**	**39**	**1**	**0**	**7**	**7**	**0**	**0**	**0**	**0**	**0**
16:00	135	4	76	39	2	8	1	0	1	3	1	0	0	0	0
16:15	127	1	76	39	1	7	2	0	0	1	0	0	0	0	0
16:30	147	0	74	56	1	13	0	0	3	0	0	0	0	0	0
16:45	123	1	66	40	0	12	0	0	3	1	0	0	0	0	0
Hr Total	**532**	**6**	**292**	**174**	**4**	**40**	**3**	**0**	**7**	**5**	**1**	**0**	**0**	**0**	**0**
17:00	160	1	101	47	0	10	1	0	0	0	0	0	0	0	0
17:15	143	1	89	38	0	7	1	0	5	1	0	0	0	1	0
17:30	118	0	64	44	1	6	0	0	3	0	0	0	0	0	0
17:45	97	0	56	30	1	6	0	0	4	0	0	0	0	0	0
Hr Total	**518**	**2**	**310**	**159**	**2**	**29**	**2**	**0**	**12**	**1**	**0**	**0**	**0**	**1**	**0**
18:00	90	0	52	32	0	4	0	0	0	2	0	0	0	0	0
18:15	95	0	63	24	2	5	0	0	0	1	0	0	0	0	0
18:30	91	0	59	24	0	7	0	0	1	0	0	0	0	0	0
18:45	72	1	49	19	0	1	0	0	2	0	0	0	0	0	0
Hr Total	**348**	**1**	**223**	**99**	**2**	**17**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**
19:00	82	1	51	20	0	10	0	0	0	0	0	0	0	0	0
19:15	75	0	38	25	0	7	0	0	2	2	1	0	0	0	0
19:30	51	0	35	13	0	3	0	0	0	0	0	0	0	0	0
19:45	52	0	29	19	0	2	0	0	1	1	0	0	0	0	0
Hr Total	**260**	**1**	**153**	**77**	**0**	**22**	**0**	**0**	**3**	**3**	**1**	**0**	**0**	**0**	**0**
20:00	54	0	34	16	0	4	0	0	0	0	0	0	0	0	0
20:15	69	0	47	20	0	2	0	0	0	0	0	0	0	0	0
20:30	57	0	40	15	0	2	0	0	0	0	0	0	0	0	0
20:45	46	0	29	14	0	0	0	0	0	3	0	0	0	0	0
Hr Total	**226**	**0**	**150**	**65**	**0**	**8**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**
21:00	43	0	30	8	0	4	0	0	1	0	0	0	0	0	0
21:15	40	0	21	18	0	0	0	0	0	0	0	0	0	1	0
21:30	38	0	30	8	0	0	0	0	0	0	0	0	0	0	0
21:45	32	0	25	7	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**153**	**0**	**106**	**41**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**
22:00	38	0	26	11	0	1	0	0	0	0	0	0	0	0	0
22:15	44	1	31	9	2	0	0	0	1	0	0	0	0	0	0
22:30	26	0	15	9	0	2	0	0	0	0	0	0	0	0	0
22:45	38	0	29	6	1	1	0	0	0	1	0	0	0	0	0
Hr Total	**146**	**1**	**101**	**35**	**3**	**4**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
23:00	34	0	25	7	0	0	1	0	1	0	0	0	0	0	0
23:15	31	0	17	10	0	0	0	0	0	4	0	0	0	0	0
23:30	24	0	20	2	0	0	0	0	1	1	0	0	0	0	0
23:45	15	0	6	7	0	2	0	0	0	0	0	0	0	0	0
Hr Total	**104**	**0**	**68**	**26**	**0**	**2**	**1**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**0**
Gr. Total	5614	23	3350	1671	32	358	18	0	78	77	3	2	0	2	0
% of Total	100.0%	0.4%	59.7%	29.8%	0.6%	6.4%	0.3%	0.0%	1.4%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Southbound														

EB US-82 West of FM-678

Wednesday, February 29, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	16	0	7	4	0	0	0	0	0	5	0	0	0	0	0
0:15	17	0	11	5	0	1	0	0	0	0	0	0	0	0	0
0:30	13	0	7	1	1	0	0	0	1	3	0	0	0	0	0
0:45	21	0	13	4	1	2	0	0	0	1	0	0	0	0	0
Hr Total	**67**	**0**	**38**	**14**	**2**	**3**	**0**	**0**	**1**	**9**	**0**	**0**	**0**	**0**	**0**
1:00	15	0	4	3	0	0	0	0	2	6	0	0	0	0	0
1:15	11	0	6	3	1	0	0	0	0	1	0	0	0	0	0
1:30	14	0	6	2	1	2	0	0	0	3	0	0	0	0	0
1:45	15	0	7	2	1	2	0	0	1	2	0	0	0	0	0
Hr Total	**55**	**0**	**23**	**10**	**3**	**4**	**0**	**0**	**3**	**12**	**0**	**0**	**0**	**0**	**0**
2:00	12	1	5	2	0	2	0	0	0	2	0	0	0	0	0
2:15	14	0	6	3	1	1	0	0	0	2	1	0	0	0	0
2:30	8	0	4	4	0	0	0	0	0	0	0	0	0	0	0
2:45	10	0	4	3	0	0	1	0	0	1	0	1	0	0	0
Hr Total	**44**	**1**	**19**	**12**	**1**	**3**	**1**	**0**	**0**	**5**	**1**	**1**	**0**	**0**	**0**
3:00	13	0	5	2	1	0	0	0	0	4	0	1	0	0	0
3:15	8	0	3	3	0	0	0	0	1	1	0	0	0	0	0
3:30	6	0	0	3	1	0	0	0	0	2	0	0	0	0	0
3:45	7	0	2	1	0	2	0	0	0	1	0	1	0	0	0
Hr Total	**34**	**0**	**10**	**9**	**2**	**2**	**0**	**0**	**1**	**8**	**0**	**2**	**0**	**0**	**0**
4:00	17	0	5	5	2	1	0	0	0	3	0	1	0	0	0
4:15	16	0	6	4	0	1	0	0	0	4	1	0	0	0	0
4:30	12	0	6	1	1	1	0	0	0	3	0	0	0	0	0
4:45	12	0	5	4	2	0	0	0	0	1	0	0	0	0	0
Hr Total	**57**	**0**	**22**	**14**	**5**	**3**	**0**	**0**	**0**	**11**	**1**	**1**	**0**	**0**	**0**
5:00	11	0	4	3	1	0	0	0	0	3	0	0	0	0	0
5:15	26	0	14	5	1	1	0	0	1	4	0	0	0	0	0
5:30	23	0	9	2	1	5	0	0	0	5	0	1	0	0	0
5:45	18	0	7	6	0	2	0	0	1	1	0	1	0	0	0
Hr Total	**78**	**0**	**34**	**16**	**3**	**8**	**0**	**0**	**2**	**13**	**0**	**2**	**0**	**0**	**0**
6:00	35	0	13	9	1	4	0	0	0	7	0	1	0	0	0
6:15	56	0	21	15	3	3	2	0	4	8	0	0	0	0	0
6:30	49	0	26	13	0	1	0	0	6	3	0	0	0	0	0
6:45	49	0	18	18	2	6	0	0	2	3	0	0	0	0	0
Hr Total	**189**	**0**	**78**	**55**	**6**	**14**	**2**	**0**	**12**	**21**	**0**	**1**	**0**	**0**	**0**
7:00	67	0	26	18	3	9	0	0	0	9	0	1	1	0	0
7:15	93	0	51	26	0	8	0	0	5	3	0	0	0	0	0
7:30	96	0	42	33	1	6	0	0	5	9	0	0	0	0	0
7:45	77	1	33	18	0	11	1	0	7	5	1	0	0	0	0
Hr Total	**333**	**1**	**152**	**95**	**4**	**34**	**1**	**0**	**17**	**26**	**1**	**1**	**1**	**0**	**0**
8:00	73	0	27	22	4	9	1	0	2	8	0	0	0	0	0
8:15	79	2	34	16	4	8	2	0	2	10	0	0	0	1	0
8:30	71	0	27	19	4	10	2	0	2	7	0	0	0	0	0
8:45	85	1	31	27	1	14	0	0	2	7	1	0	0	1	0
Hr Total	**308**	**3**	**119**	**84**	**13**	**41**	**5**	**0**	**8**	**32**	**1**	**0**	**0**	**2**	**0**
9:00	67	0	26	16	5	9	0	1	4	6	0	0	0	0	0
9:15	78	0	22	29	2	10	0	0	5	9	1	0	0	0	0
9:30	73	0	24	19	2	12	0	0	6	8	0	1	1	0	0
9:45	87	1	33	26	1	10	0	0	4	12	0	0	0	0	0
Hr Total	**305**	**1**	**105**	**90**	**10**	**41**	**0**	**1**	**19**	**35**	**1**	**1**	**1**	**0**	**0**
10:00	90	1	38	27	4	6	1	0	6	6	1	0	0	0	0
10:15	93	1	32	26	0	18	3	0	4	8	0	0	0	1	0
10:30	96	0	35	34	5	6	1	0	6	7	1	0	0	1	0
10:45	86	0	33	28	0	10	1	0	8	5	1	0	0	0	0
Hr Total	**365**	**2**	**138**	**115**	**9**	**40**	**6**	**0**	**24**	**26**	**3**	**0**	**0**	**2**	**0**
11:00	103	1	30	34	4	10	1	0	10	12	0	0	0	1	0
11:15	87	0	33	29	4	10	0	0	3	7	1	0	0	0	0
11:30	91	0	31	31	3	6	3	0	4	12	0	0	1	0	0
11:45	107	0	44	36	2	10	4	0	3	8	0	0	0	0	0
Hr Total	**388**	**1**	**138**	**130**	**13**	**36**	**8**	**0**	**20**	**39**	**1**	**0**	**1**	**1**	**0**
12:00	103	0	41	26	1	17	0	0	4	14	0	0	0	0	0
12:15	109	0	44	30	4	16	1	0	3	10	0	1	0	0	0
12:30	97	1	34	26	1	13	5	0	1	14	0	1	1	0	0
12:45	66	1	29	14	2	7	1	1	3	5	1	1	0	1	0
Hr Total	**375**	**2**	**148**	**96**	**8**	**53**	**7**	**1**	**11**	**43**	**1**	**3**	**1**	**1**	**0**

EB US-82 West of FM-678

Wednesday, February 29, 2012

Mechanical Vehicle Classificiaton

	Eastbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	103	0	48	30	3	9	0	0	4	6	0	1	1	1	0
13:15	109	0	33	43	4	9	0	0	10	9	1	0	0	0	0
13:30	112	0	43	26	3	14	0	0	11	15	0	0	0	0	0
13:45	108	0	39	37	5	9	1	0	7	6	1	0	1	2	0
Hr Total	**432**	**0**	**163**	**136**	**15**	**41**	**1**	**0**	**32**	**36**	**2**	**1**	**2**	**3**	**0**
14:00	110	0	37	36	3	15	0	0	5	10	1	1	0	2	0
14:15	107	0	42	34	2	10	1	0	9	9	0	0	0	0	0
14:30	103	2	39	28	2	16	0	0	3	13	0	0	0	0	0
14:45	119	0	53	33	4	11	0	0	7	10	1	0	0	0	0
Hr Total	**439**	**2**	**171**	**131**	**11**	**52**	**1**	**0**	**24**	**42**	**2**	**1**	**0**	**2**	**0**
15:00	122	0	51	33	5	16	1	0	7	8	0	0	1	0	0
15:15	125	0	57	40	5	11	2	0	5	3	2	0	0	0	0
15:30	117	0	53	27	1	13	3	0	12	7	1	0	0	0	0
15:45	144	0	69	36	2	19	0	0	9	6	1	0	0	2	0
Hr Total	**508**	**0**	**230**	**136**	**13**	**59**	**6**	**0**	**33**	**24**	**4**	**0**	**1**	**2**	**0**
16:00	164	2	68	43	3	22	2	0	10	12	1	1	0	0	0
16:15	152	0	66	47	5	17	3	0	8	5	0	0	0	1	0
16:30	144	2	58	43	6	17	2	0	6	7	1	1	0	1	0
16:45	182	0	95	37	0	23	2	0	8	15	0	1	1	0	0
Hr Total	**642**	**4**	**287**	**170**	**14**	**79**	**9**	**0**	**32**	**39**	**2**	**3**	**1**	**2**	**0**
17:00	193	0	76	64	3	29	1	0	8	9	1	1	0	1	0
17:15	193	1	98	54	1	19	1	0	12	6	0	0	0	1	0
17:30	179	0	85	43	1	18	1	0	17	12	2	0	0	0	0
17:45	170	0	84	48	4	17	1	0	8	7	1	0	0	0	0
Hr Total	**735**	**1**	**343**	**209**	**9**	**83**	**4**	**0**	**45**	**34**	**4**	**1**	**0**	**2**	**0**
18:00	136	0	61	41	2	16	0	0	7	4	2	1	0	2	0
18:15	121	0	54	43	0	16	1	0	2	4	1	0	0	0	0
18:30	88	1	43	26	2	8	2	0	4	1	0	1	0	0	0
18:45	93	0	35	31	2	15	0	0	2	7	0	0	0	1	0
Hr Total	**438**	**1**	**193**	**141**	**6**	**55**	**3**	**0**	**15**	**16**	**3**	**2**	**0**	**3**	**0**
19:00	92	1	42	28	0	12	1	0	2	6	0	0	0	0	0
19:15	91	0	45	26	2	10	1	0	2	4	0	1	0	0	0
19:30	70	0	35	19	0	10	0	0	4	1	0	1	0	0	0
19:45	68	0	29	16	1	11	1	0	5	5	0	0	0	0	0
Hr Total	**321**	**1**	**151**	**89**	**3**	**43**	**3**	**0**	**13**	**16**	**0**	**2**	**0**	**0**	**0**
20:00	81	0	38	31	0	7	1	0	2	1	1	0	0	0	0
20:15	77	0	40	23	1	9	0	0	0	4	0	0	0	0	0
20:30	53	0	28	15	0	4	0	0	1	4	0	1	0	0	0
20:45	71	0	39	21	1	5	0	0	2	3	0	0	0	0	0
Hr Total	**282**	**0**	**145**	**90**	**2**	**25**	**1**	**0**	**5**	**12**	**1**	**1**	**0**	**0**	**0**
21:00	62	0	31	15	3	4	0	0	2	6	0	1	0	0	0
21:15	67	2	30	18	2	7	0	0	2	6	0	0	0	0	0
21:30	67	0	30	20	2	6	0	0	2	5	1	1	0	0	0
21:45	51	0	29	14	1	0	0	0	0	7	0	0	0	0	0
Hr Total	**247**	**2**	**120**	**67**	**8**	**17**	**0**	**0**	**6**	**24**	**1**	**2**	**0**	**0**	**0**
22:00	29	0	16	6	0	2	0	0	1	3	0	1	0	0	0
22:15	42	0	24	11	0	3	0	0	2	2	0	0	0	0	0
22:30	31	0	14	11	0	3	0	0	0	3	0	0	0	0	0
22:45	30	0	16	7	1	1	0	0	0	5	0	0	0	0	0
Hr Total	**132**	**0**	**70**	**35**	**1**	**9**	**0**	**0**	**3**	**13**	**0**	**1**	**0**	**0**	**0**
23:00	40	0	23	7	2	3	0	0	1	4	0	0	0	0	0
23:15	22	0	13	5	0	1	0	0	0	3	0	0	0	0	0
23:30	22	0	12	3	1	3	0	0	0	3	0	0	0	0	0
23:45	11	0	5	3	0	0	0	0	0	3	0	0	0	0	0
Hr Total	**95**	**0**	**53**	**18**	**3**	**7**	**0**	**0**	**1**	**13**	**0**	**0**	**0**	**0**	**0**
Gr. Total	6869	22	2950	1962	164	752	58	2	327	549	29	26	8	20	0
% of Total	100.0%	0.3%	42.9%	28.6%	2.4%	10.9%	0.8%	0.0%	4.8%	8.0%	0.4%	0.4%	0.1%	0.3%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Eastbound														

WB US-82 West of FM-678

Wednesday, February 29, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
0:00	13	0	3	1	0	1	0	0	3	4	1	0	0	0	0
0:15	15	0	3	6	0	0	1	0	0	5	0	0	0	0	0
0:30	11	0	3	2	0	1	0	0	2	3	0	0	0	0	0
0:45	9	0	4	1	0	0	0	0	1	3	0	0	0	0	0
Hr Total	**48**	**0**	**13**	**10**	**0**	**2**	**1**	**0**	**6**	**15**	**1**	**0**	**0**	**0**	**0**
1:00	11	0	5	1	0	2	0	0	0	3	0	0	0	0	0
1:15	7	0	4	1	0	0	0	0	0	2	0	0	0	0	0
1:30	9	0	1	2	1	2	0	0	0	3	0	0	0	0	0
1:45	5	0	0	3	0	0	0	0	0	2	0	0	0	0	0
Hr Total	**32**	**0**	**10**	**7**	**1**	**4**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**0**
2:00	9	0	3	0	2	1	0	0	1	2	0	0	0	0	0
2:15	6	0	2	2	1	0	0	0	0	1	0	0	0	0	0
2:30	8	0	2	3	0	1	0	0	0	2	0	0	0	0	0
2:45	9	0	2	1	0	0	0	0	1	4	0	0	1	0	0
Hr Total	**32**	**0**	**9**	**6**	**3**	**2**	**0**	**0**	**2**	**9**	**0**	**0**	**1**	**0**	**0**
3:00	6	0	3	3	0	0	0	0	0	0	0	0	0	0	0
3:15	10	0	3	2	0	1	0	0	1	3	0	0	0	0	0
3:30	8	0	3	2	0	0	0	0	0	3	0	0	0	0	0
3:45	13	0	6	3	0	0	0	0	0	4	0	0	0	0	0
Hr Total	**37**	**0**	**15**	**10**	**0**	**1**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**
4:00	28	0	12	9	0	2	0	0	1	4	0	0	0	0	0
4:15	30	0	14	10	0	0	0	0	1	5	0	0	0	0	0
4:30	48	1	27	15	0	2	0	0	1	2	0	0	0	0	0
4:45	48	2	16	17	3	2	0	0	1	6	0	1	0	0	0
Hr Total	**154**	**3**	**69**	**51**	**3**	**6**	**0**	**0**	**4**	**17**	**0**	**1**	**0**	**0**	**0**
5:00	50	0	24	7	0	10	0	0	3	5	0	0	0	1	0
5:15	59	0	29	17	1	8	0	0	1	2	0	0	0	1	0
5:30	64	0	32	12	1	10	0	0	4	5	0	0	0	0	0
5:45	74	0	36	16	3	10	0	0	2	7	0	0	0	0	0
Hr Total	**247**	**0**	**121**	**52**	**5**	**38**	**0**	**0**	**10**	**19**	**0**	**0**	**0**	**2**	**0**
6:00	116	0	50	32	1	11	1	0	7	13	1	0	0	0	0
6:15	141	1	64	43	2	10	1	1	7	9	2	0	0	1	0
6:30	133	1	66	42	3	11	0	0	4	6	0	0	0	0	0
6:45	107	1	40	41	1	11	0	0	3	9	0	0	0	1	0
Hr Total	**497**	**3**	**220**	**158**	**7**	**43**	**2**	**1**	**21**	**37**	**3**	**0**	**0**	**2**	**0**
7:00	106	0	44	36	2	8	0	0	2	13	1	0	0	0	0
7:15	137	0	53	38	4	22	2	0	9	7	0	2	0	0	0
7:30	165	2	83	41	1	18	2	0	11	6	1	0	0	0	0
7:45	174	0	84	53	2	19	1	1	9	3	1	0	0	1	0
Hr Total	**582**	**2**	**264**	**168**	**9**	**67**	**5**	**1**	**31**	**29**	**3**	**2**	**0**	**1**	**0**
8:00	122	0	50	37	3	10	1	0	6	15	0	0	0	0	0
8:15	121	0	46	38	3	9	2	0	8	13	1	0	0	1	0
8:30	141	1	67	37	0	12	3	1	4	12	0	1	0	3	0
8:45	99	0	38	29	3	7	3	0	6	11	0	1	0	1	0
Hr Total	**483**	**1**	**201**	**141**	**9**	**38**	**9**	**1**	**24**	**51**	**1**	**2**	**0**	**5**	**0**
9:00	106	0	50	23	3	8	1	1	11	8	1	0	0	0	0
9:15	110	0	51	20	5	9	2	0	4	18	1	0	0	0	0
9:30	106	0	38	26	3	17	0	0	7	13	1	1	0	0	0
9:45	107	1	48	33	1	7	1	0	6	9	1	0	0	0	0
Hr Total	**429**	**1**	**187**	**102**	**12**	**41**	**4**	**1**	**28**	**48**	**4**	**1**	**0**	**0**	**0**
10:00	114	0	45	33	4	7	1	0	8	15	0	0	1	0	0
10:15	113	1	34	38	1	16	2	0	4	13	1	1	0	2	0
10:30	122	3	51	30	7	12	3	0	4	11	0	0	1	0	0
10:45	103	0	48	27	2	11	1	0	4	8	1	0	1	0	0
Hr Total	**452**	**4**	**178**	**128**	**14**	**46**	**7**	**0**	**20**	**47**	**2**	**1**	**3**	**2**	**0**
11:00	99	2	40	26	4	9	0	1	4	10	0	1	0	2	0
11:15	117	1	45	35	2	15	0	1	4	11	0	1	0	2	0
11:30	113	1	46	35	7	13	0	0	7	4	0	0	0	0	0
11:45	94	0	38	24	2	10	1	0	6	12	1	0	0	0	0
Hr Total	**423**	**4**	**169**	**120**	**15**	**47**	**1**	**2**	**21**	**37**	**1**	**2**	**0**	**4**	**0**
12:00	115	1	37	39	1	15	1	0	6	15	0	0	0	0	0
12:15	121	1	37	44	3	13	1	0	5	17	0	0	0	0	0
12:30	124	1	61	27	4	14	0	0	3	13	0	0	0	1	0
12:45	99	1	35	25	5	14	0	1	5	11	0	1	0	1	0
Hr Total	**459**	**4**	**170**	**135**	**13**	**56**	**2**	**1**	**19**	**56**	**0**	**1**	**0**	**2**	**0**

WB US-82 West of FM-678

Wednesday, February 29, 2012

Mechanical Vehicle Classificiaton

	Westbound														
Time	**Total**	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
13:00	106	0	42	22	1	14	3	0	8	13	0	0	0	3	0
13:15	102	1	40	31	5	12	2	0	4	7	0	0	0	0	0
13:30	109	0	45	33	0	11	3	0	4	10	2	0	0	1	0
13:45	102	2	43	15	6	12	0	0	7	17	0	0	0	0	0
Hr Total	**419**	**3**	**170**	**101**	**12**	**49**	**8**	**0**	**23**	**47**	**2**	**0**	**0**	**4**	**0**
14:00	100	2	35	24	3	12	2	0	8	12	1	1	0	0	0
14:15	102	0	41	26	3	12	0	0	5	12	1	1	0	1	0
14:30	100	2	36	30	3	11	3	0	4	10	1	0	0	0	0
14:45	100	1	39	34	0	7	1	0	6	12	0	0	0	0	0
Hr Total	**402**	**5**	**151**	**114**	**9**	**42**	**6**	**0**	**23**	**46**	**3**	**2**	**0**	**1**	**0**
15:00	114	1	53	27	4	10	2	0	4	12	0	0	1	0	0
15:15	155	1	57	47	5	14	3	0	11	14	1	0	0	2	0
15:30	105	1	52	28	1	6	1	0	5	11	0	0	0	0	0
15:45	115	2	59	26	1	14	0	0	5	8	0	0	0	0	0
Hr Total	**489**	**5**	**221**	**128**	**11**	**44**	**6**	**0**	**25**	**45**	**1**	**0**	**1**	**2**	**0**
16:00	109	1	44	28	3	11	0	0	6	15	1	0	0	0	0
16:15	135	1	58	37	2	14	0	0	7	12	3	0	0	1	0
16:30	112	1	49	29	4	12	0	0	2	13	1	0	0	1	0
16:45	116	2	50	32	3	8	2	0	8	9	1	0	0	1	0
Hr Total	**472**	**5**	**201**	**126**	**12**	**45**	**2**	**0**	**23**	**49**	**6**	**0**	**0**	**3**	**0**
17:00	104	0	53	27	0	12	0	0	3	9	0	0	0	0	0
17:15	111	2	49	35	3	12	1	0	4	4	1	0	0	0	0
17:30	128	0	60	30	3	11	2	1	6	12	1	0	0	2	0
17:45	113	1	55	23	3	8	1	0	8	13	0	1	0	0	0
Hr Total	**456**	**3**	**217**	**115**	**9**	**43**	**4**	**1**	**21**	**38**	**2**	**1**	**0**	**2**	**0**
18:00	120	3	56	35	1	9	0	0	4	11	0	0	1	0	0
18:15	96	1	43	28	2	11	1	0	2	7	0	0	0	1	0
18:30	95	1	42	29	4	6	0	0	4	9	0	0	0	0	0
18:45	77	0	35	20	1	8	0	0	4	7	1	0	0	1	0
Hr Total	**388**	**5**	**176**	**112**	**8**	**34**	**1**	**0**	**14**	**34**	**1**	**0**	**1**	**2**	**0**
19:00	80	0	36	28	3	5	0	0	1	6	0	0	0	1	0
19:15	78	0	30	22	3	9	1	0	1	11	0	0	0	1	0
19:30	55	0	20	15	2	7	0	0	1	10	0	0	0	0	0
19:45	56	0	23	12	1	4	2	0	3	8	1	1	0	1	0
Hr Total	**269**	**0**	**109**	**77**	**9**	**25**	**3**	**0**	**6**	**35**	**1**	**1**	**0**	**3**	**0**
20:00	61	1	25	15	1	5	0	0	2	12	0	0	0	0	0
20:15	60	0	31	13	3	3	0	0	1	9	0	0	0	0	0
20:30	50	0	23	15	0	2	0	0	2	8	0	0	0	0	0
20:45	46	1	25	11	0	2	1	0	0	6	0	0	0	0	0
Hr Total	**217**	**2**	**104**	**54**	**4**	**12**	**1**	**0**	**5**	**35**	**0**	**0**	**0**	**0**	**0**
21:00	48	0	23	13	3	2	0	0	2	5	0	0	0	0	0
21:15	38	0	17	5	3	1	0	0	1	10	0	1	0	0	0
21:30	26	0	16	1	1	0	0	0	2	4	0	2	0	0	0
21:45	38	0	13	11	4	0	0	0	2	7	0	1	0	0	0
Hr Total	**150**	**0**	**69**	**30**	**11**	**3**	**0**	**0**	**7**	**26**	**0**	**4**	**0**	**0**	**0**
22:00	41	0	17	11	1	5	0	0	0	7	0	0	0	0	0
22:15	34	0	20	6	2	1	0	0	1	4	0	0	0	0	0
22:30	20	0	8	6	2	0	1	0	0	3	0	0	0	0	0
22:45	17	0	8	4	0	1	0	0	0	4	0	0	0	0	0
Hr Total	**112**	**0**	**53**	**27**	**5**	**7**	**1**	**0**	**1**	**18**	**0**	**0**	**0**	**0**	**0**
23:00	20	0	9	3	1	1	0	0	0	5	1	0	0	0	0
23:15	18	0	3	8	1	0	0	0	0	6	0	0	0	0	0
23:30	14	0	6	2	3	2	0	0	0	1	0	0	0	0	0
23:45	24	0	7	5	1	2	0	0	2	4	0	3	0	0	0
Hr Total	**76**	**0**	**25**	**18**	**6**	**5**	**0**	**0**	**2**	**16**	**1**	**3**	**0**	**0**	**0**
Gr. Total	7325	50	3122	1990	187	700	63	8	337	774	32	21	6	35	0
% of Total	100.0%	0.7%	42.6%	27.2%	2.6%	9.6%	0.9%	0.1%	4.6%	10.6%	0.4%	0.3%	0.1%	0.5%	0.0%
	Total	**Bikes**	**Cars & Trailers**	**2 Axle, Long**	**Buses**	**2 Axle, 6 Tire**	**3 Axle, Single**	**4 Axle, Single**	**<5 Axle, Double**	**5 Axle, Double**	**>6 Axle, Double**	**<6 Axle, Multi**	**6 Axle, Multi**	**>6 Axle, Multi**	**No Class**
	Westbound														

Appendix C

Detailed Traffic Projections

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Wichita Falls District

May 4, 2012

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2041	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Design Period (2021 to 2041) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 1** From FM 1198 To FM 1201 (West of FM 1201) Cooke County	17,000	22,800	61-39	11.3	22.4	13.4						

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	77.6	86.6
Medium Duty	11.8	7.1
Heavy Duty	10.6	6.3

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2051	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Design Period (2021 to 2051) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 1** From FM 1198 To FM 1201 (West of FM 1201) Cooke County	17,000	25,900	61-39	11.3	22.4	13.4						

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Wichita Falls District

May 4, 2012

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2041	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Design Period (2021 to 2041) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 2** From FM 1201 To FM 371 (Between Weaver Street and Dixon Street) Cooke County	29,200	39,100	61-39	11.3	17.9	10.7						

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	82.1	89.3
Medium Duty	9.4	5.6
Heavy Duty	8.5	5.1

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2051	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Design Period (2021 to 2051) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 2** From FM 1201 To FM 371 (Between Weaver Street and Dixon Street) Cooke County	29,200	44,700	61-39	11.3	17.9	10.7						

TRAFFIC ANALYSIS FOR HIGHWAY DESIGN

Wichita Falls District

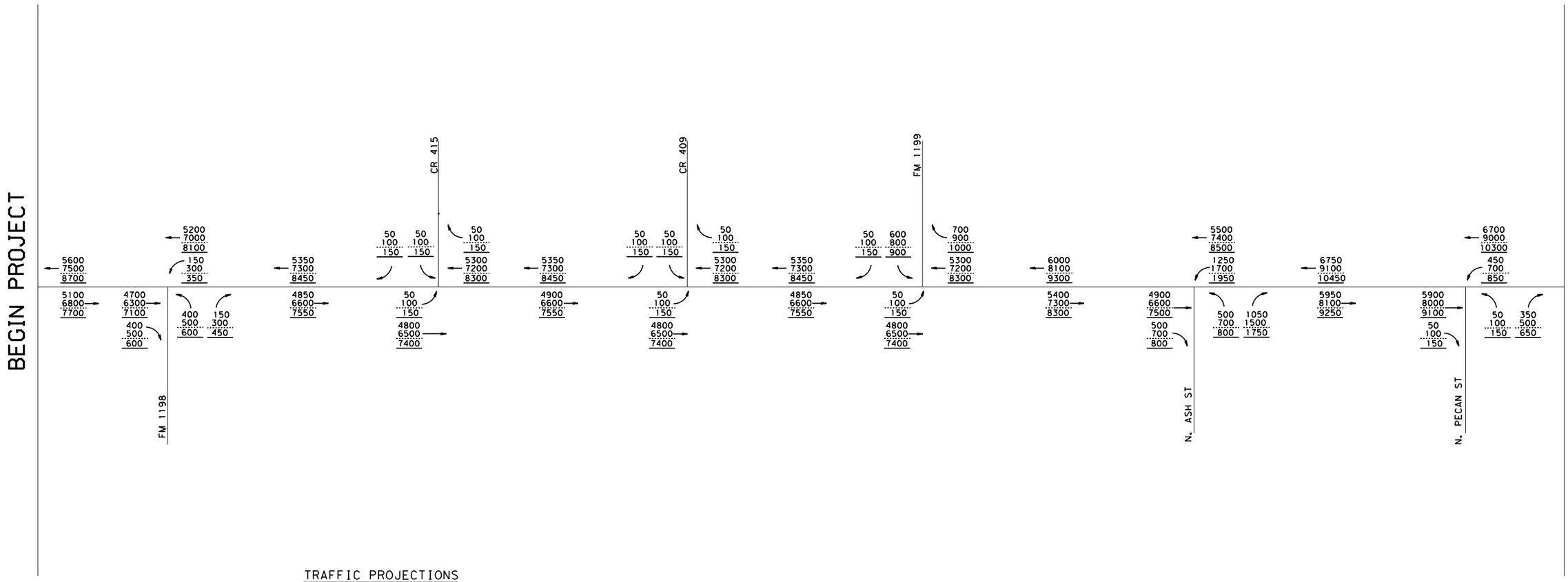
May 4, 2012

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2041	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 20 Year Design Period (2021 to 2041) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 3** From FM 371 To FM 678 (West of FM 678) Cooke County	19,200	25,700	61-39	11.3	21.0	12.6						

Data for Use in Air & Noise Analysis

Vehicle Class	Base Year % of ADT	Base Year % of DHV
Light Duty	79.0	87.4
Medium Duty	11.1	6.6
Heavy Duty	9.9	6.0

Description of Location	Average Daily Traffic 2021	Average Daily Traffic 2051	Base Year Dir Dist %	Base Year K Factor	Base Year Percent Trucks ADT	Base Year Percent Trucks DHV	ATHWLD	Percent Tandem Axles in ATHWLD	Total Number of Equivalent 18k Single Axle Load Applications One Direction Expected for a 30 Year Design Period (2021 to 2051) Flexible Pavement	S N	Rigid Pavement	SLAB
US 82 **Section 3** From FM 371 To FM 678 (West of FM 678) Cooke County	19,200	29,300	61-39	11.3	21.0	12.6						



TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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US 82 CORRIDOR
TRAFFIC PROJECTIONS (ADT)

SHEET 1 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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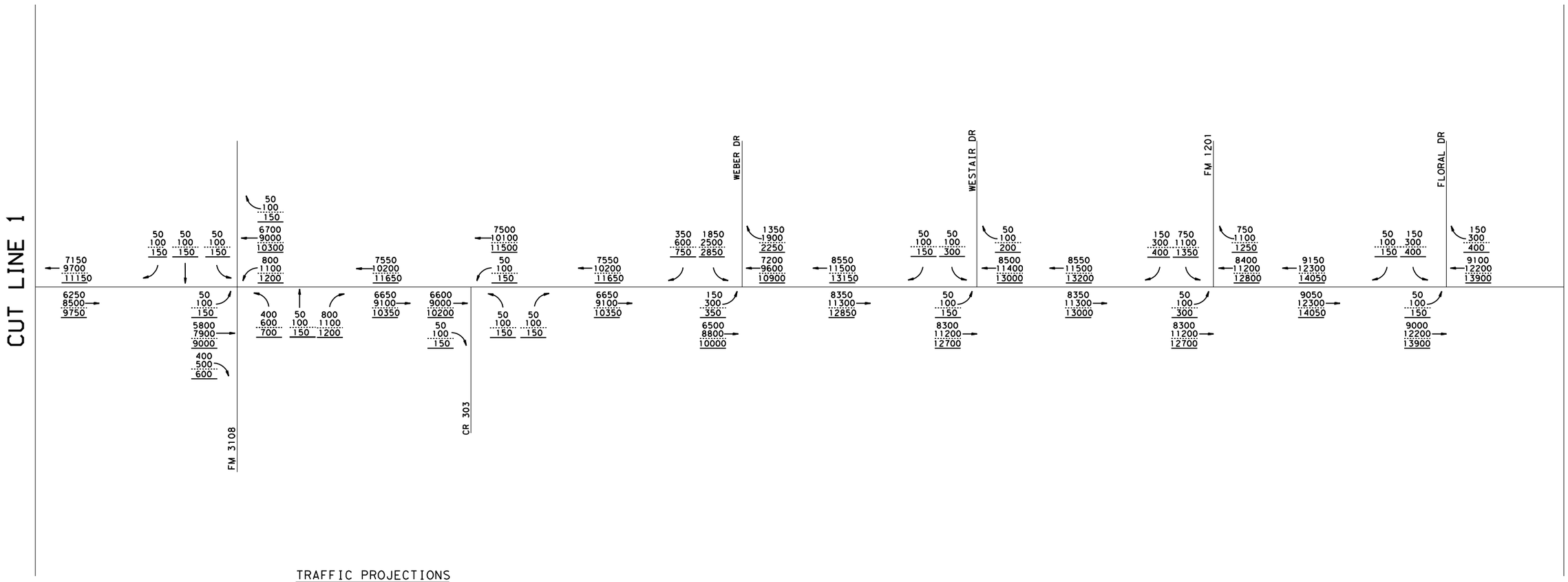

TRAFFIC PROJECTIONS

XXXX - 2021 ADT
XXXX - 2041 ADT
XXXX - 2051 ADT

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US 82 CORRIDOR
TRAFFIC PROJECTIONS (ADT)
SHEET 2 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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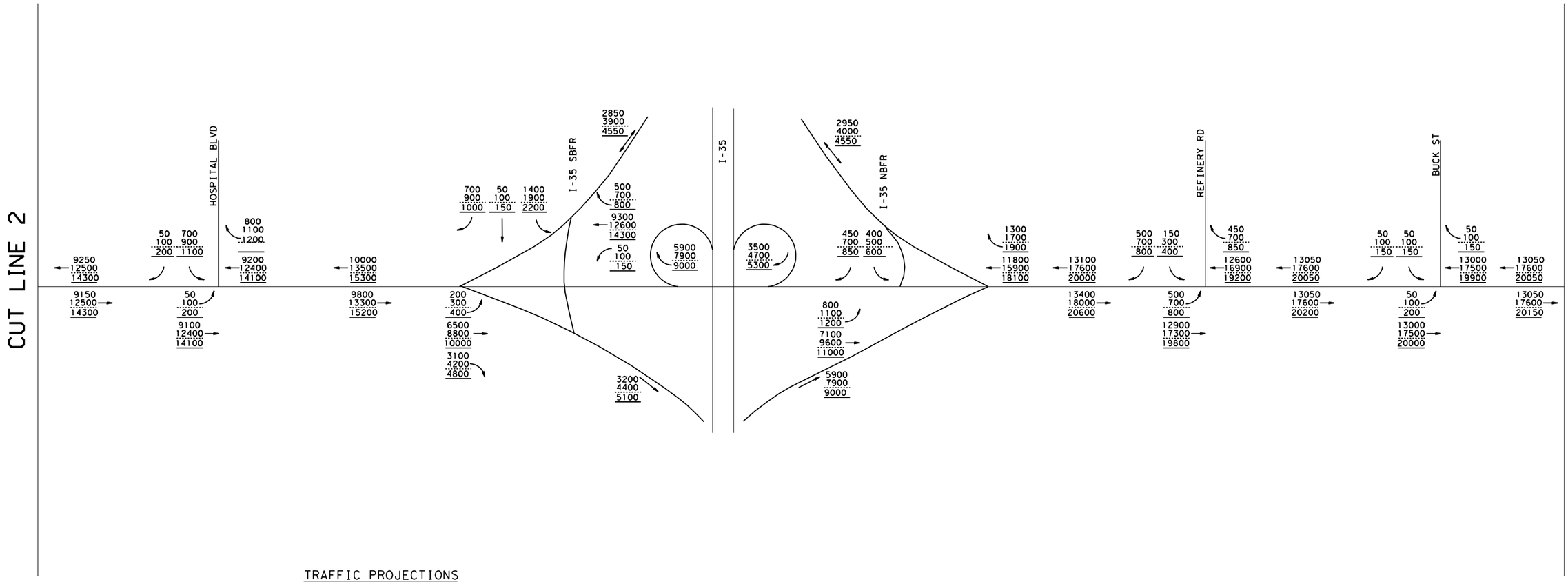

TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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US 82 CORRIDOR
TRAFFIC PROJECTIONS (ADT)

SHEET 3 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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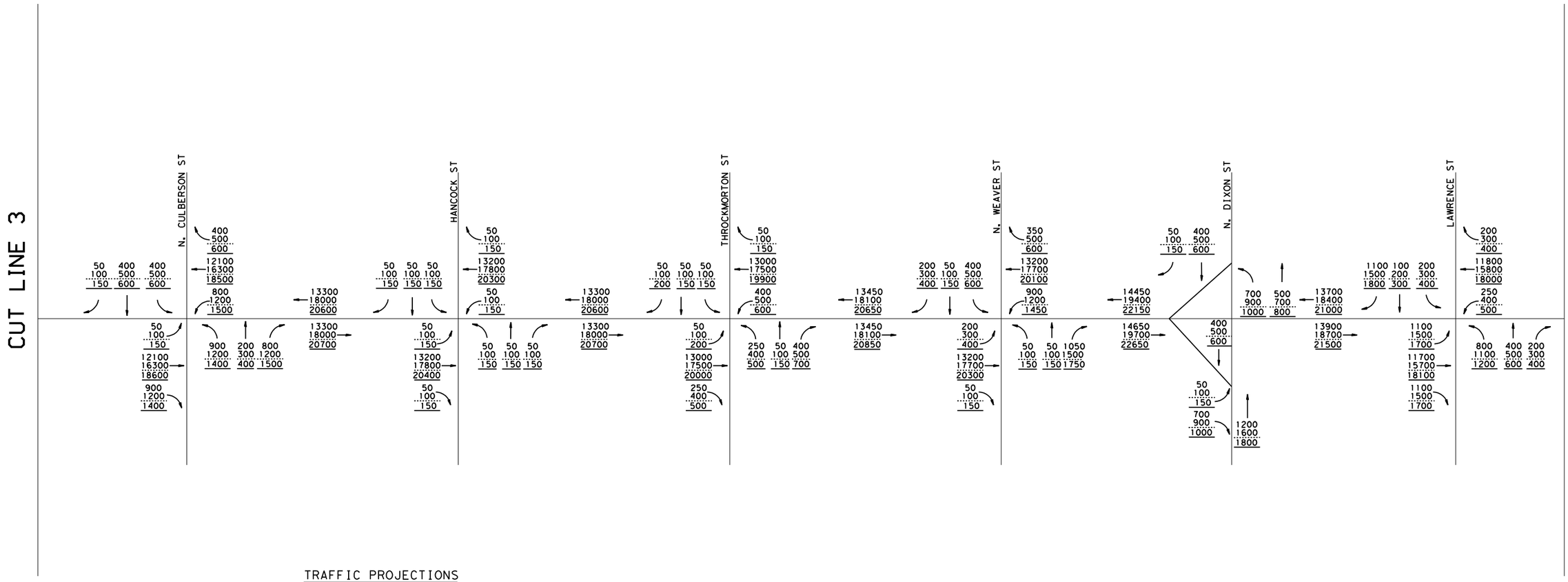

TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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US 82 CORRIDOR
TRAFFIC PROJECTIONS (ADT)

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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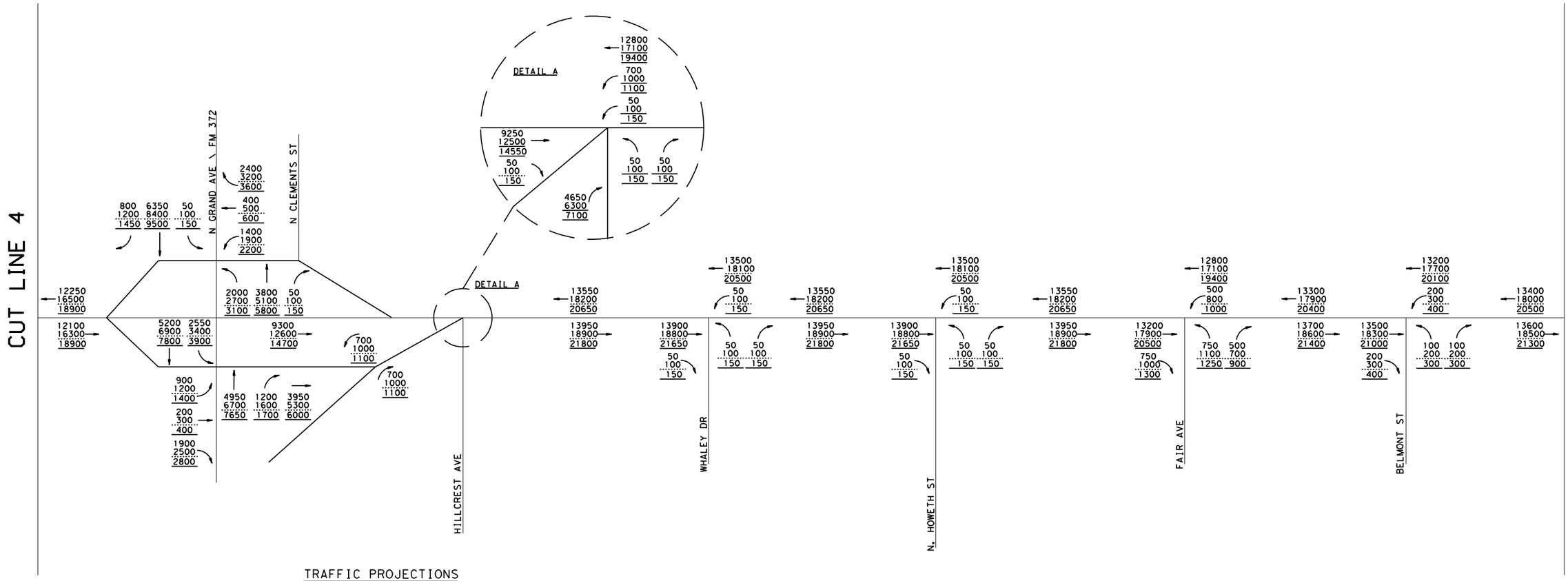

TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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TRAFFIC PROJECTIONS (ADT)

SHEET 5 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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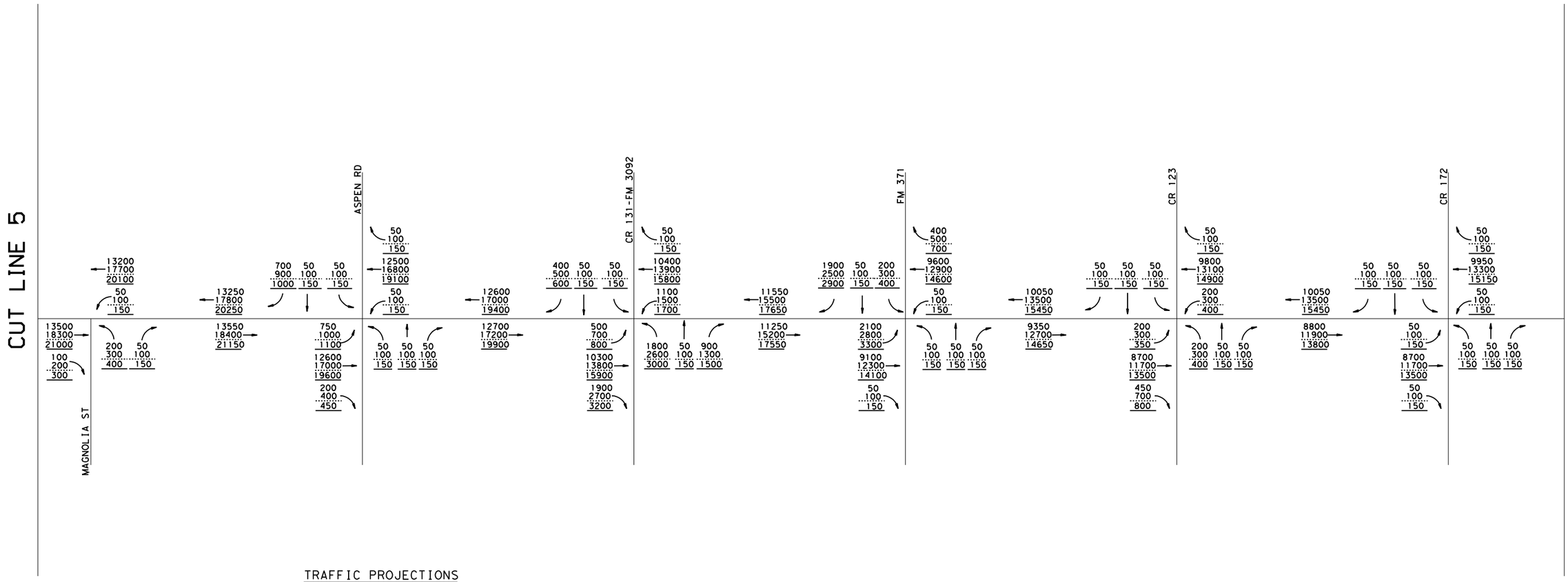

TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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TRAFFIC PROJECTIONS (ADT)

SHEET 6 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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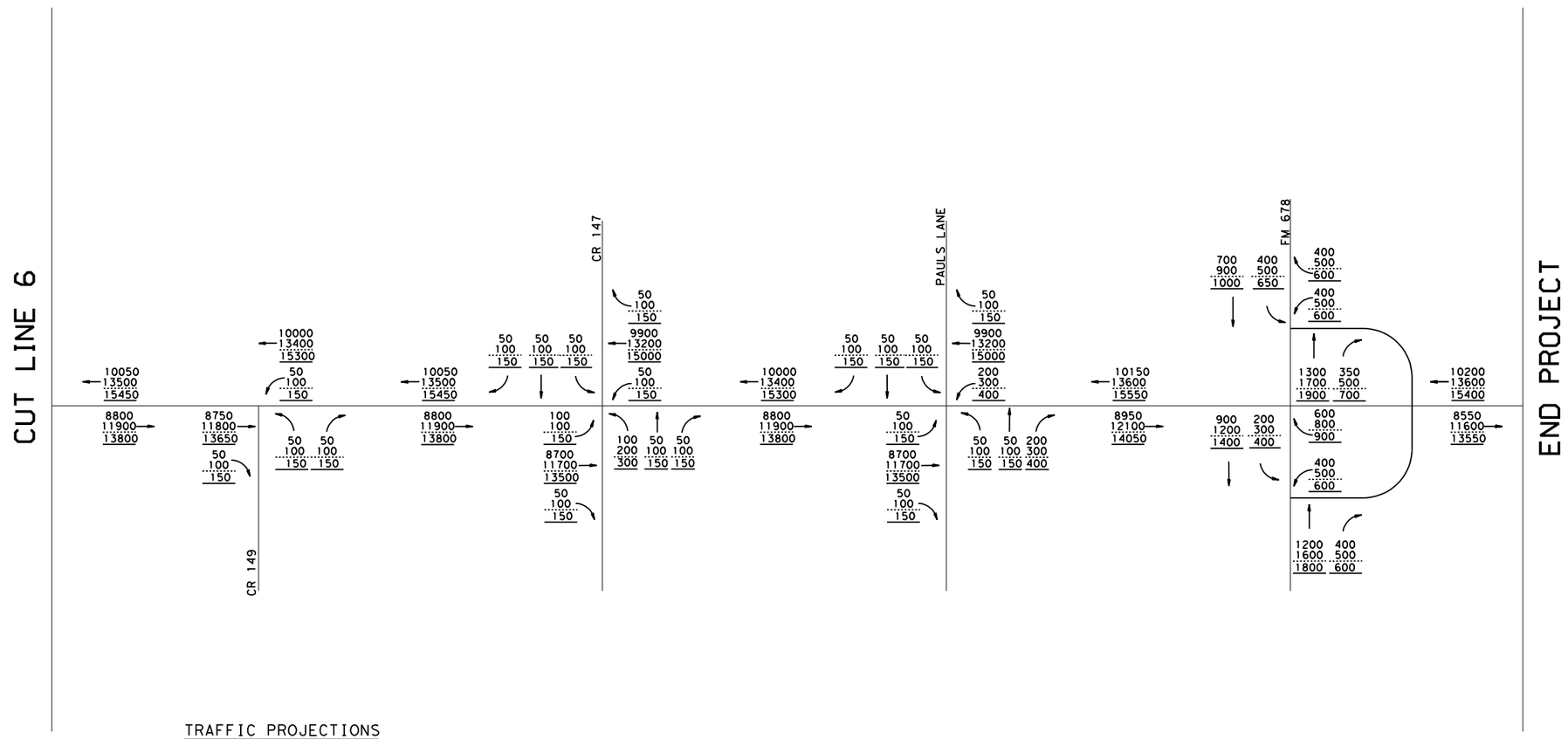

TRAFFIC PROJECTIONS

XXXX - 2021 ADT

XXXX - 2041 ADT

XXXX - 2051 ADT

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TRAFFIC PROJECTIONS (ADT)
SHEET 7 OF 7

FED.RD. DIV.NO.	FEDERAL AID PROJECT NO.		SHEET NO.
STATE	DIST.	COUNTY	
TX	DALLAS	WICHITA FALLS	
CONT.	SECT.	JOB	HIGHWAY NO.
0044	08	065	US 82

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Appendix D

Existing Conditions Analysis

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	351	18	10	238	38	26
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	413	21	12	280	45	31
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			434		576	206
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			434		576	206
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			99		89	96
cM capacity (veh/h)	0			992		398	741

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1
Volume Total	206	206	21	0	12	140	140	75
Volume Left	0	0	0	0	12	0	0	45
Volume Right	0	0	21	0	0	0	0	31
cSH	1700	1700	1700	1700	992	1700	1700	490
Volume to Capacity	0.12	0.12	0.01	0.00	0.01	0.08	0.08	0.15
Queue Length 95th (ft)	0	0	0	0	1	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	8.7	0.0	0.0	13.7
Lane LOS					A			B
Approach Delay (s)	0.0				0.3			13.7
Approach LOS								B

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	2	379	0	246	0	1	3
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	446	0	289	0	1	4
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume	289		0			517	145
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	289		0			517	145
tC, single (s)	4.5		0.0			7.2	7.3
tC, 2 stage (s)							
tF (s)	2.4		0.0			3.7	3.5
p0 queue free %	100		0			100	100
cM capacity (veh/h)	1136		0			441	817

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	2	223	223	193	96	0	5
Volume Left	2	0	0	0	0	0	1
Volume Right	0	0	0	0	0	0	4
cSH	1136	1700	1700	1700	1700	1700	673
Volume to Capacity	0.00	0.13	0.13	0.11	0.06	0.00	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	8.2	0.0	0.0	0.0	0.0	0.0	10.4
Lane LOS	A						B
Approach Delay (s)	0.0			0.0			10.4
Approach LOS							B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	375	250	3	9	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	441	294	4	11	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	298				521	149
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	298				521	149
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				98	100
cM capacity (veh/h)	1128				438	811

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	221	221	196	102	14
Volume Left	2	0	0	0	0	11
Volume Right	0	0	0	0	4	4
cSH	1128	1700	1700	1700	1700	495
Volume to Capacity	0.00	0.13	0.13	0.12	0.06	0.03
Queue Length 95th (ft)	0	0	0	0	0	2
Control Delay (s)	8.2	0.0	0.0	0.0	0.0	12.5
Lane LOS	A					B
Approach Delay (s)	0.0			0.0		12.5
Approach LOS						B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	384	249	28	71	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	452	293	33	84	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	326				540	163
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	326				540	163
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				80	99
cM capacity (veh/h)	1098				425	794

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	226	226	195	131	88
Volume Left	2	0	0	0	0	84
Volume Right	0	0	0	0	33	5
cSH	1098	1700	1700	1700	1700	436
Volume to Capacity	0.00	0.13	0.13	0.11	0.08	0.20
Queue Length 95th (ft)	0	0	0	0	0	19
Control Delay (s)	8.3	0.0	0.0	0.0	0.0	15.3
Lane LOS	A					C
Approach Delay (s)	0.0			0.0		15.3
Approach LOS						C

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	21.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	383	67	91	258	21	141
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	451	79	107	304	25	166
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			529		816	225
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			529		816	225
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			88		90	77
cM capacity (veh/h)			907		245	720

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	225	225	79	107	152	152	191
Volume Left	0	0	0	107	0	0	25
Volume Right	0	0	79	0	0	0	166
cSH	1700	1700	1700	907	1700	1700	575
Volume to Capacity	0.13	0.13	0.05	0.12	0.09	0.09	0.33
Queue Length 95th (ft)	0	0	0	10	0	0	36
Control Delay (s)	0.0	0.0	0.0	9.5	0.0	0.0	14.3
Lane LOS				A			B
Approach Delay (s)	0.0			2.5			14.3
Approach LOS							B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	512	5	14	346	2	28
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	602	6	16	407	2	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			608		842	304
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			608		842	304
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			98		99	95
cM capacity (veh/h)			842		261	636

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	402	207	16	204	204	35
Volume Left	0	0	16	0	0	2
Volume Right	0	6	0	0	0	33
cSH	1700	1700	842	1700	1700	581
Volume to Capacity	0.24	0.12	0.02	0.12	0.12	0.06
Queue Length 95th (ft)	0	0	1	0	0	5
Control Delay (s)	0.0	0.0	9.4	0.0	0.0	11.6
Lane LOS			A			B
Approach Delay (s)	0.0		0.4			11.6
Approach LOS						B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	492	28	21	320	1	21	0	89	2	1	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	579	33	25	376	1	25	0	105	2	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	378			612			822	1011	289	825	1043	189
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	378			612			822	1011	289	825	1043	189
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			97			89	100	84	99	99	100
cM capacity (veh/h)	1046			839			228	201	651	191	192	762

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	289	289	33	25	251	127	129	4
Volume Left	2	0	0	0	25	0	0	25	2
Volume Right	0	0	0	33	0	0	1	105	0
cSH	1046	1700	1700	1700	839	1700	1700	480	191
Volume to Capacity	0.00	0.17	0.17	0.02	0.03	0.15	0.07	0.27	0.02
Queue Length 95th (ft)	0	0	0	0	2	0	0	27	1
Control Delay (s)	8.4	0.0	0.0	0.0	9.4	0.0	0.0	15.2	24.2
Lane LOS	A				A			C	C
Approach Delay (s)	0.0				0.6			15.2	24.2
Approach LOS								C	C

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	587	0	0	320	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	691	0	0	376	1	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.94	
vC, conflicting volume			691		879	345
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			691		753	345
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			100		100	100
cM capacity (veh/h)			778		289	596

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	460	230	0	188	188	2
Volume Left	0	0	0	0	0	1
Volume Right	0	0	0	0	0	1
cSH	1700	1700	1700	1700	1700	389
Volume to Capacity	0.27	0.14	0.00	0.11	0.11	0.01
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.3
Lane LOS						B
Approach Delay (s)	0.0		0.0			14.3
Approach LOS						B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	36	552	314	168	18	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1480	2959	2959	1324	1480	1324
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1480	2959	2959	1324	1480	1324
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	42	649	369	198	21	4
RTOR Reduction (vph)	0	0	0	146	0	2
Lane Group Flow (vph)	42	649	369	52	21	2
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	3.0	23.7	15.7	15.7	26.5	26.5
Effective Green, g (s)	3.0	23.7	15.7	15.7	26.5	26.5
Actuated g/C Ratio	0.05	0.39	0.26	0.26	0.44	0.44
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	74	1165	772	345	651	583
v/s Ratio Prot	0.03	c0.22	0.12		c0.01	
v/s Ratio Perm				0.04		0.00
v/c Ratio	0.57	0.56	0.48	0.15	0.03	0.00
Uniform Delay, d1	28.0	14.2	18.8	17.1	9.6	9.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6	0.6	0.5	0.2	0.1	0.0
Delay (s)	37.6	14.8	19.3	17.3	9.7	9.5
Level of Service	D	B	B	B	A	A
Approach Delay (s)		16.1	18.6		9.6	
Approach LOS		B	B		A	

Intersection Summary			
HCM Average Control Delay	17.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	60.2	Sum of lost time (s)	10.0
Intersection Capacity Utilization	27.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	575	500	7	3	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	676	588	8	4	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	596				931	298
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	596				931	298
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				98	100
cM capacity (veh/h)	851				232	642

