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Appendix D

LCRT Existing Conditions Technical Report



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**LOWCOUNTRY RAPID TRANSIT (LCRT)
EXISTING CONDITIONS
TECHNICAL REPORT**



Prepared for:
Berkeley-Charleston-Dorchester
Council of Governments
BCDCOG

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1.0 INTRODUCTION

Stantec Consulting Services Inc., as a subconsultant to HDR, Inc., was retained by the Berkeley-Charleston-Dorchester Council of Governments (BCDCOG) to assist in refining the Bus-Rapid-Transit (BRT) alternative detailed in the I-26 Alt. study. Since the I-26 Alt. study, this BRT project has taken on the moniker as the Lowcountry Rapid Transit (LCRT) project. Stantec’s work is primarily focused on the proposed LCRT alignment’s impact on existing and future traffic operations along the corridor. This technical report presents the traffic data collection methodology, existing traffic volumes, and the traffic analysis of the existing conditions within the corridor.

1.1 PROJECT BACKGROUND

In 2014, the BCDCOG commissioned a study to identify a transit alternative to north-south commuting along the I-26 corridor. This effort resulted in the recommendation of constructing a Bus Rapid Transit (BRT) Line along US 78/US 52 as the most appropriate alternative. Project programming was completed in 2017, commencing the current phase of the project – Phase 1, which consists of determining existing conditions and preparing for future condition analysis, followed by Phase 2, which will consist of future condition analysis.

The extent of the existing roadway network to be studied consists of 181 intersections, shown in Table 1.1.

Table 1.1 – Intersection Turning Movement Count Locations

Number	Name	Control Type
1	US 17 A/Main St & Richardson Ave	Signalized
2	US 17 A/Main St & Doty Ave	Stop-Controlled
3	US 17 A/Main St & Luke Ave	Stop-Controlled
4	US 17 A/Main St & 1st St	Signalized
5	US 17 A/Main St & 2nd St	Signalized
6	US 17 A/Main St & 3rd St	Signalized
7	US 17 A/Main St & 4th St	Stop-Controlled
8	US 17 A/Main St & 5th St	Signalized
9	US 78/5th St & S-18-208	Stop-Controlled
10	US 78/5th St & N Gum St/S-18-195	Stop-Controlled
11	US 78/5th St & Berlin G. Myers Pkwy	Signalized
12	US 78/5th St & Branch Creek Trail	Stop-Controlled
13	US 78/5th St & S Pointe Blvd	Stop-Controlled
14	US 78 & Polar Grove Pl	Stop-Controlled
15	US 78 & Royal Rd	Signalized
16	US 78 & Midview Dr	Stop-Controlled
17	US 78 & Berrywood Dr	Stop-Controlled
18	US 78 & Pinewood Dr	Stop-Controlled
19	US 78 & Heaton Dr	Stop-Controlled
20	US 78 & Wisteria St	Stop-Controlled
21	US 278 & Fairview Dr	Stop-Controlled
22	US 278 & College Park Rd	Signalized
23	US 278 & Ladson Rd/Ancrum Rd	Signalized

Number	Name	Control Type
24	US 78 & Industrial Center Dr	Stop-Controlled
25	US 78 & Ashton Woods	Stop-Controlled
26	US 78 & Poppenhiem Dr	Stop-Controlled
27	US 78 & Ingleside Blvd	Signalized
28	US 78 & Blue House Rd	Stop-Controlled
29	US 78 & I-26 EB Ramps	Signalized
30	US 78 & I-26 WB Ramps	Stop-Controlled
31	US 78/University Blvd & Medical Plaza Dr	Signalized
32	US 78/University Blvd & Trident Executive Village Driveway #1	Stop-Controlled
33	US 78/University Blvd & Trident Executive Village Driveway #2	Stop-Controlled
34	US 78/University Blvd & Medical Plaza Dr/BUC Club Blvd	Signalized
35	US 78/University Blvd & Tricom St	Stop-Controlled
36	US 78/University Blvd & Elms Plantation Blvd	Stop-Controlled
37	US 78/University Blvd & Elms Center Rd	Signalized
38	US 78/University Blvd & Fernwood Dr	Signalized
39	US 78/University Blvd & Old University Blvd	Stop-Controlled
40	US 78/University Blvd & N.A.D. Rd/Goose Creek Rd	Merge/Diverge
41	US 78 & US 52/Rivers Ave	Merge/Diverge
42	US 52/78/Rivers Ave & Otranto Rd/Otranto Blvd	Signalized
43	US 52/78/Rivers Ave & T-Mobile Dr	Signalized
44	US 52/78/Rivers Ave & Melnick Dr	Stop-Controlled
45	US 52/78/Rivers Ave & Crews Chevrolet	Stop-Controlled
46	US 52/78/Rivers Ave & Greenridge Rd	Signalized
47	US 52/78/Rivers Ave & I-26 EB Ramps	Merge/Diverge
48	US 52/78/Rivers Ave & I-26 WB Ramps	Merge/Diverge
48A	US 52/78/Rivers Ave & I-26 WB Ramps	Merge/Diverge
49	US 52/78/Rivers Ave & North Rivers Market Place	Signalized
50	US 52/78/Rivers Ave & Eagles Landing Blvd	Signalized
51	US 52/78/Rivers Ave & Northwoods Blvd	Signalized
52	US 52/78/Rivers Ave & Ashley Phosphate	Signalized
53	US 52/78/Rivers Ave & Dunlap St	Stop-Controlled
54	US 52/78/Rivers Ave & Morris Baker Blvd	Signalized
55	US 52/78/Rivers Ave & N of Trident Tech Major Driveway	Stop-Controlled
56	US 52/78/Rivers Ave & Trident Tech Major Driveway/Cemetery	Signalized
57	US 52/78/Rivers Ave & Hayne St	Stop-Controlled
58	US 52/78/Rivers Ave & Trident Tech Driveway	Stop-Controlled
59	US 52/78/Rivers Ave & Stokes Ave	Signalized
60	US 52/78/Rivers Ave & Midland Park Rd	Signalized
61	US 52/78/Rivers Ave & Eagle Dr	Signalized

Number	Name	Control Type
62	US 52/78/Rivers Ave & Hanahan Rd	Signalized
63	US 52/78/Rivers Ave & Aichele Dr	Stop-Controlled
64	US 52/78/Rivers Ave & Hawthorne Dr/Amaco Way	Signalized
65	US 52/78/Rivers Ave & Benderson Dr	Signalized
66	US 52/78/Rivers Ave & N of Hawthorne Dr	Yield-Controlled
67	US 52/78/Rivers Ave & Aviation Ave	Signalized
68	US52/78/Rivers Ave & N of Spruce Blvd	Yield-Controlled
69	US 52/78/Rivers Ave & Gumwood Blvd	Stop-Controlled
70	US 52/78/Rivers Ave & Remount Rd	Signalized
71	US 52/78/Rivers Ave & S of Remount Rd	Stop-Controlled
72	US 52/78/Rivers Ave & N of Sabal St	Stop-Controlled
73	US 52/78/Rivers Ave & Sabal St	Stop-Controlled
74	US 52/78/Rivers Ave & S of Renneau Ave	Stop-Controlled
75	US 52/78/Rivers Ave & Taylor St	Stop-Controlled
76	US 52/78/Rivers Ave & Harley St	Signalized
77	US 52/78/Rivers Ave & S of Target St	Yield-Controlled
78	US 52/78/Rivers Ave & I-526 WB Ramps	Merge/Diverge
79	US 52/78/Rivers Ave & I-526 EB Ramps	Merge/Diverge
80	US 52/78/Rivers Ave & Rebecca St	Stop-Controlled
81	US 52/78/Rivers Ave & Fuller St	Stop-Controlled
82	US 52/78/Rivers Ave & Mall Drive	Signalized
83	US 52/78/Rivers Ave & Alton	Signalized
84	US 52/78/Rivers Ave & Morningside Dr	Signalized
85	US 52/78/Rivers Ave & N of Polar Dr	Stop-Controlled
86	US 52/78/Rivers Ave & N of Piggly Wiggly Dr	Stop-Controlled
87	US 52/78/Rivers Ave & Piggly Wiggly Dr	Signalized
88	US 52/78/Rivers Ave & Meeting St/Durant Ave	Signalized
89	US 52/78/Rivers Ave & Cheyenne St	Signalized
90	US 52/78/Rivers Ave & Aragon St	Stop-Controlled
91	US 52/78/Rivers Ave & Helm Ave	Signalized
92	US 52/78/Rivers Ave & McMillan Ave	Signalized
93	US 52/78/Rivers Ave & SC 642/Dorchester Rd	Signalized
94	US 52/78/Rivers Ave & Cosgrove Ave	Signalized
95	US 52/78/Rivers Ave & Reynolds Ave	Signalized
96	US 52/78/Rivers Ave & Success St	Stop-Controlled
97	US 52/78/Rivers Ave & US 52/Carner Ave	Yield-Controlled
98	US 52/Carner Ave & Burton Lane	Signalized
99	US 52/Meeting St & Stromboli Ave	Stop-Controlled
100	US 52/Meeting St & Spruill Ave	Signalized

Number	Name	Control Type
101	US 52/Meeting St & Pittsburgh Ave	Stop-Controlled
102	US 52/Meeting St & Discher St	Yield-Controlled
103	US 52/Meeting St & Cherry Hill Ln	Signalized
104	US 52/Meeting St & Herbert St	Stop-Controlled
105	US 52/Meeting St & Milford St	Signalized
106	US 52/Meeting St & Greenlead Rd	Stop-Controlled
107	US 52/Meeting St & Algonquin Rd	Stop-Controlled
108	US 52/Meeting St & Cunnington Ave	Stop-Controlled
109	US 52/Meeting St & Morrison Dr	Signalized
110	Meeting St & Brigade St	Signalized
111	Meeting St & Williman St	Stop-Controlled
112	Meeting St & Isabella St	Stop-Controlled
113	Meeting St & Romney St	Signalized
114	Meeting St & Conroy St	Stop-Controlled
115	Meeting St & Cool Blow St	Stop-Controlled
116	Meeting St & Cedar St	Stop-Controlled
117	Meeting St & US 17 Off-Ramp	Signalized
118	Meeting St & US 17 On-Ramp	Yield-Controlled
119	Meeting St & Huger St	Signalized
120	Meeting St & Johnson St	Signalized
121	Meeting St & Lee St	Signalized
122	Meeting St & I-26	Signalized
123	Meeting St & Line St	Signalized
124	Meeting St & Columbus St	Signalized
125	Meeting St & Woolfe St	Signalized
126	Meeting St & Mary St	Signalized
127	Meeting St & Wragg Sq	Signalized
128	Meeting St & Ann St	Signalized
129	Meeting St & John St	Signalized
130	Meeting St & Calhoun St	Signalized
131	Calhoun St & King St	Signalized
132	Calhoun St & St Phillips St	Signalized
133	Calhoun St & Coming St	Signalized
134	Calhoun St & Smith St	Signalized
135	Calhoun St & Rutledge Ave	Signalized
136	Calhoun St & Ashley Ave	Signalized
137	Calhoun St & Jonathan Lucas St/Barre St	Signalized
138	Jonathan Lucas St & President St	Signalized
139	President St & Bee St	Signalized

Number	Name	Control Type
140	Bee St & Courtenay Dr	Signalized
141	Courtenay Dr & Doughty St	Signalized
141A	Courtenay Dr & Ralph Johnson Dr	Signalized
142	Calhoun St & Courtenay Dr	Signalized
143	US 17A & 9th St	Signalized
144	Berlin G Myers Pkwy & E 9th N St	Stop-Controlled
145	US 17A & Berlin G Myers Pkwy	Signalized
146	US 17A & Berkeley Cir	Signalized
147	US 17A & Holiday Dr	Signalized
148	US 17A & I-26 EB Ramps	Signalized
149	US 17A & I-26 WB Ramps	Signalized
150	US 17A & Sigma Dr/Farmington Rd	Signalized
151	US 17A & Sangaree Pkwy/Brighton Park Blvd	Signalized
152	Brighton Park Blvd & Rose Dr	Stop-Controlled
153	Sigma Dr & Rose Dr	Stop-Controlled
154	W Doty Ave & S Cedar St	Stop-Controlled
155	Richardson Ave & S Cedar St	Signalized
156	US 78/Rivers Ave & Meeting St	Yield-Controlled
157	King St Ext & Azalea Dr	Stop-Controlled
158	King St Ext & Rhodia Chemicals Entrance	Stop-Controlled
159	King St Ext & Austin Ave	Stop-Controlled
160	King St Ext & Discher St	Signalized
161	King St Ext & Hagood St	Stop-Controlled
162	King St Ext & Milford St	Stop-Controlled
163	King St Ext & Monrovia St	Stop-Controlled
164	King St Ext & Heriot St	Signalized
165	King St Ext & Courtland Ave	Stop-Controlled
166	King St & Mt. Pleasant St	Signalized
167	King St & San Souci St	Stop-Controlled
168	King St & Cypress St	Stop-Controlled
169	King St & Romney St	Signalized
170	King St & Grove St	Stop-Controlled
171	King St & Huger St	Signalized
172	King St & Sumter St	Signalized
173	King St & Carolina St	Stop-Controlled
174	King St & Line St	Signalized
175	King St & Columbus St	Signalized
176	King St & Spring St	Signalized
177	King St & Cannon St	Signalized

Number	Name	Control Type
178	King St & Morris St	Signalized
179	King St & Ann St	Stop-Controlled
180	King St & John St/Warren St	Signalized
181	Berlin G Myers Pkwy & Marymeade Dr	Signalized

1.2 TRAFFIC ANALYSIS OBJECTIVES

The objective of the overall traffic analysis is to report existing roadway characteristics and operations along the proposed LCRT corridor as well as the forecasted travel demands and operations in future no-build and build conditions. In addition to general roadway analysis, transit operations will also be studied for improvements.

The purpose of this technical report, specifically, is to review and summarize data collection and to summarize the traffic analysis of the existing conditions within the corridor.

The scope of this report includes:

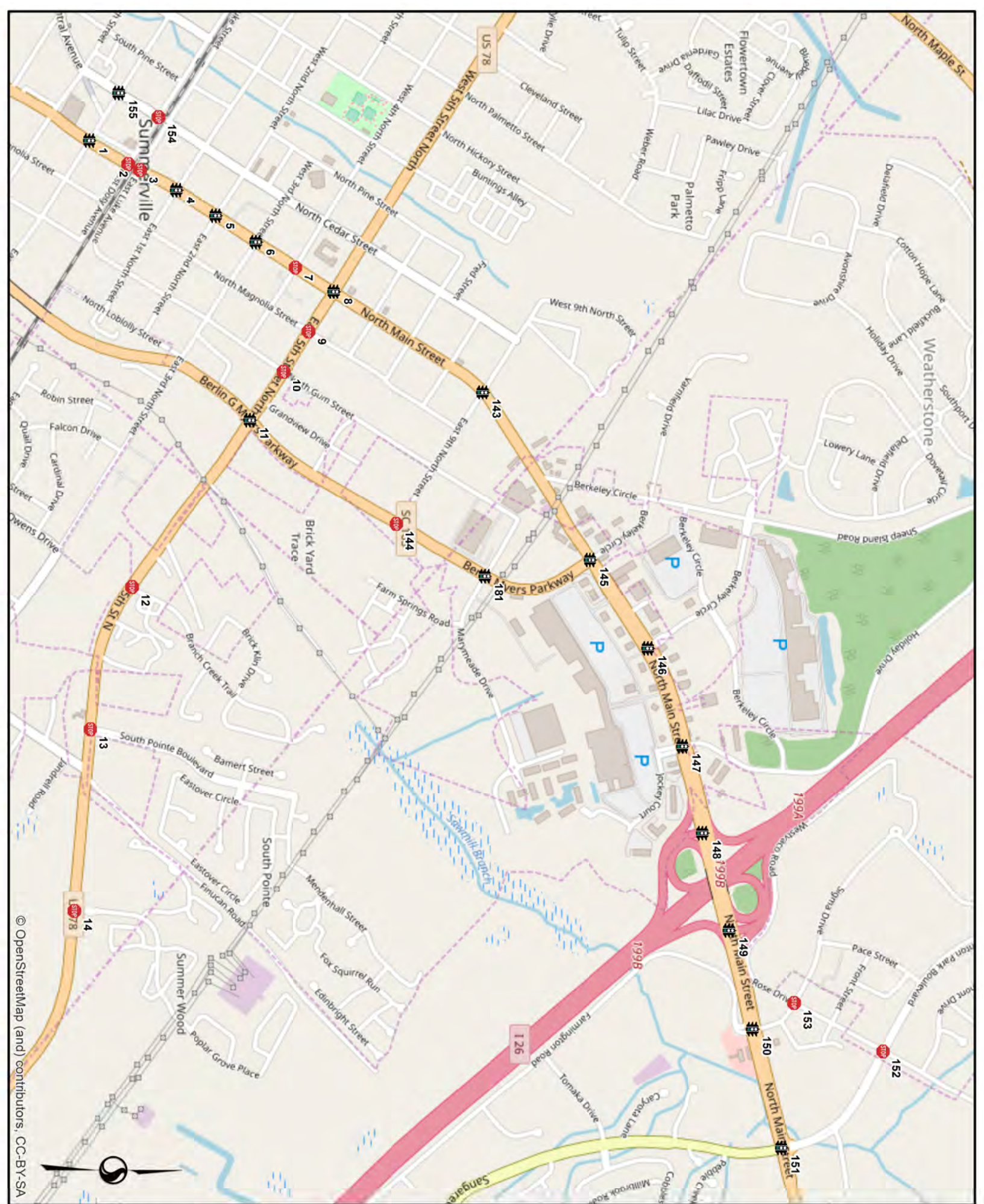
- ❖ Data Collection Methodology – proposed corridor alignment and intersection count locations;
- ❖ AM and PM Peak Hour Selection; and
- ❖ Traffic Analysis of Existing Conditions – roadway conditions and level-of-service (LOS).

1.3 PROJECT LOCATION

Several termini and alternative route decisions still require refinement; however, the proposed primary corridor for the LCRT line has a northern terminus along US 17A in downtown Summerville south of I-26, with an alternative northern terminus along US 17A north of I-26 to provide access to large, future mixed-use developments. The proposed alignment continues south along US 78 to US 52/Rivers Ave, along which it continues south to Calhoun St and along Calhoun St to the southern terminus at the medical district of downtown Charleston. An alternative alignment of the LCRT line continues along US 78 instead of US 52 at the US 78/US 52 diverge/merge point. The proposed and alternative routes and termini can be seen in **Exhibit 1.1**.

For the purposes of this traffic analysis, the LCRT proposed corridor(s) have been separated into nine sections which can be seen in **Exhibit 1.1**. Each of the designated sections is magnified in **Exhibits 1.2 through 1.10** to show intersection count locations in each of these sections along the corridor.

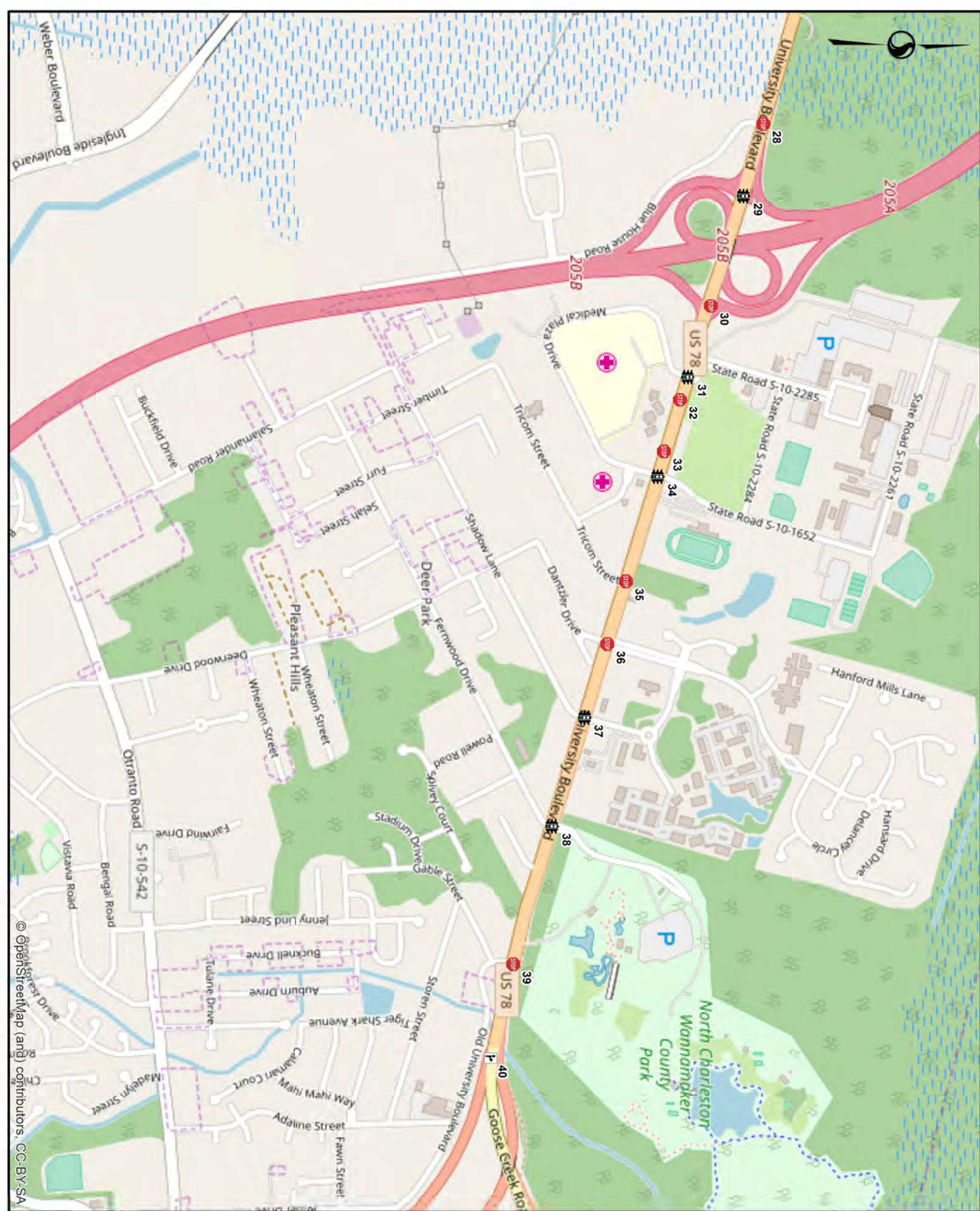




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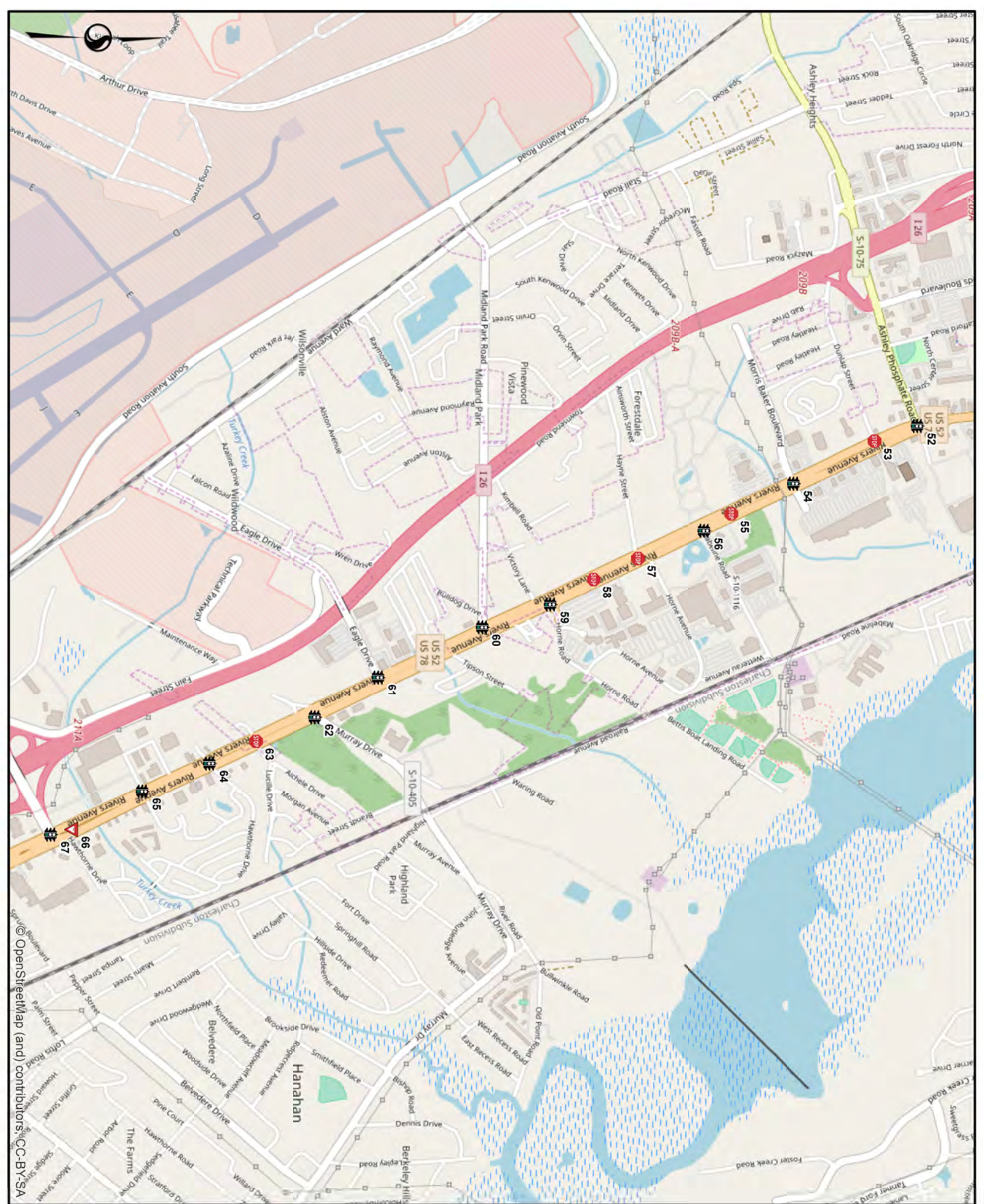


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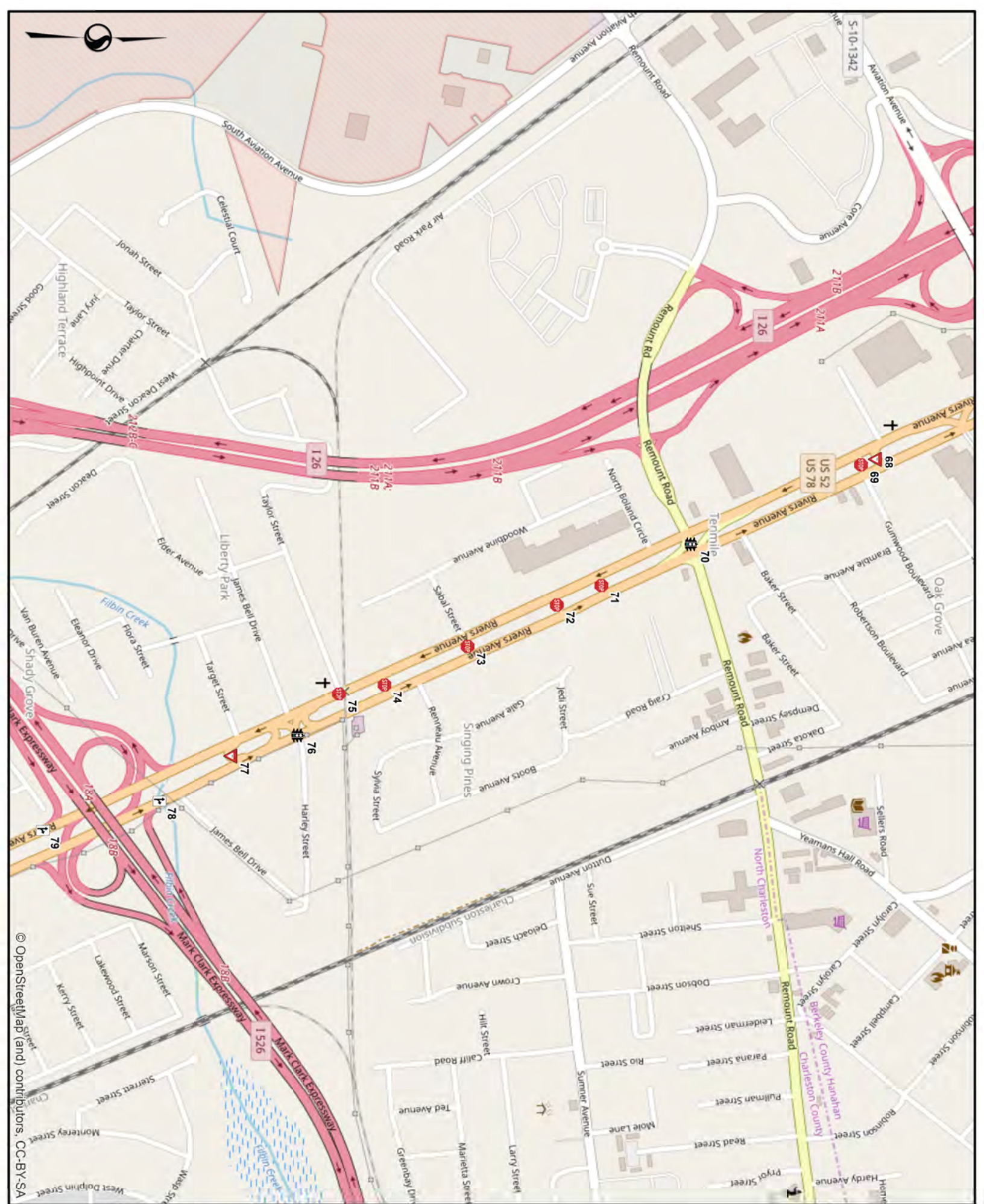
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


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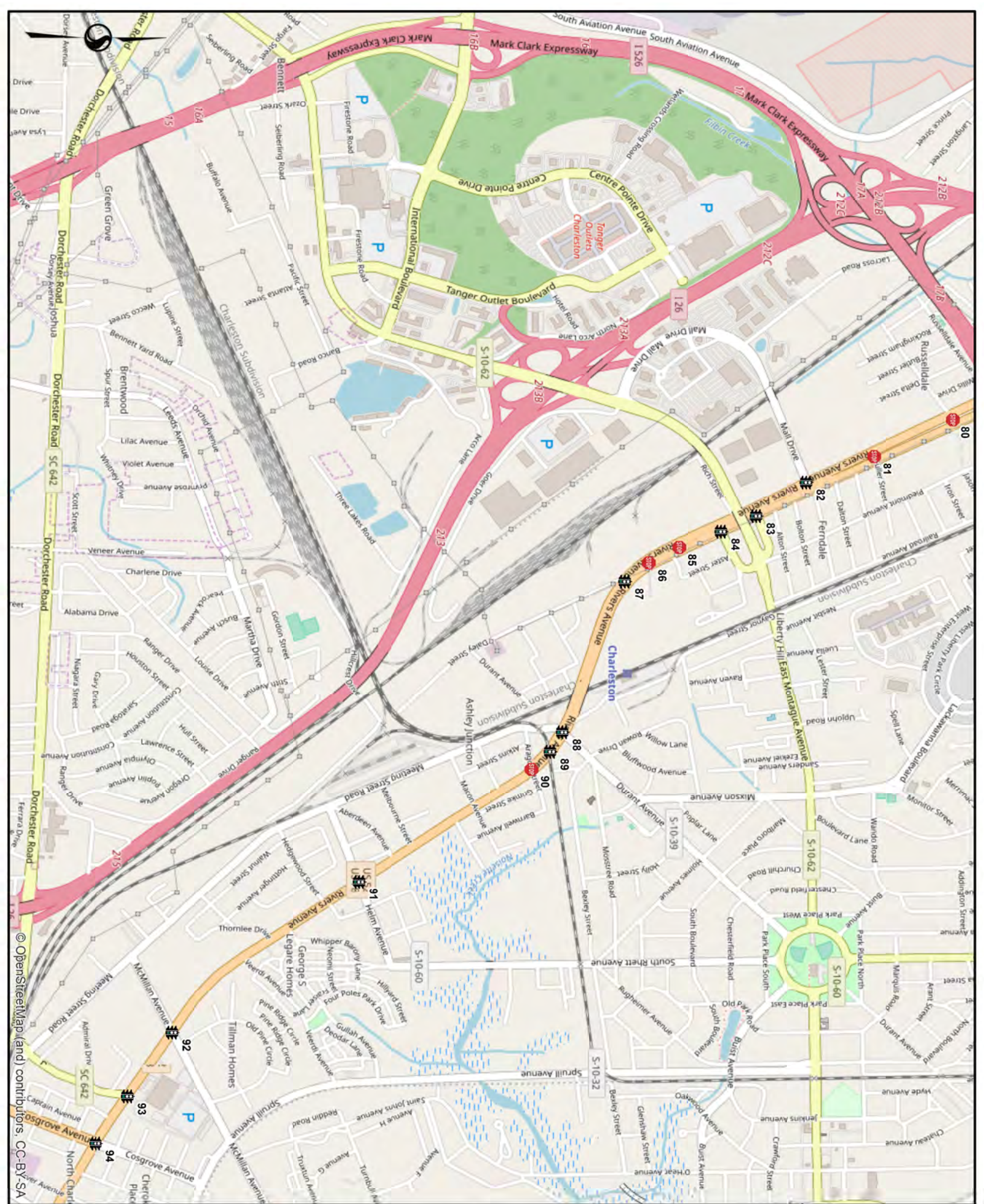
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-  SIGNALIZED INTERSECTION
-  STOP-CONTROLLED INTERSECTION

-  MERGE/DIVERGE INTERSECTION
-  YIELD-CONTROLLED INTERSECTION

NOT TO SCALE

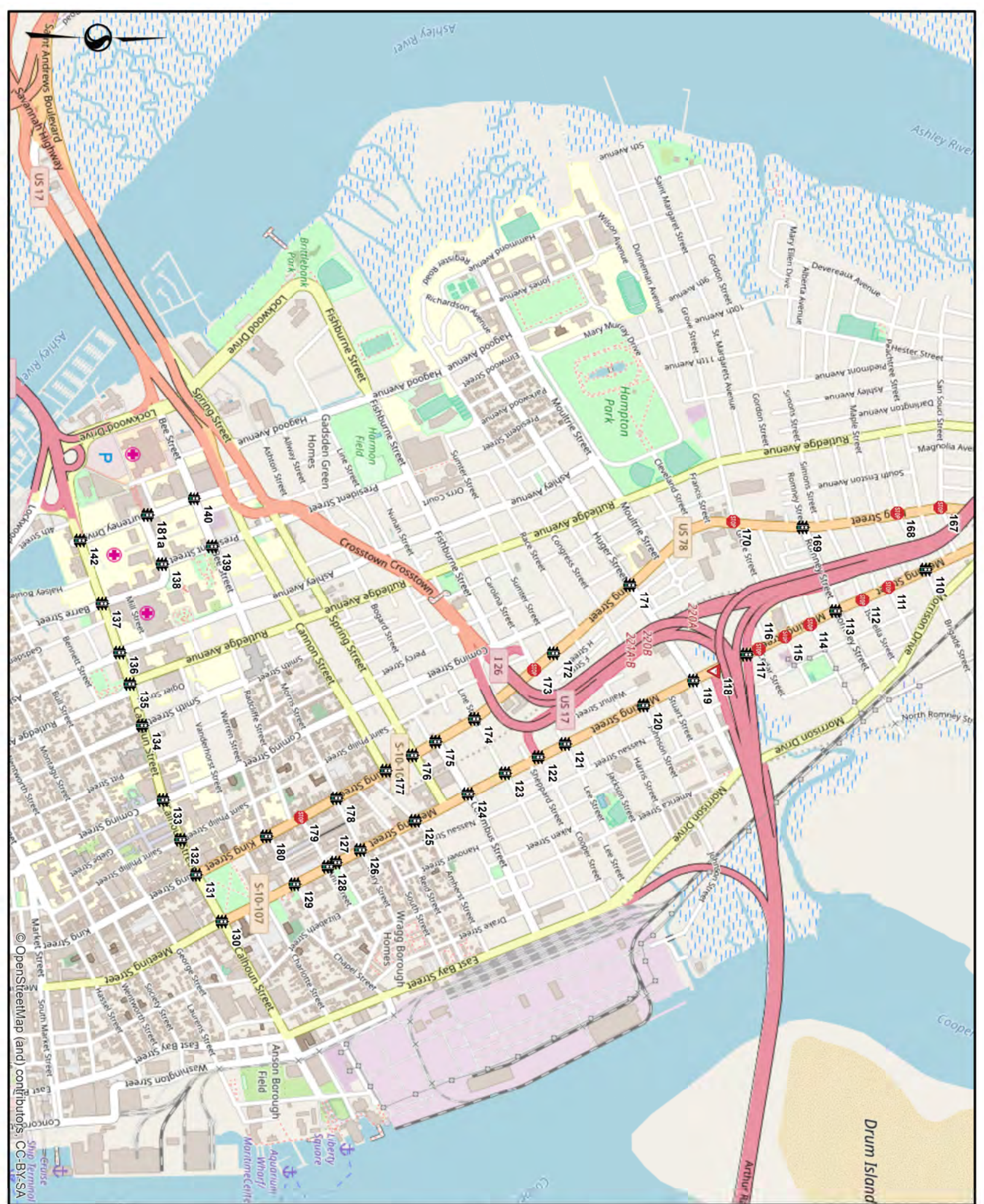




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2.0 EXISTING CONDITIONS

For the purposes of the existing conditions traffic analysis, the LCRT proposed corridor(s) have been separated into nine sections (see **Exhibits 1.2 through 1.10**). The existing roadway conditions will also be separated into those nine sections for consistency.

2.1 SCDOT AVERAGE ANNUAL DAILY TRAFFIC (AADT)

The 2017 SCDOT Average Annual Daily Traffic (AADT) counts were reviewed for each of the main corridors of the LCRT alignment(s) and averaged for each section (see **Table 2.1**).

Table 2.1 – 2017 SCDOT Average AADTs

Section	Road	County	Station	2017	
1	US 17A	Dorchester	115	18,300	
	US 17A	Dorchester	117	35,500	
	US 17A	Berkeley	100	53,100	
	US 17A	Berkeley	101	35,000	
	US 17A Average				35,475
	SC 165/Berlin G Myers Pkwy	Dorchester	170	28,700	
SC 165/Berlin G Myers Pkwy	Dorchester	160	31,800		
SC 165/Berlin G Myers Pkwy Average				30,250	
2	US 78	Dorchester	140	15,000	
	US 78 Average				15,000
3	US 78	Charleston	173	40,500	
	US 78	Charleston	175	39,400	
	US 78 Average				39,950
4	US 52/78/Rivers Ave	Charleston	165	66,000	
	US 52/78/Rivers Ave	Charleston	163	66,000	
	US 52/78/Rivers Ave	Charleston	161	38,100	
	US 52/78/Rivers Ave Average				56,700
5	US 52/78/Rivers Ave	Charleston	159	45,600	
	US 52/78/Rivers Ave Average				45,600
6	US 52/78/Rivers Ave	Charleston	157	32,200	
	US 52/78/Rivers Ave Average				32,200
7	US 52/78/Rivers Ave	Charleston	155	29,700	
	US 52/78/Rivers Ave	Charleston	153	17,700	
	US 52/78/Rivers Ave Average				23,700
8	US 52/Meeting St	Charleston	151	8,900	
	US 52/Meeting St	Charleston	149	3,100	
	US 52/Meeting St	Charleston	147	11,300	
	US 52/Meeting St Average				7,767
9	US 52/Meeting St	Charleston	145	18,700	
	US 52/Meeting St	Charleston	439	19,100	
	US 52/Meeting St Average				18,900
	US 78/King St	Charleston	179	9,200	
	US 78/King St	Charleston	180	10,300	
	US 78/King St	Charleston	437	8,400	
	US 78/King St Average				9,300
	Calhoun St	Charleston	415	15,700	
	Calhoun St	Charleston	414	18,100	
	Calhoun St	Charleston	640	19,300	
Calhoun St Average				17,700	

2.2 EXISTING ROADWAY CONDITIONS

The proposed and alternative routes for the LCRT line (see **Exhibit 1.1**) utilize the following corridors: US 17A/Main Street, SC165/Berlin G Myers Parkway, US 78, US 52/US78/Rivers Avenue, US 52/Meeting Street, US 78/King Street, & Calhoun Street. The existing roadway conditions for those main corridors is listed below in the order that they present themselves in the proposed route(s). The remaining cross streets to those main corridors are listed below under their respective sections.

US 17A/Main Street ranges from a four to six-lane principal arterial between the US 17A & Richardson Avenue intersection and the US 17A & Sangaree Parkway/Brighton Park Boulevard intersection and serves primarily residential and commercial land uses. The 2017 average SCDOT AADT is 35,475 vehicles per day (vpd). The posted speed limit is 30 miles per hour (mph) between Richardson Avenue and 5th Street, 35 mph between 5th Street and Berlin G Myers Parkway, and 45 mph between Berkeley Circle and Sangaree Parkway/Brighton Park Boulevard. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along US 17A ranges between 2% to 4%.