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	0	338	338	392	204	4
Volume Left	0	0	0	0	0	4
Volume Right	0	0	0	0	8	0
cSH	1700	1700	1700	1700	1700	232
Volume to Capacity	0.00	0.20	0.20	0.23	0.12	0.02
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	20.8
Lane LOS						C
Approach Delay (s)	0.0			0.0		20.8
Approach LOS						C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	25.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	12	555	503	49	72	24
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	653	592	58	85	28
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	649				946	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	649				946	296
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	98				62	96
cM capacity (veh/h)	809				222	644

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	14	326	326	296	296	58	113
Volume Left	14	0	0	0	0	0	85
Volume Right	0	0	0	0	0	58	28
cSH	809	1700	1700	1700	1700	1700	266
Volume to Capacity	0.02	0.19	0.19	0.17	0.17	0.03	0.43
Queue Length 95th (ft)	1	0	0	0	0	0	50
Control Delay (s)	9.5	0.0	0.0	0.0	0.0	0.0	28.2
Lane LOS	A						D
Approach Delay (s)	0.2			0.0			28.2
Approach LOS							D

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	27.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	623	600	7	16	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	733	706	8	19	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			630			
pX, platoon unblocked	0.83				0.83	0.83
vC, conflicting volume	714				1081	357
vC1, stage 1 conf vol					710	
vC2, stage 2 conf vol					371	
vCu, unblocked vol	231				676	0
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)					6.2	
tF (s)	2.4				3.7	3.5
p0 queue free %	100				96	99
cM capacity (veh/h)	991				488	844

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	366	366	471	244	26
Volume Left	2	0	0	0	0	19
Volume Right	0	0	0	0	8	7
cSH	991	1700	1700	1700	1700	552
Volume to Capacity	0.00	0.22	0.22	0.28	0.14	0.05
Queue Length 95th (ft)	0	0	0	0	0	4
Control Delay (s)	8.6	0.0	0.0	0.0	0.0	11.8
Lane LOS	A					B
Approach Delay (s)	0.0			0.0		11.8
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	617	0	0	632	88	0	0	0	26	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0					5.0	
Lane Util. Factor	1.00	0.95			0.95	1.00					1.00	
Frt	1.00	1.00			1.00	0.85					0.98	
Flt Protected	0.95	1.00			1.00	1.00					0.96	
Satd. Flow (prot)	1480	2959			2959	1324					1468	
Flt Permitted	0.95	1.00			1.00	1.00					0.96	
Satd. Flow (perm)	1480	2959			2959	1324					1468	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	20	726	0	0	744	104	0	0	0	31	0	4
RTOR Reduction (vph)	0	0	0	0	0	66	0	0	0	0	3	0
Lane Group Flow (vph)	20	726	0	0	744	38	0	0	0	0	32	0
Turn Type	Prot	NA		Prot	NA	Perm	Split			Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8						
Actuated Green, G (s)	0.8	25.2			19.4	19.4					7.0	
Effective Green, g (s)	0.8	25.2			19.4	19.4					7.0	
Actuated g/C Ratio	0.02	0.48			0.37	0.37					0.13	
Clearance Time (s)	5.0	5.0			5.0	5.0					5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0					3.0	
Lane Grp Cap (vph)	22	1407			1083	485					194	
v/s Ratio Prot	0.01	c0.25			c0.25						c0.02	
v/s Ratio Perm						0.03						
v/c Ratio	0.91	0.52			0.69	0.08					0.16	
Uniform Delay, d1	26.1	9.7			14.2	11.0					20.4	
Progression Factor	1.00	1.00			1.00	1.00					1.00	
Incremental Delay, d2	148.5	0.3			1.8	0.1					0.4	
Delay (s)	174.5	10.0			16.1	11.0					20.8	
Level of Service	F	A			B	B					C	
Approach Delay (s)		14.4			15.4			0.0			20.8	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM Average Control Delay	15.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	53.0	Sum of lost time (s)	25.8
Intersection Capacity Utilization	29.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	649	713	9	0	3
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	764	839	11	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		900				
pX, platoon unblocked					0.88	
vC, conflicting volume	849				1226	425
vC1, stage 1 conf vol					844	
vC2, stage 2 conf vol					382	
vCu, unblocked vol	849				977	425
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)					6.2	
tF (s)	2.4				3.7	3.5
p0 queue free %	100				100	99
cM capacity (veh/h)	669				322	526

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	382	382	559	290	4
Volume Left	0	0	0	0	0
Volume Right	0	0	0	11	4
cSH	1700	1700	1700	1700	526
Volume to Capacity	0.22	0.22	0.33	0.17	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.9
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.9
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	474	173	0	699	39	0	0	0	59	3	43
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	558	204	0	822	46	0	0	0	69	4	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	822			558			1086	1496	381	1115	1394	411
vC1, stage 1 conf vol							674	674		822	822	
vC2, stage 2 conf vol							413	822		293	572	
vCu, unblocked vol	822			558			1086	1496	381	1115	1394	411
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)							6.9	5.9		6.9	5.9	
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			100			100	100	100	75	99	91
cM capacity (veh/h)	686			883			306	269	564	277	287	537

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	7	372	389	274	548	46	124
Volume Left	7	0	0	0	0	0	69
Volume Right	0	0	204	0	0	46	51
cSH	686	1700	1700	883	1700	1700	346
Volume to Capacity	0.01	0.22	0.23	0.00	0.32	0.03	0.36
Queue Length 95th (ft)	1	0	0	0	0	0	39
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	0.0	21.1
Lane LOS	B						C
Approach Delay (s)	0.1			0.0			21.1
Approach LOS							C

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	62	469	820	92	7	10
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	73	552	965	108	8	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1053			
pX, platoon unblocked	0.79				0.79	0.79
vC, conflicting volume	965				1441	536
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	425				1027	0
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	91				94	99
cM capacity (veh/h)	791				143	808

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	73	276	276	643	430	20
Volume Left	73	0	0	0	0	8
Volume Right	0	0	0	0	108	12
cSH	791	1700	1700	1700	1700	277
Volume to Capacity	0.09	0.16	0.16	0.38	0.25	0.07
Queue Length 95th (ft)	8	0	0	0	0	6
Control Delay (s)	10.0	0.0	0.0	0.0	0.0	19.0
Lane LOS	B					C
Approach Delay (s)	1.2			0.0		19.0
Approach LOS						C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	458	0	0	898	44	0	0	247	12	0	25
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	21	539	0	0	1056	52	0	0	291	14	0	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					927							
pX, platoon unblocked	0.76						0.76	0.76		0.76	0.76	0.76
vC, conflicting volume	1108			539			1139	1689	269	1685	1664	554
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	522			539			562	1283	269	1277	1249	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	97			100			100	100	57	68	100	96
cM capacity (veh/h)	697			899			265	103	672	44	108	781

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	21	269	269	704	404	291	14	29
Volume Left	21	0	0	0	0	0	14	0
Volume Right	0	0	0	0	52	291	0	29
cSH	697	1700	1700	1700	1700	672	44	781
Volume to Capacity	0.03	0.16	0.16	0.41	0.24	0.43	0.32	0.04
Queue Length 95th (ft)	2	0	0	0	0	55	27	3
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	14.4	121.1	9.8
Lane LOS	B					B	F	A
Approach Delay (s)	0.4			0.0		14.4	45.9	
Approach LOS						B	E	

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	14	697	953	0	2	8
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	16	820	1121	0	2	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			581			
pX, platoon unblocked	0.74				0.74	0.74
vC, conflicting volume	1121				1564	561
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	470				1066	0
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	98				98	99
cM capacity (veh/h)	712				136	759

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	16	410	410	747	374	12
Volume Left	16	0	0	0	0	2
Volume Right	0	0	0	0	0	9
cSH	712	1700	1700	1700	1700	396
Volume to Capacity	0.02	0.24	0.24	0.44	0.22	0.03
Queue Length 95th (ft)	2	0	0	0	0	2
Control Delay (s)	10.2	0.0	0.0	0.0	0.0	14.4
Lane LOS	B					B
Approach Delay (s)	0.2			0.0		14.4
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	689	10	22	946	5	3	0	5	2	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	12	811	12	26	1113	6	4	0	6	2	0	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					250							
pX, platoon unblocked	0.73						0.73	0.73		0.73	0.73	0.73
vC, conflicting volume	1119			822			1461	2011	411	1602	2014	559
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	416			822			887	1641	411	1080	1645	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	98			96			98	100	99	98	100	98
cM capacity (veh/h)	735			686			144	56	537	102	56	745

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	12	540	282	26	742	377	9	15
Volume Left	12	0	0	26	0	0	4	2
Volume Right	0	0	12	0	0	6	6	13
cSH	735	1700	1700	686	1700	1700	265	379
Volume to Capacity	0.02	0.32	0.17	0.04	0.44	0.22	0.04	0.04
Queue Length 95th (ft)	1	0	0	3	0	0	3	3
Control Delay (s)	10.0	0.0	0.0	10.4	0.0	0.0	19.1	14.9
Lane LOS	A			B			C	B
Approach Delay (s)	0.1			0.2			19.1	14.9
Approach LOS							C	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	631	58	61	856	4	100	19	56	37	21	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.96			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.97	
Satd. Flow (prot)	1480	2922		1480	2957			1449			1495	
Flt Permitted	0.95	1.00		0.95	1.00			0.79			0.78	
Satd. Flow (perm)	1480	2922		1480	2957			1174			1203	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	1	742	68	72	1007	5	118	22	66	44	25	7
RTOR Reduction (vph)	0	7	0	0	1	0	0	16	0	0	3	0
Lane Group Flow (vph)	1	803	0	72	1011	0	0	190	0	0	73	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	0.7	34.1		7.4	40.8			33.7			33.7	
Effective Green, g (s)	0.7	34.1		7.4	40.8			33.7			33.7	
Actuated g/C Ratio	0.01	0.38		0.08	0.45			0.37			0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	11	1105		121	1338			439			449	
v/s Ratio Prot	0.00	0.27		c0.05	c0.34							
v/s Ratio Perm								c0.16			0.06	
v/c Ratio	0.09	0.73		0.60	0.76			0.43			0.16	
Uniform Delay, d1	44.4	24.0		40.0	20.6			21.1			18.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.6	2.4		7.6	2.5			3.1			0.8	
Delay (s)	48.0	26.5		47.6	23.0			24.2			19.6	
Level of Service	D	C		D	C			C			B	
Approach Delay (s)		26.5			24.7			24.2			19.6	
Approach LOS		C			C			C			B	

Intersection Summary			
HCM Average Control Delay	25.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	696	4	28	925	33	1	0	6	4	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	22	819	5	33	1088	39	1	0	7	5	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		236										
pX, platoon unblocked				0.79			0.79	0.79	0.79	0.79	0.79	
vC, conflicting volume	1127			824			1490	2059	412	1635	2042	564
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1127			230			1078	1802	0	1262	1780	564
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	96			97			99	100	99	94	100	97
cM capacity (veh/h)	512			944			106	46	804	78	48	422

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	22	546	278	33	725	402	8	19
Volume Left	22	0	0	33	0	0	1	5
Volume Right	0	0	5	0	0	39	7	14
cSH	512	1700	1700	944	1700	1700	415	201
Volume to Capacity	0.04	0.32	0.16	0.03	0.43	0.24	0.02	0.09
Queue Length 95th (ft)	3	0	0	3	0	0	2	8
Control Delay (s)	12.3	0.0	0.0	9.0	0.0	0.0	13.9	24.7
Lane LOS	B			A			B	C
Approach Delay (s)	0.3			0.3			13.9	24.7
Approach LOS							B	C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	36.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	693	26	47	943	3	7	0	20	5	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	4	815	31	55	1109	4	8	0	24	6	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		495										
pX, platoon unblocked				0.81			0.81	0.81	0.81	0.81	0.81	
vC, conflicting volume	1113			846			1506	2061	423	1660	2075	556
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1113			337			1153	1839	0	1343	1856	556
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			94			92	100	97	91	100	99
cM capacity (veh/h)	519			879			99	45	827	69	44	426

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	4	544	302	55	740	373	32	9
Volume Left	4	0	0	55	0	0	8	6
Volume Right	0	0	31	0	0	4	24	4
cSH	519	1700	1700	879	1700	1700	284	100
Volume to Capacity	0.01	0.32	0.18	0.06	0.44	0.22	0.11	0.09
Queue Length 95th (ft)	1	0	0	5	0	0	9	8
Control Delay (s)	12.0	0.0	0.0	9.4	0.0	0.0	19.3	44.5
Lane LOS	B			A			C	E
Approach Delay (s)	0.0			0.4			19.3	44.5
Approach LOS							C	E

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	707	3	74	981	61	2	1	54	5	0	12
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	19	832	4	87	1154	72	2	1	64	6	0	14
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		733										
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	
vC, conflicting volume	1226			835			1636	2271	418	1882	2237	613
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1226			452			1395	2142	0	1684	2102	613
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	96			89			96	96	93	83	100	96
cM capacity (veh/h)	465			829			62	27	869	34	29	390

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	19	555	281	87	769	456	67	20
Volume Left	19	0	0	87	0	0	2	6
Volume Right	0	0	4	0	0	72	64	14
cSH	465	1700	1700	829	1700	1700	434	95
Volume to Capacity	0.04	0.33	0.17	0.11	0.45	0.27	0.15	0.21
Queue Length 95th (ft)	3	0	0	9	0	0	14	18
Control Delay (s)	13.1	0.0	0.0	9.9	0.0	0.0	14.8	52.6
Lane LOS	B			A			B	F
Approach Delay (s)	0.3			0.7			14.8	52.6
Approach LOS							B	F

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	6	66	0	62	63	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	7	78	0	73	74	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	147	74	74			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	147	74	74			
tC, single (s)	6.6	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.4			
p0 queue free %	99	92	100			
cM capacity (veh/h)	800	935	1408			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	85	73	74
Volume Left	7	0	0
Volume Right	78	0	0
cSH	922	1700	1700
Volume to Capacity	0.09	0.04	0.04
Queue Length 95th (ft)	8	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	569	27	13	996	4	42	9	9	8	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98			0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1480	2959	1324	1480	2959	1324		1474			1373	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1480	2959	1324	1480	2959	1324		1474			1373	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	62	669	32	15	1172	5	49	11	11	9	0	41
RTOR Reduction (vph)	0	0	14	0	0	1	0	3	0	0	37	0
Lane Group Flow (vph)	62	669	18	15	1172	4	0	68	0	0	13	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	12.6	101.4	101.4	4.2	93.0	93.0		36.4			18.0	
Effective Green, g (s)	12.6	101.4	101.4	4.2	93.0	93.0		36.4			18.0	
Actuated g/C Ratio	0.07	0.56	0.56	0.02	0.52	0.52		0.20			0.10	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	104	1667	746	35	1529	684		298			137	
v/s Ratio Prot	c0.04	0.23		0.01	c0.40			c0.05			c0.01	
v/s Ratio Perm			0.01			0.00						
v/c Ratio	0.60	0.40	0.02	0.43	0.77	0.01		0.23			0.10	
Uniform Delay, d1	81.2	22.2	17.4	86.7	34.8	21.1		60.0			73.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	8.9	0.2	0.0	8.2	2.4	0.0		1.8			1.4	
Delay (s)	90.1	22.3	17.4	94.9	37.2	21.1		61.8			75.0	
Level of Service	F	C	B	F	D	C		E			E	
Approach Delay (s)		27.6			37.8			61.8			75.0	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	35.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Volume (veh/h)	1	707	1	61	1215	0	8	3	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	832	1	72	1429	0	9	4	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1069					
pX, platoon unblocked	0.62						0.62		0.62	0.62
vC, conflicting volume	1429			833			2408	416	1999	2408
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	481			833			2050	416	1395	2051
tC, single (s)	4.5			4.5			6.9	7.3	7.9	6.9
tC, 2 stage (s)										
tF (s)	2.4			2.4			4.2	3.5	3.7	4.2
p0 queue free %	100			89			61	99	100	100
cM capacity (veh/h)	592			680			24	533	34	24

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	417	417	72	953	476	13
Volume Left	1	0	72	0	0	0
Volume Right	0	1	0	0	0	4
cSH	592	1700	680	1700	1700	33
Volume to Capacity	0.00	0.25	0.11	0.56	0.28	0.40
Queue Length 95th (ft)	0	0	9	0	0	32
Control Delay (s)	0.1	0.0	10.9	0.0	0.0	175.1
Lane LOS	A		B			F
Approach Delay (s)	0.0		0.5			175.1
Approach LOS						F

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	707	6	6	1261	1	10	0	3	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	5	832	7	7	1484	1	12	0	4	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					656							
pX, platoon unblocked	0.59						0.59	0.59		0.59	0.59	0.59
vC, conflicting volume	1485			839			1602	2344	419	1927	2346	742
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	424			839			623	1884	419	1176	1889	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			99			94	100	99	100	100	100
cM capacity (veh/h)	589			676			192	32	530	72	32	602

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	5	555	284	7	989	496	15	1
Volume Left	5	0	0	7	0	0	12	0
Volume Right	0	0	7	0	0	1	4	1
cSH	589	1700	1700	676	1700	1700	225	602
Volume to Capacity	0.01	0.33	0.17	0.01	0.58	0.29	0.07	0.00
Queue Length 95th (ft)	1	0	0	1	0	0	5	0
Control Delay (s)	11.2	0.0	0.0	10.4	0.0	0.0	22.1	11.0
Lane LOS	B			B			C	B
Approach Delay (s)	0.1			0.0			22.1	11.0
Approach LOS							C	B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	674	4	12	1249	0	16	0	4	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	793	5	14	1469	0	19	0	5	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					293							
pX, platoon unblocked	0.58						0.58	0.58		0.58	0.58	0.58
vC, conflicting volume	1469			798			1558	2293	399	1899	2295	735
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	358			798			511	1779	399	1099	1783	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			98			92	100	99	100	100	100
cM capacity (veh/h)	617			703			230	37	548	81	37	592

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	529	269	14	980	490	24	0
Volume Left	0	0	0	14	0	0	19	0
Volume Right	0	0	5	0	0	0	5	0
cSH	1700	1700	1700	703	1700	1700	260	1700
Volume to Capacity	0.00	0.31	0.16	0.02	0.58	0.29	0.09	0.00
Queue Length 95th (ft)	0	0	0	2	0	0	7	0
Control Delay (s)	0.0	0.0	0.0	10.2	0.0	0.0	20.2	0.0
Lane LOS				B			C	A
Approach Delay (s)	0.0			0.1			20.2	0.0
Approach LOS							C	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	663	32	25	1131	3	116	1	40	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.97			1.00	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.95	
Satd. Flow (prot)	1480	2938		1480	2958			1450			1480	
Flt Permitted	0.95	1.00		0.95	1.00			0.96			0.95	
Satd. Flow (perm)	1480	2938		1480	2958			1450			1480	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	6	780	38	29	1331	4	136	1	47	1	0	0
RTOR Reduction (vph)	0	3	0	0	0	0	0	13	0	0	0	0
Lane Group Flow (vph)	6	815	0	29	1335	0	0	171	0	0	1	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.6	33.3		1.9	34.6			16.2			0.9	
Effective Green, g (s)	0.6	33.3		1.9	34.6			16.2			0.9	
Actuated g/C Ratio	0.01	0.46		0.03	0.48			0.22			0.01	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	12	1353		39	1416			325			18	
v/s Ratio Prot	0.00	0.28		c0.02	c0.45			c0.12			c0.00	
v/s Ratio Perm												
v/c Ratio	0.50	0.60		0.74	0.94			0.53			0.06	
Uniform Delay, d1	35.7	14.6		35.0	17.9			24.7			35.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	29.2	0.8		54.3	12.7			6.0			1.3	
Delay (s)	64.9	15.3		89.2	30.6			30.6			36.6	
Level of Service	E	B		F	C			C			D	
Approach Delay (s)		15.7			31.8			30.6			36.6	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM Average Control Delay	26.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	72.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	707	4	13	1153	11	7
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	832	5	15	1356	13	8
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)		363					
pX, platoon unblocked	0.00			0.82		0.82	0.82
vC, conflicting volume	0			836		1543	418
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			347		1214	0
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			98		89	99
cM capacity (veh/h)	0			878		119	834

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	555	282	0	15	678	678	21
Volume Left	0	0	0	15	0	0	13
Volume Right	0	5	0	0	0	0	8
cSH	1700	1700	1700	878	1700	1700	178
Volume to Capacity	0.33	0.17	0.00	0.02	0.40	0.40	0.12
Queue Length 95th (ft)	0	0	0	1	0	0	10
Control Delay (s)	0.0	0.0	0.0	9.2	0.0	0.0	28.0
Lane LOS				A			D
Approach Delay (s)	0.0			0.1			28.0
Approach LOS							D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	704	4	6	1145	0	19	0	5	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	828	5	7	1347	0	22	0	6	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		706										
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	1347			833			1523	2196	416	1786	2199	674
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1347			417			1239	2042	0	1553	2045	674
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			99			76	100	99	100	100	100
cM capacity (veh/h)	414			846			93	36	858	52	36	354

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	552	281	7	898	449	28	0
Volume Left	2	0	0	7	0	0	22	0
Volume Right	0	0	5	0	0	0	6	0
cSH	414	1700	1700	846	1700	1700	114	1700
Volume to Capacity	0.01	0.32	0.17	0.01	0.53	0.26	0.25	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	23	0
Control Delay (s)	13.8	0.0	0.0	9.3	0.0	0.0	46.8	0.0
Lane LOS	B			A			E	A
Approach Delay (s)	0.0			0.0			46.8	0.0
Approach LOS							E	A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	645	9	9	1049	6	13	2	11	14	4	66
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	58	759	11	11	1234	7	15	2	13	16	5	78
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1241			769			1598	2142	385	1768	2144	621
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1241			769			1598	2142	385	1768	2144	621
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	87			99			59	93	98	53	85	80
cM capacity (veh/h)	459			722			37	32	560	35	32	385

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	58	506	264	11	823	418	31	99
Volume Left	58	0	0	11	0	0	15	16
Volume Right	0	0	11	0	0	7	13	78
cSH	459	1700	1700	722	1700	1700	60	121
Volume to Capacity	0.13	0.30	0.16	0.01	0.48	0.25	0.51	0.81
Queue Length 95th (ft)	11	0	0	1	0	0	50	121
Control Delay (s)	14.0	0.0	0.0	10.1	0.0	0.0	115.4	105.4
Lane LOS	B			B			F	F
Approach Delay (s)	1.0			0.1			115.4	105.4
Approach LOS							F	F

Intersection Summary			
Average Delay	6.7		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	443	102	73	828	4	205	13	66	5	14	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.97			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97			1.00	
Satd. Flow (prot)	1480	2959	1324	1480	2957			1456			1417	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.97			1.00	
Satd. Flow (perm)	1480	2959	1324	1480	2957			1456			1417	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	41	521	120	86	974	5	241	15	78	6	16	38
RTOR Reduction (vph)	0	0	88	0	1	0	0	13	0	0	31	0
Lane Group Flow (vph)	41	521	32	86	978	0	0	321	0	0	29	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4									
Actuated Green, G (s)	2.3	22.5	22.5	7.5	27.7			18.0			16.0	
Effective Green, g (s)	2.3	22.5	22.5	7.5	27.7			18.0			16.0	
Actuated g/C Ratio	0.03	0.27	0.27	0.09	0.33			0.21			0.19	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	41	793	355	132	975			312			270	
v/s Ratio Prot	0.03	0.18		c0.06	c0.33			c0.22			c0.02	
v/s Ratio Perm			0.02									
v/c Ratio	1.00	0.66	0.09	0.65	1.00			1.03			0.11	
Uniform Delay, d1	40.9	27.3	23.1	37.0	28.1			33.0			28.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	140.6	2.0	0.1	11.0	29.7			59.0			0.8	
Delay (s)	181.4	29.3	23.2	47.9	57.8			92.0			28.9	
Level of Service	F	C	C	D	E			F			C	
Approach Delay (s)		37.4			57.0			92.0			28.9	
Approach LOS		D			E			F			C	

Intersection Summary			
HCM Average Control Delay	55.4	HCM Level of Service	E
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	396	2	1	677	20	7	2	1	27	3	213
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	106	466	2	1	796	24	8	2	1	32	4	251
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	796			468			1081	1478	234	1246	1479	398
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	796			468			1081	1478	234	1246	1479	398
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	85			100			88	97	100	67	96	54
cM capacity (veh/h)	704			961			69	88	710	95	88	548

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	106	311	158	1	398	398	24	12	286
Volume Left	106	0	0	1	0	0	0	8	32
Volume Right	0	0	2	0	0	0	24	1	251
cSH	704	1700	1700	961	1700	1700	1700	80	344
Volume to Capacity	0.15	0.18	0.09	0.00	0.23	0.23	0.01	0.15	0.83
Queue Length 95th (ft)	13	0	0	0	0	0	0	12	183
Control Delay (s)	11.0	0.0	0.0	8.8	0.0	0.0	0.0	57.9	50.5
Lane LOS	B			A				F	F
Approach Delay (s)	2.0			0.0				57.9	50.5
Approach LOS								F	F

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	386	18	16	656	1	33	2	10	2	1	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	454	21	19	772	1	39	2	12	2	1	19
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	773			475			919	1287	238	1062	1297	386
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	773			475			919	1287	238	1062	1297	386
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			98			79	98	98	98	99	97
cM capacity (veh/h)	720			954			185	134	706	146	132	559

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	6	303	173	19	515	258	53	22
Volume Left	6	0	0	19	0	0	39	2
Volume Right	0	0	21	0	0	1	12	19
cSH	720	1700	1700	954	1700	1700	217	380
Volume to Capacity	0.01	0.18	0.10	0.02	0.30	0.15	0.24	0.06
Queue Length 95th (ft)	1	0	0	2	0	0	23	5
Control Delay (s)	10.0	0.0	0.0	8.8	0.0	0.0	26.8	15.1
Lane LOS	B			A			D	C
Approach Delay (s)	0.1			0.2			26.8	15.1
Approach LOS							D	C

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	392	2	1	656	1	0	0	1	0	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	2	461	2	1	772	1	0	0	1	0	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	773			464			858	1242	232	1011	1243	386
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	773			464			858	1242	232	1011	1243	386
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	720			965			218	147	713	167	147	559

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	307	156	1	515	258	1	2
Volume Left	2	0	0	1	0	0	0	0
Volume Right	0	0	2	0	0	1	1	2
cSH	720	1700	1700	965	1700	1700	713	559
Volume to Capacity	0.00	0.18	0.09	0.00	0.30	0.15	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	10.0	0.0	0.0	8.7	0.0	0.0	10.1	11.5
Lane LOS	B			A			B	B
Approach Delay (s)	0.1			0.0			10.1	11.5
Approach LOS							B	B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	28.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	380	3	4	664	9	2
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	447	4	5	781	11	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			451		849	225
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			451		849	225
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			100		96	100
cM capacity (veh/h)	0			977		262	720

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	298	153	0	5	391	391	13
Volume Left	0	0	0	5	0	0	11
Volume Right	0	4	0	0	0	0	2
cSH	1700	1700	1700	977	1700	1700	297
Volume to Capacity	0.18	0.09	0.00	0.00	0.23	0.23	0.04
Queue Length 95th (ft)	0	0	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.0	8.7	0.0	0.0	17.7
Lane LOS				A			C
Approach Delay (s)	0.0			0.1			17.7
Approach LOS							C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	379	2	4	657	0	7	1	11	0	1	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	0	446	2	5	773	0	8	1	13	0	1	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	773			448			846	1229	224	1019	1231	386
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	773			448			846	1229	224	1019	1231	386
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			100			96	99	98	100	99	100
cM capacity (veh/h)	720			979			222	150	721	161	150	559

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	297	151	5	515	258	22	4
Volume Left	0	0	0	5	0	0	8	0
Volume Right	0	0	2	0	0	0	13	2
cSH	1700	1700	1700	979	1700	1700	355	292
Volume to Capacity	0.00	0.17	0.09	0.00	0.30	0.15	0.06	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	5	1
Control Delay (s)	0.0	0.0	0.0	8.7	0.0	0.0	15.8	17.5
Lane LOS				A			C	C
Approach Delay (s)	0.0			0.1			15.8	17.5
Approach LOS							C	C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	371	4	11	637	1	14	1	19	0	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	14	436	5	13	749	1	16	1	22	0	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	751			441			871	1244	221	1045	1245	375
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	751			441			871	1244	221	1045	1245	375
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	98			99			92	99	97	100	100	99
cM capacity (veh/h)	735			986			208	143	725	148	142	568

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	291	150	13	500	251	40	4
Volume Left	14	0	0	13	0	0	16	0
Volume Right	0	0	5	0	0	1	22	4
cSH	735	1700	1700	986	1700	1700	339	568
Volume to Capacity	0.02	0.17	0.09	0.01	0.29	0.15	0.12	0.01
Queue Length 95th (ft)	1	0	0	1	0	0	10	0
Control Delay (s)	10.0	0.0	0.0	8.7	0.0	0.0	17.1	11.4
Lane LOS	A			A			C	B
Approach Delay (s)	0.3			0.1			17.1	11.4
Approach LOS							C	B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	27	22	128	38	40	89
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	32	26	151	45	47	105
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		12				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	372	173			195	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372	173			195	
tC, single (s)	6.6	6.4			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.4	
p0 queue free %	94	97			96	
cM capacity (veh/h)	569	821			1267	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	58	195	152
Volume Left	32	0	47
Volume Right	26	45	0
cSH	1033	1700	1267
Volume to Capacity	0.06	0.11	0.04
Queue Length 95th (ft)	4	0	3
Control Delay (s)	10.7	0.0	2.7
Lane LOS	B		A
Approach Delay (s)	10.7	0.0	2.7
Approach LOS	B		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	29	30	137	30	15	102
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	34	35	161	35	18	120
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		20				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	334	179			196	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	334	179			196	
tC, single (s)	6.6	6.4			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.4	
p0 queue free %	94	96			99	
cM capacity (veh/h)	613	815			1265	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	69	196	138
Volume Left	34	0	18
Volume Right	35	35	0
cSH	1248	1700	1265
Volume to Capacity	0.06	0.12	0.01
Queue Length 95th (ft)	4	0	1
Control Delay (s)	10.4	0.0	1.1
Lane LOS	B		A
Approach Delay (s)	10.4	0.0	1.1
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	28.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	175	3	0	119	53	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	206	4	0	140	62	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	202	62	62			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	202	62	62			
tC, single (s)	6.6	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.4			
p0 queue free %	72	100	100			
cM capacity (veh/h)	743	949	1422			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	206	4	140	62
Volume Left	206	0	0	0
Volume Right	0	4	0	0
cSH	743	949	1700	1700
Volume to Capacity	0.28	0.00	0.08	0.04
Queue Length 95th (ft)	28	0	0	0
Control Delay (s)	11.7	8.8	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	11.6		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	22.6%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	331	29	27	344	15	22
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	368	32	30	382	17	24
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			400		619	184
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			400		619	184
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			97		95	97
cM capacity (veh/h)	0			1024		366	768

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1
Volume Total	184	184	32	0	30	191	191	41
Volume Left	0	0	0	0	30	0	0	17
Volume Right	0	0	32	0	0	0	0	24
cSH	1700	1700	1700	1700	1024	1700	1700	532
Volume to Capacity	0.11	0.11	0.02	0.00	0.03	0.11	0.11	0.08
Queue Length 95th (ft)	0	0	0	0	2	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	8.6	0.0	0.0	12.3
Lane LOS					A			B
Approach Delay (s)	0.0				0.6			12.3
Approach LOS								B

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	1	350	0	363	2	1	2
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	389	0	403	2	1	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume	406		0			601	203
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	406		0			601	203
tC, single (s)	4.5		0.0			7.2	7.3
tC, 2 stage (s)							
tF (s)	2.4		0.0			3.7	3.5
p0 queue free %	100		0			100	100
cM capacity (veh/h)	1019		0			387	746

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	1	194	194	269	137	0	3
Volume Left	1	0	0	0	0	0	1
Volume Right	0	0	0	0	2	0	2
cSH	1019	1700	1700	1700	1700	1700	570
Volume to Capacity	0.00	0.11	0.11	0.16	0.08	0.00	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	8.5	0.0	0.0	0.0	0.0	0.0	11.4
Lane LOS	A						B
Approach Delay (s)	0.0			0.0			11.4
Approach LOS							B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	1	359	366	6	2	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	399	407	7	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	413				612	207
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	413				612	207
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				99	100
cM capacity (veh/h)	1012				381	741

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	1	199	199	271	142	3
Volume Left	1	0	0	0	0	2
Volume Right	0	0	0	0	7	1
cSH	1012	1700	1700	1700	1700	455
Volume to Capacity	0.00	0.12	0.12	0.16	0.08	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	8.6	0.0	0.0	0.0	0.0	13.0
Lane LOS	A					B
Approach Delay (s)	0.0			0.0		13.0
Approach LOS						B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	2	363	365	64	34	2
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	403	406	71	38	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	477				647	238
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477				647	238
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				90	100
cM capacity (veh/h)	953				360	705

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	202	202	270	206	40
Volume Left	2	0	0	0	0	38
Volume Right	0	0	0	0	71	2
cSH	953	1700	1700	1700	1700	370
Volume to Capacity	0.00	0.12	0.12	0.16	0.12	0.11
Queue Length 95th (ft)	0	0	0	0	0	9
Control Delay (s)	8.8	0.0	0.0	0.0	0.0	15.9
Lane LOS	A					C
Approach Delay (s)	0.0			0.0		15.9
Approach LOS						C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	367	33	87	404	27	34
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	408	37	97	449	30	38
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			444		826	204
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			444		826	204
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			90		88	95
cM capacity (veh/h)			982		247	744

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	204	204	37	97	224	224	68
Volume Left	0	0	0	97	0	0	30
Volume Right	0	0	37	0	0	0	38
cSH	1700	1700	1700	982	1700	1700	393
Volume to Capacity	0.12	0.12	0.02	0.10	0.13	0.13	0.17
Queue Length 95th (ft)	0	0	0	8	0	0	15
Control Delay (s)	0.0	0.0	0.0	9.1	0.0	0.0	16.1
Lane LOS				A			C
Approach Delay (s)	0.0			1.6			16.1
Approach LOS							C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	401	5	46	485	5	24
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	446	6	51	539	6	27
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			451		820	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			451		820	226
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			95		98	96
cM capacity (veh/h)			976		261	720

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	297	154	51	269	269	32
Volume Left	0	0	51	0	0	6
Volume Right	0	6	0	0	0	27
cSH	1700	1700	976	1700	1700	553
Volume to Capacity	0.17	0.09	0.05	0.16	0.16	0.06
Queue Length 95th (ft)	0	0	4	0	0	5
Control Delay (s)	0.0	0.0	8.9	0.0	0.0	11.9
Lane LOS			A			B
Approach Delay (s)	0.0		0.8			11.9
Approach LOS						B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	385	28	101	546	3	32	0	48	2	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	428	31	112	607	3	36	0	53	2	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	610			459			988	1293	214	1131	1323	305
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	610			459			988	1293	214	1131	1323	305
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	98			88			77	100	93	98	100	100
cM capacity (veh/h)	840			969			157	119	733	113	114	635

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	16	214	214	31	112	404	206	89	3
Volume Left	16	0	0	0	112	0	0	36	2
Volume Right	0	0	0	31	0	0	3	53	1
cSH	840	1700	1700	1700	969	1700	1700	297	155
Volume to Capacity	0.02	0.13	0.13	0.02	0.12	0.24	0.12	0.30	0.02
Queue Length 95th (ft)	1	0	0	0	10	0	0	31	2
Control Delay (s)	9.4	0.0	0.0	0.0	9.2	0.0	0.0	22.2	28.7
Lane LOS	A				A			C	D
Approach Delay (s)	0.3				1.4			22.2	28.7
Approach LOS								C	D

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	33.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	432	0	3	660	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	480	0	3	733	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.81	
vC, conflicting volume			480		853	240
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			480		353	240
tC, single (s)			4.5		7.2	7.3
tC, 2 stage (s)						
tF (s)			2.4		3.7	3.5
p0 queue free %			100		100	100
cM capacity (veh/h)			950		459	703

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	320	160	3	367	367	0
Volume Left	0	0	3	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	950	1700	1700	1700
Volume to Capacity	0.19	0.09	0.00	0.22	0.22	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	8.8	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	5	430	593	16	304	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1480	2959	2959	1324	1480	1324
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1480	2959	2959	1324	1480	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	478	659	18	338	76
RTOR Reduction (vph)	0	0	0	13	0	32
Lane Group Flow (vph)	6	478	659	5	338	44
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	7	4	8		6	
Permitted Phases				8		6
Actuated Green, G (s)	1.0	33.4	27.4	27.4	58.6	58.6
Effective Green, g (s)	1.0	33.4	27.4	27.4	58.6	58.6
Actuated g/C Ratio	0.01	0.33	0.27	0.27	0.57	0.57
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	15	969	795	356	850	761
v/s Ratio Prot	0.00	c0.16	c0.22		c0.23	
v/s Ratio Perm				0.00		0.03
v/c Ratio	0.40	0.49	0.83	0.01	0.40	0.06
Uniform Delay, d1	50.2	27.5	35.1	27.4	12.0	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.6	0.4	7.1	0.0	1.4	0.1
Delay (s)	66.8	27.9	42.2	27.4	13.4	9.7
Level of Service	E	C	D	C	B	A
Approach Delay (s)		28.4	41.8		12.7	
Approach LOS		C	D		B	

Intersection Summary			
HCM Average Control Delay	30.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	102.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	774	618	6	13	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	860	687	7	14	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	693				1120	347
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	693				1120	347
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	100				92	100
cM capacity (veh/h)	776				172	595

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	0	430	430	458	236	16
Volume Left	0	0	0	0	0	14
Volume Right	0	0	0	0	7	1
cSH	1700	1700	1700	1700	1700	181
Volume to Capacity	0.00	0.25	0.25	0.27	0.14	0.09
Queue Length 95th (ft)	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	26.8
Lane LOS						D
Approach Delay (s)	0.0			0.0		26.8
Approach LOS						D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	31.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	17	812	604	56	80	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	19	902	671	62	89	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	733				1160	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	733				1160	336
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	97				43	99
cM capacity (veh/h)	747				157	605

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	19	451	451	336	336	62	97
Volume Left	19	0	0	0	0	0	89
Volume Right	0	0	0	0	0	62	8
cSH	747	1700	1700	1700	1700	1700	167
Volume to Capacity	0.03	0.27	0.27	0.20	0.20	0.04	0.58
Queue Length 95th (ft)	2	0	0	0	0	0	76
Control Delay (s)	9.9	0.0	0.0	0.0	0.0	0.0	52.6
Lane LOS	A						F
Approach Delay (s)	0.2			0.0			52.6
Approach LOS							F

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	6	960	659	29	26	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	1067	732	32	29	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	TWLTL			
Median storage veh)			2			
Upstream signal (ft)			630			
pX, platoon unblocked	0.84				0.84	0.84
vC, conflicting volume	764				1295	382
vC1, stage 1 conf vol					748	
vC2, stage 2 conf vol					547	
vCu, unblocked vol	346				976	0
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)					6.2	
tF (s)	2.4				3.7	3.5
p0 queue free %	99				93	99
cM capacity (veh/h)	908				393	862

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	7	533	533	488	276	39
Volume Left	7	0	0	0	0	29
Volume Right	0	0	0	0	32	10
cSH	908	1700	1700	1700	1700	456
Volume to Capacity	0.01	0.31	0.31	0.29	0.16	0.09
Queue Length 95th (ft)	1	0	0	0	0	7
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	13.6
Lane LOS	A					B
Approach Delay (s)	0.1			0.0		13.6
Approach LOS						B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	36.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.91			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (prot)	1480	2959			2959	1324		1394			1468	
Flt Permitted	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (perm)	1480	2959			2959	1324		1394			1468	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1117	0	0	762	36	1	0	2	98	0	13
RTOR Reduction (vph)	0	0	0	0	0	19	0	2	0	0	5	0
Lane Group Flow (vph)	4	1117	0	0	762	17	0	1	0	0	106	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases						8						
Actuated Green, G (s)	0.7	39.0			33.3	33.3		5.8			10.1	
Effective Green, g (s)	0.7	39.0			33.3	33.3		5.8			10.1	
Actuated g/C Ratio	0.01	0.56			0.48	0.48		0.08			0.14	
Clearance Time (s)	5.0	5.0			5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	15	1651			1410	631		116			212	
v/s Ratio Prot	0.00	c0.38			0.26			c0.00			c0.07	
v/s Ratio Perm						0.01						
v/c Ratio	0.27	0.68			0.54	0.03		0.01			0.50	
Uniform Delay, d1	34.3	11.0			12.9	9.7		29.4			27.6	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	9.3	1.1			0.4	0.0		0.0			1.8	
Delay (s)	43.7	12.1			13.3	9.7		29.4			29.4	
Level of Service	D	B			B	A		C			C	
Approach Delay (s)		12.2			13.2			29.4			29.4	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	69.9	Sum of lost time (s)	15.0
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1093	719	2	0	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1214	799	2	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		TWLTL	TWLTL			
Median storage veh)		2	2			
Upstream signal (ft)		900				
pX, platoon unblocked					0.75	
vC, conflicting volume	801				1407	401
vC1, stage 1 conf vol					800	
vC2, stage 2 conf vol					607	
vCu, unblocked vol	801				886	401
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)					6.2	
tF (s)	2.4				3.7	3.5
p0 queue free %	100				100	100
cM capacity (veh/h)	701				336	546

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	607	607	533	269	1
Volume Left	0	0	0	0	0
Volume Right	0	0	0	2	1
cSH	1700	1700	1700	1700	546
Volume to Capacity	0.36	0.36	0.31	0.16	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	11.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.6
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	40.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	840	279	1	647	44	0	0	0	130	0	83
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	7	933	310	1	719	49	0	0	0	144	0	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		TWLTL			None							
Median storage veh)		2										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	719			933			1463	1823	622	1201	1668	359
vC1, stage 1 conf vol							1102	1102		721	721	
vC2, stage 2 conf vol							362	721		480	947	
vCu, unblocked vol	719			933			1463	1823	622	1201	1668	359
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)							6.9	5.9		6.9	5.9	
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			100			100	100	100	51	100	84
cM capacity (veh/h)	758			617			179	207	384	292	238	583

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	7	622	621	241	479	49	237
Volume Left	7	0	0	1	0	0	144
Volume Right	0	0	310	0	0	49	92
cSH	758	1700	1700	617	1700	1700	362
Volume to Capacity	0.01	0.37	0.37	0.00	0.28	0.03	0.65
Queue Length 95th (ft)	1	0	0	0	0	0	110
Control Delay (s)	9.8	0.0	0.0	0.1	0.0	0.0	31.8
Lane LOS	A			A			D
Approach Delay (s)	0.1			0.0			31.8
Approach LOS							D

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	73	893	798	96	9	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	81	992	887	107	10	21
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			1053			
pX, platoon unblocked	0.88				0.88	0.88
vC, conflicting volume	887				1598	497
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	590				1401	145
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	89				88	97
cM capacity (veh/h)	751				86	716

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	81	496	496	591	402	31
Volume Left	81	0	0	0	0	10
Volume Right	0	0	0	0	107	21
cSH	751	1700	1700	1700	1700	213
Volume to Capacity	0.11	0.29	0.29	0.35	0.24	0.15
Queue Length 95th (ft)	9	0	0	0	0	13
Control Delay (s)	10.4	0.0	0.0	0.0	0.0	24.8
Lane LOS	B					C
Approach Delay (s)	0.8			0.0		24.8
Approach LOS						C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	42.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	876	0	0	837	39	0	0	308	22	0	61
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	29	973	0	0	930	43	0	0	342	24	0	68
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					927							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	973			973			1564	2004	487	1838	1983	487
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	628			973			1319	1835	487	1640	1809	58
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	96			100			100	100	28	0	100	92
cM capacity (veh/h)	706			594			73	50	477	13	51	799

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1	SB 2
Volume Total	29	487	487	620	353	342	24	68
Volume Left	29	0	0	0	0	0	24	0
Volume Right	0	0	0	0	43	342	0	68
cSH	706	1700	1700	1700	1700	477	13	799
Volume to Capacity	0.04	0.29	0.29	0.36	0.21	0.72	1.94	0.08
Queue Length 95th (ft)	3	0	0	0	0	143	96	7
Control Delay (s)	10.3	0.0	0.0	0.0	0.0	29.5	1046.6	9.9
Lane LOS	B					D	F	A
Approach Delay (s)	0.3			0.0		29.5	284.7	
Approach LOS						D	F	

Intersection Summary			
Average Delay	15.2		
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	8	1183	892	10	6	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	1314	991	11	7	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			581			
pX, platoon unblocked	0.83				0.83	0.83
vC, conflicting volume	1002				1672	501
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	592				1399	0
tC, single (s)	4.5				7.2	7.3
tC, 2 stage (s)						
tF (s)	2.4				3.7	3.5
p0 queue free %	99				93	99
cM capacity (veh/h)	709				90	849

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	9	657	657	661	341	14
Volume Left	9	0	0	0	0	7
Volume Right	0	0	0	0	11	8
cSH	709	1700	1700	1700	1700	173
Volume to Capacity	0.01	0.39	0.39	0.39	0.20	0.08
Queue Length 95th (ft)	1	0	0	0	0	7
Control Delay (s)	10.1	0.0	0.0	0.0	0.0	27.6
Lane LOS	B					D
Approach Delay (s)	0.1			0.0		27.6
Approach LOS						D

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1168	24	9	896	1	4	1	11	0	2	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	8	1298	27	10	996	1	4	1	12	0	2	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					250							
pX, platoon unblocked	0.82						0.82	0.82		0.82	0.82	0.82
vC, conflicting volume	997			1324			1852	2343	662	1693	2356	498
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			1324			1595	2196	662	1401	2212	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			98			90	96	97	100	92	99
cM capacity (veh/h)	728			423			43	27	360	62	27	836

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	8	865	459	10	664	333	18	9
Volume Left	8	0	0	10	0	0	4	0
Volume Right	0	0	27	0	0	1	12	7
cSH	728	1700	1700	423	1700	1700	100	97
Volume to Capacity	0.01	0.51	0.27	0.02	0.39	0.20	0.18	0.09
Queue Length 95th (ft)	1	0	0	2	0	0	15	7
Control Delay (s)	10.0	0.0	0.0	13.7	0.0	0.0	48.5	45.9
Lane LOS	B			B			E	E
Approach Delay (s)	0.1			0.1			48.5	45.9
Approach LOS							E	E

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1123	60	66	797	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1480	2936		1480	2956			1425			1494	
Flt Permitted	0.95	1.00		0.95	1.00			0.81			0.66	
Satd. Flow (perm)	1480	2936		1480	2956			1176			1016	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	1248	67	73	886	7	101	21	116	94	43	11
RTOR Reduction (vph)	0	4	0	0	0	0	0	34	0	0	3	0
Lane Group Flow (vph)	2	1311	0	73	893	0	0	204	0	0	145	0
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	0.8	48.8		6.0	54.0			28.5			28.5	
Effective Green, g (s)	0.8	48.8		6.0	54.0			28.5			28.5	
Actuated g/C Ratio	0.01	0.50		0.06	0.55			0.29			0.29	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	12	1458		90	1624			341			295	
v/s Ratio Prot	0.00	c0.45		c0.05	0.30							
v/s Ratio Perm								c0.17			0.14	
v/c Ratio	0.17	0.90		0.81	0.55			0.60			0.49	
Uniform Delay, d1	48.4	22.5		45.6	14.3			30.0			28.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	6.5	7.7		40.5	0.4			7.5			5.8	
Delay (s)	54.9	30.3		86.1	14.7			37.5			34.7	
Level of Service	D	C		F	B			D			C	
Approach Delay (s)		30.3			20.1			37.5			34.7	
Approach LOS		C			C			D			C	

Intersection Summary			
HCM Average Control Delay	27.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	15.0
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1298	4	21	878	6	0	0	14	2	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	1442	4	23	976	7	0	0	16	2	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		236										
pX, platoon unblocked				0.60			0.60	0.60	0.60	0.60	0.60	
vC, conflicting volume	982			1447			1998	2484	723	1773	2483	491
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	982			425			1339	2145	0	967	2144	491
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			96			100	100	97	98	100	98
cM capacity (veh/h)	589			604			53	21	617	103	22	473

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	6	961	485	23	650	332	16	10
Volume Left	6	0	0	23	0	0	0	2
Volume Right	0	0	4	0	0	7	16	8
cSH	589	1700	1700	604	1700	1700	617	263
Volume to Capacity	0.01	0.57	0.29	0.04	0.38	0.20	0.03	0.04
Queue Length 95th (ft)	1	0	0	3	0	0	2	3
Control Delay (s)	11.2	0.0	0.0	11.2	0.0	0.0	11.0	19.2
Lane LOS	B			B			B	C
Approach Delay (s)	0.0			0.3			11.0	19.2
Approach LOS							B	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1284	27	46	876	0	6	0	30	1	1	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	1427	30	51	973	0	7	0	33	1	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		495										
pX, platoon unblocked				0.61			0.61	0.61	0.61	0.61	0.61	
vC, conflicting volume	973			1457			2034	2519	728	1824	2534	487
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	973			488			1429	2218	0	1087	2242	487
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			91			85	100	95	99	94	100
cM capacity (veh/h)	594			579			43	19	628	79	18	477

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1	951	506	51	649	324	40	3
Volume Left	1	0	0	51	0	0	7	1
Volume Right	0	0	30	0	0	0	33	1
cSH	594	1700	1700	579	1700	1700	193	43
Volume to Capacity	0.00	0.56	0.30	0.09	0.38	0.19	0.21	0.08
Queue Length 95th (ft)	0	0	0	7	0	0	19	6
Control Delay (s)	11.1	0.0	0.0	11.8	0.0	0.0	28.5	96.6
Lane LOS	B			B			D	F
Approach Delay (s)	0.0			0.6			28.5	96.6
Approach LOS							D	F

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1312	10	65	921	52	7	1	126	23	1	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	14	1458	11	72	1023	58	8	1	140	26	1	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		733										
pX, platoon unblocked				0.63			0.63	0.63	0.63	0.63	0.63	
vC, conflicting volume	1081			1469			2172	2718	734	2095	2694	541
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1081			580			1692	2554	0	1570	2517	541
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	97			87			68	89	78	0	90	95
cM capacity (veh/h)	535			547			24	10	647	25	11	437

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	972	497	72	682	399	149	50
Volume Left	14	0	0	72	0	0	8	26
Volume Right	0	0	11	0	0	58	140	23
cSH	535	1700	1700	547	1700	1700	230	42
Volume to Capacity	0.03	0.57	0.29	0.13	0.40	0.23	0.65	1.19
Queue Length 95th (ft)	2	0	0	11	0	0	99	121
Control Delay (s)	11.9	0.0	0.0	12.6	0.0	0.0	45.5	351.8
Lane LOS	B			B			E	F
Approach Delay (s)	0.1			0.8			45.5	351.8
Approach LOS							E	F

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	2	66	0	90	86	0
Sign Control	Yield			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	73	0	100	96	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196	96	96			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196	96	96			
tC, single (s)	6.6	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.4			
p0 queue free %	100	92	100			
cM capacity (veh/h)	750	909	1382			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	76	100	96
Volume Left	2	0	0
Volume Right	73	0	0
cSH	903	1700	1700
Volume to Capacity	0.08	0.06	0.06
Queue Length 95th (ft)	7	0	0
Control Delay (s)	9.3	0.0	0.0
Lane LOS	A		
Approach Delay (s)	9.3	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	15.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	983	110	36	700	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1480	2959	1324	1480	2959	1324		1478			1413	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1480	2959	1324	1480	2959	1324		1478			1413	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	1092	122	40	778	28	116	63	43	62	26	128
RTOR Reduction (vph)	0	0	71	0	0	8	0	4	0	0	29	0
Lane Group Flow (vph)	190	1092	51	40	778	20	0	218	0	0	187	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4			8						
Actuated Green, G (s)	27.2	74.6	74.6	7.1	54.5	54.5		45.3			33.0	
Effective Green, g (s)	27.2	74.6	74.6	7.1	54.5	54.5		45.3			33.0	
Actuated g/C Ratio	0.15	0.41	0.41	0.04	0.30	0.30		0.25			0.18	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0	5.0		5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)	224	1226	549	58	896	401		372			259	
v/s Ratio Prot	c0.13	c0.37		0.03	0.26			c0.15			c0.13	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.85	0.89	0.09	0.69	0.87	0.05		0.58			0.72	
Uniform Delay, d1	74.4	48.9	32.1	85.4	59.4	44.4		59.1			69.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	24.6	8.4	0.1	29.0	8.9	0.1		6.6			15.9	
Delay (s)	99.0	57.3	32.2	114.4	68.3	44.5		65.7			85.1	
Level of Service	F	E	C	F	E	D		E			F	
Approach Delay (s)		60.8			69.7			65.7			85.1	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	65.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection Sign configuration not allowed in HCM analysis.

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Lane Configurations										
Volume (veh/h)	3	1319	15	74	926	1	6	2	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	1466	17	82	1029	1	7	2	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1069					
pX, platoon unblocked	0.83						0.83		0.83	0.83
vC, conflicting volume	1030			1482			2675	741	1939	2683
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	627			1482			2609	741	1722	2618
tC, single (s)	4.5			4.5			6.9	7.3	7.9	6.9
tC, 2 stage (s)										
tF (s)	2.4			2.4			4.2	3.5	3.7	4.2
p0 queue free %	100			77			42	99	100	100
cM capacity (veh/h)	686			362			11	317	17	11

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	736	749	82	686	344	9
Volume Left	3	0	82	0	0	0
Volume Right	0	17	0	0	1	2
cSH	686	1700	362	1700	1700	15
Volume to Capacity	0.00	0.44	0.23	0.40	0.20	0.59
Queue Length 95th (ft)	0	0	21	0	0	37
Control Delay (s)	0.1	0.0	17.8	0.0	0.0	419.4
Lane LOS	A		C			F
Approach Delay (s)	0.1		1.3			419.4
Approach LOS						F

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1318	8	8	962	3	6	0	4	4	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	9	1464	9	9	1069	3	7	0	4	4	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					656							
pX, platoon unblocked	0.78						0.78	0.78		0.78	0.78	0.78
vC, conflicting volume	1072			1473			2042	2577	737	1843	2579	536
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	543			1473			1779	2460	737	1525	2464	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			98			79	100	99	91	100	100
cM capacity (veh/h)	702			366			32	17	320	50	17	802

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	9	976	497	9	713	360	11	8
Volume Left	9	0	0	9	0	0	7	4
Volume Right	0	0	9	0	0	3	4	3
cSH	702	1700	1700	366	1700	1700	50	84
Volume to Capacity	0.01	0.57	0.29	0.02	0.42	0.21	0.22	0.09
Queue Length 95th (ft)	1	0	0	2	0	0	19	7
Control Delay (s)	10.2	0.0	0.0	15.1	0.0	0.0	97.4	52.4
Lane LOS	B			C			F	F
Approach Delay (s)	0.1			0.1			97.4	52.4
Approach LOS							F	F

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	1316	20	13	958	0	8	0	5	1	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	2	1462	22	14	1064	0	9	0	6	1	0	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					293							
pX, platoon unblocked	0.77						0.77	0.77		0.77	0.77	0.77
vC, conflicting volume	1064			1484			2043	2571	742	1834	2582	532
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	486			1484			1758	2443	742	1486	2457	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			96			72	100	98	98	100	99
cM capacity (veh/h)	727			362			32	17	317	52	17	787

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	975	510	14	710	355	14	6
Volume Left	2	0	0	14	0	0	9	1
Volume Right	0	0	22	0	0	0	6	4
cSH	727	1700	1700	362	1700	1700	49	206
Volume to Capacity	0.00	0.57	0.30	0.04	0.42	0.21	0.29	0.03
Queue Length 95th (ft)	0	0	0	3	0	0	25	2
Control Delay (s)	10.0	0.0	0.0	15.4	0.0	0.0	106.1	22.9
Lane LOS	A			C			F	C
Approach Delay (s)	0.0			0.2			106.1	22.9
Approach LOS							F	C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1480	2940		1480	2958			1416			1394	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (perm)	1480	2940		1480	2958			1416			1394	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	1371	63	59	997	2	84	0	86	1	0	2
RTOR Reduction (vph)	0	3	0	0	0	0	0	40	0	0	2	0
Lane Group Flow (vph)	6	1431	0	59	999	0	0	130	0	0	1	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases												
Actuated Green, G (s)	0.7	38.3		4.0	41.6			16.1			1.1	
Effective Green, g (s)	0.7	38.3		4.0	41.6			16.1			1.1	
Actuated g/C Ratio	0.01	0.48		0.05	0.52			0.20			0.01	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	13	1416		74	1548			287			19	
v/s Ratio Prot	0.00	c0.49		c0.04	c0.34			c0.09			c0.00	
v/s Ratio Perm												
v/c Ratio	0.46	1.01		0.80	0.65			0.45			0.05	
Uniform Delay, d1	39.2	20.6		37.3	13.6			27.8			38.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	23.8	26.5		43.2	0.9			5.1			1.2	
Delay (s)	63.0	47.1		80.6	14.6			32.9			39.9	
Level of Service	E	D		F	B			C			D	
Approach Delay (s)		47.2			18.3			32.9			39.9	
Approach LOS		D			B			C			D	

Intersection Summary			
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	79.5	Sum of lost time (s)	25.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	1268	16	26	908	6	7
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1409	18	29	1009	7	8
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)		363					
pX, platoon unblocked	0.00			0.55		0.55	0.55
vC, conflicting volume	0			1427		1980	713
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			114		1129	0
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			96		92	99
cM capacity (veh/h)	0			729		89	558

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	939	487	0	29	504	504	14
Volume Left	0	0	0	29	0	0	7
Volume Right	0	18	0	0	0	0	8
cSH	1700	1700	1700	729	1700	1700	162
Volume to Capacity	0.55	0.29	0.00	0.04	0.30	0.30	0.09
Queue Length 95th (ft)	0	0	0	3	0	0	7
Control Delay (s)	0.0	0.0	0.0	10.1	0.0	0.0	29.4
Lane LOS				B			D
Approach Delay (s)	0.0			0.3			29.4
Approach LOS							D

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	1277	18	18	914	0	15	0	7	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	1419	20	20	1016	0	17	0	8	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		706										
pX, platoon unblocked				0.57			0.57	0.57	0.57	0.57	0.57	
vC, conflicting volume	1016			1439			1986	2493	719	1782	2503	508
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1016			255			1216	2109	0	858	2127	508
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			97			74	100	99	100	100	100
cM capacity (veh/h)	570			668			64	22	582	120	21	461

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	4	946	493	20	677	339	24	0
Volume Left	4	0	0	20	0	0	17	0
Volume Right	0	0	20	0	0	0	8	0
cSH	570	1700	1700	668	1700	1700	90	1700
Volume to Capacity	0.01	0.56	0.29	0.03	0.40	0.20	0.27	0.00
Queue Length 95th (ft)	1	0	0	2	0	0	25	0
Control Delay (s)	11.4	0.0	0.0	10.6	0.0	0.0	59.6	0.0
Lane LOS	B			B			F	A
Approach Delay (s)	0.0			0.2			59.6	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	67	1159	31	19	836	8	12	4	18	10	5	53
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	74	1288	34	21	929	9	13	4	20	11	6	59
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	938			1322			2022	2434	661	1791	2447	469
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	938			1322			2022	2434	661	1791	2447	469
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	88			95			17	78	94	60	71	88
cM capacity (veh/h)	615			424			16	20	361	28	19	490

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	74	859	464	21	619	319	38	76
Volume Left	74	0	0	21	0	0	13	11
Volume Right	0	0	34	0	0	9	20	59
cSH	615	1700	1700	424	1700	1700	34	94
Volume to Capacity	0.12	0.51	0.27	0.05	0.36	0.19	1.11	0.80
Queue Length 95th (ft)	10	0	0	4	0	0	100	107
Control Delay (s)	11.7	0.0	0.0	13.9	0.0	0.0	366.6	124.4
Lane LOS	B			B			F	F
Approach Delay (s)	0.6			0.3			366.6	124.4
Approach LOS							F	F

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00			0.94			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1480	2959	1324	1480	2953			1429			1417	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.98			0.99	
Satd. Flow (perm)	1480	2959	1324	1480	2953			1429			1417	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	1027	168	82	680	10	118	16	106	9	16	41
RTOR Reduction (vph)	0	0	111	0	1	0	0	33	0	0	33	0
Lane Group Flow (vph)	56	1027	57	82	689	0	0	207	0	0	33	0
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	7	4		3	8		2	2		6	6	
Permitted Phases			4									
Actuated Green, G (s)	4.0	29.0	29.0	5.0	30.0			16.0			16.0	
Effective Green, g (s)	4.0	29.0	29.0	5.0	30.0			16.0			16.0	
Actuated g/C Ratio	0.05	0.34	0.34	0.06	0.35			0.19			0.19	
Clearance Time (s)	5.0	5.0	5.0	5.0	5.0			5.0			5.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	69	998	446	86	1030			266			264	
v/s Ratio Prot	0.04	c0.35		c0.06	0.23			c0.14			c0.02	
v/s Ratio Perm			0.04									
v/c Ratio	0.81	1.03	0.13	0.95	0.67			0.78			0.12	
Uniform Delay, d1	40.6	28.5	19.7	40.4	23.8			33.3			29.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00			1.00	
Incremental Delay, d2	49.4	36.2	0.1	81.0	1.7			19.7			1.0	
Delay (s)	90.0	64.7	19.9	121.4	25.4			53.0			30.1	
Level of Service	F	E	B	F	C			D			C	
Approach Delay (s)		59.8			35.6			53.0			30.1	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM Average Control Delay	50.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	201	802	10	0	494	16	7	1	2	22	0	104
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	223	891	11	0	549	18	8	1	2	24	0	116
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	549			902			1618	1892	451	1444	1898	274
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	549			902			1618	1892	451	1444	1898	274
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	75			100			79	97	100	60	100	83
cM capacity (veh/h)	890			636			37	41	504	61	41	666

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	223	594	308	0	274	274	18	11	140
Volume Left	223	0	0	0	0	0	0	8	24
Volume Right	0	0	11	0	0	0	18	2	116
cSH	890	1700	1700	1700	1700	1700	1700	47	243
Volume to Capacity	0.25	0.35	0.18	0.00	0.16	0.16	0.01	0.24	0.58
Queue Length 95th (ft)	25	0	0	0	0	0	0	20	81
Control Delay (s)	10.4	0.0	0.0	0.0	0.0	0.0	0.0	105.2	38.2
Lane LOS	B							F	E
Approach Delay (s)	2.1			0.0				105.2	38.2
Approach LOS								F	E

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	762	35	9	475	6	15	3	9	6	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	847	39	10	528	7	17	3	10	7	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	534			886			1222	1485	443	1051	1501	267
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	534			886			1222	1485	443	1051	1501	267
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	96			98			85	97	98	95	100	99
cM capacity (veh/h)	903			646			109	98	511	144	95	674

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	32	564	321	10	352	183	30	14
Volume Left	32	0	0	10	0	0	17	7
Volume Right	0	0	39	0	0	7	10	8
cSH	903	1700	1700	646	1700	1700	145	249
Volume to Capacity	0.04	0.33	0.19	0.02	0.21	0.11	0.21	0.06
Queue Length 95th (ft)	3	0	0	1	0	0	19	5
Control Delay (s)	9.1	0.0	0.0	10.7	0.0	0.0	36.1	20.3
Lane LOS	A			B			E	C
Approach Delay (s)	0.3			0.2			36.1	20.3
Approach LOS							E	C

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	34.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	757	1	0	478	1	1	0	1	0	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	841	1	0	531	1	1	0	1	0	0	7
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	532			842			1121	1381	421	960	1381	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	532			842			1121	1381	421	960	1381	266
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			100			99	100	100	100	100	99
cM capacity (veh/h)	904			674			136	120	529	183	120	675

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	3	561	281	0	354	178	2	7
Volume Left	3	0	0	0	0	0	1	0
Volume Right	0	0	1	0	0	1	1	7
cSH	904	1700	1700	1700	1700	1700	217	675
Volume to Capacity	0.00	0.33	0.17	0.00	0.21	0.10	0.01	0.01
Queue Length 95th (ft)	0	0	0	0	0	0	1	1
Control Delay (s)	9.0	0.0	0.0	0.0	0.0	0.0	21.8	10.4
Lane LOS	A						C	B
Approach Delay (s)	0.0			0.0			21.8	10.4
Approach LOS							C	B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Volume (veh/h)	0	754	13	2	467	2	7
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	838	14	2	519	2	8
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0			852		1109	426
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			852		1109	426
tC, single (s)	0.0			4.5		7.2	7.3
tC, 2 stage (s)							
tF (s)	0.0			2.4		3.7	3.5
p0 queue free %	0			100		99	99
cM capacity (veh/h)	0			667		174	525

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	559	294	0	2	259	259	10
Volume Left	0	0	0	2	0	0	2
Volume Right	0	14	0	0	0	0	8
cSH	1700	1700	1700	667	1700	1700	363
Volume to Capacity	0.33	0.17	0.00	0.00	0.15	0.15	0.03
Queue Length 95th (ft)	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	10.4	0.0	0.0	15.2
Lane LOS				B			C
Approach Delay (s)	0.0			0.0			15.2
Approach LOS							C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	31.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	746	10	9	458	0	5	0	2	2	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	829	11	10	509	0	6	0	2	2	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	509			840			1111	1366	420	948	1371	254
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	509			840			1111	1366	420	948	1371	254
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			99			96	100	100	99	100	100
cM capacity (veh/h)	925			675			139	121	530	185	120	688

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1	553	287	10	339	170	8	2
Volume Left	1	0	0	10	0	0	6	2
Volume Right	0	0	11	0	0	0	2	0
cSH	925	1700	1700	675	1700	1700	176	185
Volume to Capacity	0.00	0.33	0.17	0.01	0.20	0.10	0.04	0.01
Queue Length 95th (ft)	0	0	0	1	0	0	3	1
Control Delay (s)	8.9	0.0	0.0	10.4	0.0	0.0	26.4	24.7
Lane LOS	A			B			D	C
Approach Delay (s)	0.0			0.2			26.4	24.7
Approach LOS							D	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	718	12	17	436	1	9	1	20	1	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	19	798	13	19	484	1	10	1	22	1	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	486			811			1126	1366	406	982	1372	243
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	486			811			1126	1366	406	982	1372	243
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	98			97			92	99	96	99	100	100
cM capacity (veh/h)	945			694			131	117	542	162	116	700

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	19	532	279	19	323	163	33	4
Volume Left	19	0	0	19	0	0	10	1
Volume Right	0	0	13	0	0	1	22	3
cSH	945	1700	1700	694	1700	1700	263	383
Volume to Capacity	0.02	0.31	0.16	0.03	0.19	0.10	0.13	0.01
Queue Length 95th (ft)	2	0	0	2	0	0	11	1
Control Delay (s)	8.9	0.0	0.0	10.3	0.0	0.0	20.7	14.5
Lane LOS	A			B			C	B
Approach Delay (s)	0.2			0.4			20.7	14.5
Approach LOS							C	B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	29	36	98	25	29	43
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	32	40	109	28	32	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		12				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	235	123			137	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235	123			137	
tC, single (s)	6.6	6.4			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.4	
p0 queue free %	95	95			98	
cM capacity (veh/h)	694	877			1333	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	72	137	80
Volume Left	32	0	32
Volume Right	40	28	0
cSH	1556	1700	1333
Volume to Capacity	0.05	0.08	0.02
Queue Length 95th (ft)	4	0	2
Control Delay (s)	9.8	0.0	3.2
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	3.2
Approach LOS	A		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	64	57	41	18	54
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	36	71	63	46	20	60
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		20				
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	186	86			109	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186	86			109	
tC, single (s)	6.6	6.4			4.3	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.4	
p0 queue free %	95	92			99	
cM capacity (veh/h)	748	920			1366	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	107	109	80
Volume Left	36	0	20
Volume Right	71	46	0
cSH	1380	1700	1366
Volume to Capacity	0.08	0.06	0.01
Queue Length 95th (ft)	6	0	1
Control Delay (s)	9.5	0.0	2.0
Lane LOS	A		A
Approach Delay (s)	9.5	0.0	2.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	212	4	0	144	64	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	236	4	0	160	71	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	231	71	71			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	231	71	71			
tC, single (s)	6.6	6.4	4.3			
tC, 2 stage (s)						
tF (s)	3.7	3.5	2.4			
p0 queue free %	67	100	100			
cM capacity (veh/h)	715	938	1411			

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total	236	4	160	71
Volume Left	236	0	0	0
Volume Right	0	4	0	0
cSH	715	938	1700	1700
Volume to Capacity	0.33	0.00	0.09	0.04
Queue Length 95th (ft)	36	0	0	0
Control Delay (s)	12.5	8.9	0.0	0.0
Lane LOS	B	A		
Approach Delay (s)	12.4		0.0	0.0
Approach LOS	B			

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

Appendix E

Summary of Comments Received

L= 1
M=2
H=3

	Ron Sellman	Jim Watson	Wally Cod	Steve Boone	Bryan Valdez	Butch Mckinney	Shane Green	Ronnie	Slen	Claude Klement	Gaby Hollowell	Leon Klement	Kevin Phillips	Al	Dave Vinton	Roy Brewer	**Average**	
Alternatives																		
Long-term A	2	1	1	1	1	1	1	1	1	1	1	3	2	1	1	3	1.4	5
Long-term B	3	3	3	2	2	2	1	3	3	3	3	1	3	3	2	1	2.4	2
Long-term C	3	2	2	2	3	2	1	3	1	3	1	1	3	2	2	2	2.1	3
Long-term D	2	3	3	3	3	3	3	1	2	2	1	3	3	3	3	3	2.6	1
Long-term E	1	1	2	3	3	3	2	1	3	2	2	1	2	2	2	3	2.1	3
Long-term F	1	2	2	2	3	2	3	1	1	2	1	3	2	2	3	3	2.1	3
Long-term G	1	1	1	2	3	2	2	1	1	3	2	1	2	1	3	3	1.8	4
Short-term																		
US 82 & N Weaver St.	3	3	3	3	3	2	3	3	1	1	1	3	3	2	3	3	2.5	3
US 82 & N Culberson St.	3	3	3	3	3	2	2	3	2	2	2	3	3	2	3	3	2.6	2
US 82 between RR and FM 372	3	2	3	3	3	2	1	3		3	3	3	3	2	2	3	2.6	2
US 82 & Lawrence St.	3	2	3	2	3	3	3	1		3	2	3	3	2	3	3	2.6	2
US 82 & FM 372 N	3	2	2	2	3	2	2	3		3	2	3	3	3	3	2	2.5	3
US 82 & FM 372 S	1	1	2	2	3	2	2	3		3	2	3	3	3	1	2	2.2	5
US 82 & Fair Ave.	3	3	3	2	3	2	1	3		1	1	3	2	2	3	3	2.3	4
US 82 & FM 3092/CR 131	3	2	2	2	3	2	1	1	2	1	3	3	3	2	1	3	2.1	6
US 82 & CR 151/FM 371	3	2	2	2	3	2	3	2	2	1	3	3	3	2	1	2	2.3	4
US 82 Corridor	3	2	3	3	3	3	3	3	3	3	3	3	3	3	3		2.9	1
Medium-Term																		
US 82 and Weber	3	3	2	3	2	3	1	3	1	3	2	1	2	2	3	2	2.3	3
US 82 at Hospital	2	2	2	3	1	1	3	3	1	3	2	3	3	1	1	2	2.1	4
US 82 at Hillcrest Ave.	3	2	3	3	2	2	1	1	3	2	3	3	3	3	3	3	2.5	2
US 82 at FM 372	3	2	3	3	3	3	3	3	2	3	2	3	3	3	2	2	2.7	1
US 82 at Lawrence	2	3	3	3	3	1	1	1	2	3	2	3	2	2	3	2	2.3	3
US 82 between Lindsay and 3092	3	1	2	2	3	1	2	1	3	2	3	3	2	1	2	1	2.0	5

US 82 Feasibility Study Public Meeting Summary

CSJ:	0044-08-065, 0045-01-055
Project:	NH ( )
Highway:	US 82
County:	Cooke
Limits:	From FM 1198 to FM 678
Date:	October 2012

The Texas Department of Transportation (TxDOT) conducted a Public Meeting for the purpose of soliciting public comments on a feasibility study of US 82 from FM 1198 to FM 678 in Cooke County, Texas on Thursday, October 25, 2012, at the Gainesville Civic Center located at 311 South Weaver Street in Gainesville, Texas. The meeting officially began at 6:00 p.m. with an Open House format and a presentation at 7:00 p.m.

Registration tables were located at the entrance of the room for people to sign the attendance register. The registration attendance totaled 86.

Layouts of the alternatives developed from the feasibility study were on display in the room. Mr. Mike Hallum, P.E., TxDOT Gainesville Area Engineer explained the purpose for the study and the alternatives developed from the study. He encouraged all attendees to write their thoughts and comments on the forms provided at the meeting. The presentation was then concluded.

A recess followed the presentation to allow citizens a chance to review the displays and to further discuss and ask specific questions regarding the feasibility study with key personnel.

The public meeting adjourned at 8:30 p.m.

A total of 9 comment cards were received.

Below are additional comments received from citizens at the display tables:

Long-Term Improvements

- Consider adding shoulders to FM 3108.
- What is the possibility of upgrading FM 1202 near Sivells Bend. There has been discussion of building a future school near this area.
- Update Gainesville City Limits on layout.
- Look at safety improvements at the intersection of US 82 and FM 371.
- When performing a route study for the preferred long-term alternative, consider the impact to houses along County Road 123 near US 82.
- Be aware of the large traffic volume on FM 371.
- Connect Frasher Street to Anthony Street which would cross the railroad tracks.

- Close railroad crossing at Cole Street.
- Close railroad crossing at McCubbins Street.
- Connect South Weaver Street to IH 35 Frontage Road.
- Consider moving limits of reliever routes closer to the city limits of Gainesville. This will disturb less farm land.
- Consider the possible future expansion of Gainesville Municipal Airport when performing a route study.
- Consider flood plain areas when performing a route study.
- Look at a long-term alternative to tie-in near the intersection of US 82 and FM 1201.
- Add an acceleration lane for traffic entering US 82 East from IH 35 North.
- Add acceleration lanes for traffic entering US 82 from IH 35 South.
- Do not want to see a long-term alternative near the intersection of FM 371 and FM 2896.
- Follow as many existing roads as possible when developing when developing a long-term alternative.
- Consider future growth of Gainesville when developing a long-term alternative.
- Look at constructing a new roadway parallel to IH 35 west of the existing interstate.
- Avoid homes when planning a long-term alternative.
- Consider adding an additional level to the IH 35 and US 82 interchange for traffic traveling along US 82 to cross over IH 35.
- Look at reprogramming advance warning signals to flash only when signal light turns red.

Medium-Term Improvements

- US 82 westbound exit ramp to FM 372. Revise short segment of service road between Clements Street and FM 372 to one-way with two lanes. The left (with respect to traffic) to be designated for straight-through or left-turn movements and the right lane designated as right turn only.
- Leave concrete median in place at US 82 and Hillcrest. Use concrete traffic barrier to control conflicting traffic movements.
- Close westbound left turn lane into Home Depot.
- Extend Columbine Drive to new service road at the US 82 and IH 35 interchange.
- Increase green time for southbound traffic at US 82 and North Culberson Street.
- Construct U-Turns under US 82 Over-passes at FM 372.
- Gainesville Fuel uses two-way frontage road between FM 372 and North Clements Street to access property. They currently have 3 transports and 3 delivery vehicles.

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Brandon Parker	Self	940-736-0370	brandonleeparker@gmail.com
Janet Mertemacher	Self	903-651-9695	janetwinnesty@hotmail.com
Harvey & Pat Jones	Self		Stacey_j1@live.com
Jackie Eaton	Self	940-634-1169	
Peggy & Leo Luttkenhaus	Self	940-736-9855	leoluttkehaus@yahoo.com
Paul & Brenda Baker	Self		

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
William W. Baldwin	self	940-736-0514	
John Francis	self	940-372-6328	
Billy Kupper	self	940-7263466	
Michael + Carol Fuhrmann	self	940 668 2423	
Kenneth Sickins	Self	940 736 2216	
D.W. & Jean Morrison	our self	940-665-2380 940-736-9793	
MILTON WARD	self	940-736-3767 940-665-4999	WARD.CMILTON@yahoo
Dick Sparkman	self	940-665-7828	19335 sparky@gwnil.com

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Darell Johnson	TxDOT	940.720.7840	Darell.Johnson@txdot.gov
DON S. RICHARDSON	TXDOT GAINESVILLE A.O.	940-665-5071	don.richardson@txdot.gov
SYLVIA J. DEAVER		940 665 8469	sjdeaver76240@yahoo.com
Leon Teeter		940-284-8899	LTPTA@Hotmail.Com
Willie J. Matthews		9407364541	NO
GARY HOLLOWELL	COOKE COUNTY	940668 5431	GHOLLOWELL@co.cooke.tx.us
Steve Boone	City	540-668-777	SBoone@sgps.org
Darrell Thompson	Jacobs	214-920-8003	darrell.thompson@jacobs.com
JENNIFER LYARBROUGH	COOKE COUNTY		
Dale Hendrickson	Cooke County		
Kerry Hendrickson	Cooke County		

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Glenn Goode	Self	940 668 7487	Glenn Goode the Fiberglassman @ Net Zero Net
Billy Atoberough	Self	940-665-7256	1560 CR 218 Gainesville Tx.
Mark Stafford	Landmark Bank	580-268-4669	Mack.Stafford@landmarkbank.com
Don Wiese	Self	940-665-7488	~~donatt~~ wiese6@suddenlink.net
Ray Nichols	Self	940-736-4190	rnichols47@swbell.net
Frank & Lorine Sandmann	Self	940-665-0458	AlSandmann@NTIN.Net
Guy Rusch	GTP		
Bob Henderson	Callisburg	940 665-8795	
Betty Henderson	—	—	
Al Smith	Cooke Co.	940 768 8511	alan.smith@co.cooke.tx.us
Tommy Goode	Gainesville, Tex	940 2363520	

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Mike Hallum	TxDOT	940.665.5071	mike.Hallum@Txdot.gov
JOHN ROANE	COOKE COUNTY	940 668 5434	jroane@co.cooke.tx.us
Anna Jones	Self	940-502-5493	ajones940@yahoo.com
Howard Askew		940-736-1509	
Kurt Lofthyden	Pct #1	940-668-8503	
Alan Yarbrough	Cooke County	(940)668-1617	
Toby Stobaugh	Cooke County	940-736-4941	
Kenneth Klement	Self	940-736-1357	
Kit Chase	The Weekly News	940-665-0733	Kit.Chase@theweeklynewscc.com
Dean Mendenhall	Self		
Kim Wiese	self	940-665-7488	kimwiese@gmail.com

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Mike Beaver	TxDOT	940-720-7752	michael.beaver@txdot.gov
Rodger Clements	Jacobs	817 735 6008	rodger.clements@jacobs.com
Ron Sellman	City of Gainesville	940-668-4540	rsellman@cogtx.org
Wray Westbrook		940-665-1990	Wray.westbrook@yahoo.com
Carl Roach			
Joseph Yokelson		940 6340509	
BK Clegg	Self	940-665-5571	CLEGGBKC@SWBELL.NET
Jim Goldsworthy		940 665 7777	jgoldsc@yahoo.com
Sheldon Rutherford	self	940-665-3508	
Sam Goode	self	940-736-3518	
April Sichling	self	940-736-4576	

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Danny Brown	TxDOT	940-720-7740	danny.e.brown@txdot.gov
EARL DEAVER		940.655-8469	—
Dianna Hutchinson		940665-1067	—
Allen M. Sicking		940.736.5162	
Rickey Purcell		940-736-9777	—
John Stevens			
Barry L. Sullivan	City of Gainesville	940-6684500	
JIM MESTEMACHER	SELF	903 564 6979	IRONBIRD 308 @ HOTMAIL.COM
Mike Maberry	Self	940.668.5998	mmaberry@ranchoserena.com
Lanny Wooff		940 634 1211	
Bob + Barbara Bloom	self	940-668-7960	bob.bloom@gmail.com

US 82 Feasibility Study
Public Meeting

Thursday, October 25, 2012 6:00 p.m.
Gainesville Civic Center, 300 South Weaver Street, Gainesville, TX 76240

NAME	REPRESENTING	DIRECT PHONE	E-MAIL ADDRESS
Bonnie Prescher		940-736-6455	rjcp104@gmail.com
Wm R Gwyn			Gwyn@NTIN.NET
Jim Maberry		940-668-5998	lsmaberry@ranchoserano.com
[illegible]		940-665-4354	
George Francis		940-372-3171	
Bob Hook		903-815-9001	NA
Kenneth W. Bryant		1-580-344-6845	
Leon Klement		940-665-9386	
George Borrow			
Jeanette Hellinger		940-665-9251	
Pete Hellinger		"	

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
FM 678 (EAST)
FM 1202 (NORTH)
FM 1306 (SOUTH)

PUBLIC MEETING OCTOBER 25, 2012

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(Per Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

Traffic light at Weber Dr needs to flashing yellow except for shiftchange times at Weber. As it is now, one car Southbound on Weber Dr can stop both lanes of traffic on 82

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: _____

Address: _____

_____

Phone: _____

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
FM 678 (EAST)
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COMMENTS:

Good ideas. Let's proceed as fast as $ allows!

Also - we need striping on shoulders of FM 675 from US 82 to Dexter.

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Mike Moberry
Address: 17234 FM 678
Whitesboro TX 76273
Phone: 940.668.5998.

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

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FM 678 (EAST)
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- ☐ I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

Do something. Any thing will help HWY 82.

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Jackie D. EATON

Address: 300 Hillside Dr.
Gainesville, Tex

Phone: 940-634-1169

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

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- ❑ I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

I'm So Happy to Hear you talk of re-stripping, removing concrete & setting The Signal timing. There are a lot of dangerous Spots now.

Would love to see The loop.

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Joann Francis
Address: 11 CR 121
Gainesville TX 76240
Phone: 940-372 6378

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
FM 678 (EAST)
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COMMENTS:

I live at 1237 CR182 (Morrison Road). This county road runs parallel to U.S. hwy. 82 and has many homes (not mobile homes) on it. I feel it would displace fewer people and be more rural to go North. Thank you, I also live on land that has been In my family over 100 years. Sincerely,

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Dianna Hutchinson

Address: 1237 CR 182 (Morrison Road
P.O. Box 602, Gainesville, TX 76241

Phone: 940 665-1067

RECEIVED
NOV 02 2012
GAINESVILLE ENGINEERING

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
FM 678 (EAST)
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COMMENTS:

We Hugh & Betty Morrison have lived here on Morrison Rd (18) for 58 years this is not a loop This Road is parallel with Hwy 82 Your first Road would be a loop. I don't want my house setting on a Highway. Theres are 10 houses in this road.
We hope you will reconsider

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Hugh & Betty Morrison
Address: 679 FM 371
Gainesville, TX 76240
Phone: 940-668-8714

RECEIVED
NOV 02 2012
GAINESVILLE ENGINEERING

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
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COMMENTS:

Dear Sirs, The location of the loop should be toward the outward limits listed at the top of this page. This would allow and encourage development and growth for Gainesville far into the future. This would loop around the entire city for access to any point and also take in the airport area. The northern boundary should not be as close in as CR 182, where residents like myself have worked their whole lives to have 2 to 5 acres in a peaceful area.

Thanks,
Jim Yeargan

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

RECEIVED
NOV 02 2012
GAINESVILLE ENGINEERING

Name: Jim Yeargan
Address: 1360 CR 182
Gainesville, TX 76240
Phone: 940-736-6390

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
FM 678 (EAST)
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FM 1306 (SOUTH)

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COMMENTS:

This is my home, and I am not able to get all my stuff together to move from here. you will have to go around from where I live. our Gnoverment is getting to where they think they can do what they please, and take this land. It is just ~~so~~ not right.

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

RECEIVED
NOV 02 2012
GAINESVILLE ENGINEERING

Name: Lewis Coy

Address: 1339 CR 182
Gainesville Texas 76240

Phone: 665-6087

TEXAS DEPARTMENT OF TRANSPORTATION

US 82 FEASIBILITY STUDY

LIMITS: FM 1198 (WEST)
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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

COMMENTS:

See attached

US 82 Comments
Attn: Michael D. Hallum, P.E.
Texas Department of Transportation
2615 W Highway 82
Gainesville, Texas 76240

Name: Don and Kim Wiese
Address: 1029 FM 371
Gainesville, TX 76240
Phone: 940-665-7488

November 4, 2012

Texas Department of Transportation

Attn: Mr. Michael D. Hallum, P.E.

2615 West Highway 82

Gainesville, Texas 76240

Dear Mr. Hallum,

We are writing this in response to the October 25, 2012 public meeting at which TxDOT discussed the US 82 Feasibility Study. I live on FM 371 approximately 1 mile north of Highway 82 in Cooke County, Texas.

Regarding the potential for traffic reliever "loops" around Gainesville, we favor the southeast loop as being the most practical and cost effective. We believe this loop was presented as the preferred alternative by TxDOT. The alternative of simply widening Hwy 82 through the city limits of Gainesville would not, in our opinion, provide the traffic relief that is needed. The other alternatives of providing loop sections in the Northeast, Northwest and Southwest quadrants around Gainesville would provide very little traffic relief and should be postponed indefinitely. We realize that construction of the southeast loop is a long range project, but we believe it should be given priority over all other alternatives when TxDOT is seeking funds.

We support all of the short range improvements that were presented to improve/change/eliminate various intersections on Hwy 82 and provide strategically located reliever streets where none currently exist . We also favor the mid-range concept of eliminating the intersection at Lawrence street by improving the intersection at Grand Avenue and providing a "Texas Turnaround" on the west side of the Grand Avenue intersection.

At the meeting, a petition was being circulated by and individual to increase the speed limit from 55 mph to 70 mph on Hwy 82 from Gainesville to FM 678. We are against that petition but would support an increase to 60 mph from the town of Oak Ridge to FM 678. The section of Hwy 82 from Gainesville to Oak Ridge should remain at 55 mph because of the many crossovers and residential areas along that section.

Thank you for your hard work. Overall, we are very satisfied with the level of service provided by the Gainesville-based TxDOT office.

Sincerely,

Don Wiese Kim Wiese

Don and Kim Wiese

1029 FM 371

Gainesville, Texas 76240

Appendix F

Transportation Impacts

Short-Term Improvements

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1198	892	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	9	1331	991	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1002	0	0	0	1680	501
Stage 1	0	0	0	0	997	0
Stage 2	0	0	0	0	683	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	577	-	-	-	70	466
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	413	-
Mov Capacity-1 Maneuver	577	-	-	-	69	466
Mov Capacity-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	406.8	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	37
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					127
HCM Control Delay (s)	11.337	-	-	-	37
HCM Lane VC Ratio	0.015	-	0	-	0.114
HCM Lane LOS	B	-	-	-	E
HCM 95th Percentile Queue (veh)	0.047	-	0	-	0.375

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	350	363	2	1	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	60			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	389	403	2	1	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	406	0	0	0	601	203
Stage 1	0	0	0	0	404	0
Stage 2	0	0	0	0	197	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	1018	-	-	-	388	747
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	760	-
Mov Capacity-1 Maneuver	1018	-	-	-	387.6	747
Mov Capacity-2 Maneuver	-	-	-	-	387.6	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	759.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (vph)						571
HCM Control Delay (s)	8.54	-	-	-	-	11.3
HCM Lane VC Ratio	0.001	-	0	-	-	0.006
HCM Lane LOS	A	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.003	-	0	-	-	0.018

HCM Signalized Intersection Capacity Analysis
20: N Culberson St & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1122	60	66	791	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1787	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	1247	67	73	879	7	101	21	116	94	43	11
RTOR Reduction (vph)	0	3	0	0	0	0	0	28	0	0	3	0
Lane Group Flow (vph)	2	1311	0	73	886	0	0	210	0	0	145	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.1	56.5		7.8	63.2			26.1			11.0	
Effective Green, g (s)	1.1	56.5		7.8	63.2			26.1			11.0	
Actuated g/C Ratio	0.01	0.47		0.07	0.53			0.22			0.09	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	16	1401		116	1566			372			165	
v/s Ratio Prot	0.00	c0.44		c0.04	0.30			c0.12			c0.08	
v/s Ratio Perm												
v/c Ratio	0.12	0.94		0.63	0.57			0.56			0.88	
Uniform Delay, d1	58.7	29.7		54.4	18.9			41.6			53.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.6	12.9		8.9	1.5			6.1			44.1	
Delay (s)	61.2	42.6		63.3	20.4			47.7			97.7	
Level of Service	E	D		E	C			D			F	
Approach Delay (s)		42.7			23.6			47.7			97.7	
Approach LOS		D			C			D			F	

Intersection Summary			
HCM Average Control Delay	39.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	119.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
32: Fair Ave & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1480	2940		1480	2958			1416			1394	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (perm)	1480	2940		1480	2958			1416			1394	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	1371	63	59	997	2	84	0	86	1	0	2
RTOR Reduction (vph)	0	2	0	0	0	0	0	34	0	0	2	0
Lane Group Flow (vph)	6	1432	0	59	999	0	0	136	0	0	1	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases												
Actuated Green, G (s)	1.2	42.9		5.2	46.9			5.1			1.3	
Effective Green, g (s)	1.2	42.9		5.2	46.9			5.1			1.3	
Actuated g/C Ratio	0.02	0.58		0.07	0.63			0.07			0.02	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	4.0	5.0		4.0	4.0			4.0			5.0	
Lane Grp Cap (vph)	24	1693		103	1862			97			24	
v/s Ratio Prot	0.00	c0.49		c0.04	c0.34			c0.10			c0.00	
v/s Ratio Perm												
v/c Ratio	0.25	0.85		0.57	0.54			1.40			0.04	
Uniform Delay, d1	36.2	13.1		33.6	7.7			34.7			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	7.3	5.4		8.9	0.4			229.6			1.5	
Delay (s)	43.5	18.5		42.5	8.1			264.3			37.5	
Level of Service	D	B		D	A			F			D	
Approach Delay (s)		18.6			10.0			264.3			37.5	
Approach LOS		B			B			F			D	

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	25.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	69	1135	508	100	1240	18	150	20	134	34	59	157
Proportion Arriving On Green	0.05	0.38	0.38	0.07	0.41	0.41	0.22	0.22	0.22	0.18	0.18	0.18
Movement Delay, s/veh	91.9	52.3	32.1	84.1	35.1	35.2	70.0	0.0	0.0	51.8	0.0	0.0
Movement LOS	F	D	C	F	D	D	E			D		
Approach Volume, veh/h		1250			772			239			66	
Approach Delay, s/veh		51.4			40.4			70.0			51.8	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	14.45	60.00	35.00	30.00	11.47	62.98		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	4.70	3.72	6.98	6.54	4.70	3.72		
Maximum Green Setting (Gmax), s	25.00	53.50	30.00	25.00	25.00	53.50		
Max. Queue Clearance Time (g_c+I1), s	9.63	47.66	24.28	7.65	7.17	25.69		
Green Extension Time (g_e), s	0.22	3.50	0.96	0.34	0.14	7.86		
Probability of Phase Call (p_c)	0.959	1.000	1.000	1.000	0.884	1.000		
Probability of Max Out (p_x)	0.000	0.805	1.000	0.001	0.000	0.085		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3061.79

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	45.02

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	82.2	0.0	238.9	65.6	55.6	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.6	0.0	22.3	5.6	5.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.6	0.0	22.3	5.6	5.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	100.5	0.0	303.9	249.9	68.8	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.818	0.000	0.786	0.262	0.808	0.000	0.000	0.000
Available Capacity (c_a), veh/h	265.9	0.0	303.9	249.9	265.9	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	64.2	0.0	51.7	49.3	65.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	20.0	0.0	18.3	2.5	26.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.1	0.0	70.0	51.8	91.9	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.8	0.0	7.6	2.0	1.9	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.6	0.0	1.5	0.2	0.5	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.4	0.0	9.1	2.2	2.4	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.49	0.00	0.21	0.05	0.35	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1026.7	0.0	0.0	0.0	345.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	45.7	0.0	0.0	0.0	23.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	45.7	0.0	0.0	0.0	23.7	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1135.3	0.0	0.0	0.0	630.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.904	0.000	0.000	0.000	0.548	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1135.3	0.0	0.0	0.0	630.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	40.6	0.0	0.0	0.0	31.7	0.0	0.0
Incremental Delay (d2), s/veh	0.0	11.8	0.0	0.0	0.0	3.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.3	0.0	0.0	0.0	35.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	15.6	0.0	0.0	0.0	8.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	1.9	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.5	0.0	0.0	0.0	9.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	167.8	0.0	0.0	0.0	344.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1549.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	12.5	0.0	0.0	0.0	23.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	12.5	0.0	0.0	0.0	23.7	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.029	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	507.9	0.0	0.0	0.0	627.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.330	0.000	0.000	0.000	0.548	0.000	0.000
Available Capacity (c_a), veh/h	0.0	507.9	0.0	0.0	0.0	627.6	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	30.3	0.0	0.0	0.0	31.7	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	3.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.1	0.0	0.0	0.0	35.2	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	8.4	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.1	0.0	0.0	0.0	9.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.48	0.00	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		49.6						
HCM Level of Service		D						

Intersection	
Intersection Delay (sec/veh)	46.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	121	44	190	182	355	11	2	758	70
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	0	0	0	134	49	211	202	394	12	2	842	78
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	0	30.8	38.4	58.5
HCM LOS	N	D	E	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Volume Left (%)	51%	0%	0%	34%	1%	0%
Volume Thru (%)	49%	94%	100%	12%	99%	84%
Volume Right (%)	0%	6%	0%	54%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	359	188	0	355	381	449
Left Turning Volume	177	177	0	44	379	379
Through Volume	0	11	0	190	0	70
Right Turning Volume	182	0	0	121	2	0
Lane Flow Rate	399	209	0	394	423	499
Geometry Group	7	7	2	2	7	7
Degree of Utilization, X	0.901	0.455	0	0.781	0.891	1
Departure Headway, Hd	8.119	7.816	9.351	7.13	7.575	7.46
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	451	467	0	517	474	484
Service Time	5.75	5.455	7.28	5.046	5.373	5.258
HCM Lane V/C Ratio	0.885	0.448	0	0.762	0.892	1.031
HCM Control Delay	49.8	16.8	12.3	30.8	46.5	68.6
HCM Lane LOS	E	C	N	D	E	F
HCM 95th Percentile Queue	25.4	2.5	0	10.6	23.1	103.5

Intersection	
Intersection Delay (sec/veh)	37.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	97	28	220	0	0	0	0	453	30	319	574	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	108	31	244	0	0	0	0	503	33	354	638	0
Number of Lanes	0	1	0	0	0	0	0	2	0	1	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	52.3	38.2	30.9
HCM LOS	F	E	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2	SBLn3
Volume Left (%)	0%	0%	28%	100%	0%	0%
Volume Thru (%)	100%	83%	8%	0%	100%	100%
Volume Right (%)	0%	17%	64%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	302	181	345	319	287	287
Left Turning Volume	302	151	28	0	287	287
Through Volume	0	30	220	0	0	0
Right Turning Volume	0	0	97	319	0	0
Lane Flow Rate	336	201	383	354	319	319
Geometry Group	8	8	7	7	7	7
Degree of Utilization, X	0.861	0.509	0.903	0.827	0.698	0.664
Departure Headway, Hd	9.239	9.118	8.483	8.398	7.882	7.495
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	393	394	425	432	459	482
Service Time	7.022	6.901	6.245	6.161	5.644	5.257
HCM Lane V/C Ratio	0.855	0.51	0.901	0.819	0.695	0.662
HCM Control Delay	48.5	21.1	52.3	40.5	27	24
HCM Lane LOS	E	C	F	E	D	C
HCM 95th Percentile Queue	17.8	3.1	25.8	14	6.9	5.9

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1302	4	21	856	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	6	1447	4	23	951	7	0	0	16	2	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	958	0	0	1451	0	0	-	2464	726	1735	2463	479
Stage 1	0	0	0	0	0	0	-	1460	0	1001	1001	0
Stage 2	0	0	0	0	0	0	-	1004	0	734	1462	0
Follow-up Headway	2.22	-	-	2.22	0	0	-	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	713	-	-	462	-	-	-	30	367	56	30	533
Stage 1	-	-	-	-	-	-	-	192	-	260	319	-
Stage 2	-	-	-	-	-	-	-	318	-	378	192	-
Mov Capacity-1 Maneuver	713	-	-	462	-	-	-	28.2	367	51.2	28.2	533
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	28.2	-	51.2	28.2	-
Stage 1	-	-	-	-	-	-	-	190.5	-	260	302.7	-
Stage 2	-	-	-	-	-	-	-	301.8	-	359.1	190.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	15.2	27.2
HCM LOS	A	A	C	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	367							172
HCM Control Delay (s)	15.2	10.089	-	-	13.206	-	-	27.2
HCM Lane VC Ratio	0.042	0.008	-	-	0.051	-	-	0.058
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th Percentile Queue (veh)	0.132	0.024	-	-	0.159	-	-	0.184

HCM Unsignalized Intersection Capacity Analysis
29: Hillcrest Ave & US 82

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	1319	15	69	926	1	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	1466	17	77	1029	1	4	0	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1007							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1030			1482			2148	2664	741	1924	2672	515
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674			1482			1994	2603	741	1730	2612	66
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			79			78	100	99	100	100	100
cM capacity (veh/h)	670			362			20	12	317	32	12	782

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	736	749	77	686	344	7
Volume Left	3	0	77	0	0	4
Volume Right	0	17	0	0	1	2
cSH	670	1700	362	1700	1700	29
Volume to Capacity	0.00	0.44	0.21	0.40	0.20	0.23
Queue Length 95th (ft)	0	0	20	0	0	18
Control Delay (s)	0.1	0.0	17.6	0.0	0.0	163.8
Lane LOS	A		C			F
Approach Delay (s)	0.1		1.2			163.8
Approach LOS						F

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
13: US 82 & Hospital Dr

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.91			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (prot)	1480	2959			2959	1324		1394			1468	
Flt Permitted	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (perm)	1480	2959			2959	1324		1394			1468	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1117	0	0	762	36	1	0	2	98	0	13
RTOR Reduction (vph)	0	0	0	0	0	12	0	2	0	0	3	0
Lane Group Flow (vph)	4	1117	0	0	762	24	0	1	0	0	108	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6						
Actuated Green, G (s)	0.7	42.6			38.4	38.4		0.8			9.3	
Effective Green, g (s)	0.7	42.6			38.4	38.4		0.8			9.3	
Actuated g/C Ratio	0.01	0.60			0.54	0.54		0.01			0.13	
Clearance Time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)	1.0	3.0			3.0	3.0		1.0			1.0	
Lane Grp Cap (vph)	15	1770			1596	714		16			192	
v/s Ratio Prot	0.00	c0.38			0.26			c0.00			c0.07	
v/s Ratio Perm						0.02						
v/c Ratio	0.27	0.63			0.48	0.03		0.06			0.56	
Uniform Delay, d1	35.0	9.2			10.2	7.7		34.8			29.0	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.5	0.7			0.2	0.0		0.6			2.2	
Delay (s)	38.4	10.0			10.4	7.7		35.4			31.2	
Level of Service	D	A			B	A		D			C	
Approach Delay (s)		10.1			10.3			35.4			31.2	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	18.5
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
16: US 82 & IH35 NBFR

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.07	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	106	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	992	0	0	857	156	267	2	378	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	125	0	0	257	0	0	0
Lane Group Flow (vph)	92	992	0	0	857	31	0	269	121	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Effective Green, g (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Actuated g/C Ratio	0.39	0.39			0.20	0.20		0.31	0.31			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	42	1164			850	265		864	406			
v/s Ratio Prot		0.34			c0.20							
v/s Ratio Perm	c0.87					0.02		0.10	0.09			
v/c Ratio	2.19	0.85			1.01	0.12		0.31	0.30			
Uniform Delay, d1	45.5	41.5			60.0	49.2		39.9	39.7			
Progression Factor	0.23	0.18			1.00	1.00		1.00	1.00			
Incremental Delay, d2	578.8	3.8			32.9	0.2		0.2	0.4			
Delay (s)	589.5	11.1			92.9	49.4		40.1	40.1			
Level of Service	F	B			F	D		D	D			
Approach Delay (s)		60.2			86.2			40.1			0.0	
Approach LOS		E			F			D			A	

Intersection Summary			
HCM Average Control Delay	65.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: IH35 SBFR & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.29	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	455	2959						2828	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	940	310	431	692	0	0	0	0	144	11	87
RTOR Reduction (vph)	0	0	152	0	0	0	0	0	0	0	0	66
Lane Group Flow (vph)	0	940	158	431	692	0	0	0	0	0	155	21
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		38.0	38.0	61.0	61.0						36.0	36.0
Effective Green, g (s)		38.0	38.0	61.0	61.0						36.0	36.0
Actuated g/C Ratio		0.25	0.25	0.41	0.41						0.24	0.24
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		1077	335	185	1203						679	318
v/s Ratio Prot		c0.22			0.23							
v/s Ratio Perm			0.12	c0.95							0.05	0.02
v/c Ratio		0.87	0.47	2.33	0.58						0.23	0.07
Uniform Delay, d1		53.7	47.5	44.5	34.5						45.8	44.0
Progression Factor		1.00	1.00	0.31	0.10						1.00	1.00
Incremental Delay, d2		9.8	4.7	606.9	0.3						0.2	0.1
Delay (s)		63.5	52.2	620.7	3.7						46.0	44.1
Level of Service		E	D	F	A						D	D
Approach Delay (s)		60.7			240.5			0.0			45.3	
Approach LOS		E			F			A			D	

Intersection Summary			
HCM Average Control Delay	136.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
26: Lawrence St & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	983	110	32	700	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	1092	122	36	778	28	116	63	43	62	26	128
RTOR Reduction (vph)	0	0	55	0	0	10	0	7	0	0	32	0
Lane Group Flow (vph)	190	1092	67	36	778	18	0	215	0	0	184	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	19.1	82.5	82.5	7.0	70.4	70.4		24.4			17.6	
Effective Green, g (s)	19.1	82.5	82.5	7.0	70.4	70.4		24.4			17.6	
Actuated g/C Ratio	0.13	0.55	0.55	0.05	0.47	0.47		0.16			0.12	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	225	1627	871	83	1389	743		288			198	
v/s Ratio Prot	c0.11	c0.37		0.02	0.26			c0.12			c0.11	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.84	0.67	0.08	0.43	0.56	0.02		0.75			0.93	
Uniform Delay, d1	64.0	24.1	15.9	69.6	28.7	21.4		59.9			65.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	23.7	2.2	0.2	2.6	1.6	0.1		10.8			48.0	
Delay (s)	87.7	26.3	16.0	72.2	30.3	21.4		70.6			113.6	
Level of Service	F	C	B	E	C	C		E			F	
Approach Delay (s)		33.7			31.8			70.6			113.6	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1173	24	9	882	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1303	27	10	980	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	981	0	0	1330	0	0	1844	2334	666	1669	2347	491
Stage 1	-	-	-	-	-	-	1333	1333	-	1001	1001	-
Stage 2	-	-	-	-	-	-	511	1001	-	668	1346	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	699	-	-	515	-	-	46	36	402	63	36	523
Stage 1	-	-	-	-	-	-	162	221	-	260	319	-
Stage 2	-	-	-	-	-	-	514	319	-	414	218	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	699	-	-	515	-	-	42	35	402	58	35	523
Mov Capacity-2 Maneuver	-	-	-	-	-	-	42	35	-	58	35	-
Stage 1	-	-	-	-	-	-	160	218	-	257	313	-
Stage 2	-	-	-	-	-	-	494	313	-	395	216	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.2	45.7	38.3
HCM LOS	A	A	E	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	106							117
HCM Control Delay (s)	45.7	10.208	0	-	12.129	0.1	-	38.3
HCM Lane VC Ratio	0.168	0.011	-	-	0.019	-	-	0.076
HCM Lane LOS	E	B	A	-	B	A	-	E
HCM 95th Percentile Queue (veh)	0.575	0.034	-	-	0.059	-	-	0.242

Intersection	
Intersection Delay (sec/veh):	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1196	837	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	41	1329	930	43	24	68
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	973	0	0	0	1699	487
Stage 1	0	0	0	0	952	0
Stage 2	0	0	0	0	747	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	594	-	-	-	67	476
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	380	-
Mov Capacity-1 Maneuver	594	-	-	-	62.4	476
Mov Capacity-2 Maneuver	-	-	-	-	62.4	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	353.8	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	35.773
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					62	476
HCM Control Delay (s)	11.511	-	-	-	96.7	13.8
HCM Lane VC Ratio	0.069	-	0	-	0.394	0.142
HCM Lane LOS	B	-	-	-	F	B
HCM 95th Percentile Queue (veh)	0.222	-	0	-	1.484	0.493

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1290	27	46	876	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	1	1433	30	51	973	0	7	0	33	1	1	1
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	973	0	0	1463	0	-	2040	2527	732	1795	2542	487
Stage 1	0	0	0	0	0	-	1451	1451	0	1076	1076	0
Stage 2	0	0	0	0	0	-	589	1076	0	719	1466	0
Follow-up Headway	2.22	-	-	2.22	0	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	704	-	-	458	-	-	33	27	364	51	27	526
Stage 1	-	-	-	-	-	-	137	194	-	234	294	-
Stage 2	-	-	-	-	-	-	461	294	-	386	191	-
Mov Capacity-1 Maneuver	704	-	-	458	-	-	29	23.9	364	42.3	23.9	526
Mov Capacity-2 Maneuver	-	-	-	-	-	-	29	23.9	-	42.3	23.9	-
Stage 1	-	-	-	-	-	-	137	193.6	-	234	261.1	-
Stage 2	-	-	-	-	-	-	406.8	261.1	-	350	190.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.7	47.3	91.3
HCM LOS	A	A	E	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	124						45
HCM Control Delay (s)	47.3	10.122	-	-	13.845	-	91.3
HCM Lane VC Ratio	0.323	0.002	-	-	0.112	-	0.074
HCM Lane LOS	E	B	-	-	B	-	F
HCM 95th Percentile Queue (veh)	1.274	0.005	-	-	0.374	-	0.23

Intersection	
Intersection Delay (sec/veh):	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1298	10	65	921	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	1442	11	72	1023	58	8	1	140	26	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1081	0	0	1453	0	0	2134	2703	727	1948	2679	541
Stage 1	0	0	0	0	0	0	1477	1477	0	1197	1197	0
Stage 2	0	0	0	0	0	0	657	1226	0	751	1482	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	641	-	-	462	-	-	28	21	367	39	22	485
Stage 1	-	-	-	-	-	-	132	188	-	197	257	-
Stage 2	-	-	-	-	-	-	420	249	-	369	187	-
Mov Capacity-1 Maneuver	641	-	-	462	-	-	22	17.3	367	# 19.9	18.1	485
Mov Capacity-2 Maneuver	-	-	-	-	-	-	22	17.3	-	# 19.9	18.1	-
Stage 1	-	-	-	-	-	-	132	183.7	-	197	216.9	-
Stage 2	-	-	-	-	-	-	335.7	210.2	-	221.6	182.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.9	74.3	$ 457.4
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	186							36
HCM Control Delay (s)	74.3	10.746	-	-	14.231	-	-	$ 74.3
HCM Lane VC Ratio	0.8	0.023	-	-	0.156	-	-	1.389
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th Percentile Queue (veh)	5.504	0.069	-	-	0.55	-	-	5.293

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	430	593	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2614	2614	1399	0	0
Proportion Arriving On Green	0.00	0.88	0.88	0.88	0.00	0.00
Movement Delay, s/veh	0.0	0.5	0.8	1.0	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		478	1037		0	
Approach Delay, s/veh		0.5	0.9		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		60.00		0.00		60.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.06		0.00		4.06		
Maximum Green Setting (Gmax), s		73.00		39.00		53.00		
Max. Queue Clearance Time (g_c+I1), s		3.35		0.00		4.19		
Green Extension Time (g_e), s		7.91		0.00		7.83		
Probability of Phase Call (p_c)		1.000		0.000		1.000		
Probability of Max Out (p_x)		0.000		0.000		0.004		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	53.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	477.8	0.0	0.0	0.0	658.9	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2613.8	0.0	0.0	0.0	2613.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.183	0.000	0.000	0.000	0.252	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3600.1	0.0	0.0	0.0	2613.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	377.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.270	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.05	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		0.7						
HCM Level of Service		A						

HCM Signalized Intersection Capacity Analysis
20: N Culberson St & US 82

8/8/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1122	60	66	791	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.87			0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	2961		1770	2959		1770	1626			1787	
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00			0.66	
Satd. Flow (perm)	1770	2961		1770	2959		1223	1626			1216	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	1247	67	73	879	7	101	21	116	94	43	11
RTOR Reduction (vph)	0	2	0	0	0	0	0	87	0	0	2	0
Lane Group Flow (vph)	2	1312	0	73	886	0	101	50	0	0	146	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	1.0	82.3		8.7	90.0		35.0	35.0			35.0	
Effective Green, g (s)	1.0	82.3		8.7	90.0		35.0	35.0			35.0	
Actuated g/C Ratio	0.01	0.59		0.06	0.64		0.25	0.25			0.25	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	13	1741		110	1902		306	407			304	
v/s Ratio Prot	0.00	c0.44		c0.04	0.30			0.03				
v/s Ratio Perm							0.08				c0.12	
v/c Ratio	0.15	0.75		0.66	0.47		0.33	0.12			0.48	
Uniform Delay, d1	69.1	21.3		64.2	12.7		42.9	40.6			44.7	
Progression Factor	0.96	0.67		0.82	1.13		1.00	1.00			1.00	
Incremental Delay, d2	2.5	2.0		11.5	0.7		2.9	0.6			5.3	
Delay (s)	69.2	16.3		64.5	15.1		45.8	41.2			50.1	
Level of Service	E	B		E	B		D	D			D	
Approach Delay (s)		16.4			18.9			43.2			50.1	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	13	2124	98	100	2415	5	120	0	176	57	15	77
Proportion Arriving On Green	0.01	0.72	0.72	0.07	0.78	0.78	0.11	0.00	0.11	0.11	0.00	0.11
Movement Delay, s/veh	100.4	13.4	13.5	73.4	5.5	5.5	86.4	0.0	62.7	56.9	0.0	0.0
Movement LOS	F	B	B	E	A	A	F		E	E		
Approach Volume, veh/h		1440			1058			170			3	
Approach Delay, s/veh		13.7			9.3			74.5			56.9	
Approach LOS		B			A			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		6.0
Phase Duration (G+Y+Rc), s	14.57	107.43		20.50	6.22	115.77		20.50
Change Period (Y+Rc), s	5.00	5.00		5.00	5.00	5.00		5.00
Max. Allowable Headway (MAH), s	4.77	6.58		2.78	4.77	6.58		2.78
Maximum Green Setting (Gmax), s	10.60	101.30		10.10	6.20	112.50		15.50
Max. Queue Clearance Time (g_c+I1), s	7.50	36.82		9.11	2.53	16.99		17.50
Green Extension Time (g_e), s	0.04	51.31		0.02	0.00	67.25		0.00
Probability of Phase Call (p_c)	0.903	1.000		0.124	0.197	1.000		0.999
Probability of Max Out (p_x)	1.000	0.759		1.000	1.000	0.655		1.000

Left-Turn Movement Data								
Assigned Movement	1			7	5			3
Mvmt. Sat Flow, veh/h	1483.22			351.70	1483.22			1176.78

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		2954.49		0.03		3106.61		0.00

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		136.22		703.41		6.93		1615.00

Left Lane Group Data								
Assigned Movement	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T+R	L (Prot)			L
Lanes in Group	1	0	0	1	1	0	0	1
Group Volume (v), veh/h	58.9	0.0	0.0	3.3	5.6	0.0	0.0	84.4
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	0.0	1055.1	1483.2	0.0	0.0	1176.8
Queue Serve Time (g_s), s	5.5	0.0	0.0	0.0	0.5	0.0	0.0	8.4
Cycle Queue Clear Time (g_c), s	5.5	0.0	0.0	7.1	0.5	0.0	0.0	15.5

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	758.0	0.0	0.0	0.0	1176.8
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	15.5	0.0	0.0	0.0	15.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	8.4	0.0	0.0	0.0	8.4
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.4
Time to First Blk (g_f), s	0.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	0.333	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	99.6	0.0	0.0	148.5	12.7	0.0	0.0	119.8
Volume-to-Capacity Ratio (X)	0.591	0.000	0.000	0.022	0.436	0.000	0.000	0.705
Available Capacity (c_a), veh/h	110.3	0.0	0.0	148.5	64.5	0.0	0.0	119.8
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Uniform Delay (d1), s/veh	64.6	0.0	0.0	56.7	70.3	0.0	0.0	67.8
Incremental Delay (d2), s/veh	8.8	0.0	0.0	0.1	30.1	0.0	0.0	18.6
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	73.4	0.0	0.0	56.9	100.4	0.0	0.0	86.4
First-Term Queue (Q1), veh/ln	2.0	0.0	0.0	0.1	0.2	0.0	0.0	3.1
Second-Term Queue (Q2), veh/ln	0.2	0.0	0.0	0.0	0.1	0.0	0.0	0.6
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	2.3	0.0	0.0	0.1	0.3	0.0	0.0	3.7
Percentile Storage Ratio (RQ%)	0.54	0.00	0.00	0.02	0.06	0.00	0.00	0.08
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	721.6	0.0	0.0	0.0	499.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	34.6	0.0	0.0	0.0	15.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	34.6	0.0	0.0	0.0	15.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1119.4	0.0	0.0	0.0	1210.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.645	0.000	0.000	0.000	0.413	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1119.4	0.0	0.0	0.0	1229.6	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	10.5	0.0	0.0	0.0	5.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	2.9	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.4	0.0	0.0	0.0	5.5	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	10.2	0.0	0.0	0.0	3.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	11.1	0.0	0.0	0.0	4.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	1.46	0.00	0.00	0.00	0.41	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		T+R
Lanes in Group	0	1	0	0	0	1	0	1
Group Volume (v), veh/h	0.0	712.9	0.0	0.0	0.0	499.2	0.0	85.6
Group Sat. Flow (s), veh/h/ln	0.0	1533.3	0.0	0.0	0.0	1556.2	0.0	1615.0
Queue Serve Time (g_s), s	0.0	34.8	0.0	0.0	0.0	15.0	0.0	7.1
Cycle Queue Clear Time (g_c), s	0.0	34.8	0.0	0.0	0.0	15.0	0.0	7.1
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.089	0.000	0.667	0.000	0.004	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	1102.2	0.0	0.0	0.0	1209.7	0.0	175.7
Volume-to-Capacity Ratio (X)	0.000	0.647	0.000	0.000	0.000	0.413	0.000	0.487
Available Capacity (c_a), veh/h	0.0	1102.2	0.0	0.0	0.0	1228.6	0.0	175.7
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	10.5	0.0	0.0	0.0	5.2	0.0	59.8
Incremental Delay (d2), s/veh	0.0	2.9	0.0	0.0	0.0	0.3	0.0	3.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.5	0.0	0.0	0.0	5.5	0.0	62.7
First-Term Queue (Q1), veh/ln	0.0	10.1	0.0	0.0	0.0	3.9	0.0	3.2
Second-Term Queue (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.1	0.0	0.1
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	11.0	0.0	0.0	0.0	4.0	0.0	3.3
Percentile Storage Ratio (RQ%)	0.00	1.45	0.00	0.00	0.00	0.41	0.00	0.06
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	15.9
HCM Level of Service	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Lane Assignment												
Capacity, veh/h	93	1410	631	136	1547	23	205	27	206	23	41	108
Proportion Arriving On Green	0.06	0.48	0.48	0.09	0.51	0.51	0.16	0.16	0.16	0.12	0.12	0.12
Movement Delay, s/veh	73.9	33.0	23.2	69.8	24.0	24.0	65.2	0.0	63.5	63.1	0.0	0.0
Movement LOS	E	C	C	E	C	C	E		E	E		
Approach Volume, veh/h		1250			772			239			66	
Approach Delay, s/veh		33.5			28.9			64.5			63.1	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	11.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	17.96	73.81	27.00	22.50	13.87	77.90		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	4.70	3.72	6.46	6.54	4.70	3.72		
Maximum Green Setting (Gmax), s	13.50	65.50	22.00	17.50	10.00	71.40		
Max. Queue Clearance Time (g_c+I1), s	9.53	41.30	13.71	8.11	7.15	21.95		
Green Extension Time (g_e), s	0.08	7.59	1.10	0.21	0.03	8.46		
Probability of Phase Call (p_c)	0.960	1.000	1.000	1.000	0.887	1.000		
Probability of Max Out (p_x)	1.000	0.123	0.551	0.165	1.000	0.009		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		1317.49	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	174.01	330.71	3061.79

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	1323.77	874.01	45.02

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	82.2	0.0	133.3	65.6	55.6	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1491.5	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.5	0.0	11.7	6.1	5.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.5	0.0	11.7	6.1	5.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.883	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	136.1	0.0	232.3	172.6	93.1	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.604	0.000	0.574	0.380	0.597	0.000	0.000	0.000
Available Capacity (c_a), veh/h	141.7	0.0	232.3	172.6	105.0	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	61.7	0.0	55.3	56.9	64.5	0.0	0.0	0.0
Incremental Delay (d2), s/veh	8.1	0.0	9.9	6.2	9.5	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.8	0.0	65.2	63.1	73.9	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.8	0.0	4.3	2.2	1.9	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.3	0.0	0.6	0.3	0.2	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.1	0.0	4.9	2.5	2.1	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.45	0.00	0.12	0.06	0.31	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1026.7	0.0	0.0	0.0	345.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	39.3	0.0	0.0	0.0	19.9	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	39.3	0.0	0.0	0.0	19.9	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1409.8	0.0	0.0	0.0	787.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.728	0.000	0.000	0.000	0.439	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1409.8	0.0	0.0	0.0	787.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	29.7	0.0	0.0	0.0	22.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	3.3	0.0	0.0	0.0	1.8	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.0	0.0	0.0	0.0	24.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	13.0	0.0	0.0	0.0	6.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	13.6	0.0	0.0	0.0	7.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R	R			T+R		
Lanes in Group	0	1	1	0	0	1	0	0
Group Volume (v), veh/h	0.0	167.8	105.6	0.0	0.0	344.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	1323.8	0.0	0.0	1549.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	10.7	10.3	0.0	0.0	20.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	10.7	10.3	0.0	0.0	20.0	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	1.000	0.627	0.000	0.029	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	630.7	206.2	0.0	0.0	783.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.266	0.512	0.000	0.000	0.440	0.000	0.000
Available Capacity (c_a), veh/h	0.0	630.7	206.2	0.0	0.0	783.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	1.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	22.2	54.7	0.0	0.0	22.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.0	8.8	0.0	0.0	1.8	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.2	63.5	0.0	0.0	24.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.2	3.6	0.0	0.0	6.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.5	0.0	0.0	0.4	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.4	4.1	0.0	0.0	7.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.39	0.10	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	36.0
HCM Level of Service	D