SC165/Berlin G Myers Parkway is a four-lane minor arterial road between the SC 165 & US 78/5th Street intersection and the SC 165 & US 17A which primarily serves commercial land uses. The 2017 average SCDOT AADT is 30,250 vpd. The posted speed limit is 45 mph and based upon existing turning movement counts, the percentage of heavy vehicles in the study area along SC 165 ranges between 1% to 5%.

US 78 is a two-lane principal arterial from the intersection at US 17A until the intersection at College Park Road and serves primarily commercial and residential land uses. The 2017 SCDOT AADT is 15,000 vpd in section two and 39,950 vpd in section three. The posted speed limit is 35 mph between US17A and Berlin G. Myers Parkway, 40 mph between Branch Creek Trail and South Pointe Boulevard, and 45 mph after South Pointe Boulevard. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along US 78 ranges between 4% to 6%.

US 52/US 78/Rivers Avenue is an eight-lane divided principal arterial that primarily serves commercial and residential land uses. The 2017 average SCDOT AADT is 56,700 in section four, 45,600 vpd in section five, 32,200 vpd in section six, and 23,700 vpd in section seven. The posted speed limit is 45 mph between the merge of US 52 & US 78 near the Otranto Boulevard intersection and 35 mph between Otranto Boulevard and the split of US 52 and US 78 at the intersection with Carner Avenue. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along US 52/US78 ranges between 1% to 4%.

US 52/Meeting Street ranges from a two to four-lane principal arterial which primarily serves commercial and residential land uses. The 2017 SCDOT AADT is 7,767 vpd in section eight and 18,900 vpd in section nine. The posted speed limit is 45 mph between Carner Avenue and Milford Street, 40 mph between Milford Street and Morrison Street, and 30 mph between Morrison Street and Calhoun Street. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along US 52/Meeting Street ranges between 2% to 9%.

US 78/King Street is a two-lane minor arterial which primarily serves commercial and residential land uses. The 2017 SCDOT AADT is 9,300 vpd. The posted speed limit is 45 mph between Carner Avenue and Azalea Drive, 40 mph between Azalea Drive and Cypress Street, and 30 mph between Cypress Street and Calhoun Street. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along US 78/King Street ranges between 2% to 8%.

Calhoun Street is a four-lane principal arterial which primarily serves commercial and residential land uses. The 2017 SCDOT AADT is 17,700 vpd and the posted speed limit is 25 mph. Based upon existing turning movement counts, the percentage of heavy vehicles in the study area along Calhoun Street ranges between 1% to 7%.

Section 1

The following cross streets primarily serve commercial and residential land uses with posted speed limits of 30 mph:

- Richardson Street;
- Cedar Street;
- Doty Avenue;
- 1st Street;
- 2nd Street;
- 3rd Street;
- 4th Street;
- 9th Street;
- Berkeley Circle;
- Holiday Drive;
- Sigma Drive;
- Farmington Road;
- Sangaree Parkway; and
- Brighton Park Boulevard.

Section 2

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph:

- Royal Road;
- Ladson Road;
- College Park Road;
- Midview drive;
- Berrywood Drive;
- Pinewood Drive;
- Heaton Drive;
- Wisteria Street;
- Fairview Drive;
- Industrial Center Drive;
- Ashton Woods;
- Poppenhiem Drive; and
- Ingleside Boulevard.

Section 3

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph:

- Blue House Road
- Medical Plaza Drive
- Trident Executive Driveway
- Tricom Street
- Elms Plantation Boulevard
- Elms Center Road
- Fernwood Drive
- Old University Boulevard

Section 4

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph.

- Otranto Road;
- Melnick Drive;
- Greenridge Road;
- North Rivers Market Place;
- Eagles Landing Boulevard; and
- Northwoods Boulevard.

Section 5

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 45 mph.

- Ashley Phosphate;
- Midland Park Road;
- Eagle Drive;
- Hanahan Road;
- Aviation Avenue;
- Dunlap Street;
- Morris Baker Boulevard;
- Trident Technical College North Gate;
- Trident Technical College Driveway
- Hayne Street;
- Stokes Avenue;
- Aichele Drive;
- Hawthorne Drive; and
- Benderson Drive.

Section 6

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 40 mph.

- Remount Road;
- Gumwood Boulevard;
- Sabal Street;
- Taylor Street; and
- Harley Street.

Section 7

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph.

- Mall Drive;
- Durant Avenue;
- Helm Avenue;
- McMillan Avenue;
- Dorchester Road;
- SC 7/Cosgrove Avenue;
- Rebecca Street;
- Fuller Street;
- Alton Street;
- Morningside Drive;
- Piggly Wiggly Drive;
- Cheyenne Street; and
- Aragon Street.

Section 8

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph.

- Reynolds Avenue;
- Azalea Drive;
- Spruill Avenue;
- Mt. Pleasant Street;
- Morrison Drive;
- Success Street;
- Burton Lane;
- Stromboli Avenue;
- Austin Avenue;
- Pittsburgh Avenue;
- Discher Street;
- Cherry Hill Lane;
- Hagood Street;
- Herbert Street;
- Milford Street;
- Greenlead Road;
- Monrovia Street;
- Algonquin Road;
- Heriot Street;
- Cunnington Avenue; and
- Courtland Avenue.

Section 9

The following cross streets primarily serve commercial and residential land uses with posted speed limits ranging from 25 to 30 mph.

- Columbus Street;
- Spring Street;
- Cannon Street;
- St. Phillips Street;
- Coming Street;
- Rutledge Avenue;
- Ashley Avenue;
- San Souci Street;
- Cypress Street;
- Brigade Street;
- Williman Street;
- Isabella Street;
- Romney Street;
- Conroy Street;
- Grove Street;
- Cool Blow Street;
- Cedar Street;
- Huger Street;
- Johnson Street;
- Sumter Street;
- Carolina Street;
- Lee Street;
- Line Street;
- Woolfe Street;
- Morris Street;
- Marry Street;
- Wragg Square;
- Ann Street;
- John Street;
- Warren Street;
- Smith Street;
- Johnathan Lucas Street;
- Barre Street;
- Courtenay Drive;
- President Street;
- Doughty Street; and
- Bee Street.

2.3 EXISTING TRAFFIC VOLUMES

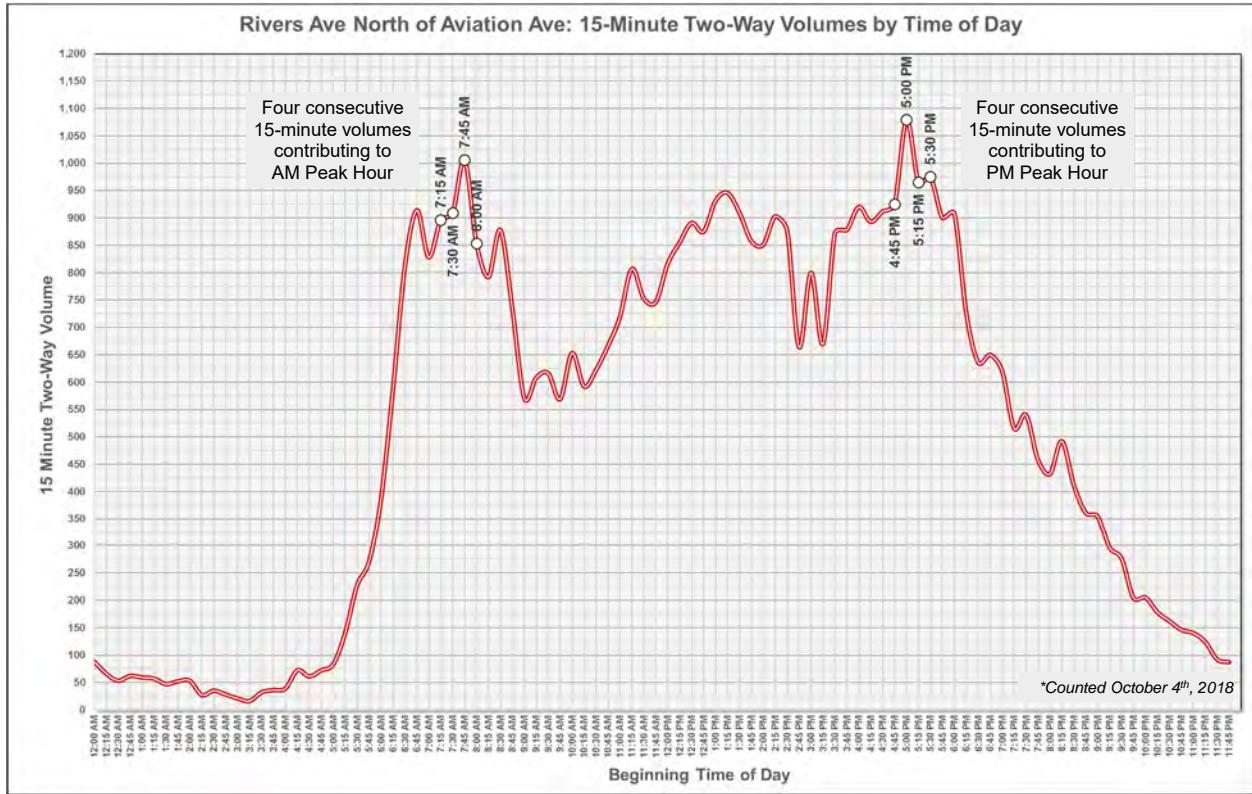
Data Collection

As part of this study, traffic counts were taken along the study corridor shown in **Exhibit 1.1**. Four-hour turning movement counts were taken at the 181 study intersections (listed in **Table 1.1**). The majority of the intersections (119/181) were counted on Wednesday, November 7th, 2018 and the remainder were counted during the week of December 2nd, 2018. Each of the designated sections is magnified in **Exhibits 1.2 through 1.10** to show intersection count locations in each of these sections along the corridor. The detailed count information can be found in **Appendix A**.

Peak Hour Selection

Turning movement counts were collected in November and December of 2018 at all study intersections between 7:00 – 9:00 AM and between 4:00 – 6:00 PM separated by 15-minute bins. These two peak period count intervals were selected based on previously performed daily traffic counts along Rivers Ave north of Aviation Ave (centrally located along the corridor), which indicated that the AM peak hour occurred between 7:15 – 8:15 AM and the PM peak hour between 4:45 – 5:45 PM, as shown in **Figure 2.1**.

Figure 2.1 – 15-Minute Two-Way Volumes along Rivers Ave by Time of Day



The AM and PM peak hours to be used for analysis were selected from the five hourly-bins in each peak period (for example: 7:00 – 8:00, 7:15 – 8:15, 7:30 – 8:30, 7:45 – 8:45, and 8:00 – 9:00 AM). As shown in **Table 2.1**, of the intersections counted at the time of this report, approximately 32% of them had AM peak hours between 7:00 – 8:00 AM, while approximately 36% had PM peak hours between 4:45 – 5:45 PM. These were selected as the AM and PM peak hours.

Table 2.2 – AM and PM Count Peak Hours

AM Peak Hour Prevalence			PM Peak Hour Prevalence		
07:00 AM - 08:00 AM	58	32%	04:00 PM - 05:00 PM	13	7%
07:15 AM - 08:15 AM	48	27%	04:15 PM - 05:15 PM	17	9%
07:30 AM - 08:30 AM	49	27%	04:30 PM - 05:30 PM	41	23%
07:45 AM - 08:45 AM	15	8%	04:45 PM - 05:45 PM	65	36%
08:00 AM - 09:00 AM	9	5%	05:00 PM - 06:00 PM	43	24%

The 2018 existing peak hour traffic for the AM and PM peak hours can be seen in **Appendix B**.

3.0 TRAFFIC ANALYSIS

Using the existing traffic volumes previously discussed, an intersection analysis was conducted for the study intersection considering the 2018 Existing Conditions. This analysis was conducted using the Transportation research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 10 software for intersection analysis.

3.1 INTERSECTION CRITERIA

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. The Highway Capacity Manual defines LOS as:

"...a quality measure describing operations conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience. Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels."

LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, while LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable.

The LOS for unsignalized intersections is based on the average control delay per vehicle. Since major street traffic is seldom controlled by stop signs (except at intersections with all-way stop control or in special circumstances), major street traffic generally will experience virtually no delay. Most of the delay will be encountered by traffic on approaches controlled by stop signs. Under certain conditions, delay will also be encountered by left turning traffic on the major street waiting for appropriate gaps in the opposing traffic flow to complete their turn. Therefore, the delay experienced by stop controlled movements and major street left turns, rather than the entire average intersection delay, are used to identify the critical LOS at these intersections.

The LOS for signalized intersections is based on the average control delay per vehicle. LOS can be identified for the entire intersection, individual approaches, and each movement/lane-group.

Table 3.1 summarizes *HCM 2010* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 3.1 – HCM 2010 LOS Criteria for Unsignalized & Signalized Intersections

Unsignalized Intersections		Signalized Intersections	
LOS	Control Delay (sec/veh)	LOS	Control Delay (sec/veh)
A	< 10	A	< 10
B	> 10 and ≤ 15	B	> 10 and ≤ 20
C	> 15 and ≤ 25	C	> 20 and ≤ 35
D	> 25 and ≤ 35	D	> 35 and ≤ 55
E	> 35 and ≤ 50	E	> 55 and ≤ 80
F	> 50	F	> 80

3.2 ANALYSIS PROCEDURE

Measures of effectiveness to be analyzed for existing traffic volumes include intersection level of service analysis as well as vehicular and transit travel speeds and travel times along the corridor.

Intersection Level of Service Analysis

An intersection level of service analysis was conducted for the study intersections considering 2018 Existing Conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 10 software for intersection analysis.

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. Existing peak-hour factors (PHF) were utilized in the analysis of existing conditions. Existing heavy vehicle percentages, as discussed in Section 2.2, were utilized in the analysis, with a minimum percentage of 2% considered. The existing lane geometry was utilized for the analysis of the 2018 existing conditions.

In addition to *Synchro* intersection level of service analysis, a microsimulation model of the corridor (in *VISSIM*) will be utilized to conduct intersection node analysis to determine intersection average delay per vehicle and level of service for existing conditions. The *VISSIM* microsimulation model of the corridor for the existing conditions is still in development and a separate calibration report will be provided once the model is complete.

According to The *SCDOT Traffic Engineering Guidelines (TG-21: Mitigation of Traffic Impacts)*, which states:

"Based on geometric design criteria provided in the SCDOT Highway Design Manual (SCHDM) for various roadway types, the acceptable LOS shall be C (or better) for the peak traffic (design) hour of the study area roadway system in lieu of other locally preferred thresholds. For the purpose of this guideline, the acceptable LOS C shall apply to all roadway types, including rural arterials regardless of terrain, and local roads and streets.

In areas where baseline, or existing, levels of service are at or below the acceptable LOS, the baseline LOS shall be maintained or improved after development. If the baseline LOS is F and the location is in a congested urban area, the District Traffic Engineer shall determine the mitigation. The baseline LOS shall include all committed (funded) road improvements and all non-site traffic, but exclude the traffic to be generated by new development."

Travel Speeds and Travel Times

In addition to intersection LOS analysis in *Synchro*, a microsimulation model of the corridor will be developed and calibrated using *VISSIM*. This model will be utilized to analyze both vehicular and transit travel speeds and travel times along the BRT line. Travel speeds and travel times along the corridor from end to end as well as at various locations of interest will be collected for AM and PM peak hour existing volumes. The *VISSIM* model for the existing conditions is still in development and a separate calibration report will be provided once the model is complete.

3.3 INTERSECTION ANALYSIS RESULTS

The results of the intersection analyses for 2018 existing peak hour conditions for the weekday AM and PM peak hour time periods are summarized below in **Tables 3.2 through 3.10**. The intersection analysis results will also be separated into the nine sections shown in **Exhibit 1.1** for consistency.

Section 1

Table 3.2 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 1. This section covers US 17A from the Richardson Avenue intersection in downtown Summerville to the I-26 Ramps as well as US 78/5th Street from US17A/Main Street to Polar Grove Place.

Table 3.2 – Intersection Analysis Results for Section 1

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
1	US 17 A/Main St & Richardson Ave	Signalized	C/25.3	9	1	C/25.8	4	3
2	US 17 A/Main St & Doty Ave	Stop-Controlled	C/18.2 (EB)	4	3	C/22.5 (EB)	3	2
3	US 17 A/Main St & Luke Ave	Stop-Controlled	C/21.6 (WB)	1	1	D/29.0 (WB)	0	1
4	US 17 A/Main St & 1st St	Signalized	A/6.5	3	0	B/12.6	2	0
5	US 17 A/Main St & 2nd St	Signalized	A/3.3	4	1	A/5.8	7	2
6	US 17 A/Main St & 3rd St	Signalized	B/15.4	0	1	B/10.4	3	0
7	US 17 A/Main St & 4th St	Stop-Controlled	C/19.4 (EB)	4	1	E/47.0 (EB)	6	2
8	US 17 A/Main St & 5th St	Signalized	C/31.4	3	4	D/35.7	6	4
9	US 78/5th St & S-18-208	Stop-Controlled	C/18.3 (SB)	0	0	D/32.4 (SW)	4	0
10	US 78/5th St & N Gum St/S-18-195	Signalized	C/16.3 (WB)	4	0	C/20.4 (EB)	2	0
11	US 78/5th St & Berlin G. Myers Pkwy	Signalized	D/47.4	0	0	E/60.0	5	0
12	US 78/5th St & Branch Creek Trail	Stop-Controlled	B/12.8 (SB)	0	0	B/14.5 (SB)	0	0
13	US 78/5th St & S Pointe Blvd	Stop-Controlled	C/17.1 (SB)	0	0	C/19.5 (SB)	0	0
14	US 78 & Polar Grove Pl	Stop-Controlled	C/15.4 (SB)	0	0	C/16.5 (SB)	0	0
143	US 17A & 9th St	Signalized	B/14.6	2	3	C/21.6	7	3
144	Berlin G Myers Pkwy & E 9th N St	Stop-Controlled	B/14.7 (EB)	0	0	F/269.3 (EB)	1	0
145	US 17A & Berlin G Myers Pkwy	Signalized	D/37.5	0	1	C/30.1	1	0
146	US 17A & Berkeley Cir	Signalized	E/72.4	1	0	D/47.7	1	0
147	US 17A & Holiday Dr	Signalized	*F/191.2	1	0	*F/227.2	10	1
148	US 17A & I-26 EB Ramps	Signalized	*E/69.9	2	0	*E/55.9	1	1

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

Table 3.2 – Intersection Analysis Results for Section 1 (cont'd)

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
149	US 17A & I-26 WB Ramps	Signalized	B/14.0	1	0	C/23.4	0	0
150	US 17A & Sigma Dr/Farmington Rd	Signalized	D/49.5	1	0	D/44.8	0	1
151	US 17A & Sangaree Pkwy/Brighton Park Blvd	Signalized	C/30.6	1	0	E/55.2	1	2
152	Brighton Park Blvd & Rose Dr	Stop-Controlled	B/14.6 (WB)	1	0	B/12.3 (WB)	3	0
153	Sigma Dr & Rose Dr	Stop-Controlled	C/17.7 (SB)	2	0	C/17.5 (SB)	11	1
154	W Doty Ave & S Cedar St	Stop-Controlled	B/14.4 (EB)	9	0	C/23.5 (EB)	7	1
155	Richardson Ave & S Cedar St	Signalized	B/14.3	5	0	B/18.4	18	3
181	Berlin G Myers Pkwy & Marymeade Dr	Signalized	D/52.7	1	0	E/70.4	8	1

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these three intersections which operate at LOS E or F:

- #146 US 17A & Berkeley Circle;
- #147 US 17A & Holiday Drive; and
- #148 US 17A & I-26 EB Ramps.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these seven intersections which operate at LOS E or F:

- #7 US 17 A/Main Street & 4th Street;
- #11 US 78/5th St & Berlin G. Myers Parkway;
- #144 Berlin G Myers Pkwy & E 9th N St;
- #147 US 17A & Holiday Drive;
- #148 US 17A & I-26 EB Ramps;
- #151 US 17A & Sangaree Pkwy/Brighton Park Blvd; and
- #181 Berlin G Myers Pkwy & Marymeade Drive.

Section 2

Table 3.3 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 2. This section covers US 78 from the intersection at Royal Road to the intersection at Ingleside Boulevard.

Table 3.3 – Intersection Analysis Results for Section 2

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
15	US 78 & Royal Rd	Signalized	B/18.8	2	0	C/20.2	3	0
16	US 78 & Midview Dr	Stop-Controlled	E/45.2 (EB)	3	0	E/48.4 (WB)	0	1
17	US 78 & Berrywood Dr	Stop-Controlled	D/31.7 (WB)	1	0	C/20.7 (EB)	0	0
18	US 78 & Pinewood Dr	Stop-Controlled	D/28.6 (EB)	0	0	E/28.2 (EB)	4	0
19	US 78 & Heaton Dr	Stop-Controlled	C/18.4 (EB)	0	0	C/18.6 (EB)	7	0
20	US 78 & Wisteria St	Stop-Controlled	E/42.3 (WB)	4	0	E/45.2 (WB)	2	0
21	US 278 & Fairview Dr	Stop-Controlled	C/22.3 (EB)	20	0	C/24.9 (EB)	20	0
22	US 278 & College Park Rd	Signalized	D/36.0	1	0	D/38.0	5	0
23	US 278 & Ladson Rd/Ancrum Rd	Signalized	D/42.9	0	0	D/47.8	4	0
24	US 78 & Industrial Center Dr	Stop-Controlled	D/26.1 (EB)	0	0	C/19.7 (EB)	0	0
25	US 78 & Ashton Woods	Stop-Controlled	E/35.2 (EB)	0	1	C/20.4 (EB)	0	0
26	US 78 & Poppenhiem Dr	Stop-Controlled	D/29.8 (WB)	0	0	E/39.1 (WB)	0	0
27	US 78 & Ingleside Blvd	Signalized	F/111.1	2	1	E/56.6	6	0

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 2 currently operate at an acceptable LOS with the exception of these four intersections which operate at LOS E or F:

- #16 US 78 & Midview Drive;
- #20 US 78 & Wisteria Drive;
- #25 US 78 & Ashton Woods; and
- #27 US 78 & Ingleside Blvd.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these five intersections which operate at LOS E or F:

- #16 US 78 & Midview Drive;
- #18 US 78 & Pinewood Drive;
- #20 US 78 & Wisteria Drive;
- #26 US 78 & Poppenhiem Drive; and
- #27 US 78 & Ingleside Blvd.

Section 3

Table 3.4 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 3. This section includes US 78 from the Blue House Road intersection to the interchanges with Goose Creek Road.

Table 3.4 – Intersection Analysis Results for Section 3

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
28	US 78 & Blue House Rd	Stop-Controlled	F/129.1 (NB)	1	0	D/27.6 (NB)	2	0
29	US 78 & I-26 EB Ramps	Signalized	*F/90.5	2	0	*B/10.2	0	0
30	US 78 & I-26 WB Ramps	Free	N/A	2	1	N/A	2	0
31	US 78/University Blvd & Medical Plaza Dr	Signalized	D/52.1	1	1	D/50.0	2	1
32	US 78/University Blvd & Trident Executive Village Driveway #1	Stop-Controlled	C/22.4 (NB)	2	0	C/24.9 (NB)	0	0
33	US 78/University Blvd & Trident Executive Village Driveway #2	Stop-Controlled	E/45.5 (NB)	0	0	D/26.1 (NB)	0	0
34	US 78 /University Blvd & Medical Plaza Dr/BUC Club Blvd	Signalized	*F/147.5	8	3	F**	5	0
35	US 78/University Blvd & Tricom St	Stop-Controlled	E/49.0 (NB)	2	0	E/38.6 (NB)	3	0
36	US 78/University Blvd & Elms Plantation Blvd	Stop-Controlled	F/(NB)**	10	0	F/(NB)**	7	0
37	US 78/University Blvd & Elms Center Rd	Signalized	B/12.1	5	0	B/12.0	6	0
38	US 78/University Blvd & Fernwood Dr	Signalized	B/13.6	4	1	B/12.4	7	1
39	US 78/University Blvd & Old University Blvd	Stop-Controlled	E/39.4 (WB)	0	0	F/(NB)**	0	0
40	US 78/University Blvd & N.A.D. Rd/Goose Creek Rd	Free	N/A	0	0	N/A	1	0

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
 *HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported
 ** LOS/Delay exceeds 300 seconds

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 3 currently operate at an acceptable LOS with the exception of these seven intersections which operate at LOS E or F:

- #28 US 78 & Blue House Rd;
- #29 US 78 I-26 EB Ramps;
- #33 US 78/University Blvd & Trident Executive Village Driveway #2;
- #34 US 78 /University Blvd & Medical Plaza Dr/BUC Club Blvd;
- #35 US 78/University Blvd & Tricom St;
- #36 US 78/University Blvd & Elms Plantation Blvd; and
- #39 US78/University Blvd & Old University Blvd.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these three intersections which operate at LOS E or F:

- #34 US 78 /University Blvd & Medical Plaza Dr/BUC Club Blvd;
- #35 US 78/University Blvd & Tricom St;
- #36 US 78/University Blvd & Elms Plantation Blvd; and
- #39 US 78/University Blvd & Old University Blvd.

Section 4

Table 3.5 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 4. This section covers US 78 at the merge with US 52/Rivers Avenue until the US 78/52 intersection at Ashley Phosphate Road.

Table 3.5 – Intersection Analysis Results for Section 4

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
41	US 78 & US 52/Rivers Ave	Free	N/A	0	0	N/A	0	0
42	US 52/78/Rivers Ave & Otranto Rd/Otranto Blvd	Signalized	E/69.3	6	0	C/27.2	8	0
43	US 52/78/Rivers Ave & T-Mobile Dr	Signalized	E/70.9	8	0	A/4.5	0	0
44	US 52/78/Rivers Ave & Melnick Dr	Stop-Controlled	F/(EB) **	1	0	***	0	0
45	US 52/78/Rivers Ave & Crews Chevrolet	Stop-Controlled	*F/232.8 (EB)	0	0	*E/49.7 (EB)	0	0
46	US 52/78/Rivers Ave & Greenridge Rd	Signalized	B/19.1	10	0	B/18.5	0	0
47	US 52/78/Rivers Ave & I-26 EB Ramps	Free	N/A	0	0	N/A	0	0
48	US 52/78/Rivers Ave & I-26 WB Ramps	Free	N/A	3	0	N/A	0	0
49	US 52/78/Rivers Ave & North Rivers Market Place	Signalized	A/4.2	1	0	B/10.4	1	0
50	US 52/78/Rivers Ave & Eagles Landing Blvd	Signalized	*F/86.8	4	0	*E/69.4	3	0
51	US52/78/Rivers Ave & Northwoods Blvd	Signalized	*E/79.0	5	1	*D/45.8	3	0
52	US 52/78/Rivers Ave & Ashley Phosphate	Signalized	F/211.3	2	1	F/120.6	21	0

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

** LOS/Delay exceeds 300 seconds

***HCM 2010 computation not defined

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 4 currently operate at an acceptable LOS with the exception of these five intersections which operate at LOS E or F:

- #42 US 52/78/Rivers Ave & Otranto Rd/Otranto Blvd;
- #43 US 52/78/Rivers Ave & T-Mobile Dr;
- #50 US 52/78/Rivers Ave & Eagles Landing Blvd; and
- #52 US 52/78/Rivers Ave & Ashley Phosphate.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these two intersections which operate at LOS E or F:

- #50 US 52/78/Rivers Ave & Eagles Landing Blvd and
- #52 US 52/78/Rivers Ave & Ashley Phosphate.

Section 5

Table 3.6 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 5. This section covers US 52/78/Rivers Avenue from the intersection at Dunlap Street to the intersection at Aviation Avenue.

Table 3.6 – Intersection Analysis Results for Section 5

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
53	US 52/78/Rivers Ave & Dunlap St	Stop-Controlled	N/A	1	0	N/A	6	0
54	US 52/78/Rivers Ave & Morris Baker Blvd	Signalized	F/158.8	4	1	C/21.7	5	0
55	US 52/78/Rivers Ave & N of Trident Tech Major Driveway	Stop-Controlled	*D/31.1 (WB)	6	0	*F/71.7 (WB)	2	0
56	US 52/78/Rivers Ave & Trident Tech Major Driveway/Cemetery	Signalized	*E/78.5	2	0	*F/91.9	3	0
57	US 52/78/Rivers Ave & Hayne St	Stop-Controlled	F/65.1 (EB)	1	0	C/19.3 (EB)	2	0
58	US 52/78/Rivers Ave & Trident Tech Driveway	Stop-Controlled	B/14.6 (WB)	5	0	E/39.7 (WB)	4	1
59	US 52/78/Rivers Ave & Stokes Ave	Signalized	*F/101.9	3	0	*F/84.6	3	0
60	US 52/78/Rivers Ave & Midland Park Rd	Signalized	*F/92.1	0	0	*D/46.1	0	0
61	US 52/78/Rivers Ave & Eagle Dr	Signalized	*D/45.4	3	0	*D/35.6	2	0

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

Table 3.6 – Intersection Analysis Results for Section 5 (cont'd)

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
62	US 52/78/Rivers Ave & Hanahan Rd	Signalized	*E/66.4	8	2	*E/63.5	4	5
63	US 52/78/Rivers Ave & Aichele Dr	Stop-Controlled	C/17.2 (WB)	10	0	E/35.0 (WB)	9	1
64	US 52/78/Rivers Ave & Hawthorne Dr/Amaco Way	Stop-Controlled	C/15.8 (SB)	7	0	D/32.7 (SB)	6	1
65	US 52/78/Rivers Ave & Benderson Dr	Signalized	*D/38.5	9	0	*C/32.5	8	1
66	US 52/78/Rivers Ave & N of Hawthorne Dr	Yield-Controlled	*D/32.4 (EB)	15	0	*F/280.9 (EB)	16	2
67	US 52/78/Rivers Ave & Aviation Ave	Signalized	*D/54.5	16	2	*D/47.0	8	5

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 5 currently operate at an acceptable LOS with the exception of these six intersections which operate at LOS E or F:

- #54 US 52/78/Rivers Ave & Dunlap St;
- #56 US 52/78/Rivers Ave & N of Trident Tech Major Driveway;
- #57 US 52/78/Rivers Ave & Hayne St;
- #59 US 52/78/Rivers Ave & Stokes Ave;
- #60 US 52/78/Rivers Ave & Midland Park Rd; and
- #62 US 52/78/Rivers Ave & Hanahan Rd.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these three intersections which operate at LOS E or F:

- #56 US 52/78/Rivers Ave & N of Trident Tech Major Driveway;
- #58 US 52/78/Rivers Ave & Trident Tech Driveway;
- #59 US 52/78/Rivers Ave & Stokes Ave;
- #62 US 52/78/Rivers Ave & Hanahan Rd; and
- #63 US 52/78/Rivers Ave & Aichele Dr.

Section 6

Table 3.7 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 6. This section covers US 52/78/Rivers Avenue from the intersection at Spruce Boulevard to the I-526 interchanges.

Table 3.7 – Intersection Analysis Results for Section 6

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
68	US 52/78/Rivers Ave & N of Spruce Blvd	Yield-Controlled	*F/51.8 (EB)	3	0	*C/15.1 (EB)	0	0
69	US 52/78/Rivers Ave & Gumwood Blvd	Stop-Controlled	*F/50.1 (WB)	10	1	**F/(EB)	12	6
70	US 52/78/Rivers Ave & Remount Rd	Signalized	*F/83.9	4	0	*F/112.7	7	0
71	US 52/78/Rivers Ave & S of Remount Rd	Stop-Controlled	*F/262.0 (EB)	3	1	*C/22.9 (WB)	3	0
72	US 52/78/Rivers Ave & N of Sabal St	Stop-Controlled	*F/113.8 (EB)	3	0	*D/25.4 (WB)	7	0
73	US 52/78/Rivers Ave & Sabal St	Stop-Controlled	E/41.1 (EB)	1	0	C/15.4 (EB)	3	0
74	US 52/78/Rivers Ave & S of Renneau Ave	Stop-Controlled	E/37.2 (EB)	1	0	C/15.3 (EB)	8	0
75	US 52/78/Rivers Ave & Taylor St	Stop-Controlled	F/57.6 (EB)	3	1	C/17.5 (EB)	6	1
76	US 52/78/Rivers Ave & Harley St	Signalized	*C/32.2	29	0	*C/25.0	21	2
77	US 52/78/Rivers Ave & S of Target St	Yield-Controlled	E/46.0 (EB)	7	1	C/17.0 (EB)	22	1
78	US 52/78/Rivers Ave & I-526 WB Ramps	Free	A/8.9	17	1	A/8.8	20	3
79	US 52/78/Rivers Ave & I-526 EB Ramps	Free	B/11.3	10	1	A/9.9	18	2

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
 *HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported
 ** LOS/Delay exceeds 300 seconds

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 6 currently operate at an acceptable LOS with the exception of these five intersections which operate at LOS E or F:

- #70 US 52/78/Rivers Ave & Remount Rd;
- #73 US 52/78/Rivers Ave & Sabal St;
- #74 US 52/78/Rivers Ave & S of Renneau Ave;
- #75 US 52/78/Rivers Ave & Taylor St; and
- #77 US 52/78/Rivers Ave & S of Target St.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of this intersection which operates at LOS F:

- #70 US 52/78/Rivers Ave & Remount Rd.

Section 7

Table 3.8 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 7. This section covers US 52/78/Rivers Avenue from the intersection at Rebecca Street to the intersection at Cosgrove Avenue.

Table 3.8 – Intersection Analysis Results for Section 7

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
80	US 52/78/Rivers Ave & Rebecca St	Stop-Controlled	C/24.5 (EB)	12	1	B/14.8 (EB)	33	1
81	US 52/78/Rivers Ave & Fuller St	Stop-Controlled	B/12.1 (WB)	6	0	D/26.1 (WB)	15	0
82	US 52/78/Rivers Ave & Mall Drive	Signalized	*D/35.6	2	1	*C/31.8	20	3
83	US 52/78/Rivers Ave & Alton	Signalized	*C/31.3	4	0	*C/25.1	16	0
84	US 52/78/Rivers Ave & Morningside Dr	Signalized	*B/18.9	1	0	*B/13.1	1	1
85	US 52/78/Rivers Ave & N of Polar Dr	Stop-Controlled	C/17.4 (EB)	1	3	B/13.7 (EB)	5	1
86	US 52/78/Rivers Ave & N of Piggly Wiggly Dr	Stop-Controlled	*D/29.5 (EB)	6	5	*C/18.5 (WB)	1	1
87	US 52/78/Rivers Ave & Piggly Wiggly Dr	Signalized	A/9.6	6	0	A/6.7	1	0
88	US 52/78/Rivers Ave & Meeting St/Durant Ave	Signalized	B/18.0	8	1	C/26.8	7	0
89	US 52/78/Rivers Ave & Cheyenne St	Stop-Controlled	C/21.7 (WB)	7	0	F/53.4 (WB)	7	3
90	US 52/78/Rivers Ave & Aragon St	Stop-Controlled	C/17.3 (EB)	10	0	C/22.4 (WB)	33	4
91	US 52/78/Rivers Ave & Helm Ave	Signalized	A/6.9	6	0	A/7.9	14	2
92	US 52/78/Rivers Ave & McMillan Ave	Signalized	B/13.6	17	2	C/21.1	20	4

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

Table 3.8 – Intersection Analysis Results for Section 7 (cont'd)

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
93	US 52/78/Rivers Ave & SC 642/Dorchester Rd	Signalized	C/23.4	13	3	B/10.8	34	9
94	US 52/78/Rivers Ave & Cosgrove Ave	Signalized	C/22.3	76	4	C/24.6	59	11

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 7 currently operate at an acceptable LOS.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of this intersection which operates at LOS F:

- #89 US 52/78/Rivers Ave & Cheyenne St

Section 8

Table 3.9 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 8. This section covers US 52/78/Rivers Avenue from the intersection at Reynolds Avenue to the split of US 52 and US 78 at the intersection at Carner Avenue. Section 8 also covers US 52 from the intersection at Burton Lane to the intersection at Morrison Drive. US 78 from the intersection at Meeting Street tot the intersection at Pleasant Street in Downtown Charleston is also covered in Section 8.

Table 3.9 – Intersection Analysis Results for Section 8

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
95	US 52/78/Rivers Ave & Reynolds Ave	Signalized	B/13.5	25	1	B/12.3	60	8
96	US 52/78/Rivers Ave & Success St	Stop-Controlled	B/13.9 (WB)	18	2	C/19.9 (WB)	30	6
97	US 52/78/Rivers Ave & US 52/Carner Ave	Yield-Controlled	N/A	0	0	N/A	1	0
98	US 52/Carner Ave & Burton Lane	Signalized	A/9.5	8	2	B/11.3	3	2
99	US 52/Meeting St & Stromboli Ave	Stop-Controlled	A/8.7 (WB)	1	1	A/9.0 (EB)	4	1
100	US 52/Meeting St & Spruill Ave	Signalized	C/34.7	5	0	E/58.7	22	6

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

Table 3.9 – Intersection Analysis Results for Section 8 (cont'd)

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
101	US 52/Meeting St & Pittsburgh Ave	Stop-Controlled	C/18.8 (WB)	2	1	C/20.9 (WB)	6	2
102	US 52/Meeting St & Discher St	Yield-Controlled	C/22.7 (EB)	0	0	F/2110.6 (EB)	1	0
103	US 52/Meeting St & Cherry Hill Ln	Stop-Controlled	B/14.2 (WB)	1	0	C/15.3 (WB)	3	2
104	US 52/Meeting & Herbert St	Stop-Controlled	B/14.6 (WB)	0	0	C/20.1 (WB)	2	1
105	US 52/Meeting St & Milford St	Stop-Controlled	D/26.7 (WB)	2	1	E/46.0 (WB)	2	5
106	US 52/Meeting St & Greenlead Rd	Stop-Controlled	D/28.1 (EB)	1	1	F/98.5 (WB)	2	3
107	US 52/Meeting St & Algonquin Rd	Stop-Controlled	B/10.8 (WB)	1	1	C/24.6 (WB)	1	2
108	US 52/Meeting St & Cunnington Ave	Stop-Controlled	C/20.5 (WB)	2	1	D/25.3 (WB)	1	1
109	US 52/Meeting St & Morrison Dr	Signalized	D/42.4	4	2	D/49.6	3	3
156	US 78/Rivers Ave & Meeting St	Yield-Controlled	N/A	1	0	N/A	0	0
157	King St Ext & Azalea Dr	Stop-Controlled	C/19.0 (NE)	2	0	C/25.9 (NE)	2	0
158	King St Ext & Rhodia Chemicals Entrance	Stop-Controlled	C/20.4 (NE)	1	0	C/18.7 (NE)	0	0
159	King St Ext & Austin Ave	Stop-Controlled	C/16.2 (NB)	1	0	C/17.8 (NB)	1	0
160	King St Ext & Discher St	Stop-Controlled	D/29.6 (WB)	1	0	D/30.5 (EB)	0	2
161	King St Ext & Hagood St	Stop-Controlled	B/13.0 (EB)	2	0	B/12.7 (EB)	2	0
162	King St Ext & Milford St	Stop-Controlled	C/15.6 (EB)	0	0	C/16.0 (EB)	1	2
163	King St Ext & Monrovia St	Stop-Controlled	B/13.7 (EB)	2	5	B/14.7 (EB)	4	5
164	King St Ext & Heriot St	Signalized	B/11.9	3	2	B/11.9	1	1
165	King St Ext & Courtland Ave	Stop-Controlled	B/12.5 (EB)	3	1	B/12.9 (EB)	2	3
166	King St & Mt. Pleasant St	Signalized	C/26.5	13	4	C/22.8	9	7

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

For the AM peak hour traffic, the results of the intersection analyses indicate that the study intersections in Section 8 currently operate at an acceptable LOS.

For the PM peak hour traffic, the results of the intersection analyses indicate that the study intersections in Section 8 currently operate at an acceptable LOS with the exception of these four intersections which operate at LOS E or F:

- #100 US 52/Meeting St & Spruill Ave;
- #102 US 52/Meeting St & Discher St;
- #105 US 52/Meeting St & Milford St; and
- #106 US 52/Meeting St & Greenlead Rd.

Section 9

Table 3.10 summarizes the intersection LOS as well as the cumulative pedestrian and bike counts for the AM and PM peak hour for Section 9. This section covers US 52/Meeting Street in Downtown Charleston from the intersection at Brigade Street to the intersection at Calhoun Street. Section 9 also covers Calhoun Street in Downtown Charleston from the intersection at Meeting Street to the intersection at Courtenay Drive. US78/King Street from the intersection at San Souci Street to the intersection at Calhoun Street is also included in Section 9.