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	802	10	0	494	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		200
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	223	891	11	0	549	18	8	1	2	24	0	116
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	1

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	567	0	0	902	0	0	1617	1892	451	1442	1898	274
Stage 1	0	0	0	0	0	0	1343	1343	0	549	549	0
Stage 2	0	0	0	0	0	0	274	549	0	893	1349	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	875	-	-	636	-	-	56	55	504	77	55	666
Stage 1	-	-	-	-	-	-	134	185	-	440	468	-
Stage 2	-	-	-	-	-	-	655	468	-	265	183	-
Mov Capacity-1 Maneuver	875	-	-	636	-	-	37.2	41	504	60.4	41	666
Mov Capacity-2 Maneuver	-	-	-	-	-	-	37.2	41	-	60.4	41	-
Stage 1	-	-	-	-	-	-	134	137.8	-	440	468	-
Stage 2	-	-	-	-	-	-	541.4	468	-	195	136.3	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	2.1	0	106.6	27.179
HCM LOS	A	A	F	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (vph)	46							60	666
HCM Control Delay (s)	106.6	10.518	-	-	0	-	-	101.3	11.5
HCM Lane VC Ratio	0.242	0.255	-	-	-	-	-	0.407	0.174
HCM Lane LOS	F	B	-	-	A	-	-	F	B
HCM 95th Percentile Queue (veh)	0.806	1.015	-	-	0	-	-	1.533	0.624

Intersection	
Intersection Delay (sec/veh)	44.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	121	44	190	182	366	0	0	758	70
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	0	0	0	134	49	211	202	407	0	0	842	78
Number of Lanes	0	1	0	0	1	1	1	2	0	0	2	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	3	3
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	3	3	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	3	3	2	1
HCM Control Delay	0	23	21.5	68.9
HCM LOS	N	C	C	F

Lane	NBLn1	NBLn2	NBLn3	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Volume Left (%)	100%	0%	0%	0%	73%	0%	0%	0%	0%
Volume Thru (%)	0%	100%	100%	100%	27%	0%	100%	100%	0%
Volume Right (%)	0%	0%	0%	0%	0%	100%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	182	183	183	0	165	190	379	379	70
Left Turning Volume	0	183	183	0	44	0	379	379	0
Through Volume	0	0	0	0	0	190	0	0	70
Right Turning Volume	182	0	0	0	121	0	0	0	0
Lane Flow Rate	202	203	203	0	183	211	421	421	78
Geometry Group	8	8	8	8	8	8	8	8	8
Degree of Utilization, X	0.546	0.52	0.498	0	0.523	0.539	1	1	0.165
Departure Headway, Hd	9.718	9.201	8.815	11.483	10.279	9.194	8.757	8.757	7.648
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	376	397	413	0	352	391	417	417	472
Service Time	7.341	6.841	6.466	9.27	8.034	6.972	6.457	6.457	5.348
HCM Lane V/C Ratio	0.537	0.511	0.492	0	0.52	0.54	1.01	1.01	0.165
HCM Control Delay	23.3	21.3	19.9	14.3	23.8	22.3	74.2	74.2	11.9
HCM Lane LOS	C	C	C	N	C	C	F	F	B
HCM 95th Percentile Queue	3.6	3.2	3	0	3.3	3.5	96.2	96.2	0.6

Intersection	
Intersection Delay (sec/veh)	37.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	97	28	220	0	0	0	0	453	30	319	574	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	108	31	244	0	0	0	0	503	33	354	638	0
Number of Lanes	0	1	1	0	0	0	0	2	0	1	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	25.3	42.7	39.2
HCM LOS	D	E	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2	SBLn3
Volume Left (%)	0%	0%	78%	0%	100%	0%	0%
Volume Thru (%)	100%	83%	22%	0%	0%	100%	100%
Volume Right (%)	0%	17%	0%	100%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	302	181	125	220	319	287	287
Left Turning Volume	302	151	28	0	0	287	287
Through Volume	0	30	0	220	0	0	0
Right Turning Volume	0	0	97	0	319	0	0
Lane Flow Rate	336	201	139	244	354	319	319
Geometry Group	8	8	8	8	8	8	8
Degree of Utilization, X	0.892	0.528	0.409	0.644	0.893	0.758	0.723
Departure Headway, Hd	9.566	9.446	10.604	9.487	9.067	8.552	8.167
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	379	382	339	379	401	424	443
Service Time	7.333	7.213	8.388	7.271	6.816	6.301	5.916
HCM Lane V/C Ratio	0.887	0.526	0.41	0.644	0.883	0.752	0.72
HCM Control Delay	54.8	22.4	20.6	28	52.9	33.7	29.6
HCM Lane LOS	F	C	C	D	F	D	D
HCM 95th Percentile Queue	23	3.3	2.1	5.4	23.3	9.3	7.8

HCM Signalized Intersection Capacity Analysis
13: US 82 & Hospital Dr

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.91			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (prot)	1480	2959			2959	1324		1394			1468	
Flt Permitted	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (perm)	1480	2959			2959	1324		1394			1468	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1117	0	0	762	36	1	0	2	98	0	13
RTOR Reduction (vph)	0	0	0	0	0	9	0	2	0	0	4	0
Lane Group Flow (vph)	4	1117	0	0	762	27	0	1	0	0	107	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6						
Actuated Green, G (s)	1.8	106.6			101.3	101.3		1.2			13.7	
Effective Green, g (s)	1.8	106.6			101.3	101.3		1.2			13.7	
Actuated g/C Ratio	0.01	0.76			0.72	0.72		0.01			0.10	
Clearance Time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)	1.0	3.0			3.0	3.0		1.0			1.0	
Lane Grp Cap (vph)	19	2253			2141	958		12			144	
v/s Ratio Prot	c0.00	c0.38			0.26			c0.00			c0.07	
v/s Ratio Perm						0.02						
v/c Ratio	0.21	0.50			0.36	0.03		0.08			0.75	
Uniform Delay, d1	68.4	6.4			7.2	5.5		68.9			61.5	
Progression Factor	1.00	1.00			0.15	0.04		1.00			1.00	
Incremental Delay, d2	2.0	0.8			0.4	0.0		1.1			16.6	
Delay (s)	70.4	7.2			1.5	0.3		70.0			78.1	
Level of Service	E	A			A	A		E			E	
Approach Delay (s)		7.4			1.4			70.0			78.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	9.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
16: US 82 & IH35 NBFR

8/8/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.07	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	113	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	992	0	0	857	156	267	2	378	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	278	0	0	0
Lane Group Flow (vph)	92	992	0	0	857	37	0	269	100	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	55.0	55.0			32.8	32.8		37.2	37.2			
Effective Green, g (s)	55.0	55.0			32.8	32.8		37.2	37.2			
Actuated g/C Ratio	0.39	0.39			0.23	0.23		0.27	0.27			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	44	1162			996	310		749	352			
v/s Ratio Prot		0.34			c0.20							
v/s Ratio Perm	c0.81					0.03		0.10	0.08			
v/c Ratio	2.09	0.85			0.86	0.12		0.36	0.29			
Uniform Delay, d1	42.5	38.8			51.4	42.2		41.7	40.8			
Progression Factor	0.24	0.19			0.92	2.18		1.00	1.00			
Incremental Delay, d2	530.6	3.6			7.1	0.2		0.3	0.4			
Delay (s)	540.8	10.8			54.6	92.4		42.0	41.3			
Level of Service	F	B			D	F		D	D			
Approach Delay (s)		55.8			60.4			41.6			0.0	
Approach LOS		E			E			D			A	

Intersection Summary			
HCM Average Control Delay	54.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: IH35 SBFR & US 82

8/8/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.29	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	455	2959						2828	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	940	310	431	692	0	0	0	0	144	11	87
RTOR Reduction (vph)	0	0	162	0	0	0	0	0	0	0	0	65
Lane Group Flow (vph)	0	940	148	431	692	0	0	0	0	0	155	22
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		34.0	34.0	55.0	55.0						36.0	36.0
Effective Green, g (s)		34.0	34.0	55.0	55.0						36.0	36.0
Actuated g/C Ratio		0.24	0.24	0.39	0.39						0.26	0.26
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		1033	322	179	1162						727	340
v/s Ratio Prot		c0.22			0.23							
v/s Ratio Perm			0.11	c0.95							0.05	0.02
v/c Ratio		0.91	0.46	2.41	0.60						0.21	0.07
Uniform Delay, d1		51.5	45.2	42.5	33.7						40.9	39.3
Progression Factor		1.00	1.09	0.25	0.08						1.00	1.00
Incremental Delay, d2		12.2	4.2	645.0	0.6						0.1	0.1
Delay (s)		63.5	53.4	655.7	3.3						41.0	39.4
Level of Service		E	D	F	A						D	D
Approach Delay (s)		61.0			253.7			0.0			40.4	
Approach LOS		E			F			A			D	

Intersection Summary			
HCM Average Control Delay	141.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	983	110	32	700	25	104	57	39	56	23	115
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1863	1566	1566	1690	1690	1690	1669	1669	1669
Lanes	1	2	1	1	3	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	239	1556	696	50	1607	57	179	90	47	131	67	196
Proportion Arriving On Green	0.16	0.53	0.53	0.03	0.38	0.38	0.25	0.25	0.25	0.25	0.25	0.25
Movement Delay, s/veh	45.6	15.7	9.6	48.1	18.8	20.1	33.5	0.0	0.0	29.6	0.0	0.0
Movement LOS	D	B	A	D	B	C	C			C		
Approach Volume, veh/h		1404			841			222			216	
Approach Delay, s/veh		19.2			20.4			33.5			29.6	
Approach LOS		B			C			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2		4	5	6		8
Case No	2.0	3.0		8.0	2.0	4.0		8.0
Phase Duration (G+Y+Rc), s	6.05	44.80		22.00	16.74	34.11		22.00
Change Period (Y+Rc), s	4.00	6.50		4.00	5.00	6.50		4.00
Max. Allowable Headway (MAH), s	3.20	4.92		6.64	3.77	4.92		6.64
Maximum Green Setting (Gmax), s	4.00	38.30		18.00	12.00	24.50		18.00
Max. Queue Clearance Time (g_c+I1), s	3.45	22.22		11.87	10.98	12.19		17.89
Green Extension Time (g_e), s	0.00	10.96		1.87	0.05	8.94		0.04
Probability of Phase Call (p_c)	0.513	1.000		1.000	0.979	1.000		1.000
Probability of Max Out (p_x)	1.000	0.652		1.000	1.000	0.753		1.000

Left-Turn Movement Data								
Assigned Movement	1			7	5			3
Mvmt. Sat Flow, veh/h	1774.04			387.08	1483.22			507.44

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		2959.02		158.98		4239.25		278.12

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		1323.77		794.89		151.05		190.29

Left Lane Group Data								
Assigned Movement	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T+R	L (Prot)			L+T+R
Lanes in Group	1	0	0	1	1	0	0	1
Group Volume (v), veh/h	35.6	0.0	0.0	215.6	190.0	0.0	0.0	222.2
Group Sat. Flow (s), veh/h/ln	1774.0	0.0	0.0	1340.9	1483.2	0.0	0.0	975.9
Queue Serve Time (g_s), s	1.4	0.0	0.0	0.0	9.0	0.0	0.0	6.0
Cycle Queue Clear Time (g_c), s	1.4	0.0	0.0	9.9	9.0	0.0	0.0	15.9

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	694.0	0.0	0.0	0.0	697.1
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	1327.2	0.0	0.0	0.0	927.4
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	18.0	0.0	0.0	0.0	18.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	8.1
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0
Time to First Blk (g_f), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	1.8
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	4.7	0.0	0.0	0.0	1.8
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	0.289	1.000	0.000	0.000	0.520
Lane Group Capacity (c), veh/h	50.0	0.0	0.0	395.0	239.1	0.0	0.0	316.2
Volume-to-Capacity Ratio (X)	0.712	0.000	0.000	0.546	0.795	0.000	0.000	0.703
Available Capacity (c_a), veh/h	97.4	0.0	0.0	395.0	244.3	0.0	0.0	316.2
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Uniform Delay (d1), s/veh	35.1	0.0	0.0	24.2	29.4	0.0	0.0	26.0
Incremental Delay (d2), s/veh	13.0	0.0	0.0	5.3	16.2	0.0	0.0	7.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	48.1	0.0	0.0	29.6	45.6	0.0	0.0	33.5
First-Term Queue (Q1), veh/ln	0.6	0.0	0.0	3.3	2.9	0.0	0.0	4.0
Second-Term Queue (Q2), veh/ln	0.2	0.0	0.0	0.6	1.1	0.0	0.0	0.7
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.8	0.0	0.0	3.9	4.0	0.0	0.0	4.7
Percentile Storage Ratio (RQ%)	0.05	0.00	0.00	0.21	0.69	0.00	0.00	0.22
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1092.2	0.0	0.0	0.0	522.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1425.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	20.2	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	20.2	0.0	0.0	0.0	10.2	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1555.6	0.0	0.0	0.0	1080.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.702	0.000	0.000	0.000	0.484	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1555.6	0.0	0.0	0.0	1080.3	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	13.0	0.0	0.0	0.0	17.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.7	0.0	0.0	0.0	18.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.8	0.0	0.0	0.0	3.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.04	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	122.2	0.0	0.0	0.0	283.1	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1539.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	3.5	0.0	0.0	0.0	10.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	3.5	0.0	0.0	0.0	10.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.000	0.593	0.000	0.098	0.000	0.195
Lane Group Capacity (c), veh/h	0.0	695.9	0.0	0.0	0.0	583.5	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.176	0.000	0.000	0.000	0.485	0.000	0.000
Available Capacity (c_a), veh/h	0.0	695.9	0.0	0.0	0.0	583.5	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	9.0	0.0	0.0	0.0	17.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	2.9	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.6	0.0	0.0	0.0	20.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.8	0.0	0.0	0.0	3.1	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.9	0.0	0.0	0.0	3.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.05	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	21.6
HCM Level of Service	C

Intersection	
Intersection Delay (sec/veh):	16

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1298	10	65	921	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	22	22	22	2	2	22	22	2	2
Movement Flow Rate	14	1442	11	72	1023	58	8	1	140	26	1	23
Number of Lanes	1	2	0	1	2	0	0	1	1	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1081	0	0	1453	0	0	2134	2703	727	1948	2679	541
Stage 1	0	0	0	0	0	0	1477	1477	0	1197	1197	0
Stage 2	0	0	0	0	0	0	657	1226	0	751	1482	0
Follow-up Headway	2.22	-	-	2.42	0	0	3.52	4.02	3.52	3.72	4.02	3.32
Pot Capacity-1 Maneuver	641	-	-	373	-	-	28	21	325	31	22	485
Stage 1	-	-	-	-	-	-	132	188	-	168	257	-
Stage 2	-	-	-	-	-	-	420	249	-	327	187	-
Mov Capacity-1 Maneuver	641	-	-	373	-	-	21.2	16.5	325	# 14	17.3	485
Mov Capacity-2 Maneuver	-	-	-	-	-	-	21.2	16.5	-	# 14	17.3	-
Stage 1	-	-	-	-	-	-	132	183.7	-	168	207.1	-
Stage 2	-	-	-	-	-	-	320.5	200.7	-	180.8	182.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	1.1	39.901	$ 754.8
HCM LOS	A	A	E	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	20	325							26
HCM Control Delay (s)	287.2	24.2	10.746	-	-	16.954	-	-	$ 287.2
HCM Lane VC Ratio	0.444	0.431	0.023	-	-	0.194	-	-	1.923
HCM Lane LOS	F	C	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	1.259	2.083	0.069	-	-	0.707	-	-	6.083

Medium-Term Improvements

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1198	892	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	9	1331	991	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1002	0	0	0	1680	501
Stage 1	0	0	0	0	997	0
Stage 2	0	0	0	0	683	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	577	-	-	-	70	466
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	413	-
Mov Capacity-1 Maneuver	577	-	-	-	69	466
Mov Capacity-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	406.8	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	37
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					127
HCM Control Delay (s)	11.337	-	-	-	37
HCM Lane VC Ratio	0.015	-	0	-	0.114
HCM Lane LOS	B	-	-	-	E
HCM 95th Percentile Queue (veh)	0.047	-	0	-	0.375

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	350	363	2	1	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	60			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	389	403	2	1	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	406	0	0	0	601	203
Stage 1	0	0	0	0	404	0
Stage 2	0	0	0	0	197	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	1018	-	-	-	388	747
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	760	-
Mov Capacity-1 Maneuver	1018	-	-	-	387.6	747
Mov Capacity-2 Maneuver	-	-	-	-	387.6	-
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	759.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (vph)						571
HCM Control Delay (s)	8.54	-	-	-	-	11.3
HCM Lane VC Ratio	0.001	-	0	-	-	0.006
HCM Lane LOS	A	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.003	-	0	-	-	0.018

HCM Signalized Intersection Capacity Analysis
20: N Culberson St & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1122	60	66	791	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1787	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1787	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	1247	67	73	879	7	101	21	116	94	43	11
RTOR Reduction (vph)	0	3	0	0	0	0	0	28	0	0	3	0
Lane Group Flow (vph)	2	1311	0	73	886	0	0	210	0	0	145	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.1	56.5		7.8	63.2			26.1			11.0	
Effective Green, g (s)	1.1	56.5		7.8	63.2			26.1			11.0	
Actuated g/C Ratio	0.01	0.47		0.07	0.53			0.22			0.09	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	16	1401		116	1566			372			165	
v/s Ratio Prot	0.00	c0.44		c0.04	0.30			c0.12			c0.08	
v/s Ratio Perm												
v/c Ratio	0.12	0.94		0.63	0.57			0.56			0.88	
Uniform Delay, d1	58.7	29.7		54.4	18.9			41.6			53.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.6	12.9		8.9	1.5			6.1			44.1	
Delay (s)	61.2	42.6		63.3	20.4			47.7			97.7	
Level of Service	E	D		E	C			D			F	
Approach Delay (s)		42.7			23.6			47.7			97.7	
Approach LOS		D			C			D			F	

Intersection Summary			
HCM Average Control Delay	39.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	119.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
32: Fair Ave & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1480	2940		1480	2958			1416			1394	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (perm)	1480	2940		1480	2958			1416			1394	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	1371	63	59	997	2	84	0	86	1	0	2
RTOR Reduction (vph)	0	2	0	0	0	0	0	34	0	0	2	0
Lane Group Flow (vph)	6	1432	0	59	999	0	0	136	0	0	1	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		3	3	
Permitted Phases												
Actuated Green, G (s)	1.2	42.9		5.2	46.9			5.1			1.3	
Effective Green, g (s)	1.2	42.9		5.2	46.9			5.1			1.3	
Actuated g/C Ratio	0.02	0.58		0.07	0.63			0.07			0.02	
Clearance Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Vehicle Extension (s)	4.0	5.0		4.0	4.0			4.0			5.0	
Lane Grp Cap (vph)	24	1693		103	1862			97			24	
v/s Ratio Prot	0.00	c0.49		c0.04	c0.34			c0.10			c0.00	
v/s Ratio Perm												
v/c Ratio	0.25	0.85		0.57	0.54			1.40			0.04	
Uniform Delay, d1	36.2	13.1		33.6	7.7			34.7			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	7.3	5.4		8.9	0.4			229.6			1.5	
Delay (s)	43.5	18.5		42.5	8.1			264.3			37.5	
Level of Service	D	B		D	A			F			D	
Approach Delay (s)		18.6			10.0			264.3			37.5	
Approach LOS		B			B			F			D	

Intersection Summary			
HCM Average Control Delay	30.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	74.5	Sum of lost time (s)	25.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	69	1135	508	100	1240	18	150	20	134	34	59	157
Proportion Arriving On Green	0.05	0.38	0.38	0.07	0.41	0.41	0.22	0.22	0.22	0.18	0.18	0.18
Movement Delay, s/veh	91.9	52.3	32.1	84.1	35.1	35.2	70.0	0.0	0.0	51.8	0.0	0.0
Movement LOS	F	D	C	F	D	D	E			D		
Approach Volume, veh/h		1250			772			239			66	
Approach Delay, s/veh		51.4			40.4			70.0			51.8	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	14.45	60.00	35.00	30.00	11.47	62.98		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	4.70	3.72	6.98	6.54	4.70	3.72		
Maximum Green Setting (Gmax), s	25.00	53.50	30.00	25.00	25.00	53.50		
Max. Queue Clearance Time (g_c+I1), s	9.63	47.66	24.28	7.65	7.17	25.69		
Green Extension Time (g_e), s	0.22	3.50	0.96	0.34	0.14	7.86		
Probability of Phase Call (p_c)	0.959	1.000	1.000	1.000	0.884	1.000		
Probability of Max Out (p_x)	0.000	0.805	1.000	0.001	0.000	0.085		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3061.79

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	45.02

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	82.2	0.0	238.9	65.6	55.6	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.6	0.0	22.3	5.6	5.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.6	0.0	22.3	5.6	5.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	100.5	0.0	303.9	249.9	68.8	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.818	0.000	0.786	0.262	0.808	0.000	0.000	0.000
Available Capacity (c_a), veh/h	265.9	0.0	303.9	249.9	265.9	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	64.2	0.0	51.7	49.3	65.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	20.0	0.0	18.3	2.5	26.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.1	0.0	70.0	51.8	91.9	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.8	0.0	7.6	2.0	1.9	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.6	0.0	1.5	0.2	0.5	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.4	0.0	9.1	2.2	2.4	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.49	0.00	0.21	0.05	0.35	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1026.7	0.0	0.0	0.0	345.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	45.7	0.0	0.0	0.0	23.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	45.7	0.0	0.0	0.0	23.7	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1135.3	0.0	0.0	0.0	630.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.904	0.000	0.000	0.000	0.548	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1135.3	0.0	0.0	0.0	630.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	40.6	0.0	0.0	0.0	31.7	0.0	0.0
Incremental Delay (d2), s/veh	0.0	11.8	0.0	0.0	0.0	3.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.3	0.0	0.0	0.0	35.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	15.6	0.0	0.0	0.0	8.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	1.9	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.5	0.0	0.0	0.0	9.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	167.8	0.0	0.0	0.0	344.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1549.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	12.5	0.0	0.0	0.0	23.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	12.5	0.0	0.0	0.0	23.7	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.029	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	507.9	0.0	0.0	0.0	627.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.330	0.000	0.000	0.000	0.548	0.000	0.000
Available Capacity (c_a), veh/h	0.0	507.9	0.0	0.0	0.0	627.6	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	30.3	0.0	0.0	0.0	31.7	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	3.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.1	0.0	0.0	0.0	35.2	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	8.4	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.1	0.0	0.0	0.0	9.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.48	0.00	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		49.6						
HCM Level of Service		D						

Intersection	
Intersection Delay (sec/veh)	46.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	0	0	121	44	190	182	355	11	2	758	70
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	0	0	0	134	49	211	202	394	12	2	842	78
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	0	30.8	38.4	58.5
HCM LOS	N	D	E	F

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Volume Left (%)	51%	0%	0%	34%	1%	0%
Volume Thru (%)	49%	94%	100%	12%	99%	84%
Volume Right (%)	0%	6%	0%	54%	0%	16%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	359	188	0	355	381	449
Left Turning Volume	177	177	0	44	379	379
Through Volume	0	11	0	190	0	70
Right Turning Volume	182	0	0	121	2	0
Lane Flow Rate	399	209	0	394	423	499
Geometry Group	7	7	2	2	7	7
Degree of Utilization, X	0.901	0.455	0	0.781	0.891	1
Departure Headway, Hd	8.119	7.816	9.351	7.13	7.575	7.46
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	451	467	0	517	474	484
Service Time	5.75	5.455	7.28	5.046	5.373	5.258
HCM Lane V/C Ratio	0.885	0.448	0	0.762	0.892	1.031
HCM Control Delay	49.8	16.8	12.3	30.8	46.5	68.6
HCM Lane LOS	E	C	N	D	E	F
HCM 95th Percentile Queue	25.4	2.5	0	10.6	23.1	103.5

Intersection	
Intersection Delay (sec/veh)	37.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	97	28	220	0	0	0	0	453	30	319	574	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	108	31	244	0	0	0	0	503	33	354	638	0
Number of Lanes	0	1	0	0	0	0	0	2	0	1	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	52.3	38.2	30.9
HCM LOS	F	E	D

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2	SBLn3
Volume Left (%)	0%	0%	28%	100%	0%	0%
Volume Thru (%)	100%	83%	8%	0%	100%	100%
Volume Right (%)	0%	17%	64%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	302	181	345	319	287	287
Left Turning Volume	302	151	28	0	287	287
Through Volume	0	30	220	0	0	0
Right Turning Volume	0	0	97	319	0	0
Lane Flow Rate	336	201	383	354	319	319
Geometry Group	8	8	7	7	7	7
Degree of Utilization, X	0.861	0.509	0.903	0.827	0.698	0.664
Departure Headway, Hd	9.239	9.118	8.483	8.398	7.882	7.495
Convergence(Y/N)	Yes	Yes	Yes	Yes	Yes	Yes
Capacity	393	394	425	432	459	482
Service Time	7.022	6.901	6.245	6.161	5.644	5.257
HCM Lane V/C Ratio	0.855	0.51	0.901	0.819	0.695	0.662
HCM Control Delay	48.5	21.1	52.3	40.5	27	24
HCM Lane LOS	E	C	F	E	D	C
HCM 95th Percentile Queue	17.8	3.1	25.8	14	6.9	5.9

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1302	4	21	856	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	6	1447	4	23	951	7	0	0	16	2	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	958	0	0	1451	0	0	-	2464	726	1735	2463	479
Stage 1	0	0	0	0	0	0	-	1460	0	1001	1001	0
Stage 2	0	0	0	0	0	0	-	1004	0	734	1462	0
Follow-up Headway	2.22	-	-	2.22	0	0	-	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	713	-	-	462	-	-	-	30	367	56	30	533
Stage 1	-	-	-	-	-	-	-	192	-	260	319	-
Stage 2	-	-	-	-	-	-	-	318	-	378	192	-
Mov Capacity-1 Maneuver	713	-	-	462	-	-	-	28.2	367	51.2	28.2	533
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	28.2	-	51.2	28.2	-
Stage 1	-	-	-	-	-	-	-	190.5	-	260	302.7	-
Stage 2	-	-	-	-	-	-	-	301.8	-	359.1	190.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	15.2	27.2
HCM LOS	A	A	C	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	367							172
HCM Control Delay (s)	15.2	10.089	-	-	13.206	-	-	27.2
HCM Lane VC Ratio	0.042	0.008	-	-	0.051	-	-	0.058
HCM Lane LOS	C	B	-	-	B	-	-	D
HCM 95th Percentile Queue (veh)	0.132	0.024	-	-	0.159	-	-	0.184

HCM Unsignalized Intersection Capacity Analysis
29: Hillcrest Ave & US 82

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	1319	15	69	926	1	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	3	1466	17	77	1029	1	4	0	2	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1007							
pX, platoon unblocked	0.85						0.85	0.85		0.85	0.85	0.85
vC, conflicting volume	1030			1482			2148	2664	741	1924	2672	515
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	674			1482			1994	2603	741	1730	2612	66
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	100			79			78	100	99	100	100	100
cM capacity (veh/h)	670			362			20	12	317	32	12	782

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	736	749	77	686	344	7
Volume Left	3	0	77	0	0	4
Volume Right	0	17	0	0	1	2
cSH	670	1700	362	1700	1700	29
Volume to Capacity	0.00	0.44	0.21	0.40	0.20	0.23
Queue Length 95th (ft)	0	0	20	0	0	18
Control Delay (s)	0.1	0.0	17.6	0.0	0.0	163.8
Lane LOS	A		C			F
Approach Delay (s)	0.1		1.2			163.8
Approach LOS						F

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
13: US 82 & Hospital Dr

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Lane Util. Factor	1.00	0.95			0.95	1.00		1.00			1.00	
Frt	1.00	1.00			1.00	0.85		0.91			0.98	
Flt Protected	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (prot)	1480	2959			2959	1324		1394			1468	
Flt Permitted	0.95	1.00			1.00	1.00		0.98			0.96	
Satd. Flow (perm)	1480	2959			2959	1324		1394			1468	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	1117	0	0	762	36	1	0	2	98	0	13
RTOR Reduction (vph)	0	0	0	0	0	12	0	2	0	0	3	0
Lane Group Flow (vph)	4	1117	0	0	762	24	0	1	0	0	108	0
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases						6						
Actuated Green, G (s)	0.7	42.6			38.4	38.4		0.8			9.3	
Effective Green, g (s)	0.7	42.6			38.4	38.4		0.8			9.3	
Actuated g/C Ratio	0.01	0.60			0.54	0.54		0.01			0.13	
Clearance Time (s)	5.5	7.5			5.5	5.5		5.5			5.5	
Vehicle Extension (s)	1.0	3.0			3.0	3.0		1.0			1.0	
Lane Grp Cap (vph)	15	1770			1596	714		16			192	
v/s Ratio Prot	0.00	c0.38			0.26			c0.00			c0.07	
v/s Ratio Perm						0.02						
v/c Ratio	0.27	0.63			0.48	0.03		0.06			0.56	
Uniform Delay, d1	35.0	9.2			10.2	7.7		34.8			29.0	
Progression Factor	1.00	1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2	3.5	0.7			0.2	0.0		0.6			2.2	
Delay (s)	38.4	10.0			10.4	7.7		35.4			31.2	
Level of Service	D	A			B	A		D			C	
Approach Delay (s)		10.1			10.3			35.4			31.2	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM Average Control Delay	11.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	71.2	Sum of lost time (s)	18.5
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
16: US 82 & IH35 NBFR

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.07	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	106	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	992	0	0	857	156	267	2	378	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	125	0	0	257	0	0	0
Lane Group Flow (vph)	92	992	0	0	857	31	0	269	121	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Effective Green, g (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Actuated g/C Ratio	0.39	0.39			0.20	0.20		0.31	0.31			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	42	1164			850	265		864	406			
v/s Ratio Prot		0.34			c0.20							
v/s Ratio Perm	c0.87					0.02		0.10	0.09			
v/c Ratio	2.19	0.85			1.01	0.12		0.31	0.30			
Uniform Delay, d1	45.5	41.5			60.0	49.2		39.9	39.7			
Progression Factor	0.23	0.18			1.00	1.00		1.00	1.00			
Incremental Delay, d2	578.8	3.8			32.9	0.2		0.2	0.4			
Delay (s)	589.5	11.1			92.9	49.4		40.1	40.1			
Level of Service	F	B			F	D		D	D			
Approach Delay (s)		60.2			86.2			40.1			0.0	
Approach LOS		E			F			D			A	

Intersection Summary			
HCM Average Control Delay	65.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.29		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: IH35 SBFR & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.29	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	455	2959						2828	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	940	310	431	692	0	0	0	0	144	11	87
RTOR Reduction (vph)	0	0	152	0	0	0	0	0	0	0	0	66
Lane Group Flow (vph)	0	940	158	431	692	0	0	0	0	0	155	21
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		38.0	38.0	61.0	61.0						36.0	36.0
Effective Green, g (s)		38.0	38.0	61.0	61.0						36.0	36.0
Actuated g/C Ratio		0.25	0.25	0.41	0.41						0.24	0.24
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		1077	335	185	1203						679	318
v/s Ratio Prot		c0.22			0.23							
v/s Ratio Perm			0.12	c0.95							0.05	0.02
v/c Ratio		0.87	0.47	2.33	0.58						0.23	0.07
Uniform Delay, d1		53.7	47.5	44.5	34.5						45.8	44.0
Progression Factor		1.00	1.00	0.31	0.10						1.00	1.00
Incremental Delay, d2		9.8	4.7	606.9	0.3						0.2	0.1
Delay (s)		63.5	52.2	620.7	3.7						46.0	44.1
Level of Service		E	D	F	A						D	D
Approach Delay (s)		60.7			240.5			0.0			45.3	
Approach LOS		E			F			A			D	

Intersection Summary			
HCM Average Control Delay	136.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
26: Lawrence St & US 82

8/7/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	983	110	32	700	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	190	1092	122	36	778	28	116	63	43	62	26	128
RTOR Reduction (vph)	0	0	55	0	0	10	0	7	0	0	32	0
Lane Group Flow (vph)	190	1092	67	36	778	18	0	215	0	0	184	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	19.1	82.5	82.5	7.0	70.4	70.4		24.4			17.6	
Effective Green, g (s)	19.1	82.5	82.5	7.0	70.4	70.4		24.4			17.6	
Actuated g/C Ratio	0.13	0.55	0.55	0.05	0.47	0.47		0.16			0.12	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	225	1627	871	83	1389	743		288			198	
v/s Ratio Prot	c0.11	c0.37		0.02	0.26			c0.12			c0.11	
v/s Ratio Perm			0.04			0.01						
v/c Ratio	0.84	0.67	0.08	0.43	0.56	0.02		0.75			0.93	
Uniform Delay, d1	64.0	24.1	15.9	69.6	28.7	21.4		59.9			65.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	23.7	2.2	0.2	2.6	1.6	0.1		10.8			48.0	
Delay (s)	87.7	26.3	16.0	72.2	30.3	21.4		70.6			113.6	
Level of Service	F	C	B	E	C	C		E			F	
Approach Delay (s)		33.7			31.8			70.6			113.6	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1173	24	9	882	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1303	27	10	980	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	981	0	0	1330	0	0	1844	2334	666	1669	2347	491
Stage 1	-	-	-	-	-	-	1333	1333	-	1001	1001	-
Stage 2	-	-	-	-	-	-	511	1001	-	668	1346	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	699	-	-	515	-	-	46	36	402	63	36	523
Stage 1	-	-	-	-	-	-	162	221	-	260	319	-
Stage 2	-	-	-	-	-	-	514	319	-	414	218	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	699	-	-	515	-	-	42	35	402	58	35	523
Mov Capacity-2 Maneuver	-	-	-	-	-	-	42	35	-	58	35	-
Stage 1	-	-	-	-	-	-	160	218	-	257	313	-
Stage 2	-	-	-	-	-	-	494	313	-	395	216	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.2	45.7	38.3
HCM LOS	A	A	E	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	106							117
HCM Control Delay (s)	45.7	10.208	0	-	12.129	0.1	-	38.3
HCM Lane VC Ratio	0.168	0.011	-	-	0.019	-	-	0.076
HCM Lane LOS	E	B	A	-	B	A	-	E
HCM 95th Percentile Queue (veh)	0.575	0.034	-	-	0.059	-	-	0.242

Intersection	
Intersection Delay (sec/veh):	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1196	837	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	41	1329	930	43	24	68
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	973	0	0	0	1699	487
Stage 1	0	0	0	0	952	0
Stage 2	0	0	0	0	747	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	594	-	-	-	67	476
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	380	-
Mov Capacity-1 Maneuver	594	-	-	-	62.4	476
Mov Capacity-2 Maneuver	-	-	-	-	62.4	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	353.8	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	35.773
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					62	476
HCM Control Delay (s)	11.511	-	-	-	96.7	13.8
HCM Lane VC Ratio	0.069	-	0	-	0.394	0.142
HCM Lane LOS	B	-	-	-	F	B
HCM 95th Percentile Queue (veh)	0.222	-	0	-	1.484	0.493

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1290	27	46	876	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	1	1433	30	51	973	0	7	0	33	1	1	1
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	973	0	0	1463	0	-	2040	2527	732	1795	2542	487
Stage 1	0	0	0	0	0	-	1451	1451	0	1076	1076	0
Stage 2	0	0	0	0	0	-	589	1076	0	719	1466	0
Follow-up Headway	2.22	-	-	2.22	0	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	704	-	-	458	-	-	33	27	364	51	27	526
Stage 1	-	-	-	-	-	-	137	194	-	234	294	-
Stage 2	-	-	-	-	-	-	461	294	-	386	191	-
Mov Capacity-1 Maneuver	704	-	-	458	-	-	29	23.9	364	42.3	23.9	526
Mov Capacity-2 Maneuver	-	-	-	-	-	-	29	23.9	-	42.3	23.9	-
Stage 1	-	-	-	-	-	-	137	193.6	-	234	261.1	-
Stage 2	-	-	-	-	-	-	406.8	261.1	-	350	190.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.7	47.3	91.3
HCM LOS	A	A	E	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	124						45
HCM Control Delay (s)	47.3	10.122	-	-	13.845	-	91.3
HCM Lane VC Ratio	0.323	0.002	-	-	0.112	-	0.074
HCM Lane LOS	E	B	-	-	B	-	F
HCM 95th Percentile Queue (veh)	1.274	0.005	-	-	0.374	-	0.23

Intersection	
Intersection Delay (sec/veh):	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1298	10	65	921	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	1442	11	72	1023	58	8	1	140	26	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1081	0	0	1453	0	0	2134	2703	727	1948	2679	541
Stage 1	0	0	0	0	0	0	1477	1477	0	1197	1197	0
Stage 2	0	0	0	0	0	0	657	1226	0	751	1482	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	641	-	-	462	-	-	28	21	367	39	22	485
Stage 1	-	-	-	-	-	-	132	188	-	197	257	-
Stage 2	-	-	-	-	-	-	420	249	-	369	187	-
Mov Capacity-1 Maneuver	641	-	-	462	-	-	22	17.3	367	# 19.9	18.1	485
Mov Capacity-2 Maneuver	-	-	-	-	-	-	22	17.3	-	# 19.9	18.1	-
Stage 1	-	-	-	-	-	-	132	183.7	-	197	216.9	-
Stage 2	-	-	-	-	-	-	335.7	210.2	-	221.6	182.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.9	74.3	$ 457.4
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	186							36
HCM Control Delay (s)	74.3	10.746	-	-	14.231	-	-	$ 74.3
HCM Lane VC Ratio	0.8	0.023	-	-	0.156	-	-	1.389
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th Percentile Queue (veh)	5.504	0.069	-	-	0.55	-	-	5.293

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	430	593	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2614	2614	1399	0	0
Proportion Arriving On Green	0.00	0.88	0.88	0.88	0.00	0.00
Movement Delay, s/veh	0.0	0.5	0.8	1.0	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		478	1037		0	
Approach Delay, s/veh		0.5	0.9		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		60.00		0.00		60.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.06		0.00		4.06		
Maximum Green Setting (Gmax), s		73.00		39.00		53.00		
Max. Queue Clearance Time (g_c+I1), s		3.35		0.00		4.19		
Green Extension Time (g_e), s		7.91		0.00		7.83		
Probability of Phase Call (p_c)		1.000		0.000		1.000		
Probability of Max Out (p_x)		0.000		0.000		0.004		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	53.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	477.8	0.0	0.0	0.0	658.9	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2613.8	0.0	0.0	0.0	2613.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.183	0.000	0.000	0.000	0.252	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3600.1	0.0	0.0	0.0	2613.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	377.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.270	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.05	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		0.7						
HCM Level of Service		A						

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1206	882	10	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		0	0		0	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	0	1340	980	11	0	8
Number of Lanes	0	3	3	0	0	1

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	-	0	0	0	-	496
Stage 1	-	0	0	0	-	0
Stage 2	-	0	0	0	-	0
Follow-up Headway	-	-	0	0	-	3.92
Pot Capacity-1 Maneuver	-	-	-	-	-	444
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	-	-	-	444
Mov Capacity-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	13.3
HCM LOS	A	A	B

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				444
HCM Control Delay (s)	-	-	-	13.3
HCM Lane VC Ratio	0	0	-	0.018
HCM Lane LOS	-	-	-	B
HCM 95th Percentile Queue (veh)	0	0	-	0.053

HCM Signalized Intersection Capacity Analysis
20: N Culberson St & US 82

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	1122	60	133	791	6	101	20	104	116	42	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00			1.00	
Frt	1.00	0.99		1.00	1.00		1.00	0.87			0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	4255		1770	4252		1770	1628			1786	
Flt Permitted	0.95	1.00		0.95	1.00		0.66	1.00			0.73	
Satd. Flow (perm)	1770	4255		1770	4252		1227	1628			1345	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	1247	67	148	879	7	112	22	116	129	47	11
RTOR Reduction (vph)	0	9	0	0	1	0	0	73	0	0	3	0
Lane Group Flow (vph)	19	1305	0	148	885	0	112	65	0	0	184	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	1.0	20.8		9.2	29.0		26.0	26.0			26.0	
Effective Green, g (s)	1.0	20.8		9.2	29.0		26.0	26.0			26.0	
Actuated g/C Ratio	0.01	0.30		0.13	0.41		0.37	0.37			0.37	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5		2.5	2.5			2.5	
Lane Grp Cap (vph)	25	1264		233	1762		456	605			500	
v/s Ratio Prot	0.01	c0.31		c0.08	0.21			0.04				
v/s Ratio Perm							0.09				c0.14	
v/c Ratio	0.76	1.03		0.64	0.50		0.25	0.11			0.37	
Uniform Delay, d1	34.4	24.6		28.8	15.2		15.2	14.4			16.0	
Progression Factor	1.17	0.98		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	55.6	28.8		4.9	1.0		1.3	0.4			2.1	
Delay (s)	96.0	52.8		33.7	16.2		16.5	14.8			18.1	
Level of Service	F	D		C	B		B	B			B	
Approach Delay (s)		53.4			18.7			15.5			18.1	
Approach LOS		D			B			B			B	

Intersection Summary			
HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1452	57	53	897	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	2028	79	91	2286	5	173	0	245	75	16	113
Proportion Arriving On Green	0.01	0.68	0.68	0.06	0.74	0.74	0.15	0.00	0.15	0.15	0.00	0.15
Movement Delay, s/veh	108.1	21.8	22.2	76.8	7.6	7.6	70.9	0.0	57.9	51.3	0.0	0.0
Movement LOS	F	C	C	E	A	A	E		E	D		
Approach Volume, veh/h		1682			1058			170			3	
Approach Delay, s/veh		22.3			11.4			64.4			51.3	
Approach LOS		C			B			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2		4	5	6		8
Case No	2.0	4.0		8.0	2.0	4.0		6.0
Phase Duration (G+Y+Rc), s	13.75	101.91		26.60	5.99	109.68		26.60
Change Period (Y+Rc), s	5.00	5.00		5.00	5.00	5.00		5.00
Max. Allowable Headway (MAH), s	3.77	4.98		2.29	3.77	4.98		2.29
Maximum Green Setting (Gmax), s	9.70	96.00		8.10	5.00	106.40		21.60
Max. Queue Clearance Time (g_c+I1), s	7.52	56.05		8.76	2.53	19.75		18.61
Green Extension Time (g_e), s	0.02	27.75		0.00	0.00	41.35		0.04
Probability of Phase Call (p_c)	0.902	1.000		0.123	0.197	1.000		1.000
Probability of Max Out (p_x)	1.000	0.660		1.000	1.000	0.379		0.346

Left-Turn Movement Data								
Assigned Movement	1			7	5			3
Mvmt. Sat Flow, veh/h	1483.22			372.42	1483.22			1176.78

Through Movement Data								
Assigned Movement		2		4		6		8
Mvmt. Sat Flow, veh/h		2977.73		0.03		3106.61		0.00

Right-Turn Movement Data								
Assigned Movement		12		14		16		18
Mvmt. Sat Flow, veh/h		116.47		744.83		6.93		1615.00

Left Lane Group Data								
Assigned Movement	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T+R	L (Prot)			L
Lanes in Group	1	0	0	1	1	0	0	1
Group Volume (v), veh/h	58.9	0.0	0.0	3.3	5.6	0.0	0.0	84.4
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	0.0	1117.3	1483.2	0.0	0.0	1176.8
Queue Serve Time (g_s), s	5.5	0.0	0.0	0.0	0.5	0.0	0.0	9.9
Cycle Queue Clear Time (g_c), s	5.5	0.0	0.0	6.8	0.5	0.0	0.0	16.6

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	758.0	0.0	0.0	0.0	1176.8
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	21.6	0.0	0.0	0.0	21.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	14.8	0.0	0.0	0.0	14.8
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9
Time to First Blk (g_f), s	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.000	0.333	1.000	0.000	0.000	1.000
Lane Group Capacity (c), veh/h	91.3	0.0	0.0	203.4	10.3	0.0	0.0	173.4
Volume-to-Capacity Ratio (X)	0.645	0.000	0.000	0.016	0.541	0.000	0.000	0.487
Available Capacity (c_a), veh/h	101.1	0.0	0.0	203.4	52.1	0.0	0.0	173.4
Upstream Filter Factor (I)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Uniform Delay (d1), s/veh	65.2	0.0	0.0	51.3	70.4	0.0	0.0	61.5
Incremental Delay (d2), s/veh	11.5	0.0	0.0	0.0	37.7	0.0	0.0	9.5
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	76.8	0.0	0.0	51.3	108.1	0.0	0.0	70.9
First-Term Queue (Q1), veh/ln	2.1	0.0	0.0	0.1	0.2	0.0	0.0	3.0
Second-Term Queue (Q2), veh/ln	0.3	0.0	0.0	0.0	0.1	0.0	0.0	0.5
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	0.000	1.000	1.000	0.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	2.3	0.0	0.0	0.1	0.3	0.0	0.0	3.4
Percentile Storage Ratio (RQ%)	0.55	0.00	0.00	0.02	0.06	0.00	0.00	0.07
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	841.0	0.0	0.0	0.0	499.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	53.2	0.0	0.0	0.0	17.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	53.2	0.0	0.0	0.0	17.8	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1060.9	0.0	0.0	0.0	1145.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.793	0.000	0.000	0.000	0.436	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1060.9	0.0	0.0	0.0	1164.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	15.7	0.0	0.0	0.0	7.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	6.1	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.8	0.0	0.0	0.0	7.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	16.5	0.0	0.0	0.0	5.1	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	18.3	0.0	0.0	0.0	5.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.22	0.00	0.00	0.00	0.52	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	0	14	0	16	0	18
Lane Assignment		T+R				T+R		T+R
Lanes in Group	0	1	0	0	0	1	0	1
Group Volume (v), veh/h	0.0	835.7	0.0	0.0	0.0	499.2	0.0	85.6
Group Sat. Flow (s), veh/h/ln	0.0	1536.8	0.0	0.0	0.0	1556.2	0.0	1615.0
Queue Serve Time (g_s), s	0.0	54.1	0.0	0.0	0.0	17.8	0.0	6.8
Cycle Queue Clear Time (g_c), s	0.0	54.1	0.0	0.0	0.0	17.8	0.0	6.8
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.076	0.000	0.667	0.000	0.004	0.000	1.000
Lane Group Capacity (c), veh/h	0.0	1046.9	0.0	0.0	0.0	1145.0	0.0	245.2
Volume-to-Capacity Ratio (X)	0.000	0.798	0.000	0.000	0.000	0.436	0.000	0.349
Available Capacity (c_a), veh/h	0.0	1046.9	0.0	0.0	0.0	1163.8	0.0	245.2
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d1), s/veh	0.0	15.8	0.0	0.0	0.0	7.3	0.0	54.0
Incremental Delay (d2), s/veh	0.0	6.4	0.0	0.0	0.0	0.3	0.0	3.9
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.2	0.0	0.0	0.0	7.6	0.0	57.9
First-Term Queue (Q1), veh/ln	0.0	16.5	0.0	0.0	0.0	5.1	0.0	3.0
Second-Term Queue (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	0.1	0.0	0.3
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	1.000	0.000	1.000	0.000	1.000
Percentile Back of Queue (Q%), veh/ln	0.0	18.4	0.0	0.0	0.0	5.1	0.0	3.3
Percentile Storage Ratio (RQ%)	0.00	2.23	0.00	0.00	0.00	0.52	0.00	0.06
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	20.8
HCM Level of Service	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1142	151	74	612	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	1	0	1	0
Lane Assignment												
Capacity, veh/h	89	1532	685	116	1640	24	168	22	169	23	41	108
Proportion Arriving On Green	0.06	0.52	0.52	0.08	0.54	0.54	0.13	0.13	0.13	0.12	0.12	0.12
Movement Delay, s/veh	74.0	34.0	19.6	80.1	21.1	21.1	78.4	0.0	74.6	63.0	0.0	0.0
Movement LOS	E	C	B	F	C	C	E		E	E		
Approach Volume, veh/h		1492			772			239			66	
Approach Delay, s/veh		33.9			27.4			76.7			63.0	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	11.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	16.04	79.57	23.00	22.50	13.51	82.10		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.73	4.46	5.54	3.70	4.73		
Maximum Green Setting (Gmax), s	11.50	71.50	18.00	17.50	9.60	75.60		
Max. Queue Clearance Time (g_c+I1), s	9.63	53.08	14.09	8.10	7.16	20.71		
Green Extension Time (g_e), s	0.02	12.03	0.33	0.15	0.02	20.93		
Probability of Phase Call (p_c)	0.960	1.000	1.000	1.000	0.887	1.000		
Probability of Max Out (p_x)	1.000	0.606	1.000	0.049	1.000	0.159		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		1317.49	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	174.01	330.71	3061.79

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	1323.77	874.01	45.02

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	82.2	0.0	133.3	65.6	55.6	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1491.5	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.6	0.0	12.1	6.1	5.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.6	0.0	12.1	6.1	5.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.883	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	116.1	0.0	190.3	172.8	89.5	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.708	0.000	0.701	0.379	0.621	0.000	0.000	0.000
Available Capacity (c_a), veh/h	120.9	0.0	190.3	172.8	100.9	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	63.5	0.0	59.0	56.8	64.7	0.0	0.0	0.0
Incremental Delay (d2), s/veh	16.7	0.0	19.4	6.2	9.2	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	80.1	0.0	78.4	63.0	74.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.8	0.0	4.4	2.2	1.9	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.5	0.0	1.0	0.3	0.2	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.3	0.0	5.4	2.5	2.1	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.49	0.00	0.13	0.06	0.31	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1268.9	0.0	0.0	0.0	345.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	51.1	0.0	0.0	0.0	18.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	51.1	0.0	0.0	0.0	18.7	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1532.2	0.0	0.0	0.0	834.4	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.828	0.000	0.000	0.000	0.414	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1532.2	0.0	0.0	0.0	834.4	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	28.7	0.0	0.0	0.0	19.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	5.3	0.0	0.0	0.0	1.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	34.0	0.0	0.0	0.0	21.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	16.5	0.0	0.0	0.0	6.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	1.1	0.0	0.0	0.0	0.4	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	17.7	0.0	0.0	0.0	6.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R	R			T+R		
Lanes in Group	0	1	1	0	0	1	0	0
Group Volume (v), veh/h	0.0	167.8	105.6	0.0	0.0	344.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	1323.8	0.0	0.0	1549.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	9.9	10.7	0.0	0.0	18.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	9.9	10.7	0.0	0.0	18.7	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	1.000	0.627	0.000	0.029	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	685.5	168.9	0.0	0.0	830.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.245	0.625	0.000	0.000	0.415	0.000	0.000
Available Capacity (c_a), veh/h	0.0	685.5	168.9	0.0	0.0	830.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	1.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	18.8	58.4	0.0	0.0	19.6	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.8	16.2	0.0	0.0	1.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.6	74.6	0.0	0.0	21.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	2.9	3.7	0.0	0.0	6.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.8	0.0	0.0	0.4	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.0	4.5	0.0	0.0	6.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.36	0.66	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	36.6
HCM Level of Service	D

HCM Signalized Intersection Capacity Analysis
27: FM 372 N & US 82 WB Ramp

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	222	69	207	514	366	0	0	837	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.0		5.0	5.0			5.0	5.0
Lane Util. Factor					0.95		0.91	0.91			0.91	1.00
Frt					0.94		1.00	1.00			1.00	0.85
Flt Protected					0.98		0.95	0.98			1.00	1.00
Satd. Flow (prot)					3160		1346	3095			5085	1324
Flt Permitted					0.98		0.95	0.98			1.00	1.00
Satd. Flow (perm)					3160		1346	3095			5085	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	247	77	230	571	407	0	0	930	78
RTOR Reduction (vph)	0	0	0	0	113	0	0	0	0	0	0	36
Lane Group Flow (vph)	0	0	0	0	441	0	320	658	0	0	930	42
Heavy Vehicles (%)	22%	22%	22%	2%	22%	2%	22%	2%	2%	2%	2%	22%
Turn Type				Perm	NA		Split	NA			NA	Perm
Protected Phases					8 16		5	5			6	
Permitted Phases				8 16								6
Actuated Green, G (s)					36.0		42.0	42.0			22.0	22.0
Effective Green, g (s)					36.0		42.0	42.0			22.0	22.0
Actuated g/C Ratio					0.31		0.37	0.37			0.19	0.19
Clearance Time (s)							5.0	5.0			5.0	5.0
Vehicle Extension (s)							3.0	3.0			3.0	3.0
Lane Grp Cap (vph)					989		492	1130			973	253
v/s Ratio Prot							c0.24	0.21			c0.18	
v/s Ratio Perm					0.14							0.03
v/c Ratio					0.45		0.65	0.58			0.96	0.17
Uniform Delay, d1					31.5		30.4	29.4			46.0	38.9
Progression Factor					1.00		0.46	0.43			1.00	1.00
Incremental Delay, d2					0.3		4.3	1.4			20.0	1.4
Delay (s)					31.9		18.1	14.1			66.0	40.3
Level of Service					C		B	B			E	D
Approach Delay (s)		0.0			31.9			15.4			64.0	
Approach LOS		A			C			B			E	

Intersection Summary			
HCM Average Control Delay	38.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
28: FM 372 S & US 82 EB Ramp

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	429	67	220	0	0	0	0	453	153	380	693	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0						5.0	5.0	5.0	5.0	
Lane Util. Factor		0.95						0.91	1.00	0.91	0.91	
Frt		0.95						1.00	0.85	1.00	1.00	
Flt Protected		0.97						1.00	1.00	0.95	1.00	
Satd. Flow (prot)		2741						5085	1324	1346	3348	
Flt Permitted		0.97						1.00	1.00	0.95	1.00	
Satd. Flow (perm)		2741						5085	1324	1346	3348	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	477	74	244	0	0	0	0	503	170	422	770	0
RTOR Reduction (vph)	0	44	0	0	0	0	0	0	145	0	0	0
Lane Group Flow (vph)	0	751	0	0	0	0	0	503	25	380	812	0
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	2%	22%	22%	2%	22%
Turn Type	Perm	NA						NA	Perm	Split	NA	
Protected Phases		4 12						2		1	1	
Permitted Phases	4 12								2			
Actuated Green, G (s)		41.0						16.0	16.0	43.0	43.0	
Effective Green, g (s)		41.0						16.0	16.0	43.0	43.0	
Actuated g/C Ratio		0.36						0.14	0.14	0.37	0.37	
Clearance Time (s)								5.0	5.0	5.0	5.0	
Vehicle Extension (s)								3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		977						707	184	503	1252	
v/s Ratio Prot								c0.10		c0.28	0.24	
v/s Ratio Perm		0.27							0.02			
v/c Ratio		0.77						0.71	0.14	0.76	0.65	
Uniform Delay, d1		32.8						47.3	43.4	31.4	29.8	
Progression Factor		1.00						1.00	1.00	0.33	0.28	
Incremental Delay, d2		3.7						6.0	1.6	5.3	1.3	
Delay (s)		36.5						53.3	45.0	15.5	9.5	
Level of Service		D						D	D	B	A	
Approach Delay (s)		36.5			0.0			51.2			11.4	
Approach LOS		D			A			D			B	

Intersection Summary			
HCM Average Control Delay	29.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	1307	4	0	923	6	0	0	14	0	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	0	1452	4	0	1026	7	0	0	16	0	0	8
Number of Lanes	0	3	0	0	3	0	0	0	1	0	0	1

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	-	0	0	-	0	0	-	-	728	-	-	516
Stage 1	-	0	0	-	0	0	-	-	0	-	-	0
Stage 2	-	0	0	-	0	0	-	-	0	-	-	0
Follow-up Headway	-	-	-	-	0	0	-	-	3.92	-	-	3.92
Pot Capacity-1 Maneuver	-	-	-	-	-	-	-	-	314	-	-	431
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	-	-	-	-	-	-	314	-	-	431
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	17.1	13.5
HCM LOS	A	A	C	B

Lane	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (vph)	314					431
HCM Control Delay (s)	17.1	-	-	-	-	13.5
HCM Lane VC Ratio	0.05	0	-	0	-	0.018
HCM Lane LOS	C	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.156	0	-	0	-	0.055

Intersection	
Intersection Delay (sec/veh)	0
Intersection LOS	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SEL	SER
Volume (vph)	0	936	15	0	457	539	0	32	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	0	1040	17	0	508	599	0	36	0	0
Number of Lanes	0	3	0	0	2	0	0	1	0	0

Approach	EB	WB	NB
Opposing Approach			
Opposing Lanes	0	0	0
Conflicting Approach Left			
Conflicting Lanes Left	0	0	0
Conflicting Approach Right			
Conflicting Lanes Right	0	0	0
HCM Control Delay	0	0	0
HCM LOS			

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2
Volume Left (%)	0%	0%	0%	0%	0%	0%
Volume Thru (%)	0%	0%	0%	0%	0%	0%
Volume Right (%)	0%	0%	0%	0%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Volume by Lane	0	0	0	0	0	0
Left Turning Volume	0	0	0	0	0	0
Through Volume	0	0	0	0	0	0
Right Turning Volume	0	0	0	0	0	0
Lane Flow Rate	0	0	0	0	0	0
Geometry Group	0	0	0	0	0	0
Degree of Utilization, X	0	0	0	0	0	0
Departure Headway, Hd	0	0	0	0	0	0
Convergence(Y/N)	No	No	No	No	No	No
Capacity	0	0	0	0	0	0
Service Time	0	0	0	0	0	0
HCM Lane V/C Ratio	0	0	0	0	0	0
HCM Control Delay	0	0	0	0	0	0
HCM Lane LOS						
HCM 95th Percentile Queue	0	0	0	0	0	0

HCM Signalized Intersection Capacity Analysis
16: IH35 NBFR & US 82

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.07	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	113	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	92	992	0	0	857	156	267	2	378	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	119	0	0	278	0	0	0
Lane Group Flow (vph)	92	992	0	0	857	37	0	269	100	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	55.0	55.0			32.8	32.8		37.2	37.2			
Effective Green, g (s)	55.0	55.0			32.8	32.8		37.2	37.2			
Actuated g/C Ratio	0.39	0.39			0.23	0.23		0.27	0.27			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	44	1162			996	310		749	352			
v/s Ratio Prot		0.34			c0.20							
v/s Ratio Perm	c0.81					0.03		0.10	0.08			
v/c Ratio	2.09	0.85			0.86	0.12		0.36	0.29			
Uniform Delay, d1	42.5	38.8			51.4	42.2		41.7	40.8			
Progression Factor	0.24	0.19			0.93	1.91		1.00	1.00			
Incremental Delay, d2	530.6	4.6			7.3	0.2		0.3	0.4			
Delay (s)	540.7	11.9			55.0	80.9		42.0	41.3			
Level of Service	F	B			E	F		D	D			
Approach Delay (s)		56.8			59.0			41.6			0.0	
Approach LOS		E			E			D			A	

Intersection Summary			
HCM Average Control Delay	54.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
15: IH35 SBFR & US 82

8/9/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.29	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	455	2959						2828	1324
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	940	310	431	692	0	0	0	0	144	11	87
RTOR Reduction (vph)	0	0	162	0	0	0	0	0	0	0	0	65
Lane Group Flow (vph)	0	940	148	431	692	0	0	0	0	0	155	22
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		34.0	34.0	55.0	55.0						36.0	36.0
Effective Green, g (s)		34.0	34.0	55.0	55.0						36.0	36.0
Actuated g/C Ratio		0.24	0.24	0.39	0.39						0.26	0.26
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		1033	322	179	1162						727	340
v/s Ratio Prot		c0.22			0.23							
v/s Ratio Perm			0.11	c0.95							0.05	0.02
v/c Ratio		0.91	0.46	2.41	0.60						0.21	0.07
Uniform Delay, d1		51.5	45.2	42.5	33.7						40.9	39.3
Progression Factor		0.86	0.72	0.25	0.08						1.00	1.00
Incremental Delay, d2		11.9	4.1	645.0	0.6						0.1	0.1
Delay (s)		56.4	36.5	655.7	3.3						41.0	39.4
Level of Service		E	D	F	A						D	D
Approach Delay (s)		51.5			253.7			0.0			40.4	
Approach LOS		D			F			A			D	

Intersection Summary			
HCM Average Control Delay	137.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	1188	24	0	882	1	0	0	11	0	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	0	1320	27	0	980	1	0	0	12	0	0	7
Number of Lanes	0	3	0	0	3	0	0	0	1	0	0	1

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	-	0	0	-	0	0	-	-	673	-	-	491
Stage 1	-	0	0	-	0	0	-	-	0	-	-	0
Stage 2	-	0	0	-	0	0	-	-	0	-	-	0
Follow-up Headway	-	-	-	-	0	0	-	-	3.92	-	-	3.92
Pot Capacity-1 Maneuver	-	-	-	-	-	-	-	-	341	-	-	447
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	-	-	-	-	-	-	341	-	-	447
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	15.9	13.2
HCM LOS	A	A	C	B

Lane	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (vph)	341					447
HCM Control Delay (s)	15.9	-	-	-	-	13.2
HCM Lane VC Ratio	0.036	0	-	0	-	0.015
HCM Lane LOS	C	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.111	0	-	0	-	0.045

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1196	850	39	0	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		0	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	41	1329	944	43	0	68
Number of Lanes	1	3	3	0	0	2

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	987	0	0	0	~	494
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Follow-up Headway	3.32	-	-	-	0	4.12
Pot Capacity-1 Maneuver	342	-	-	-	0	406
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	342	-	-	-	-	406
Mov Capacity-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.5	0	14.7
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					406	406
HCM Control Delay (s)	16.959	-	-	-	14.7	14.7
HCM Lane VC Ratio	0.12	-	-	-	0.083	0.083
HCM Lane LOS	C	-	-	-	B	B
HCM 95th Percentile Queue (veh)	0.406	-	-	-	0.272	0.272

Intersection	
Intersection Delay (sec/veh):	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	1296	27	0	922	0	0	0	30	0	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	0	1440	30	0	1024	0	0	0	33	0	0	1
Number of Lanes	0	3	0	0	3	0	0	0	1	0	0	1

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	-	0	0	-	0	-	-	-	735	-	-	512
Stage 1	-	0	0	-	0	-	-	-	0	-	-	0
Stage 2	-	0	0	-	0	-	-	-	0	-	-	0
Follow-up Headway	-	-	-	-	0	-	-	-	3.92	-	-	3.92
Pot Capacity-1 Maneuver	-	-	-	-	-	-	-	-	311	-	-	434
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Mov Capacity-1 Maneuver	-	-	-	-	-	-	-	-	311	-	-	434
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	18	13.3
HCM LOS	A	A	C	B

Lane	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (vph)	311				434
HCM Control Delay (s)	18	-	-	-	13.3
HCM Lane VC Ratio	0.107	0	-	0	0.003
HCM Lane LOS	C	-	-	-	B
HCM 95th Percentile Queue (veh)	0.356	0	-	0	0.008

Intersection	
Intersection Delay (sec/veh):	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	19	1298	10	65	921	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	21	1442	11	72	1023	58	8	1	140	26	1	23
Number of Lanes	1	3	0	1	3	0	0	1	1	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1081	0	0	1453	0	0	2044	2716	727	1817	2693	541
Stage 1	0	0	0	0	0	0	1490	1490	0	1197	1197	0
Stage 2	0	0	0	0	0	0	554	1226	0	620	1496	0
Follow-up Headway	3.12	-	-	3.12	0	0	3.82	4.02	3.92	3.82	4.02	3.92
Pot Capacity-1 Maneuver	358	-	-	235	-	-	60	21	314	82	21	416
Stage 1	-	-	-	-	-	-	90	186	-	145	257	-
Stage 2	-	-	-	-	-	-	442	249	-	403	184	-
Mov Capacity-1 Maneuver	358	-	-	235	-	-	38.9	13.7	314	31.2	13.7	416
Mov Capacity-2 Maneuver	-	-	-	-	-	-	38.9	13.7	-	31.2	13.7	-
Stage 1	-	-	-	-	-	-	90	175	-	145	178.1	-
Stage 2	-	-	-	-	-	-	287.3	172.6	-	208.8	173.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	1.7	33.209	238.9
HCM LOS	A	A	D	F

Lane	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	32	314							52
HCM Control Delay (s)	156.2	25.4	15.685	-	-	26.974	-	-	238.9
HCM Lane VC Ratio	0.278	0.446	0.059	-	-	0.307	-	-	0.962
HCM Lane LOS	F	D	C	-	-	D	-	-	F
HCM 95th Percentile Queue (veh)	0.884	2.193	0.187	-	-	1.254	-	-	4.207

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	430	593	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2192	2192	1173	0	0
Proportion Arriving On Green	0.00	0.74	0.74	0.74	0.00	0.00
Movement Delay, s/veh	0.0	1.1	1.5	1.9	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		478	1037		0	
Approach Delay, s/veh		1.1	1.7		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		27.00		0.00		27.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.06		0.00		4.06		
Maximum Green Setting (Gmax), s		31.00		16.00		20.00		
Max. Queue Clearance Time (g_c+I1), s		3.35		0.00		4.19		
Green Extension Time (g_e), s		7.28		0.00		6.04		
Probability of Phase Call (p_c)		0.972		0.000		1.000		
Probability of Max Out (p_x)		0.056		0.000		0.237		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	477.8	0.0	0.0	0.0	658.9	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	2.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2191.9	0.0	0.0	0.0	2191.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.218	0.000	0.000	0.000	0.301	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3397.4	0.0	0.0	0.0	2191.9	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	1.1	0.0	0.0	0.0	1.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.1	0.0	0.0	0.0	1.5	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	377.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1172.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.322	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1172.8	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.5	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	1.5
HCM Level of Service	A

Long-Term Alternatives

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	17	718	12	17	436	1	9	1	20	1	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	28	1171	20	28	711	2	15	2	33	2	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	1191	0	28	713	0	0	50	0	0	7	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	17	718	12	17	436	1	9	1	20	1	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	18	780	13	18	474	1	10	1	22	1	0	3
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	475	0	0	793	0	0	1098	1336	397	939	1341	238
Stage 1	0	0	0	0	0	0	824	824	0	511	511	0
Stage 2	0	0	0	0	0	0	274	512	0	428	830	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	955	-	-	706	-	-	144	129	550	191	128	705
Stage 1	-	-	-	-	-	-	294	342	-	465	488	-
Stage 2	-	-	-	-	-	-	655	487	-	525	339	-
Mov Capacity-1 Maneuver	955	-	-	706	-	-	138.5	123.3	550	176	122.3	705
Mov Capacity-2 Maneuver	-	-	-	-	-	-	138.5	123.3	-	176	122.3	-
Stage 1	-	-	-	-	-	-	294	335.5	-	465	475.3	-
Stage 2	-	-	-	-	-	-	635	474.3	-	493.1	332.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.2	0.4	19.9	14
HCM LOS	A	A	C	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	274							403
HCM Control Delay (s)	19.9	8.844	-	-	10.236	-	-	14
HCM Lane VC Ratio	0.119	0.019	-	-	0.026	-	-	0.011
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th Percentile Queue (veh)	0.4	0.059	-	-	0.081	-	-	0.033

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	746	10	9	458	0	5	0	2	2	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	1216	16	15	747	0	8	0	3	3	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1232	0	15	747	0	0	11	0	0	3	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	746	10	9	458	0	5	0	2	2	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	1	811	11	10	498	0	5	0	2	2	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	498	0	0	822	0	-	1086	1335	411	925	1341	-
Stage 1	0	0	0	0	0	-	818	818	0	517	517	-
Stage 2	0	0	0	0	0	-	268	517	0	408	824	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	3.72	4.22	-
Pot Capacity-1 Maneuver	934	-	-	686	-	-	147	129	537	195	128	-
Stage 1	-	-	-	-	-	-	296	344	-	461	485	-
Stage 2	-	-	-	-	-	-	661	485	-	540	342	-
Mov Capacity-1 Maneuver	934	-	-	686	-	-	145.3	127.1	537	192	126.1	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	145.3	127.1	-	192	126.1	-
Stage 1	-	-	-	-	-	-	296	343.7	-	461	478.2	-
Stage 2	-	-	-	-	-	-	651.7	478.2	-	537.3	341.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	25.4	24
HCM LOS	A	A	D	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	184						192
HCM Control Delay (s)	25.4	8.859	-	-	10.324	-	24
HCM Lane VC Ratio	0.041	0.001	-	-	0.014	-	0.011
HCM Lane LOS	D	A	-	-	B	-	C
HCM 95th Percentile Queue (veh)	0.129	0.003	-	-	0.043	-	0.034

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	754	13	2	467	2	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1229	21	3	761	3	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1250	0	3	761	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	754	13	2	467	2	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	100		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	820	14	2	508	2	8
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	834	0	1085	417
Stage 1	0	0	0	0	827	0
Stage 2	0	0	0	0	258	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	678	-	182	532
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	705	-
Mov Capacity-1 Maneuver	-	-	678	-	181.5	532
Mov Capacity-2 Maneuver	-	-	-	-	181.5	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	702.9	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	14.9
HCM LOS	A	A	B

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	372					
HCM Control Delay (s)	14.9	-	-	-	10.327	-
HCM Lane VC Ratio	0.026	0	-	-	0.003	-
HCM Lane LOS	B	-	-	-	B	-
HCM 95th Percentile Queue (veh)	0.081	0	-	-	0.01	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	757	1	0	478	1	1	0	1	0	0	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	1234	2	0	779	2	2	0	2	0	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1236	0	0	781	0	0	4	0	0	10	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	1136	1	0	717	1	1	0	1	0	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	5	1235	2	0	779	2	2	0	2	0	0	10
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	781	0	0	1237	0	0	1636	2027	619	1408	2027	391
Stage 1	-	-	-	-	-	-	1246	1246	-	780	780	-
Stage 2	-	-	-	-	-	-	390	781	-	628	1247	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	714	-	-	460	-	-	54	45	386	82	45	555
Stage 1	-	-	-	-	-	-	156	208	-	313	359	-
Stage 2	-	-	-	-	-	-	554	359	-	392	207	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	714	-	-	460	-	-	53	45	386	81	45	555
Mov Capacity-2 Maneuver	-	-	-	-	-	-	53	45	-	81	45	-
Stage 1	-	-	-	-	-	-	155	207	-	311	359	-
Stage 2	-	-	-	-	-	-	544	359	-	388	206	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	45.1	11.6
HCM LOS	A	A	E	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	93							555
HCM Control Delay (s)	45.1	10.077	0	-	0	-	-	11.6
HCM Lane VC Ratio	0.035	0.007	-	-	-	-	-	0.018
HCM Lane LOS	E	B	A	-	A	-	-	B
HCM 95th Percentile Queue (veh)	0.108	0.021	-	-	0	-	-	0.054

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	762	35	9	475	6	15	3	9	6	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	1242	57	15	774	10	24	5	15	10	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1299	0	15	784	0	0	44	0	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	762	35	9	475	6	15	3	9	6	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	32	828	38	10	516	7	16	3	10	7	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	523	0	0	866	0	0	1188	1452	433	1018	1468	261
Stage 1	0	0	0	0	0	0	910	910	0	539	539	0
Stage 2	0	0	0	0	0	0	278	542	0	479	929	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	911	-	-	659	-	-	122	108	519	166	106	681
Stage 1	-	-	-	-	-	-	258	309	-	447	473	-
Stage 2	-	-	-	-	-	-	651	471	-	487	302	-
Mov Capacity-1 Maneuver	911	-	-	659	-	-	116.1	102.7	519	152.9	100.8	681
Mov Capacity-2 Maneuver	-	-	-	-	-	-	116.1	102.7	-	152.9	100.8	-
Stage 1	-	-	-	-	-	-	258	298.2	-	447	465.9	-
Stage 2	-	-	-	-	-	-	634.1	463.9	-	456.1	291.4	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.2	33.8	19.5
HCM LOS	A	A	D	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	154							263
HCM Control Delay (s)	33.8	9.093	-	-	10.545	-	-	19.5
HCM Lane VC Ratio	0.191	0.035	-	-	0.015	-	-	0.054
HCM Lane LOS	D	A	-	-	B	-	-	C
HCM 95th Percentile Queue (veh)	0.677	0.107	-	-	0.045	-	-	0.169

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	802	10	0	494	16	7	1	2	22	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	328	1308	16	0	805	26	11	2	3	36	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1324	0	0	805	26	0	16	0	0	206	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	802	10	0	494	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	218	872	11	0	537	17	8	1	2	24	0	113
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	554	0	0	883	0	0	1582	1851	441	1410	1857	268
Stage 1	0	0	0	0	0	0	1314	1314	0	537	537	0
Stage 2	0	0	0	0	0	0	268	537	0	873	1320	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	886	-	-	647	-	-	60	59	513	82	58	674
Stage 1	-	-	-	-	-	-	140	191	-	448	474	-
Stage 2	-	-	-	-	-	-	661	474	-	273	190	-
Mov Capacity-1 Maneuver	886	-	-	647	-	-	40.4	44.4	513	64.9	43.7	674
Mov Capacity-2 Maneuver	-	-	-	-	-	-	40.4	44.4	-	64.9	43.7	-
Stage 1	-	-	-	-	-	-	140	143.8	-	448	474	-
Stage 2	-	-	-	-	-	-	550.1	474	-	203.2	143.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	2.1	0	96	20.2
HCM LOS	A	A	F	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	50							372
HCM Control Delay (s)	96	10.388	-	-	0	-	-	20.2
HCM Lane VC Ratio	0.217	0.247	-	-	-	-	-	0.368
HCM Lane LOS	F	B	-	-	A	-	-	C
HCM 95th Percentile Queue (veh)	0.726	0.971	-	-	0	-	-	1.655

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1507	246	121	998	15	173	23	155	13	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1507	246	121	1013	0	0	351	0	0	96	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	924	151	74	612	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	67	1138	509	98	1241	18	150	20	135	34	59	157
Proportion Arriving On Green	0.05	0.38	0.38	0.07	0.41	0.41	0.22	0.22	0.22	0.18	0.18	0.18
Movement Delay, s/veh	86.3	49.9	31.8	79.8	34.7	34.7	68.1	0.0	0.0	51.5	0.0	0.0
Movement LOS	F	D	C	E	C	C	E			D		
Approach Volume, veh/h		1223			755			234			64	
Approach Delay, s/veh		49.1			39.5			68.1			51.5	
Approach LOS		D			D			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	14.16	60.00	35.00	30.00	11.26	62.89		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.72	4.98	5.54	3.70	4.72		
Maximum Green Setting (Gmax), s	25.00	53.50	30.00	25.00	25.00	53.50		
Max. Queue Clearance Time (g_c+I1), s	9.45	46.01	23.64	7.51	7.05	24.98		
Green Extension Time (g_e), s	0.13	5.35	0.58	0.24	0.08	12.89		
Probability of Phase Call (p_c)	0.955	1.000	1.000	1.000	0.878	1.000		
Probability of Max Out (p_x)	0.000	0.863	0.511	0.000	0.000	0.282		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3061.79

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	45.02

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	80.4	0.0	233.7	64.1	54.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.5	0.0	21.6	5.5	5.1	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.5	0.0	21.6	5.5	5.1	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	97.6	0.0	304.5	250.4	66.8	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.824	0.000	0.767	0.256	0.814	0.000	0.000	0.000
Available Capacity (c_a), veh/h	266.5	0.0	304.5	250.4	266.5	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	64.2	0.0	51.3	49.1	65.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	15.6	0.0	16.8	2.5	20.5	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	79.8	0.0	68.1	51.5	86.3	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.7	0.0	7.4	1.9	1.9	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.4	0.0	1.4	0.2	0.4	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.2	0.0	8.8	2.1	2.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.46	0.00	0.21	0.05	0.33	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1004.3	0.0	0.0	0.0	338.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	44.0	0.0	0.0	0.0	23.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	44.0	0.0	0.0	0.0	23.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1137.6	0.0	0.0	0.0	631.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.883	0.000	0.000	0.000	0.536	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1137.6	0.0	0.0	0.0	631.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	39.9	0.0	0.0	0.0	31.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	10.0	0.0	0.0	0.0	3.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	49.9	0.0	0.0	0.0	34.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	15.0	0.0	0.0	0.0	8.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	1.6	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	16.6	0.0	0.0	0.0	8.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	164.1	0.0	0.0	0.0	336.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1549.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	12.1	0.0	0.0	0.0	23.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	12.1	0.0	0.0	0.0	23.0	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.029	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	508.9	0.0	0.0	0.0	627.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.323	0.000	0.000	0.000	0.536	0.000	0.000
Available Capacity (c_a), veh/h	0.0	508.9	0.0	0.0	0.0	627.9	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	30.1	0.0	0.0	0.0	31.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	3.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.8	0.0	0.0	0.0	34.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	8.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.6	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.9	0.0	0.0	0.0	8.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.46	0.00	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	47.9
HCM Level of Service	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1159	31	19	836	8	12	4	18	10	5	53
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	1890	51	31	1363	13	20	7	29	16	8	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1941	0	31	1376	0	0	56	0	0	110	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1739	31	19	1254	8	12	4	18	10	5	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	109	1890	51	31	1363	13	20	7	29	16	8	86
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Conflicting Flow Rate - All	1376	0	0	1941	0	0	2882	3572	971	2599	3591	689
Stage 1	-	-	-	-	-	-	2134	2134	-	1432	1432	-
Stage 2	-	-	-	-	-	-	748	1438	-	1167	2159	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	402	-	-	230	-	-	# 5	# 4	219	# 9	# 4	345
Stage 1	-	-	-	-	-	-	39	69	-	117	166	-
Stage 2	-	-	-	-	-	-	329	165	-	176	67	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	402	-	-	230	-	-	-	# 3	219	-	# 3	345
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	# 3	-	-	# 3	-
Stage 1	-	-	-	-	-	-	28	50	-	85	144	-
Stage 2	-	-	-	-	-	-	201	143	-	97	49	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	2.1	1.5	-	-
HCM LOS	A	A	-	-

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	-							-
HCM Control Delay (s)	-	17.263	1.3	-	23.073	1	-	-
HCM Lane VC Ratio	-	0.272	-	-	0.135	-	-	-
HCM Lane LOS	-	C	A	-	C	A	-	-
HCM 95th Percentile Queue (veh)	-	1.087	-	-	0.459	-	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1277	18	18	914	0	15	0	7	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	2082	29	29	1490	0	24	0	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	2111	0	29	1490	0	0	35	0	0	0	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1277	18	18	914	0	15	0	7	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	150		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	4	1388	20	20	993	0	16	0	8	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	993	0	0	1408	0	-	1943	2440	704	-	2449	-
Stage 1	0	0	0	0	0	-	1407	1407	0	-	1033	-
Stage 2	0	0	0	0	0	-	536	1033	0	-	1416	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	-	4.22	-
Pot Capacity-1 Maneuver	583	-	-	390	-	-	31	23	337	-	23	-
Stage 1	-	-	-	-	-	-	122	171	-	-	268	-
Stage 2	-	-	-	-	-	-	448	268	-	-	169	-
Mov Capacity-1 Maneuver	583	-	-	390	-	-	29.7	21.7	337	-	21.7	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	29.7	21.7	-	-	21.7	-
Stage 1	-	-	-	-	-	-	122	169.8	-	-	254.6	-
Stage 2	-	-	-	-	-	-	425.6	254.6	-	-	167.8	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	170.9	0
HCM LOS	A	A	F	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	42						-
HCM Control Delay (s)	170.9	11.221	-	-	14.718	-	0
HCM Lane VC Ratio	0.569	0.007	-	-	0.05	-	-
HCM Lane LOS	F	B	-	-	B	-	A
HCM 95th Percentile Queue (veh)	2.07	0.023	-	-	0.158	-	-

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1268	16	26	908	6	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	2067	26	42	1480	10	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2093	0	42	1480	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	1268	16	26	908	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	150		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1378	17	28	987	7	8
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	1396	0	1937	698
Stage 1	0	0	0	0	1387	0
Stage 2	0	0	0	0	550	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	394	-	46	340
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	489	-
Mov Capacity-1 Maneuver	-	-	394	-	42.7	340
Mov Capacity-2 Maneuver	-	-	-	-	42.7	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	453.8	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.4	58.6
HCM LOS	A	A	F

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	81					
HCM Control Delay (s)	58.6	-	-	-	14.842	-
HCM Lane VC Ratio	0.174	0	-	-	0.072	-
HCM Lane LOS	F	-	-	-	B	-
HCM 95th Percentile Queue (veh)	0.592	0	-	-	0.231	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2012	93	86	1462	3	124	0	126	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2105	0	86	1465	0	0	250	0	0	5	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1234	57	53	897	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	1246	57	69	1434	3	268	0	272	2	0	5
Proportion Arriving On Green	0.01	0.42	0.42	0.05	0.46	0.46	0.32	0.00	0.32	0.00	0.00	0.00
Movement Delay, s/veh	81.8	84.4	85.8	66.2	22.7	22.7	26.0	0.0	0.0	84.9	0.0	0.0
Movement LOS	F	F	F	E	C	C	C			F		
Approach Volume, veh/h		1409			1035			166			3	
Approach Delay, s/veh		85.1			25.1			26.0			84.9	
Approach LOS		F			C			C			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	9.44	45.00	35.00	5.41	5.67	48.77		
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00		
Max. Allowable Headway (MAH), s	3.77	4.98	0.22	0.25	3.77	4.98		
Maximum Green Setting (Gmax), s	10.00	40.00	30.00	30.00	10.00	40.00		
Max. Queue Clearance Time (g_c+I1), s	5.65	42.00	9.00	2.18	2.35	25.36		
Green Extension Time (g_e), s	0.03	0.00	0.00	0.00	0.00	11.46		
Probability of Phase Call (p_c)	0.781	1.000	1.000	0.082	0.133	1.000		
Probability of Max Out (p_x)	0.469	1.000	0.000	0.000	0.000	0.831		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		847.48	558.33	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2954.46	0.00	0.05	3106.61

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		136.25	858.63	1116.65	6.93

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	57.6	0.0	166.3	3.3	5.4	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1706.1	1675.0	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	3.7	0.0	7.0	0.2	0.3	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	3.7	0.0	7.0	0.2	0.3	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.497	0.333	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	69.4	0.0	539.6	7.3	10.4	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.830	0.000	0.308	0.449	0.521	0.000	0.000	0.000
Available Capacity (c_a), veh/h	156.4	0.0	539.6	529.8	156.4	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	44.8	0.0	24.6	47.1	46.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	21.4	0.0	1.5	37.8	34.9	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	66.2	0.0	26.0	84.9	81.8	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	1.3	0.0	3.3	0.1	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.4	0.0	0.2	0.1	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	1.7	0.0	3.5	0.2	0.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.40	0.00	0.06	0.02	0.04	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	706.0	0.0	0.0	0.0	488.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	40.0	0.0	0.0	0.0	23.4	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	40.0	0.0	0.0	0.0	23.4	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	656.8	0.0	0.0	0.0	718.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	1.075	0.000	0.000	0.000	0.680	0.000	0.000
Available Capacity (c_a), veh/h	0.0	656.8	0.0	0.0	0.0	718.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	27.4	0.0	0.0	0.0	20.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	57.0	0.0	0.0	0.0	2.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	84.4	0.0	0.0	0.0	22.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	13.3	0.0	0.0	0.0	7.6	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	10.4	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	23.7	0.0	0.0	0.0	8.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.34	0.00	0.00	0.00	0.92	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	697.2	0.0	0.0	0.0	488.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1533.3	0.0	0.0	0.0	1556.2	0.0	0.0
Queue Serve Time (g_s), s	0.0	40.0	0.0	0.0	0.0	23.4	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	40.0	0.0	0.0	0.0	23.4	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.089	0.503	0.667	0.000	0.004	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	646.6	0.0	0.0	0.0	718.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	1.078	0.000	0.000	0.000	0.680	0.000	0.000
Available Capacity (c_a), veh/h	0.0	646.6	0.0	0.0	0.0	718.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	27.4	0.0	0.0	0.0	20.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	58.4	0.0	0.0	0.0	2.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	85.8	0.0	0.0	0.0	22.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	13.1	0.0	0.0	0.0	7.6	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	10.5	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	23.5	0.0	0.0	0.0	8.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.33	0.00	0.00	0.00	0.92	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		57.6						
HCM Level of Service		E						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1318	8	8	962	3	6	0	4	4	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	2149	13	13	1568	5	10	0	7	7	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	2162	0	13	1573	0	0	17	0	0	12	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	9.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1977	8	8	1443	3	6	0	4	4	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	200		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	13	2149	13	13	1568	5	10	0	7	7	0	5
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Conflicting Flow Rate - All	1573	0	0	2162	0	0	2992	3781	1082	2698	3785	787
Stage 1	-	-	-	-	-	-	2182	2182	-	1597	1597	-
Stage 2	-	-	-	-	-	-	810	1599	-	1101	2188	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	332	-	-	185	-	-	# 4	3	183	7	3	295
Stage 1	-	-	-	-	-	-	36	65	-	91	135	-
Stage 2	-	-	-	-	-	-	300	135	-	194	64	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	332	-	-	185	-	-	# 4	3	183	# 6	3	295
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 4	3	-	# 6	3	-
Stage 1	-	-	-	-	-	-	35	62	-	87	126	-
Stage 2	-	-	-	-	-	-	274	126	-	180	61	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.8	$ 1611.1	$ 828
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	7							10
HCM Control Delay (s)	$ 1611.1	16.286	0.2	-	25.93	0.6	-	$ 1611.1
HCM Lane VC Ratio	2.329	0.039	-	-	0.071	-	-	1.141
HCM Lane LOS	F	C	A	-	D	A	-	F
HCM 95th Percentile Queue (veh)	3.122	0.122	-	-	0.225	-	-	2.159

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	715	15	69	457	470	4	0	2	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	1166	24	113	745	766	7	0	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1195	0	112	1511	0	0	10	0	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	715	15	69	457	470	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1166	24	112	745	766	7	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1114							
pX, platoon unblocked	0.57						0.57	0.57		0.57	0.57	0.57
vC, conflicting volume	1511			1190			1785	2924	595	1949	2553	756
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	380			1190			862	2867	595	1150	2214	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			77			94	100	99	100	100	100
cM capacity (veh/h)	593			482			101	5	401	60	14	581

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	588	607	112	497	1015	10
Volume Left	5	0	112	0	0	7
Volume Right	0	24	0	0	766	3
cSH	593	1700	482	1700	1700	135
Volume to Capacity	0.01	0.36	0.23	0.29	0.60	0.07
Queue Length 95th (ft)	1	0	22	0	0	6
Control Delay (s)	0.2	0.0	14.7	0.0	0.0	33.8
Lane LOS	A		B			D
Approach Delay (s)	0.1		1.0			33.8
Approach LOS						D

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	171	983	110	32	700	25	104	57	39	56	23	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1603	179	52	1141	41	170	93	64	91	38	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1603	179	52	1141	41	0	327	0	0	317	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	983	110	32	700	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	279	1603	179	52	1141	41	170	93	64	91	38	188
RTOR Reduction (vph)	0	0	82	0	0	18	0	6	0	0	34	0
Lane Group Flow (vph)	279	1603	97	52	1141	23	0	321	0	0	283	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	21.0	81.3	81.3	8.2	68.5	68.5		31.7			10.3	
Effective Green, g (s)	21.0	81.3	81.3	8.2	68.5	68.5		31.7			10.3	
Actuated g/C Ratio	0.14	0.54	0.54	0.05	0.46	0.46		0.21			0.07	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	248	1604	858	97	1351	723		374			116	
v/s Ratio Prot	c0.16	c0.54		0.03	0.39			c0.18			c0.17	
v/s Ratio Perm			0.06			0.01						
v/c Ratio	1.12	1.00	0.11	0.54	0.84	0.03		0.86			2.44	
Uniform Delay, d1	64.5	34.3	16.8	69.0	36.0	22.5		57.0			69.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	94.9	22.3	0.3	4.4	6.6	0.1		17.9			675.0	
Delay (s)	159.4	56.6	17.0	73.4	42.7	22.6		74.9			744.8	
Level of Service	F	E	B	E	D	C		E			F	
Approach Delay (s)		67.1			43.3			74.9			744.8	
Approach LOS		E			D			E			F	

Intersection Summary			
HCM Average Control Delay	114.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1298	10	65	921	52	7	1	126	23	1	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	2116	16	106	1502	85	11	2	205	38	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	2132	0	106	1587	0	0	218	0	0	74	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	10.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1298	10	65	921	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	1411	11	71	1001	57	8	1	137	25	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1058	0	0	1422	0	0	2087	2644	711	1905	2621	529
Stage 1	0	0	0	0	0	0	1445	1445	0	1171	1171	0
Stage 2	0	0	0	0	0	0	642	1199	0	734	1450	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	654	-	-	475	-	-	30	23	375	42	24	494
Stage 1	-	-	-	-	-	-	138	195	-	205	265	-
Stage 2	-	-	-	-	-	-	429	257	-	378	194	-
Mov Capacity-1 Maneuver	654	-	-	475	-	-	23.9	19.1	375	# 22.2	20	494
Mov Capacity-2 Maneuver	-	-	-	-	-	-	23.9	19.1	-	# 22.2	20	-
Stage 1	-	-	-	-	-	-	138	190.7	-	205	225.5	-
Stage 2	-	-	-	-	-	-	346.5	218.7	-	233.3	189.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.9	62.2	$ 373.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	197							40
HCM Control Delay (s)	62.2	10.626	-	-	13.899	-	-	$ 62.2
HCM Lane VC Ratio	0.739	0.022	-	-	0.149	-	-	1.223
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th Percentile Queue (veh)	4.848	0.066	-	-	0.519	-	-	4.876

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1290	27	46	876	0	6	0	30	1	1	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2103	44	75	1428	0	10	0	49	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	2147	0	75	1428	0	0	59	0	0	6	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1290	27	46	876	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	1	1402	29	50	952	0	7	0	33	1	1	1
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	952	0	0	1432	0	-	1996	2471	716	1755	2486	476
Stage 1	0	0	0	0	0	-	1419	1419	0	1052	1052	0
Stage 2	0	0	0	0	0	-	577	1052	0	703	1434	0
Follow-up Headway	2.22	-	-	2.22	0	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	717	-	-	470	-	-	36	30	373	54	29	535
Stage 1	-	-	-	-	-	-	144	201	-	242	302	-
Stage 2	-	-	-	-	-	-	469	302	-	394	198	-
Mov Capacity-1 Maneuver	717	-	-	470	-	-	31.9	26.8	373	45.2	25.9	535
Mov Capacity-2 Maneuver	-	-	-	-	-	-	31.9	26.8	-	45.2	25.9	-
Stage 1	-	-	-	-	-	-	144	200.6	-	242	270	-
Stage 2	-	-	-	-	-	-	416.7	270	-	358.8	197.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.7	42.6	85.4
HCM LOS	A	A	E	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	134						48
HCM Control Delay (s)	42.6	10.029	-	-	13.569	-	85.4
HCM Lane VC Ratio	0.292	0.002	-	-	0.106	-	0.068
HCM Lane LOS	E	B	-	-	B	-	F
HCM 95th Percentile Queue (veh)	1.13	0.005	-	-	0.355	-	0.211

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1302	4	21	856	6	0	0	14	2	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2123	7	34	1396	10	0	0	23	3	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2130	0	34	1406	0	0	23	0	0	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1302	4	21	856	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	5	1415	4	23	930	7	0	0	15	2	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	937	0	0	1420	0	0	-	2411	710	1697	2409	468
Stage 1	0	0	0	0	0	0	-	1428	0	979	979	0
Stage 2	0	0	0	0	0	0	-	983	0	718	1430	0
Follow-up Headway	2.22	-	-	2.22	0	0	-	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	726	-	-	475	-	-	-	32	376	60	32	541
Stage 1	-	-	-	-	-	-	-	199	-	268	326	-
Stage 2	-	-	-	-	-	-	-	325	-	386	199	-
Mov Capacity-1 Maneuver	726	-	-	475	-	-	-	30.3	376	55.2	30.3	541
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	30.3	-	55.2	30.3	-
Stage 1	-	-	-	-	-	-	-	197.6	-	268	310.4	-
Stage 2	-	-	-	-	-	-	-	309.4	-	367.8	197.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	15	25.8
HCM LOS	A	A	C	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	376							183
HCM Control Delay (s)	15	9.996	-	-	12.961	-	-	25.8
HCM Lane VC Ratio	0.04	0.007	-	-	0.048	-	-	0.053
HCM Lane LOS	C	A	-	-	B	-	-	D
HCM 95th Percentile Queue (veh)	0.126	0.023	-	-	0.151	-	-	0.168

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1122	60	66	791	6	91	19	104	85	39	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1829	98	108	1290	10	148	31	170	139	64	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1927	0	108	1300	0	0	349	0	0	219	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1122	60	66	791	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1788	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	3	1829	98	108	1290	10	148	31	170	139	64	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	28	0	0	3	0
Lane Group Flow (vph)	3	1924	0	108	1300	0	0	321	0	0	216	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.2	57.2		10.2	66.2			26.0			11.0	
Effective Green, g (s)	1.2	57.2		10.2	66.2			26.0			11.0	
Actuated g/C Ratio	0.01	0.47		0.08	0.54			0.21			0.09	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	17	1384		148	1600			362			161	
v/s Ratio Prot	0.00	c0.65		c0.06	0.44			c0.19			c0.12	
v/s Ratio Perm												
v/c Ratio	0.18	1.39		0.73	0.81			0.89			1.34	
Uniform Delay, d1	60.1	32.6		54.8	23.0			46.8			55.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	3.6	180.0		15.5	4.6			25.7			190.0	
Delay (s)	63.7	212.6		70.3	27.6			72.5			245.7	
Level of Service	E	F		E	C			E			F	
Approach Delay (s)		212.4			30.9			72.5			245.7	
Approach LOS		F			C			E			F	

Intersection Summary			
HCM Average Control Delay	136.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.20		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1173	24	9	882	1	4	1	11	0	2	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	1913	39	15	1438	2	7	2	18	0	3	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1951	0	15	1440	0	0	27	0	0	13	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1173	24	9	882	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1275	26	10	959	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	960	0	0	1301	0	0	1803	2282	651	-	2295	480
Stage 1	0	0	0	0	0	0	1303	1303	0	-	979	0
Stage 2	0	0	0	0	0	0	500	979	0	-	1316	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	-	4.02	3.32
Pot Capacity-1 Maneuver	712	-	-	528	-	-	50	39	411	-	38	532
Stage 1	-	-	-	-	-	-	170	229	-	-	326	-
Stage 2	-	-	-	-	-	-	521	326	-	-	226	-
Mov Capacity-1 Maneuver	712	-	-	528	-	-	46.1	37.8	411	-	36.9	532
Mov Capacity-2 Maneuver	-	-	-	-	-	-	46.1	37.8	-	-	36.9	-
Stage 1	-	-	-	-	-	-	170	226.5	-	-	319.8	-
Stage 2	-	-	-	-	-	-	501.4	319.8	-	-	223.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	42.2	36.8
HCM LOS	A	A	E	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	114							122
HCM Control Delay (s)	42.2	10.111	-	-	11.947	-	-	36.8
HCM Lane VC Ratio	0.153	0.011	-	-	0.019	-	-	0.071
HCM Lane LOS	E	B	-	-	B	-	-	E
HCM 95th Percentile Queue (veh)	0.518	0.032	-	-	0.057	-	-	0.227

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1198	882	10	6	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	1953	1438	16	10	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	1953	1454	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1797	1323	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	13	1953	1438	16	10	11
Number of Lanes	1	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	1454	0	0	0	2449	727
Stage 1	-	-	-	-	1446	-
Stage 2	-	-	-	-	1003	-
Follow-up Headway	2.42	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	373	-	-	-	26	366
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	315	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	373	-	-	-	25	366
Mov Capacity-2 Maneuver	-	-	-	-	25	-
Stage 1	-	-	-	-	183	-
Stage 2	-	-	-	-	304	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	122.1
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					50
HCM Control Delay (s)	15.001	-	-	-	122.1
HCM Lane VC Ratio	0.035	-	-	-	0.424
HCM Lane LOS	C	-	-	-	F
HCM 95th Percentile Queue (veh)	0.108	-	-	-	1.545

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1196	850	39	22	61
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	60	1950	1386	64	36	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1950	1450	0	36	99

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1196	850	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	40	1300	924	42	24	66
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	966	0	0	0	1675	483
Stage 1	0	0	0	0	945	0
Stage 2	0	0	0	0	730	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	599	-	-	-	70	479
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	389	-
Mov Capacity-1 Maneuver	599	-	-	-	65.3	479
Mov Capacity-2 Maneuver	-	-	-	-	65.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	362.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	33.818
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					65	479
HCM Control Delay (s)	11.442	-	-	-	89.6	13.7
HCM Lane VC Ratio	0.067	-	0	-	0.368	0.138
HCM Lane LOS	B	-	-	-	F	B
HCM 95th Percentile Queue (veh)	0.215	-	0	-	1.377	0.478

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	135	1456	0	0	1257	228	391	3	554	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	1456	0	0	1257	228	0	394	554	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	893	0	0	771	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.07	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	106	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	135	1456	0	0	1257	228	391	3	554	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	131	0	0	243	0	0	0
Lane Group Flow (vph)	135	1456	0	0	1257	97	0	394	311	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Effective Green, g (s)	59.0	59.0			30.0	30.0		46.0	46.0			
Actuated g/C Ratio	0.39	0.39			0.20	0.20		0.31	0.31			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	42	1164			850	265		864	406			
v/s Ratio Prot		0.49			c0.30							
v/s Ratio Perm	c1.28					0.07		0.14	c0.24			
v/c Ratio	3.21	1.25			1.48	0.37		0.86dl	0.77			
Uniform Delay, d1	45.5	45.5			60.0	51.8		41.9	47.1			
Progression Factor	0.21	0.20			1.00	1.00		1.00	1.00			
Incremental Delay, d2	1002.0	113.6			221.8	0.9		0.4	8.4			
Delay (s)	1011.3	122.7			281.8	52.6		42.3	55.6			
Level of Service	F	F			F	D		D	E			
Approach Delay (s)		198.1			246.6			50.0			0.0	
Approach LOS		F			F			D			A	

Intersection Summary			
HCM Average Control Delay	181.1	HCM Level of Service	F
HCM Volume to Capacity ratio	2.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1379	455	633	1016	0	0	0	0	212	16	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1379	455	633	1016	0	0	0	0	0	228	127

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	846	279	388	623	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.18	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	287	2959						2828	1324
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	0	1379	455	633	1016	0	0	0	0	212	16	127
RTOR Reduction (vph)	0	0	152	0	0	0	0	0	0	0	0	97
Lane Group Flow (vph)	0	1379	303	633	1016	0	0	0	0	0	228	30
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		38.0	38.0	61.0	61.0						36.0	36.0
Effective Green, g (s)		38.0	38.0	61.0	61.0						36.0	36.0
Actuated g/C Ratio		0.25	0.25	0.41	0.41						0.24	0.24
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		1077	335	117	1203						679	318
v/s Ratio Prot		c0.32			0.34							
v/s Ratio Perm			0.23	c2.20							0.08	0.02
v/c Ratio		1.28	0.91	5.41	0.84						0.34	0.10
Uniform Delay, d1		56.0	54.3	44.5	40.2						47.1	44.3
Progression Factor		1.00	1.00	0.28	0.21						1.00	1.00
Incremental Delay, d2		133.4	30.2	1986.3	0.5						0.3	0.1
Delay (s)		189.4	84.4	1999.0	8.9						47.4	44.5
Level of Service		F	F	F	A						D	D
Approach Delay (s)		163.4			772.8			0.0			46.4	
Approach LOS		F			F			A			D	

Intersection Summary			
HCM Average Control Delay	414.4	HCM Level of Service	F
HCM Volume to Capacity ratio	2.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1093	719	2	0	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1782	1172	3	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1782	1175	0	2	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1093	719	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1188	782	2	0	1
Number of Lanes	0	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	-	0	0	0	1377	392
Stage 1	7.29111855645927E-304		0	0	783	0
Stage 2	7.29111855645927E-304		0	0	594	0
Follow-up Headway	-	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	-	-	114	554
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	462	-
Mov Capacity-1 Maneuver	-	-	-	-	114	554
Mov Capacity-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	11.5
HCM LOS	A	A	B

Lane	EBT	/	WBT	WBR	SBLn1
Capacity (vph)					554
HCM Control Delay (s)	-	-	-	-	11.5
HCM Lane VC Ratio	0	-	0	-	0.002
HCM Lane LOS	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0	-	0	-	0.006

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1639	0	0	1118	52	2	0	3	143	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1639	0	0	1118	52	0	5	0	0	163	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1005	0	0	686	32	1	0	2	88	0	12
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1900	1900	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	9	1811	0	3	1422	636	2	0	5	163	0	22
Proportion Arriving On Green	0.01	0.58	0.00	0.00	0.48	0.48	0.00	0.00	0.00	0.10	0.00	0.10
Movement Delay, s/veh	67.4	8.1	0.0	0.0	10.7	8.1	65.1	0.0	0.0	27.8	0.0	0.0
Movement LOS	E	A			B	A	E			C		
Approach Volume, veh/h		1097			780			3			109	
Approach Delay, s/veh		8.4			10.6			65.1			27.8	
Approach LOS		A			B			E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	3.0		
Phase Duration (G+Y+Rc), s	0.00	41.19	5.26	11.50	5.84	35.35		
Change Period (Y+Rc), s	5.50	7.50	5.00	5.50	5.50	7.50		
Max. Allowable Headway (MAH), s	0.00	4.86	0.25	0.12	3.73	4.86		
Maximum Green Setting (Gmax), s	14.50	52.50	25.00	24.50	14.50	54.50		
Max. Queue Clearance Time (g_c+I1), s	0.00	15.10	2.11	5.37	2.17	12.14		
Green Extension Time (g_e), s	0.00	16.87	0.00	0.00	0.00	17.71		
Probability of Phase Call (p_c)	0.000	1.000	0.051	1.000	0.068	1.000		
Probability of Max Out (p_x)	0.000	0.217	0.000	0.000	0.000	0.172		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1809.52		558.33	1569.69	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3114.75	0.05	0.00	2959.02

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		0.00	1116.65	214.05	1323.77

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	0.0	0.0	3.3	108.7	4.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1809.5	0.0	1675.0	1783.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.1	3.4	0.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.1	3.4	0.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.333	0.880	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	3.1	0.0	7.4	184.7	8.7	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.441	0.588	0.503	0.000	0.000	0.000
Available Capacity (c_a), veh/h	452.8	0.0	722.7	754.2	371.2	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	28.8	24.8	28.7	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	36.3	3.0	38.7	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	65.1	27.8	67.4	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.1	1.7	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.1	1.8	0.1	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.01	0.05	0.04	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1092.4	0.0	0.0	0.0	745.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	10.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	10.1	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1810.9	0.0	0.0	0.0	1422.2	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.603	0.000	0.000	0.000	0.524	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2822.1	0.0	0.0	0.0	2783.2	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	10.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.1	0.0	0.0	0.0	10.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	2.5	0.0	0.0	0.0	2.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	2.6	0.0	0.0	0.0	2.3	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.13	0.00	0.00	0.00	0.08	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1323.8	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.667	0.120	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	636.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.055	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1245.1	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	8.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	8.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	10.4
HCM Level of Service	B

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	960	659	29	26	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	1565	1074	47	42	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1565	1121	0	57	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	960	659	29	26	9
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	300			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	7	1043	716	32	28	10
Number of Lanes	1	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	748	0	0	0	1267	374
Stage 1	0	0	0	0	732	0
Stage 2	0	0	0	0	535	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	737	-	-	-	136	569
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	498	-
Mov Capacity-1 Maneuver	737	-	-	-	134.8	569
Mov Capacity-2 Maneuver	-	-	-	-	134.8	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	493.5	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	32.6
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					168
HCM Control Delay (s)	9.928	-	-	-	32.6
HCM Lane VC Ratio	0.009	-	0	-	0.226
HCM Lane LOS	A	-	-	-	D
HCM 95th Percentile Queue (veh)	0.027	-	0	-	0.835

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	812	604	56	80	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1324	985	91	130	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1324	985	91	141	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	812	604	56	80	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	350			320	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	18	883	657	61	87	8
Number of Lanes	1	2	2	1	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	717	0	0	0	1135	328
Stage 1	0	0	0	0	657	0
Stage 2	0	0	0	0	478	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	759	-	-	-	168	612
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	536	-
Mov Capacity-1 Maneuver	759	-	-	-	164	612
Mov Capacity-2 Maneuver	-	-	-	-	164	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	523.1	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.2	0	47.9
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					174
HCM Control Delay (s)	9.861	-	-	-	47.9
HCM Lane VC Ratio	0.024	-	0	-	0.543
HCM Lane LOS	A	-	-	-	E
HCM 95th Percentile Queue (veh)	0.075	-	0	-	2.788

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1025	932	6	13	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1671	1520	10	21	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1671	1530	0	23	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1538	1398	6	13	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1672	1520	10	21	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1530	0	0	0	2361	765
Stage 1	-	-	-	-	1525	-
Stage 2	-	-	-	-	836	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	346	-	-	-	22	305
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	339	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	346	-	-	-	22	305
Mov Capacity-2 Maneuver	-	-	-	-	22	-
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	$ 397.6
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					24
HCM Control Delay (s)	0	-	-	-	$ -1
HCM Lane VC Ratio	-	-	-	-	0.951
HCM Lane LOS	A	-	-	-	F
HCM 95th Percentile Queue (veh)	0	-	-	-	2.853

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	60	430	593	340	595	105
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	22%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	98	701	967	554	970	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	701	967	554	1141	0

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	430	593	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2614	2614	1399	0	0
Proportion Arriving On Green	0.00	0.88	0.88	0.88	0.00	0.00
Movement Delay, s/veh	0.0	0.5	0.7	1.0	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		467	1014		0	
Approach Delay, s/veh		0.5	0.8		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		60.00		0.00		60.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.06		0.00		4.06		
Maximum Green Setting (Gmax), s		73.00		39.00		53.00		
Max. Queue Clearance Time (g_c+I1), s		3.31		0.00		4.13		
Green Extension Time (g_e), s		7.65		0.00		7.58		
Probability of Phase Call (p_c)		1.000		0.000		1.000		
Probability of Max Out (p_x)		0.000		0.000		0.003		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	53.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	467.4	0.0	0.0	0.0	644.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	1.9	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2613.8	0.0	0.0	0.0	2613.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.179	0.000	0.000	0.000	0.247	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3600.1	0.0	0.0	0.0	2613.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	369.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.264	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1398.6	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.05	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		0.7						
HCM Level of Service		A						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	490	0	3	695	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	2%	2%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	799	0	5	1133	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	799	0	5	1133	0	0

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	490	0	3	695	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	799	0	5	1133	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.74	
vC, conflicting volume			799		1375	399
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			799		802	399
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			819		236	600

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	533	266	5	567	567	0
Volume Left	0	0	5	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	819	1700	1700	1700
Volume to Capacity	0.31	0.16	0.01	0.33	0.33	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	9.4	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	385	28	101	546	3	32	0	48	2	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	628	46	165	890	5	52	0	78	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	628	46	165	895	0	0	130	0	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	385	28	101	546	3	32	0	48	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	50		400	400		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	15	418	30	110	593	3	35	0	52	2	0	1
Number of Lanes	1	2	1	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	597	0	0	449	0	0	965	1265	209	1055	1264	298
Stage 1	0	0	0	0	0	0	449	449	0	815	815	0
Stage 2	0	0	0	0	0	0	516	816	0	240	449	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	851	-	-	978	-	-	182	143	740	155	143	643
Stage 1	-	-	-	-	-	-	509	523	-	298	345	-
Stage 2	-	-	-	-	-	-	462	345	-	688	523	-
Mov Capacity-1 Maneuver	851	-	-	978	-	-	163.9	124.7	740	129.9	124.7	643
Mov Capacity-2 Maneuver	-	-	-	-	-	-	163.9	124.7	-	129.9	124.7	-
Stage 1	-	-	-	-	-	-	509	513.6	-	298	306.4	-
Stage 2	-	-	-	-	-	-	409.6	306.4	-	628	513.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.4	21.2	25.7
HCM LOS	A	A	C	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	308							177
HCM Control Delay (s)	21.2	9.307	-	-	9.146	-	-	25.7
HCM Lane VC Ratio	0.282	0.018	-	-	0.112	-	-	0.018
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th Percentile Queue (veh)	1.134	0.055	-	-	0.378	-	-	0.056

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	401	5	46	485	5	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	654	8	75	791	8	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	662	0	75	791	47	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	401	5	46	485	5	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	50		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	436	5	50	527	5	26
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	441	0	803	221
Stage 1	0	0	0	0	439	0
Stage 2	0	0	0	0	364	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	987	-	283	725
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	618	-
Mov Capacity-1 Maneuver	-	-	987	-	268.6	725
Mov Capacity-2 Maneuver	-	-	-	-	268.6	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	586.5	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.8	11.8
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	561				
HCM Control Delay (s)	11.8	-	-	8.842	-
HCM Lane VC Ratio	0.056	0	-	0.051	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.178	0	-	0.16	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	367	33	87	404	27	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	598	54	142	659	44	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	54	142	659	99	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	367	33	87	404	27	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		150	320		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	399	36	95	439	29	37
Number of Lanes	2	1	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	435	0	808	199
Stage 1	0	0	0	0	399	0
Stage 2	0	0	0	0	409	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	992	-	281	748
Stage 1	-	-	-	-	591	-
Stage 2	-	-	-	-	584	-
Mov Capacity-1 Maneuver	-	-	992	-	254.3	748
Mov Capacity-2 Maneuver	-	-	-	-	254.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	528.5	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.6	15.7
HCM LOS	A	A	C

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	402				
HCM Control Delay (s)	15.7	-	-	9.011	-
HCM Lane VC Ratio	0.165	0	-	0.095	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	0.584	0	-	0.315	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	363	365	64	34	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	592	595	104	55	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	592	699	0	58	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	545	548	64	34	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	250			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	3	592	596	104	55	3
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	700	0	0	0	950	350
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	302	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	771	-	-	-	225	592
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	667	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	771	-	-	-	224	592
Mov Capacity-2 Maneuver	-	-	-	-	224	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	25.7
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					232
HCM Control Delay (s)	9.689	-	-	-	25.7
HCM Lane VC Ratio	0.004	-	-	-	0.253
HCM Lane LOS	A	-	-	-	D
HCM 95th Percentile Queue (veh)	0.013	-	-	-	0.972

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	359	366	6	2	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	585	597	10	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	585	607	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	539	549	6	2	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	2	586	597	10	3	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	607	0	0	0	899	304
Stage 1	-	-	-	-	602	-
Stage 2	-	-	-	-	297	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	843	-	-	-	244	636
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	672	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	843	-	-	-	243	636
Mov Capacity-2 Maneuver	-	-	-	-	243	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	670	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	17
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					306
HCM Control Delay (s)	9.279	-	-	-	17
HCM Lane VC Ratio	0.002	-	-	-	0.016
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.006	-	-	-	0.049

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Volume (vph)	1	350	0	363	2	1	2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	2	571	0	592	3	2	3
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2	571	0	595	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	350	363	2	1	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	60			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	380	395	2	1	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	397	0	0	0	588	198
Stage 1	0	0	0	0	396	0
Stage 2	0	0	0	0	192	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	1027	-	-	-	396	750
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	765	-
Mov Capacity-1 Maneuver	1027	-	-	-	395.6	750
Mov Capacity-2 Maneuver	-	-	-	-	395.6	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	764.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (vph)						578
HCM Control Delay (s)	8.509	-	-	-	-	11.3
HCM Lane VC Ratio	0.001	-	0	-	-	0.006
HCM Lane LOS	A	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.003	-	0	-	-	0.017

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	340	33	87	425	27	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	370	54	142	462	44	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	370	54	142	462	99	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	340	33	87	425	27	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		150	320		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	370	36	95	462	29	37
Number of Lanes	2	1	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	405	0	790	185
Stage 1	0	0	0	0	370	0
Stage 2	0	0	0	0	420	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	1020	-	289	766
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	576	-
Mov Capacity-1 Maneuver	-	-	1020	-	262.1	766
Mov Capacity-2 Maneuver	-	-	-	-	262.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	522.4	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.5	15.3
HCM LOS	A	A	C

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	414				
HCM Control Delay (s)	15.3	-	-	8.89	-
HCM Lane VC Ratio	0.16	0	-	0.093	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	0.565	0	-	0.306	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1482	31	19	961	8	12	4	18	10	5	53
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	1611	51	31	1045	13	20	7	29	16	8	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1662	0	31	1058	0	0	56	0	0	110	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	27.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1482	31	19	961	8	12	4	18	10	5	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	73	1611	34	21	1045	9	13	4	20	11	5	58
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1053	0	0	1645	0	0	2339	2868	822	2043	2880	527
Stage 1	0	0	0	0	0	0	1773	1773	0	1090	1090	0
Stage 2	0	0	0	0	0	0	566	1095	0	953	1790	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	550	-	-	309	-	-	15	12	278	26	12	447
Stage 1	-	-	-	-	-	-	69	109	-	197	250	-
Stage 2	-	-	-	-	-	-	429	249	-	242	106	-
Mov Capacity-1 Maneuver	550	-	-	309	-	-	# 6.3	9.7	278	13.6	9.7	447
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 6.3	9.7	-	13.6	9.7	-
Stage 1	-	-	-	-	-	-	69	94.6	-	197	233.3	-
Stage 2	-	-	-	-	-	-	340.6	232.3	-	186.3	92	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	0.3	$ 1295.6	$ 428.5
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	14							50
HCM Control Delay (s)	$ 1295.6	12.542	-	-	17.483	-	-	$ 1295.6
HCM Lane VC Ratio	2.64	0.132	-	-	0.067	-	-	1.478
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	5.424	0.454	-	-	0.214	-	-	6.967

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1645	16	26	1069	6	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1788	26	42	1162	10	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1814	0	42	1162	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	1645	16	26	1069	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	150		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1788	26	42	1162	10	11
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	1814	0	2466	907
Stage 1	-	-	-	-	1801	-
Stage 2	-	-	-	-	665	-
Follow-up Headway	-	-	2.42	-	3.72	3.52
Pot Capacity-1 Maneuver	-	-	261	-	19	243
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	423	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	261	-	16	243
Mov Capacity-2 Maneuver	-	-	-	-	16	-
Stage 1	-	-	-	-	94	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.8	239.8
HCM LOS	A	A	F

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	32					
HCM Control Delay (s)	239.8	-	-	-	21.449	-
HCM Lane VC Ratio	0.662	-	-	-	0.162	-
HCM Lane LOS	F	-	-	-	C	-
HCM 95th Percentile Queue (veh)	2.224	-	-	-	0.57	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1540	1030	10	6	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	1674	1120	16	10	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	1674	1136	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1540	1030	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	9	1674	1120	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1130	0	0	0	1979	565
Stage 1	0	0	0	0	1125	0
Stage 2	0	0	0	0	854	0
Follow-up Headway	2.42	-	0	0	3.52	3.32
Pot Capacity-1 Maneuver	511	-	-	-	54	468
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	377	-
Mov Capacity-1 Maneuver	511	-	-	-	53.1	468
Mov Capacity-2 Maneuver	-	-	-	-	53.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	370.6	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	45.9
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					102
HCM Control Delay (s)	12.167	-	-	-	45.9
HCM Lane VC Ratio	0.017	-	0	-	0.139
HCM Lane LOS	B	-	-	-	E
HCM 95th Percentile Queue (veh)	0.052	-	0	-	0.463

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	886	35	9	420	6	15	3	9	6	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	963	57	15	457	10	24	5	15	10	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1020	0	15	467	0	0	44	0	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	886	35	9	420	6	15	3	9	6	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	32	963	38	10	457	7	16	3	10	7	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	463	0	0	1001	0	0	1293	1528	501	1025	1543	232
Stage 1	0	0	0	0	0	0	1045	1045	0	479	479	0
Stage 2	0	0	0	0	0	0	248	483	0	546	1064	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	966	-	-	579	-	-	101	96	466	164	94	712
Stage 1	-	-	-	-	-	-	211	264	-	487	506	-
Stage 2	-	-	-	-	-	-	680	504	-	442	258	-
Mov Capacity-1 Maneuver	966	-	-	579	-	-	96.1	91.3	466	150.3	89.4	712
Mov Capacity-2 Maneuver	-	-	-	-	-	-	96.1	91.3	-	150.3	89.4	-
Stage 1	-	-	-	-	-	-	211	255.3	-	487	497.4	-
Stage 2	-	-	-	-	-	-	661.3	495.4	-	413.1	249.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.2	40.6	19.6
HCM LOS	A	A	E	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	130							261
HCM Control Delay (s)	40.6	8.852	-	-	11.324	-	-	19.6
HCM Lane VC Ratio	0.226	0.033	-	-	0.017	-	-	0.054
HCM Lane LOS	E	A	-	-	B	-	-	C
HCM 95th Percentile Queue (veh)	0.821	0.101	-	-	0.052	-	-	0.171

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	862	10	9	394	0	5	0	2	2	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	937	16	15	428	0	8	0	3	3	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	953	0	15	428	0	0	11	0	0	3	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	862	10	9	394	0	5	0	2	2	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	1	937	11	10	428	0	5	0	2	2	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	428	0	0	948	0	-	1179	1393	474	919	1398	-
Stage 1	0	0	0	0	0	-	945	945	0	448	448	-
Stage 2	0	0	0	0	0	-	234	448	0	471	950	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	3.72	4.22	-
Pot Capacity-1 Maneuver	997	-	-	608	-	-	124	118	487	197	117	-
Stage 1	-	-	-	-	-	-	245	297	-	510	524	-
Stage 2	-	-	-	-	-	-	694	524	-	493	295	-
Mov Capacity-1 Maneuver	997	-	-	608	-	-	122.4	116	487	193.6	115	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	122.4	116	-	193.6	115	-
Stage 1	-	-	-	-	-	-	245	296.7	-	510	515.6	-
Stage 2	-	-	-	-	-	-	682.9	515.6	-	490.3	294.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	29.3	23.8
HCM LOS	A	A	D	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	156						194
HCM Control Delay (s)	29.3	8.615	-	-	11.018	-	23.8
HCM Lane VC Ratio	0.049	0.001	-	-	0.016	-	0.011
HCM Lane LOS	D	A	-	-	B	-	C
HCM 95th Percentile Queue (veh)	0.153	0.003	-	-	0.049	-	0.034

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	874	13	2	408	2	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	950	21	3	443	3	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	971	0	3	443	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	874	13	2	408	2	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	100		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	950	21	3	443	3	11
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	971	0	1189	486
Stage 1	-	-	-	-	961	-
Stage 2	-	-	-	-	228	-
Follow-up Headway	-	-	2.42	-	3.72	3.52
Pot Capacity-1 Maneuver	-	-	595	-	154	477
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	732	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	595	-	153	477
Mov Capacity-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.1	16.6
HCM LOS	A	A	C