Table 3.10 – Intersection Analysis Results for Section 9

Intersection	Control	2018 Existing Conditions						
		AM			PM			
		LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike	
110	Meeting St & Brigade St	Stop-Controlled	E/42.7 (WB)	8	1	F/158.0 (WB)	19	0
111	Meeting St & Williman St	Stop-Controlled	C/15.7 (WB)	3	3	E/40.7 (WB)	10	1
112	Meeting St & Isabella St	Stop-Controlled	C/21.4 (WB)	5	1	D/31.6 (WB)	5	5
113	Meeting St & Romney St	Signalized	B/18.3	15	2	B/12.6	11	4
114	Meeting St & Conroy St	Stop-Controlled	C/16.7 (WB)	4	1	C/20.5 (WB)	13	3
115	Meeting St & Cool Blow St	Stop-Controlled	C/22.2 (WB)	9	3	C/24.2 (WB)	21	3
116	Meeting St & Cedar St	Stop-Controlled	B/12.6 (WB)	13	1	C/15.9 (WB)	11	3
117	Meeting St & US 17 Off-Ramp	Signalized	C/28.3	7	2	C/32.3	15	6
118	Meeting St & US 17 On-Ramp	Yield-Controlled	N/A	5	1	N/A	8	3
119	Meeting St & Huger St	Signalized	C/25.7	7	2	D/38.9	20	6
120	Meeting St & Johnson St	Signalized	*A/1.3	2	1	*A/1.9	4	5

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

Table 3.10 – Intersection Analysis Results for Section 9 (cont'd)

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
121	Meeting St & Lee St	Signalized	A/5.9	42	4	A/9.1	62	2
122	Meeting St & I-26	Signalized	C/25.0	9	0	B/15.7	8	0
123	Meeting St & Line St	Signalized	A/3.2	50	3	A/4.8	67	7
124	Meeting St & Columbus St	Signalized	A/8.1	71	4	A/7.2	105	3
125	Meeting St & Woolfe St	Signalized	A/2.6	77	2	A/5.5	144	4
126	Meeting St & Mary St	Signalized	A/3.4	159	2	B/10.8	152	6
127	Meeting St & Wragg Sq	Signalized	*C/20.1	58	1	*C/26.1	102	4
128	Meeting St & Ann St	Signalized	*C/27.7	60	4	*C/32.7	63	1
129	Meeting St & John St	Signalized	A/4.7	58	2	A/5.1	162	4
130	Meeting St & Calhoun St	Signalized	C/24.0	152	3	C/22.6	324	5
131	Calhoun St & King St	Signalized	B/10.8	314	1	B/10.5	985	5
132	Calhoun St & St Phillips St	Signalized	A/4.2	328	0	A/5.7	1288	6
133	Calhoun St & Coming St	Signalized	*B/10.6	151	3	*B/17.0	634	5
134	Calhoun St & Smith St	Signalized	A/5.9	48	1	A/6.4	130	1
135	Calhoun St & Rutledge Ave	Signalized	*C/22.8	83	3	*C/30.0	106	4
136	Calhoun St & Ashley Ave	Signalized	*D/37.9	108	1	*D/37.2	147	2
137	Calhoun St & Jonathan Lucas St/Barre St	Signalized	A/4.8	152	0	A/7.1	139	4
138	Jonathan Lucas St & President St	Stop-Controlled	A/9.1 (SB)	452	8	A/9.4 (SB)	423	6
139	President St & Bee St	Signalized	C/24.8	518	6	C/21.0	722	3
140	Bee St & Courtenay Dr	Signalized	B/17.6	655	2	C/21.3	552	6

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported

Table 3.10 – Intersection Analysis Results for Section 9 (cont'd)

	Intersection	Control	2018 Existing Conditions					
			AM			PM		
			LOS/Delay	Ped.	Bike	LOS/Delay	Ped.	Bike
141	Courtenay Dr & Doughty St	Signalized	*C/20.3	159	2	*B/16.5	246	4
141 A	Courtenay Dr & Ralph Johnson Dr	Signalized	*C/20.9	283	2	*C/22.7	126	4
142	Calhoun St & Courtenay Dr	Signalized	*C/29.0	34	1	*C/24.6	51	7
167	King St & San Souci St	Stop-Controlled	B/13.6 (EB)	3	1	C/21.6 (WB)	3	6
168	King St & Cypress St	Stop-Controlled	C/22.0 (WB)	5	3	C/21.4 (WB)	12	4
169	King St & Romney St	Signalized	B/15.1	18	3	B/16.3	29	6
170	King St & Grove St	Stop-Controlled	F/52.3 (EB)	79	3	C/21.2 (EB)	76	10
171	King St & Huger St	Signalized	C/26.4	47	8	B/19.9	52	8
172	King St & Sumter St	Signalized	A/7.2	11	5	A/5.3	35	5
173	King St & Carolina St	Stop-Controlled	C/15.7 (EB)	13	5	C/17.2 (EB)	36	3
174	King St & Line St	Signalized	B/11.6	62	9	B/12.3	92	8
175	King St & Columbus St	Signalized	A/9.4	133	3	B/11.7	142	8
176	King St & Spring St	Signalized	B/12.1	76	7	B/11.8	108	3
177	King St & Cannon St	Signalized	B/14.3	41	1	B/14.3	181	2
178	King St & Morris St	Signalized	A/5.7	141	1	A/6.9	482	2
179	King St & Ann St	Stop-Controlled	B/11.1 (WB)	63	0	B/11.0 (WB)	389	1
180	King St & John St/Warren St	Signalized	A/9.9	102	2	B/10.8	610	2

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.
*HCM 2010 did not compute LOS, so Synchro LOS and Delay were reported.

For the AM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 9 currently operate at an acceptable LOS with the exception of these two intersections which operate at LOS E or F:

- #110 Meeting St & Brigade St and
- #170 King St & Grove St.

For the PM peak hour traffic the results of the intersection analyses indicate that the study intersections in Section 1 currently operate at an acceptable LOS with the exception of these two intersections which operate at LOS E or F:

- #110 Meeting St & Brigade St and
- #111 Meeting St & Williman St

4.0 SUMMARY OF FINDINGS

A traffic analysis was conducted for the 2018 existing conditions for the BCDCOG Bus Rapid Transit (BRT) alternative also referred to as the Lowcountry Rapid Transit (LCRT) project. The LCRT project resulted as a recommendation from a 2014 study to identify a transit alternative to north-south commuting along the I-26 corridor. The proposed and alternative LCRT alignment(s) utilize these main corridors; US 17A/Main Street, SC165/Berlin G Myers Parkway, US 78, US 52/US78/Rivers Avenue, US 78/King Street, US 52/Meeting Street, & Calhoun Street.

Traffic counts were collected in November and December 2018 at the 181 study intersections (listed in **Table 1.1**) and these counts along with the existing roadway conditions were used in the *Synchro*, Version 10 software to calculate the intersection level of service. The full results of the AM peak hour and PM peak hour intersection analyses along with the pedestrian and bike counts are shown by sections in **Table 3.2 through 3.10**. Those intersection analysis results were summarized below in **Table 4.1** to show the number of study intersections that are operating at each of the LOS grades which range from LOS A to LOS F.

Table 4.1 – 2018 Existing Conditions Traffic Analysis Overall Results

Signalized Intersections				Unsignalized Intersections			
LOS	Number of Intersections		Control Delay (sec/veh)	LOS	Number of Intersections		Control Delay (sec/veh)
	AM	PM			AM	PM	
A	20	15	< 10	A	3	4	< 10
B	21	26	> 10 and ≤ 20	B	17	8	> 10 and ≤ 15
C	21	24	> 20 and ≤ 35	C	29	34	> 15 and ≤ 25
D	13	13	> 35 and ≤ 55	D	7	9	> 25 and ≤ 35
E	7	8	> 55 and ≤ 80	E	10	10	> 35 and ≤ 50
F	10	6	> 80	F	6	7	> 50

*Note: 9 of the intersections were free flowing with no LOS.

The intersection analysis results indicate that 80 percent of the study intersections (that could be calculated by *Synchro*) operate at an acceptable LOS (Level A through D) in the AM peak hour and 81 percent of the study intersections operate at an acceptable LOS in the PM peak hour.

The purpose of the existing conditions technical report is to review and summarize the data collection, traffic impact analysis methodologies, and the 2018 existing conditions and level of service along the proposed corridor to be used as a baseline for the LCRT no-build and build future analyses. This report is a companion document to the LCRT Traffic Analysis Methodology Technical Memorandum and a separate calibration report that will be provided once the *VISSIM* microsimulation model of the corridor is completed.

APPENDIX A

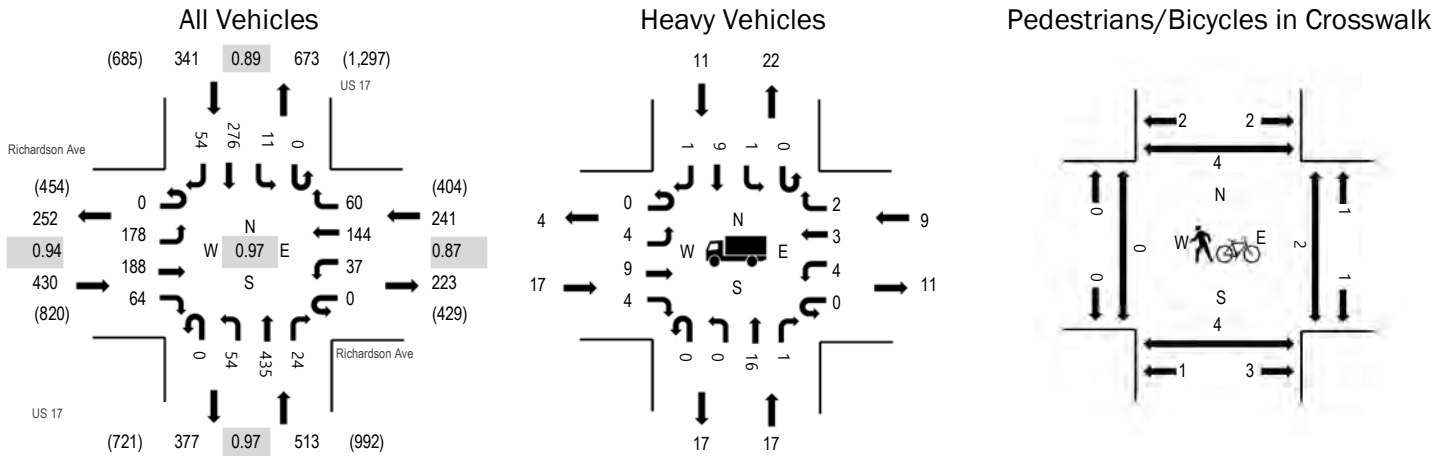
Traffic Count Data (AM Peak Hour)



(303) 216-2439
www.alltrafficdata.net

Location: #1 US 17 & Richardson Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.94
WB	3.7%	0.87
NB	3.3%	0.97
SB	3.2%	0.89
All	3.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Richardson Ave Eastbound				Richardson Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	42	50	8	0	12	20	8	0	11	102	12	0	3	69	7	344	1,489
7:15 AM	0	45	45	9	0	6	22	17	0	13	113	5	0	3	63	22	363	1,515
7:30 AM	0	41	51	11	0	14	37	18	0	13	115	6	0	1	70	12	389	1,525
7:45 AM	0	49	43	22	0	7	48	11	0	21	102	8	0	6	64	12	393	1,478
8:00 AM	0	46	50	14	0	8	26	17	0	11	97	2	0	3	77	19	370	1,412
8:15 AM	0	42	44	17	0	8	33	14	0	9	121	8	0	1	65	11	373	
8:30 AM	0	53	35	15	0	5	23	5	1	10	101	5	0	6	61	22	342	
8:45 AM	0	35	33	20	0	13	25	7	0	8	96	2	0	7	62	19	327	
Count Total	0	353	351	116	0	73	234	97	1	96	847	48	0	30	531	124	2,901	
Peak Hour	0	178	188	64	0	37	144	60	0	54	435	24	0	11	276	54	1,525	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

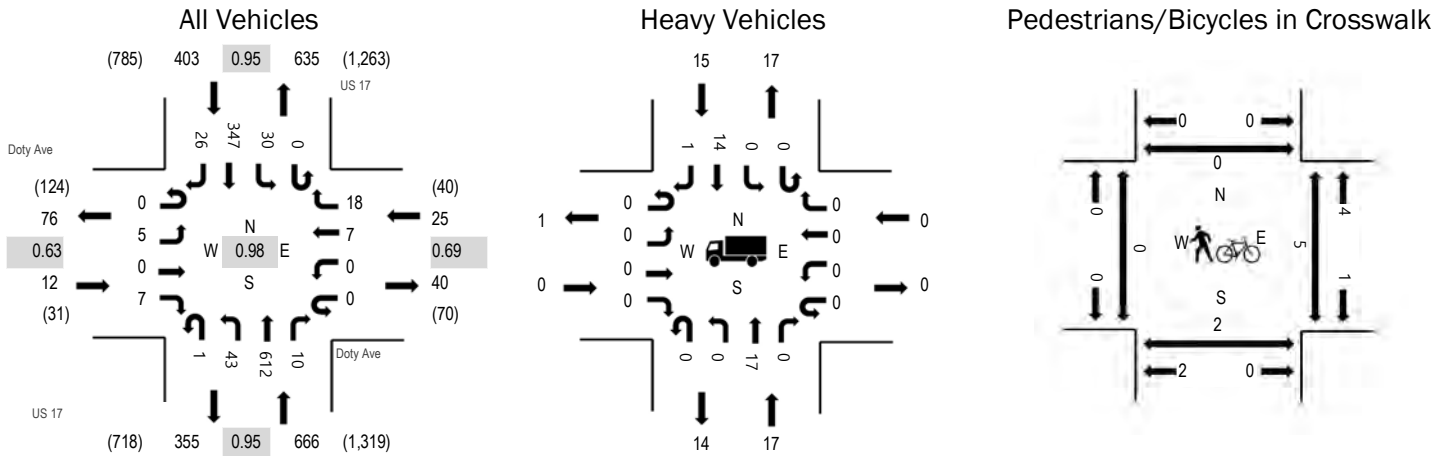
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	5	2	3	11	7:00 AM	0	1	1	0	2
7:15 AM	2	5	1	7	15	7:15 AM	0	0	0	0	0
7:30 AM	5	4	6	4	19	7:30 AM	0	0	0	0	0
7:45 AM	5	6	1	4	16	7:45 AM	0	3	1	1	5
8:00 AM	0	5	1	1	7	8:00 AM	0	0	1	2	3
8:15 AM	7	2	1	2	12	8:15 AM	0	1	0	1	2
8:30 AM	1	0	3	5	9	8:30 AM	0	0	0	0	0
8:45 AM	3	1	1	5	10	8:45 AM	0	0	0	0	0
Count Total	24	28	16	31	99	Count Total	0	5	3	4	12
Peak Hour	17	17	9	11	54	Peak Hour	0	4	2	4	10



(303) 216-2439
www.alltrafficdata.net

Location: #2 US 17 & Doty Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.63
WB	0.0%	0.69
NB	2.6%	0.95
SB	3.7%	0.95
All	2.9%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Doty Ave Eastbound				Doty Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	1	1	6	0	0	1	4	0	3	148	2	0	6	84	1	257	1,084
7:15 AM	0	1	2	3	0	0	1	3	0	4	174	3	0	4	84	3	282	1,103
7:30 AM	0	1	0	2	0	1	0	2	0	9	164	4	0	2	88	1	274	1,103
7:45 AM	0	0	0	3	0	0	1	3	1	7	159	1	0	1	89	6	271	1,106
8:00 AM	0	2	0	1	0	0	2	2	0	13	144	2	0	12	92	6	276	1,091
8:15 AM	0	1	0	1	0	0	2	6	0	11	161	4	0	6	82	8	282	
8:30 AM	0	2	0	2	0	0	2	7	0	12	148	3	0	11	84	6	277	
8:45 AM	0	0	0	2	0	0	0	3	0	13	127	2	0	4	93	12	256	
Count Total	0	8	3	20	0	1	9	30	1	72	1,225	21	0	46	696	43	2,175	
Peak Hour	0	5	0	7	0	0	7	18	1	43	612	10	0	30	347	26	1,106	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

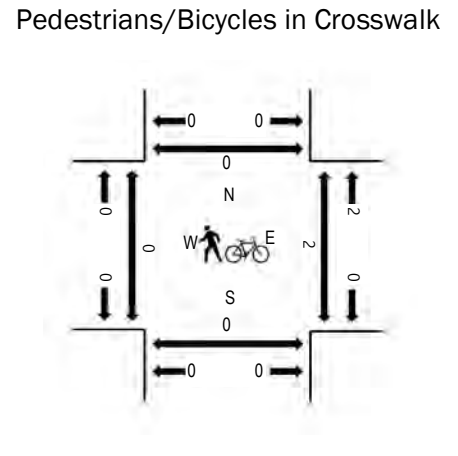
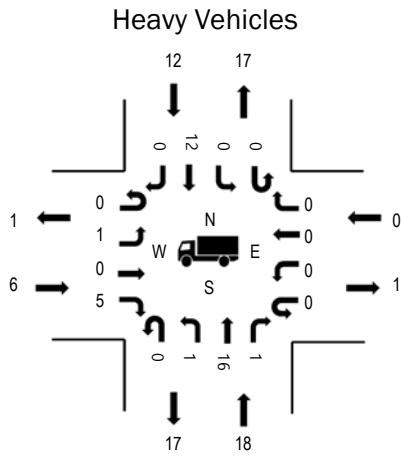
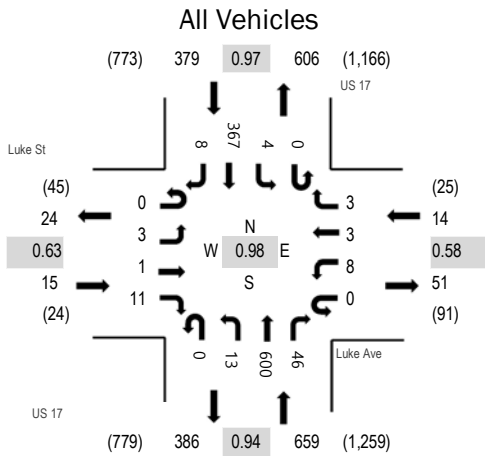
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	1	5	0	4	10	7:00 AM	0	1	1	0	2		
7:15 AM	0	4	0	7	11	7:15 AM	0	1	0	0	1		
7:30 AM	0	8	0	4	12	7:30 AM	0	2	1	0	3		
7:45 AM	0	5	0	6	11	7:45 AM	0	1	3	0	4		
8:00 AM	0	6	0	1	7	8:00 AM	0	0	0	0	0		
8:15 AM	0	5	0	4	9	8:15 AM	0	1	2	0	3		
8:30 AM	0	1	0	4	5	8:30 AM	0	0	0	0	0		
8:45 AM	0	1	0	7	8	8:45 AM	0	0	1	0	1		
Count Total	1	35	0	37	73	Count Total	0	6	8	0	14		
Peak Hour	0	17	0	15	32	Peak Hour	0	2	5	0	7		



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Location: #3 US 17 & Luke Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	40.0%	0.63
WB	0.0%	0.58
NB	2.7%	0.94
SB	3.2%	0.97
All	3.4%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Luke St Eastbound				Luke Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	1	0	0	2	0	0	0	2	142	7	0	1	87	5	247	1,056
7:15 AM	0	0	0	6	0	1	0	1	0	4	158	15	0	2	84	1	272	1,067
7:30 AM	0	1	0	0	0	1	1	1	0	6	158	10	0	0	89	3	270	1,061
7:45 AM	0	1	1	2	0	3	0	1	0	3	152	9	0	2	91	2	267	1,051
8:00 AM	0	1	0	3	0	3	2	0	0	0	132	12	0	0	103	2	258	1,025
8:15 AM	0	0	0	0	0	0	0	0	0	3	155	7	0	1	97	3	266	
8:30 AM	0	1	0	2	0	2	0	1	0	3	142	9	0	1	96	3	260	
8:45 AM	0	0	0	5	0	5	0	1	0	0	118	12	0	1	97	2	241	
Count Total	0	4	2	18	0	17	3	5	0	21	1,157	81	0	8	744	21	2,081	
Peak Hour	0	3	1	11	0	8	3	3	0	13	600	46	0	4	367	8	1,067	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

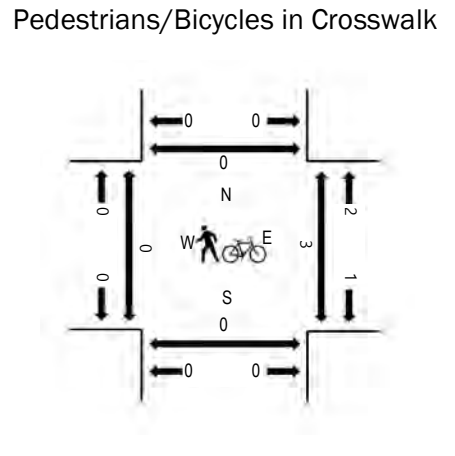
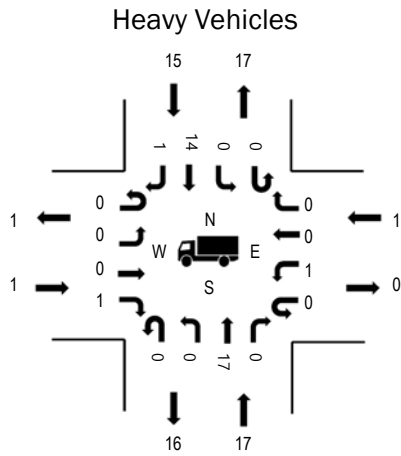
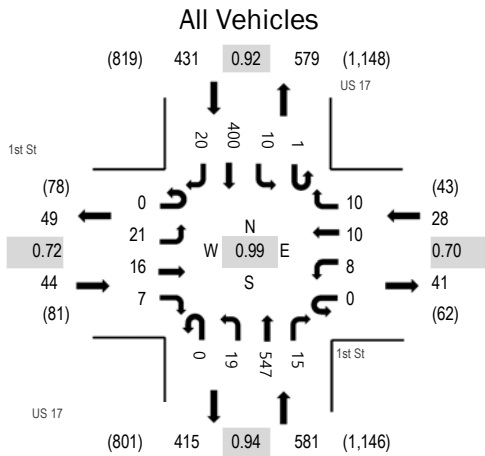
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	6	0	4	10	7:00 AM	0	0	1	0	1
7:15 AM	5	3	0	3	11	7:15 AM	0	0	0	0	0
7:30 AM	0	6	0	3	9	7:30 AM	0	0	0	0	0
7:45 AM	0	4	0	5	9	7:45 AM	0	0	2	0	2
8:00 AM	1	5	0	1	7	8:00 AM	0	0	0	0	0
8:15 AM	0	4	0	5	9	8:15 AM	0	1	3	0	4
8:30 AM	0	1	0	6	7	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	7	7	8:45 AM	0	0	1	0	1
Count Total	6	29	0	34	69	Count Total	0	1	7	0	8
Peak Hour	6	18	0	12	36	Peak Hour	0	0	2	0	2



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Location: #4 US 17 & 1st St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.72
WB	3.6%	0.70
NB	2.9%	0.94
SB	3.5%	0.92
All	3.1%	0.99

Traffic Counts - All Vehicles

Interval Start Time	1st St Eastbound				1st St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	4	0	1	1	3	0	0	0	2	129	2	0	1	88	2	233	1,033
7:15 AM	0	7	2	3	0	2	0	1	0	5	146	2	0	1	99	0	268	1,074
7:30 AM	0	5	3	3	0	0	2	1	0	5	152	2	0	2	84	3	262	1,072
7:45 AM	0	8	7	2	0	4	2	1	0	6	138	4	0	2	90	6	270	1,084
8:00 AM	0	6	2	1	0	1	3	6	0	2	130	3	0	3	114	3	274	1,056
8:15 AM	0	2	3	1	0	2	2	1	0	6	143	6	0	1	93	6	266	
8:30 AM	0	5	4	3	0	1	3	2	0	5	136	2	1	4	103	5	274	
8:45 AM	0	6	2	1	0	2	1	2	0	3	116	1	0	2	100	6	242	
Count Total	0	43	23	15	1	15	13	14	0	34	1,090	22	1	16	771	31	2,089	
Peak Hour	0	21	16	7	0	8	10	10	0	19	547	15	1	10	400	20	1,084	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

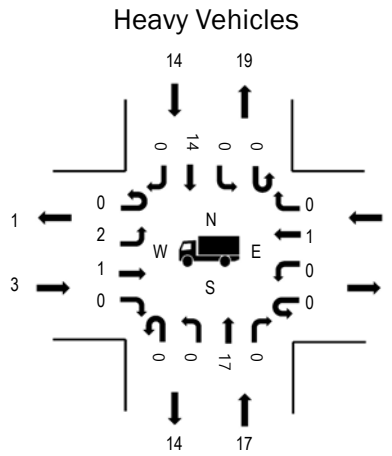
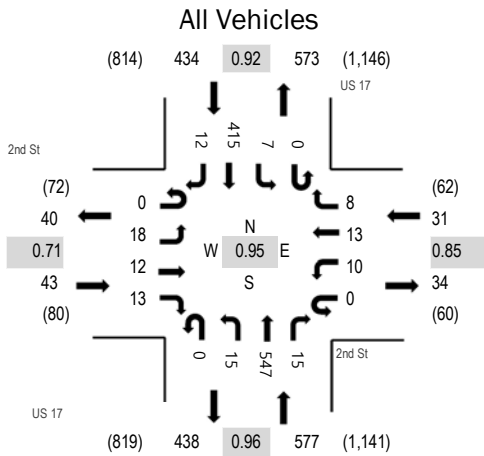
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	0	4	8	7:00 AM	0	0	1	1	2
7:15 AM	0	2	0	2	4	7:15 AM	0	0	0	0	0
7:30 AM	0	4	0	2	6	7:30 AM	0	0	1	0	1
7:45 AM	0	6	1	6	13	7:45 AM	0	0	2	0	2
8:00 AM	0	6	0	1	7	8:00 AM	0	0	1	0	1
8:15 AM	0	4	0	4	8	8:15 AM	0	0	0	0	0
8:30 AM	1	1	0	4	6	8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	8	8	8:45 AM	0	0	5	1	6
Count Total	1	27	1	31	60	Count Total	0	0	10	2	12
Peak Hour	1	17	1	15	34	Peak Hour	0	0	3	0	3



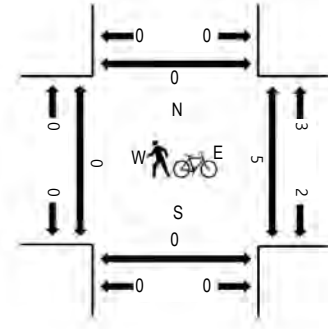
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Location: #5 US 17 & 2nd St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	7.0%	0.71
WB	3.2%	0.85
NB	2.9%	0.96
SB	3.2%	0.92
All	3.2%	0.95

Traffic Counts - All Vehicles

Interval Start Time	2nd St Eastbound				2nd St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	3	0	1	0	4	2	4	0	0	129	6	0	0	82	3	234	1,014
7:15 AM	0	3	4	2	0	2	0	2	0	2	146	3	0	1	95	6	266	1,065
7:30 AM	0	2	1	1	0	3	3	2	0	0	155	1	0	1	83	1	253	1,063
7:45 AM	0	3	2	1	0	2	5	2	0	3	138	5	0	0	98	2	261	1,085
8:00 AM	0	5	2	7	0	2	3	2	0	3	140	1	0	1	116	3	285	1,083
8:15 AM	0	7	4	2	0	4	4	2	0	4	137	3	0	3	91	3	264	
8:30 AM	0	3	4	3	0	2	1	2	0	5	132	6	0	3	110	4	275	
8:45 AM	0	8	4	8	0	1	4	4	0	4	115	3	0	2	99	7	259	
Count Total	0	34	21	25	0	20	22	20	0	21	1,092	28	0	11	774	29	2,097	
Peak Hour	0	18	12	13	0	10	13	8	0	15	547	15	0	7	415	12	1,085	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

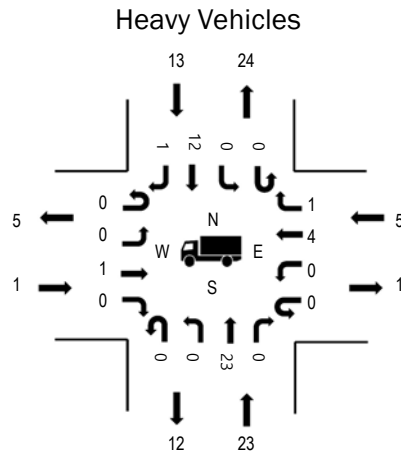
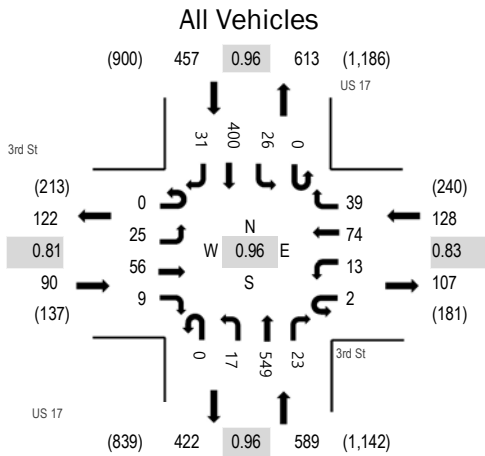
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	6	0	3	9	7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	3	4	7:15 AM	0	0	0	2	2
7:30 AM	2	4	0	2	8	7:30 AM	0	0	0	0	0
7:45 AM	1	6	0	5	12	7:45 AM	0	0	1	0	1
8:00 AM	0	6	0	1	7	8:00 AM	0	0	3	0	3
8:15 AM	2	4	1	4	11	8:15 AM	0	0	0	0	0
8:30 AM	0	1	0	4	5	8:30 AM	0	0	1	0	1
8:45 AM	2	1	1	7	11	8:45 AM	0	0	2	0	2
Count Total	7	29	2	29	67	Count Total	0	0	7	2	9
Peak Hour	3	17	1	14	35	Peak Hour	0	0	5	0	5



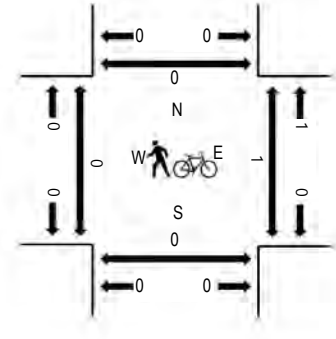
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Location: #6 US 17 & 3rd St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.1%	0.81
WB	3.9%	0.83
NB	3.9%	0.96
SB	2.8%	0.96
All	3.3%	0.96

Traffic Counts - All Vehicles

Interval Start Time	3rd St Eastbound				3rd St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	5	2	0	4	17	9	0	4	125	4	0	6	78	5	261	1,200
7:15 AM	0	2	8	2	0	5	10	6	0	6	146	5	0	5	97	2	294	1,261
7:30 AM	0	4	7	1	2	1	25	11	0	6	146	5	0	6	93	8	315	1,264
7:45 AM	0	8	19	2	0	1	24	12	0	7	130	5	0	6	105	11	330	1,256
8:00 AM	0	8	16	5	0	8	14	10	0	2	135	7	0	9	104	4	322	1,219
8:15 AM	0	5	14	1	0	3	11	6	0	2	138	6	0	5	98	8	297	
8:30 AM	0	6	8	2	0	5	13	12	0	2	128	6	0	6	113	6	307	
8:45 AM	0	1	7	2	0	1	16	14	0	2	122	3	0	11	106	8	293	
Count Total	0	36	84	17	2	28	130	80	0	31	1,070	41	0	54	794	52	2,419	
Peak Hour	0	25	56	9	2	13	74	39	0	17	549	23	0	26	400	31	1,264	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

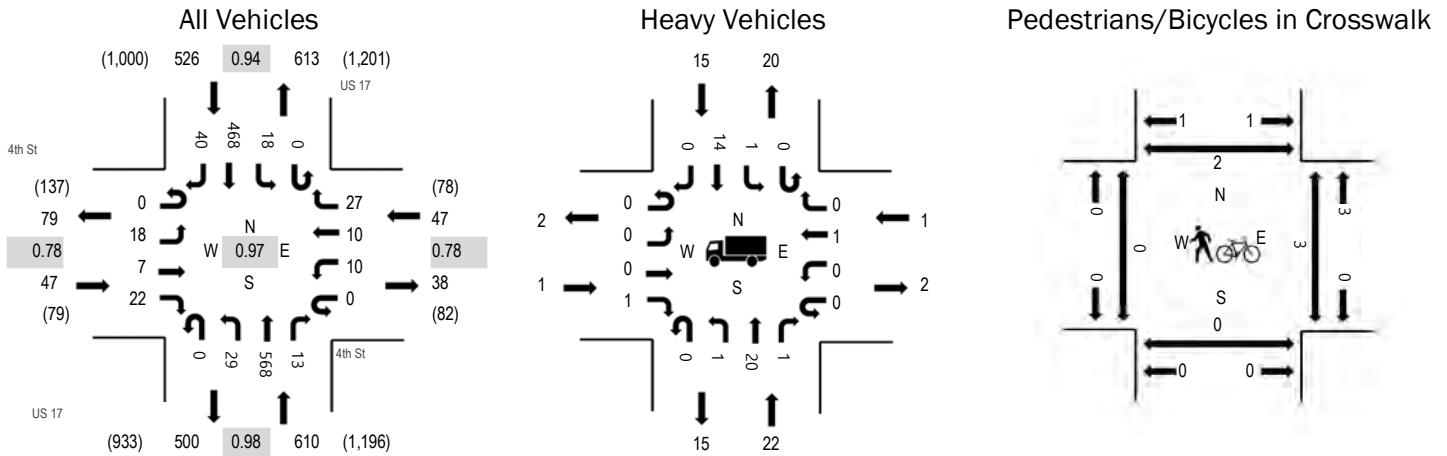
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	7	0	5	12	7:00 AM	0	0	0	1	1
7:15 AM	0	2	1	3	6	7:15 AM	0	0	0	0	0
7:30 AM	0	4	2	3	9	7:30 AM	0	0	0	0	0
7:45 AM	1	8	2	5	16	7:45 AM	0	0	1	0	1
8:00 AM	0	6	0	1	7	8:00 AM	0	0	0	0	0
8:15 AM	0	5	1	4	10	8:15 AM	0	0	0	0	0
8:30 AM	1	1	0	5	7	8:30 AM	0	0	1	0	1
8:45 AM	0	0	1	7	8	8:45 AM	0	0	0	0	0
Count Total	2	33	7	33	75	Count Total	0	0	2	1	3
Peak Hour	1	23	5	13	42	Peak Hour	0	0	1	0	1



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Location: #7 US 17 & 4th St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.78
WB	2.1%	0.78
NB	3.6%	0.98
SB	2.9%	0.94
All	3.2%	0.97

Traffic Counts - All Vehicles

Interval Start Time	4th St Eastbound				4th St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	4	3	0	0	0	1	7	0	5	129	4	0	4	87	4	248	1,138
7:15 AM	0	3	1	1	0	0	2	4	0	3	151	2	0	6	106	11	290	1,200
7:30 AM	0	2	5	4	0	0	2	4	0	4	150	6	0	2	106	5	290	1,228
7:45 AM	0	3	4	7	0	4	1	6	0	3	144	4	0	3	124	7	310	1,230
8:00 AM	0	6	1	2	0	1	2	9	0	3	148	3	0	7	118	10	310	1,215
8:15 AM	0	3	1	5	0	2	3	10	0	13	142	4	0	5	117	13	318	
8:30 AM	0	6	1	8	0	3	4	2	0	10	134	2	0	3	109	10	292	
8:45 AM	0	5	3	1	0	4	1	6	0	7	123	2	0	6	124	13	295	
Count Total	0	32	19	28	0	14	16	48	0	48	1,121	27	0	36	891	73	2,353	
Peak Hour	0	18	7	22	0	10	10	27	0	29	568	13	0	18	468	40	1,230	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

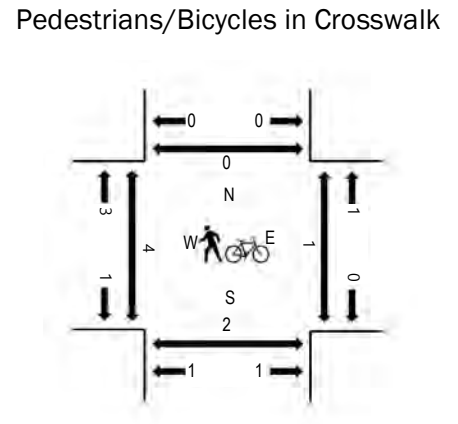
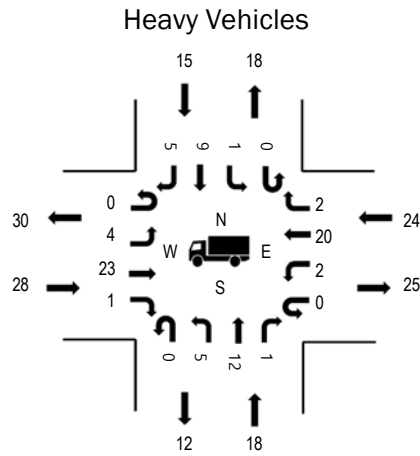
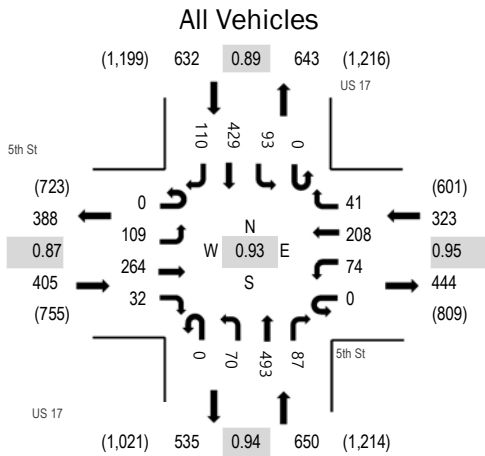
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	5	0	6	11	7:00 AM	0	0	1	0	1
7:15 AM	0	2	0	3	5	7:15 AM	0	0	1	0	1
7:30 AM	0	4	0	2	6	7:30 AM	0	1	1	0	2
7:45 AM	1	9	0	4	14	7:45 AM	0	0	1	1	2
8:00 AM	0	6	0	2	8	8:00 AM	0	0	0	0	0
8:15 AM	0	5	0	4	9	8:15 AM	0	0	0	1	1
8:30 AM	0	2	1	5	8	8:30 AM	0	0	2	0	2
8:45 AM	0	0	1	7	8	8:45 AM	0	0	0	0	0
Count Total	1	33	2	33	69	Count Total	0	1	6	2	9
Peak Hour	1	22	1	15	39	Peak Hour	0	0	3	2	5



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Location: #8 US 17 & 5th St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.9%	0.87
WB	7.4%	0.95
NB	2.8%	0.94
SB	2.4%	0.89
All	4.2%	0.93

Traffic Counts - All Vehicles

Interval Start Time	5th St Eastbound				5th St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	32	67	6	0	13	42	8	0	16	102	11	0	16	77	26	416	1,879
7:15 AM	0	18	47	3	0	12	46	7	0	12	117	21	0	14	108	28	433	1,958
7:30 AM	0	35	70	3	0	18	49	8	0	15	130	17	0	17	90	38	490	2,010
7:45 AM	0	29	78	10	0	15	63	6	0	17	124	21	0	30	115	32	540	1,981
8:00 AM	0	28	57	14	0	18	59	10	0	16	116	22	0	24	109	22	495	1,890
8:15 AM	0	17	59	5	0	23	37	17	0	22	123	27	0	22	115	18	485	
8:30 AM	0	33	66	6	0	23	47	11	0	13	107	19	0	13	94	29	461	
8:45 AM	0	20	45	7	0	17	40	12	0	12	106	28	0	18	120	24	449	
Count Total	0	212	489	54	0	139	383	79	0	123	925	166	0	154	828	217	3,769	
Peak Hour	0	109	264	32	0	74	208	41	0	70	493	87	0	93	429	110	2,010	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

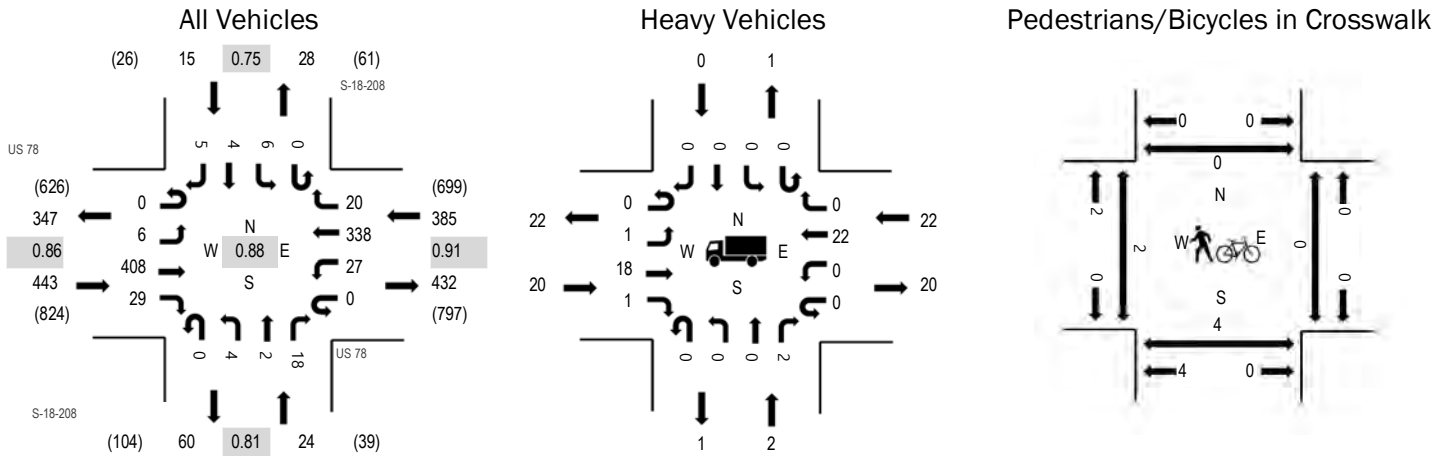
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	3	4	5	16	7:00 AM	0	0	0	0	0
7:15 AM	3	2	2	3	10	7:15 AM	0	0	0	0	0
7:30 AM	8	3	5	5	21	7:30 AM	0	0	0	0	0
7:45 AM	9	6	9	4	28	7:45 AM	0	1	1	0	2
8:00 AM	6	2	7	2	17	8:00 AM	0	0	0	0	0
8:15 AM	5	7	3	4	19	8:15 AM	4	1	0	0	5
8:30 AM	4	2	3	4	13	8:30 AM	0	0	0	0	0
8:45 AM	10	0	4	7	21	8:45 AM	3	0	0	0	3
Count Total	49	25	37	34	145	Count Total	7	2	1	0	10
Peak Hour	28	18	24	15	85	Peak Hour	4	2	1	0	7



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Location: #9 S-18-208 & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.5%	0.86
WB	5.7%	0.91
NB	8.3%	0.81
SB	0.0%	0.75
All	5.1%	0.88

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				S-18-208 Northbound				S-18-208 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	85	5	0	4	66	4	0	1	1	0	0	0	1	2	171	769
7:15 AM	0	4	87	3	0	5	65	2	0	0	0	0	0	0	0	0	166	810
7:30 AM	0	5	93	7	0	3	67	4	0	0	0	4	0	1	2	0	186	861
7:45 AM	0	2	124	5	0	6	91	9	0	1	0	3	0	1	1	3	246	867
8:00 AM	0	1	92	11	0	7	87	2	0	1	0	7	0	2	1	1	212	819
8:15 AM	0	3	97	10	0	7	86	5	0	2	1	5	0	1	0	0	217	
8:30 AM	0	0	95	3	0	7	74	4	0	0	1	3	0	2	2	1	192	
8:45 AM	0	0	85	5	0	8	76	10	0	0	1	8	0	2	1	2	198	
Count Total	0	17	758	49	0	47	612	40	0	5	4	30	0	9	8	9	1,588	
Peak Hour	0	6	408	29	0	27	338	20	0	4	2	18	0	6	4	5	867	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

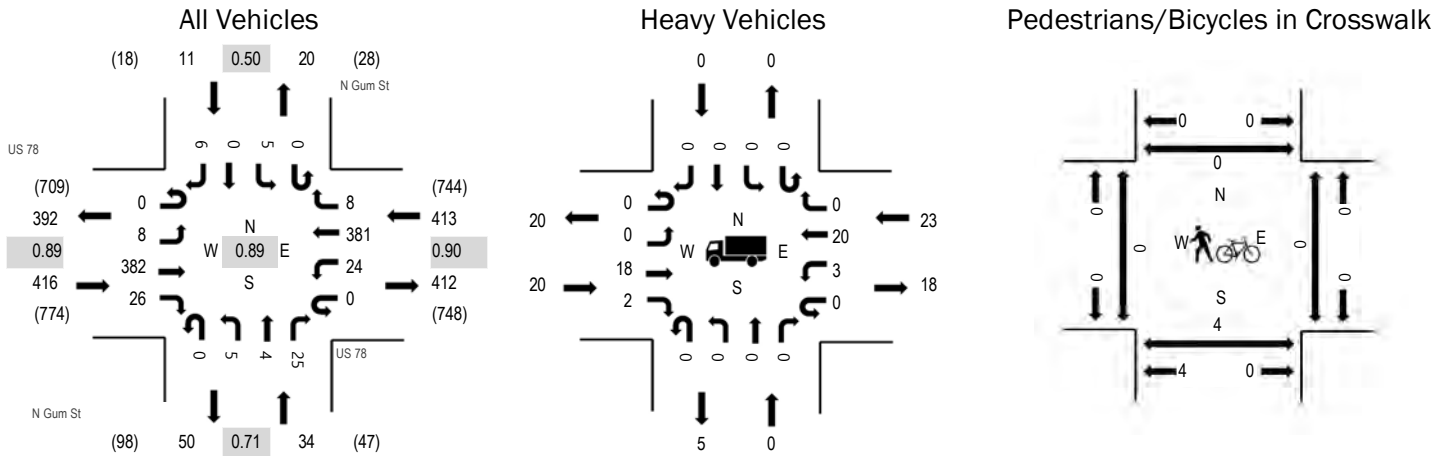
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	3	0	4	0	7	7:00 AM	0	0	0	0	0
7:15 AM	1	0	2	0	3	7:15 AM	0	0	0	0	0
7:30 AM	7	0	3	0	10	7:30 AM	0	1	0	0	1
7:45 AM	8	0	12	0	20	7:45 AM	0	1	0	0	1
8:00 AM	4	1	4	0	9	8:00 AM	0	1	0	0	1
8:15 AM	5	1	3	0	9	8:15 AM	0	0	0	0	0
8:30 AM	3	0	3	0	6	8:30 AM	2	2	0	0	4
8:45 AM	9	1	5	0	15	8:45 AM	0	5	0	0	5
Count Total	40	3	36	0	79	Count Total	2	10	0	0	12
Peak Hour	20	2	22	0	44	Peak Hour	2	4	0	0	6



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Location: #10 N Gum St & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.8%	0.89
WB	5.6%	0.90
NB	0.0%	0.71
SB	0.0%	0.50
All	4.9%	0.89

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				N Gum St Northbound			N Gum St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	80	5	0	3	70	1	0	0	1	2	0	0	1	0	163	751
7:15 AM	0	1	70	10	0	3	69	0	0	1	0	1	0	0	0	2	157	785
7:30 AM	0	0	92	8	0	7	74	0	0	1	1	2	0	0	0	1	186	854
7:45 AM	0	5	106	7	0	6	107	2	0	4	1	7	0	0	0	0	245	874
8:00 AM	0	2	89	8	0	4	89	1	0	1	0	2	0	0	0	1	197	832
8:15 AM	0	1	93	7	0	7	99	3	0	0	1	8	0	4	0	3	226	
8:30 AM	0	0	94	4	0	7	86	2	0	0	2	8	0	1	0	2	206	
8:45 AM	0	1	86	5	0	6	96	2	0	0	1	3	0	0	0	3	203	
Count Total	0	10	710	54	0	43	690	11	0	7	7	33	0	5	1	12	1,583	
Peak Hour	0	8	382	26	0	24	381	8	0	5	4	25	0	5	0	6	874	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

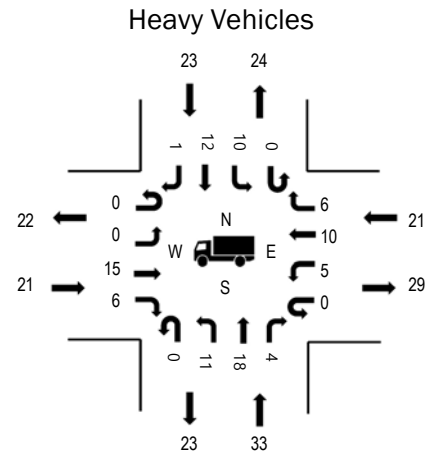
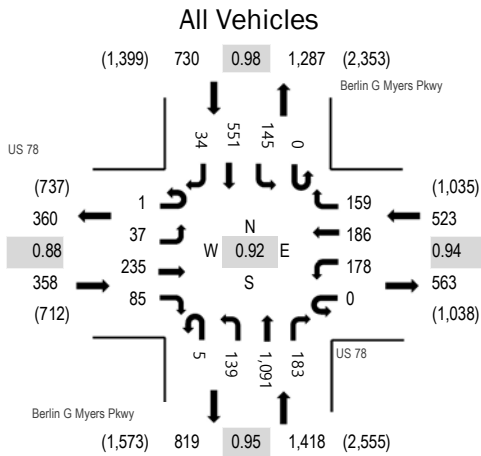
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	3	0	2	0	5	7:00 AM	0	1	0	0	1
7:15 AM	1	0	2	0	3	7:15 AM	0	0	0	0	0
7:30 AM	12	0	3	0	15	7:30 AM	0	1	0	0	1
7:45 AM	8	0	13	0	21	7:45 AM	0	1	0	0	1
8:00 AM	5	0	3	0	8	8:00 AM	0	0	0	0	0
8:15 AM	4	0	4	0	8	8:15 AM	0	1	0	0	1
8:30 AM	3	0	3	0	6	8:30 AM	0	2	0	0	2
8:45 AM	11	1	4	0	16	8:45 AM	0	3	0	0	3
Count Total	47	1	34	0	82	Count Total	0	9	0	0	9
Peak Hour	20	0	23	0	43	Peak Hour	0	4	0	0	4



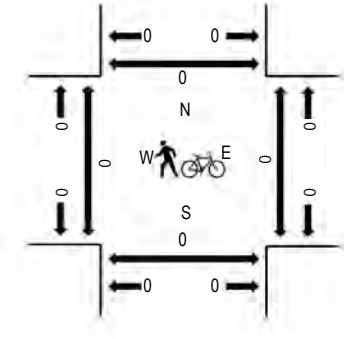
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Location: #11 Berlin G Myers Pkwy & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.9%	0.88
WB	4.0%	0.94
NB	2.3%	0.95
SB	3.2%	0.98
All	3.2%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	11	44	19	0	50	46	29	0	30	286	46	0	26	118	1	706	3,006
7:15 AM	0	7	52	19	0	55	33	30	1	33	281	73	0	31	138	8	761	3,029
7:30 AM	0	9	54	13	0	35	42	42	0	30	279	40	0	33	137	6	720	2,960
7:45 AM	1	12	70	29	0	42	59	47	1	44	284	40	0	43	135	12	819	2,893
8:00 AM	0	9	59	24	0	46	52	40	3	32	247	30	0	38	141	8	729	2,695
8:15 AM	0	11	63	21	1	47	44	34	0	39	212	31	0	41	134	14	692	
8:30 AM	0	13	60	23	0	51	55	41	2	26	198	20	0	30	122	12	653	
8:45 AM	0	21	56	12	0	31	49	34	0	43	176	28	0	29	124	18	621	
Count Total	1	93	458	160	1	357	380	297	7	277	1,963	308	0	271	1,049	79	5,701	
Peak Hour	1	37	235	85	0	178	186	159	5	139	1,091	183	0	145	551	34	3,029	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

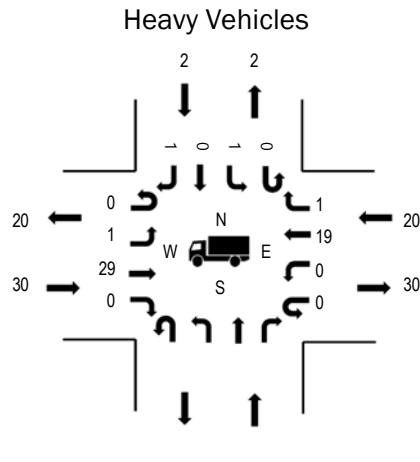
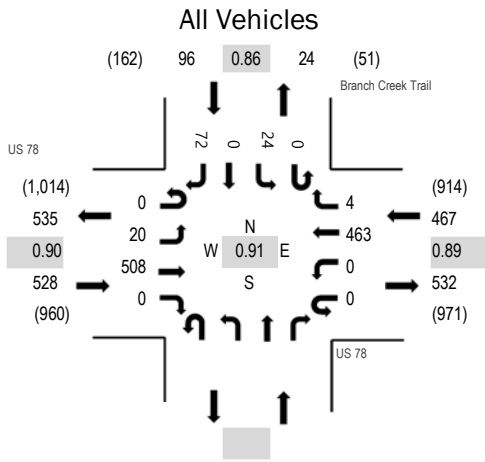
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	2	6	5	8	21	7:00 AM	0	0	0	0	0	0	
7:15 AM	2	4	4	9	19	7:15 AM	0	0	0	0	0	0	
7:30 AM	6	8	2	3	19	7:30 AM	0	0	0	0	0	0	
7:45 AM	6	13	10	3	32	7:45 AM	0	0	0	0	0	0	
8:00 AM	7	8	5	8	28	8:00 AM	0	0	0	0	0	0	
8:15 AM	2	5	2	8	17	8:15 AM	0	1	0	0	1	1	
8:30 AM	3	5	9	6	23	8:30 AM	0	2	0	0	2	2	
8:45 AM	12	5	7	8	32	8:45 AM	0	1	0	0	1	1	
Count Total	40	54	44	53	191	Count Total	0	4	0	0	4	4	
Peak Hour	21	33	21	23	98	Peak Hour	0	0	0	0	0	0	



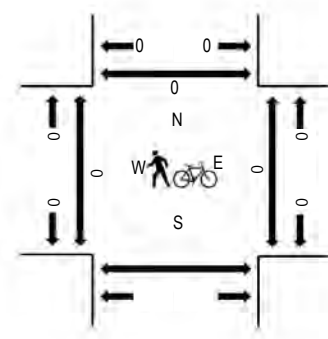
(303) 216-2439
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Location: #12 Branch Creek Trail & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.7%	0.90
WB	4.3%	0.89
NB		
SB	2.1%	0.86
All	4.8%	0.91

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Branch Creek Trail Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	6	107	0	0	0	107	0					0	12	0	14	246	1,071
7:15 AM	0	9	137	0	0	0	115	2					0	8	0	17	288	1,091
7:30 AM	0	3	115	0	0	0	97	1					0	6	0	15	237	1,039
7:45 AM	0	1	138	0	0	0	138	1					0	4	0	18	300	1,056
8:00 AM	0	7	118	0	0	0	113	0					0	6	0	22	266	965
8:15 AM	0	4	106	0	0	0	110	3					0	4	0	9	236	
8:30 AM	0	2	110	0	0	0	127	2					0	7	0	6	254	
8:45 AM	0	9	88	0	0	0	97	1					0	5	0	9	209	
Count Total	0	41	919	0	0	0	904	10					0	52	0	110	2,036	
Peak Hour	0	20	508	0	0	0	463	4					0	24	0	72	1,091	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

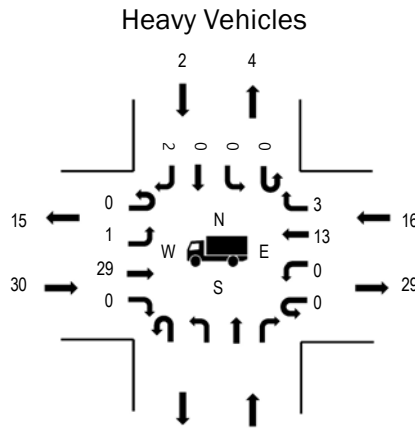
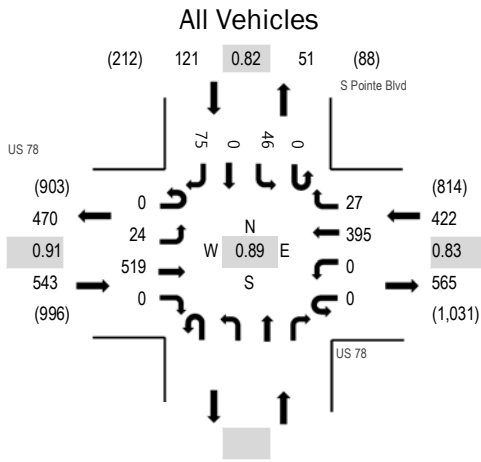
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4		3	0	7	7:00 AM	0		0	0	0
7:15 AM	5		5	0	10	7:15 AM	0		0	0	0
7:30 AM	5		1	0	6	7:30 AM	0		0	0	0
7:45 AM	10		9	1	20	7:45 AM	0		0	0	0
8:00 AM	10		5	1	16	8:00 AM	0		0	0	0
8:15 AM	5		6	1	12	8:15 AM	0		0	0	0
8:30 AM	4		7	1	12	8:30 AM	0		0	0	0
8:45 AM	11		5	0	16	8:45 AM	0		0	0	0
Count Total	54		41	4	99	Count Total	0		0	0	0
Peak Hour	30		20	2	52	Peak Hour	0		0	0	0



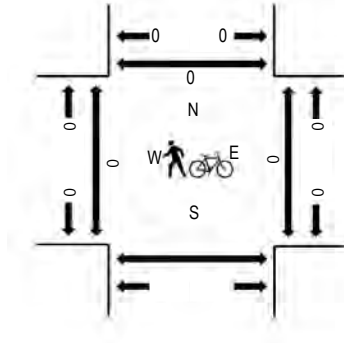
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Location: #13 S Pointe Blvd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.5%	0.91
WB	3.8%	0.83
NB		
SB	1.7%	0.82
All	4.4%	0.89

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				S Pointe Blvd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	131	0	0	0	88	4					0	10	0	15	248	1,077
7:15 AM	0	8	142	0	0	0	100	8					0	10	0	14	282	1,086
7:30 AM	0	6	111	0	0	0	80	6					0	14	0	24	241	1,048
7:45 AM	0	4	144	0	0	0	128	5					0	11	0	14	306	1,051
8:00 AM	0	6	122	0	0	0	87	8					0	11	0	23	257	945
8:15 AM	0	7	109	0	0	0	96	5					0	10	0	17	244	
8:30 AM	0	5	108	0	0	0	109	4					0	6	0	12	244	
8:45 AM	0	8	85	0	0	0	82	4					0	7	0	14	200	
Count Total	0	44	952	0	0	0	770	44					0	79	0	133	2,022	
Peak Hour	0	24	519	0	0	0	395	27					0	46	0	75	1,086	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

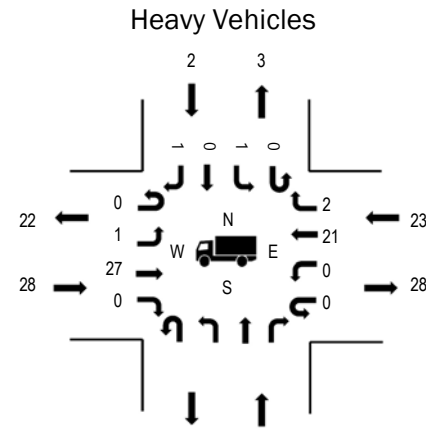
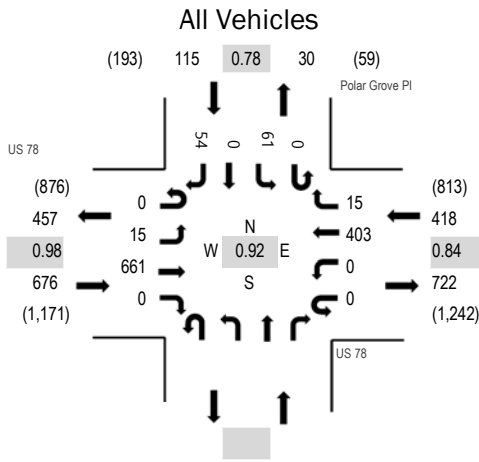
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	5		5	0	10	7:00 AM	0		0	0	0
7:15 AM	6		4	0	10	7:15 AM	0		0	0	0
7:30 AM	5		2	1	8	7:30 AM	0		0	0	0
7:45 AM	9		4	0	13	7:45 AM	0		0	0	0
8:00 AM	10		6	1	17	8:00 AM	0		0	0	0
8:15 AM	6		6	2	14	8:15 AM	0		0	0	0
8:30 AM	4		4	1	9	8:30 AM	0		0	0	0
8:45 AM	8		4	1	13	8:45 AM	0		0	0	0
Count Total	53		35	6	94	Count Total	0		0	0	0
Peak Hour	30		16	2	48	Peak Hour	0		0	0	0



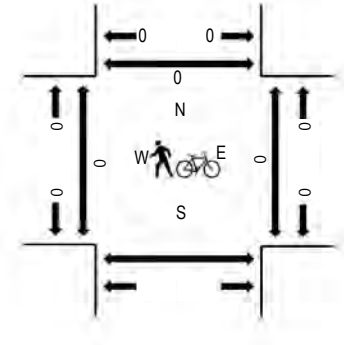
(303) 216-2439
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Location: #14 Polar Grove PI & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.1%	0.98
WB	5.5%	0.84
NB		
SB	1.7%	0.78
All	4.4%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Polar Grove PI Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	171	0	0	0	82	2					0	21	0	16	293	1,209
7:15 AM	0	5	168	0	0	0	109	6					0	12	0	9	309	1,190
7:30 AM	0	2	159	0	0	0	84	3					0	16	0	14	278	1,120
7:45 AM	0	7	163	0	0	0	128	4					0	12	0	15	329	1,091
8:00 AM	0	5	139	0	0	0	94	7					0	17	0	12	274	968
8:15 AM	0	4	117	0	0	0	104	2					0	4	0	8	239	
8:30 AM	0	4	124	0	0	0	100	2					0	10	0	9	249	
8:45 AM	0	2	100	0	0	0	83	3					0	9	0	9	206	
Count Total	0	30	1,141	0	0	0	784	29					0	101	0	92	2,177	
Peak Hour	0	15	661	0	0	0	403	15					0	61	0	54	1,209	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

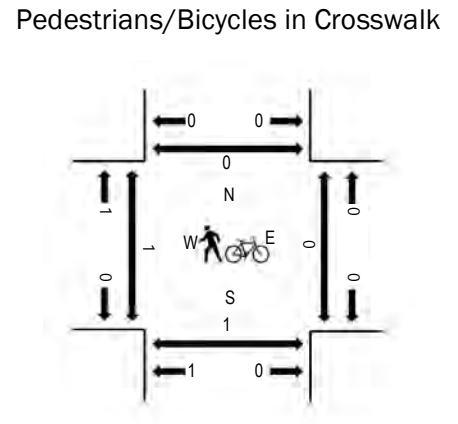
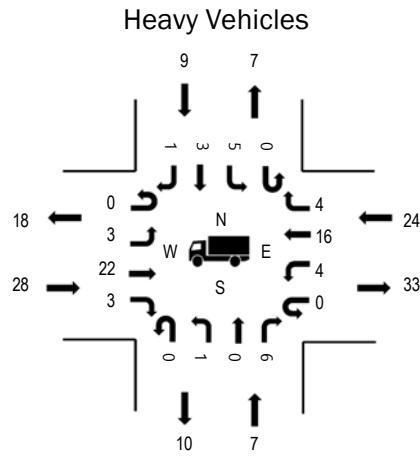
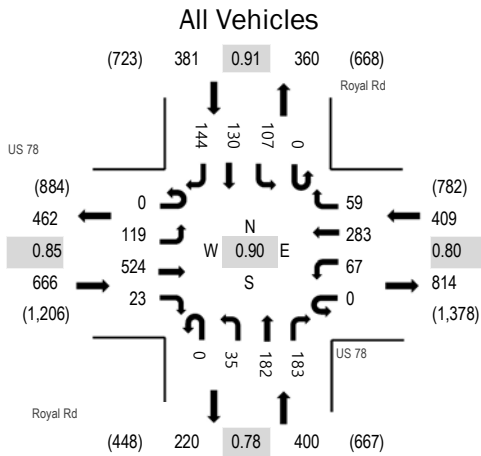
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	7		5	0	12	7:00 AM	0		0	0	0
7:15 AM	5		8	0	13	7:15 AM	0		0	0	0
7:30 AM	7		2	1	10	7:30 AM	0		0	0	0
7:45 AM	9		8	1	18	7:45 AM	0		0	0	0
8:00 AM	8		4	3	15	8:00 AM	0		0	0	0
8:15 AM	5		7	0	12	8:15 AM	0		0	0	0
8:30 AM	4		5	0	9	8:30 AM	0		0	1	1
8:45 AM	7		5	1	13	8:45 AM	0		0	0	0
Count Total	52		44	6	102	Count Total	0		0	1	1
Peak Hour	28		23	2	53	Peak Hour	0		0	0	0



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Location: #15 Royal Rd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.2%	0.85
WB	5.9%	0.80
NB	1.8%	0.78
SB	2.4%	0.91
All	3.7%	0.90

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Royal Rd Northbound			Royal Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	31	161	5	0	8	63	16	0	5	25	56	0	29	22	34	455	1,856
7:15 AM	0	26	128	9	0	17	68	10	0	5	35	51	0	31	36	44	460	1,827
7:30 AM	0	31	111	3	0	25	58	15	0	12	45	37	0	23	37	29	426	1,756
7:45 AM	0	31	124	6	0	17	94	18	0	13	77	39	0	24	35	37	515	1,700
8:00 AM	0	28	109	9	0	12	61	13	0	8	48	29	0	24	45	40	426	1,522
8:15 AM	0	31	96	7	0	15	72	11	0	8	32	27	0	13	46	31	389	
8:30 AM	0	30	98	6	0	12	77	11	0	4	31	30	0	13	36	22	370	
8:45 AM	0	23	98	5	0	12	61	16	0	5	34	11	0	16	23	33	337	
Count Total	0	231	925	50	0	118	554	110	0	60	327	280	0	173	280	270	3,378	
Peak Hour	0	119	524	23	0	67	283	59	0	35	182	183	0	107	130	144	1,856	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

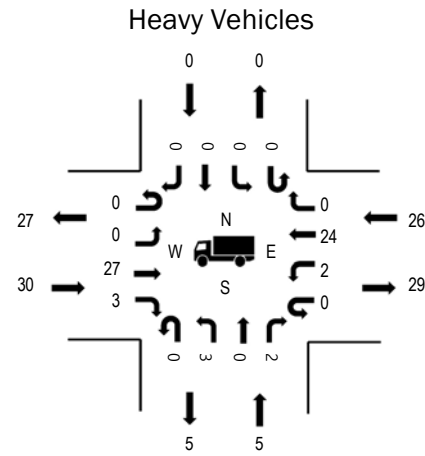
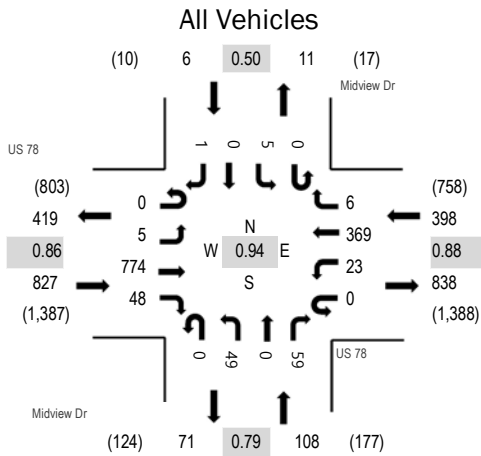
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	7	1	3	1	12	12	7:00 AM	1	1	0	0	2	
7:15 AM	3	2	10	2	17	17	7:15 AM	0	0	0	0	0	
7:30 AM	8	1	6	3	18	18	7:30 AM	0	0	0	0	0	
7:45 AM	10	3	5	3	21	21	7:45 AM	0	0	0	0	0	
8:00 AM	4	4	5	4	17	17	8:00 AM	0	1	0	0	1	
8:15 AM	9	0	8	4	21	21	8:15 AM	0	0	0	0	0	
8:30 AM	4	1	5	3	13	13	8:30 AM	0	0	0	0	0	
8:45 AM	8	3	4	8	23	23	8:45 AM	0	0	0	0	0	
Count Total	53	15	46	28	142	142	Count Total	1	2	0	0	3	
Peak Hour	28	7	24	9	68	68	Peak Hour	1	1	0	0	2	



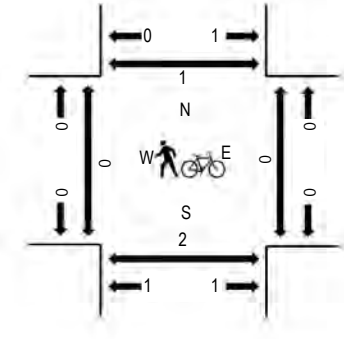
(303) 216-2439
www.alltrafficdata.net

Location: #16 Midview Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.86
WB	6.5%	0.88
NB	4.6%	0.79
SB	0.0%	0.50
All	4.6%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Midview Dr Northbound			Midview Dr Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	1	230	10	0	4	73	3	0	14	0	20	0	1	0	1	357	1,339
7:15 AM	0	2	213	9	0	8	90	0	0	13	0	13	0	1	0	0	349	1,250
7:30 AM	0	0	155	14	0	7	95	2	0	12	0	19	0	3	0	0	307	1,146
7:45 AM	0	2	176	15	0	4	111	1	0	10	0	7	0	0	0	0	326	1,099
8:00 AM	0	0	153	11	0	4	83	2	0	8	0	6	0	0	0	1	268	993
8:15 AM	0	1	126	9	0	3	94	1	0	6	0	4	0	0	0	1	245	
8:30 AM	0	0	134	9	0	2	85	1	0	13	0	14	0	1	0	1	260	
8:45 AM	0	1	106	10	0	5	80	0	0	12	0	6	0	0	0	0	220	
Count Total	0	7	1,293	87	0	37	711	10	0	88	0	89	0	6	0	4	2,332	
Peak Hour	0	5	774	48	0	23	369	6	0	49	0	59	0	5	0	1	1,339	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

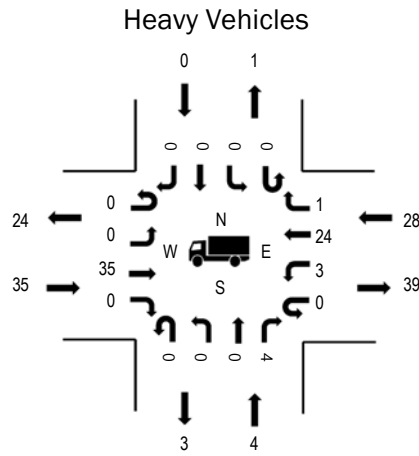
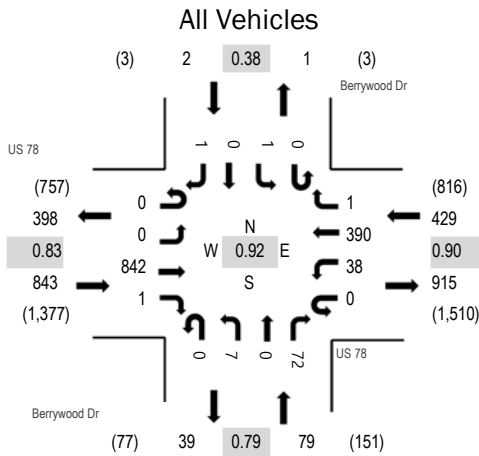
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	8	0	5	0	13	13	7:00 AM	0	0	0	1	1	
7:15 AM	4	2	11	0	17	17	7:15 AM	0	0	0	0	0	
7:30 AM	9	3	6	0	18	18	7:30 AM	0	2	0	0	2	
7:45 AM	9	0	4	0	13	13	7:45 AM	0	0	0	0	0	
8:00 AM	10	1	6	0	17	17	8:00 AM	0	0	0	0	0	
8:15 AM	6	0	9	0	15	15	8:15 AM	0	0	0	0	0	
8:30 AM	6	0	6	1	13	13	8:30 AM	1	1	0	0	2	
8:45 AM	6	0	4	0	10	10	8:45 AM	0	0	0	0	0	
Count Total	58	6	51	1	116	116	Count Total	1	3	0	1	5	
Peak Hour	30	5	26	0	61	61	Peak Hour	0	2	0	1	3	



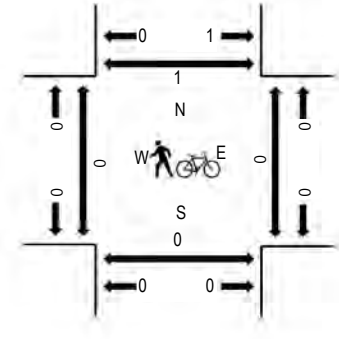
(303) 216-2439
www.alltrafficdata.net

Location: #17 Berrywood Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.2%	0.83
WB	6.5%	0.90
NB	5.1%	0.79
SB	0.0%	0.38
All	5.0%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Berrywood Dr Northbound			Berrywood Dr Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	254	0	0	10	78	0	0	3	0	22	0	0	0	0	367	1,353
7:15 AM	0	0	220	0	0	10	89	0	0	1	0	18	0	1	0	1	340	1,256
7:30 AM	0	0	186	1	0	10	113	0	0	1	0	19	0	0	0	0	330	1,163
7:45 AM	0	0	182	0	0	8	110	1	0	2	0	13	0	0	0	0	316	1,088
8:00 AM	0	1	155	0	0	9	87	0	0	2	0	15	0	1	0	0	270	994
8:15 AM	0	0	122	1	0	8	97	0	0	5	0	14	0	0	0	0	247	
8:30 AM	0	0	146	0	0	11	82	0	0	2	0	14	0	0	0	0	255	
8:45 AM	0	0	109	0	0	9	83	1	0	1	0	19	0	0	0	0	222	
Count Total	0	1	1,374	2	0	75	739	2	0	17	0	134	0	2	0	1	2,347	
Peak Hour	0	0	842	1	0	38	390	1	0	7	0	72	0	1	0	1	1,353	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

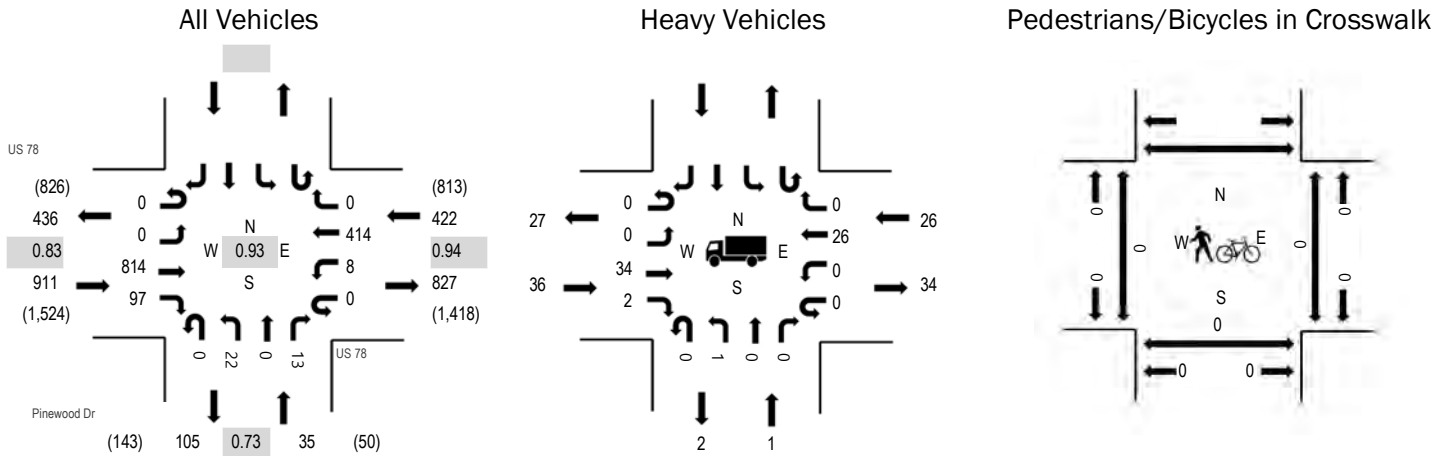
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	9	1	6	0	16	16	7:00 AM	0	0	0	1	1	
7:15 AM	5	1	11	0	17	17	7:15 AM	0	0	0	0	0	
7:30 AM	12	2	6	0	20	20	7:30 AM	0	0	0	0	0	
7:45 AM	9	0	5	0	14	14	7:45 AM	0	0	0	0	0	
8:00 AM	9	0	5	1	15	15	8:00 AM	0	0	0	0	0	
8:15 AM	5	1	9	0	15	15	8:15 AM	0	0	0	0	0	
8:30 AM	6	0	6	0	12	12	8:30 AM	0	0	0	0	0	
8:45 AM	5	1	2	0	8	8	8:45 AM	0	0	0	0	0	
Count Total	60	6	50	1	117	117	Count Total	0	0	0	1	1	
Peak Hour	35	4	28	0	67	67	Peak Hour	0	0	0	1	1	



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Location: #18 Pinewood Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.83
WB	6.2%	0.94
NB	2.9%	0.73
SB		
All	4.6%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Pinewood Dr Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	247	28	0	2	84	0	0	3	0	3					367	1,368
7:15 AM	0	0	202	35	0	1	105	0	0	4	0	3					350	1,275
7:30 AM	0	0	185	22	0	2	114	0	0	8	0	4					335	1,179
7:45 AM	0	0	180	12	0	3	111	0	0	7	0	3					316	1,101
8:00 AM	0	0	164	10	0	2	95	0	0	1	0	2					274	1,019
8:15 AM	0	0	140	3	0	2	106	0	0	1	0	2					254	
8:30 AM	0	0	153	10	0	2	89	0	0	1	0	2					257	
8:45 AM	0	0	127	6	0	3	92	0	0	5	0	1					234	
Count Total	0	0	1,398	126	0	17	796	0	0	30	0	20					2,387	
Peak Hour	0	0	814	97	0	8	414	0	0	22	0	13					1,368	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

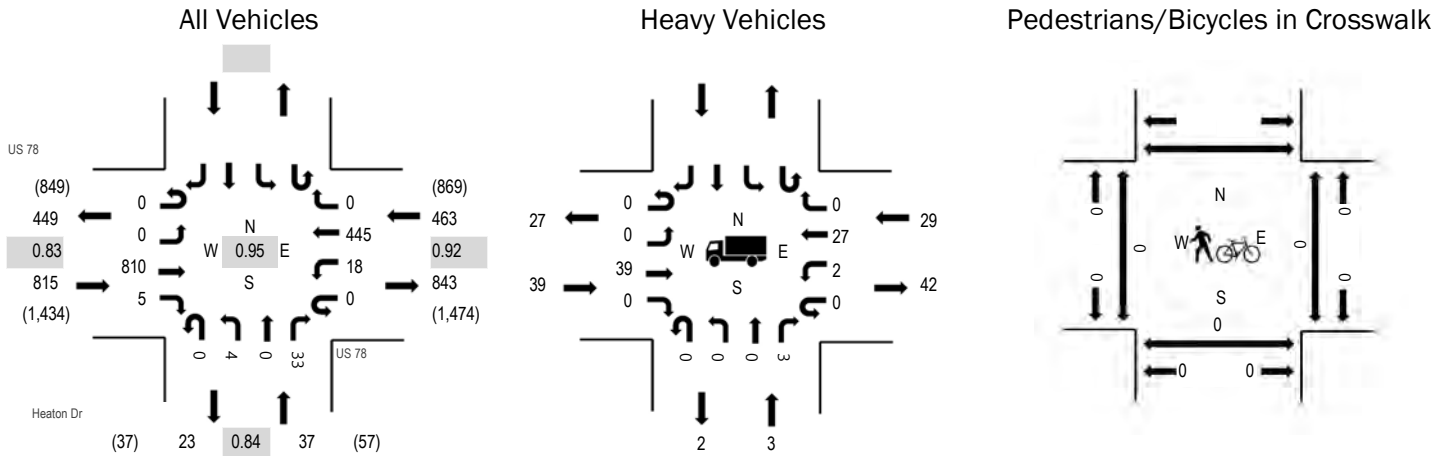
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	9	0	6		15	7:00 AM	0	0	0		0
7:15 AM	5	0	12		17	7:15 AM	0	0	0		0
7:30 AM	14	0	5		19	7:30 AM	0	0	0		0
7:45 AM	8	1	3		12	7:45 AM	0	0	0		0
8:00 AM	10	0	4		14	8:00 AM	0	0	0		0
8:15 AM	6	0	8		14	8:15 AM	0	0	0		0
8:30 AM	7	0	7		14	8:30 AM	0	0	0		0
8:45 AM	7	0	1		8	8:45 AM	0	0	0		0
Count Total	66	1	46		113	Count Total	0	0	0		0
Peak Hour	36	1	26		63	Peak Hour	0	0	0		0



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Location: #19 Heaton Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.8%	0.83
WB	6.3%	0.92
NB	8.1%	0.84
SB		
All	5.4%	0.95

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Heaton Dr Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	245	1	0	3	86	0	0	1	0	10					346	1,315
7:15 AM	0	0	204	0	0	3	113	0	0	1	0	9					330	1,243
7:30 AM	0	0	181	1	0	5	124	0	0	0	0	8					319	1,185
7:45 AM	0	0	180	3	0	7	122	0	0	2	0	6					320	1,132
8:00 AM	0	0	165	1	0	3	99	0	0	1	0	5					274	1,045
8:15 AM	0	0	151	1	0	2	114	0	0	0	0	4					272	
8:30 AM	0	0	166	3	0	3	88	0	0	1	0	5					266	
8:45 AM	0	0	132	0	0	1	96	0	0	1	0	3					233	
Count Total	0	0	1,424	10	0	27	842	0	0	7	0	50					2,360	
Peak Hour	0	0	810	5	0	18	445	0	0	4	0	33					1,315	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