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	324					
HCM Control Delay (s)	16.6	-	-	-	11.084	-
HCM Lane VC Ratio	0.045	-	-	-	0.005	-
HCM Lane LOS	C	-	-	-	B	-
HCM 95th Percentile Queue (veh)	0.142	-	-	-	0.017	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	879	1	0	424	1	1	0	1	0	0	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	955	2	0	461	2	2	0	2	0	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	957	0	0	463	0	0	4	0	0	10	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	879	1	0	424	1	1	0	1	0	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	3	955	1	0	461	1	1	0	1	0	0	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	462	0	0	957	0	0	1193	1425	478	-	1424	231
Stage 1	0	0	0	0	0	0	963	963	0	-	461	0
Stage 2	0	0	0	0	0	0	230	462	0	-	963	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	-	4.22	3.52
Pot Capacity-1 Maneuver	965	-	-	603	-	-	121	113	483	-	113	713
Stage 1	-	-	-	-	-	-	239	291	-	-	516	-
Stage 2	-	-	-	-	-	-	698	516	-	-	291	-
Mov Capacity-1 Maneuver	965	-	-	603	-	-	119.6	112.7	483	-	112.7	713
Mov Capacity-2 Maneuver	-	-	-	-	-	-	119.6	112.7	-	-	112.7	-
Stage 1	-	-	-	-	-	-	239	290.1	-	-	516	-
Stage 2	-	-	-	-	-	-	691.6	516	-	-	290.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	24	10.1
HCM LOS	A	A	C	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	192							713
HCM Control Delay (s)	24	8.743	-	-	0	-	-	10.1
HCM Lane VC Ratio	0.011	0.003	-	-	-	-	-	0.009
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th Percentile Queue (veh)	0.034	0.01	-	-	0	-	-	0.028

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	524	0	3	862	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	2%	2%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	570	0	5	937	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	570	0	5	937	0	0

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	524	0	3	862	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	570	0	5	937	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.82	
vC, conflicting volume			570		1048	285
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			570		610	285
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			999		346	712

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	380	190	5	468	468	0
Volume Left	0	0	5	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	999	1700	1700	1700
Volume to Capacity	0.22	0.11	0.00	0.28	0.28	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	8.6	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	328	368	6	2	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	1	357	400	10	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	357	410	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	328	368	6	2	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	2	357	400	10	3	2
Number of Lanes	1	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	410	0	0	0	588	205
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	183	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	1015	-	-	-	396	743
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	773	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1015	-	-	-	395	743
Mov Capacity-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	12.8
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					468
HCM Control Delay (s)	8.553	-	-	-	12.8
HCM Lane VC Ratio	0.002	-	-	-	0.01
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.005	-	-	-	0.032

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1429	898	2	0	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1553	976	3	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1553	979	0	2	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1429	898	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1553	976	2	0	1
Number of Lanes	0	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	-	0	0	0	1754	489
Stage 1	-	0	0	0	977	0
Stage 2	-	0	0	0	777	0
Follow-up Headway	-	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	-	-	62	475
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	366	-
Mov Capacity-1 Maneuver	-	-	-	-	62	475
Mov Capacity-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	12.6
HCM LOS	A	A	B

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				475
HCM Control Delay (s)	-	-	-	12.6
HCM Lane VC Ratio	0	0	-	0.002
HCM Lane LOS	-	-	-	B
HCM 95th Percentile Queue (veh)	0	0	-	0.007

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1594	57	53	1053	2	76	0	77	1	0	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1733	93	86	1145	3	124	0	126	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1826	0	86	1148	0	0	250	0	0	5	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1594	57	53	1053	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	1890	67	70	2091	4	140	0	142	2	0	5
Proportion Arriving On Green	0.01	0.63	0.63	0.05	0.67	0.67	0.17	0.00	0.17	0.00	0.00	0.00
Movement Delay, s/veh	103.3	35.3	36.6	99.1	11.9	11.9	59.9	0.0	0.0	105.3	0.0	0.0
Movement LOS	F	D	D	F	B	B	E			F		
Approach Volume, veh/h		1800			1204			166			3	
Approach Delay, s/veh		36.1			16.0			59.9			105.3	
Approach LOS		D			B			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	11.27	89.00	27.00	5.57	5.91	94.36		
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00		
Max. Allowable Headway (MAH), s	3.77	4.97	0.22	0.25	3.77	4.97		
Maximum Green Setting (Gmax), s	8.00	84.00	22.00	16.00	5.00	87.00		
Max. Queue Clearance Time (g_c+I1), s	7.11	70.05	13.97	2.26	2.49	27.35		
Green Extension Time (g_e), s	0.01	12.54	0.00	0.00	0.00	41.36		
Probability of Phase Call (p_c)	0.881	1.000	1.000	0.113	0.182	1.000		
Probability of Max Out (p_x)	1.000	0.932	0.000	0.000	1.000	0.652		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		847.48	558.33	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2989.55	0.00	0.05	3107.81

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		106.42	858.63	1116.65	5.90

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	57.6	0.0	166.3	3.3	5.4	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1706.1	1675.0	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	5.1	0.0	12.0	0.3	0.5	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	5.1	0.0	12.0	0.3	0.5	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.497	0.333	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	70.0	0.0	282.6	7.1	10.1	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.823	0.000	0.589	0.456	0.536	0.000	0.000	0.000
Available Capacity (c_a), veh/h	89.3	0.0	282.6	201.8	55.8	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	62.7	0.0	51.2	66.0	65.8	0.0	0.0	0.0
Incremental Delay (d2), s/veh	36.3	0.0	8.7	39.3	37.5	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	99.1	0.0	59.9	105.3	103.3	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	1.9	0.0	5.7	0.1	0.2	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.7	0.0	0.7	0.1	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	2.6	0.0	6.4	0.2	0.3	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.61	0.00	0.12	0.03	0.06	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	898.9	0.0	0.0	0.0	573.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	66.7	0.0	0.0	0.0	25.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	66.7	0.0	0.0	0.0	25.3	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	984.8	0.0	0.0	0.0	1047.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.913	0.000	0.000	0.000	0.547	0.000	0.000
Available Capacity (c_a), veh/h	0.0	984.8	0.0	0.0	0.0	1047.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.2	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	14.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	0.0	0.0	11.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	21.3	0.0	0.0	0.0	7.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	3.8	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	25.1	0.0	0.0	0.0	7.9	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.49	0.00	0.00	0.00	0.90	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	895.7	0.0	0.0	0.0	573.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1538.6	0.0	0.0	0.0	1556.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	68.0	0.0	0.0	0.0	25.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	68.0	0.0	0.0	0.0	25.3	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.069	0.503	0.667	0.000	0.004	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	972.9	0.0	0.0	0.0	1047.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.921	0.000	0.000	0.000	0.547	0.000	0.000
Available Capacity (c_a), veh/h	0.0	972.9	0.0	0.0	0.0	1047.0	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.5	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	15.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	0.0	0.0	11.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	21.4	0.0	0.0	0.0	7.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	4.1	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	25.5	0.0	0.0	0.0	7.9	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.53	0.00	0.00	0.00	0.90	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		29.8						
HCM Level of Service		C						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1297	848	29	26	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	1410	922	47	42	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1410	969	0	57	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1297	848	29	26	9
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	300			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	7	1410	922	32	28	10
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	953	0	0	0	1656	477
Stage 1	0	0	0	0	938	0
Stage 2	0	0	0	0	718	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	605	-	-	-	72	484
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	395	-
Mov Capacity-1 Maneuver	605	-	-	-	71.2	484
Mov Capacity-2 Maneuver	-	-	-	-	71.2	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	390.7	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	70.4
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					91
HCM Control Delay (s)	11.015	-	-	-	70.4
HCM Lane VC Ratio	0.011	-	0	-	0.418
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.033	-	0	-	1.712

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	334	367	64	34	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	363	399	104	55	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	363	503	0	58	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	334	367	64	34	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	250			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	3	363	399	104	55	3
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	503	0	0	0	639	252
Stage 1	-	-	-	-	451	-
Stage 2	-	-	-	-	188	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	930	-	-	-	366	690
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	769	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	930	-	-	-	365	690
Mov Capacity-2 Maneuver	-	-	-	-	365	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	767	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	16.4
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					375
HCM Control Delay (s)	8.885	-	-	-	16.4
HCM Lane VC Ratio	0.004	-	-	-	0.157
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.011	-	-	-	0.549

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1007	725	56	80	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1095	788	91	130	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1095	788	91	141	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1007	725	56	80	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	350			320	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	18	1095	788	61	87	8
Number of Lanes	1	2	2	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	849	0	0	0	1372	394
Stage 1	0	0	0	0	788	0
Stage 2	0	0	0	0	584	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	669	-	-	-	115	552
Stage 1	-	-	-	-	361	-
Stage 2	-	-	-	-	468	-
Mov Capacity-1 Maneuver	669	-	-	-	111.8	552
Mov Capacity-2 Maneuver	-	-	-	-	111.8	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	454.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.2	0	102.9
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					119
HCM Control Delay (s)	10.534	-	-	-	102.9
HCM Lane VC Ratio	0.028	-	0	-	0.795
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.085	-	0	-	4.621

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	50	1129	151	74	625	9	106	14	95	8	14	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1227	246	121	679	15	173	23	155	13	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1227	246	121	694	0	0	351	0	0	96	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1129	151	74	625	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	66	1307	585	97	1416	20	153	20	137	22	39	102
Proportion Arriving On Green	0.04	0.44	0.44	0.07	0.46	0.46	0.22	0.22	0.22	0.12	0.12	0.12
Movement Delay, s/veh	85.8	50.4	25.5	90.4	27.7	27.7	65.7	0.0	0.0	63.0	0.0	0.0
Movement LOS	F	D	C	F	C	C	E			E		
Approach Volume, veh/h		1446			770			234			64	
Approach Delay, s/veh		48.9			34.3			65.7			63.0	
Approach LOS		D			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	13.93	67.00	35.00	21.00	11.13	69.80		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.73	4.98	5.54	3.70	4.73		
Maximum Green Setting (Gmax), s	12.00	60.50	30.00	16.00	15.00	57.50		
Max. Queue Clearance Time (g_c+I1), s	9.34	56.16	23.20	7.83	6.98	22.99		
Green Extension Time (g_e), s	0.03	3.59	0.61	0.13	0.05	16.88		
Probability of Phase Call (p_c)	0.953	1.000	1.000	1.000	0.873	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.412	0.125	0.003	0.314		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3062.88

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	44.10

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	80.4	0.0	233.7	64.1	54.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.3	0.0	21.2	5.8	5.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.3	0.0	21.2	5.8	5.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	96.8	0.0	309.4	162.8	66.4	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.831	0.000	0.755	0.394	0.818	0.000	0.000	0.000
Available Capacity (c_a), veh/h	130.0	0.0	309.4	162.8	162.5	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	63.3	0.0	50.0	56.0	64.8	0.0	0.0	0.0
Incremental Delay (d2), s/veh	27.2	0.0	15.7	7.0	21.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.4	0.0	65.7	63.0	85.8	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.7	0.0	7.2	2.1	1.8	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.7	0.0	1.4	0.3	0.4	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.4	0.0	8.5	2.4	2.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.50	0.00	0.20	0.06	0.32	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1227.2	0.0	0.0	0.0	345.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	54.2	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	54.2	0.0	0.0	0.0	21.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1307.4	0.0	0.0	0.0	719.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.939	0.000	0.000	0.000	0.480	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1307.4	0.0	0.0	0.0	719.9	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	36.4	0.0	0.0	0.0	25.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	14.0	0.0	0.0	0.0	2.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.4	0.0	0.0	0.0	27.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	18.0	0.0	0.0	0.0	7.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	2.5	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	20.6	0.0	0.0	0.0	7.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.23	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	164.1	0.0	0.0	0.0	343.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1549.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	10.8	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	10.8	0.0	0.0	0.0	21.0	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.028	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	584.9	0.0	0.0	0.0	716.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.281	0.000	0.000	0.000	0.480	0.000	0.000
Available Capacity (c_a), veh/h	0.0	584.9	0.0	0.0	0.0	716.3	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	25.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	2.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.5	0.0	0.0	0.0	27.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	7.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.4	0.0	0.0	0.0	7.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.40	0.00	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		46.4						
HCM Level of Service		D						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	946	10	0	448	16	7	1	2	22	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	328	1028	16	0	487	26	11	2	3	36	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1044	0	0	487	26	0	16	0	0	206	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	946	10	0	448	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	218	1028	11	0	487	17	8	1	2	24	0	113
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	504	0	0	1039	0	0	1714	1958	520	1439	1963	243
Stage 1	0	0	0	0	0	0	1471	1471	0	487	487	0
Stage 2	0	0	0	0	0	0	243	487	0	952	1476	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	928	-	-	558	-	-	47	50	452	78	50	699
Stage 1	-	-	-	-	-	-	110	158	-	482	501	-
Stage 2	-	-	-	-	-	-	685	501	-	243	157	-
Mov Capacity-1 Maneuver	928	-	-	558	-	-	32.3	38.3	452	62.2	38.3	699
Mov Capacity-2 Maneuver	-	-	-	-	-	-	32.3	38.3	-	62.2	38.3	-
Stage 1	-	-	-	-	-	-	110	120.9	-	482	501	-
Stage 2	-	-	-	-	-	-	574.2	501	-	183.3	120.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	1.7	0	125.7	21.3
HCM LOS	A	A	F	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	40							356
HCM Control Delay (s)	125.7	10.07	-	-	0	-	-	21.3
HCM Lane VC Ratio	0.272	0.235	-	-	-	-	-	0.385
HCM Lane LOS	F	B	-	-	A	-	-	C
HCM 95th Percentile Queue (veh)	0.898	0.914	-	-	0	-	-	1.762

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1696	4	21	991	6	0	0	14	2	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1843	7	34	1077	10	0	0	23	3	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1850	0	34	1087	0	0	23	0	0	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1696	4	21	991	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1843	7	34	1077	10	0	0	23	3	0	11
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Conflicting Flow Rate - All	1087	0	0	1850	0	0	2470	3018	926	2088	3016	544
Stage 1	-	-	-	-	-	-	1863	1863	-	1150	1150	-
Stage 2	-	-	-	-	-	-	607	1155	-	938	1866	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	638	-	-	324	-	-	15	13	271	30	13	483
Stage 1	-	-	-	-	-	-	75	121	-	211	271	-
Stage 2	-	-	-	-	-	-	450	269	-	284	121	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	638	-	-	324	-	-	13	11	271	25	11	483
Mov Capacity-2 Maneuver	-	-	-	-	-	-	13	11	-	25	11	-
Stage 1	-	-	-	-	-	-	74	119	-	208	243	-
Stage 2	-	-	-	-	-	-	393	241	-	257	119	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	1.1	19.5	49.7
HCM LOS	A	A	C	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	271							95
HCM Control Delay (s)	19.5	10.716	0	-	17.42	0.6	-	49.7
HCM Lane VC Ratio	0.084	0.013	-	-	0.106	-	-	0.154
HCM Lane LOS	C	B	A	-	C	A	-	E
HCM 95th Percentile Queue (veh)	0.274	0.039	-	-	0.351	-	-	0.521

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	367	28	101	638	3	32	0	48	2	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	399	46	165	693	5	52	0	78	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	399	46	165	698	0	0	130	0	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	367	28	101	638	3	32	0	48	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	50		400	400		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	23	399	46	165	693	5	52	0	78	3	0	2
Number of Lanes	1	2	1	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	698	0	0	445	0	0	1145	1496	223	1272	1517	350
Stage 1	-	-	-	-	-	-	468	468	-	1026	1026	-
Stage 2	-	-	-	-	-	-	677	1028	-	246	491	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	773	-	-	982	-	-	132	101	722	105	98	592
Stage 1	-	-	-	-	-	-	495	512	-	217	270	-
Stage 2	-	-	-	-	-	-	365	269	-	682	499	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	773	-	-	982	-	-	112	82	722	80	79	592
Mov Capacity-2 Maneuver	-	-	-	-	-	-	112	82	-	80	79	-
Stage 1	-	-	-	-	-	-	480	497	-	211	225	-
Stage 2	-	-	-	-	-	-	303	224	-	590	484	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	2	40.3	38.6
HCM LOS	A	A	E	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	227							112
HCM Control Delay (s)	40.3	9.799	-	-	9.403	0.3	-	38.6
HCM Lane VC Ratio	0.575	0.03	-	-	0.168	-	-	0.044
HCM Lane LOS	E	A	-	-	A	A	-	E
HCM 95th Percentile Queue (veh)	3.203	0.091	-	-	0.601	-	-	0.136

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	816	15	69	393	470	4	0	2	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	887	24	113	427	766	7	0	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	916	0	112	1193	0	0	10	0	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	816	15	69	393	470	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	887	24	112	427	766	7	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1114							
pX, platoon unblocked	0.74						0.74	0.74		0.74	0.74	0.74
vC, conflicting volume	1193			911			1348	2327	456	1492	1957	597
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	561			911			769	2092	456	964	1591	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			82			96	100	99	100	100	100
cM capacity (veh/h)	652			630			163	24	501	115	53	758

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	448	468	112	285	909	10
Volume Left	5	0	112	0	0	7
Volume Right	0	24	0	0	766	3
cSH	652	1700	630	1700	1700	211
Volume to Capacity	0.01	0.28	0.18	0.17	0.53	0.05
Queue Length 95th (ft)	1	0	16	0	0	4
Control Delay (s)	0.2	0.0	11.9	0.0	0.0	22.9
Lane LOS	A		B			C
Approach Delay (s)	0.1		1.0			22.9
Approach LOS						C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1297	0	0	848	32	1	0	2	88	0	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1410	0	0	922	52	2	0	3	143	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1410	0	0	922	52	0	5	0	0	163	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1297	0	0	848	32	1	0	2	88	0	12
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1900	1900	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	9	1982	0	3	1622	726	2	0	5	141	0	19
Proportion Arriving On Green	0.01	0.64	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.09	0.00	0.09
Movement Delay, s/veh	72.4	8.9	0.0	0.0	10.2	7.0	69.8	0.0	0.0	34.4	0.0	0.0
Movement LOS	E	A			B	A	E			C		
Approach Volume, veh/h		1414			957			3			109	
Approach Delay, s/veh		9.1			10.1			69.8			34.4	
Approach LOS		A			B			E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	3.0		
Phase Duration (G+Y+Rc), s	0.00	50.02	5.29	11.50	5.89	44.13		
Change Period (Y+Rc), s	5.50	7.50	5.00	5.50	5.50	7.50		
Max. Allowable Headway (MAH), s	0.00	4.86	0.25	0.12	3.73	4.86		
Maximum Green Setting (Gmax), s	5.00	50.00	16.00	15.50	5.00	52.00		
Max. Queue Clearance Time (g_c+I1), s	0.00	22.09	2.13	5.95	2.20	15.66		
Green Extension Time (g_e), s	0.00	19.27	0.00	0.00	0.00	22.97		
Probability of Phase Call (p_c)	0.000	1.000	0.059	1.000	0.078	1.000		
Probability of Max Out (p_x)	0.000	0.572	0.000	0.000	1.000	0.466		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1809.52		558.33	1569.69	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3114.75	0.05	0.00	2959.02

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		0.00	1116.65	214.05	1323.77

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	0.0	0.0	3.3	108.7	4.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1809.5	0.0	1675.0	1783.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.1	3.9	0.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.1	3.9	0.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.333	0.880	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	2.7	0.0	7.4	160.2	8.6	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.443	0.679	0.505	0.000	0.000	0.000
Available Capacity (c_a), veh/h	135.4	0.0	401.1	413.8	111.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	33.2	29.5	33.1	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	36.7	5.0	39.2	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	69.8	34.4	72.4	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.1	2.0	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.1	2.2	0.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.01	0.06	0.05	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1409.8	0.0	0.0	0.0	921.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	20.1	0.0	0.0	0.0	13.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	20.1	0.0	0.0	0.0	13.7	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1982.2	0.0	0.0	0.0	1622.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.711	0.000	0.000	0.000	0.568	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2331.1	0.0	0.0	0.0	2303.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.9	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	0.0	0.0	0.0	10.2	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	3.1	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.0	0.0	0.0	0.0	3.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.11	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1323.8	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.667	0.120	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	725.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.048	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1030.3	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM Average Control Delay	10.7
HCM Level of Service	B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	125	1083	0	0	864	210	360	2	510	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	150%	150%	100%	100%	100%	150%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	136	1177	0	0	939	228	391	3	554	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1177	0	0	939	228	0	394	554	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	1083	0	0	864	210	360	2	510	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.08	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	122	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	100%	100%	150%	150%	100%	100%	100%	150%	100%	150%	150%	150%
Adj. Flow (vph)	136	1177	0	0	939	228	391	3	554	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	174	0	0	237	0	0	0
Lane Group Flow (vph)	136	1177	0	0	939	54	0	394	317	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	51.0	51.0			28.0	28.0		52.8	52.8			
Effective Green, g (s)	51.0	51.0			28.0	28.0		52.8	52.8			
Actuated g/C Ratio	0.35	0.35			0.19	0.19		0.36	0.36			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	42	1028			811	253		1014	476			
v/s Ratio Prot		0.40			c0.22							
v/s Ratio Perm	c1.11					0.04		0.14	c0.24			
v/c Ratio	3.24	1.14			1.16	0.21		0.39	0.67			
Uniform Delay, d1	47.9	47.9			59.4	50.1		35.0	39.6			
Progression Factor	0.34	0.33			1.00	1.00		1.00	1.00			
Incremental Delay, d2	1012.7	66.4			84.7	0.4		0.2	3.5			
Delay (s)	1028.9	82.4			144.1	50.5		35.2	43.1			
Level of Service	F	F			F	D		D	D			
Approach Delay (s)		180.5			125.8			39.8			0.0	
Approach LOS		F			F			D			A	

Intersection Summary			
HCM Average Control Delay	123.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.75		
Actuated Cycle Length (s)	146.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	1058	279	582	642	0	0	0	0	195	10	78
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	100%	100%	150%	150%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1150	455	633	698	0	0	0	0	212	16	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1150	455	633	698	0	0	0	0	0	228	127

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1058	279	582	642	0	0	0	0	195	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.23	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	365	2959						2828	1324
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	100%	100%	150%	150%	150%	150%	100%	150%	150%
Adj. Flow (vph)	0	1150	455	633	698	0	0	0	0	212	16	127
RTOR Reduction (vph)	0	0	180	0	0	0	0	0	0	0	0	88
Lane Group Flow (vph)	0	1150	275	633	698	0	0	0	0	0	228	39
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		28.0	28.0	59.1	59.1						44.7	44.7
Effective Green, g (s)		28.0	28.0	59.1	59.1						44.7	44.7
Actuated g/C Ratio		0.19	0.19	0.40	0.40						0.30	0.30
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		811	253	147	1191						861	403
v/s Ratio Prot		c0.27			0.24							
v/s Ratio Perm			0.21	c1.73							0.08	0.03
v/c Ratio		1.42	1.09	4.31	0.59						0.26	0.10
Uniform Delay, d1		59.4	59.4	43.9	34.3						38.6	36.6
Progression Factor		1.00	1.00	0.33	0.16						1.00	1.00
Incremental Delay, d2		195.4	81.1	1493.6	0.3						0.2	0.1
Delay (s)		254.8	140.5	1508.2	5.8						38.8	36.7
Level of Service		F	F	F	A						D	D
Approach Delay (s)		222.4			720.3			0.0			38.0	
Approach LOS		F			F			A			D	

Intersection Summary			
HCM Average Control Delay	403.9	HCM Level of Service	F
HCM Volume to Capacity ratio	2.32		
Actuated Cycle Length (s)	146.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	171	1218	110	32	757	25	104	57	39	56	23	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1324	179	52	823	41	170	93	64	91	38	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1324	179	52	823	41	0	327	0	0	317	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1218	110	32	757	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	279	1324	179	52	823	41	170	93	64	91	38	188
RTOR Reduction (vph)	0	0	94	0	0	27	0	9	0	0	52	0
Lane Group Flow (vph)	279	1324	85	52	823	14	0	318	0	0	265	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	16.0	47.3	47.3	3.2	34.5	34.5		17.0			14.0	
Effective Green, g (s)	16.0	47.3	47.3	3.2	34.5	34.5		17.0			14.0	
Actuated g/C Ratio	0.16	0.47	0.47	0.03	0.34	0.34		0.17			0.14	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	283	1400	749	57	1021	546		301			236	
v/s Ratio Prot	c0.16	c0.45		0.03	0.28			c0.18			c0.16	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.99	0.95	0.11	0.91	0.81	0.03		1.06			1.12	
Uniform Delay, d1	41.9	25.1	14.7	48.3	29.7	21.6		41.5			43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	49.2	14.2	0.3	87.4	6.8	0.1		67.4			94.9	
Delay (s)	91.1	39.3	15.0	135.7	36.5	21.7		108.9			137.9	
Level of Service	F	D	B	F	D	C		F			F	
Approach Delay (s)		45.0			41.5			108.9			137.9	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	59.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1659	18	18	1078	0	15	0	7	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1803	29	29	1172	0	24	0	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1832	0	29	1172	0	0	35	0	0	0	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1659	18	18	1078	0	15	0	7	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	150		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	4	1803	20	20	1172	0	16	0	8	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1172	0	0	1823	0	-	2447	3033	911	-	3043	-
Stage 1	0	0	0	0	0	-	1822	1822	0	-	1211	-
Stage 2	0	0	0	0	0	-	625	1211	0	-	1832	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	-	4.22	-
Pot Capacity-1 Maneuver	490	-	-	259	-	-	# 12	9	241	-	9	-
Stage 1	-	-	-	-	-	-	64	102	-	-	217	-
Stage 2	-	-	-	-	-	-	394	217	-	-	101	-
Mov Capacity-1 Maneuver	490	-	-	259	-	-	# 11.2	8.2	241	-	8.2	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 11.2	8.2	-	-	8.2	-
Stage 1	-	-	-	-	-	-	64	101.1	-	-	200.5	-
Stage 2	-	-	-	-	-	-	364.1	200.5	-	-	100.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	$ 745.9	0
HCM LOS	A	A	F	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	16						-
HCM Control Delay (s)	$ 745.9	12.413	-	-	20.032	-	0
HCM Lane VC Ratio	1.495	0.009	-	-	0.076	-	-
HCM Lane LOS	F	B	-	-	C	-	A
HCM 95th Percentile Queue (veh)	3.53	0.027	-	-	0.243	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1503	24	9	1030	1	4	1	11	0	2	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	1634	39	15	1120	2	7	2	18	0	3	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1673	0	15	1122	0	0	27	0	0	13	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1503	24	9	1030	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1634	26	10	1120	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1121	0	0	1660	0	0	2242	2802	830	-	2815	560
Stage 1	0	0	0	0	0	0	1662	1662	0	-	1140	0
Stage 2	0	0	0	0	0	0	580	1140	0	-	1675	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	-	4.02	3.32
Pot Capacity-1 Maneuver	619	-	-	384	-	-	23	18	313	-	18	472
Stage 1	-	-	-	-	-	-	101	153	-	-	274	-
Stage 2	-	-	-	-	-	-	467	274	-	-	150	-
Mov Capacity-1 Maneuver	619	-	-	384	-	-	19.9	17.3	313	-	17.3	472
Mov Capacity-2 Maneuver	-	-	-	-	-	-	19.9	17.3	-	-	17.3	-
Stage 1	-	-	-	-	-	-	101	151.2	-	-	267.2	-
Stage 2	-	-	-	-	-	-	445.4	267.2	-	-	148.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	100.6	72.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	54							62
HCM Control Delay (s)	100.6	10.888	-	-	14.62	-	-	72.3
HCM Lane VC Ratio	0.322	0.012	-	-	0.025	-	-	0.14
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th Percentile Queue (veh)	1.141	0.037	-	-	0.078	-	-	0.458

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1426	60	66	894	6	91	19	104	85	39	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1550	98	108	972	10	148	31	170	139	64	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1648	0	108	982	0	0	349	0	0	219	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1426	60	66	894	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1788	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	3	1550	98	108	972	10	148	31	170	139	64	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	24	0	0	2	0
Lane Group Flow (vph)	3	1645	0	108	982	0	0	325	0	0	217	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.2	79.2		9.0	87.0			26.0			16.0	
Effective Green, g (s)	1.2	79.2		9.0	87.0			26.0			16.0	
Actuated g/C Ratio	0.01	0.53		0.06	0.59			0.18			0.11	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	14	1582		107	1737			299			193	
v/s Ratio Prot	0.00	c0.56		c0.06	0.33			c0.19			c0.12	
v/s Ratio Perm												
v/c Ratio	0.21	1.04		1.01	0.57			1.09			1.13	
Uniform Delay, d1	73.0	34.5		69.6	18.9			61.1			66.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.5	33.7		89.5	1.3			77.3			102.5	
Delay (s)	78.6	68.2		159.1	20.2			138.4			168.6	
Level of Service	E	E		F	C			F			F	
Approach Delay (s)		68.2			34.0			138.4			168.6	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM Average Control Delay	71.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1717	20	13	1144	0	8	0	5	1	0	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1866	33	21	1243	0	13	0	8	2	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1899	0	21	1243	0	0	21	0	0	9	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1717	20	13	1144	0	8	0	5	1	0	4
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	3	1866	33	21	1243	0	13	0	8	2	0	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Conflicting Flow Rate - All	1243	0	0	1899	0	-	2553	3174	950	2224	3190	622
Stage 1	-	-	-	-	-	-	1889	1889	-	1285	1285	-
Stage 2	-	-	-	-	-	-	664	1285	-	939	1905	-
Follow-up Headway	2.42	-	-	2.42	-	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	458	-	-	240	-	0	# 10	7	226	18	7	384
Stage 1	-	-	-	-	-	0	58	94	-	147	198	-
Stage 2	-	-	-	-	-	0	372	198	-	247	92	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0	0	0	0
Mov Capacity-1 Maneuver	458	-	-	240	-	-	# 9	6	226	16	6	384
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 9	6	-	16	6	-
Stage 1	-	-	-	-	-	-	58	93	-	146	181	-
Stage 2	-	-	-	-	-	-	334	181	-	237	91	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.9	$ 812	64
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	14						69
HCM Control Delay (s)	$ 812	12.917	0	-	21.448	0.6	64
HCM Lane VC Ratio	1.514	0.007	-	-	0.088	-	0.118
HCM Lane LOS	F	B	A	-	C	A	F
HCM 95th Percentile Queue (veh)	3.305	0.022	-	-	0.288	-	0.383

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	391	5	46	547	5	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	425	8	75	595	8	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	433	0	75	595	47	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	391	5	46	547	5	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	50		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	425	5	50	595	5	26
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	430	0	825	215
Stage 1	0	0	0	0	428	0
Stage 2	0	0	0	0	397	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	996	-	274	732
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	593	-
Mov Capacity-1 Maneuver	-	-	996	-	260.3	732
Mov Capacity-2 Maneuver	-	-	-	-	260.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	563.4	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.7	11.8
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	558				
HCM Control Delay (s)	11.8	-	-	8.805	-
HCM Lane VC Ratio	0.056	0	-	0.05	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.179	0	-	0.158	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1690	10	65	1089	52	7	1	126	23	1	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	1837	16	106	1184	85	11	2	205	38	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1853	0	106	1269	0	0	218	0	0	74	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	41.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1690	10	65	1089	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	1837	11	71	1184	57	8	1	137	25	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1240	0	0	1848	0	0	2605	3253	924	2300	3229	620
Stage 1	0	0	0	0	0	0	1871	1871	0	1353	1353	0
Stage 2	0	0	0	0	0	0	734	1382	0	947	1876	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	557	-	-	324	-	-	12	9	271	# 21	9	431
Stage 1	-	-	-	-	-	-	74	120	-	158	216	-
Stage 2	-	-	-	-	-	-	378	210	-	281	119	-
Mov Capacity-1 Maneuver	557	-	-	324	-	-	8.2	6.9	271	# 7.5	6.9	431
Mov Capacity-2 Maneuver	-	-	-	-	-	-	8.2	6.9	-	# 7.5	6.9	-
Stage 1	-	-	-	-	-	-	74	117	-	158	168.9	-
Stage 2	-	-	-	-	-	-	278.1	164.2	-	134.3	116	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	1	$ 387.7	$ 1671.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	92							14
HCM Control Delay (s)	$ 387.7	11.631	-	-	19.183	-	-	$ 387.7
HCM Lane VC Ratio	1.583	0.025	-	-	0.218	-	-	3.494
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	11.469	0.078	-	-	0.816	-	-	6.989

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1537	982	39	22	61
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	60	1671	1067	64	36	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1671	1131	0	36	99

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1537	982	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	40	1671	1067	42	24	66
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1110	0	0	0	2005	555
Stage 1	0	0	0	0	1089	0
Stage 2	0	0	0	0	916	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	521	-	-	-	41	427
Stage 1	-	-	-	-	244	-
Stage 2	-	-	-	-	306	-
Mov Capacity-1 Maneuver	521	-	-	-	37.8	427
Mov Capacity-2 Maneuver	-	-	-	-	37.8	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	282.4	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	64.063
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					38	427
HCM Control Delay (s)	12.487	-	-	-	200.1	15
HCM Lane VC Ratio	0.077	-	0	-	0.629	0.155
HCM Lane LOS	B	-	-	-	F	C
HCM 95th Percentile Queue (veh)	0.25	-	0	-	2.241	0.545

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1678	27	46	1021	0	6	0	30	1	1	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	1824	44	75	1110	0	10	0	49	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1868	0	75	1110	0	0	59	0	0	6	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1678	27	46	1021	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	2	1824	44	75	1110	0	10	0	49	2	2	2
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	1110	0	0	1868	0	-	2556	3110	934	2176	3132	555
Stage 1	-	-	-	-	-	-	1850	1850	-	1260	1260	-
Stage 2	-	-	-	-	-	-	706	1260	-	916	1872	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	625	-	-	319	-	0	13	11	267	26	11	475
Stage 1	-	-	-	-	-	0	77	123	-	180	240	-
Stage 2	-	-	-	-	-	0	393	240	-	293	120	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0	0	0	0
Mov Capacity-1 Maneuver	625	-	-	319	-	-	# 9	8	267	17	8	475
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 9	8	-	17	8	-
Stage 1	-	-	-	-	-	-	77	123	-	179	184	-
Stage 2	-	-	-	-	-	-	297	184	-	239	120	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	2.5	$ 366.3	$ 309.1
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	46						16
HCM Control Delay (s)	$ 366.3	10.775	0	-	19.72	1.3	$ 366.3
HCM Lane VC Ratio	1.276	0.003	-	-	0.235	-	0.306
HCM Lane LOS	F	B	A	-	C	A	F
HCM 95th Percentile Queue (veh)	5.552	0.008	-	-	0.896	-	0.828

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	60	434	709	340	595	105
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	22%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	98	472	771	554	970	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	472	771	554	1141	0

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	434	709	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2245	2245	1201	0	0
Proportion Arriving On Green	0.00	0.76	0.76	0.76	0.00	0.00
Movement Delay, s/veh	0.0	1.0	1.6	1.8	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		472	1140		0	
Approach Delay, s/veh		1.0	1.6		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		29.00		0.00		29.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.08		0.00		4.08		
Maximum Green Setting (Gmax), s		33.00		24.00		22.00		
Max. Queue Clearance Time (g_c+I1), s		3.33		0.00		4.47		
Green Extension Time (g_e), s		8.19		0.00		6.89		
Probability of Phase Call (p_c)		0.978		0.000		1.000		
Probability of Max Out (p_x)		0.062		0.000		0.232		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	471.7	0.0	0.0	0.0	770.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	2.5	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2244.8	0.0	0.0	0.0	2244.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.210	0.000	0.000	0.000	0.343	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3367.2	0.0	0.0	0.0	2244.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	1.0	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	369.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1201.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.308	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1201.1	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.5	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		1.5						
HCM Level of Service		A						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1327	1217	6	13	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1442	1323	10	21	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1442	1333	0	23	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1327	1217	6	13	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1442	1323	7	14	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1329	0	0	0	2047	665
Stage 1	0	0	0	0	1326	0
Stage 2	0	0	0	0	721	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	421	-	-	-	38	359
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	393	-
Mov Capacity-1 Maneuver	421	-	-	-	38	359
Mov Capacity-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	137.6
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					41
HCM Control Delay (s)	0	-	-	-	137.6
HCM Lane VC Ratio	-	-	0	-	0.371
HCM Lane LOS	A	-	-	-	F
HCM 95th Percentile Queue (veh)	0	-	0	-	1.27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1720	8	8	1150	3	6	0	4	4	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	1870	13	13	1250	5	10	0	7	7	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1883	0	13	1255	0	0	17	0	0	12	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1720	8	8	1150	3	6	0	4	4	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	200		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	9	1870	9	9	1250	3	7	0	4	4	0	3
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1253	0	0	1878	0	0	2533	3162	939	2221	3165	627
Stage 1	0	0	0	0	0	0	1891	1891	0	1269	1269	0
Stage 2	0	0	0	0	0	0	642	1271	0	952	1896	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	453	-	-	245	-	-	10	7	230	18	7	381
Stage 1	-	-	-	-	-	-	58	94	-	150	202	-
Stage 2	-	-	-	-	-	-	384	202	-	243	93	-
Mov Capacity-1 Maneuver	453	-	-	245	-	-	9.5	6.6	230	16.9	6.6	381
Mov Capacity-2 Maneuver	-	-	-	-	-	-	9.5	6.6	-	16.9	6.6	-
Stage 1	-	-	-	-	-	-	58	92.2	-	150	194.9	-
Stage 2	-	-	-	-	-	-	367.4	194.9	-	233.9	91.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	$ 469.6	168.6
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	15							29
HCM Control Delay (s)	$ 469.6	13.102	-	-	20.234	-	-	168.6
HCM Lane VC Ratio	0.725	0.019	-	-	0.035	-	-	0.262
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	1.777	0.059	-	-	0.11	-	-	0.817

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	488	33	87	547	27	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	530	54	142	595	44	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	54	142	595	99	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	488	33	87	547	27	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		150	320		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	530	36	95	595	29	37
Number of Lanes	2	1	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	566	0	1016	265
Stage 1	0	0	0	0	530	0
Stage 2	0	0	0	0	486	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	877	-	203	677
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	530	-
Mov Capacity-1 Maneuver	-	-	877	-	181.1	677
Mov Capacity-2 Maneuver	-	-	-	-	181.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	472.8	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.3	20
HCM LOS	A	A	C

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	306				
HCM Control Delay (s)	20	-	-	9.6	-
HCM Lane VC Ratio	0.217	0	-	0.108	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	0.808	0	-	0.361	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1641	31	19	1148	8	12	4	18	10	5	53
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	1784	51	31	1248	13	20	7	29	16	8	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1835	0	31	1261	0	0	56	0	0	110	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	81.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1641	31	19	1148	8	12	4	18	10	5	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	73	1784	34	21	1248	9	13	4	20	11	5	58
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1257	0	0	1817	0	0	2614	3244	909	2333	3256	628
Stage 1	0	0	0	0	0	0	1946	1946	0	1293	1293	0
Stage 2	0	0	0	0	0	0	668	1298	0	1040	1963	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	452	-	-	261	-	-	# 9	6	242	15	6	381
Stage 1	-	-	-	-	-	-	53	87	-	145	196	-
Stage 2	-	-	-	-	-	-	370	195	-	213	86	-
Mov Capacity-1 Maneuver	452	-	-	261	-	-	-	4.6	242	# 1.9	# 4.6	381
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	4.6	-	# 1.9	# 4.6	-
Stage 1	-	-	-	-	-	-	53	73	-	145	180.5	-
Stage 2	-	-	-	-	-	-	280.5	179.6	-	154.5	72.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.6	0.3	-	$ 3610.1
HCM LOS	A	A	-	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	-							10
HCM Control Delay (s)	-	14.488	-	-	19.975	-	-	$ -1
HCM Lane VC Ratio	-	0.161	-	-	0.079	-	-	7.391
HCM Lane LOS	-	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	-	0.569	-	-	0.256	-	-	10.603

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1804	16	26	1256	6	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1961	26	42	1365	10	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1987	0	42	1365	21	0

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1699	1217	10	6	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	1847	1323	16	10	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	1847	1339	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1699	1217	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	9	1847	1323	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1334	0	0	0	2269	667
Stage 1	0	0	0	0	1328	0
Stage 2	0	0	0	0	941	0
Follow-up Headway	2.42	-	0	0	3.52	3.32
Pot Capacity-1 Maneuver	419	-	-	-	34	401
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	340	-
Mov Capacity-1 Maneuver	419	-	-	-	33.3	401
Mov Capacity-2 Maneuver	-	-	-	-	33.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	332.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	73.8
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					66
HCM Control Delay (s)	13.774	-	-	-	73.8
HCM Lane VC Ratio	0.021	-	0	-	0.214
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.064	-	0	-	0.734

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	1045	35	9	607	6	15	3	9	6	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	1136	57	15	660	10	24	5	15	10	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1193	0	15	670	0	0	44	0	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	1045	35	9	607	6	15	3	9	6	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	32	1136	38	10	660	7	16	3	10	7	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	666	0	0	1174	0	0	1567	1904	587	1316	1920	333
Stage 1	0	0	0	0	0	0	1218	1218	0	683	683	0
Stage 2	0	0	0	0	0	0	349	686	0	633	1237	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	796	-	-	489	-	-	62	54	406	97	53	607
Stage 1	-	-	-	-	-	-	163	215	-	362	402	-
Stage 2	-	-	-	-	-	-	588	400	-	389	210	-
Mov Capacity-1 Maneuver	796	-	-	489	-	-	58.5	50.8	406	86	49.9	607
Mov Capacity-2 Maneuver	-	-	-	-	-	-	58.5	50.8	-	86	49.9	-
Stage 1	-	-	-	-	-	-	163	206.4	-	362	394	-
Stage 2	-	-	-	-	-	-	569	392	-	358.7	201.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.2	74	29.7
HCM LOS	A	A	F	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	80							160
HCM Control Delay (s)	74	9.709	-	-	12.512	-	-	29.7
HCM Lane VC Ratio	0.367	0.04	-	-	0.02	-	-	0.088
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th Percentile Queue (veh)	1.42	0.124	-	-	0.061	-	-	0.286

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1033	13	2	595	2	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1123	21	3	647	3	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1144	0	3	647	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	1033	13	2	595	2	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	100		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1123	21	3	647	3	11
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	1144	0	1464	573
Stage 1	-	-	-	-	1134	-
Stage 2	-	-	-	-	330	-
Follow-up Headway	-	-	2.42	-	3.72	3.52
Pot Capacity-1 Maneuver	-	-	504	-	99	415
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	645	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	504	-	98	415
Mov Capacity-2 Maneuver	-	-	-	-	98	-
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	641	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.1	20.9
HCM LOS	A	A	C

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	241					
HCM Control Delay (s)	20.9	-	-	-	12.189	-
HCM Lane VC Ratio	0.061	-	-	-	0.006	-
HCM Lane LOS	C	-	-	-	B	-
HCM 95th Percentile Queue (veh)	0.193	-	-	-	0.02	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	1038	1	0	611	1	1	0	1	0	0	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	1128	2	0	664	2	2	0	2	0	0	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	5	1130	0	0	666	0	0	4	0	0	10	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	1038	1	0	611	1	1	0	1	0	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	3	1128	1	0	664	1	1	0	1	0	0	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	665	0	0	1129	0	0	1467	1800	565	-	1801	333
Stage 1	0	0	0	0	0	0	1135	1135	0	-	665	0
Stage 2	0	0	0	0	0	0	332	665	0	-	1136	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	-	4.22	3.52
Pot Capacity-1 Maneuver	797	-	-	511	-	-	74	64	421	-	64	607
Stage 1	-	-	-	-	-	-	184	237	-	-	410	-
Stage 2	-	-	-	-	-	-	603	410	-	-	237	-
Mov Capacity-1 Maneuver	797	-	-	511	-	-	73	63.7	421	-	63.7	607
Mov Capacity-2 Maneuver	-	-	-	-	-	-	73	63.7	-	-	63.7	-
Stage 1	-	-	-	-	-	-	184	236.1	-	-	410	-
Stage 2	-	-	-	-	-	-	596.5	410	-	-	236.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	34.6	11
HCM LOS	A	A	D	B

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	124							607
HCM Control Delay (s)	34.6	9.535	-	-	0	-	-	11
HCM Lane VC Ratio	0.018	0.004	-	-	-	-	-	0.011
HCM Lane LOS	D	A	-	-	A	-	-	B
HCM 95th Percentile Queue (veh)	0.053	0.012	-	-	0	-	-	0.033

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	672	0	3	984	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	2%	2%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	730	0	5	1070	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	0	5	1070	0	0

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	672	0	3	984	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	730	0	5	1070	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.77	
vC, conflicting volume			730		1275	365
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			730		748	365
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			870		265	632

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	487	243	5	535	535	0
Volume Left	0	0	5	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	870	1700	1700	1700
Volume to Capacity	0.29	0.14	0.01	0.31	0.31	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	9.2	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	476	490	6	2	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	517	533	10	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	517	543	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	476	490	6	2	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	517	533	7	2	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	539	0	0	0	797	270
Stage 1	0	0	0	0	536	0
Stage 2	0	0	0	0	261	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	899	-	-	-	286	671
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	702	-
Mov Capacity-1 Maneuver	899	-	-	-	285.7	671
Mov Capacity-2 Maneuver	-	-	-	-	285.7	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	701.3	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	15.3
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					353
HCM Control Delay (s)	9.009	-	-	-	15.3
HCM Lane VC Ratio	0.001	-	0	-	0.009
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.004	-	0	-	0.028

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Volume (vph)	1	350	0	363	2	1	2
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	2	571	0	592	3	2	3
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2	571	0	595	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	350	363	2	1	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	60			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	380	395	2	1	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	397	0	0	0	588	198
Stage 1	0	0	0	0	396	0
Stage 2	0	0	0	0	192	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	1027	-	-	-	396	750
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	765	-
Mov Capacity-1 Maneuver	1027	-	-	-	395.6	750
Mov Capacity-2 Maneuver	-	-	-	-	395.6	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	764.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	11.3
HCM LOS	A	A	B

Lane	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (vph)						578
HCM Control Delay (s)	8.509	-	-	-	-	11.3
HCM Lane VC Ratio	0.001	-	0	-	-	0.006
HCM Lane LOS	A	-	-	-	-	B
HCM 95th Percentile Queue (veh)	0.003	-	0	-	-	0.017

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1577	1020	2	0	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1714	1109	3	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1714	1112	0	2	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1577	1020	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1714	1109	2	0	1
Number of Lanes	0	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	-	0	0	0	1967	555
Stage 1	-	0	0	0	1110	0
Stage 2	-	0	0	0	857	0
Follow-up Headway	-	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	-	-	43	427
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	330	-
Mov Capacity-1 Maneuver	-	-	-	-	43	427
Mov Capacity-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	13.5
HCM LOS	A	A	B

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				427
HCM Control Delay (s)	-	-	-	13.5
HCM Lane VC Ratio	0	0	-	0.003
HCM Lane LOS	-	-	-	B
HCM 95th Percentile Queue (veh)	0	0	-	0.008

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1753	57	53	1240	2	76	0	77	1	0	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1905	93	86	1348	3	124	0	126	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1998	0	86	1351	0	0	250	0	0	5	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1753	57	53	1240	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	1962	63	66	2150	3	126	0	128	2	0	5
Proportion Arriving On Green	0.01	0.65	0.65	0.04	0.69	0.69	0.15	0.00	0.15	0.00	0.00	0.00
Movement Delay, s/veh	104.2	43.0	45.6	131.6	12.4	12.5	66.6	0.0	0.0	106.2	0.0	0.0
Movement LOS	F	D	D	F	B	B	E			F		
Approach Volume, veh/h		1973			1408			166			3	
Approach Delay, s/veh		44.4			17.3			66.6			106.2	
Approach LOS		D			B			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	11.00	93.00	25.00	5.57	5.92	98.08		
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00		
Max. Allowable Headway (MAH), s	3.77	4.97	0.22	0.25	3.77	4.97		
Maximum Green Setting (Gmax), s	6.00	88.00	20.00	16.00	5.00	89.00		
Max. Queue Clearance Time (g_c+I1), s	7.20	84.32	14.37	2.26	2.49	33.76		
Green Extension Time (g_e), s	0.00	3.59	0.00	0.00	0.00	45.23		
Probability of Phase Call (p_c)	0.884	1.000	1.000	0.115	0.184	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.000	0.000	1.000	0.812		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		847.48	558.33	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3000.62	0.00	0.05	3108.86

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		97.01	858.63	1116.65	5.01

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	57.6	0.0	166.3	3.3	5.4	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1706.1	1675.0	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	5.2	0.0	12.4	0.3	0.5	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	5.2	0.0	12.4	0.3	0.5	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.497	0.333	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	66.1	0.0	253.6	7.1	10.1	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.871	0.000	0.656	0.457	0.536	0.000	0.000	0.000
Available Capacity (c_a), veh/h	66.1	0.0	253.6	199.2	55.1	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	63.9	0.0	54.0	66.8	66.6	0.0	0.0	0.0
Incremental Delay (d2), s/veh	67.7	0.0	12.5	39.4	37.6	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	131.6	0.0	66.6	106.2	104.2	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	1.9	0.0	5.9	0.1	0.2	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	1.2	0.0	0.9	0.1	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.2	0.0	6.7	0.2	0.3	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.75	0.00	0.12	0.03	0.06	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	983.7	0.0	0.0	0.0	675.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	79.9	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	79.9	0.0	0.0	0.0	31.8	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1018.4	0.0	0.0	0.0	1077.2	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.966	0.000	0.000	0.000	0.627	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1018.4	0.0	0.0	0.0	1077.2	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.9	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	21.1	0.0	0.0	0.0	1.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.0	0.0	0.0	0.0	12.4	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	25.0	0.0	0.0	0.0	9.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	6.0	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	31.0	0.0	0.0	0.0	9.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	3.07	0.00	0.00	0.00	1.12	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	983.7	0.0	0.0	0.0	674.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1540.3	0.0	0.0	0.0	1556.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	82.3	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	82.3	0.0	0.0	0.0	31.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.063	0.503	0.667	0.000	0.003	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	1007.2	0.0	0.0	0.0	1076.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.977	0.000	0.000	0.000	0.627	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1007.2	0.0	0.0	0.0	1076.6	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	22.3	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	23.3	0.0	0.0	0.0	1.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.6	0.0	0.0	0.0	12.5	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	25.5	0.0	0.0	0.0	9.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	6.5	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	32.0	0.0	0.0	0.0	9.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	3.17	0.00	0.00	0.00	1.12	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		34.8						
HCM Level of Service		C						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1377	930	29	26	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	1497	1011	47	42	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1497	1058	0	57	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1377	930	29	26	9
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	300			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	10	1497	1011	47	42	15
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1058	0	0	0	1804	530
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	769	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	547	-	-	-	57	445
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	370	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	547	-	-	-	56	445
Mov Capacity-2 Maneuver	-	-	-	-	56	-
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	363	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	149.8
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					72
HCM Control Delay (s)	11.701	-	-	-	149.8
HCM Lane VC Ratio	0.018	-	-	-	0.793
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.055	-	-	-	3.786

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	482	489	64	34	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	524	532	104	55	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	524	636	0	58	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	482	489	64	34	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	250			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	2	524	532	70	37	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	601	0	0	0	832	301
Stage 1	0	0	0	0	566	0
Stage 2	0	0	0	0	266	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	847	-	-	-	271	640
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	698	-
Mov Capacity-1 Maneuver	847	-	-	-	270.2	640
Mov Capacity-2 Maneuver	-	-	-	-	270.2	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	695.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	20
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					279
HCM Control Delay (s)	9.261	-	-	-	20
HCM Lane VC Ratio	0.003	-	0	-	0.14
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.008	-	0	-	0.482

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1155	847	56	80	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1255	921	91	130	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1255	921	91	141	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	32.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1155	847	56	80	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	350			320	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	28	1255	921	91	130	11
Number of Lanes	1	2	2	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1012	0	0	0	1651	507
Stage 1	-	-	-	-	967	-
Stage 2	-	-	-	-	684	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	572	-	-	-	# 73	461
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	412	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	572	-	-	-	# 69	461
Mov Capacity-2 Maneuver	-	-	-	-	# 69	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	392	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	$ 550.7
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					74
HCM Control Delay (s)	11.614	-	-	-	$ -1
HCM Lane VC Ratio	0.048	-	-	-	1.917
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.152	-	-	-	12.677

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	50	1288	151	74	812	9	106	14	95	8	14	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1400	246	121	883	15	173	23	155	13	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1400	246	121	898	0	0	351	0	0	96	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1288	151	74	812	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	66	1394	623	96	1510	17	146	19	131	20	36	95
Proportion Arriving On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.21	0.21	0.21	0.11	0.11	0.11
Movement Delay, s/veh	90.9	64.3	24.6	100.1	30.1	30.1	74.0	0.0	0.0	70.0	0.0	0.0
Movement LOS	F	F	C	F	C	C	E			E		
Approach Volume, veh/h		1618			973			234			64	
Approach Delay, s/veh		61.1			35.9			74.0			70.0	
Approach LOS		E			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	14.57	76.00	36.00	21.00	11.61	78.96		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.74	4.98	5.54	3.70	4.74		
Maximum Green Setting (Gmax), s	12.00	69.50	31.00	16.00	15.00	66.50		
Max. Queue Clearance Time (g_c+I1), s	9.91	71.50	25.11	8.35	7.36	32.24		
Green Extension Time (g_e), s	0.03	0.00	0.55	0.13	0.04	21.07		
Probability of Phase Call (p_c)	0.963	1.000	1.000	1.000	0.892	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.643	0.188	0.005	0.498		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3074.66

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	34.08

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	80.4	0.0	233.7	64.1	54.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.9	0.0	23.1	6.3	5.4	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.9	0.0	23.1	6.3	5.4	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	96.2	0.0	296.7	151.1	66.4	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.836	0.000	0.788	0.424	0.818	0.000	0.000	0.000
Available Capacity (c_a), veh/h	120.6	0.0	296.7	151.1	150.8	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	68.2	0.0	55.2	61.5	69.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	31.9	0.0	18.8	8.5	21.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	100.1	0.0	74.0	70.0	90.9	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.9	0.0	7.9	2.3	2.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.9	0.0	1.5	0.4	0.4	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.8	0.0	9.5	2.6	2.4	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.55	0.00	0.22	0.06	0.35	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1400.0	0.0	0.0	0.0	447.1	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	69.5	0.0	0.0	0.0	30.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	69.5	0.0	0.0	0.0	30.2	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1393.6	0.0	0.0	0.0	764.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	1.005	0.000	0.000	0.000	0.585	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1393.6	0.0	0.0	0.0	764.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	39.0	0.0	0.0	0.0	26.8	0.0	0.0
Incremental Delay (d2), s/veh	0.0	25.2	0.0	0.0	0.0	3.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	64.3	0.0	0.0	0.0	30.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	23.3	0.0	0.0	0.0	10.6	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	4.9	0.0	0.0	0.0	0.7	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	28.1	0.0	0.0	0.0	11.3	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.32	0.00	0.00	0.00	0.04	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	164.1	0.0	0.0	0.0	445.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1551.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	11.0	0.0	0.0	0.0	30.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	11.0	0.0	0.0	0.0	30.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.022	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	623.4	0.0	0.0	0.0	761.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.263	0.000	0.000	0.000	0.585	0.000	0.000
Available Capacity (c_a), veh/h	0.0	623.4	0.0	0.0	0.0	761.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	23.6	0.0	0.0	0.0	26.8	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	3.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.6	0.0	0.0	0.0	30.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	10.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.7	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.5	0.0	0.0	0.0	11.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		53.9						
HCM Level of Service		D						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	1105	10	0	635	16	7	1	2	22	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	328	1201	16	0	690	26	11	2	3	36	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1217	0	0	690	26	0	16	0	0	206	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	1105	10	0	635	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	218	1201	11	0	690	17	8	1	2	24	0	113
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	708	0	0	1212	0	0	1988	2333	606	1728	2339	345
Stage 1	0	0	0	0	0	0	1643	1643	0	690	690	0
Stage 2	0	0	0	0	0	0	345	690	0	1038	1649	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	765	-	-	472	-	-	28	28	394	46	28	597
Stage 1	-	-	-	-	-	-	85	128	-	358	398	-
Stage 2	-	-	-	-	-	-	592	398	-	213	127	-
Mov Capacity-1 Maneuver	765	-	-	472	-	-	17.7	20	394	34.2	20	597
Mov Capacity-2 Maneuver	-	-	-	-	-	-	17.7	20	-	34.2	20	-
Stage 1	-	-	-	-	-	-	85	91.4	-	358	398	-
Stage 2	-	-	-	-	-	-	479.9	398	-	149.4	90.7	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	1.8	0	276.9	57.4
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	22							196
HCM Control Delay (s)	276.9	11.576	-	-	0	-	-	57.4
HCM Lane VC Ratio	0.494	0.286	-	-	-	-	-	0.699
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th Percentile Queue (veh)	1.44	1.179	-	-	0	-	-	4.371

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1855	4	21	1178	6	0	0	14	2	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2016	7	34	1280	10	0	0	23	3	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2023	0	34	1290	0	0	23	0	0	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1855	4	21	1178	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	5	2016	4	23	1280	7	0	0	15	2	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1287	0	0	2021	0	0	-	3362	1010	2348	3361	643
Stage 1	0	0	0	0	0	0	-	2029	0	1329	1329	0
Stage 2	0	0	0	0	0	0	-	1333	0	1019	2032	0
Follow-up Headway	2.22	-	-	2.22	0	0	-	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	535	-	-	278	-	-	-	8	238	19	8	416
Stage 1	-	-	-	-	-	-	-	100	-	163	222	-
Stage 2	-	-	-	-	-	-	-	221	-	254	99	-
Mov Capacity-1 Maneuver	535	-	-	278	-	-	-	7.3	238	16.5	7.3	416
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	7.3	-	16.5	7.3	-
Stage 1	-	-	-	-	-	-	-	99	-	163	203.8	-
Stage 2	-	-	-	-	-	-	-	202.9	-	235.4	98	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	21.2	70
HCM LOS	A	A	C	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	238							65
HCM Control Delay (s)	21.2	11.798	-	-	19.105	-	-	70
HCM Lane VC Ratio	0.064	0.01	-	-	0.082	-	-	0.151
HCM Lane LOS	C	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	0.203	0.031	-	-	0.266	-	-	0.496

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	515	28	101	760	3	32	0	48	2	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	560	46	165	826	5	52	0	78	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	560	46	165	831	0	0	130	0	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	515	28	101	760	3	32	0	48	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	50		400	400		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	15	560	30	110	826	3	35	0	52	2	0	1
Number of Lanes	1	2	1	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	829	0	0	590	0	0	1223	1639	280	1357	1637	415
Stage 1	0	0	0	0	0	0	590	590	0	1047	1047	0
Stage 2	0	0	0	0	0	0	633	1049	0	310	590	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	683	-	-	856	-	-	115	81	660	90	82	534
Stage 1	-	-	-	-	-	-	414	446	-	210	263	-
Stage 2	-	-	-	-	-	-	389	263	-	622	446	-
Mov Capacity-1 Maneuver	683	-	-	856	-	-	101.8	69.1	660	73.5	69.9	534
Mov Capacity-2 Maneuver	-	-	-	-	-	-	101.8	69.1	-	73.5	69.9	-
Stage 1	-	-	-	-	-	-	414	436.2	-	210	229.3	-
Stage 2	-	-	-	-	-	-	338.5	229.3	-	560.2	436.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.1	34.4	41.1
HCM LOS	A	A	D	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	207							103
HCM Control Delay (s)	34.4	10.391	-	-	9.823	-	-	41.1
HCM Lane VC Ratio	0.42	0.022	-	-	0.128	-	-	0.032
HCM Lane LOS	D	B	-	-	A	-	-	E
HCM 95th Percentile Queue (veh)	1.926	0.068	-	-	0.439	-	-	0.097