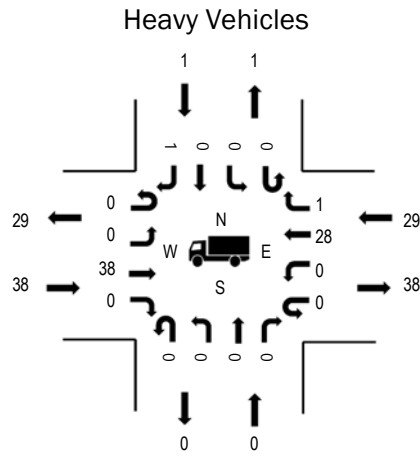
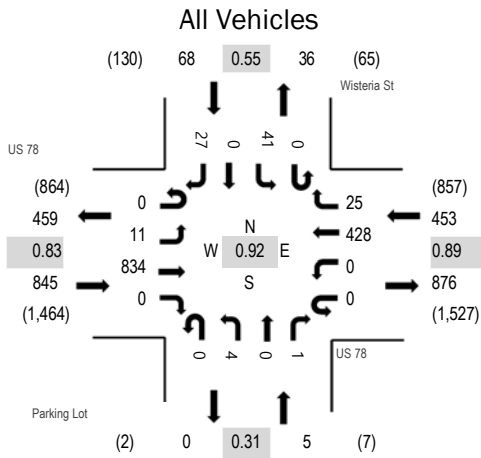
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	10	0	7		17	7:00 AM	0	0	0		0
7:15 AM	8	1	13		22	7:15 AM	0	0	0		0
7:30 AM	11	1	5		17	7:30 AM	0	0	0		0
7:45 AM	10	1	4		15	7:45 AM	0	0	0		0
8:00 AM	12	0	4		16	8:00 AM	0	0	0		0
8:15 AM	5	0	9		14	8:15 AM	0	0	0		0
8:30 AM	8	0	6		14	8:30 AM	0	0	0		0
8:45 AM	7	0	1		8	8:45 AM	0	0	0		0
Count Total	71	3	49		123	Count Total	0	0	0		0
Peak Hour	39	3	29		71	Peak Hour	0	0	0		0



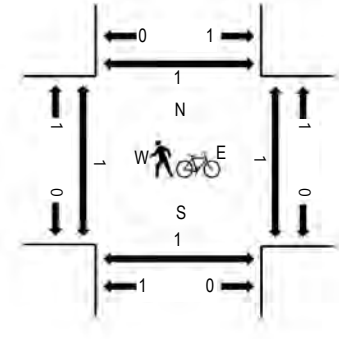
(303) 216-2439
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Location: #20 Parking Lot & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.5%	0.83
WB	6.4%	0.89
NB	0.0%	0.31
SB	1.5%	0.55
All	5.0%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Parking Lot Northbound			Wisteria St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	253	0	0	0	77	7	0	0	0	1	0	21	0	10	371	1,371
7:15 AM	0	3	210	0	0	0	106	1	0	0	0	0	0	8	0	6	334	1,282
7:30 AM	0	4	184	0	0	0	123	10	0	0	0	0	0	8	0	8	337	1,225
7:45 AM	0	2	187	0	0	0	122	7	0	4	0	0	0	4	0	3	329	1,170
8:00 AM	0	4	167	0	0	0	93	3	0	0	0	0	0	10	0	5	282	1,087
8:15 AM	0	2	145	0	0	0	111	5	0	0	0	0	0	7	0	7	277	
8:30 AM	0	2	165	1	0	1	83	9	0	0	0	1	0	13	0	7	282	
8:45 AM	0	0	133	0	0	0	95	4	0	0	0	1	0	9	0	4	246	
Count Total	0	19	1,444	1	0	1	810	46	0	4	0	3	0	80	0	50	2,458	
Peak Hour	0	11	834	0	0	0	428	25	0	4	0	1	0	41	0	27	1,371	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

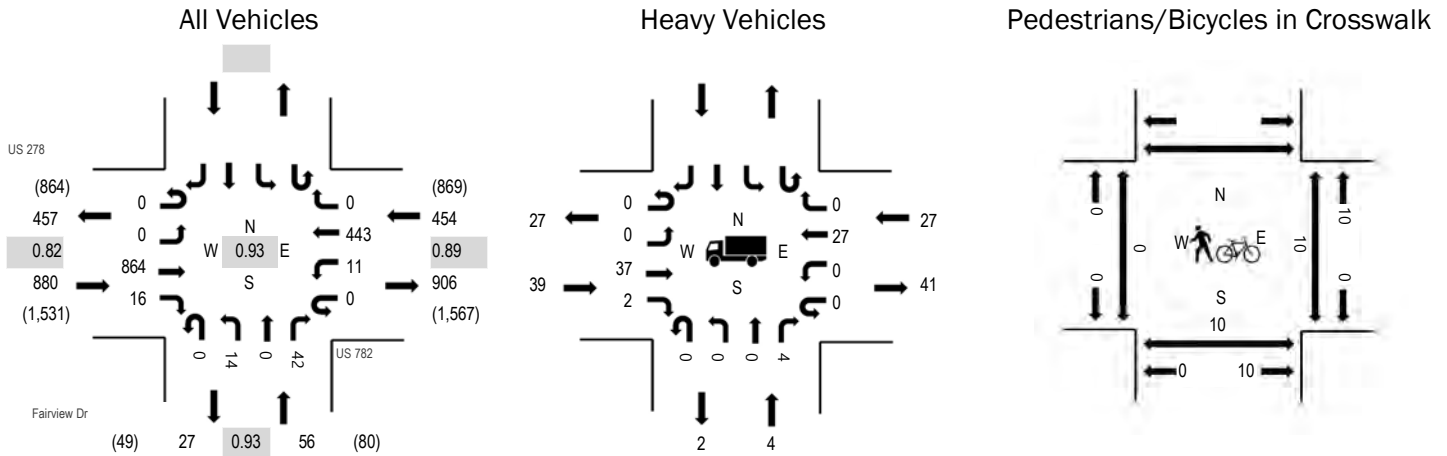
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	10	0	6	0	16	16	7:00 AM	1	1	1	0	3	
7:15 AM	8	0	14	0	22	22	7:15 AM	0	0	0	1	1	
7:30 AM	11	0	5	1	17	17	7:30 AM	0	0	0	0	0	
7:45 AM	9	0	4	0	13	13	7:45 AM	0	0	0	0	0	
8:00 AM	12	0	4	0	16	16	8:00 AM	0	0	0	0	0	
8:15 AM	6	0	9	0	15	15	8:15 AM	0	0	0	0	0	
8:30 AM	8	0	6	1	15	15	8:30 AM	0	0	0	0	0	
8:45 AM	6	0	1	0	7	7	8:45 AM	0	0	0	0	0	
Count Total	70	0	49	2	121	121	Count Total	1	1	1	1	4	
Peak Hour	38	0	29	1	68	68	Peak Hour	1	1	1	1	4	



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Location: #21 Fairview Dr & US 782 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.4%	0.82
WB	5.9%	0.89
NB	7.1%	0.93
SB		
All	5.0%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 782 Westbound				Fairview Dr Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	264	4	0	2	87	0	0	2	0	13					372	1,390
7:15 AM	0	0	217	6	0	3	103	0	0	5	0	10					344	1,303
7:30 AM	0	0	189	4	0	4	130	0	0	4	0	10					341	1,238
7:45 AM	0	0	194	2	0	2	123	0	0	3	0	9					333	1,172
8:00 AM	0	0	172	5	0	3	95	0	0	2	0	8					285	1,090
8:15 AM	0	0	153	1	0	4	115	0	0	1	0	5					279	
8:30 AM	0	0	174	2	0	2	94	0	0	1	0	2					275	
8:45 AM	0	0	144	0	0	5	97	0	0	2	0	3					251	
Count Total	0	0	1,507	24	0	25	844	0	0	20	0	60					2,480	
Peak Hour	0	0	864	16	0	11	443	0	0	14	0	42					1,390	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

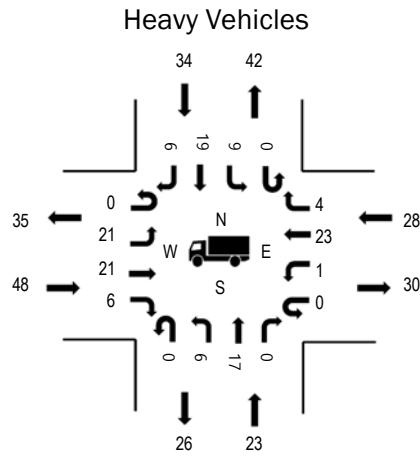
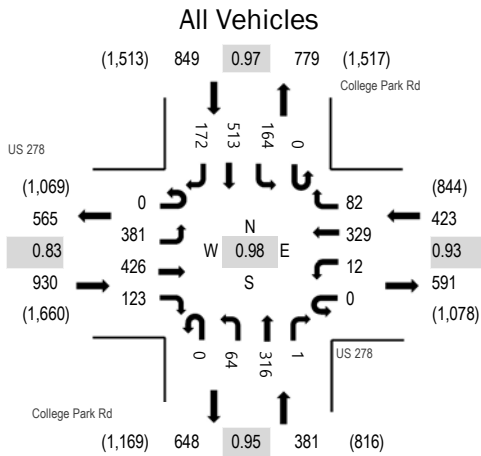
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	10	0	6		16	7:00 AM	0	0	0		0
7:15 AM	8	3	14		25	7:15 AM	0	0	0		0
7:30 AM	11	0	4		15	7:30 AM	0	10	10		20
7:45 AM	10	1	3		14	7:45 AM	0	0	0		0
8:00 AM	12	0	5		17	8:00 AM	0	0	0		0
8:15 AM	6	0	9		15	8:15 AM	0	0	0		0
8:30 AM	7	0	6		13	8:30 AM	0	0	0		0
8:45 AM	6	0	1		7	8:45 AM	0	0	0		0
Count Total	70	4	48		122	Count Total	0	10	10		20
Peak Hour	39	4	27		70	Peak Hour	0	10	10		20



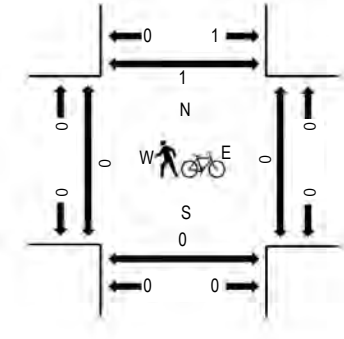
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Location: #22 College Park Rd & US 278 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.2%	0.83
WB	6.6%	0.93
NB	6.0%	0.95
SB	4.0%	0.97
All	5.1%	0.98

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 278 Westbound				College Park Rd Northbound			College Park Rd Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	113	128	40	0	5	71	17	0	9	60	0	0	39	135	34	651	2,583
7:15 AM	0	97	106	25	0	1	94	15	0	13	62	0	0	40	138	39	630	2,510
7:30 AM	0	87	95	29	0	3	82	19	0	22	102	1	0	38	123	44	645	2,492
7:45 AM	0	84	97	29	0	3	82	31	0	20	92	0	0	47	117	55	657	2,394
8:00 AM	0	73	71	22	0	2	77	28	0	13	112	0	0	38	106	36	578	2,250
8:15 AM	0	71	101	34	0	3	79	38	0	17	98	0	0	19	114	38	612	
8:30 AM	0	56	105	17	0	2	81	19	0	18	92	1	0	26	101	29	547	
8:45 AM	0	61	95	24	0	1	70	21	0	14	69	1	0	30	95	32	513	
Count Total	0	642	798	220	0	20	636	188	0	126	687	3	0	277	929	307	4,833	
Peak Hour	0	381	426	123	0	12	329	82	0	64	316	1	0	164	513	172	2,583	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

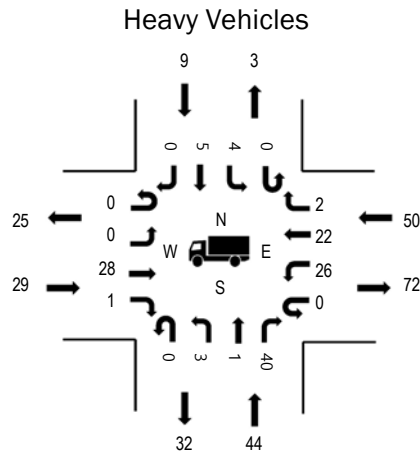
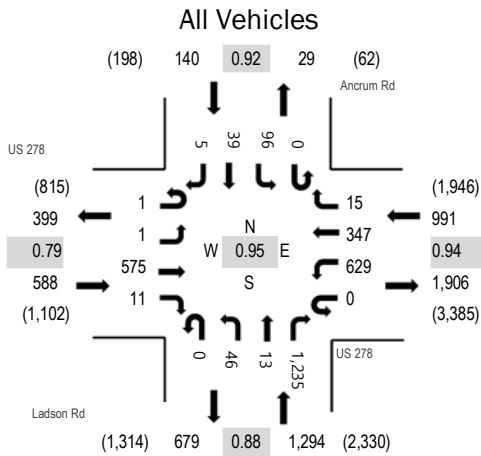
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	10	8	5	9	32	7:00 AM	0	0	0	0	0	0	
7:15 AM	12	3	11	11	37	7:15 AM	0	0	0	0	0	0	
7:30 AM	9	6	5	8	28	7:30 AM	0	0	0	0	0	0	
7:45 AM	17	6	7	6	36	7:45 AM	0	0	0	1	1	1	
8:00 AM	13	4	7	11	35	8:00 AM	0	0	0	0	0	0	
8:15 AM	17	4	9	12	42	8:15 AM	0	0	0	0	0	0	
8:30 AM	9	7	11	5	32	8:30 AM	0	0	0	0	0	0	
8:45 AM	9	5	8	13	35	8:45 AM	0	0	0	1	1	1	
Count Total	96	43	63	75	277	Count Total	0	0	0	2	2	2	
Peak Hour	48	23	28	34	133	Peak Hour	0	0	0	1	1	1	



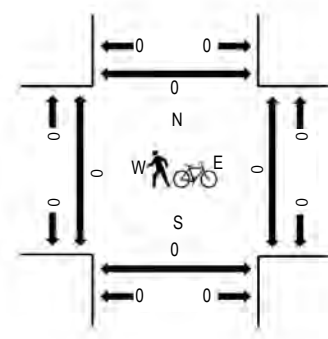
(303) 216-2439
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Location: #23 Ladson Rd & US 278 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.9%	0.79
WB	5.0%	0.94
NB	3.4%	0.88
SB	6.4%	0.92
All	4.4%	0.95

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 278 Westbound				Ladson Rd Northbound			Ancrum Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	183	4	0	108	71	6	0	10	4	291	0	31	4	3	715	3,013
7:15 AM	0	0	130	2	0	164	92	2	0	13	5	349	0	22	11	0	790	2,970
7:30 AM	0	0	163	3	0	176	92	3	0	15	4	305	0	22	12	2	797	2,880
7:45 AM	1	1	99	2	0	181	92	4	0	8	0	290	0	21	12	0	711	2,696
8:00 AM	1	1	108	5	0	134	91	2	0	18	7	272	0	22	11	0	672	2,563
8:15 AM	0	1	143	8	0	175	87	6	0	23	1	244	0	7	4	1	700	
8:30 AM	0	1	113	6	0	149	87	1	0	12	5	231	0	6	1	1	613	
8:45 AM	0	0	122	5	0	136	84	3	0	8	5	210	0	1	1	3	578	
Count Total	2	4	1,061	35	0	1,223	696	27	0	107	31	2,192	0	132	56	10	5,576	
Peak Hour	1	1	575	11	0	629	347	15	0	46	13	1,235	0	96	39	5	3,013	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

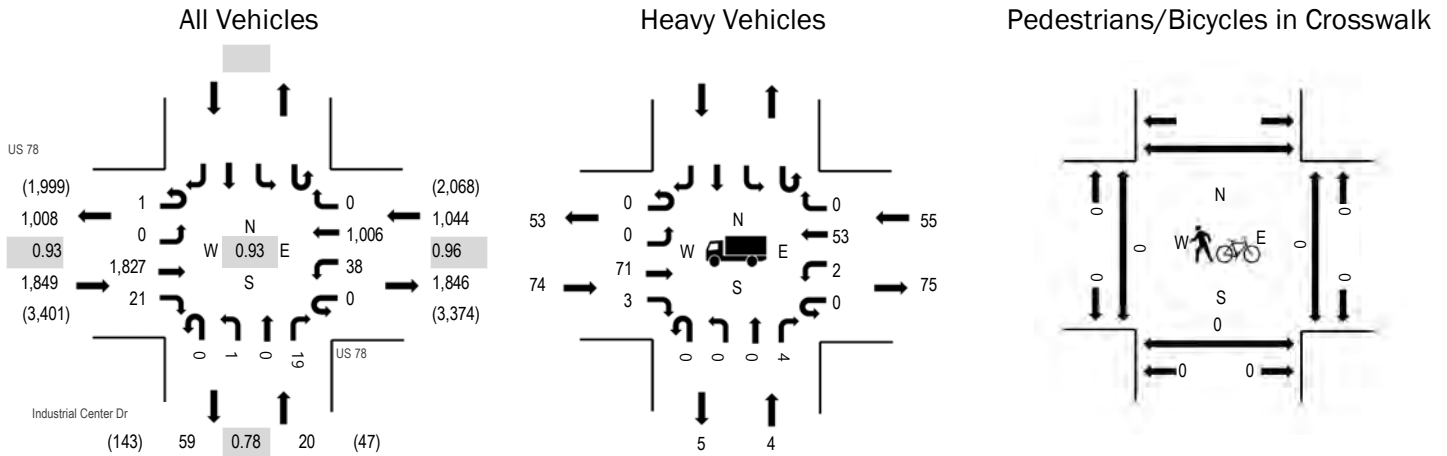
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	U-Turn			EB	NB	WB	SB	U-Turn	
7:00 AM	3	15	7	1	0	26	7:00 AM	0	0	0	0	0	0
7:15 AM	8	8	12	2	0	30	7:15 AM	0	0	0	0	0	0
7:30 AM	9	8	13	4	0	34	7:30 AM	0	0	0	0	0	0
7:45 AM	9	13	18	2	0	42	7:45 AM	0	0	0	0	0	0
8:00 AM	6	13	12	2	0	33	8:00 AM	0	0	0	0	0	0
8:15 AM	8	6	11	0	0	25	8:15 AM	0	0	0	0	0	0
8:30 AM	8	7	15	0	0	30	8:30 AM	0	0	0	0	0	0
8:45 AM	3	7	8	2	0	20	8:45 AM	1	0	0	0	0	1
Count Total	54	77	96	13	0	240	Count Total	1	0	0	0	0	1
Peak Hour	29	44	50	9	0	132	Peak Hour	0	0	0	0	0	0



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Location: #24 Industrial Center Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.93
WB	5.3%	0.96
NB	20.0%	0.78
SB		
All	4.6%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Industrial Center Dr Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	494	2	0	0	203	0	0	1	0	1					701	2,913
7:15 AM	0	0	493	6	0	5	247	0	0	0	0	4					755	2,903
7:30 AM	0	0	474	7	0	11	285	0	0	0	0	4					781	2,875
7:45 AM	1	0	366	6	0	22	271	0	0	0	0	10					676	2,678
8:00 AM	1	0	407	7	0	10	259	0	0	1	0	6					691	2,603
8:15 AM	2	0	427	10	0	13	266	0	0	6	0	3					727	
8:30 AM	0	0	354	8	0	7	210	0	0	2	0	3					584	
8:45 AM	0	0	324	12	0	17	242	0	0	2	0	4					601	
Count Total	4	0	3,339	58	0	85	1,983	0	0	12	0	35					5,516	
Peak Hour	1	0	1,827	21	0	38	1,006	0	0	1	0	19					2,913	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

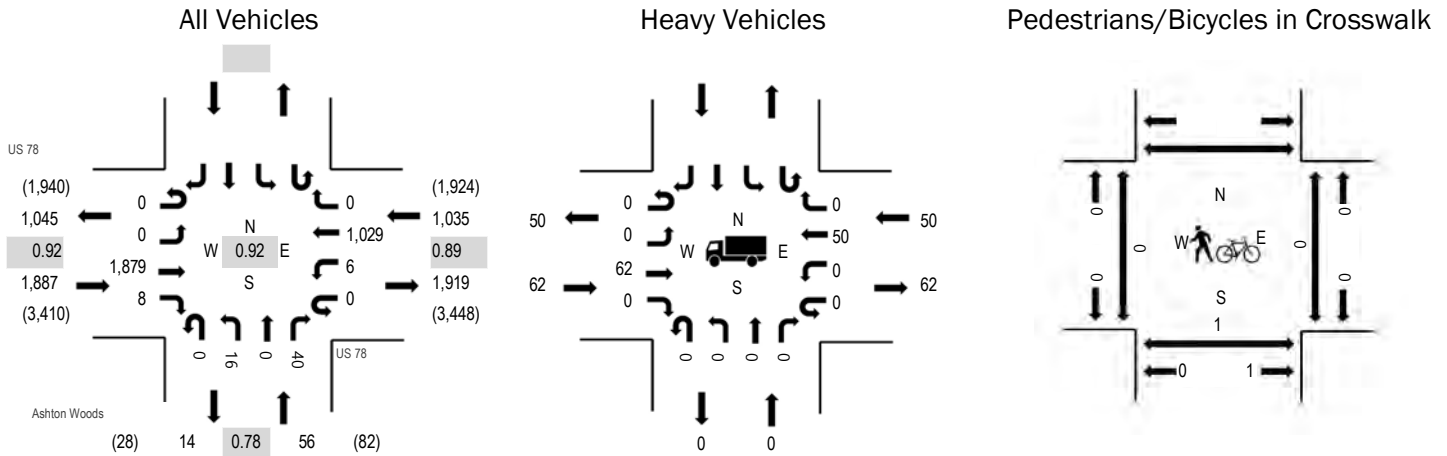
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	14	0	8		22		7:00 AM	0	0	0		0	
7:15 AM	16	2	14		32		7:15 AM	0	0	0		0	
7:30 AM	23	0	13		36		7:30 AM	0	0	0		0	
7:45 AM	21	2	20		43		7:45 AM	0	0	0		0	
8:00 AM	20	0	12		32		8:00 AM	0	0	0		0	
8:15 AM	12	3	9		24		8:15 AM	0	1	0		1	
8:30 AM	14	0	11		25		8:30 AM	0	1	0		1	
8:45 AM	9	0	8		17		8:45 AM	0	0	0		0	
Count Total	129	7	95		231		Count Total	0	2	0		2	
Peak Hour	74	4	55		133		Peak Hour	0	0	0		0	



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Location: #25 Ashton Woods & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.3%	0.92
WB	4.8%	0.89
NB	0.0%	0.78
SB		
All	3.8%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Ashton Woods Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	510	1	0	0	195	0	0	7	0	11					724	2,978
7:15 AM	0	0	501	3	0	3	242	0	0	3	0	10					762	2,873
7:30 AM	0	0	492	3	0	2	296	0	0	4	0	12					809	2,807
7:45 AM	0	0	376	1	0	1	296	0	0	2	0	7					683	2,563
8:00 AM	0	0	392	2	0	1	221	0	0	1	0	2					619	2,438
8:15 AM	2	0	439	4	0	1	244	0	0	3	0	3					696	
8:30 AM	0	0	358	1	0	4	195	0	0	3	0	4					565	
8:45 AM	0	0	324	1	0	0	223	0	0	3	0	7					558	
Count Total	2	0	3,392	16	0	12	1,912	0	0	26	0	56					5,416	
Peak Hour	0	0	1,879	8	0	6	1,029	0	0	16	0	40					2,978	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

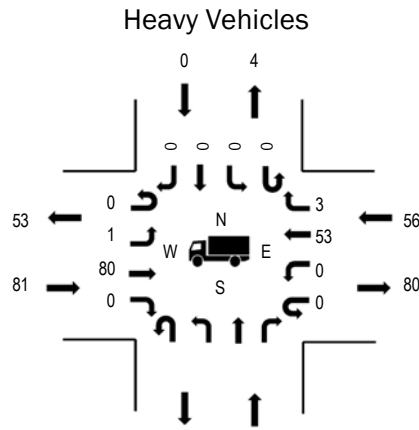
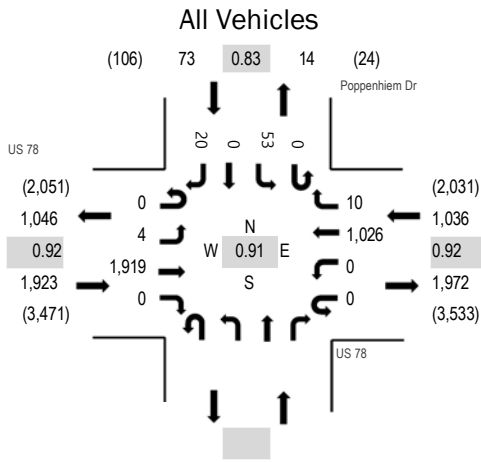
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	13	0	8		21	7:00 AM	0	1	0		1
7:15 AM	12	0	13		25	7:15 AM	0	0	0		0
7:30 AM	18	0	13		31	7:30 AM	0	0	0		0
7:45 AM	19	0	16		35	7:45 AM	0	0	0		0
8:00 AM	21	0	14		35	8:00 AM	0	0	0		0
8:15 AM	16	0	11		27	8:15 AM	0	0	0		0
8:30 AM	17	0	13		30	8:30 AM	0	0	0		0
8:45 AM	9	0	7		16	8:45 AM	0	0	0		0
Count Total	125	0	95		220	Count Total	0	1	0		1
Peak Hour	62	0	50		112	Peak Hour	0	1	0		1



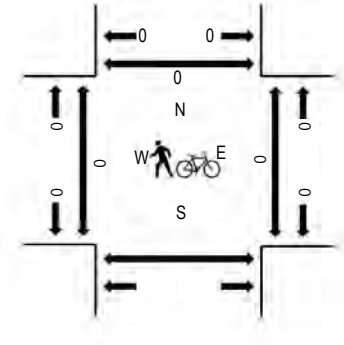
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Location: #26 Poppenhiem Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.2%	0.92
WB	5.4%	0.92
NB		
SB	0.0%	0.83
All	4.5%	0.91

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Poppenhiem Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	523	0	0	0	194	2					0	13	0	9	741	3,032
7:15 AM	0	3	490	0	0	0	240	4					0	12	0	3	752	2,930
7:30 AM	0	0	523	0	0	0	290	3					0	11	0	5	832	2,922
7:45 AM	0	1	383	0	0	0	302	1					0	17	0	3	707	2,699
8:00 AM	0	0	384	0	0	0	245	0					0	7	0	3	639	2,576
8:15 AM	0	3	450	0	0	0	275	2					0	7	0	7	744	
8:30 AM	0	2	375	0	0	0	228	0					0	2	0	2	609	
8:45 AM	0	1	333	0	0	0	243	2					0	3	0	2	584	
Count Total	0	10	3,461	0	0	0	2,017	14					0	72	0	34	5,608	
Peak Hour	0	4	1,919	0	0	0	1,026	10					0	53	0	20	3,032	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

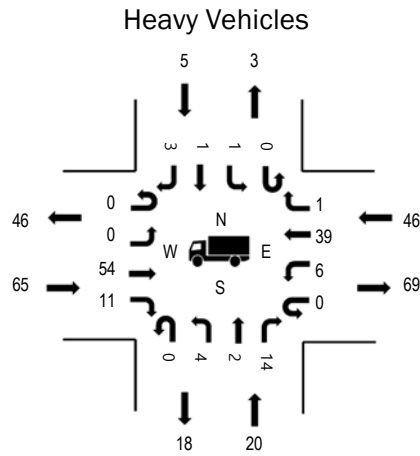
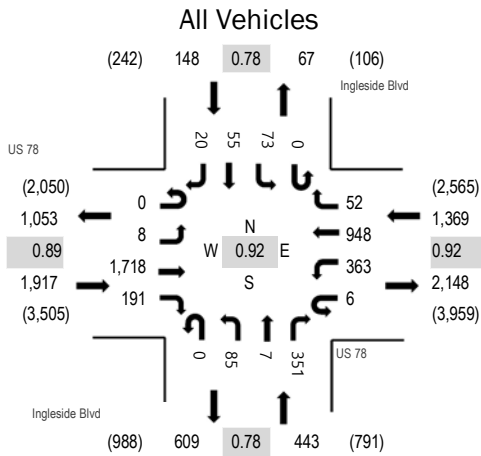
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	17		10	0	27	7:00 AM	0		0	0	0
7:15 AM	15		15	0	30	7:15 AM	0		0	0	0
7:30 AM	26		13	0	39	7:30 AM	0		0	0	0
7:45 AM	23		18	0	41	7:45 AM	0		0	0	0
8:00 AM	20		14	0	34	8:00 AM	0		0	0	0
8:15 AM	16		9	1	26	8:15 AM	0		0	0	0
8:30 AM	15		11	0	26	8:30 AM	0		0	0	0
8:45 AM	8		10	1	19	8:45 AM	0		0	0	0
Count Total	140		100	2	242	Count Total	0		0	0	0
Peak Hour	81		56	0	137	Peak Hour	0		0	0	0



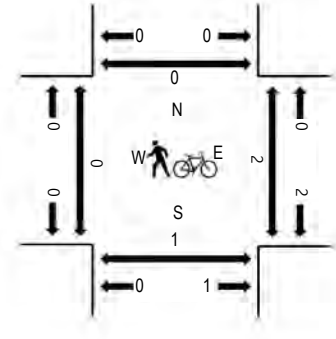
(303) 216-2439
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Location: #27 Ingleside Blvd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.4%	0.89
WB	3.4%	0.92
NB	4.5%	0.78
SB	3.4%	0.78
All	3.5%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Ingleside Blvd Northbound			Ingleside Blvd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	477	59	1	89	169	5	0	18	1	59	0	15	9	4	908	3,877
7:15 AM	0	0	469	44	3	80	228	8	0	25	3	76	0	20	9	4	969	3,780
7:30 AM	0	2	406	55	1	101	273	17	0	24	3	119	0	21	21	6	1,049	3,703
7:45 AM	0	4	366	33	1	93	278	22	0	18	0	97	0	17	16	6	951	3,462
8:00 AM	0	1	329	21	0	91	240	7	0	16	1	75	0	16	9	5	811	3,226
8:15 AM	0	2	452	34	0	60	228	6	0	18	2	65	0	8	8	9	892	
8:30 AM	0	0	383	33	0	53	226	8	0	12	3	64	0	15	10	1	808	
8:45 AM	0	0	316	17	2	43	225	7	0	15	2	75	0	11	0	2	715	
Count Total	0	11	3,198	296	8	610	1,867	80	0	146	15	630	0	123	82	37	7,103	
Peak Hour	0	8	1,718	191	6	363	948	52	0	85	7	351	0	73	55	20	3,877	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

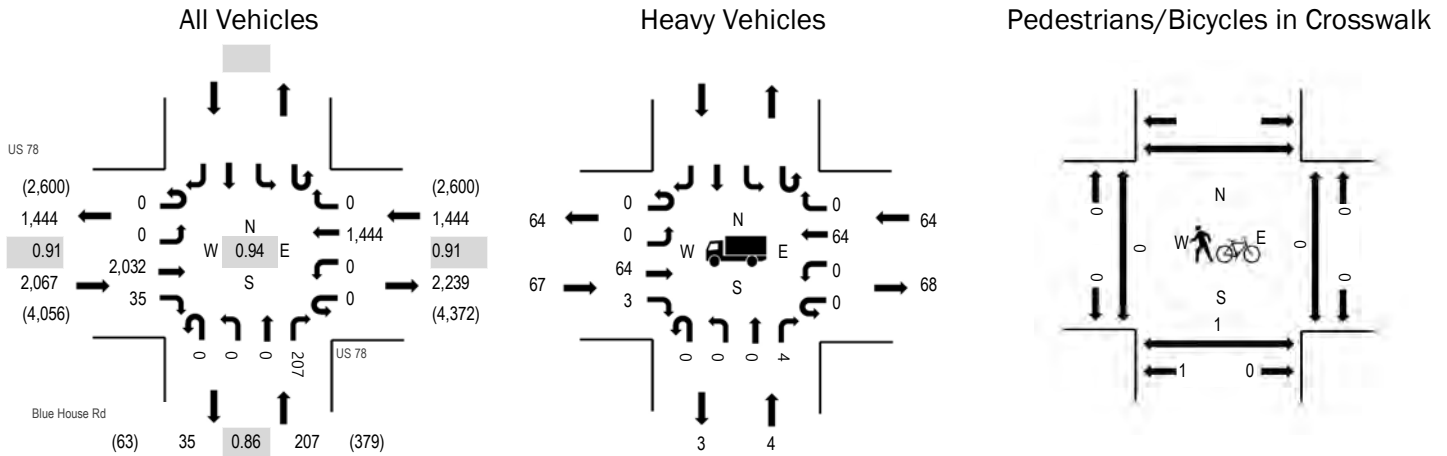
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	16	5	8	0	29	7:00 AM	0	1	0	0	1		
7:15 AM	11	5	12	2	30	7:15 AM	0	0	1	0	1		
7:30 AM	17	8	8	2	35	7:30 AM	0	0	1	0	1		
7:45 AM	21	2	18	1	42	7:45 AM	0	0	0	0	0		
8:00 AM	15	2	19	0	36	8:00 AM	0	0	0	0	0		
8:15 AM	22	4	10	0	36	8:15 AM	0	0	0	0	0		
8:30 AM	19	6	16	1	42	8:30 AM	0	1	0	0	1		
8:45 AM	8	16	17	1	42	8:45 AM	0	0	0	0	0		
Count Total	129	48	108	7	292	Count Total	0	2	2	0	4		
Peak Hour	65	20	46	5	136	Peak Hour	0	1	2	0	3		



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Location: #28 Blue House Rd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.2%	0.91
WB	4.4%	0.91
NB	1.9%	0.86
SB		
All	3.6%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Blue House Rd Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	523	7	0	0	272	0	0	0	0	46					848	3,709
7:15 AM	0	0	575	7	0	0	334	0	0	0	0	46					962	3,718
7:30 AM	0	0	519	10	0	0	398	0	0	0	0	60					987	3,646
7:45 AM	0	0	478	11	0	0	377	0	0	0	0	46					912	3,482
8:00 AM	0	0	460	7	0	0	335	0	0	0	0	55					857	3,326
8:15 AM	0	0	531	8	0	0	312	0	0	0	0	39					890	
8:30 AM	0	0	490	4	0	0	280	0	1	0	0	48					823	
8:45 AM	0	0	418	8	0	0	292	0	0	0	0	38					756	
Count Total	0	0	3,994	62	0	0	2,600	0	1	0	0	378					7,035	
Peak Hour	0	0	2,032	35	0	0	1,444	0	0	0	0	207					3,718	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

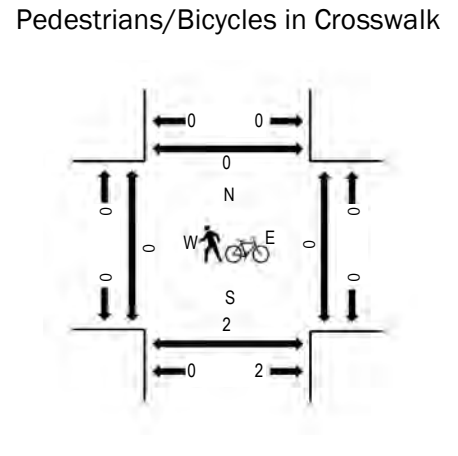
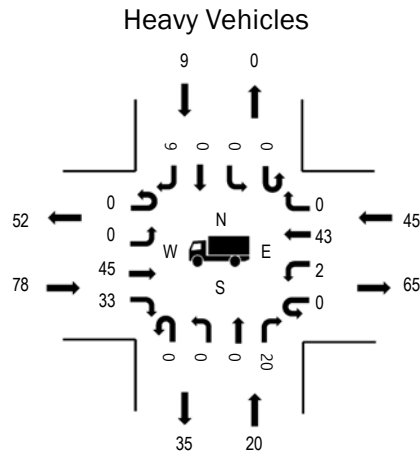
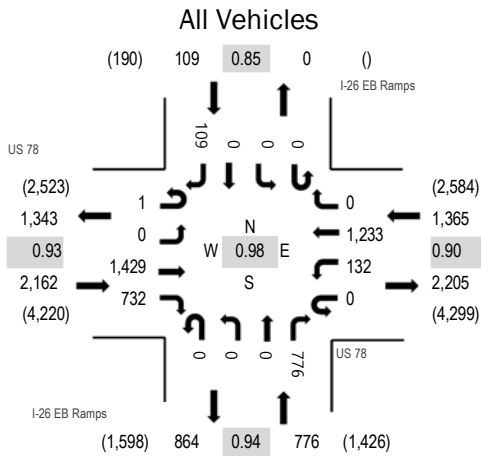
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	17	1	9			27	7:00 AM	0	0	0			0
7:15 AM	12	1	15			28	7:15 AM	0	0	0			0
7:30 AM	20	0	11			31	7:30 AM	0	0	0			0
7:45 AM	16	2	20			38	7:45 AM	0	0	0			0
8:00 AM	19	1	18			38	8:00 AM	0	1	0			1
8:15 AM	23	1	13			37	8:15 AM	0	0	0			0
8:30 AM	19	5	13			37	8:30 AM	0	1	0			1
8:45 AM	22	2	15			39	8:45 AM	0	0	0			0
Count Total	148	13	114			275	Count Total	0	2	0			2
Peak Hour	67	4	64			135	Peak Hour	0	1	0			1



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Location: #29 I-26 EB Ramps & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.93
WB	3.3%	0.90
NB	2.6%	0.94
SB	8.3%	0.85
All	3.4%	0.98

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				I-26 EB Ramps Northbound				I-26 EB Ramps Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	1	0	363	199	0	28	243	0	0	0	0	206	0	0	0	28	1,068	4,412
7:15 AM	0	0	372	212	0	31	292	0	0	0	0	194	0	0	0	26	1,127	4,382
7:30 AM	0	0	336	184	0	37	361	0	0	0	0	181	0	0	0	32	1,131	4,309
7:45 AM	0	0	358	137	0	36	337	0	0	0	0	195	0	0	0	23	1,086	4,168
8:00 AM	0	0	351	161	0	29	304	0	0	0	0	172	0	0	0	21	1,038	4,008
8:15 AM	0	0	385	169	0	40	285	0	0	0	0	151	0	0	0	24	1,054	
8:30 AM	0	0	369	157	0	29	245	0	0	0	0	172	0	0	0	18	990	
8:45 AM	1	0	339	126	0	23	264	0	0	0	0	155	0	0	0	18	926	
Count Total	2	0	2,873	1,345	0	253	2,331	0	0	0	0	1,426	0	0	0	190	8,420	
Peak Hour	1	0	1,429	732	0	132	1,233	0	0	0	0	776	0	0	0	109	4,412	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

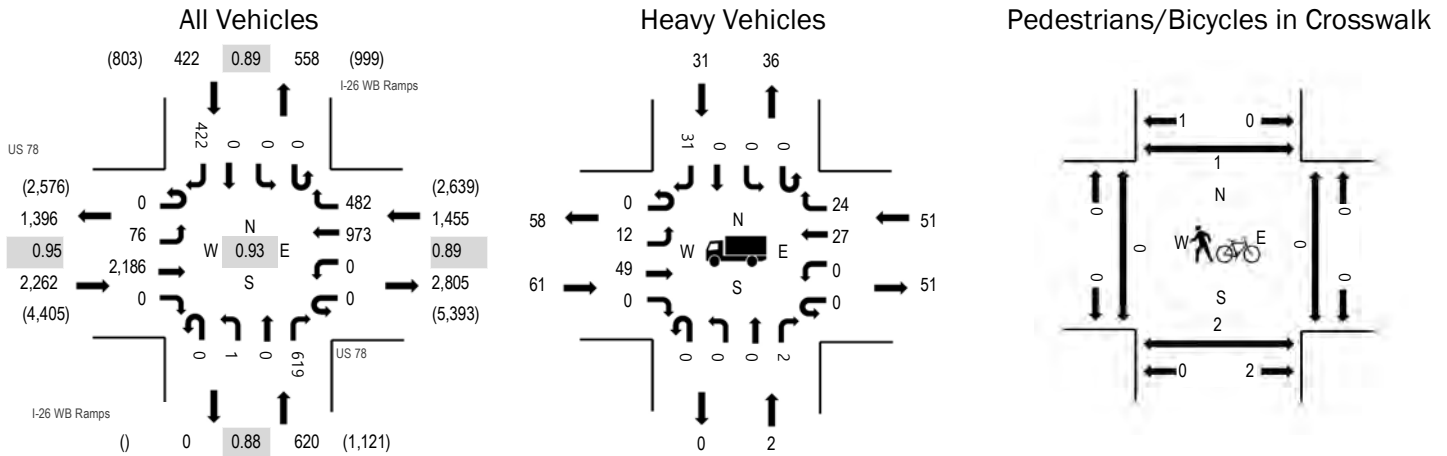
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	24	4	7	2	37		7:00 AM	0	0	0	0	0	0
7:15 AM	16	8	13	4	41		7:15 AM	0	2	0	0	0	2
7:30 AM	22	2	11	1	36		7:30 AM	0	0	0	0	0	0
7:45 AM	16	6	14	2	38		7:45 AM	0	0	0	0	0	0
8:00 AM	28	2	17	2	49		8:00 AM	0	0	0	0	0	0
8:15 AM	22	6	12	3	43		8:15 AM	0	0	0	0	0	0
8:30 AM	25	7	9	4	45		8:30 AM	0	0	0	0	0	0
8:45 AM	29	10	12	4	55		8:45 AM	0	0	0	0	0	0
Count Total	182	45	95	22	344		Count Total	0	2	0	0	0	2
Peak Hour	78	20	45	9	152		Peak Hour	0	2	0	0	0	2



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Location: #30 I-26 WB Ramps & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.7%	0.95
WB	3.5%	0.89
NB	0.3%	0.88
SB	7.3%	0.89
All	3.0%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				I-26 WB Ramps Northbound				I-26 WB Ramps Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	20	524	0	0	0	201	107	0	0	0	98	0	0	0	94	1,044	4,693
7:15 AM	0	22	575	0	0	0	189	107	0	0	0	132	0	0	0	105	1,130	4,759
7:30 AM	0	17	545	0	0	0	282	136	0	1	0	175	0	0	0	117	1,273	4,722
7:45 AM	0	23	548	0	0	0	258	125	0	0	0	169	0	0	0	123	1,246	4,484
8:00 AM	0	14	518	0	0	0	244	114	0	0	0	143	0	0	0	77	1,110	4,275
8:15 AM	0	12	537	0	0	0	237	86	0	0	0	129	0	0	0	92	1,093	
8:30 AM	0	12	526	0	0	0	176	86	0	0	0	145	0	0	0	90	1,035	
8:45 AM	0	12	500	0	0	0	185	106	0	0	0	129	0	0	0	105	1,037	
Count Total	0	132	4,273	0	0	0	1,772	867	0	1	0	1,120	0	0	0	803	8,968	
Peak Hour	0	76	2,186	0	0	0	973	482	0	1	0	619	0	0	0	422	4,759	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

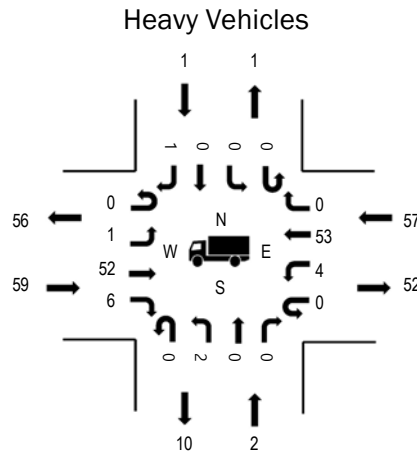
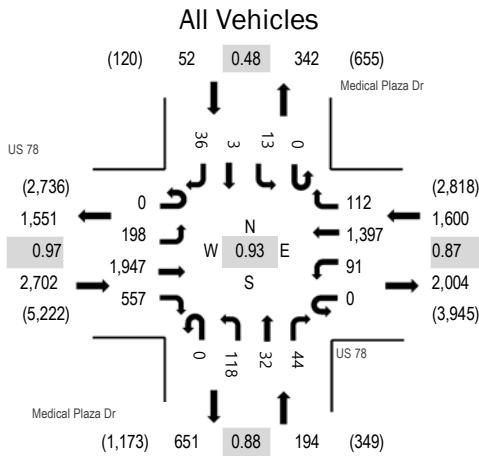
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	17	0	8	4	29	7:00 AM	0	0	0	0	0	0	
7:15 AM	17	1	12	8	38	7:15 AM	0	1	0	0	0	1	
7:30 AM	13	0	13	8	34	7:30 AM	0	1	0	0	0	1	
7:45 AM	19	0	16	8	43	7:45 AM	0	0	0	0	0	0	
8:00 AM	12	1	10	7	30	8:00 AM	0	0	0	1	1	1	
8:15 AM	16	1	12	2	31	8:15 AM	0	0	0	0	0	0	
8:30 AM	21	4	7	5	37	8:30 AM	0	1	0	0	0	1	
8:45 AM	29	1	2	6	38	8:45 AM	0	0	0	0	0	0	
Count Total	144	8	80	48	280	Count Total	0	3	0	1	4	4	
Peak Hour	61	2	51	31	145	Peak Hour	0	2	0	1	3	3	



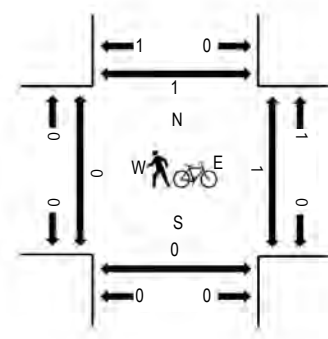
(303) 216-2439
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Location: #31 Medical Plaza Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.2%	0.97
WB	3.6%	0.87
NB	1.0%	0.88
SB	1.9%	0.48
All	2.6%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Medical Plaza Dr Northbound				Medical Plaza Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	36	449	115	0	14	274	10	0	21	0	7	0	5	0	6	937	4,367
7:15 AM	0	32	516	124	0	14	297	13	0	22	4	7	0	3	0	5	1,037	4,535
7:30 AM	0	60	500	140	0	26	405	30	0	33	3	13	0	3	0	9	1,222	4,548
7:45 AM	0	72	450	169	0	20	340	48	0	31	12	11	0	5	1	12	1,171	4,293
8:00 AM	0	34	493	127	0	24	344	16	0	34	9	12	0	2	2	8	1,105	4,142
8:15 AM	0	32	504	121	0	21	308	18	0	20	8	8	0	3	0	7	1,050	
8:30 AM	0	59	460	113	0	16	225	37	0	16	12	17	0	6	0	6	967	
8:45 AM	0	55	451	110	0	15	258	45	0	29	10	10	0	10	1	26	1,020	
Count Total	0	380	3,823	1,019	0	150	2,451	217	0	206	58	85	0	37	4	79	8,509	
Peak Hour	0	198	1,947	557	0	91	1,397	112	0	118	32	44	0	13	3	36	4,548	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

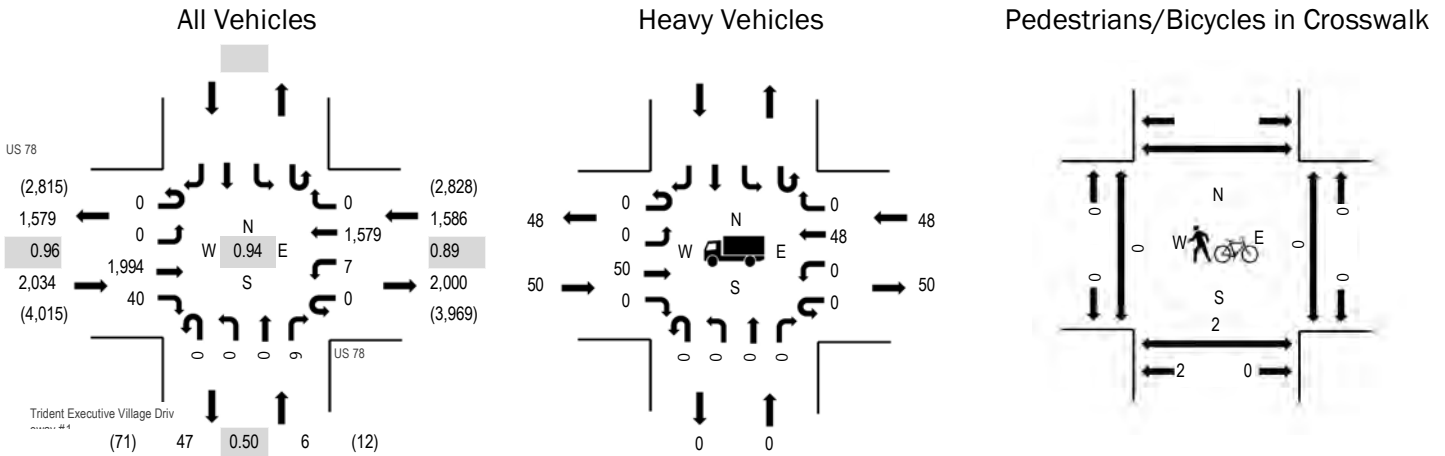
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	Count			EB	NB	WB	SB	Count	
7:00 AM	13	0	7	0	20	20	7:00 AM	0	0	0	0	0	0
7:15 AM	18	0	11	0	29	29	7:15 AM	0	0	0	1	1	1
7:30 AM	14	0	14	0	28	28	7:30 AM	0	0	0	0	0	0
7:45 AM	17	0	16	0	33	33	7:45 AM	0	0	0	0	0	0
8:00 AM	12	2	15	1	30	30	8:00 AM	0	0	1	1	2	2
8:15 AM	16	0	12	0	28	28	8:15 AM	0	0	0	0	0	0
8:30 AM	13	0	11	1	25	25	8:30 AM	0	0	0	0	0	0
8:45 AM	21	0	8	0	29	29	8:45 AM	0	0	0	0	0	0
Count Total	124	2	94	2	222	222	Count Total	0	0	1	2	3	3
Peak Hour	59	2	57	1	119	119	Peak Hour	0	0	1	1	2	2



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Location: #32 Trident Executive Village Driveway #1 & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.5%	0.96
WB	3.0%	0.89
NB	0.0%	0.50
SB		
All	2.7%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Trident Executive Village Driveway				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	478	2	0	0	303	0	0	0	0	2	785	3,494
7:15 AM	0	0	526	6	0	1	325	0	0	0	0	3	861	3,613
7:30 AM	0	0	510	7	0	0	445	0	0	0	0	1	963	3,626
7:45 AM	0	0	462	10	0	3	410	0	0	0	0	0	885	3,465
8:00 AM	0	0	503	14	0	2	383	0	0	0	0	2	904	3,361
8:15 AM	0	0	519	9	0	2	341	0	0	0	0	3	874	
8:30 AM	0	0	501	4	0	2	294	0	0	0	0	1	802	
8:45 AM	0	0	458	6	0	3	314	0	0	0	0	0	781	
Count Total	0	0	3,957	58	0	13	2,815	0	0	0	0	12	6,855	
Peak Hour	0	0	1,994	40	0	7	1,579	0	0	0	0	6	3,626	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

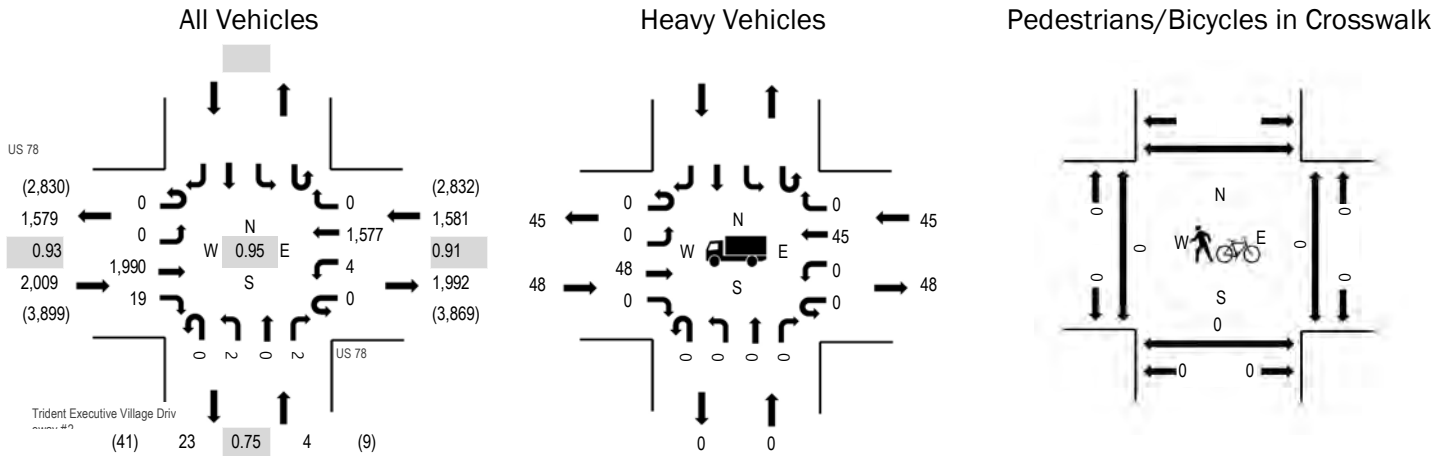
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	13	0	5		18	7:00 AM	0	0	0		0
7:15 AM	14	0	9		23	7:15 AM	0	1	0		1
7:30 AM	13	0	10		23	7:30 AM	0	0	0		0
7:45 AM	12	0	14		26	7:45 AM	0	2	0		2
8:00 AM	12	0	13		25	8:00 AM	0	0	0		0
8:15 AM	13	0	11		24	8:15 AM	0	0	0		0
8:30 AM	14	0	10		24	8:30 AM	0	0	0		0
8:45 AM	24	0	6		30	8:45 AM	0	0	0		0
Count Total	115	0	78		193	Count Total	0	3	0		3
Peak Hour	50	0	48		98	Peak Hour	0	2	0		2



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Location: #33 Trident Executive Village Driveway #2 & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.4%	0.93
WB	2.8%	0.91
NB	0.0%	0.75
SB		
All	2.6%	0.95

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Trident Executive Village Driveway #2 Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	497	0	0	0	304	0	0	0	0	0	0	0	0	0	801	3,501
7:15 AM	0	0	514	3	0	0	331	0	0	0	0	0	0	0	0	0	848	3,550
7:30 AM	0	0	512	4	0	0	432	0	0	0	0	0	0	0	0	0	948	3,594
7:45 AM	0	0	469	3	0	1	431	0	0	0	0	0	0	0	0	0	904	3,469
8:00 AM	0	0	478	1	0	0	369	0	0	1	0	1	0	0	0	0	850	3,239
8:15 AM	0	0	531	11	0	3	345	0	0	1	0	1	0	0	0	0	892	
8:30 AM	0	0	484	8	0	0	328	0	0	0	0	3	0	0	0	0	823	
8:45 AM	0	0	377	7	0	0	288	0	0	0	0	2	0	0	0	0	674	
Count Total	0	0	3,862	37	0	4	2,828	0	0	2	0	7	0	0	0	0	6,740	
Peak Hour	0	0	1,990	19	0	4	1,577	0	0	2	0	2	0	0	0	0	3,594	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

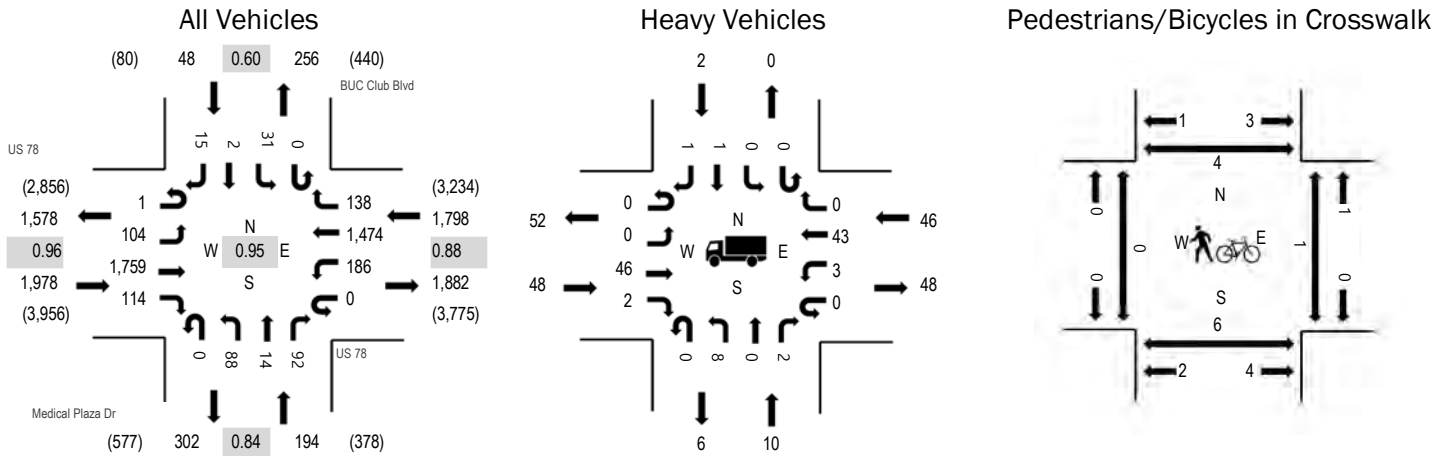
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	13	0	8		21	7:00 AM	0	0	0		0
7:15 AM	13	0	10		23	7:15 AM	0	0	0		0
7:30 AM	12	0	8		20	7:30 AM	0	0	0		0
7:45 AM	12	0	16		28	7:45 AM	0	0	0		0
8:00 AM	11	0	11		22	8:00 AM	0	0	0		0
8:15 AM	13	0	10		23	8:15 AM	0	0	0		0
8:30 AM	14	0	8		22	8:30 AM	0	0	0		0
8:45 AM	15	0	6		21	8:45 AM	0	0	0		0
Count Total	103	0	77		180	Count Total	0	0	0		0
Peak Hour	48	0	45		93	Peak Hour	0	0	0		0



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Location: #34 Medical Plaza Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.4%	0.96
WB	2.6%	0.88
NB	5.2%	0.84
SB	4.2%	0.60
All	2.6%	0.95

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Medical Plaza Dr Northbound			BUC Club Blvd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	9	451	22	0	42	299	11	0	10	1	20	0	7	0	1	873	3,932
7:15 AM	0	17	481	18	0	36	315	15	0	21	3	34	0	15	1	4	960	4,018
7:30 AM	0	29	447	33	0	46	417	31	0	26	2	24	0	3	1	3	1,062	4,002
7:45 AM	1	39	397	29	0	52	401	61	0	22	7	19	0	6	0	3	1,037	3,849
8:00 AM	0	19	434	34	0	52	341	31	0	19	2	15	0	7	0	5	959	3,716
8:15 AM	0	15	476	28	0	41	324	14	0	20	3	16	0	4	1	2	944	
8:30 AM	0	23	427	32	0	40	291	19	0	32	6	30	0	4	0	5	909	
8:45 AM	0	34	429	32	0	37	275	43	0	17	6	23	0	6	0	2	904	
Count Total	1	185	3,542	228	0	346	2,663	225	0	167	30	181	0	52	3	25	7,648	
Peak Hour	1	104	1,759	114	0	186	1,474	138	0	88	14	92	0	31	2	15	4,018	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

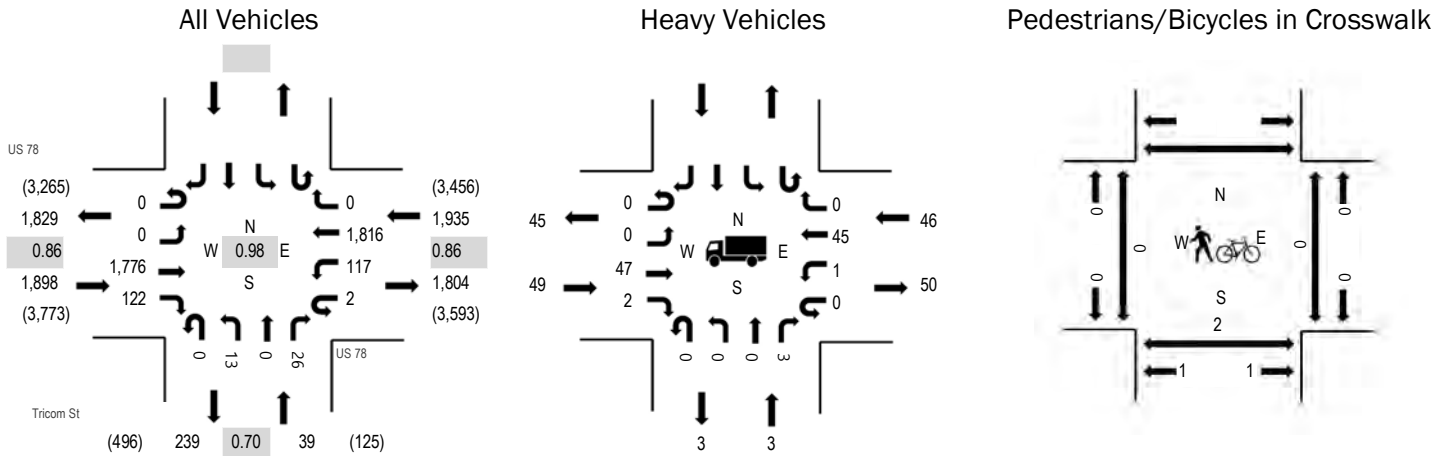
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	13	0	5	0	18	7:00 AM	0	0	0	1	1
7:15 AM	13	2	8	1	24	7:15 AM	0	1	1	3	5
7:30 AM	11	0	14	0	25	7:30 AM	0	2	0	1	3
7:45 AM	12	5	14	0	31	7:45 AM	0	2	0	0	2
8:00 AM	12	3	10	1	26	8:00 AM	0	1	0	0	1
8:15 AM	12	2	14	0	28	8:15 AM	0	0	0	0	0
8:30 AM	12	2	8	0	22	8:30 AM	0	1	0	0	1
8:45 AM	25	1	6	0	32	8:45 AM	0	0	0	0	0
Count Total	110	15	79	2	206	Count Total	0	7	1	5	13
Peak Hour	48	10	46	2	106	Peak Hour	0	6	1	4	11



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Location: #35 Tricom St & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.6%	0.86
WB	2.4%	0.86
NB	7.7%	0.70
SB		
All	2.5%	0.98

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Tricom St Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	441	18	0	18	352	0	0	1	0	6					836	3,764
7:15 AM	0	0	522	27	1	22	394	0	0	4	0	11					981	3,872
7:30 AM	0	0	429	31	0	31	459	0	0	0	0	6					956	3,809
7:45 AM	0	0	390	29	1	36	525	0	0	7	0	3					991	3,711
8:00 AM	0	0	435	35	0	28	438	0	0	2	0	6					944	3,590
8:15 AM	0	0	448	45	0	34	372	0	0	6	0	13					918	
8:30 AM	0	0	413	38	0	26	350	0	0	5	0	26					858	
8:45 AM	0	0	417	55	0	23	346	0	0	4	0	25					870	
Count Total	0	0	3,495	278	2	218	3,236	0	0	29	0	96					7,354	
Peak Hour	0	0	1,776	122	2	117	1,816	0	0	13	0	26					3,872	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

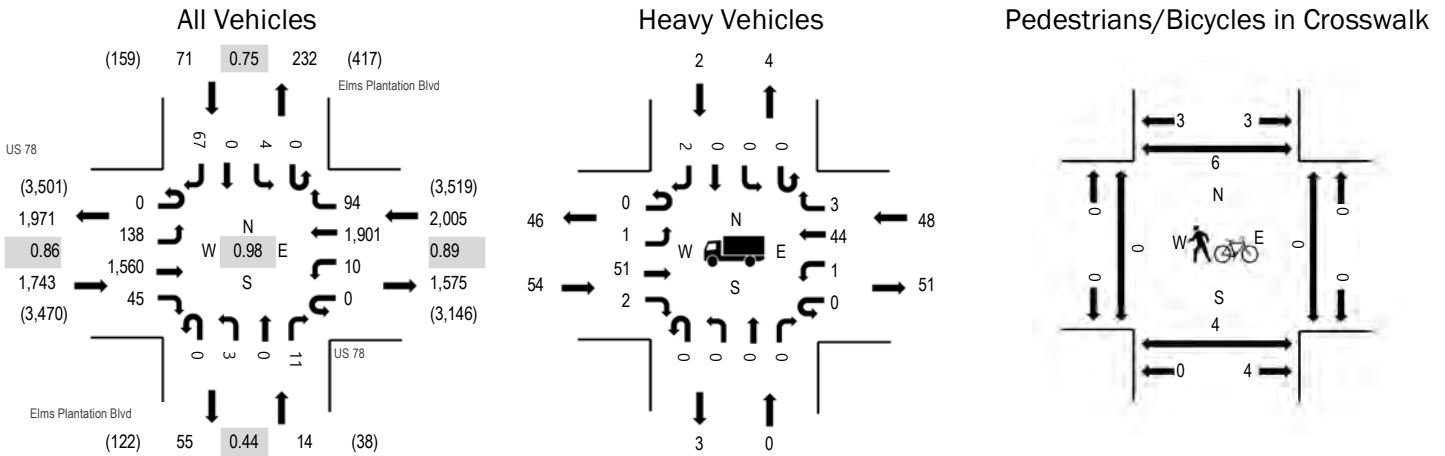
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	12	1	6		19	7:00 AM	0	1	0		1
7:15 AM	16	1	14		31	7:15 AM	0	0	0		0
7:30 AM	11	0	9		20	7:30 AM	0	0	0		0
7:45 AM	10	1	11		22	7:45 AM	0	2	0		2
8:00 AM	12	1	12		25	8:00 AM	0	0	0		0
8:15 AM	13	1	11		25	8:15 AM	0	0	0		0
8:30 AM	12	1	9		22	8:30 AM	0	2	0		2
8:45 AM	25	1	6		32	8:45 AM	0	0	0		0
Count Total	111	7	78		196	Count Total	0	5	0		5
Peak Hour	49	3	46		98	Peak Hour	0	2	0		2



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Location: #36 Elms Plantation Blvd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.1%	0.86
WB	2.4%	0.89
NB	0.0%	0.44
SB	2.8%	0.75
All	2.7%	0.98

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Elms Plantation Blvd Northbound				Elms Plantation Blvd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	28	419	9	0	2	354	10	1	2	0	2	0	2	0	16	845	3,760
7:15 AM	0	30	480	11	0	1	400	20	0	3	0	5	0	2	0	19	971	3,833
7:30 AM	0	31	376	10	0	0	501	25	0	0	0	3	0	2	0	14	962	3,728
7:45 AM	0	36	344	12	0	2	536	28	0	0	0	1	0	0	0	23	982	3,599
8:00 AM	0	41	360	12	0	7	464	21	0	0	0	2	0	0	0	11	918	3,426
8:15 AM	0	37	396	12	0	2	381	15	0	2	0	1	0	3	0	17	866	
8:30 AM	0	32	379	12	0	8	363	12	0	1	0	3	0	1	1	21	833	
8:45 AM	0	32	354	17	0	3	345	19	0	3	0	9	0	2	0	25	809	
Count Total	0	267	3,108	95	0	25	3,344	150	1	11	0	26	0	12	1	146	7,186	
Peak Hour	0	138	1,560	45	0	10	1,901	94	0	3	0	11	0	4	0	67	3,833	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

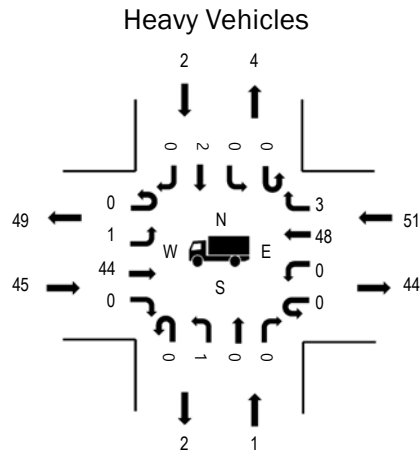
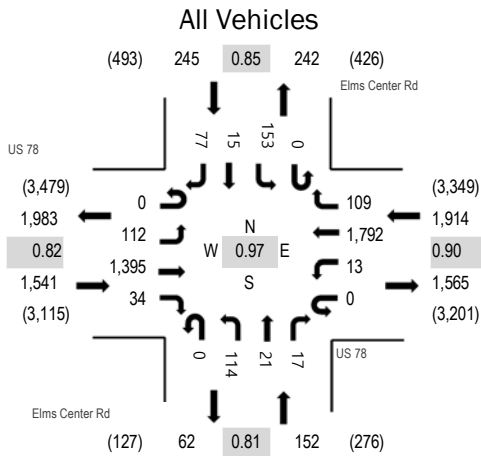
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	15	1	8	1	25	7:00 AM	0	1	0	1	2
7:15 AM	18	0	14	1	33	7:15 AM	0	0	0	0	0
7:30 AM	9	0	11	0	20	7:30 AM	0	0	0	4	4
7:45 AM	17	0	11	1	29	7:45 AM	0	4	0	1	5
8:00 AM	10	0	12	0	22	8:00 AM	0	0	0	1	1
8:15 AM	15	0	9	1	25	8:15 AM	0	0	0	0	0
8:30 AM	13	0	7	1	21	8:30 AM	0	1	0	1	2
8:45 AM	20	1	6	0	27	8:45 AM	0	1	0	1	2
Count Total	117	2	78	5	202	Count Total	0	7	0	9	16
Peak Hour	54	0	48	2	104	Peak Hour	0	4	0	6	10



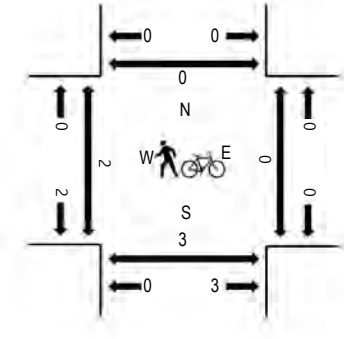
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Location: #37 Elms Center Rd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.9%	0.82
WB	2.7%	0.90
NB	0.7%	0.81
SB	0.8%	0.85
All	2.6%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Elms Center Rd Northbound			Elms Center Rd Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	12	427	3	0	3	331	20	0	16	7	5	0	43	6	12	885	3,811
7:15 AM	0	23	465	7	0	5	392	22	0	20	2	5	0	33	1	13	988	3,852
7:30 AM	0	33	316	7	0	2	461	18	0	30	12	5	0	39	7	22	952	3,709
7:45 AM	0	24	296	13	0	2	498	34	0	34	5	5	0	46	4	25	986	3,611
8:00 AM	0	32	318	7	0	4	441	35	0	30	2	2	0	35	3	17	926	3,422
8:15 AM	0	33	338	10	0	4	356	21	0	18	3	6	0	35	5	16	845	
8:30 AM	0	22	368	8	0	4	332	16	0	26	5	10	0	33	4	26	854	
8:45 AM	0	25	320	8	1	8	324	15	0	18	5	5	0	45	2	21	797	
Count Total	0	204	2,848	63	1	32	3,135	181	0	192	41	43	0	309	32	152	7,233	
Peak Hour	0	112	1,395	34	0	13	1,792	109	0	114	21	17	0	153	15	77	3,852	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

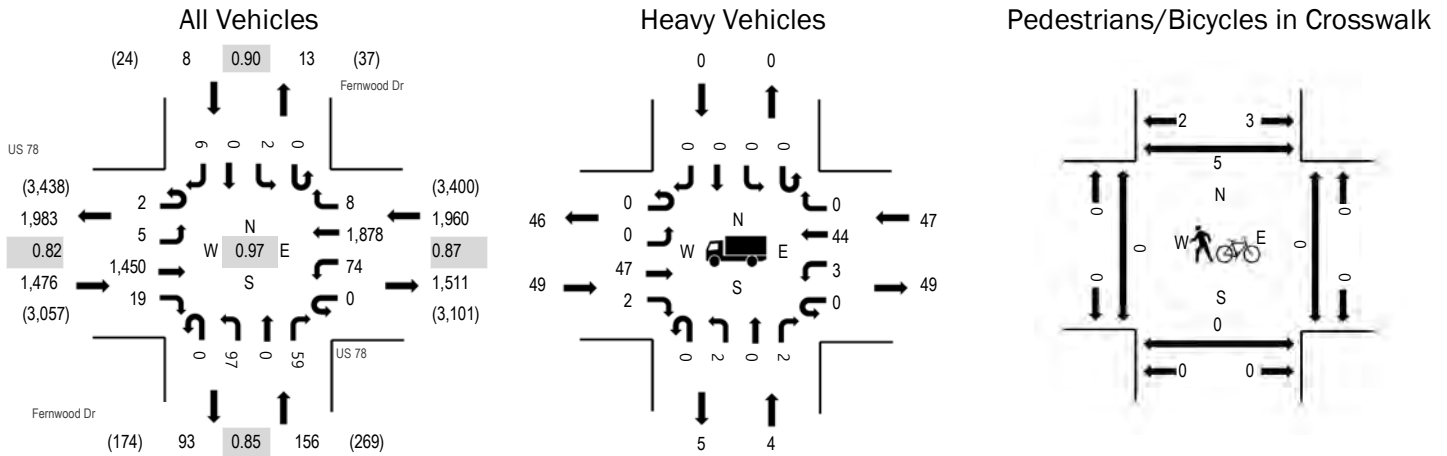
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	11	1	7	2	21	21	7:00 AM	0	0	0	0	0	0
7:15 AM	14	0	14	0	28	28	7:15 AM	1	0	0	0	0	1
7:30 AM	8	0	10	1	19	19	7:30 AM	1	0	0	0	0	1
7:45 AM	11	1	12	1	25	25	7:45 AM	0	0	0	0	0	0
8:00 AM	12	0	15	0	27	27	8:00 AM	0	3	0	0	0	3
8:15 AM	13	0	9	1	23	23	8:15 AM	0	0	0	0	0	0
8:30 AM	18	1	9	1	29	29	8:30 AM	0	1	0	0	0	1
8:45 AM	18	0	5	1	24	24	8:45 AM	1	1	0	0	0	2
Count Total	105	3	81	7	196	196	Count Total	3	5	0	0	0	8
Peak Hour	45	1	51	2	99	99	Peak Hour	2	3	0	0	0	5



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Location: #38 Fernwood Dr & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.3%	0.82
WB	2.4%	0.87
NB	2.6%	0.85
SB	0.0%	0.90
All	2.8%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Fernwood Dr Northbound			Fernwood Dr Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	1	1	438	5	0	14	319	0	0	23	0	16	1	1	0	1	820	3,554
7:15 AM	1	1	468	8	0	13	401	0	0	21	0	17	0	0	0	1	931	3,600
7:30 AM	0	0	339	8	0	27	470	1	0	32	0	17	0	1	0	0	895	3,433
7:45 AM	0	1	301	2	0	17	544	1	0	23	0	18	0	0	0	1	908	3,361
8:00 AM	1	3	342	1	0	17	463	6	0	21	0	7	0	1	0	4	866	3,196
8:15 AM	0	5	329	5	0	22	370	1	0	14	0	13	0	0	1	4	764	
8:30 AM	2	7	415	7	0	8	354	2	0	10	1	13	0	0	0	4	823	
8:45 AM	0	5	355	6	0	13	336	1	0	15	0	8	0	2	0	2	743	
Count Total	5	23	2,987	42	0	131	3,257	12	0	159	1	109	1	5	1	17	6,750	
Peak Hour	2	5	1,450	19	0	74	1,878	8	0	97	0	59	0	2	0	6	3,600	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

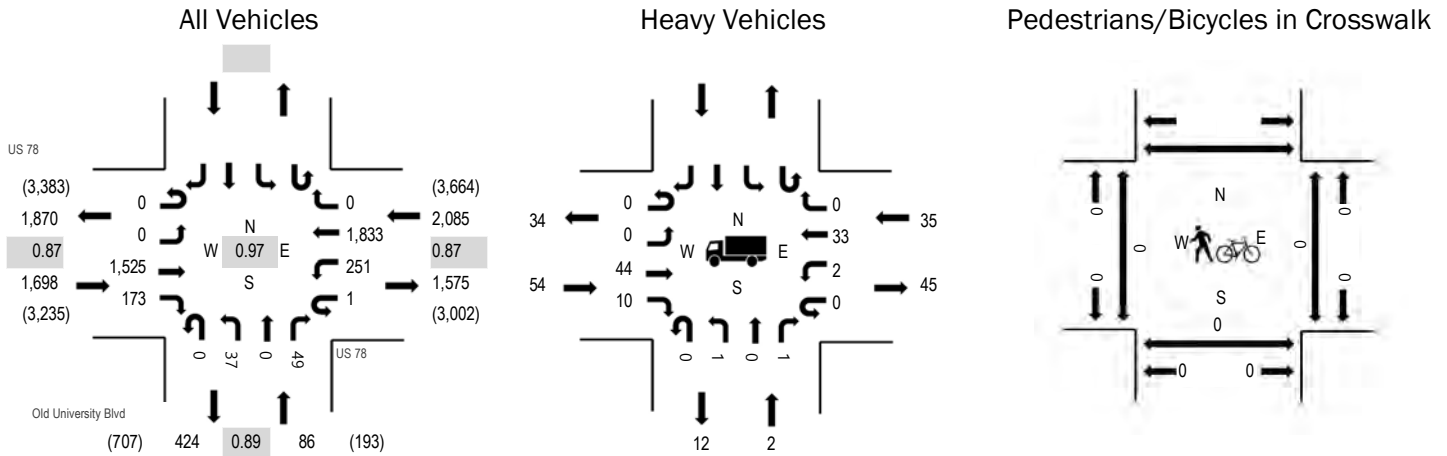
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	13	2	1	0	16	7:00 AM	1	0	0	4	5
7:15 AM	14	1	13	0	28	7:15 AM	0	0	0	0	0
7:30 AM	9	2	9	0	20	7:30 AM	0	0	0	5	5
7:45 AM	15	1	10	0	26	7:45 AM	0	0	0	0	0
8:00 AM	11	0	15	0	26	8:00 AM	0	0	0	0	0
8:15 AM	11	3	11	0	25	8:15 AM	1	4	0	0	5
8:30 AM	14	2	9	0	25	8:30 AM	0	1	0	0	1
8:45 AM	16	0	8	0	24	8:45 AM	0	0	0	1	1
Count Total	103	11	76	0	190	Count Total	2	5	0	10	17
Peak Hour	49	4	47	0	100	Peak Hour	0	0	0	5	5



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Location: #39 Old University Blvd & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.2%	0.87
WB	1.7%	0.87
NB	2.3%	0.89
SB		
All	2.4%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Old University Blvd Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	439	45	1	32	350	0	0	5	0	17					889	3,869
7:15 AM	0	0	447	41	0	68	417	0	0	5	0	9					987	3,863
7:30 AM	0	0	329	50	0	75	514	0	0	14	0	11					993	3,682
7:45 AM	0	0	310	37	0	76	552	0	0	13	0	12					1,000	3,499
8:00 AM	0	0	338	29	1	45	440	0	0	15	0	15					883	3,223
8:15 AM	0	0	330	45	1	42	361	0	0	16	0	11					806	
8:30 AM	0	0	389	47	0	18	333	0	0	14	0	9					810	
8:45 AM	0	0	325	34	0	23	315	0	0	19	0	8					724	
Count Total	0	0	2,907	328	3	379	3,282	0	0	101	0	92					7,092	
Peak Hour	0	0	1,525	173	1	251	1,833	0	0	37	0	49					3,869	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

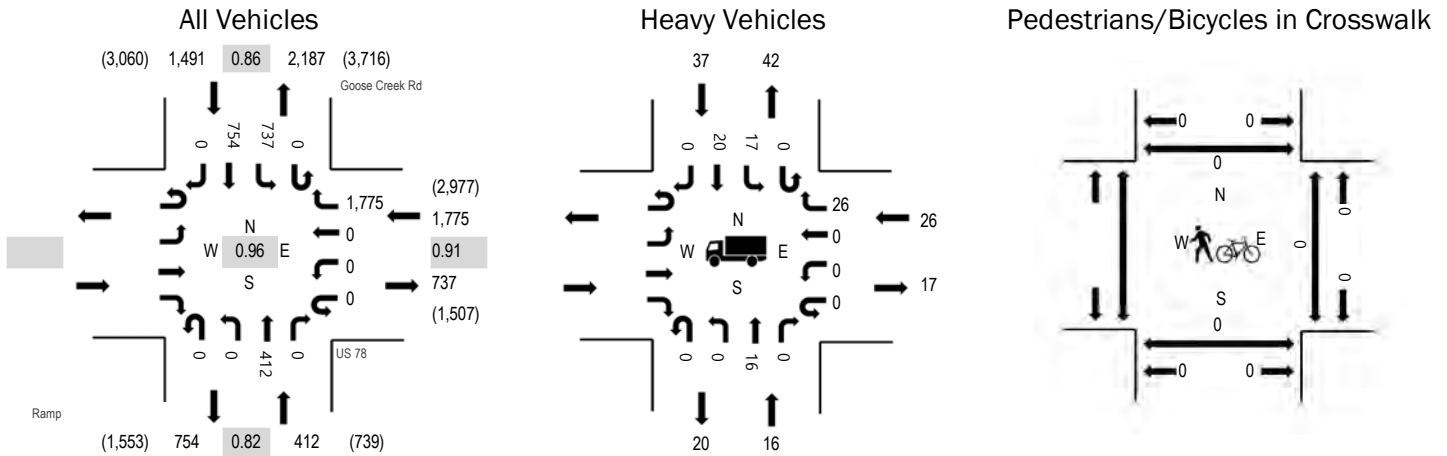
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	17	1	2		20	7:00 AM	0	0	0		0
7:15 AM	13	1	12		26	7:15 AM	0	0	0		0
7:30 AM	11	0	12		23	7:30 AM	0	0	0		0
7:45 AM	13	0	9		22	7:45 AM	0	0	0		0
8:00 AM	10	0	13		23	8:00 AM	0	0	0		0
8:15 AM	10	0	5		15	8:15 AM	0	0	0		0
8:30 AM	14	1	8		23	8:30 AM	0	1	0		1
8:45 AM	13	0	8		21	8:45 AM	0	2	0		2
Count Total	101	3	69		173	Count Total	0	3	0		3
Peak Hour	54	2	35		91	Peak Hour	0	0	0		0