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	975	15	69	580	470	4	0	2	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	1060	24	113	630	766	7	0	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	112	1396	0	0	10	0	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	975	15	69	580	470	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1060	24	112	630	766	7	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1114							
pX, platoon unblocked	0.63						0.63	0.63		0.63	0.63	0.63
vC, conflicting volume	1397			1084			1622	2704	542	1782	2333	698
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	440			1084			800	2527	542	1054	1934	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			79			95	100	99	100	100	100
cM capacity (veh/h)	618			534			127	10	436	80	25	640

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	535	554	112	420	976	10
Volume Left	5	0	112	0	0	7
Volume Right	0	24	0	0	766	3
cSH	618	1700	534	1700	1700	166
Volume to Capacity	0.01	0.33	0.21	0.25	0.57	0.06
Queue Length 95th (ft)	1	0	20	0	0	5
Control Delay (s)	0.2	0.0	13.5	0.0	0.0	28.0
Lane LOS	A		B			D
Approach Delay (s)	0.1		1.0			28.0
Approach LOS						D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1445	0	0	970	32	1	0	2	88	0	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1571	0	0	1054	52	2	0	3	143	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1571	0	0	1054	52	0	5	0	0	163	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1445	0	0	970	32	1	0	2	88	0	12
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1900	1900	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	9	2113	0	2	1781	797	2	0	5	134	0	18
Proportion Arriving On Green	0.01	0.68	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.09	0.00	0.09
Movement Delay, s/veh	78.3	9.2	0.0	0.0	9.9	6.3	75.6	0.0	0.0	40.7	0.0	0.0
Movement LOS	E	A			A	A	E			D		
Approach Volume, veh/h		1575			1089			3			109	
Approach Delay, s/veh		9.4			9.8			75.6			40.7	
Approach LOS		A			A			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	3.0		
Phase Duration (G+Y+Rc), s	0.00	60.12	5.34	12.10	5.95	54.17		
Change Period (Y+Rc), s	5.50	7.50	5.00	5.50	5.50	7.50		
Max. Allowable Headway (MAH), s	0.00	4.86	0.25	0.12	3.73	4.86		
Maximum Green Setting (Gmax), s	5.00	60.00	16.00	15.50	5.00	62.00		
Max. Queue Clearance Time (g_c+I1), s	0.00	27.37	2.15	6.60	2.23	19.10		
Green Extension Time (g_e), s	0.00	24.29	0.00	0.00	0.00	29.57		
Probability of Phase Call (p_c)	0.000	1.000	0.068	1.000	0.089	1.000		
Probability of Max Out (p_x)	0.000	0.639	0.000	0.000	1.000	0.541		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1809.52		558.33	1569.69	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3114.75	0.05	0.00	2959.02

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		0.00	1116.65	214.05	1323.77

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	0.0	0.0	3.3	108.7	4.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1809.5	0.0	1675.0	1783.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.2	4.6	0.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.2	4.6	0.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.333	0.880	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	2.3	0.0	7.3	151.9	8.5	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.445	0.716	0.509	0.000	0.000	0.000
Available Capacity (c_a), veh/h	116.6	0.0	345.5	356.5	95.6	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	38.5	34.6	38.4	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	37.1	6.1	39.9	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.6	40.7	78.3	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.1	2.3	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.1	0.3	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.1	2.5	0.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.01	0.07	0.05	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1570.7	0.0	0.0	0.0	1054.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	25.4	0.0	0.0	0.0	17.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	25.4	0.0	0.0	0.0	17.1	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2113.1	0.0	0.0	0.0	1780.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.743	0.000	0.000	0.000	0.592	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2409.4	0.0	0.0	0.0	2365.2	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.6	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	9.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	3.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.3	0.0	0.0	0.0	4.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.14	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1323.8	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.667	0.120	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	796.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.044	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1058.1	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		10.8						
HCM Level of Service		B						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	83	1277	0	0	1051	140	240	2	340	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	135	1388	0	0	1142	228	391	3	554	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	135	1388	0	0	1142	228	0	394	554	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	1277	0	0	1051	140	240	2	340	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		5.0	5.0			
Lane Util. Factor	1.00	0.95			0.91	1.00		0.95	1.00			
Frt	1.00	1.00			1.00	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (prot)	1480	2959			4252	1324		2819	1324			
Flt Permitted	0.08	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	120	2959			4252	1324		2819	1324			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	135	1388	0	0	1142	228	391	3	554	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	143	0	0	234	0	0	0
Lane Group Flow (vph)	135	1388	0	0	1142	85	0	394	320	0	0	0
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		5			6			8 16				
Permitted Phases	5					6	8 16		8 16			
Actuated Green, G (s)	52.0	52.0			28.0	28.0		51.8	51.8			
Effective Green, g (s)	52.0	52.0			28.0	28.0		51.8	51.8			
Actuated g/C Ratio	0.35	0.35			0.19	0.19		0.35	0.35			
Clearance Time (s)	5.0	5.0			5.0	5.0						
Vehicle Extension (s)	3.0	3.0			3.0	3.0						
Lane Grp Cap (vph)	43	1048			811	253		995	467			
v/s Ratio Prot		0.47			c0.27							
v/s Ratio Perm	c1.13					0.06		0.14	c0.24			
v/c Ratio	3.14	1.32			1.41	0.34		0.40	0.69			
Uniform Delay, d1	47.4	47.4			59.4	51.4		35.7	40.6			
Progression Factor	0.33	0.33			1.00	1.00		1.00	1.00			
Incremental Delay, d2	968.3	146.6			191.0	0.8		0.3	4.2			
Delay (s)	984.1	162.4			250.4	52.1		36.0	44.7			
Level of Service	F	F			F	D		D	D			
Approach Delay (s)		235.2			217.4			41.1			0.0	
Approach LOS		F			F			D			A	

Intersection Summary			
HCM Average Control Delay	181.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.82		
Actuated Cycle Length (s)	146.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	1206	279	388	876	0	0	0	0	130	10	78
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1311	455	633	952	0	0	0	0	212	16	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1311	455	633	952	0	0	0	0	0	228	127

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1206	279	388	876	0	0	0	0	130	10	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	5.0
Lane Util. Factor		0.91	1.00	1.00	0.95						0.95	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.96	1.00
Satd. Flow (prot)		4252	1324	1480	2959						2828	1324
Flt Permitted		1.00	1.00	0.20	1.00						0.96	1.00
Satd. Flow (perm)		4252	1324	308	2959						2828	1324
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	0	1311	455	633	952	0	0	0	0	212	16	127
RTOR Reduction (vph)	0	0	158	0	0	0	0	0	0	0	0	89
Lane Group Flow (vph)	0	1311	297	633	952	0	0	0	0	0	228	38
Turn Type		NA	Perm	Perm	NA					Perm	NA	Perm
Protected Phases		2			1						4 12	
Permitted Phases			2	1						4 12		4 12
Actuated Green, G (s)		30.0	30.0	58.1	58.1						43.7	43.7
Effective Green, g (s)		30.0	30.0	58.1	58.1						43.7	43.7
Actuated g/C Ratio		0.20	0.20	0.40	0.40						0.30	0.30
Clearance Time (s)		5.0	5.0	5.0	5.0							
Vehicle Extension (s)		3.0	3.0	3.0	3.0							
Lane Grp Cap (vph)		869	271	122	1171						842	394
v/s Ratio Prot		c0.31			0.32							
v/s Ratio Perm			0.22	c2.05							0.08	0.03
v/c Ratio		1.51	1.09	5.19	0.81						0.27	0.10
Uniform Delay, d1		58.4	58.4	44.4	39.5						39.4	37.3
Progression Factor		1.00	1.00	0.34	0.27						1.00	1.00
Incremental Delay, d2		234.9	82.4	1886.5	0.4						0.2	0.1
Delay (s)		293.3	140.8	1901.7	10.9						39.6	37.4
Level of Service		F	F	F	B						D	D
Approach Delay (s)		254.0			766.0			0.0			38.8	
Approach LOS		F			F			A			D	

Intersection Summary			
HCM Average Control Delay	452.4	HCM Level of Service	F
HCM Volume to Capacity ratio	2.72		
Actuated Cycle Length (s)	146.8	Sum of lost time (s)	15.0
Intersection Capacity Utilization	76.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	171	1377	110	32	944	25	104	57	39	56	23	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1497	179	52	1026	41	170	93	64	91	38	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1497	179	52	1026	41	0	327	0	0	317	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1377	110	32	944	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	279	1497	179	52	1026	41	170	93	64	91	38	188
RTOR Reduction (vph)	0	0	87	0	0	25	0	8	0	0	44	0
Lane Group Flow (vph)	279	1497	92	52	1026	16	0	319	0	0	273	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	19.0	61.5	61.5	4.0	46.5	46.5		19.0			17.0	
Effective Green, g (s)	19.0	61.5	61.5	4.0	46.5	46.5		19.0			17.0	
Actuated g/C Ratio	0.16	0.51	0.51	0.03	0.39	0.39		0.16			0.14	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	280	1516	811	59	1147	613		280			239	
v/s Ratio Prot	c0.16	c0.51		0.03	0.35			c0.18			c0.16	
v/s Ratio Perm			0.06			0.01						
v/c Ratio	1.00	0.99	0.11	0.88	0.89	0.03		1.14			1.14	
Uniform Delay, d1	50.5	28.9	15.1	57.8	34.5	22.7		50.5			51.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	52.5	20.3	0.3	75.5	10.8	0.1		97.3			102.3	
Delay (s)	102.9	49.2	15.4	133.2	45.3	22.8		147.8			153.8	
Level of Service	F	D	B	F	D	C		F			F	
Approach Delay (s)		53.8			48.5			147.8			153.8	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	69.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1818	18	18	1265	0	15	0	7	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1976	29	29	1375	0	24	0	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	2005	0	29	1375	0	0	35	0	0	0	0

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1662	24	9	1217	1	4	1	11	0	2	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	1807	39	15	1323	2	7	2	18	0	3	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1846	0	15	1325	0	0	27	0	0	13	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1662	24	9	1217	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1807	26	10	1323	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1324	0	0	1833	0	0	2517	3178	916	-	3191	662
Stage 1	0	0	0	0	0	0	1835	1835	0	-	1343	0
Stage 2	0	0	0	0	0	0	682	1343	0	-	1848	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	-	4.02	3.32
Pot Capacity-1 Maneuver	518	-	-	329	-	-	14	10	275	-	10	404
Stage 1	-	-	-	-	-	-	78	125	-	-	219	-
Stage 2	-	-	-	-	-	-	406	219	-	-	123	-
Mov Capacity-1 Maneuver	518	-	-	329	-	-	11	9.6	275	-	9.6	404
Mov Capacity-2 Maneuver	-	-	-	-	-	-	11	9.6	-	-	9.6	-
Stage 1	-	-	-	-	-	-	78	123.1	-	-	212.4	-
Stage 2	-	-	-	-	-	-	383.5	212.4	-	-	121.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	209.9	134.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	32							36
HCM Control Delay (s)	209.9	12.053	-	-	16.277	-	-	134.3
HCM Lane VC Ratio	0.543	0.015	-	-	0.03	-	-	0.242
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	1.799	0.045	-	-	0.092	-	-	0.778

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1585	60	66	1081	6	91	19	104	85	39	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1723	98	108	1175	10	148	31	170	139	64	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1821	0	108	1185	0	0	349	0	0	219	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1585	60	66	1081	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1788	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	3	1723	98	108	1175	10	148	31	170	139	64	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	24	0	0	2	0
Lane Group Flow (vph)	3	1818	0	108	1185	0	0	325	0	0	217	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.2	83.2		7.0	89.0			26.0			14.0	
Effective Green, g (s)	1.2	83.2		7.0	89.0			26.0			14.0	
Actuated g/C Ratio	0.01	0.56		0.05	0.60			0.18			0.09	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	14	1662		84	1777			299			169	
v/s Ratio Prot	0.00	c0.61		c0.06	0.40			c0.19			c0.12	
v/s Ratio Perm												
v/c Ratio	0.21	1.09		1.29	0.67			1.09			1.29	
Uniform Delay, d1	73.0	32.5		70.6	19.7			61.1			67.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.5	52.5		192.9	2.0			77.3			165.5	
Delay (s)	78.6	85.0		263.5	21.7			138.4			232.6	
Level of Service	E	F		F	C			F			F	
Approach Delay (s)		85.0			41.9			138.4			232.6	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM Average Control Delay	83.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1876	20	13	1331	0	8	0	5	1	0	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	2039	33	21	1447	0	13	0	8	2	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	2072	0	21	1447	0	0	21	0	0	9	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1876	20	13	1331	0	8	0	5	1	0	4
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	2	2039	22	14	1447	0	9	0	5	1	0	4
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1447	0	0	2061	0	-	2806	3529	1030	2499	3540	723
Stage 1	0	0	0	0	0	-	2054	2054	0	1475	1475	0
Stage 2	0	0	0	0	0	-	752	1475	0	1024	2065	0
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	375	-	-	204	-	-	# 6	4	199	11	4	327
Stage 1	-	-	-	-	-	-	44	76	-	110	157	-
Stage 2	-	-	-	-	-	-	327	157	-	218	75	-
Mov Capacity-1 Maneuver	375	-	-	204	-	-	# 5.6	3.7	199	10.1	3.7	327
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 5.6	3.7	-	10.1	3.7	-
Stage 1	-	-	-	-	-	-	44	75.5	-	110	146.2	-
Stage 2	-	-	-	-	-	-	300.4	146.2	-	210.8	74.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	$ 1080.1	95.7
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	9						45
HCM Control Delay (s)	$ 1080.1	14.656	-	-	23.956	-	95.7
HCM Lane VC Ratio	1.57	0.006	-	-	0.069	-	0.121
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th Percentile Queue (veh)	2.645	0.017	-	-	0.221	-	0.383

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	539	5	46	669	5	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	586	8	75	727	8	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	594	0	75	727	47	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	539	5	46	669	5	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	50		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	586	5	50	727	5	26
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	591	0	1053	296
Stage 1	0	0	0	0	589	0
Stage 2	0	0	0	0	464	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	856	-	191	645
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	545	-
Mov Capacity-1 Maneuver	-	-	856	-	179.9	645
Mov Capacity-2 Maneuver	-	-	-	-	179.9	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	513.4	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.6	13.7
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	446				
HCM Control Delay (s)	13.7	-	-	9.466	-
HCM Lane VC Ratio	0.071	0	-	0.058	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.227	0	-	0.186	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1849	10	65	1276	52	7	1	126	23	1	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	2010	16	106	1387	85	11	2	205	38	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	2026	0	106	1472	0	0	218	0	0	74	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	96.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1849	10	65	1276	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	2010	11	71	1387	57	8	1	137	25	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1443	0	0	2021	0	0	2878	3628	1010	2591	3606	722
Stage 1	0	0	0	0	0	0	2043	2043	0	1557	1557	0
Stage 2	0	0	0	0	0	0	835	1585	0	1034	2049	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	466	-	-	278	-	-	# 7	5	238	# 12	5	369
Stage 1	-	-	-	-	-	-	58	98	-	118	172	-
Stage 2	-	-	-	-	-	-	328	167	-	248	97	-
Mov Capacity-1 Maneuver	466	-	-	278	-	-	# 4	3.6	238	# 3.1	3.6	369
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 4	3.6	-	# 3.1	3.6	-
Stage 1	-	-	-	-	-	-	58	95.1	-	118	128.3	-
Stage 2	-	-	-	-	-	-	227.6	124.6	-	101	94.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	1	$ 980.9	$ 4403
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	52							6
HCM Control Delay (s)	$ 980.9	12.967	-	-	22.306	-	-	$ 980.9
HCM Lane VC Ratio	2.801	0.03	-	-	0.254	-	-	8.152
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	15.281	0.094	-	-	0.985	-	-	7.735

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1696	1169	39	22	61
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	60	1843	1271	64	36	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1843	1335	0	36	99

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1696	1169	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	60	1843	1271	64	36	99
Number of Lanes	1	2	2	0	1	1

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	1335	0	0	0	2345	668
Stage 1	-	-	-	-	1303	-
Stage 2	-	-	-	-	1042	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	419	-	-	-	# 23	357
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	260	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	419	-	-	-	# 20	357
Mov Capacity-2 Maneuver	-	-	-	-	# 20	-
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	223	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.5	0	221.8
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					20	357
HCM Control Delay (s)	15.032	-	-	-	$ -1	18.9
HCM Lane VC Ratio	0.144	-	-	-	1.793	0.279
HCM Lane LOS	C	-	-	-	F	C
HCM 95th Percentile Queue (veh)	0.499	-	-	-	4.791	1.12

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1837	27	46	1208	0	6	0	30	1	1	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	1997	44	75	1313	0	10	0	49	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	2041	0	75	1313	0	0	59	0	0	6	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	21.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1837	27	46	1208	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	2	1997	44	75	1313	0	10	0	49	2	2	2
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	1313	0	0	2041	0	-	2831	3486	1021	2466	3508	657
Stage 1	-	-	-	-	-	-	2023	2023	-	1463	1463	-
Stage 2	-	-	-	-	-	-	808	1463	-	1003	2045	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	523	-	-	273	-	0	# 8	6	234	15	6	407
Stage 1	-	-	-	-	-	0	60	100	-	135	191	-
Stage 2	-	-	-	-	-	0	341	191	-	259	98	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0	0	0	0
Mov Capacity-1 Maneuver	523	-	-	273	-	-	# 4	4	234	9	4	407
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 4	4	-	9	4	-
Stage 1	-	-	-	-	-	-	60	100	-	134	139	-
Stage 2	-	-	-	-	-	-	243	139	-	204	98	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	3	$ 1124.7	$ 730.1
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	22						8
HCM Control Delay (s)	$ 1124.7	11.905	0	-	23.108	1.8	$ 1124.7
HCM Lane VC Ratio	2.668	0.003	-	-	0.275	-	0.611
HCM Lane LOS	F	B	A	-	C	A	F
HCM 95th Percentile Queue (veh)	7.516	0.009	-	-	1.088	-	1.174

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	60	582	831	340	595	105
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	22%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	98	633	903	554	970	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	633	903	554	1141	0

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	582	831	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2331	2331	1247	0	0
Proportion Arriving On Green	0.00	0.79	0.79	0.79	0.00	0.00
Movement Delay, s/veh	0.0	1.0	1.6	1.6	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		633	1273		0	
Approach Delay, s/veh		1.0	1.6		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		33.00		0.00		33.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.11		0.00		4.11		
Maximum Green Setting (Gmax), s		37.00		25.00		26.00		
Max. Queue Clearance Time (g_c+I1), s		3.90		0.00		5.08		
Green Extension Time (g_e), s		10.96		0.00		9.28		
Probability of Phase Call (p_c)		0.997		0.000		1.000		
Probability of Max Out (p_x)		0.106		0.000		0.272		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	632.6	0.0	0.0	0.0	903.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2331.3	0.0	0.0	0.0	2331.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.271	0.000	0.000	0.000	0.387	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3317.7	0.0	0.0	0.0	2331.3	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.9	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.7	0.0	0.0	0.0	-0.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.6	0.0	0.0	0.0	-0.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.03	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	369.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1247.5	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.296	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1247.5	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		1.4						
HCM Level of Service		A						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1475	1339	6	13	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1603	1455	10	21	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1603	1465	0	23	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1475	1339	6	13	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1603	1455	7	14	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1462	0	0	0	2261	731
Stage 1	0	0	0	0	1459	0
Stage 2	0	0	0	0	802	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	370	-	-	-	27	323
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	355	-
Mov Capacity-1 Maneuver	370	-	-	-	27	323
Mov Capacity-2 Maneuver	-	-	-	-	27	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	224.1
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					29
HCM Control Delay (s)	0	-	-	-	224.1
HCM Lane VC Ratio	-	-	0	-	0.525
HCM Lane LOS	A	-	-	-	F
HCM 95th Percentile Queue (veh)	0	-	0	-	1.678

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1879	8	8	1337	3	6	0	4	4	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	2042	13	13	1453	5	10	0	7	7	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	2055	0	13	1458	0	0	17	0	0	12	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1879	8	8	1337	3	6	0	4	4	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	200		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	13	2042	13	13	1453	5	10	0	7	7	0	5
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	1458	0	0	2055	0	0	2828	3559	1028	2529	3563	730
Stage 1	-	-	-	-	-	-	2075	2075	-	1482	1482	-
Stage 2	-	-	-	-	-	-	753	1484	-	1047	2081	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	371	-	-	206	-	-	# 6	4	199	10	4	323
Stage 1	-	-	-	-	-	-	43	74	-	109	156	-
Stage 2	-	-	-	-	-	-	326	156	-	210	74	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	371	-	-	206	-	-	# 5	4	199	9	4	323
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 5	4	-	9	4	-
Stage 1	-	-	-	-	-	-	41	71	-	105	146	-
Stage 2	-	-	-	-	-	-	301	146	-	196	71	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.7	$ 1372.1	$ 482.9
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	8							15
HCM Control Delay (s)	$ 1372.1	15.057	0.2	-	23.654	0.5	-	$ 1372.1
HCM Lane VC Ratio	2.038	0.035	-	-	0.063	-	-	0.761
HCM Lane LOS	F	C	A	-	C	A	-	F
HCM 95th Percentile Queue (veh)	3.046	0.109	-	-	0.201	-	-	1.857

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1482	31	19	961	8	12	4	18	10	5	53
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	1611	51	31	1045	13	20	7	29	16	8	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1662	0	31	1058	0	0	56	0	0	110	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	27.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1482	31	19	961	8	12	4	18	10	5	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	73	1611	34	21	1045	9	13	4	20	11	5	58
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1053	0	0	1645	0	0	2339	2868	822	2043	2880	527
Stage 1	0	0	0	0	0	0	1773	1773	0	1090	1090	0
Stage 2	0	0	0	0	0	0	566	1095	0	953	1790	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	550	-	-	309	-	-	15	12	278	26	12	447
Stage 1	-	-	-	-	-	-	69	109	-	197	250	-
Stage 2	-	-	-	-	-	-	429	249	-	242	106	-
Mov Capacity-1 Maneuver	550	-	-	309	-	-	# 6.3	9.7	278	13.6	9.7	447
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 6.3	9.7	-	13.6	9.7	-
Stage 1	-	-	-	-	-	-	69	94.6	-	197	233.3	-
Stage 2	-	-	-	-	-	-	340.6	232.3	-	186.3	92	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.5	0.3	$ 1295.6	$ 428.5
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	14							50
HCM Control Delay (s)	$ 1295.6	12.542	-	-	17.483	-	-	$ 1295.6
HCM Lane VC Ratio	2.64	0.132	-	-	0.067	-	-	1.478
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	5.424	0.454	-	-	0.214	-	-	6.967

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1645	16	26	1069	6	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1788	26	42	1162	10	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1814	0	42	1162	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	1645	16	26	1069	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	150		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1788	17	28	1162	7	8
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	1805	0	2435	903
Stage 1	0	0	0	0	1797	0
Stage 2	0	0	0	0	638	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	264	-	20	244
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	437	-
Mov Capacity-1 Maneuver	-	-	264	-	17.9	244
Mov Capacity-2 Maneuver	-	-	-	-	17.9	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	390.2	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.5	159
HCM LOS	A	A	F

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	36					
HCM Control Delay (s)	159	-	-	-	20.265	-
HCM Lane VC Ratio	0.393	0	-	-	0.107	-
HCM Lane LOS	F	-	-	-	C	-
HCM 95th Percentile Queue (veh)	1.31	0	-	-	0.355	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1540	1030	10	6	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	1674	1120	16	10	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	1674	1136	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1540	1030	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	9	1674	1120	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1130	0	0	0	1979	565
Stage 1	0	0	0	0	1125	0
Stage 2	0	0	0	0	854	0
Follow-up Headway	2.42	-	0	0	3.52	3.32
Pot Capacity-1 Maneuver	511	-	-	-	54	468
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	377	-
Mov Capacity-1 Maneuver	511	-	-	-	53.1	468
Mov Capacity-2 Maneuver	-	-	-	-	53.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	370.6	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	45.9
HCM LOS	A	A	E

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					102
HCM Control Delay (s)	12.167	-	-	-	45.9
HCM Lane VC Ratio	0.017	-	0	-	0.139
HCM Lane LOS	B	-	-	-	E
HCM 95th Percentile Queue (veh)	0.052	-	0	-	0.463

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	886	35	9	420	6	15	3	9	6	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	963	57	15	457	10	24	5	15	10	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1020	0	15	467	0	0	44	0	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	886	35	9	420	6	15	3	9	6	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	32	963	38	10	457	7	16	3	10	7	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	463	0	0	1001	0	0	1293	1528	501	1025	1543	232
Stage 1	0	0	0	0	0	0	1045	1045	0	479	479	0
Stage 2	0	0	0	0	0	0	248	483	0	546	1064	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	966	-	-	579	-	-	101	96	466	164	94	712
Stage 1	-	-	-	-	-	-	211	264	-	487	506	-
Stage 2	-	-	-	-	-	-	680	504	-	442	258	-
Mov Capacity-1 Maneuver	966	-	-	579	-	-	96.1	91.3	466	150.3	89.4	712
Mov Capacity-2 Maneuver	-	-	-	-	-	-	96.1	91.3	-	150.3	89.4	-
Stage 1	-	-	-	-	-	-	211	255.3	-	487	497.4	-
Stage 2	-	-	-	-	-	-	661.3	495.4	-	413.1	249.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.2	40.6	19.6
HCM LOS	A	A	E	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	130							261
HCM Control Delay (s)	40.6	8.852	-	-	11.324	-	-	19.6
HCM Lane VC Ratio	0.226	0.033	-	-	0.017	-	-	0.054
HCM Lane LOS	E	A	-	-	B	-	-	C
HCM 95th Percentile Queue (veh)	0.821	0.101	-	-	0.052	-	-	0.171

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1594	57	53	1053	2	76	0	77	1	0	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1733	93	86	1145	3	124	0	126	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1826	0	86	1148	0	0	250	0	0	5	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1594	57	53	1053	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	1890	67	70	2091	4	140	0	142	2	0	5
Proportion Arriving On Green	0.01	0.63	0.63	0.05	0.67	0.67	0.17	0.00	0.17	0.00	0.00	0.00
Movement Delay, s/veh	103.3	35.3	36.6	99.1	11.9	11.9	59.9	0.0	0.0	105.3	0.0	0.0
Movement LOS	F	D	D	F	B	B	E			F		
Approach Volume, veh/h		1800			1204			166			3	
Approach Delay, s/veh		36.1			16.0			59.9			105.3	
Approach LOS		D			B			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	11.27	89.00	27.00	5.57	5.91	94.36		
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00		
Max. Allowable Headway (MAH), s	3.77	4.97	0.22	0.25	3.77	4.97		
Maximum Green Setting (Gmax), s	8.00	84.00	22.00	16.00	5.00	87.00		
Max. Queue Clearance Time (g_c+I1), s	7.11	70.05	13.97	2.26	2.49	27.35		
Green Extension Time (g_e), s	0.01	12.54	0.00	0.00	0.00	41.36		
Probability of Phase Call (p_c)	0.881	1.000	1.000	0.113	0.182	1.000		
Probability of Max Out (p_x)	1.000	0.932	0.000	0.000	1.000	0.652		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		847.48	558.33	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2989.55	0.00	0.05	3107.81

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		106.42	858.63	1116.65	5.90

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	57.6	0.0	166.3	3.3	5.4	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1706.1	1675.0	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	5.1	0.0	12.0	0.3	0.5	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	5.1	0.0	12.0	0.3	0.5	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.497	0.333	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	70.0	0.0	282.6	7.1	10.1	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.823	0.000	0.589	0.456	0.536	0.000	0.000	0.000
Available Capacity (c_a), veh/h	89.3	0.0	282.6	201.8	55.8	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	62.7	0.0	51.2	66.0	65.8	0.0	0.0	0.0
Incremental Delay (d2), s/veh	36.3	0.0	8.7	39.3	37.5	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	99.1	0.0	59.9	105.3	103.3	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	1.9	0.0	5.7	0.1	0.2	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.7	0.0	0.7	0.1	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	2.6	0.0	6.4	0.2	0.3	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.61	0.00	0.12	0.03	0.06	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	898.9	0.0	0.0	0.0	573.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	66.7	0.0	0.0	0.0	25.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	66.7	0.0	0.0	0.0	25.3	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	984.8	0.0	0.0	0.0	1047.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.913	0.000	0.000	0.000	0.547	0.000	0.000
Available Capacity (c_a), veh/h	0.0	984.8	0.0	0.0	0.0	1047.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.2	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	14.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.3	0.0	0.0	0.0	11.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	21.3	0.0	0.0	0.0	7.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	3.8	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	25.1	0.0	0.0	0.0	7.9	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.49	0.00	0.00	0.00	0.90	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	895.7	0.0	0.0	0.0	573.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1538.6	0.0	0.0	0.0	1556.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	68.0	0.0	0.0	0.0	25.3	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	68.0	0.0	0.0	0.0	25.3	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.069	0.503	0.667	0.000	0.004	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	972.9	0.0	0.0	0.0	1047.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.921	0.000	0.000	0.000	0.547	0.000	0.000
Available Capacity (c_a), veh/h	0.0	972.9	0.0	0.0	0.0	1047.0	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.5	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	15.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	0.0	0.0	11.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	21.4	0.0	0.0	0.0	7.7	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	4.1	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	25.5	0.0	0.0	0.0	7.9	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	2.53	0.00	0.00	0.00	0.90	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		29.8						
HCM Level of Service		C						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	50	1129	151	74	625	9	106	14	95	8	14	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1227	246	121	679	15	173	23	155	13	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1227	246	121	694	0	0	351	0	0	96	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1129	151	74	625	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	66	1307	585	97	1416	20	153	20	137	22	39	102
Proportion Arriving On Green	0.04	0.44	0.44	0.07	0.46	0.46	0.22	0.22	0.22	0.12	0.12	0.12
Movement Delay, s/veh	85.8	50.4	25.5	90.4	27.7	27.7	65.7	0.0	0.0	63.0	0.0	0.0
Movement LOS	F	D	C	F	C	C	E			E		
Approach Volume, veh/h		1446			770			234			64	
Approach Delay, s/veh		48.9			34.3			65.7			63.0	
Approach LOS		D			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	13.93	67.00	35.00	21.00	11.13	69.80		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.73	4.98	5.54	3.70	4.73		
Maximum Green Setting (Gmax), s	12.00	60.50	30.00	16.00	15.00	57.50		
Max. Queue Clearance Time (g_c+I1), s	9.34	56.16	23.20	7.83	6.98	22.99		
Green Extension Time (g_e), s	0.03	3.59	0.61	0.13	0.05	16.88		
Probability of Phase Call (p_c)	0.953	1.000	1.000	1.000	0.873	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.412	0.125	0.003	0.314		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3062.88

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	44.10

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	80.4	0.0	233.7	64.1	54.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.3	0.0	21.2	5.8	5.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.3	0.0	21.2	5.8	5.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	96.8	0.0	309.4	162.8	66.4	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.831	0.000	0.755	0.394	0.818	0.000	0.000	0.000
Available Capacity (c_a), veh/h	130.0	0.0	309.4	162.8	162.5	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	63.3	0.0	50.0	56.0	64.8	0.0	0.0	0.0
Incremental Delay (d2), s/veh	27.2	0.0	15.7	7.0	21.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.4	0.0	65.7	63.0	85.8	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.7	0.0	7.2	2.1	1.8	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.7	0.0	1.4	0.3	0.4	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.4	0.0	8.5	2.4	2.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.50	0.00	0.20	0.06	0.32	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1227.2	0.0	0.0	0.0	345.4	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	54.2	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	54.2	0.0	0.0	0.0	21.0	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1307.4	0.0	0.0	0.0	719.9	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.939	0.000	0.000	0.000	0.480	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1307.4	0.0	0.0	0.0	719.9	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	36.4	0.0	0.0	0.0	25.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	14.0	0.0	0.0	0.0	2.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.4	0.0	0.0	0.0	27.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	18.0	0.0	0.0	0.0	7.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	2.5	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	20.6	0.0	0.0	0.0	7.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.23	0.00	0.00	0.00	0.03	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	164.1	0.0	0.0	0.0	343.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1549.6	0.0	0.0
Queue Serve Time (g_s), s	0.0	10.8	0.0	0.0	0.0	21.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	10.8	0.0	0.0	0.0	21.0	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.028	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	584.9	0.0	0.0	0.0	716.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.281	0.000	0.000	0.000	0.480	0.000	0.000
Available Capacity (c_a), veh/h	0.0	584.9	0.0	0.0	0.0	716.3	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	25.4	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	2.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.5	0.0	0.0	0.0	27.7	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	7.3	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.5	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.4	0.0	0.0	0.0	7.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.40	0.00	0.00	0.00	0.03	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		46.4						
HCM Level of Service		D						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	946	10	0	448	16	7	1	2	22	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	328	1028	16	0	487	26	11	2	3	36	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1044	0	0	487	26	0	16	0	0	206	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	946	10	0	448	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	218	1028	11	0	487	17	8	1	2	24	0	113
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	504	0	0	1039	0	0	1714	1958	520	1439	1963	243
Stage 1	0	0	0	0	0	0	1471	1471	0	487	487	0
Stage 2	0	0	0	0	0	0	243	487	0	952	1476	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	928	-	-	558	-	-	47	50	452	78	50	699
Stage 1	-	-	-	-	-	-	110	158	-	482	501	-
Stage 2	-	-	-	-	-	-	685	501	-	243	157	-
Mov Capacity-1 Maneuver	928	-	-	558	-	-	32.3	38.3	452	62.2	38.3	699
Mov Capacity-2 Maneuver	-	-	-	-	-	-	32.3	38.3	-	62.2	38.3	-
Stage 1	-	-	-	-	-	-	110	120.9	-	482	501	-
Stage 2	-	-	-	-	-	-	574.2	501	-	183.3	120.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	1.7	0	125.7	21.3
HCM LOS	A	A	F	C

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	40							356
HCM Control Delay (s)	125.7	10.07	-	-	0	-	-	21.3
HCM Lane VC Ratio	0.272	0.235	-	-	-	-	-	0.385
HCM Lane LOS	F	B	-	-	A	-	-	C
HCM 95th Percentile Queue (veh)	0.898	0.914	-	-	0	-	-	1.762

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1696	4	21	991	6	0	0	14	2	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1843	7	34	1077	10	0	0	23	3	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1850	0	34	1087	0	0	23	0	0	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1696	4	21	991	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1843	7	34	1077	10	0	0	23	3	0	11
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 2	
Conflicting Flow Rate - All	1087	0	0	1850	0	0	2470	3018	926	2088	3016	544
Stage 1	-	-	-	-	-	-	1863	1863	-	1150	1150	-
Stage 2	-	-	-	-	-	-	607	1155	-	938	1866	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	638	-	-	324	-	-	15	13	271	30	13	483
Stage 1	-	-	-	-	-	-	75	121	-	211	271	-
Stage 2	-	-	-	-	-	-	450	269	-	284	121	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	638	-	-	324	-	-	13	11	271	25	11	483
Mov Capacity-2 Maneuver	-	-	-	-	-	-	13	11	-	25	11	-
Stage 1	-	-	-	-	-	-	74	119	-	208	243	-
Stage 2	-	-	-	-	-	-	393	241	-	257	119	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	1.1	19.5	49.7
HCM LOS	A	A	C	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	271							95
HCM Control Delay (s)	19.5	10.716	0	-	17.42	0.6	-	49.7
HCM Lane VC Ratio	0.084	0.013	-	-	0.106	-	-	0.154
HCM Lane LOS	C	B	A	-	C	A	-	E
HCM 95th Percentile Queue (veh)	0.274	0.039	-	-	0.351	-	-	0.521

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	816	15	69	393	470	4	0	2	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	887	24	113	427	766	7	0	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	916	0	112	1193	0	0	10	0	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	816	15	69	393	470	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	887	24	112	427	766	7	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1114							
pX, platoon unblocked	0.74						0.74	0.74		0.74	0.74	0.74
vC, conflicting volume	1193			911			1348	2327	456	1492	1957	597
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	561			911			769	2092	456	964	1591	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			82			96	100	99	100	100	100
cM capacity (veh/h)	652			630			163	24	501	115	53	758

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	448	468	112	285	909	10
Volume Left	5	0	112	0	0	7
Volume Right	0	24	0	0	766	3
cSH	652	1700	630	1700	1700	211
Volume to Capacity	0.01	0.28	0.18	0.17	0.53	0.05
Queue Length 95th (ft)	1	0	16	0	0	4
Control Delay (s)	0.2	0.0	11.9	0.0	0.0	22.9
Lane LOS	A		B			C
Approach Delay (s)	0.1		1.0			22.9
Approach LOS						C

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	171	1218	110	32	757	25	104	57	39	56	23	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1324	179	52	823	41	170	93	64	91	38	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1324	179	52	823	41	0	327	0	0	317	0

Intersection Summary

HCM Signalized Intersection Capacity Analysis
26: Lawrence St & US 82

8/14/2012

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1218	110	32	757	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	279	1324	179	52	823	41	170	93	64	91	38	188
RTOR Reduction (vph)	0	0	94	0	0	27	0	9	0	0	52	0
Lane Group Flow (vph)	279	1324	85	52	823	14	0	318	0	0	265	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	16.0	47.3	47.3	3.2	34.5	34.5		17.0			14.0	
Effective Green, g (s)	16.0	47.3	47.3	3.2	34.5	34.5		17.0			14.0	
Actuated g/C Ratio	0.16	0.47	0.47	0.03	0.34	0.34		0.17			0.14	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	283	1400	749	57	1021	546		301			236	
v/s Ratio Prot	c0.16	c0.45		0.03	0.28			c0.18			c0.16	
v/s Ratio Perm			0.05			0.01						
v/c Ratio	0.99	0.95	0.11	0.91	0.81	0.03		1.06			1.12	
Uniform Delay, d1	41.9	25.1	14.7	48.3	29.7	21.6		41.5			43.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	49.2	14.2	0.3	87.4	6.8	0.1		67.4			94.9	
Delay (s)	91.1	39.3	15.0	135.7	36.5	21.7		108.9			137.9	
Level of Service	F	D	B	F	D	C		F			F	
Approach Delay (s)		45.0			41.5			108.9			137.9	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	59.1	HCM Level of Service	E
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1659	18	18	1078	0	15	0	7	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1803	29	29	1172	0	24	0	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1832	0	29	1172	0	0	35	0	0	0	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1659	18	18	1078	0	15	0	7	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	150		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	4	1803	20	20	1172	0	16	0	8	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1172	0	0	1823	0	-	2447	3033	911	-	3043	-
Stage 1	0	0	0	0	0	-	1822	1822	0	-	1211	-
Stage 2	0	0	0	0	0	-	625	1211	0	-	1832	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	-	4.22	-
Pot Capacity-1 Maneuver	490	-	-	259	-	-	# 12	9	241	-	9	-
Stage 1	-	-	-	-	-	-	64	102	-	-	217	-
Stage 2	-	-	-	-	-	-	394	217	-	-	101	-
Mov Capacity-1 Maneuver	490	-	-	259	-	-	# 11.2	8.2	241	-	8.2	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 11.2	8.2	-	-	8.2	-
Stage 1	-	-	-	-	-	-	64	101.1	-	-	200.5	-
Stage 2	-	-	-	-	-	-	364.1	200.5	-	-	100.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	$ 745.9	0
HCM LOS	A	A	F	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	16						-
HCM Control Delay (s)	$ 745.9	12.413	-	-	20.032	-	0
HCM Lane VC Ratio	1.495	0.009	-	-	0.076	-	-
HCM Lane LOS	F	B	-	-	C	-	A
HCM 95th Percentile Queue (veh)	3.53	0.027	-	-	0.243	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1503	24	9	1030	1	4	1	11	0	2	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	1634	39	15	1120	2	7	2	18	0	3	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1673	0	15	1122	0	0	27	0	0	13	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1503	24	9	1030	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1634	26	10	1120	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1121	0	0	1660	0	0	2242	2802	830	-	2815	560
Stage 1	0	0	0	0	0	0	1662	1662	0	-	1140	0
Stage 2	0	0	0	0	0	0	580	1140	0	-	1675	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	-	4.02	3.32
Pot Capacity-1 Maneuver	619	-	-	384	-	-	23	18	313	-	18	472
Stage 1	-	-	-	-	-	-	101	153	-	-	274	-
Stage 2	-	-	-	-	-	-	467	274	-	-	150	-
Mov Capacity-1 Maneuver	619	-	-	384	-	-	19.9	17.3	313	-	17.3	472
Mov Capacity-2 Maneuver	-	-	-	-	-	-	19.9	17.3	-	-	17.3	-
Stage 1	-	-	-	-	-	-	101	151.2	-	-	267.2	-
Stage 2	-	-	-	-	-	-	445.4	267.2	-	-	148.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	100.6	72.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	54							62
HCM Control Delay (s)	100.6	10.888	-	-	14.62	-	-	72.3
HCM Lane VC Ratio	0.322	0.012	-	-	0.025	-	-	0.14
HCM Lane LOS	F	B	-	-	B	-	-	F
HCM 95th Percentile Queue (veh)	1.141	0.037	-	-	0.078	-	-	0.458

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1426	60	66	894	6	91	19	104	85	39	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1550	98	108	972	10	148	31	170	139	64	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1648	0	108	982	0	0	349	0	0	219	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1426	60	66	894	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1788	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	3	1550	98	108	972	10	148	31	170	139	64	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	24	0	0	2	0
Lane Group Flow (vph)	3	1645	0	108	982	0	0	325	0	0	217	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.2	79.2		9.0	87.0			26.0			16.0	
Effective Green, g (s)	1.2	79.2		9.0	87.0			26.0			16.0	
Actuated g/C Ratio	0.01	0.53		0.06	0.59			0.18			0.11	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	14	1582		107	1737			299			193	
v/s Ratio Prot	0.00	c0.56		c0.06	0.33			c0.19			c0.12	
v/s Ratio Perm												
v/c Ratio	0.21	1.04		1.01	0.57			1.09			1.13	
Uniform Delay, d1	73.0	34.5		69.6	18.9			61.1			66.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.5	33.7		89.5	1.3			77.3			102.5	
Delay (s)	78.6	68.2		159.1	20.2			138.4			168.6	
Level of Service	E	E		F	C			F			F	
Approach Delay (s)		68.2			34.0			138.4			168.6	
Approach LOS		E			C			F			F	

Intersection Summary			
HCM Average Control Delay	71.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1717	20	13	1144	0	8	0	5	1	0	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1866	33	21	1243	0	13	0	8	2	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1899	0	21	1243	0	0	21	0	0	9	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1717	20	13	1144	0	8	0	5	1	0	4
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	2	1866	22	14	1243	0	9	0	5	1	0	4
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1243	0	0	1888	0	-	2532	3154	944	2209	3164	622
Stage 1	0	0	0	0	0	-	1882	1882	0	1272	1272	0
Stage 2	0	0	0	0	0	-	650	1272	0	937	1892	0
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	457	-	-	243	-	-	10	7	228	19	7	384
Stage 1	-	-	-	-	-	-	58	95	-	150	201	-
Stage 2	-	-	-	-	-	-	380	201	-	248	94	-
Mov Capacity-1 Maneuver	457	-	-	243	-	-	9.4	6.6	228	17.7	6.6	384
Mov Capacity-2 Maneuver	-	-	-	-	-	-	9.4	6.6	-	17.7	6.6	-
Stage 1	-	-	-	-	-	-	58	94.5	-	150	189.3	-
Stage 2	-	-	-	-	-	-	353.9	189.3	-	240.9	93.5	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	$ 551.2	56.7
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	15						75
HCM Control Delay (s)	$ 551.2	12.915	-	-	20.728	-	56.7
HCM Lane VC Ratio	0.942	0.005	-	-	0.058	-	0.072
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th Percentile Queue (veh)	2.248	0.014	-	-	0.184	-	0.228

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1690	10	65	1089	52	7	1	126	23	1	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	1837	16	106	1184	85	11	2	205	38	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1853	0	106	1269	0	0	218	0	0	74	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	41.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1690	10	65	1089	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	1837	11	71	1184	57	8	1	137	25	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1240	0	0	1848	0	0	2605	3253	924	2300	3229	620
Stage 1	0	0	0	0	0	0	1871	1871	0	1353	1353	0
Stage 2	0	0	0	0	0	0	734	1382	0	947	1876	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	557	-	-	324	-	-	12	9	271	# 21	9	431
Stage 1	-	-	-	-	-	-	74	120	-	158	216	-
Stage 2	-	-	-	-	-	-	378	210	-	281	119	-
Mov Capacity-1 Maneuver	557	-	-	324	-	-	8.2	6.9	271	# 7.5	6.9	431
Mov Capacity-2 Maneuver	-	-	-	-	-	-	8.2	6.9	-	# 7.5	6.9	-
Stage 1	-	-	-	-	-	-	74	117	-	158	168.9	-
Stage 2	-	-	-	-	-	-	278.1	164.2	-	134.3	116	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	1	$ 387.7	$ 1671.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	92							14
HCM Control Delay (s)	$ 387.7	11.631	-	-	19.183	-	-	$ 387.7
HCM Lane VC Ratio	1.583	0.025	-	-	0.218	-	-	3.494
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	11.469	0.078	-	-	0.816	-	-	6.989

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1537	982	39	22	61
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	60	1671	1067	64	36	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1671	1131	0	36	99

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1537	982	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	60	1671	1067	64	36	99
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1131	0	0	0	2055	566
Stage 1	-	-	-	-	1099	-
Stage 2	-	-	-	-	956	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	510	-	-	-	37	420
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	290	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	510	-	-	-	# 33	420
Mov Capacity-2 Maneuver	-	-	-	-	# 33	-
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	256	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.5	0	108.8
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					33	420
HCM Control Delay (s)	13.004	-	-	-	$ -1	16.2
HCM Lane VC Ratio	0.118	-	-	-	1.087	0.237
HCM Lane LOS	B	-	-	-	F	C
HCM 95th Percentile Queue (veh)	0.4	-	-	-	3.851	0.91

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1678	27	46	1021	0	6	0	30	1	1	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	1824	44	75	1110	0	10	0	49	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	1868	0	75	1110	0	0	59	0	0	6	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1678	27	46	1021	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	1	1824	29	50	1110	0	7	0	33	1	1	1
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1110	0	0	1853	0	-	2496	3051	927	2124	3065	555
Stage 1	0	0	0	0	0	-	1841	1841	0	1210	1210	0
Stage 2	0	0	0	0	0	-	655	1210	0	914	1855	0
Follow-up Headway	2.22	-	-	2.22	0	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	625	-	-	323	-	-	15	12	270	28	12	475
Stage 1	-	-	-	-	-	-	78	124	-	194	254	-
Stage 2	-	-	-	-	-	-	421	254	-	294	122	-
Mov Capacity-1 Maneuver	625	-	-	323	-	-	12.1	10.1	270	21.7	10.1	475
Mov Capacity-2 Maneuver	-	-	-	-	-	-	12.1	10.1	-	21.7	10.1	-
Stage 1	-	-	-	-	-	-	78	123.8	-	194	214.6	-
Stage 2	-	-	-	-	-	-	353.1	214.6	-	258	121.8	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.8	145	217.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	59						20
HCM Control Delay (s)	145	10.77	-	-	18.176	-	217.3
HCM Lane VC Ratio	0.663	0.002	-	-	0.155	-	0.163
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th Percentile Queue (veh)	2.785	0.005	-	-	0.541	-	0.476

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1720	8	8	1150	3	6	0	4	4	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	1870	13	13	1250	5	10	0	7	7	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1883	0	13	1255	0	0	17	0	0	12	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1720	8	8	1150	3	6	0	4	4	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	200		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	9	1870	9	9	1250	3	7	0	4	4	0	3
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1253	0	0	1878	0	0	2533	3162	939	2221	3165	627
Stage 1	0	0	0	0	0	0	1891	1891	0	1269	1269	0
Stage 2	0	0	0	0	0	0	642	1271	0	952	1896	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	453	-	-	245	-	-	10	7	230	18	7	381
Stage 1	-	-	-	-	-	-	58	94	-	150	202	-
Stage 2	-	-	-	-	-	-	384	202	-	243	93	-
Mov Capacity-1 Maneuver	453	-	-	245	-	-	9.5	6.6	230	16.9	6.6	381
Mov Capacity-2 Maneuver	-	-	-	-	-	-	9.5	6.6	-	16.9	6.6	-
Stage 1	-	-	-	-	-	-	58	92.2	-	150	194.9	-
Stage 2	-	-	-	-	-	-	367.4	194.9	-	233.9	91.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	$ 469.6	168.6
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	15							29
HCM Control Delay (s)	$ 469.6	13.102	-	-	20.234	-	-	168.6
HCM Lane VC Ratio	0.725	0.019	-	-	0.035	-	-	0.262
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	1.777	0.059	-	-	0.11	-	-	0.817

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	340	33	87	425	27	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	370	54	142	462	44	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	370	54	142	462	99	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	340	33	87	425	27	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		150	320		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	370	36	95	462	29	37
Number of Lanes	2	1	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	405	0	790	185
Stage 1	0	0	0	0	370	0
Stage 2	0	0	0	0	420	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	1020	-	289	766
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	576	-
Mov Capacity-1 Maneuver	-	-	1020	-	262.1	766
Mov Capacity-2 Maneuver	-	-	-	-	262.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	522.4	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.5	15.3
HCM LOS	A	A	C

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	414				
HCM Control Delay (s)	15.3	-	-	8.89	-
HCM Lane VC Ratio	0.16	0	-	0.093	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	0.565	0	-	0.306	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	524	0	3	862	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	2%	2%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	570	0	5	937	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	570	0	5	937	0	0

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	524	0	3	862	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	570	0	5	937	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.82	
vC, conflicting volume			570		1048	285
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			570		610	285
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			999		346	712

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	380	190	5	468	468	0
Volume Left	0	0	5	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	999	1700	1700	1700
Volume to Capacity	0.22	0.11	0.00	0.28	0.28	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	8.6	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	27.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	328	368	6	2	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	357	400	10	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	357	410	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	328	368	6	2	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	357	400	7	2	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	407	0	0	0	583	203
Stage 1	0	0	0	0	403	0
Stage 2	0	0	0	0	180	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	1017	-	-	-	399	747
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	776	-
Mov Capacity-1 Maneuver	1017	-	-	-	398.6	747
Mov Capacity-2 Maneuver	-	-	-	-	398.6	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	775.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	12.7
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					472
HCM Control Delay (s)	8.544	-	-	-	12.7
HCM Lane VC Ratio	0.001	-	0	-	0.007
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.003	-	0	-	0.021

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1429	898	2	0	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1553	976	3	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1553	979	0	2	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1429	898	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1553	976	2	0	1
Number of Lanes	0	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	-	0	0	0	1754	489
Stage 1	-	0	0	0	977	0
Stage 2	-	0	0	0	777	0
Follow-up Headway	-	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	-	-	62	475
Stage 1	-	-	-	-	283	-
Stage 2	-	-	-	-	366	-
Mov Capacity-1 Maneuver	-	-	-	-	62	475
Mov Capacity-2 Maneuver	-	-	-	-	62	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	12.6
HCM LOS	A	A	B

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				475
HCM Control Delay (s)	-	-	-	12.6
HCM Lane VC Ratio	0	0	-	0.002
HCM Lane LOS	-	-	-	B
HCM 95th Percentile Queue (veh)	0	0	-	0.007

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1229	808	29	26	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	1336	878	47	42	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1336	925	0	57	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1229	808	29	26	9
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	300			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	7	1336	878	32	28	10
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	910	0	0	0	1575	455
Stage 1	0	0	0	0	894	0
Stage 2	0	0	0	0	681	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	631	-	-	-	83	501
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	414	-
Mov Capacity-1 Maneuver	631	-	-	-	82.2	501
Mov Capacity-2 Maneuver	-	-	-	-	82.2	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	409.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	57.6
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					105
HCM Control Delay (s)	10.765	-	-	-	57.6
HCM Lane VC Ratio	0.01	-	0	-	0.362
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.031	-	0	-	1.452

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	334	367	64	34	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	363	399	104	55	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	363	503	0	58	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	334	367	64	34	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	250			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	2	363	399	70	37	2
Number of Lanes	1	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	468	0	0	0	620	234
Stage 1	0	0	0	0	434	0
Stage 2	0	0	0	0	186	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	960	-	-	-	377	710
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	771	-
Mov Capacity-1 Maneuver	960	-	-	-	376.2	710
Mov Capacity-2 Maneuver	-	-	-	-	376.2	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	769.5	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	15.4
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					386
HCM Control Delay (s)	8.759	-	-	-	15.4
HCM Lane VC Ratio	0.002	-	0	-	0.101
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.007	-	0	-	0.336

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1007	725	56	80	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1095	788	91	130	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1095	788	91	141	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	18.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1007	725	56	80	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	350			320	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	28	1095	788	91	130	11
Number of Lanes	1	2	2	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	879	0	0	0	1438	440
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	604	-
Follow-up Headway	2.42	-	-	-	3.72	3.52
Pot Capacity-1 Maneuver	650	-	-	-	# 103	513
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	457	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	650	-	-	-	# 99	513
Mov Capacity-2 Maneuver	-	-	-	-	# 99	-
Stage 1	-	-	-	-	340	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	277
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					106
HCM Control Delay (s)	10.785	-	-	-	277
HCM Lane VC Ratio	0.043	-	-	-	1.338
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.133	-	-	-	9.87

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	367	28	101	638	3	32	0	48	2	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	399	46	165	693	5	52	0	78	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	399	46	165	698	0	0	130	0	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	367	28	101	638	3	32	0	48	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	50		400	400		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	15	399	30	110	693	3	35	0	52	2	0	1
Number of Lanes	1	2	1	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	697	0	0	429	0	0	995	1345	199	1145	1344	348
Stage 1	0	0	0	0	0	0	429	429	0	915	915	0
Stage 2	0	0	0	0	0	0	566	916	0	230	429	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	773	-	-	998	-	-	173	127	748	132	127	594
Stage 1	-	-	-	-	-	-	524	535	-	256	307	-
Stage 2	-	-	-	-	-	-	429	307	-	698	535	-
Mov Capacity-1 Maneuver	773	-	-	998	-	-	155.8	110.8	748	110.8	110.8	594
Mov Capacity-2 Maneuver	-	-	-	-	-	-	155.8	110.8	-	110.8	110.8	-
Stage 1	-	-	-	-	-	-	524	524.3	-	256	273.2	-
Stage 2	-	-	-	-	-	-	381.1	273.2	-	636.3	524.3	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.2	22.1	29.2
HCM LOS	A	A	C	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	297							152
HCM Control Delay (s)	22.1	9.751	-	-	9.053	-	-	29.2
HCM Lane VC Ratio	0.293	0.02	-	-	0.11	-	-	0.021
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th Percentile Queue (veh)	1.188	0.06	-	-	0.37	-	-	0.066

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1297	0	0	848	32	1	0	2	88	0	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1410	0	0	922	52	2	0	3	143	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1410	0	0	922	52	0	5	0	0	163	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1297	0	0	848	32	1	0	2	88	0	12
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1900	1900	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	9	1982	0	3	1622	726	2	0	5	141	0	19
Proportion Arriving On Green	0.01	0.64	0.00	0.00	0.55	0.55	0.00	0.00	0.00	0.09	0.00	0.09
Movement Delay, s/veh	72.4	8.9	0.0	0.0	10.2	7.0	69.8	0.0	0.0	34.4	0.0	0.0
Movement LOS	E	A			B	A	E			C		
Approach Volume, veh/h		1414			957			3			109	
Approach Delay, s/veh		9.1			10.1			69.8			34.4	
Approach LOS		A			B			E			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	3.0		
Phase Duration (G+Y+Rc), s	0.00	50.02	5.29	11.50	5.89	44.13		
Change Period (Y+Rc), s	5.50	7.50	5.00	5.50	5.50	7.50		
Max. Allowable Headway (MAH), s	0.00	4.86	0.25	0.12	3.73	4.86		
Maximum Green Setting (Gmax), s	5.00	50.00	16.00	15.50	5.00	52.00		
Max. Queue Clearance Time (g_c+I1), s	0.00	22.09	2.13	5.95	2.20	15.66		
Green Extension Time (g_e), s	0.00	19.27	0.00	0.00	0.00	22.97		
Probability of Phase Call (p_c)	0.000	1.000	0.059	1.000	0.078	1.000		
Probability of Max Out (p_x)	0.000	0.572	0.000	0.000	1.000	0.466		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1809.52		558.33	1569.69	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3114.75	0.05	0.00	2959.02

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		0.00	1116.65	214.05	1323.77

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	0.0	0.0	3.3	108.7	4.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1809.5	0.0	1675.0	1783.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.1	3.9	0.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.1	3.9	0.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.333	0.880	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	2.7	0.0	7.4	160.2	8.6	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.443	0.679	0.505	0.000	0.000	0.000
Available Capacity (c_a), veh/h	135.4	0.0	401.1	413.8	111.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	33.2	29.5	33.1	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	36.7	5.0	39.2	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	69.8	34.4	72.4	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.1	2.0	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.1	2.2	0.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.01	0.06	0.05	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1409.8	0.0	0.0	0.0	921.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	20.1	0.0	0.0	0.0	13.7	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	20.1	0.0	0.0	0.0	13.7	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1982.2	0.0	0.0	0.0	1622.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.711	0.000	0.000	0.000	0.568	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2331.1	0.0	0.0	0.0	2303.1	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.9	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.9	0.0	0.0	0.0	10.2	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	3.1	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	4.0	0.0	0.0	0.0	3.1	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.11	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1323.8	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.667	0.120	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	725.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.048	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1030.3	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		10.7						
HCM Level of Service		B						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	391	5	46	547	5	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	425	8	75	595	8	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	433	0	75	595	47	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	391	5	46	547	5	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	50		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	425	5	50	595	5	26
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	430	0	825	215
Stage 1	0	0	0	0	428	0
Stage 2	0	0	0	0	397	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	996	-	274	732
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	593	-
Mov Capacity-1 Maneuver	-	-	996	-	260.3	732
Mov Capacity-2 Maneuver	-	-	-	-	260.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	563.4	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.7	11.8
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	558				
HCM Control Delay (s)	11.8	-	-	8.805	-
HCM Lane VC Ratio	0.056	0	-	0.05	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.179	0	-	0.158	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	60	434	709	340	595	105
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	22%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	98	472	771	554	970	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	472	771	554	1141	0

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	434	709	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2245	2245	1201	0	0
Proportion Arriving On Green	0.00	0.76	0.76	0.76	0.00	0.00
Movement Delay, s/veh	0.0	1.0	1.6	1.8	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		472	1140		0	
Approach Delay, s/veh		1.0	1.6		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		29.00		0.00		29.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.08		0.00		4.08		
Maximum Green Setting (Gmax), s		33.00		24.00		22.00		
Max. Queue Clearance Time (g_c+I1), s		3.33		0.00		4.47		
Green Extension Time (g_e), s		8.19		0.00		6.89		
Probability of Phase Call (p_c)		0.978		0.000		1.000		
Probability of Max Out (p_x)		0.062		0.000		0.232		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	22.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	471.7	0.0	0.0	0.0	770.7	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.3	0.0	0.0	0.0	2.5	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.3	0.0	0.0	0.0	2.5	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2244.8	0.0	0.0	0.0	2244.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.210	0.000	0.000	0.000	0.343	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3367.2	0.0	0.0	0.0	2244.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	1.0	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.5	0.0	0.0	0.0	-0.7	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.02	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	369.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1201.1	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.308	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1201.1	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.5	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		1.5						
HCM Level of Service		A						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1327	1217	6	13	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1442	1323	10	21	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1442	1333	0	23	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1327	1217	6	13	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1442	1323	7	14	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1329	0	0	0	2047	665
Stage 1	0	0	0	0	1326	0
Stage 2	0	0	0	0	721	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	421	-	-	-	38	359
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	393	-
Mov Capacity-1 Maneuver	421	-	-	-	38	359
Mov Capacity-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	393	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	137.6
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					41
HCM Control Delay (s)	0	-	-	-	137.6
HCM Lane VC Ratio	-	-	0	-	0.371
HCM Lane LOS	A	-	-	-	F
HCM 95th Percentile Queue (veh)	0	-	0	-	1.27