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Location: #40 Ramp & US 78 AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	1.5%	0.91
NB	3.9%	0.82
SB	2.5%	0.86
All	2.1%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				US 78 Westbound				Ramp Northbound				Goose Creek Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM					0	0	0	305	0	0	69	0	0	234	238	0	846	3,668
7:15 AM					0	0	0	409	0	0	89	0	0	214	236	0	948	3,678
7:30 AM					0	0	0	453	0	0	114	0	0	172	175	0	914	3,500
7:45 AM					0	0	0	487	0	0	125	0	0	187	161	0	960	3,363
8:00 AM					0	0	0	426	0	0	84	0	0	164	182	0	856	3,108
8:15 AM					0	0	0	347	0	0	80	0	0	166	177	0	770	
8:30 AM					0	0	0	292	0	0	80	0	0	183	222	0	777	
8:45 AM					0	0	0	258	0	0	98	0	0	187	162	0	705	
Count Total					0	0	0	2,977	0	0	739	0	0	1,507	1,553	0	6,776	
Peak Hour					0	0	0	1,775	0	0	412	0	0	737	754	0	3,678	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

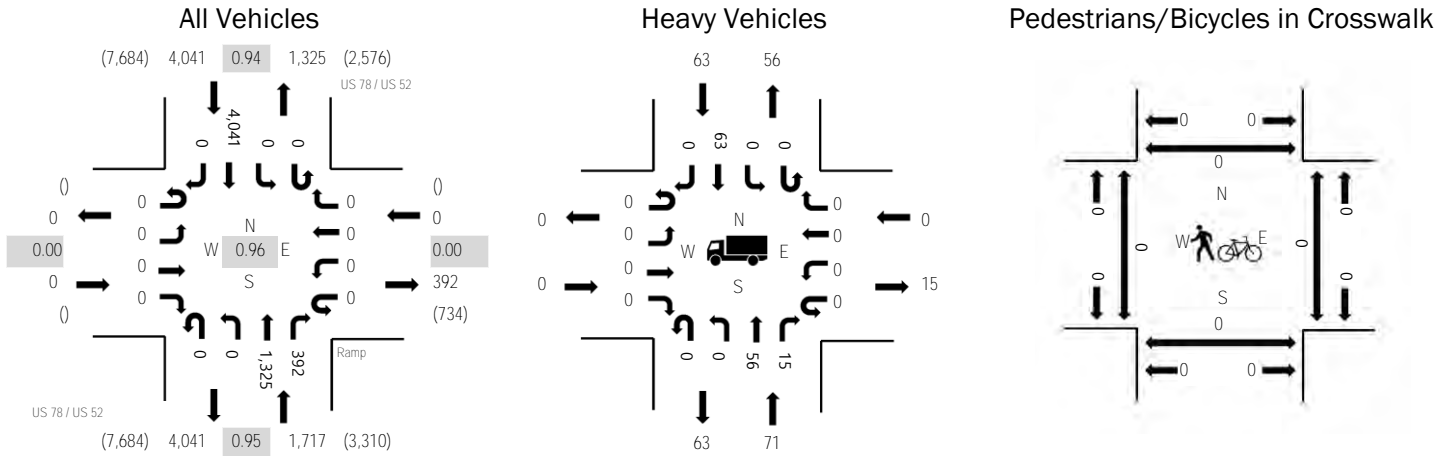
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM						7:00 AM					
7:15 AM	1	0	14		15	7:15 AM	0	0	0	0	0
7:30 AM	3	8	11		22	7:30 AM	0	0	0	0	0
7:45 AM	4	6	11		21	7:45 AM	0	0	0	0	0
8:00 AM	6	1	4		11	8:00 AM	0	0	0	0	0
8:15 AM	3	11	11		25	8:15 AM	0	0	0	0	0
8:30 AM	1	5	11		17	8:30 AM	0	0	0	0	0
8:45 AM	6	3	19		28	8:45 AM	0	0	0	0	0
Count Total	3	5	15		23	Count Total	0	0	0	0	0
Peak Hour	27	39	96		162	Peak Hour	0	0	0	0	0



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Location: #41 US 78 / US 52 & Ramp AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	4.1%	0.95
SB	1.6%	0.94
All	2.3%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Ramp Westbound				US 78 / US 52 Northbound				US 78 / US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	0	0	0	0	0	319	69	0	0	1,061	0	1,449	5,758
7:15 AM	0	0	0	0	0	0	0	0	0	0	349	85	0	0	1,071	0	1,505	5,647
7:30 AM	0	0	0	0	0	0	0	0	0	0	335	115	0	0	975	0	1,425	5,520
7:45 AM	0	0	0	0	0	0	0	0	0	0	322	123	0	0	934	0	1,379	5,455
8:00 AM	0	0	0	0	0	0	0	0	0	0	280	87	0	0	971	0	1,338	5,236
8:15 AM	0	0	0	0	0	0	0	0	0	0	313	80	0	0	985	0	1,378	
8:30 AM	0	0	0	0	0	0	0	0	0	0	346	79	0	0	935	0	1,360	
8:45 AM	0	0	0	0	0	0	0	0	0	0	312	96	0	0	752	0	1,160	
Count Total	0	0	0	0	0	0	0	0	0	0	2,576	734	0	0	7,684	0	10,994	
Peak Hour	0	0	0	0	0	0	0	0	0	0	1,325	392	0	0	4,041	0	5,758	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

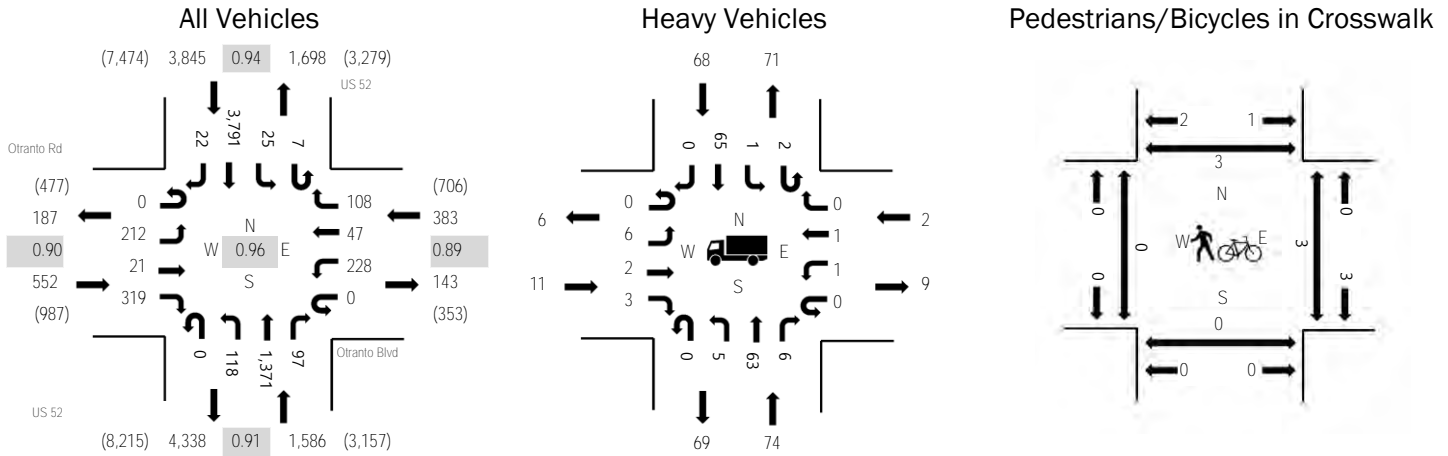
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	17	0	16	33	7:00 AM	0	0	0	0	0
7:15 AM	0	20	0	12	32	7:15 AM	0	0	0	0	0
7:30 AM	0	16	0	15	31	7:30 AM	0	0	0	0	0
7:45 AM	0	18	0	20	38	7:45 AM	0	0	0	0	0
8:00 AM	0	12	0	20	32	8:00 AM	0	0	0	0	0
8:15 AM	0	16	0	11	27	8:15 AM	0	0	0	0	0
8:30 AM	0	23	0	21	44	8:30 AM	0	0	0	0	0
8:45 AM	0	15	0	21	36	8:45 AM	0	0	0	0	0
Count Total	0	137	0	136	273	Count Total	0	0	0	0	0
Peak Hour	0	71	0	63	134	Peak Hour	0	0	0	0	0



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Location: #42 US 52 & Otranto Blvd AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.90
WB	0.5%	0.89
NB	4.7%	0.91
SB	1.8%	0.94
All	2.4%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Otranto Rd Eastbound				Otranto Blvd Westbound				US 52 Northbound				US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	63	6	75	0	62	4	18	0	28	315	18	0	5	948	7	1,549	6,366
7:15 AM	0	41	7	73	0	57	8	31	0	27	352	31	1	3	1,015	4	1,650	6,275
7:30 AM	0	42	3	88	0	46	14	33	0	36	365	33	3	6	961	5	1,635	6,196
7:45 AM	0	66	5	83	0	63	21	26	0	27	339	15	3	11	867	6	1,532	6,156
8:00 AM	0	33	12	85	0	61	13	17	0	29	297	21	3	15	858	14	1,458	5,958
8:15 AM	0	33	14	65	0	47	17	17	0	31	337	32	3	13	944	18	1,571	
8:30 AM	0	23	6	52	0	29	7	25	0	42	380	25	5	15	950	36	1,595	
8:45 AM	1	55	8	48	0	50	9	31	0	32	314	31	8	18	688	41	1,334	
Count Total	1	356	61	569	0	415	93	198	0	252	2,699	206	26	86	7,231	131	12,324	
Peak Hour	0	212	21	319	0	228	47	108	0	118	1,371	97	7	25	3,791	22	6,366	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

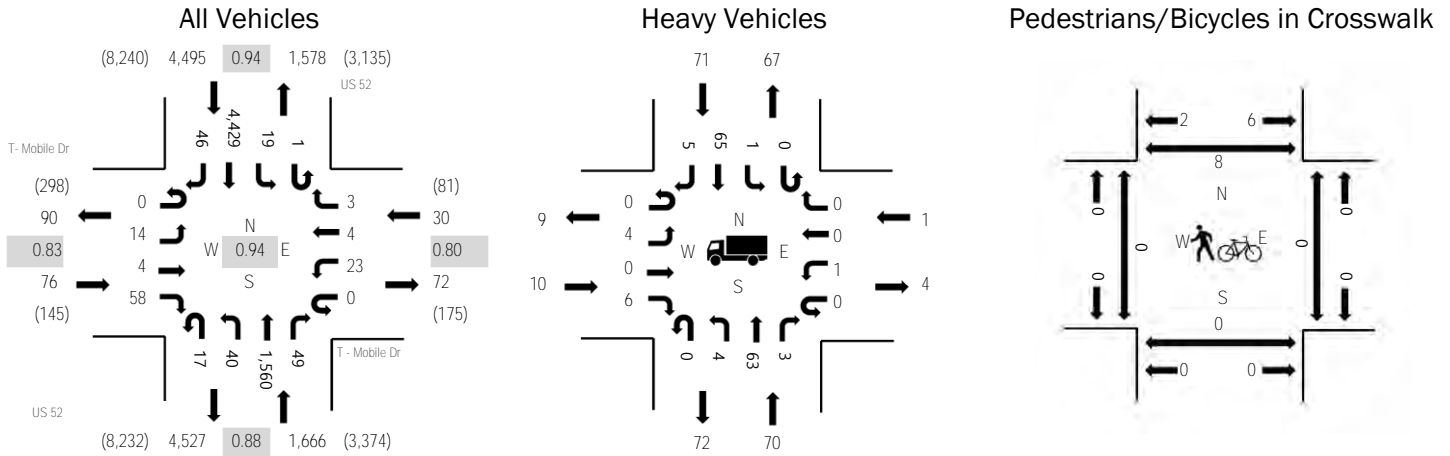
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	19	0	17	38	7:00 AM	0	0	1	1	2
7:15 AM	4	23	0	10	37	7:15 AM	0	0	0	1	1
7:30 AM	1	19	1	18	39	7:30 AM	0	0	1	0	1
7:45 AM	4	13	1	23	41	7:45 AM	0	0	1	1	2
8:00 AM	4	12	2	18	36	8:00 AM	2	0	1	2	5
8:15 AM	5	20	1	12	38	8:15 AM	0	0	0	1	1
8:30 AM	3	19	2	24	48	8:30 AM	0	0	0	0	0
8:45 AM	3	14	3	22	42	8:45 AM	0	0	0	1	1
Count Total	26	139	10	144	319	Count Total	2	0	4	7	13
Peak Hour	11	74	2	68	155	Peak Hour	0	0	3	3	6



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Location: #43 US 52 & T - Mobile Dr AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	13.2%	0.83
WB	3.3%	0.80
NB	4.2%	0.88
SB	1.6%	0.94
All	2.4%	0.94

Traffic Counts - All Vehicles

Interval Start Time	T - Mobile Dr Eastbound				T - Mobile Dr Westbound				US 52 Northbound				US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	3	13	0	10	1	1	3	12	360	13	0	7	1,107	16	1,548	6,267
7:15 AM	0	1	1	20	0	4	1	1	7	6	415	9	0	3	1,183	11	1,662	6,134
7:30 AM	0	6	0	17	0	4	0	0	7	13	416	16	1	3	1,105	10	1,598	5,909
7:45 AM	0	5	0	8	0	5	2	1	0	9	369	11	0	6	1,034	9	1,459	5,828
8:00 AM	0	4	1	8	0	7	1	2	4	13	367	14	0	6	973	15	1,415	5,573
8:15 AM	0	5	4	13	0	12	0	2	3	16	380	12	0	12	956	22	1,437	
8:30 AM	0	3	2	13	0	8	2	1	3	41	427	15	0	10	958	34	1,517	
8:45 AM	0	2	6	8	1	9	4	2	3	37	359	14	3	6	727	23	1,204	
Count Total	0	28	17	100	1	59	11	10	30	147	3,093	104	4	53	8,043	140	11,840	
Peak Hour	0	14	4	58	0	23	4	3	17	40	1,560	49	1	19	4,429	46	6,267	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

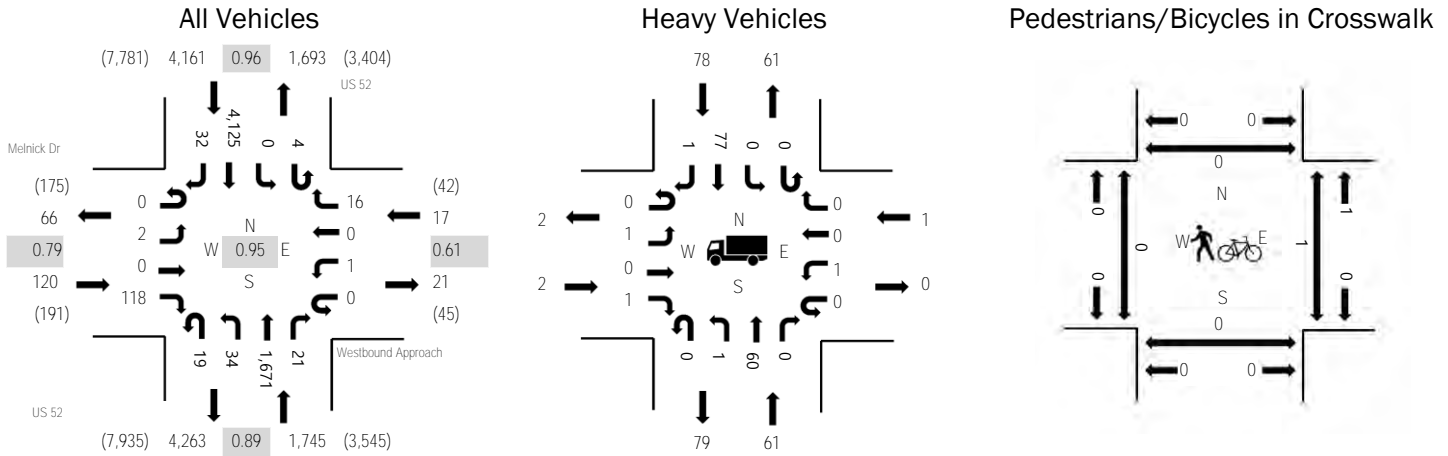
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	20	0	15	37	7:00 AM	0	0	0	1	1
7:15 AM	4	21	1	11	37	7:15 AM	0	0	0	0	0
7:30 AM	2	16	0	19	37	7:30 AM	0	0	0	0	0
7:45 AM	2	13	0	26	41	7:45 AM	0	0	0	7	7
8:00 AM	2	15	0	19	36	8:00 AM	0	0	0	0	0
8:15 AM	4	22	0	16	42	8:15 AM	2	0	0	0	2
8:30 AM	1	17	1	26	45	8:30 AM	1	0	0	2	3
8:45 AM	0	15	0	20	35	8:45 AM	0	0	0	1	1
Count Total	17	139	2	152	310	Count Total	3	0	0	11	14
Peak Hour	10	70	1	71	152	Peak Hour	0	0	0	8	8



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Location: #44 US 52 & Westbound Approach AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.7%	0.79
WB	5.9%	0.61
NB	3.5%	0.89
SB	1.9%	0.96
All	2.3%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Melnick Dr Eastbound				Westbound Approach Westbound				US 52 Northbound				US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	21	0	0	0	9	1	8	358	7	0	0	978	9	1,391	6,027
7:15 AM	0	1	0	26	0	0	0	4	4	9	446	6	0	0	1,068	18	1,582	6,043
7:30 AM	0	0	0	39	0	1	0	6	7	3	445	6	0	0	1,044	6	1,557	5,918
7:45 AM	0	1	0	36	0	0	0	2	4	8	407	4	2	0	1,031	2	1,497	5,840
8:00 AM	0	0	0	17	0	0	0	4	4	14	373	5	2	0	982	6	1,407	5,532
8:15 AM	0	1	0	30	0	0	1	4	7	16	428	3	3	0	962	2	1,457	
8:30 AM	0	0	0	8	0	0	0	2	5	19	482	7	2	0	946	8	1,479	
8:45 AM	0	0	0	11	0	2	0	7	6	34	412	7	3	0	695	12	1,189	
Count Total	0	3	0	188	0	3	1	38	38	111	3,351	45	12	0	7,706	63	11,559	
Peak Hour	0	2	0	118	0	1	0	16	19	34	1,671	21	4	0	4,125	32	6,043	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

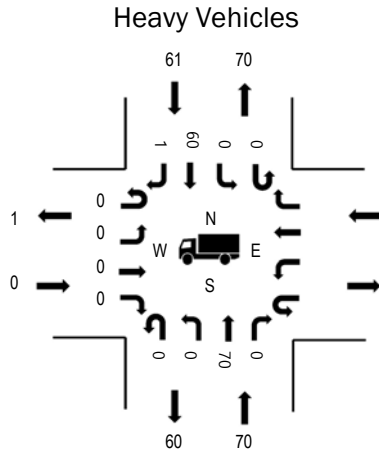
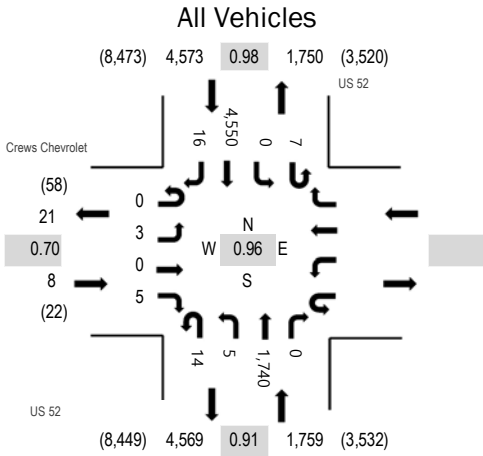
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	21	0	13	34	7:00 AM	0	0	0	1	1
7:15 AM	0	20	0	13	33	7:15 AM	0	0	0	0	0
7:30 AM	0	17	1	15	33	7:30 AM	0	0	0	0	0
7:45 AM	2	12	0	22	36	7:45 AM	0	0	1	0	1
8:00 AM	0	12	0	28	40	8:00 AM	0	0	0	0	0
8:15 AM	1	25	1	22	49	8:15 AM	0	0	0	0	0
8:30 AM	1	20	0	31	52	8:30 AM	0	0	0	0	0
8:45 AM	0	17	0	21	38	8:45 AM	1	0	0	0	1
Count Total	4	144	2	165	315	Count Total	1	0	1	1	3
Peak Hour	2	61	1	78	142	Peak Hour	0	0	1	0	1



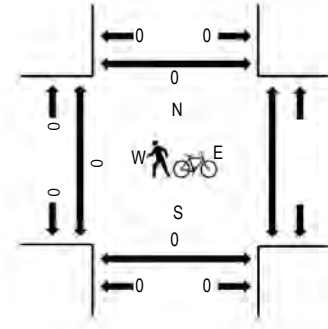
(303) 216-2439
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Location: #45 US 52 & Crews Chevrolet AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.70
WB		
NB	4.0%	0.91
SB	1.3%	0.98
All	2.1%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Crews Chevrolet Eastbound				Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	1	0	2					4	4	364	0	1	0	1,158	4	1,538	6,340
7:15 AM	0	1	0	1					4	0	470	0	1	0	1,161	8	1,646	6,277
7:30 AM	0	0	0	2					5	1	468	0	2	0	1,115	1	1,594	6,159
7:45 AM	0	1	0	0					1	0	438	0	3	0	1,116	3	1,562	6,016
8:00 AM	0	1	0	2					5	4	365	0	7	0	1,087	4	1,475	5,687
8:15 AM	0	1	0	3					7	0	449	0	4	0	1,060	4	1,528	
8:30 AM	0	3	0	2					3	4	478	0	12	0	941	8	1,451	
8:45 AM	0	0	0	2					9	7	442	0	8	0	759	6	1,233	
Count Total	0	8	0	14					38	20	3,474	0	38	0	8,397	38	12,027	
Peak Hour	0	3	0	5					14	5	1,740	0	7	0	4,550	16	6,340	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

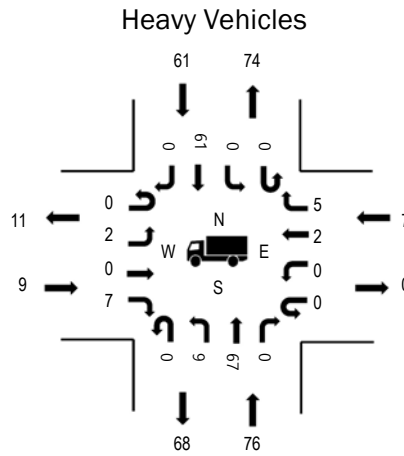
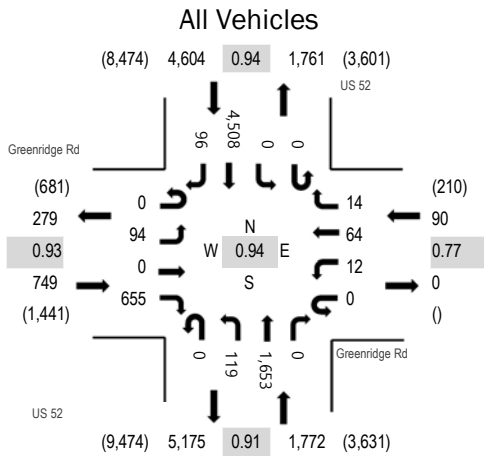
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	19		12	31	7:00 AM	0	0		0	0
7:15 AM	0	21		14	35	7:15 AM	0	0		0	0
7:30 AM	0	17		13	30	7:30 AM	0	0		0	0
7:45 AM	0	13		22	35	7:45 AM	0	0		0	0
8:00 AM	0	9		25	34	8:00 AM	1	0		0	1
8:15 AM	0	22		17	39	8:15 AM	0	0		0	0
8:30 AM	0	18		25	43	8:30 AM	0	0		0	0
8:45 AM	0	13		23	36	8:45 AM	1	0		0	1
Count Total	0	132		151	283	Count Total	2	0		0	2
Peak Hour	0	70		61	131	Peak Hour	0	0		0	0



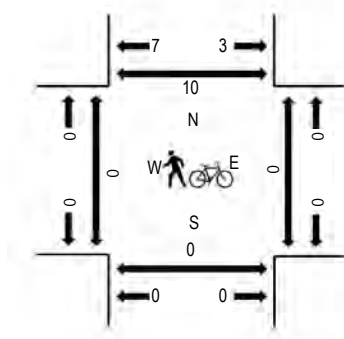
(303) 216-2439
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Location: #46 US 52 & Greenridge Rd AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.93
WB	7.8%	0.77
NB	4.3%	0.91
SB	1.3%	0.94
All	2.1%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Greenridge Rd Eastbound				Greenridge Rd Westbound				US 52 Northbound			US 52 Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	25	0	162	0	2	11	5	0	22	336	0	0	0	1,125	22	1,710	7,215
7:15 AM	0	17	0	165	0	3	21	3	0	31	460	0	0	0	1,199	27	1,926	7,207
7:30 AM	0	33	0	156	0	4	20	3	0	32	439	0	0	0	1,093	24	1,804	7,017
7:45 AM	0	19	0	172	0	3	12	3	0	34	418	0	0	0	1,091	23	1,775	6,904
8:00 AM	0	25	0	183	0	7	14	2	0	30	363	0	0	0	1,032	46	1,702	6,541
8:15 AM	0	14	0	148	0	2	22	3	1	32	436	0	0	0	1,039	39	1,736	
8:30 AM	0	35	0	161	0	8	26	5	0	32	481	0	0	0	900	43	1,691	
8:45 AM	0	34	0	92	0	4	18	9	1	50	433	0	0	0	721	50	1,412	
Count Total	0	202	0	1,239	0	33	144	33	2	263	3,366	0	0	0	8,200	274	13,756	
Peak Hour	0	94	0	655	0	12	64	14	0	119	1,653	0	0	0	4,508	96	7,215	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	0	19	3	11	33	33	7:00 AM	0	0	0	3	3	
7:15 AM	2	25	1	15	43	43	7:15 AM	0	0	0	3	3	
7:30 AM	3	19	0	12	34	34	7:30 AM	0	0	0	3	3	
7:45 AM	4	13	3	23	43	43	7:45 AM	0	0	0	1	1	
8:00 AM	3	17	2	25	47	47	8:00 AM	0	0	0	0	0	
8:15 AM	2	25	1	17	45	45	8:15 AM	0	0	0	1	1	
8:30 AM	5	18	2	26	51	51	8:30 AM	0	0	0	2	2	
8:45 AM	2	19	0	22	43	43	8:45 AM	0	0	0	0	0	
Count Total	21	155	12	151	339	339	Count Total	0	0	0	13	13	
Peak Hour	9	76	7	61	153	153	Peak Hour	0	0	0	10	10	



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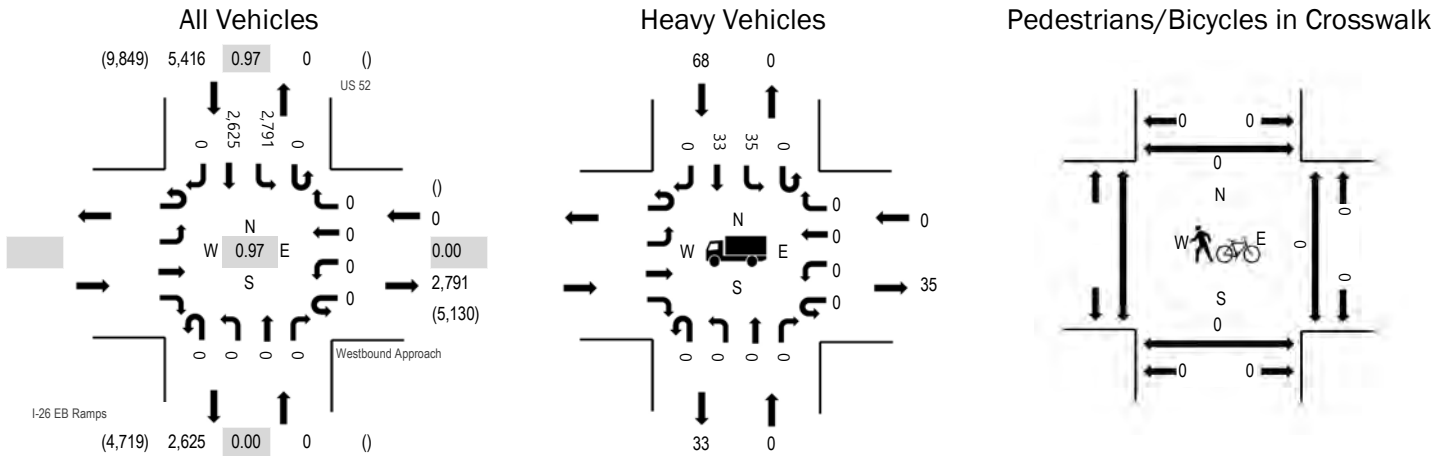
Location: #47 I-26 EB Ramps & Westbound Approach AM

Date: Wednesday, November 7, 2018

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.00
NB	0.0%	0.00
SB	1.3%	0.97
All	1.3%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Westbound Approach Westbound				I-26 EB Ramps Northbound				US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM					0	0	0	0	0	0	0	0	0	704	676	0	1,380	5,416
7:15 AM					0	0	0	0	0	0	0	0	0	715	687	0	1,402	5,291
7:30 AM					0	0	0	0	0	0	0	0	0	657	658	0	1,315	5,080
7:45 AM					0	0	0	0	0	0	0	0	0	715	604	0	1,319	4,892
8:00 AM					0	0	0	0	0	0	0	0	0	646	609	0	1,255	4,433
8:15 AM					0	0	0	0	0	0	0	0	0	623	568	0	1,191	
8:30 AM					0	0	0	0	0	0	0	0	0	610	517	0	1,127	
8:45 AM					0	0	0	0	0	0	0	0	0	460	400	0	860	
Count Total					0	0	0	0	0	0	0	0	0	5,130	4,719	0	9,849	
Peak Hour					0	0	0	0	0	0	0	0	0	2,791	2,625	0	5,416	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

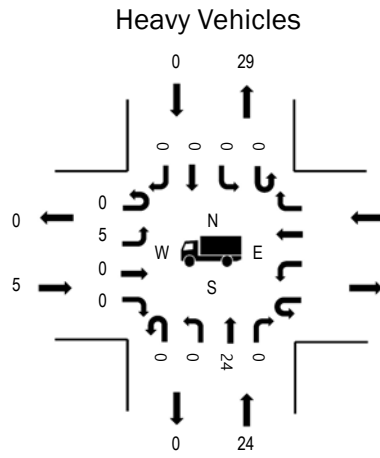
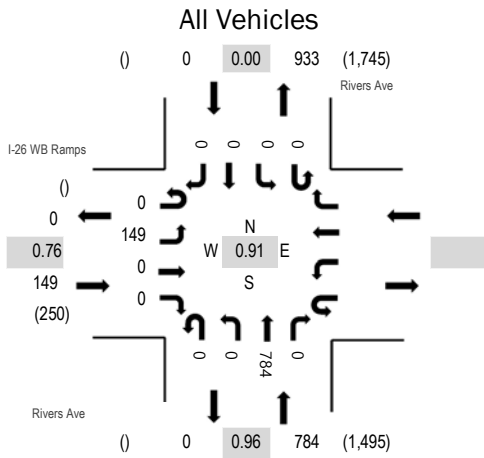
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	11	11	7:00 AM	0	0	0	0	0	
7:15 AM	0	0	18	18	7:15 AM	0	0	0	0	0	
7:30 AM	0	0	16	16	7:30 AM	0	0	0	0	0	
7:45 AM	0	0	23	23	7:45 AM	0	0	0	0	0	
8:00 AM	0	0	27	27	8:00 AM	0	0	0	0	0	
8:15 AM	0	0	19	19	8:15 AM	0	0	0	0	0	
8:30 AM	0	0	28	28	8:30 AM	0	0	0	0	0	
8:45 AM	0	0	26	26	8:45 AM	0	0	0	0	0	
Count Total	0	0	168	168	Count Total	0	0	0	0	0	
Peak Hour	0	0	68	68	Peak Hour	0	0	0	0	0	



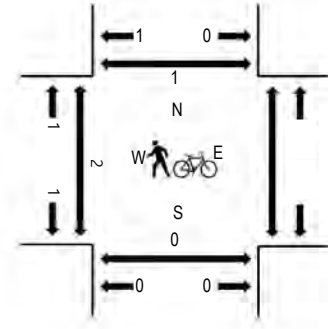
(303) 216-2439
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Location: #48 Rivers Ave & I-26 WB Ramps AM
Date: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.4%	0.76
WB		
NB	3.1%	0.96
SB	0.0%	0.00
All	3.1%	0.91

Traffic Counts - All Vehicles

Interval Start Time	I-26 WB Ramps Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	16	0	0					0	0	154	0	0	0	0	0	170	812
7:15 AM	0	29	0	0					0	0	188	0	0	0	0	0	217	882
7:30 AM	0	19	0	0					0	0	188	0	0	0	0	0	207	920
7:45 AM	0	37	0	0					0	0	181	0	0	0	0	0	218	931
8:00 AM	0	37	0	0					0	0	203	0	0	0	0	0	240	933
8:15 AM	0	51	0	0					0	0	204	0	0	0	0	0	255	
8:30 AM	0	31	0	0					0	0	187	0	0	0	0	0	218	
8:45 AM	0	30	0	0					0	0	190	0	0	0	0	0	220	
Count Total	0	250	0	0					0	0	1,495	0	0	0	0	0	1,745	
Peak Hour	0	149	0	0					0	0	784	0	0	0	0	0	933	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

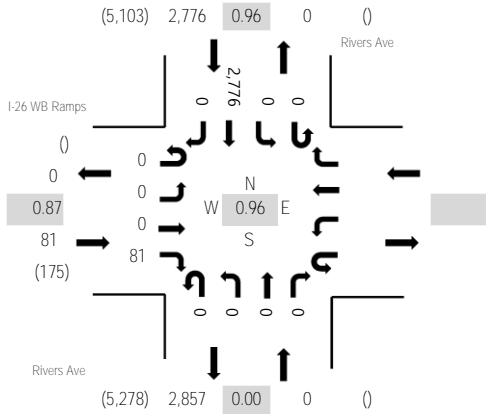
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	8		0	8	7:00 AM	0	0		0	0
7:15 AM	0	5		0	5	7:15 AM	0	0		0	0
7:30 AM	1	7		0	8	7:30 AM	0	0		0	0
7:45 AM	0	3		0	3	7:45 AM	0	0		0	0
8:00 AM	1	6		0	7	8:00 AM	1	0		1	2
8:15 AM	0	8		0	8	8:15 AM	0	0		0	0
8:30 AM	2	4		0	6	8:30 AM	0	0		0	0
8:45 AM	2	6		0	8	8:45 AM	1	0		0	1
Count Total	6	47		0	53	Count Total	2	0		1	3
Peak Hour	5	24		0	29	Peak Hour	2	0		1	3



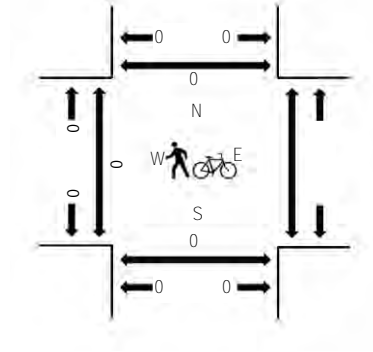
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Location: #48 - A Rivers Ave & I-26 WB Ramps AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-26 WB Ramps Eastbound				Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	13					0	0	0	0	0	0	0	701	0	714	2,857	0	0	0
7:15 AM	0	0	0	22					0	0	0	0	0	0	695	0	717	2,813	0	0	0	
7:30 AM	0	0	0	20					0	0	0	0	0	0	659	0	679	2,732	0	0	0	
7:45 AM	0	0	0	26					0	0	0	0	0	0	721	0	747	2,681	0	0	0	
8:00 AM	0	0	0	21					0	0	0	0	0	0	649	0	670	2,421	0	0	0	
8:15 AM	0	0	0	26					0	0	0	0	0	0	610	0	636		0	0	0	
8:30 AM	0	0	0	20					0	0	0	0	0	0	608	0	628		0	0	0	
8:45 AM	0	0	0	27					0	0	0	0	0	0	460	0	487		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	10	0	10
Lights	0	0	0	81					0	0	0	0	0	0	2,737	0	2,818
Mediums	0	0	0	0					0	0	0	0	0	0	29	0	29
Total	0	0	0	81					0	0	0	0	0	0	2,776	0	2,857



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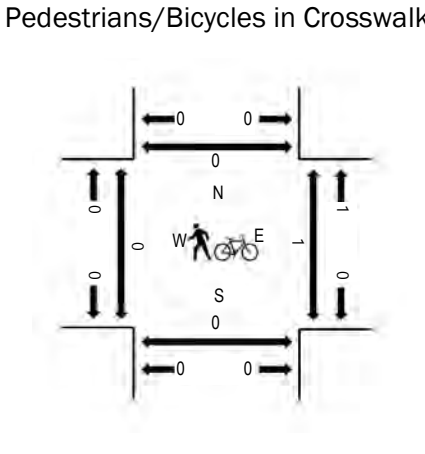
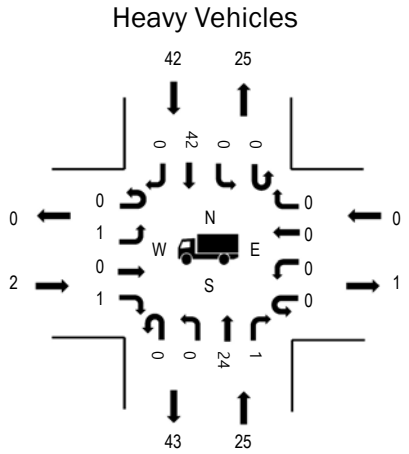
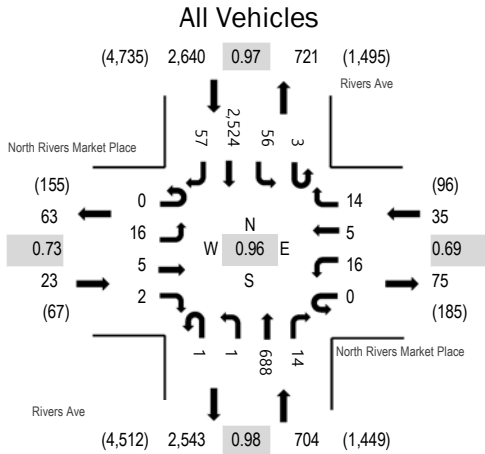
Location: #49 Rivers Ave & North Rivers Market Place AM

Date: Wednesday, November 7, 2018

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	8.7%	0.73
WB	0.0%	0.69
NB	3.6%	0.98
SB	1.6%	0.97
All	2.0%	0.96

Traffic Counts - All Vehicles

Interval Start Time	North Rivers Market Place Eastbound				North Rivers Market Place Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	3	2	0	0	2	2	5	0	0	149	3	0	12	659	10	847	3,402
7:15 AM	0	4	1	1	0	1	1	5	1	1	182	5	1	16	659	5	883	3,344
7:30 AM	0	4	1	0	0	5	1	4	0	0	185	1	0	15	588	13	817	3,234
7:45 AM	0	5	1	1	0	8	1	0	0	0	172	5	2	13	618	29	855	3,171
8:00 AM	0	3	2	2	0	4	0	7	1	0	183	6	2	15	534	30	789	2,945
8:15 AM	0	12	1	2	0	5	0	5	0	1	182	5	1	21	515	23	773	
8:30 AM	0	7	0	5	0	16	2	4	0	1	179	8	3	20	500	9	754	
8:45 AM	0	7	3	0	0	10	0	8	0	2	170	7	1	22	375	24	629	
Count Total	0	45	11	11	0	51	7	38	2	5	1,402	40	10	134	4,448	143	6,347	
Peak Hour	0	16	5	2	0	16	5	14	1	1	688	14	3	56	2,524	57	3,402	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

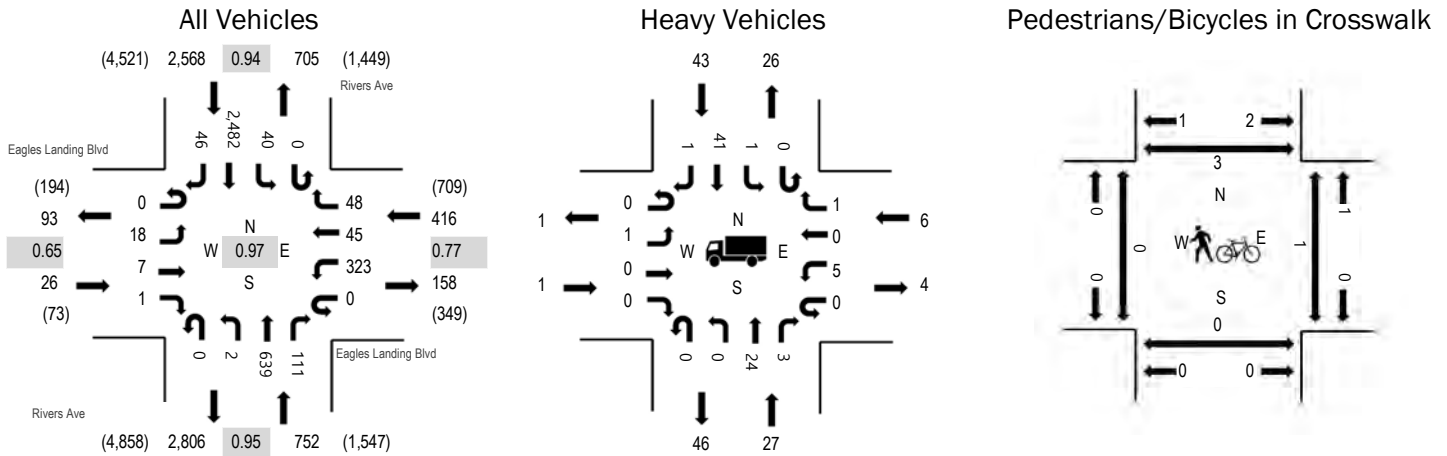
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	9	0	4	13	7:00 AM	0	0	0	0	0
7:15 AM	1	5	0	12	18	7:15 AM	0	0	0	0	0
7:30 AM	0	7	0	17	24	7:30 AM	0	0	0	0	0
7:45 AM	1	4	0	9	14	7:45 AM	0	0	1	0	1
8:00 AM	1	5	1	9	16	8:00 AM	1	0	1	0	2
8:15 AM	0	5	0	6	11	8:15 AM	0	0	0	0	0
8:30 AM	1	4	0	8	13	8:30 AM	2	0	0	0	2
8:45 AM	0	4	0	11	15	8:45 AM	0	0	0	0	0
Count Total	4	43	1	76	124	Count Total	3	0	2	0	5
Peak Hour	2	25	0	42	69	Peak Hour	0	0	1	0	1