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1641	31	19	1148	8	12	4	18	10	5	53
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	109	1784	51	31	1248	13	20	7	29	16	8	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	109	1835	0	31	1261	0	0	56	0	0	110	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	81.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	67	1641	31	19	1148	8	12	4	18	10	5	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	73	1784	34	21	1248	9	13	4	20	11	5	58
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1257	0	0	1817	0	0	2614	3244	909	2333	3256	628
Stage 1	0	0	0	0	0	0	1946	1946	0	1293	1293	0
Stage 2	0	0	0	0	0	0	668	1298	0	1040	1963	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	452	-	-	261	-	-	# 9	6	242	15	6	381
Stage 1	-	-	-	-	-	-	53	87	-	145	196	-
Stage 2	-	-	-	-	-	-	370	195	-	213	86	-
Mov Capacity-1 Maneuver	452	-	-	261	-	-	-	4.6	242	# 1.9	# 4.6	381
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	4.6	-	# 1.9	# 4.6	-
Stage 1	-	-	-	-	-	-	53	73	-	145	180.5	-
Stage 2	-	-	-	-	-	-	280.5	179.6	-	154.5	72.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.6	0.3	-	$ 3610.1
HCM LOS	A	A	-	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	-							10
HCM Control Delay (s)	-	14.488	-	-	19.975	-	-	$ -1
HCM Lane VC Ratio	-	0.161	-	-	0.079	-	-	7.391
HCM Lane LOS	-	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	-	0.569	-	-	0.256	-	-	10.603

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	0	1804	16	26	1256	6	7
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%			0%	0%	
Adj. Flow (vph)	0	1961	26	42	1365	10	11
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1987	0	42	1365	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	1804	16	26	1256	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	150		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1961	17	28	1365	7	8
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	1978	0	2709	989
Stage 1	0	0	0	0	1970	0
Stage 2	0	0	0	0	739	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	222	-	12	213
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	384	-
Mov Capacity-1 Maneuver	-	-	222	-	10.5	213
Mov Capacity-2 Maneuver	-	-	-	-	10.5	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	335.2	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.5	$ 320
HCM LOS	A	A	F

Lane	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (vph)	22					
HCM Control Delay (s)	$ 320	-	-	-	23.568	-
HCM Lane VC Ratio	0.642	0	-	-	0.127	-
HCM Lane LOS	F	-	-	-	C	-
HCM 95th Percentile Queue (veh)	1.862	0	-	-	0.43	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1699	1217	10	6	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	13	1847	1323	16	10	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	1847	1339	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	8	1699	1217	10	6	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	40			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	2	2
Movement Flow Rate	9	1847	1323	11	7	8
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1334	0	0	0	2269	667
Stage 1	0	0	0	0	1328	0
Stage 2	0	0	0	0	941	0
Follow-up Headway	2.42	-	0	0	3.52	3.32
Pot Capacity-1 Maneuver	419	-	-	-	34	401
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	340	-
Mov Capacity-1 Maneuver	419	-	-	-	33.3	401
Mov Capacity-2 Maneuver	-	-	-	-	33.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	332.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	73.8
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					66
HCM Control Delay (s)	13.774	-	-	-	73.8
HCM Lane VC Ratio	0.021	-	0	-	0.214
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.064	-	0	-	0.734

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	1045	35	9	607	6	15	3	9	6	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	47	1136	57	15	660	10	24	5	15	10	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	1193	0	15	670	0	0	44	0	0	21	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	29	1045	35	9	607	6	15	3	9	6	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	100		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	32	1136	38	10	660	7	16	3	10	7	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	666	0	0	1174	0	0	1567	1904	587	1316	1920	333
Stage 1	0	0	0	0	0	0	1218	1218	0	683	683	0
Stage 2	0	0	0	0	0	0	349	686	0	633	1237	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	796	-	-	489	-	-	62	54	406	97	53	607
Stage 1	-	-	-	-	-	-	163	215	-	362	402	-
Stage 2	-	-	-	-	-	-	588	400	-	389	210	-
Mov Capacity-1 Maneuver	796	-	-	489	-	-	58.5	50.8	406	86	49.9	607
Mov Capacity-2 Maneuver	-	-	-	-	-	-	58.5	50.8	-	86	49.9	-
Stage 1	-	-	-	-	-	-	163	206.4	-	362	394	-
Stage 2	-	-	-	-	-	-	569	392	-	358.7	201.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.2	74	29.7
HCM LOS	A	A	F	D

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	80							160
HCM Control Delay (s)	74	9.709	-	-	12.512	-	-	29.7
HCM Lane VC Ratio	0.367	0.04	-	-	0.02	-	-	0.088
HCM Lane LOS	F	A	-	-	B	-	-	D
HCM 95th Percentile Queue (veh)	1.42	0.124	-	-	0.061	-	-	0.286

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1753	57	53	1240	2	76	0	77	1	0	2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	1905	93	86	1348	3	124	0	126	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1998	0	86	1351	0	0	250	0	0	5	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	1753	57	53	1240	2	76	0	77	1	0	2
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	10	1962	63	66	2150	3	126	0	128	2	0	5
Proportion Arriving On Green	0.01	0.65	0.65	0.04	0.69	0.69	0.15	0.00	0.15	0.00	0.00	0.00
Movement Delay, s/veh	104.2	43.0	45.6	131.6	12.4	12.5	66.6	0.0	0.0	106.2	0.0	0.0
Movement LOS	F	D	D	F	B	B	E			F		
Approach Volume, veh/h		1973			1408			166			3	
Approach Delay, s/veh		44.4			17.3			66.6			106.2	
Approach LOS		D			B			E			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	11.00	93.00	25.00	5.57	5.92	98.08		
Change Period (Y+Rc), s	5.00	5.00	5.00	5.00	5.00	5.00		
Max. Allowable Headway (MAH), s	3.77	4.97	0.22	0.25	3.77	4.97		
Maximum Green Setting (Gmax), s	6.00	88.00	20.00	16.00	5.00	89.00		
Max. Queue Clearance Time (g_c+I1), s	7.20	84.32	14.37	2.26	2.49	33.76		
Green Extension Time (g_e), s	0.00	3.59	0.00	0.00	0.00	45.23		
Probability of Phase Call (p_c)	0.884	1.000	1.000	0.115	0.184	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.000	0.000	1.000	0.812		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		847.48	558.33	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3000.62	0.00	0.05	3108.86

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		97.01	858.63	1116.65	5.01

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	57.6	0.0	166.3	3.3	5.4	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1706.1	1675.0	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	5.2	0.0	12.4	0.3	0.5	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	5.2	0.0	12.4	0.3	0.5	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.497	0.333	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	66.1	0.0	253.6	7.1	10.1	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.871	0.000	0.656	0.457	0.536	0.000	0.000	0.000
Available Capacity (c_a), veh/h	66.1	0.0	253.6	199.2	55.1	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	63.9	0.0	54.0	66.8	66.6	0.0	0.0	0.0
Incremental Delay (d2), s/veh	67.7	0.0	12.5	39.4	37.6	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	131.6	0.0	66.6	106.2	104.2	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	1.9	0.0	5.9	0.1	0.2	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	1.2	0.0	0.9	0.1	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.2	0.0	6.7	0.2	0.3	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.75	0.00	0.12	0.03	0.06	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	983.7	0.0	0.0	0.0	675.2	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	79.9	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	79.9	0.0	0.0	0.0	31.8	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1018.4	0.0	0.0	0.0	1077.2	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.966	0.000	0.000	0.000	0.627	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1018.4	0.0	0.0	0.0	1077.2	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	21.9	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	21.1	0.0	0.0	0.0	1.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.0	0.0	0.0	0.0	12.4	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	25.0	0.0	0.0	0.0	9.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	6.0	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	31.0	0.0	0.0	0.0	9.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	3.07	0.00	0.00	0.00	1.12	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		T+R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	983.7	0.0	0.0	0.0	674.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1540.3	0.0	0.0	0.0	1556.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	82.3	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	82.3	0.0	0.0	0.0	31.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.063	0.503	0.667	0.000	0.003	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	1007.2	0.0	0.0	0.0	1076.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.977	0.000	0.000	0.000	0.627	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1007.2	0.0	0.0	0.0	1076.6	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	22.3	0.0	0.0	0.0	11.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	23.3	0.0	0.0	0.0	1.2	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.6	0.0	0.0	0.0	12.5	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	25.5	0.0	0.0	0.0	9.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	6.5	0.0	0.0	0.0	0.3	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	32.0	0.0	0.0	0.0	9.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	3.17	0.00	0.00	0.00	1.12	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		34.8						
HCM Level of Service		C						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	50	1288	151	74	812	9	106	14	95	8	14	37
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	1400	246	121	883	15	173	23	155	13	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1400	246	121	898	0	0	351	0	0	96	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	1288	151	74	812	9	106	14	95	8	14	37
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557	1557
Lanes	1	2	1	1	2	0	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	66	1394	623	96	1510	17	146	19	131	20	36	95
Proportion Arriving On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.21	0.21	0.21	0.11	0.11	0.11
Movement Delay, s/veh	90.9	64.3	24.6	100.1	30.1	30.1	74.0	0.0	0.0	70.0	0.0	0.0
Movement LOS	F	F	C	F	C	C	E			E		
Approach Volume, veh/h		1618			973			234			64	
Approach Delay, s/veh		61.1			35.9			74.0			70.0	
Approach LOS		E			D			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	3.0	12.0	12.0	2.0	4.0		
Phase Duration (G+Y+Rc), s	14.57	76.00	36.00	21.00	11.61	78.96		
Change Period (Y+Rc), s	5.00	6.50	5.00	5.00	5.00	6.50		
Max. Allowable Headway (MAH), s	3.70	4.74	4.98	5.54	3.70	4.74		
Maximum Green Setting (Gmax), s	12.00	69.50	31.00	16.00	15.00	66.50		
Max. Queue Clearance Time (g_c+I1), s	9.91	71.50	25.11	8.35	7.36	32.24		
Green Extension Time (g_e), s	0.03	0.00	0.55	0.13	0.04	21.07		
Probability of Phase Call (p_c)	0.963	1.000	1.000	1.000	0.892	1.000		
Probability of Max Out (p_x)	1.000	1.000	0.643	0.188	0.005	0.498		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1483.22		696.36	188.97	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		2959.02	91.97	330.71	3074.66

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		1323.77	624.09	874.01	34.08

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	80.4	0.0	233.7	64.1	54.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1483.2	0.0	1412.4	1393.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	7.9	0.0	23.1	6.3	5.4	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	7.9	0.0	23.1	6.3	5.4	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.493	0.136	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	96.2	0.0	296.7	151.1	66.4	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.836	0.000	0.788	0.424	0.818	0.000	0.000	0.000
Available Capacity (c_a), veh/h	120.6	0.0	296.7	151.1	150.8	0.0	0.0	0.0
Upstream Filter Factor (I)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	68.2	0.0	55.2	61.5	69.9	0.0	0.0	0.0
Incremental Delay (d2), s/veh	31.9	0.0	18.8	8.5	21.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	100.1	0.0	74.0	70.0	90.9	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	2.9	0.0	7.9	2.3	2.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.9	0.0	1.5	0.4	0.4	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	3.8	0.0	9.5	2.6	2.4	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.55	0.00	0.22	0.06	0.35	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	1400.0	0.0	0.0	0.0	447.1	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1557.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	69.5	0.0	0.0	0.0	30.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	69.5	0.0	0.0	0.0	30.2	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	1393.6	0.0	0.0	0.0	764.7	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	1.005	0.000	0.000	0.000	0.585	0.000	0.000
Available Capacity (c_a), veh/h	0.0	1393.6	0.0	0.0	0.0	764.7	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	39.0	0.0	0.0	0.0	26.8	0.0	0.0
Incremental Delay (d2), s/veh	0.0	25.2	0.0	0.0	0.0	3.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	64.3	0.0	0.0	0.0	30.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	23.3	0.0	0.0	0.0	10.6	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	4.9	0.0	0.0	0.0	0.7	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	28.1	0.0	0.0	0.0	11.3	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.32	0.00	0.00	0.00	0.04	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment		R				T+R		
Lanes in Group	0	1	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	164.1	0.0	0.0	0.0	445.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1323.8	0.0	0.0	0.0	1551.4	0.0	0.0
Queue Serve Time (g_s), s	0.0	11.0	0.0	0.0	0.0	30.2	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	11.0	0.0	0.0	0.0	30.2	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	1.000	0.442	0.627	0.000	0.022	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	623.4	0.0	0.0	0.0	761.8	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.263	0.000	0.000	0.000	0.585	0.000	0.000
Available Capacity (c_a), veh/h	0.0	623.4	0.0	0.0	0.0	761.8	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	23.6	0.0	0.0	0.0	26.8	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	3.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.6	0.0	0.0	0.0	30.1	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	10.5	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.7	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	3.5	0.0	0.0	0.0	11.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.41	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		53.9						
HCM Level of Service		D						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	1105	10	0	635	16	7	1	2	22	0	104
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	328	1201	16	0	690	26	11	2	3	36	0	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	328	1217	0	0	690	26	0	16	0	0	206	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	61.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	201	1105	10	0	635	16	7	1	2	22	0	104
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Yield	Yield	Yield	None	None	None	Yield	Yield	Yield
Storage Length	500		0	100		300	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	328	1201	16	0	690	26	11	2	3	36	0	170
Number of Lanes	1	2	0	1	2	1	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	716	0	0	1217	0	0	2210	2581	609	1961	2576	358
Stage 1	-	-	-	-	-	-	1865	1865	-	703	703	-
Stage 2	-	-	-	-	-	-	345	716	-	1258	1873	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	760	-	-	469	-	-	19	19	392	# 30	19	584
Stage 1	-	-	-	-	-	-	60	97	-	351	393	-
Stage 2	-	-	-	-	-	-	592	387	-	153	96	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	760	-	-	469	-	-	# 9	11	392	# 18	11	584
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 9	11	-	# 18	11	-
Stage 1	-	-	-	-	-	-	34	55	-	200	393	-
Stage 2	-	-	-	-	-	-	420	387	-	84	55	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	3.7	0	$ 920.4	$ 639.9
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	11							94
HCM Control Delay (s)	$ 920.4	13.279	1.1	-	0	-	-	$ 920.4
HCM Lane VC Ratio	1.482	0.431	-	-	-	-	-	2.185
HCM Lane LOS	F	B	A	-	A	-	-	F
HCM 95th Percentile Queue (veh)	2.826	2.186	-	-	0	-	-	18.169

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1855	4	21	1178	6	0	0	14	2	0	7
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	8	2016	7	34	1280	10	0	0	23	3	0	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	2023	0	34	1290	0	0	23	0	0	14	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	5	1855	4	21	1178	6	0	0	14	2	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	80		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	5	2016	4	23	1280	7	0	0	15	2	0	8
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1287	0	0	2021	0	0	-	3362	1010	2348	3361	643
Stage 1	0	0	0	0	0	0	-	2029	0	1329	1329	0
Stage 2	0	0	0	0	0	0	-	1333	0	1019	2032	0
Follow-up Headway	2.22	-	-	2.22	0	0	-	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	535	-	-	278	-	-	-	8	238	19	8	416
Stage 1	-	-	-	-	-	-	-	100	-	163	222	-
Stage 2	-	-	-	-	-	-	-	221	-	254	99	-
Mov Capacity-1 Maneuver	535	-	-	278	-	-	-	7.3	238	16.5	7.3	416
Mov Capacity-2 Maneuver	-	-	-	-	-	-	-	7.3	-	16.5	7.3	-
Stage 1	-	-	-	-	-	-	-	99	-	163	203.8	-
Stage 2	-	-	-	-	-	-	-	202.9	-	235.4	98	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	21.2	70
HCM LOS	A	A	C	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	238							65
HCM Control Delay (s)	21.2	11.798	-	-	19.105	-	-	70
HCM Lane VC Ratio	0.064	0.01	-	-	0.082	-	-	0.151
HCM Lane LOS	C	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	0.203	0.031	-	-	0.266	-	-	0.496

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	3	975	15	69	580	470	4	0	2	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	5	1060	24	113	630	766	7	0	3	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1089	0	112	1396	0	0	10	0	0	0	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	975	15	69	580	470	4	0	2	0	0	0
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	1060	24	112	630	766	7	0	3	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1114							
pX, platoon unblocked	0.63						0.63	0.63		0.63	0.63	0.63
vC, conflicting volume	1397			1084			1622	2704	542	1782	2333	698
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	440			1084			800	2527	542	1054	1934	0
tC, single (s)	4.5			4.5			7.9	6.9	7.3	7.9	6.9	7.3
tC, 2 stage (s)												
tF (s)	2.4			2.4			3.7	4.2	3.5	3.7	4.2	3.5
p0 queue free %	99			79			95	100	99	100	100	100
cM capacity (veh/h)	618			534			127	10	436	80	25	640

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	535	554	112	420	976	10
Volume Left	5	0	112	0	0	7
Volume Right	0	24	0	0	766	3
cSH	618	1700	534	1700	1700	166
Volume to Capacity	0.01	0.33	0.21	0.25	0.57	0.06
Queue Length 95th (ft)	1	0	20	0	0	5
Control Delay (s)	0.2	0.0	13.5	0.0	0.0	28.0
Lane LOS	A		B			D
Approach Delay (s)	0.1		1.0			28.0
Approach LOS						D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	171	1377	110	32	944	25	104	57	39	56	23	115
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	279	1497	179	52	1026	41	170	93	64	91	38	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	279	1497	179	52	1026	41	0	327	0	0	317	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	171	1377	110	32	944	25	104	57	39	56	23	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.97			0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1770	2959	1583	1770	2959	1583		1768			1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (perm)	1770	2959	1583	1770	2959	1583		1768			1689	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	279	1497	179	52	1026	41	170	93	64	91	38	188
RTOR Reduction (vph)	0	0	87	0	0	25	0	8	0	0	44	0
Lane Group Flow (vph)	279	1497	92	52	1026	16	0	319	0	0	273	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases			2			6						
Actuated Green, G (s)	19.0	61.5	61.5	4.0	46.5	46.5		19.0			17.0	
Effective Green, g (s)	19.0	61.5	61.5	4.0	46.5	46.5		19.0			17.0	
Actuated g/C Ratio	0.16	0.51	0.51	0.03	0.39	0.39		0.16			0.14	
Clearance Time (s)	4.0	6.5	6.5	4.0	6.5	6.5		4.0			4.0	
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0	3.0		4.0			4.0	
Lane Grp Cap (vph)	280	1516	811	59	1147	613		280			239	
v/s Ratio Prot	c0.16	c0.51		0.03	0.35			c0.18			c0.16	
v/s Ratio Perm			0.06			0.01						
v/c Ratio	1.00	0.99	0.11	0.88	0.89	0.03		1.14			1.14	
Uniform Delay, d1	50.5	28.9	15.1	57.8	34.5	22.7		50.5			51.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	52.5	20.3	0.3	75.5	10.8	0.1		97.3			102.3	
Delay (s)	102.9	49.2	15.4	133.2	45.3	22.8		147.8			153.8	
Level of Service	F	D	B	F	D	C		F			F	
Approach Delay (s)		53.8			48.5			147.8			153.8	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	69.0	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	82.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1818	18	18	1265	0	15	0	7	0	0	0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1976	29	29	1375	0	24	0	11	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	2005	0	29	1375	0	0	35	0	0	0	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	11.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1818	18	18	1265	0	15	0	7	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	150		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	4	1976	20	20	1375	0	16	0	8	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1375	0	0	1996	0	-	2722	3409	998	-	3418	-
Stage 1	0	0	0	0	0	-	1995	1995	0	-	1414	-
Stage 2	0	0	0	0	0	-	727	1414	0	-	2004	-
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	-	4.22	-
Pot Capacity-1 Maneuver	403	-	-	218	-	-	# 7	5	209	-	5	-
Stage 1	-	-	-	-	-	-	49	82	-	-	169	-
Stage 2	-	-	-	-	-	-	339	169	-	-	81	-
Mov Capacity-1 Maneuver	403	-	-	218	-	-	# 6.5	4.5	209	-	4.5	-
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 6.5	4.5	-	-	4.5	-
Stage 1	-	-	-	-	-	-	49	81.1	-	-	153.8	-
Stage 2	-	-	-	-	-	-	308.5	153.8	-	-	80.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.3	$ 1563.5	0
HCM LOS	A	A	F	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	9						-
HCM Control Delay (s)	$ 1563.5	14.03	-	-	23.136	-	0
HCM Lane VC Ratio	2.657	0.011	-	-	0.09	-	-
HCM Lane LOS	F	B	-	-	C	-	A
HCM 95th Percentile Queue (veh)	4.068	0.033	-	-	0.292	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1662	24	9	1217	1	4	1	11	0	2	6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	11	1807	39	15	1323	2	7	2	18	0	3	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1846	0	15	1325	0	0	27	0	0	13	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	7	1662	24	9	1217	1	4	1	11	0	2	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	110		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	8	1807	26	10	1323	1	4	1	12	0	2	7
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1324	0	0	1833	0	0	2517	3178	916	-	3191	662
Stage 1	0	0	0	0	0	0	1835	1835	0	-	1343	0
Stage 2	0	0	0	0	0	0	682	1343	0	-	1848	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	-	4.02	3.32
Pot Capacity-1 Maneuver	518	-	-	329	-	-	14	10	275	-	10	404
Stage 1	-	-	-	-	-	-	78	125	-	-	219	-
Stage 2	-	-	-	-	-	-	406	219	-	-	123	-
Mov Capacity-1 Maneuver	518	-	-	329	-	-	11	9.6	275	-	9.6	404
Mov Capacity-2 Maneuver	-	-	-	-	-	-	11	9.6	-	-	9.6	-
Stage 1	-	-	-	-	-	-	78	123.1	-	-	212.4	-
Stage 2	-	-	-	-	-	-	383.5	212.4	-	-	121.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	0.1	209.9	134.3
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	32							36
HCM Control Delay (s)	209.9	12.053	-	-	16.277	-	-	134.3
HCM Lane VC Ratio	0.543	0.015	-	-	0.03	-	-	0.242
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	1.799	0.045	-	-	0.092	-	-	0.778

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1585	60	66	1081	6	91	19	104	85	39	10
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	1723	98	108	1175	10	148	31	170	139	64	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	1821	0	108	1185	0	0	349	0	0	219	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1585	60	66	1081	6	91	19	104	85	39	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frt	1.00	0.99		1.00	1.00			0.93			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	2961		1770	2959			1704			1788	
Flt Permitted	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (perm)	1770	2961		1770	2959			1704			1788	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor (vph)	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Adj. Flow (vph)	3	1723	98	108	1175	10	148	31	170	139	64	16
RTOR Reduction (vph)	0	3	0	0	0	0	0	24	0	0	2	0
Lane Group Flow (vph)	3	1818	0	108	1185	0	0	325	0	0	217	0
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	1.2	83.2		7.0	89.0			26.0			14.0	
Effective Green, g (s)	1.2	83.2		7.0	89.0			26.0			14.0	
Actuated g/C Ratio	0.01	0.56		0.05	0.60			0.18			0.09	
Clearance Time (s)	4.0	6.0		4.0	6.0			4.0			4.0	
Vehicle Extension (s)	2.5	3.5		2.5	3.5			2.5			2.5	
Lane Grp Cap (vph)	14	1662		84	1777			299			169	
v/s Ratio Prot	0.00	c0.61		c0.06	0.40			c0.19			c0.12	
v/s Ratio Perm												
v/c Ratio	0.21	1.09		1.29	0.67			1.09			1.29	
Uniform Delay, d1	73.0	32.5		70.6	19.7			61.1			67.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	5.5	52.5		192.9	2.0			77.3			165.5	
Delay (s)	78.6	85.0		263.5	21.7			138.4			232.6	
Level of Service	E	F		F	C			F			F	
Approach Delay (s)		85.0			41.9			138.4			232.6	
Approach LOS		F			D			F			F	

Intersection Summary			
HCM Average Control Delay	83.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1876	20	13	1331	0	8	0	5	1	0	4
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	3	2039	33	21	1447	0	13	0	8	2	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	2072	0	21	1447	0	0	21	0	0	9	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	1876	20	13	1331	0	8	0	5	1	0	4
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	150		0	100		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	2	2039	22	14	1447	0	9	0	5	1	0	4
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1447	0	0	2061	0	-	2806	3529	1030	2499	3540	723
Stage 1	0	0	0	0	0	-	2054	2054	0	1475	1475	0
Stage 2	0	0	0	0	0	-	752	1475	0	1024	2065	0
Follow-up Headway	2.42	-	-	2.42	0	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	375	-	-	204	-	-	# 6	4	199	11	4	327
Stage 1	-	-	-	-	-	-	44	76	-	110	157	-
Stage 2	-	-	-	-	-	-	327	157	-	218	75	-
Mov Capacity-1 Maneuver	375	-	-	204	-	-	# 5.6	3.7	199	10.1	3.7	327
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 5.6	3.7	-	10.1	3.7	-
Stage 1	-	-	-	-	-	-	44	75.5	-	110	146.2	-
Stage 2	-	-	-	-	-	-	300.4	146.2	-	210.8	74.6	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.2	$ 1080.1	95.7
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	9						45
HCM Control Delay (s)	$ 1080.1	14.656	-	-	23.956	-	95.7
HCM Lane VC Ratio	1.57	0.006	-	-	0.069	-	0.121
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th Percentile Queue (veh)	2.645	0.017	-	-	0.221	-	0.383

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1849	10	65	1279	52	7	1	126	23	1	21
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	2010	16	106	1390	85	11	2	205	38	2	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	2026	0	106	1475	0	0	218	0	0	74	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	96.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	13	1849	10	65	1279	52	7	1	126	23	1	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	60		0	165		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	14	2010	11	71	1390	57	8	1	137	25	1	23
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	1447	0	0	2021	0	0	2880	3631	1010	2594	3609	723
Stage 1	0	0	0	0	0	0	2043	2043	0	1560	1560	0
Stage 2	0	0	0	0	0	0	837	1588	0	1034	2049	0
Follow-up Headway	2.22	-	-	2.22	0	0	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	464	-	-	278	-	-	# 7	5	238	# 12	5	368
Stage 1	-	-	-	-	-	-	58	98	-	117	171	-
Stage 2	-	-	-	-	-	-	327	166	-	248	97	-
Mov Capacity-1 Maneuver	464	-	-	278	-	-	# 4	3.6	238	# 3.1	3.6	368
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 4	3.6	-	# 3.1	3.6	-
Stage 1	-	-	-	-	-	-	58	95.1	-	117	127.6	-
Stage 2	-	-	-	-	-	-	226.9	123.8	-	101	94.1	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.1	1	$ 980.9	$ 4403
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	52							6
HCM Control Delay (s)	$ 980.9	13.002	-	-	22.306	-	-	$ 980.9
HCM Lane VC Ratio	2.801	0.03	-	-	0.254	-	-	8.152
HCM Lane LOS	F	B	-	-	C	-	-	F
HCM 95th Percentile Queue (veh)	15.281	0.094	-	-	0.985	-	-	7.735

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1696	1169	39	22	61
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	60	1843	1271	64	36	99
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	1843	1335	0	36	99

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	37	1696	1169	39	22	61
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	100			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	40	1843	1271	42	24	66
Number of Lanes	1	2	2	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1313	0	0	0	2294	657
Stage 1	0	0	0	0	1292	0
Stage 2	0	0	0	0	1002	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	427	-	-	-	25	363
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	274	-
Mov Capacity-1 Maneuver	427	-	-	-	# 22.7	363
Mov Capacity-2 Maneuver	-	-	-	-	# 22.7	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	248.2	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.3	0	129.512
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					23	363
HCM Control Delay (s)	14.306	-	-	-	$ 0	17.1
HCM Lane VC Ratio	0.094	-	0	-	1.04	0.183
HCM Lane LOS	B	-	-	-	F	C
HCM 95th Percentile Queue (veh)	0.31	-	0	-	3.052	0.659

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1837	27	46	1208	0	6	0	30	1	1	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	2%	2%	22%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	1997	44	75	1313	0	10	0	49	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	2041	0	75	1313	0	0	59	0	0	6	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	1837	27	46	1208	0	6	0	30	1	1	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	70		0	70		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	22	2	2	22	2	2	2	2	2	2	2
Movement Flow Rate	1	1997	29	50	1313	0	7	0	33	1	1	1
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 1		
Conflicting Flow Rate - All	1313	0	0	2026	0	-	2771	3427	1013	2414	3441	657
Stage 1	0	0	0	0	0	-	2014	2014	0	1413	1413	0
Stage 2	0	0	0	0	0	-	757	1413	0	1001	2028	0
Follow-up Headway	2.22	-	-	2.22	0	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	522	-	-	276	-	-	9	7	237	17	7	407
Stage 1	-	-	-	-	-	-	60	101	-	145	202	-
Stage 2	-	-	-	-	-	-	366	202	-	260	100	-
Mov Capacity-1 Maneuver	522	-	-	276	-	-	6.6	5.7	237	12.6	5.7	407
Mov Capacity-2 Maneuver	-	-	-	-	-	-	6.6	5.7	-	12.6	5.7	-
Stage 1	-	-	-	-	-	-	60	100.8	-	145	165.4	-
Stage 2	-	-	-	-	-	-	297	165.4	-	223.8	99.8	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0.8	$ 363.4	$ 393.2
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)	35						12
HCM Control Delay (s)	$ 363.4	11.911	-	-	20.907	-	$ 363.4
HCM Lane VC Ratio	1.118	0.002	-	-	0.181	-	0.272
HCM Lane LOS	F	B	-	-	C	-	F
HCM 95th Percentile Queue (veh)	4.097	0.006	-	-	0.649	-	0.687

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1879	8	8	1337	3	6	0	4	4	0	3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	13	2042	13	13	1453	5	10	0	7	7	0	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	2055	0	13	1458	0	0	17	0	0	12	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	8.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	8	1879	8	8	1337	3	6	0	4	4	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	200		0	125		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	13	2042	13	13	1453	5	10	0	7	7	0	5
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	1458	0	0	2055	0	0	2828	3559	1028	2529	3563	730
Stage 1	-	-	-	-	-	-	2075	2075	-	1482	1482	-
Stage 2	-	-	-	-	-	-	753	1484	-	1047	2081	-
Follow-up Headway	2.42	-	-	2.42	-	-	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	371	-	-	206	-	-	# 6	4	199	10	4	323
Stage 1	-	-	-	-	-	-	43	74	-	109	156	-
Stage 2	-	-	-	-	-	-	326	156	-	210	74	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	371	-	-	206	-	-	# 5	4	199	9	4	323
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 5	4	-	9	4	-
Stage 1	-	-	-	-	-	-	41	71	-	105	146	-
Stage 2	-	-	-	-	-	-	301	146	-	196	71	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0.7	$ 1372.1	$ 482.9
HCM LOS	A	A	F	F

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	8							15
HCM Control Delay (s)	$ 1372.1	15.057	0.2	-	23.654	0.5	-	$ 1372.1
HCM Lane VC Ratio	2.038	0.035	-	-	0.063	-	-	0.761
HCM Lane LOS	F	C	A	-	C	A	-	F
HCM 95th Percentile Queue (veh)	3.046	0.109	-	-	0.201	-	-	1.857

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	488	33	87	547	27	34
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	530	54	142	595	44	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	530	54	142	595	99	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	488	33	87	547	27	34
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		150	320		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	530	36	95	595	29	37
Number of Lanes	2	1	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	566	0	1016	265
Stage 1	0	0	0	0	530	0
Stage 2	0	0	0	0	486	0
Follow-up Headway	-	-	2.42	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	877	-	203	677
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	530	-
Mov Capacity-1 Maneuver	-	-	877	-	181.1	677
Mov Capacity-2 Maneuver	-	-	-	-	181.1	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	472.8	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	1.3	20
HCM LOS	A	A	C

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	306				
HCM Control Delay (s)	20	-	-	9.6	-
HCM Lane VC Ratio	0.217	0	-	0.108	-
HCM Lane LOS	C	-	-	A	-
HCM 95th Percentile Queue (veh)	0.808	0	-	0.361	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	672	0	3	984	0	0
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	2%	2%	22%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	730	0	5	1070	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	730	0	5	1070	0	0

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	672	0	3	984	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	730	0	5	1070	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				716		
pX, platoon unblocked					0.77	
vC, conflicting volume			730		1275	365
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			730		748	365
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			870		265	632

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	487	243	5	535	535	0
Volume Left	0	0	5	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	870	1700	1700	1700
Volume to Capacity	0.29	0.14	0.01	0.31	0.31	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	9.2	0.0	0.0	0.0
Lane LOS			A			A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	476	490	6	2	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	2	517	533	10	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	517	543	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	1	476	490	6	2	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	1	517	533	7	2	1
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	539	0	0	0	797	270
Stage 1	0	0	0	0	536	0
Stage 2	0	0	0	0	261	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	899	-	-	-	286	671
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	702	-
Mov Capacity-1 Maneuver	899	-	-	-	285.7	671
Mov Capacity-2 Maneuver	-	-	-	-	285.7	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	701.3	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	15.3
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					353
HCM Control Delay (s)	9.009	-	-	-	15.3
HCM Lane VC Ratio	0.001	-	0	-	0.009
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.004	-	0	-	0.028

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1577	1020	2	0	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1714	1109	3	0	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1714	1112	0	2	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1577	1020	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1714	1109	2	0	1
Number of Lanes	0	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	-	0	0	0	1967	555
Stage 1	-	0	0	0	1110	0
Stage 2	-	0	0	0	857	0
Follow-up Headway	-	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	-	-	-	-	43	427
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	330	-
Mov Capacity-1 Maneuver	-	-	-	-	43	427
Mov Capacity-2 Maneuver	-	-	-	-	43	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	13.5
HCM LOS	A	A	B

Lane	EBT	WBT	WBR	SBLn1
Capacity (vph)				427
HCM Control Delay (s)	-	-	-	13.5
HCM Lane VC Ratio	0	0	-	0.003
HCM Lane LOS	-	-	-	B
HCM 95th Percentile Queue (veh)	0	0	-	0.008

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1377	930	29	26	9
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	10	1497	1011	47	42	15
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	1497	1058	0	57	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	6	1377	930	29	26	9
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	300			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	7	1497	1011	32	28	10
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1042	0	0	0	1788	521
Stage 1	0	0	0	0	1027	0
Stage 2	0	0	0	0	761	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	556	-	-	-	58	452
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	374	-
Mov Capacity-1 Maneuver	556	-	-	-	57.3	452
Mov Capacity-2 Maneuver	-	-	-	-	57.3	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	369.5	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.1	0	96.7
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					74
HCM Control Delay (s)	11.552	-	-	-	96.7
HCM Lane VC Ratio	0.012	-	0	-	0.514
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.036	-	0	-	2.148

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	482	489	64	34	2
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	3	524	532	104	55	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	3	524	636	0	58	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	2	482	489	64	34	2
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	250			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	2	524	532	70	37	2
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	601	0	0	0	832	301
Stage 1	0	0	0	0	566	0
Stage 2	0	0	0	0	266	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	847	-	-	-	271	640
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	698	-
Mov Capacity-1 Maneuver	847	-	-	-	270.2	640
Mov Capacity-2 Maneuver	-	-	-	-	270.2	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	695.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	20
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					279
HCM Control Delay (s)	9.261	-	-	-	20
HCM Lane VC Ratio	0.003	-	0	-	0.14
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.008	-	0	-	0.482

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1155	847	56	80	7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	28	1255	921	91	130	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	1255	921	91	141	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	9.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	17	1155	847	56	80	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	350			320	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	18	1255	921	61	87	8
Number of Lanes	1	2	2	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	982	0	0	0	1586	460
Stage 1	0	0	0	0	921	0
Stage 2	0	0	0	0	665	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	589	-	-	-	# 81	497
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	423	-
Mov Capacity-1 Maneuver	589	-	-	-	# 78.5	497
Mov Capacity-2 Maneuver	-	-	-	-	# 78.5	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	409.9	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.2	0	226.2
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					84
HCM Control Delay (s)	11.31	-	-	-	226.2
HCM Lane VC Ratio	0.031	-	0	-	1.126
HCM Lane LOS	B	-	-	-	F
HCM 95th Percentile Queue (veh)	0.097	-	0	-	6.652

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	515	28	101	760	3	32	0	48	2	0	1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	560	46	165	826	5	52	0	78	3	0	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	560	46	165	831	0	0	130	0	0	5	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	14	515	28	101	760	3	32	0	48	2	0	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	50		400	400		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22	22	22	22	22	22	22
Movement Flow Rate	15	560	30	110	826	3	35	0	52	2	0	1
Number of Lanes	1	2	1	1	2	0	0	1	0	0	1	0

Major/Minor		Major 1			Major 2			Minor 1			Minor 1	
Conflicting Flow Rate - All	829	0	0	590	0	0	1223	1639	280	1357	1637	415
Stage 1	0	0	0	0	0	0	590	590	0	1047	1047	0
Stage 2	0	0	0	0	0	0	633	1049	0	310	590	0
Follow-up Headway	2.42	-	-	2.42	0	0	3.72	4.22	3.52	3.72	4.22	3.52
Pot Capacity-1 Maneuver	683	-	-	856	-	-	115	81	660	90	82	534
Stage 1	-	-	-	-	-	-	414	446	-	210	263	-
Stage 2	-	-	-	-	-	-	389	263	-	622	446	-
Mov Capacity-1 Maneuver	683	-	-	856	-	-	101.8	69.1	660	73.5	69.9	534
Mov Capacity-2 Maneuver	-	-	-	-	-	-	101.8	69.1	-	73.5	69.9	-
Stage 1	-	-	-	-	-	-	414	436.2	-	210	229.3	-
Stage 2	-	-	-	-	-	-	338.5	229.3	-	560.2	436.2	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	1.1	34.4	41.1
HCM LOS	A	A	D	E

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	207							103
HCM Control Delay (s)	34.4	10.391	-	-	9.823	-	-	41.1
HCM Lane VC Ratio	0.42	0.022	-	-	0.128	-	-	0.032
HCM Lane LOS	D	B	-	-	A	-	-	E
HCM 95th Percentile Queue (veh)	1.926	0.068	-	-	0.439	-	-	0.097

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	1445	0	0	970	32	1	0	2	88	0	12
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	150%	150%	100%	150%	150%	150%	150%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	1571	0	0	1054	52	2	0	3	143	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	1571	0	0	1054	52	0	5	0	0	163	0

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	1445	0	0	970	32	1	0	2	88	0	12
Movement Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1557	1557	1900	1900	1557	1557	1557	1900	1557	1557	1900	1557
Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Lane Assignment												
Capacity, veh/h	9	2113	0	2	1781	797	2	0	5	134	0	18
Proportion Arriving On Green	0.01	0.68	0.00	0.00	0.60	0.60	0.00	0.00	0.00	0.09	0.00	0.09
Movement Delay, s/veh	78.3	9.2	0.0	0.0	9.9	6.3	75.6	0.0	0.0	40.7	0.0	0.0
Movement LOS	E	A			A	A	E			D		
Approach Volume, veh/h		1575			1089			3			109	
Approach Delay, s/veh		9.4			9.8			75.6			40.7	
Approach LOS		A			A			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phase	1	2	8	4	5	6		
Case No	2.0	4.0	12.0	12.0	2.0	3.0		
Phase Duration (G+Y+Rc), s	0.00	60.12	5.34	12.10	5.95	54.17		
Change Period (Y+Rc), s	5.50	7.50	5.00	5.50	5.50	7.50		
Max. Allowable Headway (MAH), s	0.00	4.86	0.25	0.12	3.73	4.86		
Maximum Green Setting (Gmax), s	5.00	60.00	16.00	15.50	5.00	62.00		
Max. Queue Clearance Time (g_c+I1), s	0.00	27.37	2.15	6.60	2.23	19.10		
Green Extension Time (g_e), s	0.00	24.29	0.00	0.00	0.00	29.57		
Probability of Phase Call (p_c)	0.000	1.000	0.068	1.000	0.089	1.000		
Probability of Max Out (p_x)	0.000	0.639	0.000	0.000	1.000	0.541		

Left-Turn Movement Data					
Assigned Movement	1		3	7	5
Mvmt. Sat Flow, veh/h	1809.52		558.33	1569.69	1483.22

Through Movement Data					
Assigned Movement		2	8	4	6
Mvmt. Sat Flow, veh/h		3114.75	0.05	0.00	2959.02

Right-Turn Movement Data					
Assigned Movement		12	18	14	16
Mvmt. Sat Flow, veh/h		0.00	1116.65	214.05	1323.77

Left Lane Group Data								
Assigned Movement	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L+T+R	L+T+R	L (Prot)			
Lanes in Group	1	0	1	1	1	0	0	0
Group Volume (v), veh/h	0.0	0.0	3.3	108.7	4.3	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	1809.5	0.0	1675.0	1783.7	1483.2	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.2	4.6	0.2	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.2	4.6	0.2	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	1.000	0.000	0.333	0.880	1.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	2.3	0.0	7.3	151.9	8.5	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.445	0.716	0.509	0.000	0.000	0.000
Available Capacity (c_a), veh/h	116.6	0.0	345.5	356.5	95.6	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	38.5	34.6	38.4	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	37.1	6.1	39.9	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	75.6	40.7	78.3	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.1	2.3	0.1	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.1	0.3	0.1	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	1.000	0.000	1.000	1.000	1.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.1	2.5	0.2	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.01	0.07	0.05	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	1570.7	0.0	0.0	0.0	1054.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1557.4	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	25.4	0.0	0.0	0.0	17.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	25.4	0.0	0.0	0.0	17.1	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2113.1	0.0	0.0	0.0	1780.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.743	0.000	0.000	0.000	0.592	0.000	0.000
Available Capacity (c_a), veh/h	0.0	2409.4	0.0	0.0	0.0	2365.2	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	9.6	0.0	0.0
Incremental Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.3	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	9.9	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	3.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	5.3	0.0	0.0	0.0	4.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.14	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	18	14	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	34.8	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1323.8	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.667	0.120	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	796.6	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.044	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1058.1	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	1.000	1.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		10.8						
HCM Level of Service		B						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	539	5	46	669	5	24
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	150%	150%	100%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	586	8	75	727	8	39
Shared Lane Traffic (%)						
Lane Group Flow (vph)	594	0	75	727	47	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	539	5	46	669	5	24
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length		0	50		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	586	8	75	727	8	39
Number of Lanes	2	0	1	2	1	0

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	594	0	1104	297
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	514	-
Follow-up Headway	-	-	2.42	-	3.72	3.52
Pot Capacity-1 Maneuver	-	-	853	-	176	643
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	512	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	853	-	161	643
Mov Capacity-2 Maneuver	-	-	-	-	161	-
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	467	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0.9	14.6
HCM LOS	A	A	B

Lane	NBLn1	EBT	EBR	WBL	WBT
Capacity (vph)	424				
HCM Control Delay (s)	14.6	-	-	9.627	-
HCM Lane VC Ratio	0.112	-	-	0.088	-
HCM Lane LOS	B	-	-	A	-
HCM 95th Percentile Queue (veh)	0.374	-	-	0.288	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	60	582	831	340	595	105
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	2%	22%	22%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	98	633	903	554	970	171
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	633	903	554	1141	0

Intersection Summary

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	582	831	340	595	105
Movement Number	5	2	6	16	7	14
Initial Queue, veh	0	0	0	0	0	0
Ped-Bike Adj. Factor (A_pbT)	1.00			1.00	1.00	1.00
Parking, Bus Adj. Factors	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Sat. Flow Rate, veh/h/ln	1863	1557	1557	1863	1863	1863
Lanes	1	2	2	1	2	0
Lane Assignment						
Capacity, veh/h	0	2331	2331	1247	0	0
Proportion Arriving On Green	0.00	0.79	0.79	0.79	0.00	0.00
Movement Delay, s/veh	0.0	1.0	1.6	1.6	0.0	0.0
Movement LOS		A	A	A		
Approach Volume, veh/h		633	1273		0	
Approach Delay, s/veh		1.0	1.6		0.0	
Approach LOS		A	A			

Timer:	1	2	3	4	5	6	7	8
Assigned Phase		2		4		6		
Case No		4.0		0.0		7.0		
Phase Duration (G+Y+Rc), s		33.00		0.00		33.00		
Change Period (Y+Rc), s		7.00		6.00		7.00		
Max. Allowable Headway (MAH), s		4.11		0.00		4.11		
Maximum Green Setting (Gmax), s		37.00		25.00		26.00		
Max. Queue Clearance Time (g_c+I1), s		3.90		0.00		5.08		
Green Extension Time (g_e), s		10.96		0.00		9.28		
Probability of Phase Call (p_c)		0.997		0.000		1.000		
Probability of Max Out (p_x)		0.106		0.000		0.272		

Left-Turn Movement Data								
Assigned Movement				7				
Mvmt. Sat Flow, veh/h				0.00				
Through Movement Data								
Assigned Movement		2				6		
Mvmt. Sat Flow, veh/h		3036.89				3036.89		
Right-Turn Movement Data								
Assigned Movement		12				16		
Mvmt. Sat Flow, veh/h		0.00				1583.33		
Left Lane Group Data								
Assigned Movement	0	0	0	7	0	0	0	0
Lane Assignment								
Lanes in Group	0	0	0	0	0	0	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Perm LT Sat Flow Rate (s_l), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shared LT Sat Flow (s_sh), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Eff. Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Que Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion LT Inside Lane (P_L)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	0.000	0.000	1.000	0.000	0.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Movement	0	2	0	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Group	0	2	0	0	0	2	0	0
Group Volume (v), veh/h	0.0	632.6	0.0	0.0	0.0	903.3	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	1479.5	0.0	0.0	0.0	1479.5	0.0	0.0
Queue Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	3.1	0.0	0.0
Lane Group Capacity (c), veh/h	0.0	2331.3	0.0	0.0	0.0	2331.3	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.271	0.000	0.000	0.000	0.387	0.000	0.000
Available Capacity (c_a), veh/h	0.0	3317.7	0.0	0.0	0.0	2331.3	0.0	0.0
Upstream Filter Factor (I)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.9	0.0	0.0	0.0	1.1	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	-0.7	0.0	0.0	0.0	-0.9	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	-0.6	0.0	0.0	0.0	-0.8	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	-0.03	0.00	0.00	0.00	-0.01	0.00	0.00

Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Movement	0	12	0	0	0	16	0	0
Lane Assignment						R		
Lanes in Group	0	0	0	0	0	1	0	0
Group Volume (v), veh/h	0.0	0.0	0.0	0.0	0.0	369.6	0.0	0.0
Group Sat. Flow (s), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1583.3	0.0	0.0
Queue Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Cycle Queue Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Prot RT Sat Flow Rate (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff. Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proportion RT Outside Lane (P_R)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Lane Group Capacity (c), veh/h	0.0	0.0	0.0	0.0	0.0	1247.5	0.0	0.0
Volume-to-Capacity Ratio (X)	0.000	0.000	0.000	0.000	0.000	0.296	0.000	0.000
Available Capacity (c_a), veh/h	0.0	0.0	0.0	0.0	0.0	1247.5	0.0	0.0
Upstream Filter Factor (I)	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Incremental Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Queue Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
First-Term Queue (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.8	0.0	0.0
Second-Term Queue (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Third-Term Queue (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Percentile bk-of-que factor (f_B%)	0.000	1.000	0.000	0.000	0.000	1.000	0.000	0.000
Percentile Back of Queue (Q%), veh/ln	0.0	0.0	0.0	0.0	0.0	-0.6	0.0	0.0
Percentile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	-0.04	0.00	0.00
Initial Queue (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Queue (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Queue (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Saturated Capacity (cs), veh/h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Queue Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Intersection Summary								
HCM Average Control Delay		1.4						
HCM Level of Service		A						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1475	1339	6	13	1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	150%	100%	100%	150%	150%	150%
Heavy Vehicles (%)	22%	22%	22%	22%	22%	22%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1603	1455	10	21	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1603	1465	0	23	0

Intersection Summary

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	0	1475	1339	6	13	1
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	50			0	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	22	22	22	22	22	22
Movement Flow Rate	0	1603	1455	7	14	1
Number of Lanes	1	2	2	0	1	0

Major/Minor		Major 1	Major 2			
Conflicting Flow Rate - All	1462	0	0	0	2261	731
Stage 1	0	0	0	0	1459	0
Stage 2	0	0	0	0	802	0
Follow-up Headway	2.42	-	0	0	3.72	3.52
Pot Capacity-1 Maneuver	370	-	-	-	27	323
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	355	-
Mov Capacity-1 Maneuver	370	-	-	-	27	323
Mov Capacity-2 Maneuver	-	-	-	-	27	-
Stage 1	-	-	-	-	# 0	-
Stage 2	-	-	-	-	355	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0	224.1
HCM LOS	A	A	F

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					29
HCM Control Delay (s)	0	-	-	-	224.1
HCM Lane VC Ratio	-	-	0	-	0.525
HCM Lane LOS	A	-	-	-	F
HCM 95th Percentile Queue (veh)	0	-	0	-	1.678

Appendix G

Financial Impacts

Short-Term Improvements

		Intersection									
		US 82 & Lawrence St	US 82 and Weaver St.	US 82 and FM 372 N	US 82 and FM 372 S	US 82 and Fair Ave	US 82 AND FM 3092/CR 131	US 82 AND CR 151/FM 371	US 82 and Culbertson	US 82 between RR and FM 371	Entire Project
Striping Quantities	4" Yellow	1000	300	1000	1080	1250	1000	500	500		
	4" White	1000	750	1200	1550	550	1600	400	400		
	4" Break	1000	0	300	700	550	1000	0	0		
	6" Yellow	3000	750	0	0	560	0	0	0		
	6" White	4200	750	0	0	860	0	0	0		
	6" Break	3800	700	0	0	560	0	0	0		
	Double Arrow	1	1	1	1	1	1	1	1		
	Right Turn Arrow	1	1	1	2	0	1	1	1		
	Left Turn Arrow	2	2	0	1	3	0	0	0		
	Only	3	3	1	3	3	1	1	1		
	Stop Bars	120	96	24	48	96	36	36	36		
	Entrance Gore	0	0	1	0	0	1	0	0		
	Exit Gore	0	0	0	1	0	0	0	0		
Conc Removal(SY)	Median Removal									440	
Traffic Signals	Warning Signs							1			
	Antenna _Omni-Rectional										7
	Wireless Radio										7
	Coordination										7

		Cost									
		US 82 & Lawrence St	US 82 and Weaver St.	US 82 and FM 372 N	US 82 and FM 372 S	US 82 and Fair Ave	US 82 AND FM 3092/CR 131	US 82 AND CR 151/FM 371	US 82 and Culbertson	US 82 between RR and FM 371	Entire Project
Striping Quantities	6" Yellow Removal	2400	600	0	0	448	0	0	0		
	6" White Removal	3360	600	0	0	688	0	0	0		
	6" Break Removal	3040	560	0	0	448	0	0	0		
	Arrow Removal	500	0	0	0	0	0	0	0		
	Only Removal	820	0	0	0	0	0	0	0		
	Stop Bar Removal	632.4	0	0	0	505.92	263.5	0	0		
	6" Yellow _Type 1	2010	502.5	0	0	375.2	0	0	0		
	6" White _Type 1	2814	502.5	0	0	576.2	0	0	0		
	6" Break _Type 1	2318	427	0	0	341.6	0	0	0		
	Double Arrow_Type 1	257.5	257.5	257.5	257.5	257.5	257.5	257.5	257.5		
	Arrow _Type 1	360	360	120	360	360	120	120	120		
	Only _Type 1	504	504	168	504	504	168	168	168		
	Stop Bars_Type 1	840	672	168	336	672	252	252	252		
	6" Yellow _Type 2	570	142.5	0	0	106.4	0	0	0		
	6" White _Type 2	1050	187.5	0	0	215	0	0	0		
	6" Break _Type 2	950	175	0	0	140	0	0	0		
	Double Arrow_Type 2	48	48	48	48	48	48	48	48		
	Arrow _Type 2	90	90	30	90	90	30	30	30		
	Only _Type 2	120	120	40	120	120	40	40	40		
	Stop Bars_Type 2	318	254.4	63.6	127.2	254.4	95.4	95.4	95.4		
	4" Yellow_Type 1	450	135	450	486	562.5	450	225	225		
	4" White _Type 1	450	337.5	540	697.5	247.5	720	180	180		
	4" Break _ Type 1	500	0	150	350	275	500	0	0		
	4" Yellow_Type 2	190	57	190	205.2	237.5	190	95	95		
	4" White _Type 2	170	127.5	204	263.5	93.5	272	68	68		
	4" Break _ Type 2	250	0	75	175	137.5	250	0	0		
	Entrance Gore_Type 1	0	0	633	0	0	633	0	0		
	Exit Gore_Type 1	0	0	0	960	0	0	0	0		
	Entrance Gore_Type 2	0	0	195	0	0	195	0	0		
	Exit Gore_Type 2	0	0	0	279	0	0	0	0		
	Removing Conc (Medians)									3520	
	Advanced Warning Signs							5791.3			
	Antenna _Omni-Rectional										3500
	Wireless Radio										20524
	Coordination										35000
TOTAL		$25,011.90	$6,659.90	$3,332.10	$5,258.90	$7,703.72	$4,484.40	$7,370.20	$1,578.90	$3,520.00	$59,024.00
plus 50% contingency		$37,517.85	$9,989.85	$4,998.15	$7,888.35	$11,555.58	$6,726.60	$11,055.30	$2,368.35	$5,280.00	

Matching To fair due to similarity in work

Medium-Term Improvements

	Medium Term Alternatives	Assumed Typical	Top Layer, IN	Bottom Layer, IN	Project Length, LF	Area (Top Layer), SY	Area (Bottom Layer), SY	Area Flex Base, TON	Area TY B ACP, TON	Area TY D ACP, TON	Area CRCP, SY	247 2227	340 2011	340 2106	360 2001	Pavement Cost	Construction Cost Estimate
1	Widen Weber	6' Width - 8" flex base, 4" ACP	4	8	2365	1577	1839	809		347		$8.70	$59	$85	$50	$36,525	$73,050.12
2	Extend Airport Dr. to CR 404	4-11' lanes, 8" flex base, 4" ACP	4	8	3145	15376	16074	7073		3383		$8.70	$59	$85	$50	$349,056	$698,111.72
3	Reconfigure US 82 at Hillcrest	8" Ty B ACP, 2" Ty D ACP	2	8	1000	1556	1778		782	171		$8.70	$59	$85	$50	$60,696	$121,391.11
4	Widen US 82 between IH 35 and Commerce St.	8' Width - 4" Ty B ACP, 8" Concrete	8	4	2125	1889	2125		468		1679	$8.70	$59	$85	$50	$111,533	$223,066.23
5	Redesign ramps at FM 372	8" Ty B ACP, 2" Ty D ACP	2	8	435	1257	1353		595	138		$8.70	$59	$85	$50	$46,882	$93,764.73
6	Add connecting roads at Hospital	26' lanes, 8" flex base, 4" ACP	4	8	1405	4059	4371	1923		893		$8.70	$59	$85	$50	$92,634	$185,267.67
7	Provide frontage roads at US 82 and Lawrence Rd.	8" Ty B ACP, 2" Ty D ACP	2	8	4830	13953	15027		6612	1535		$8.70	$59	$85	$50	$520,556	$1,341,111.87
8	Connector Rd between Lawrence and FM 372	26' lanes, 8" flex base, 4" ACP	4	8	1125	3250	3500	1540		715		$8.70	$59	$85	$50	$74,173	$148,346.00

Long-Term Alternatives

Long Term Alternatives		Assumed Typical	Project Length, LF	Cost/LF	Construction Cost Estimate
1	US 82 Reliever Route A - Freeway section through town	4-lane divided with 2-lane frontage roads, 300' ROW	54784	$2,207.80	$120,952,115.20
2	US 82 Reliever Route B	4-lane divided with 2-lane frontage roads, 300' ROW	80225	$2,207.80	$177,120,755.00
3	US 82 Reliever Route C	4-lane divided with 2-lane frontage roads, 300' ROW	82193	$2,207.80	$181,465,705.40
4	US 82 Reliever Route D (SE Quadrant)	4-lane divided with 2-lane frontage roads, 300' ROW	45572	$2,207.80	$100,613,861.60
5	US 82 Reliever Route E (SW Quadrant)	4-lane divided with 2-lane frontage roads, 300' ROW	35493	$2,207.80	$78,361,445.40
6	US 82 Reliever Route F (NE Quadrant)	4-lane divided with 2-lane frontage roads, 300' ROW	32394	$2,207.80	$71,519,473.20
7	US 82 Reliever Route G (NW Quadrant)	4-lane divided with 2-lane frontage roads, 300' ROW	35834	$2,207.80	$79,114,305.20

	Medium Term Alternatives	Length, LF	Extra ROW Width, LF	ROW, AC	ROW, Urban	ROW, Rural	Cost/Urban Acre	Cost/Rural Acre	ROW, Cost
1	Widen Weber	2365	0	0.00	0.00		$120,000	$5,000	$0
2	Extend Airport Dr. to CR 404	3145	0	0.00	0.00		$120,000	$5,000	$0
3	Reconfigure US 82 at Hillcrest	1000	0	0.00	0.00		$120,000	$5,000	$0
4	Widen US 82 between IH 35 and Commerce St.	2125	0	0.00	0.00		$120,000	$5,000	$0
5	Redesign ramps at FM 372	435	30	0.30	0.30		$120,000	$5,000	$35,950
6	Add connecting roads at Hospital	1405	0	0.00	0.00		$120,000	$5,000	$0
7	Provide frontage roads at US 82 and Lawrence Rd.	4830	0	0.00	0.00		$120,000	$5,000	$0
8	Connector Rd between Lawrence and FM 372	1125	30	0.77	0.77		$120,000	$5,000	$92,975

	Long Term Alternatives	Length, LF	Extra ROW Width, LF	ROW, AC	ROW, Urban	ROW, Rural	Cost/Urban Acre	Cost/Rural Acre	ROW, Cost
1	US 82 Reliever Route A - Freeway section through town	54784	200	251.53	251.53	0.00	$120,000	$5,000	$30,184,022
2	US 82 Reliever Route B	80225	300	552.51	0.00	552.51	$120,000	$5,000	$2,762,569
3	US 82 Reliever Route C	82193	300	566.07	0.00	566.07	$120,000	$5,000	$2,830,337
4	US 82 Reliever Route D (SE Quadrant)	45572	300	313.86	0.00	313.86	$120,000	$5,000	$1,569,284
5	US 82 Reliever Route E (SW Quadrant)	35493	300	244.44	0.00	244.44	$120,000	$5,000	$1,222,211
6	US 82 Reliever Route F (NE Quadrant)	32394	300	223.10	0.00	223.10	$120,000	$5,000	$1,115,496
7	US 82 Reliever Route G (NW Quadrant)	35834	300	246.79	0.00	246.79	$120,000	$5,000	$1,233,953