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Location: #50 Rivers Ave & Eagles Landing Blvd AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.65
WB	1.4%	0.77
NB	3.6%	0.95
SB	1.7%	0.94
All	2.0%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Eagles Landing Blvd Eastbound				Eagles Landing Blvd Westbound				Rivers Ave Northbound			Rivers Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	2	2	0	0	106	14	15	0	0	135	27	0	10	630	8	949	3,762
7:15 AM	0	6	1	1	0	89	11	11	0	0	167	26	0	9	625	13	959	3,643
7:30 AM	0	7	3	0	0	68	15	12	0	0	167	25	0	10	572	10	889	3,459
7:45 AM	0	3	1	0	0	60	5	10	0	2	170	33	0	11	655	15	965	3,386
8:00 AM	0	8	0	2	0	61	5	10	0	1	178	34	0	17	502	12	830	3,088
8:15 AM	0	5	4	1	0	65	6	10	0	1	176	22	0	12	461	12	775	
8:30 AM	0	10	6	2	0	53	10	13	0	2	157	29	0	16	501	17	816	
8:45 AM	0	5	3	1	0	36	11	13	0	4	159	32	0	16	367	20	667	
Count Total	0	46	20	7	0	538	77	94	0	10	1,309	228	0	101	4,313	107	6,850	
Peak Hour	0	18	7	1	0	323	45	48	0	2	639	111	0	40	2,482	46	3,762	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

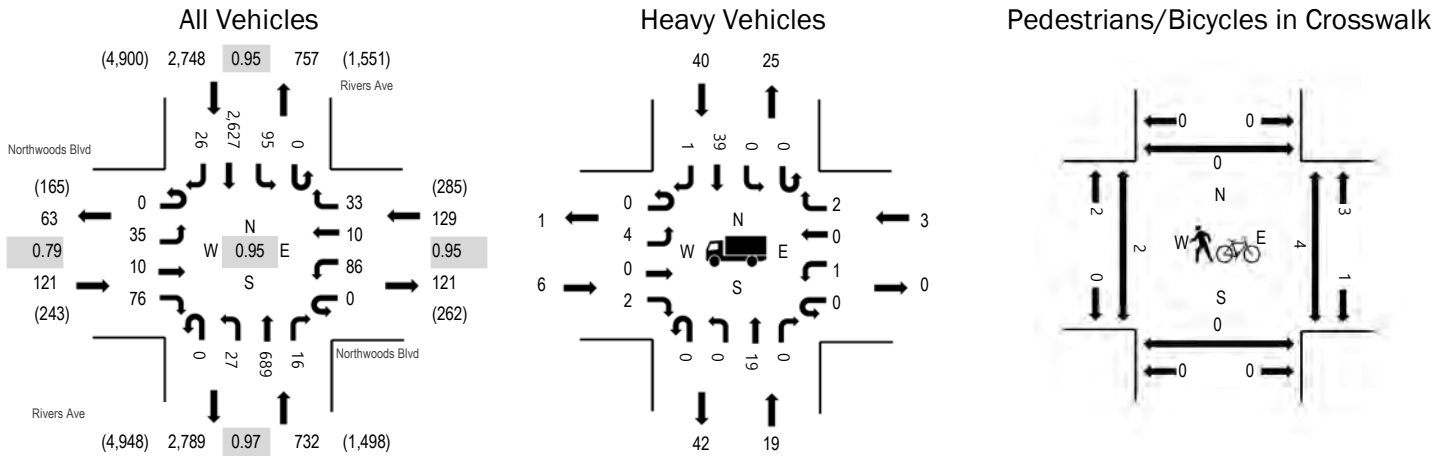
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	1	8	1	4	14	14	7:00 AM	0	0	0	3	3	
7:15 AM	0	6	3	12	21	21	7:15 AM	0	0	0	0	0	
7:30 AM	0	8	2	14	24	24	7:30 AM	0	0	0	0	0	
7:45 AM	0	5	0	13	18	18	7:45 AM	0	0	1	0	1	
8:00 AM	0	6	0	10	16	16	8:00 AM	0	0	2	0	2	
8:15 AM	1	6	4	7	18	18	8:15 AM	0	0	0	0	0	
8:30 AM	0	9	1	8	18	18	8:30 AM	1	0	0	0	1	
8:45 AM	1	4	2	11	18	18	8:45 AM	0	0	0	0	0	
Count Total	3	52	13	79	147	147	Count Total	1	0	3	3	7	
Peak Hour	1	27	6	43	77	77	Peak Hour	0	0	1	3	4	



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Location: #51 Rivers Ave & Northwoods Blvd AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.0%	0.79
WB	2.3%	0.95
NB	2.6%	0.97
SB	1.5%	0.95
All	1.8%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Northwoods Blvd Eastbound				Northwoods Blvd Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	6	3	8	0	13	3	7	0	6	143	3	0	24	692	5	913	3,730
7:15 AM	0	12	3	21	0	28	0	9	0	9	180	1	0	15	635	6	919	3,700
7:30 AM	0	11	4	27	0	23	2	10	0	6	174	5	0	25	624	8	919	3,610
7:45 AM	0	6	0	20	0	22	5	7	0	6	192	7	0	31	676	7	979	3,508
8:00 AM	0	6	4	18	0	26	1	12	0	11	186	4	0	22	589	4	883	3,196
8:15 AM	0	12	1	18	0	27	5	7	0	11	188	6	0	20	519	15	829	
8:30 AM	0	16	2	15	0	23	1	13	0	13	159	4	0	29	530	12	817	
8:45 AM	0	14	4	12	0	24	3	14	0	11	167	6	0	39	358	15	667	
Count Total	0	83	21	139	0	186	20	79	0	73	1,389	36	0	205	4,623	72	6,926	
Peak Hour	0	35	10	76	0	86	10	33	0	27	689	16	0	95	2,627	26	3,730	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

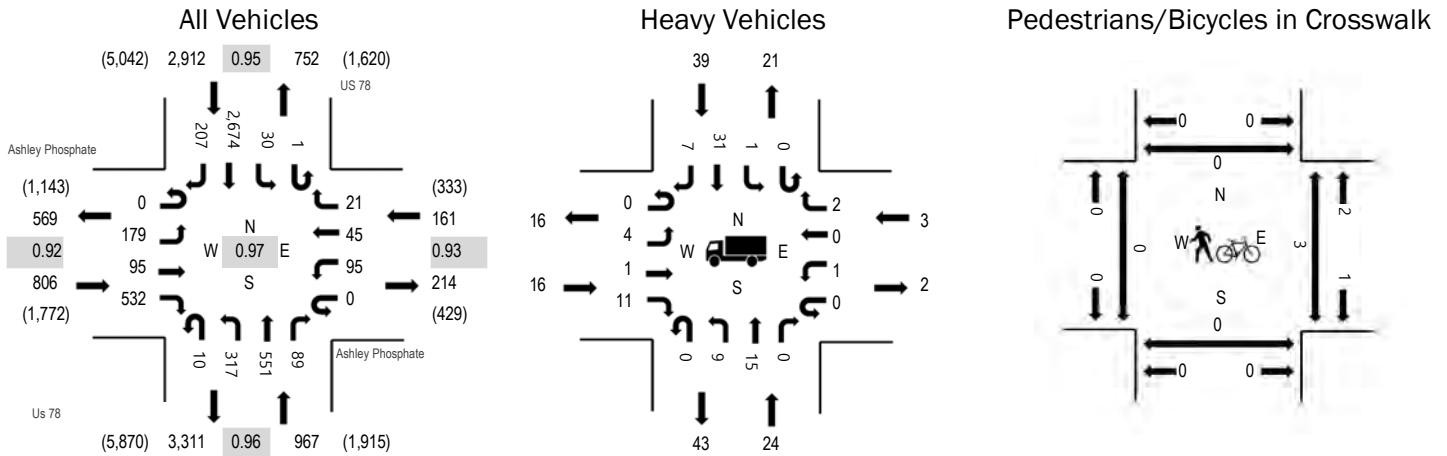
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	0	5	2	3	10		7:00 AM	0	0	1	0	1	
7:15 AM	2	4	0	13	19		7:15 AM	1	0	2	0	3	
7:30 AM	3	5	1	13	22		7:30 AM	0	0	0	0	0	
7:45 AM	1	5	0	11	17		7:45 AM	1	0	1	0	2	
8:00 AM	2	7	0	11	20		8:00 AM	1	0	1	0	2	
8:15 AM	0	5	3	8	16		8:15 AM	1	1	1	0	3	
8:30 AM	2	8	1	10	21		8:30 AM	1	0	0	0	1	
8:45 AM	1	6	0	12	19		8:45 AM	0	0	0	0	0	
Count Total	11	45	7	81	144		Count Total	5	1	6	0	12	
Peak Hour	6	19	3	40	68		Peak Hour	2	0	4	0	6	



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Location: #52 Us 78 & Ashley Phosphate AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.92
WB	1.9%	0.93
NB	2.5%	0.96
SB	1.3%	0.95
All	1.7%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Ashley Phosphate Eastbound				Ashley Phosphate Westbound				Us 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	40	24	136	0	22	8	8	2	89	103	15	0	4	644	37	1,132	4,846
7:15 AM	0	49	26	130	0	17	15	6	3	61	147	29	0	7	684	52	1,226	4,783
7:30 AM	0	48	16	117	0	29	10	2	2	80	151	22	0	13	703	52	1,245	4,615
7:45 AM	0	42	29	149	0	27	12	5	3	87	150	23	1	6	643	66	1,243	4,507
8:00 AM	0	68	29	135	0	29	13	1	2	74	150	24	0	5	481	58	1,069	4,216
8:15 AM	1	89	27	146	0	26	15	6	1	80	126	11	2	7	472	49	1,058	
8:30 AM	1	57	26	133	0	23	9	3	0	75	146	15	0	8	592	49	1,137	
8:45 AM	0	75	29	150	0	25	15	7	2	88	136	18	2	16	342	47	952	
Count Total	2	468	206	1,096	0	198	97	38	15	634	1,109	157	5	66	4,561	410	9,062	
Peak Hour	0	179	95	532	0	95	45	21	10	317	551	89	1	30	2,674	207	4,846	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	4	7	1	3	15	7:00 AM	0	0	0	0	0	0	
7:15 AM	3	5	1	13	22	7:15 AM	0	0	1	0	0	1	
7:30 AM	5	3	0	12	20	7:30 AM	0	0	1	0	0	1	
7:45 AM	4	9	1	11	25	7:45 AM	0	0	1	0	0	1	
8:00 AM	6	10	0	12	28	8:00 AM	0	0	0	0	0	0	
8:15 AM	9	11	0	10	30	8:15 AM	0	0	2	0	0	2	
8:30 AM	6	10	1	8	25	8:30 AM	1	0	1	0	0	2	
8:45 AM	5	6	1	9	21	8:45 AM	0	2	0	0	0	2	
Count Total	42	61	5	78	186	Count Total	1	2	6	0	0	9	
Peak Hour	16	24	3	39	82	Peak Hour	0	0	3	0	0	3	

7:45 AM	1	0	1	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0

		US 78					US 78				
		Northbound					Southbound				
Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	
0	0	0	0	164	0	0	2	0	565	2	
0	0	0	0	166	0	0	3	0	614	0	
0	0	0	0	183	0	0	4	0	630	0	
0	0	0	0	161	0	0	4	0	609	0	
0	0	0	0	154	0	0	4	0	568	1	
0	0	0	0	182	0	0	5	0	518	0	
0	0	0	0	169	0	0	2	0	562	0	
0	0	0	0	166	0	0	4	0	527	0	

		Northbound					Southbound				
Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	
0	0	0	0	6	0	0	0	0	21	0	
0	0	0	0	649	0	0	12	0	2,332	1	
0	0	0	0	19	0	0	1	0	65	1	
0	0	0	0	674	0	0	13	0	2,418	2	
				0					0		
				3.7%					3.6%		
		0.0%	0.0%	3.7%	0.0%	0.0%	7.7%	0.0%	3.6%	50.0%	
				0.93					0.96		
		0.00	0.00	0.93	0.00	0.00	0.85	0.00	0.96	0.25	

		Northbound					Southbound				
Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	
0	0	0	0	1	0	0	0	0	7	0	

0	0	0	0	2	0	0	0	0	7	0
0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	3	0	0	0	0	6	0
0	0	0	0	3	0	0	0	0	10	0
0	0	0	0	2	0	0	0	0	9	0
0	0	0	0	1	0	0	0	0	18	0
0	0	0	0	2	0	0	0	0	12	0
0	0	0	0	160	0	0	2	0	545	1
0	0	0	0	158	0	0	3	0	593	0
0	0	0	0	176	0	0	3	0	612	0
0	0	0	0	155	0	0	4	0	582	0
0	0	0	0	149	0	0	4	0	534	1
0	0	0	0	176	0	0	5	0	494	0
0	0	0	0	159	0	0	2	0	519	0
0	0	0	0	161	0	0	4	0	499	0
0	0	0	0	3	0	0	0	0	13	1
0	0	0	0	6	0	0	0	0	14	0
0	0	0	0	7	0	0	1	0	17	0
0	0	0	0	3	0	0	0	0	21	0
0	0	0	0	2	0	0	0	0	24	0
0	0	0	0	4	0	0	0	0	15	0
0	0	0	0	9	0	0	0	0	25	0
0	0	0	0	3	0	0	0	0	16	0

d				Southbound		
Total	CCW	CW	Total			
0	0	0	0			
0	0	0	0			
0	0	0	0			
0	0	0	0			
0	0	0	0			
0	0	0	0			
0	0	0	0			
0	0	0	0			

d				Southbound		
Total	CCW	CW	Total			
0	0	0	0			
0	1	0	1			
0	0	0	0			

0	0	1	1
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0

RTOR	Total	Rolling Hour
0	733	3,110
0	784	3,104
0	819	3,025
0	774	2,939
0	727	2,862
0	705	0
0	733	0
0	697	0

RTOR	Total
0	27
0	2,995
0	88
0	3,110
	0
	3.7%
0.0%	3.7%
	0.95
0.00	0.95

RTOR	Total
0	8

0 9
0 1
0 9
0 13
0 11
0 19
0 14

0 708
0 754
0 792
0 741
0 688
0 675
0 680
0 664

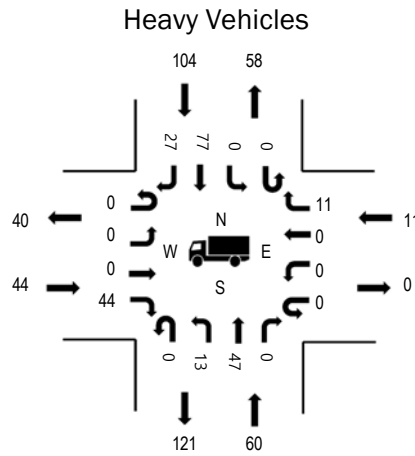
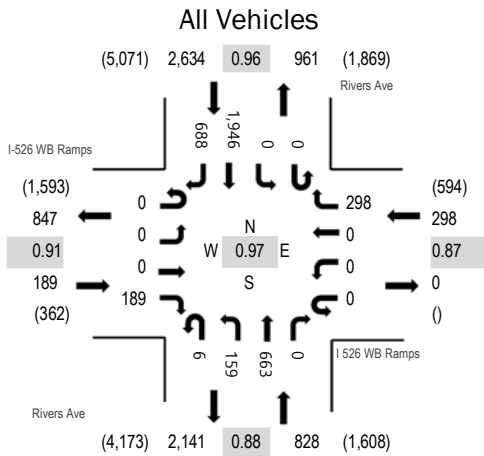
0 17
0 21
0 26
0 24
0 26
0 19
0 34
0 19



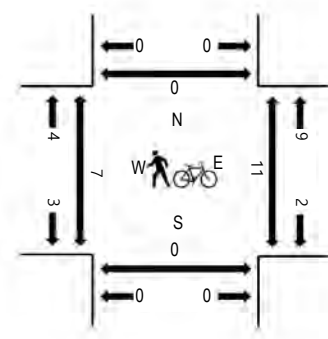
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Location: #78 Rivers Ave & I 526 WB Ramps AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	23.3%	0.91
WB	3.7%	0.87
NB	7.2%	0.88
SB	3.9%	0.96
All	5.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	I-526 WB Ramps Eastbound				I 526 WB Ramps Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	36	0	0	0	67	2	30	142	0	0	0	522	149	948	3,917
7:15 AM	0	0	0	37	0	0	1	83	3	35	153	0	0	0	506	142	960	3,923
7:30 AM	0	0	0	46	0	0	0	91	0	51	183	0	0	0	465	150	986	3,949
7:45 AM	0	0	0	51	0	0	0	73	0	34	179	0	0	0	509	177	1,023	3,894
8:00 AM	0	0	0	44	0	0	0	59	2	25	150	0	0	0	494	180	954	3,718
8:15 AM	0	0	0	48	0	0	0	75	4	49	151	0	0	0	478	181	986	
8:30 AM	0	0	0	54	0	0	0	78	4	45	161	0	0	0	423	166	931	
8:45 AM	0	0	0	46	0	0	0	67	3	45	157	0	0	0	396	133	847	
Count Total	0	0	0	362	0	0	1	593	18	314	1,276	0	0	0	3,793	1,278	7,635	
Peak Hour	0	0	0	189	0	0	0	298	6	159	663	0	0	0	1,946	688	3,949	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

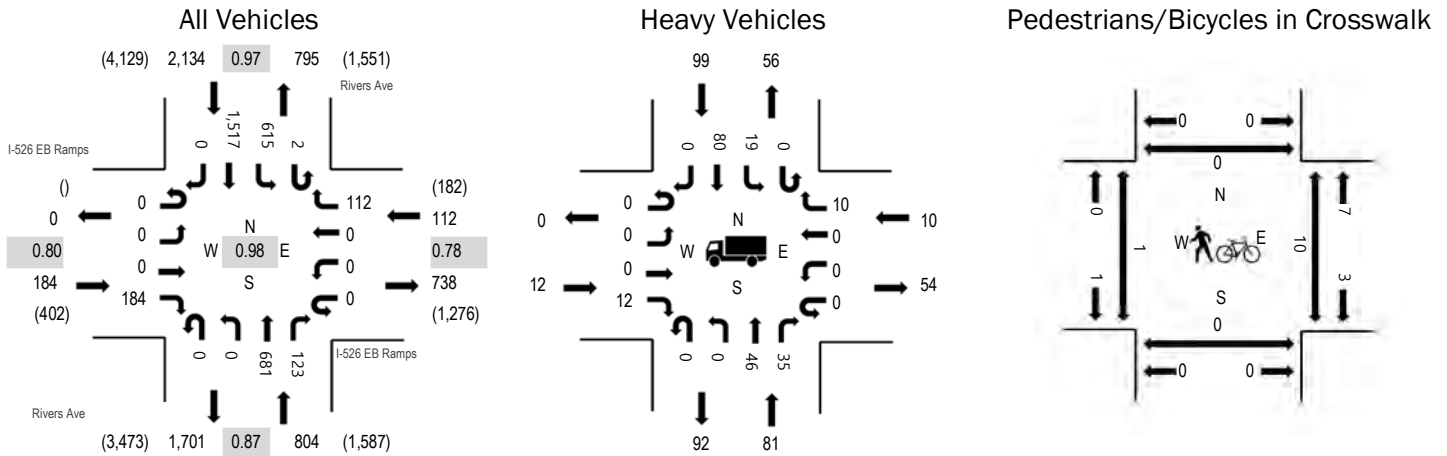
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	6	16	1	18	41	7:00 AM	2	0	5	0	7
7:15 AM	7	10	2	15	34	7:15 AM	0	0	1	0	1
7:30 AM	13	13	1	17	44	7:30 AM	3	0	2	0	5
7:45 AM	8	15	3	26	52	7:45 AM	1	0	2	0	3
8:00 AM	11	13	2	32	58	8:00 AM	1	0	3	0	4
8:15 AM	12	19	5	29	65	8:15 AM	2	0	4	0	6
8:30 AM	21	13	5	35	74	8:30 AM	2	0	2	0	4
8:45 AM	16	14	3	35	68	8:45 AM	2	0	3	0	5
Count Total	94	113	22	207	436	Count Total	13	0	22	0	35
Peak Hour	44	60	11	104	219	Peak Hour	7	0	11	0	18



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Location: #79 Rivers Ave & I-526 EB Ramps AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.5%	0.80
WB	8.9%	0.78
NB	10.1%	0.87
SB	4.6%	0.97
All	6.2%	0.98

Traffic Counts - All Vehicles

Interval Start Time	I-526 EB Ramps Eastbound				I-526 EB Ramps Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	43	0	0	0	36	0	0	133	31	0	194	357	0	794	3,234
7:15 AM	0	0	0	43	0	0	0	23	0	0	165	28	0	188	361	0	808	3,213
7:30 AM	0	0	0	57	0	0	0	31	0	0	207	29	2	115	367	0	808	3,198
7:45 AM	0	0	0	41	0	0	0	22	0	0	176	35	0	118	432	0	824	3,180
8:00 AM	0	0	0	62	0	0	0	19	0	0	143	26	2	111	410	0	773	3,066
8:15 AM	0	0	0	47	0	0	0	15	0	0	177	29	0	113	412	0	793	
8:30 AM	0	0	0	68	0	0	0	22	0	0	180	25	0	117	378	0	790	
8:45 AM	0	0	0	41	0	0	0	14	0	0	178	25	6	92	354	0	710	
Count Total	0	0	0	402	0	0	0	182	0	0	1,359	228	10	1,048	3,071	0	6,300	
Peak Hour	0	0	0	184	0	0	0	112	0	0	681	123	2	615	1,517	0	3,234	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

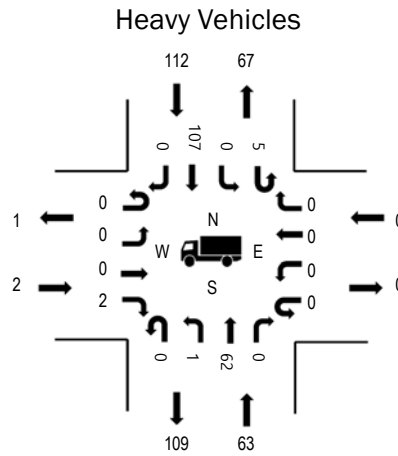
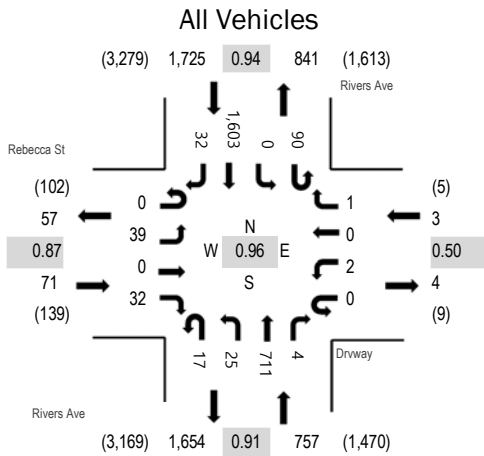
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	3	19	5	23	50	7:00 AM	0	0	3	0	3		
7:15 AM	2	16	1	20	39	7:15 AM	0	0	1	0	1		
7:30 AM	5	27	3	27	62	7:30 AM	1	0	3	0	4		
7:45 AM	2	19	1	29	51	7:45 AM	0	0	3	0	3		
8:00 AM	6	17	1	31	55	8:00 AM	0	0	4	0	4		
8:15 AM	2	20	3	35	60	8:15 AM	0	0	1	0	1		
8:30 AM	0	21	2	49	72	8:30 AM	0	0	2	0	2		
8:45 AM	4	24	1	50	79	8:45 AM	0	0	5	0	5		
Count Total	24	163	17	264	468	Count Total	1	0	22	0	23		
Peak Hour	12	81	10	99	202	Peak Hour	1	0	10	0	11		



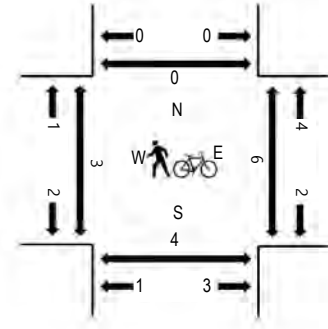
(303) 216-2439
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Location: #80 Rivers Ave & Drvway AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.8%	0.87
WB	0.0%	0.50
NB	8.3%	0.91
SB	6.5%	0.94
All	6.9%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Rebecca St Eastbound				Drvway Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	15	0	8	0	0	0	0	2	2	141	0	10	0	382	9	569	2,486
7:15 AM	0	12	0	8	0	1	0	0	7	6	168	0	13	0	373	7	595	2,524
7:30 AM	0	13	0	8	0	0	0	0	5	8	196	0	25	0	390	10	655	2,556
7:45 AM	0	13	0	3	0	0	0	0	2	5	184	1	21	0	430	8	667	2,506
8:00 AM	0	6	0	9	0	2	0	0	7	7	145	3	26	0	392	10	607	2,407
8:15 AM	0	7	0	12	0	0	0	1	3	5	186	0	18	0	391	4	627	
8:30 AM	0	11	0	5	0	0	0	0	5	1	182	3	23	1	366	8	605	
8:45 AM	0	3	0	6	0	0	0	1	7	1	187	1	6	0	345	11	568	
Count Total	0	80	0	59	0	3	0	2	38	35	1,389	8	142	1	3,069	67	4,893	
Peak Hour	0	39	0	32	0	2	0	1	17	25	711	4	90	0	1,603	32	2,556	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

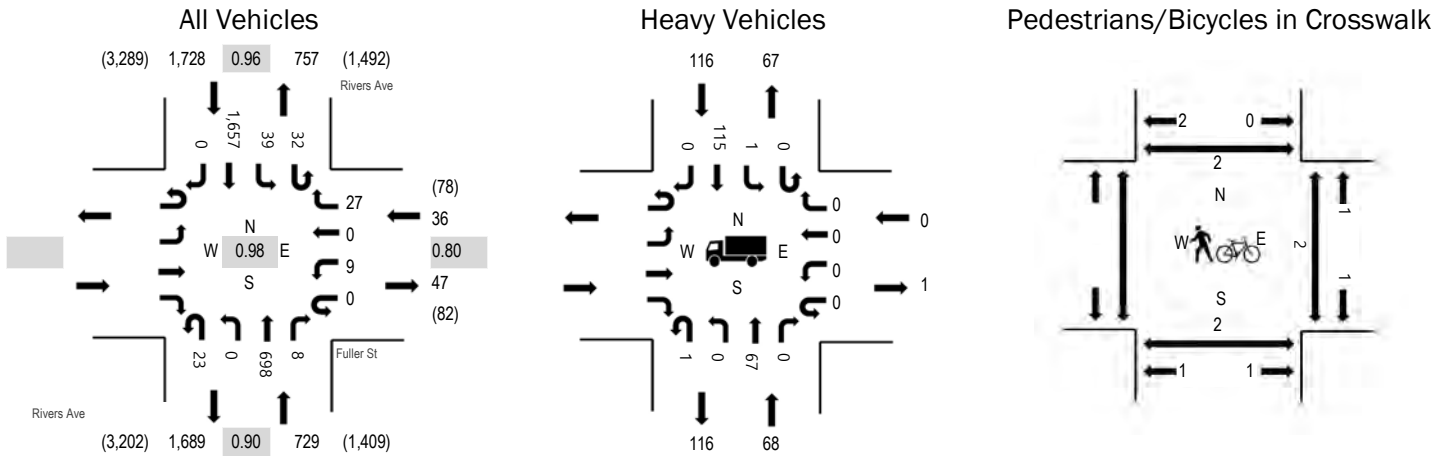
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	20	0	21	41	7:00 AM	0	1	3	0	4
7:15 AM	0	17	0	16	33	7:15 AM	0	2	2	0	4
7:30 AM	0	19	0	28	47	7:30 AM	1	1	0	0	2
7:45 AM	0	17	0	27	44	7:45 AM	0	1	0	0	1
8:00 AM	0	10	0	31	41	8:00 AM	2	1	5	0	8
8:15 AM	2	17	0	26	45	8:15 AM	0	1	1	0	2
8:30 AM	0	18	0	30	48	8:30 AM	0	1	1	0	2
8:45 AM	0	18	0	41	59	8:45 AM	1	1	4	0	6
Count Total	2	136	0	220	358	Count Total	4	9	16	0	29
Peak Hour	2	63	0	112	177	Peak Hour	3	4	6	0	13



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Location: #81 Rivers Ave & Fuller St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.80
NB	9.3%	0.90
SB	6.7%	0.96
All	7.4%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Fuller St Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	1	0	9	3	0	132	0	8	8	379	0	540	2,318
7:15 AM					0	2	0	11	2	0	166	1	6	7	368	0	563	2,397
7:30 AM					0	2	0	12	0	0	180	2	8	8	385	0	597	2,471
7:45 AM					0	3	0	5	4	0	174	2	6	12	412	0	618	2,493
8:00 AM					0	2	0	6	5	0	153	2	7	12	432	0	619	2,458
8:15 AM					0	2	0	6	5	0	198	4	4	10	408	0	637	
8:30 AM					0	2	0	10	9	0	173	0	15	5	405	0	619	
8:45 AM					0	0	0	5	8	0	185	1	13	8	363	0	583	
Count Total					0	14	0	64	36	0	1,361	12	67	70	3,152	0	4,776	
Peak Hour					0	9	0	27	23	0	698	8	32	39	1,657	0	2,493	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

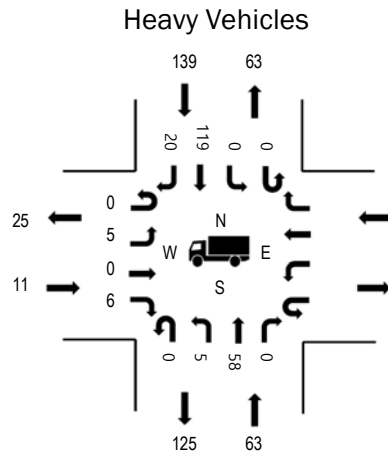
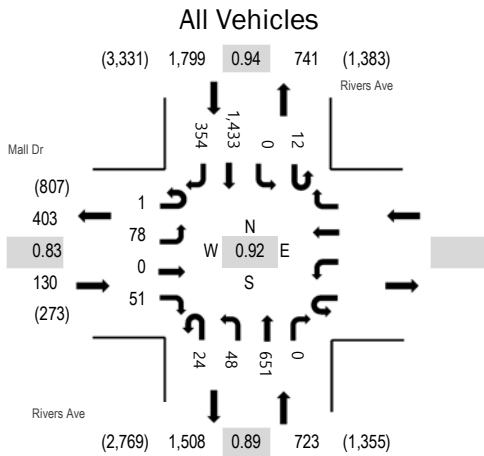
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	19	0	18		37	7:00 AM		0	2	0	2
7:15 AM	17	0	15		32	7:15 AM		2	3	1	6
7:30 AM	16	0	27		43	7:30 AM		0	1	0	1
7:45 AM	17	0	24		41	7:45 AM		1	1	0	2
8:00 AM	11	0	29		40	8:00 AM		0	0	1	1
8:15 AM	20	0	31		51	8:15 AM		1	1	1	3
8:30 AM	20	0	32		52	8:30 AM		0	0	0	0
8:45 AM	20	0	41		61	8:45 AM		0	4	0	4
Count Total	140	0	217		357	Count Total		4	12	3	19
Peak Hour	68	0	116		184	Peak Hour		2	2	2	6



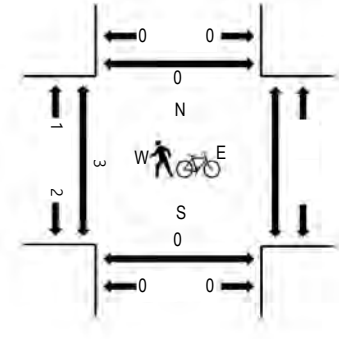
(303) 216-2439
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Location: #82 Rivers Ave & Mall Dr AM
Date: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	8.5%	0.83
WB		
NB	8.7%	0.89
SB	7.7%	0.94
All	8.0%	0.92

Traffic Counts - All Vehicles

Interval Start Time	Mall Dr Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	13	0	21					7	9	118	0	2	0	297	79	546	2,307
7:15 AM	0	14	0	15					11	10	153	0	3	0	273	79	558	2,414
7:30 AM	0	19	0	15					13	8	146	0	3	0	307	79	590	2,574
7:45 AM	0	29	0	17					3	15	139	0	3	0	282	125	613	2,624
8:00 AM	0	13	0	20					9	8	147	0	2	0	363	91	653	2,652
8:15 AM	0	22	0	17					4	15	184	0	2	0	392	82	718	
8:30 AM	0	16	0	3					4	8	163	0	2	0	342	102	640	
8:45 AM	1	27	0	11					7	17	157	0	6	0	336	79	641	
Count Total	1	153	0	119					58	90	1,207	0	23	0	2,592	716	4,959	
Peak Hour	1	78	0	51					24	48	651	0	12	0	1,433	354	2,652	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

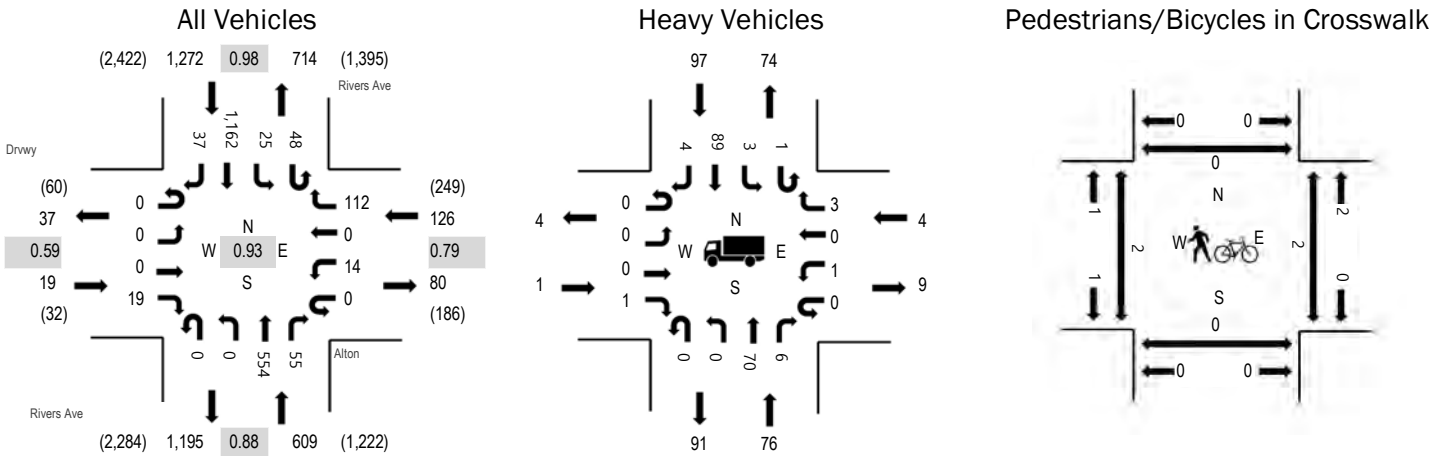
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	19		21	44	7:00 AM	0	2		0	2
7:15 AM	2	18		17	37	7:15 AM	2	4		0	6
7:30 AM	3	16		24	43	7:30 AM	2	1		0	3
7:45 AM	4	15		26	45	7:45 AM	2	1		2	5
8:00 AM	3	10		26	39	8:00 AM	0	0		0	0
8:15 AM	7	20		31	58	8:15 AM	0	0		0	0
8:30 AM	0	17		30	47	8:30 AM	2	0		0	2
8:45 AM	1	16		52	69	8:45 AM	1	0		0	1
Count Total	24	131		227	382	Count Total	9	8		2	19
Peak Hour	11	63		139	213	Peak Hour	3	0		0	3



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Location: #83 Rivers Ave & Alton AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.3%	0.59
WB	3.2%	0.79
NB	12.5%	0.88
SB	7.6%	0.98
All	8.8%	0.93

Traffic Counts - All Vehicles

Interval Start Time	Drwly Eastbound				Alton Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	5	0	2	0	26	0	0	109	17	7	6	290	11	473	1,959
7:15 AM	0	0	0	2	0	1	0	28	0	0	137	18	10	4	290	6	496	1,977
7:30 AM	0	0	0	8	0	2	0	30	0	0	135	10	11	11	289	8	504	2,026
7:45 AM	0	0	0	2	0	0	0	18	0	0	138	15	18	4	284	7	486	1,990
8:00 AM	0	0	0	1	0	4	0	27	0	0	123	20	9	6	287	14	491	1,966
8:15 AM	0	0	0	8	0	8	0	37	0	0	158	10	10	4	302	8	545	
8:30 AM	0	0	0	4	0	6	0	33	0	0	131	19	9	9	254	3	468	
8:45 AM	0	0	0	2	0	1	0	26	0	0	159	23	6	10	232	3	462	
Count Total	0	0	0	32	0	24	0	225	0	0	1,090	132	80	54	2,228	60	3,925	
Peak Hour	0	0	0	19	0	14	0	112	0	0	554	55	48	25	1,162	37	2,026	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

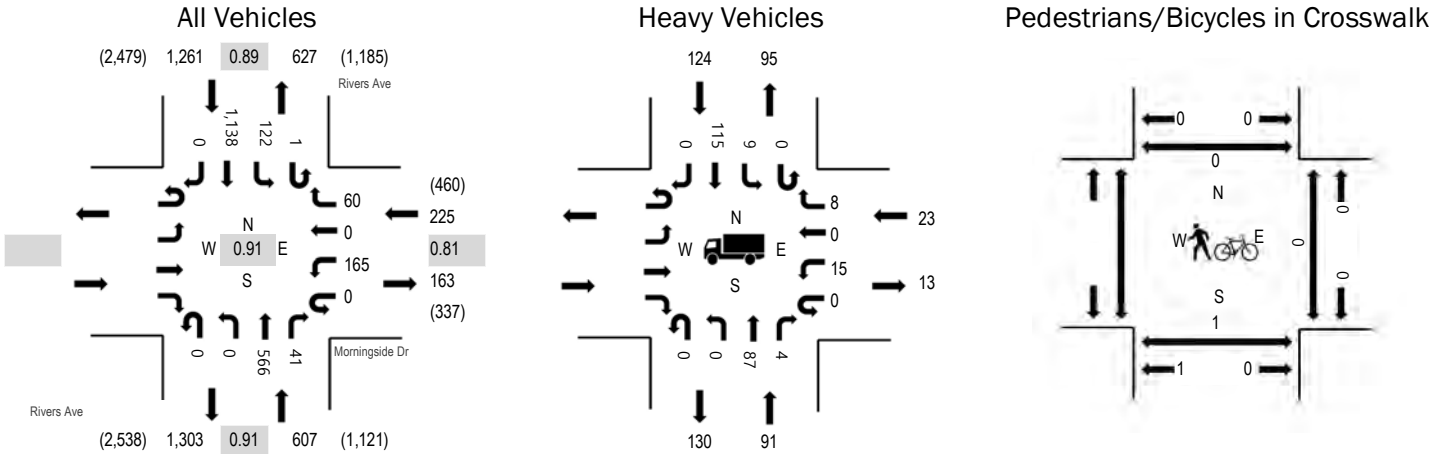
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	19	2	20	42	7:00 AM	0	0	0	0	0
7:15 AM	0	20	2	17	39	7:15 AM	1	0	0	0	1
7:30 AM	0	17	2	25	44	7:30 AM	0	0	0	0	0
7:45 AM	0	21	0	25	46	7:45 AM	1	0	0	0	1
8:00 AM	0	18	0	23	41	8:00 AM	0	0	2	0	2
8:15 AM	1	20	2	24	47	8:15 AM	1	0	0	0	1
8:30 AM	1	25	1	22	49	8:30 AM	1	0	1	0	2
8:45 AM	1	32	1	31	65	8:45 AM	3	0	0	0	3
Count Total	4	172	10	187	373	Count Total	7	0	3	0	10
Peak Hour	1	76	4	97	178	Peak Hour	2	0	2	0	4



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Location: #84 Rivers Ave & Morningside Dr AM
Date: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	10.2%	0.81
NB	15.0%	0.91
SB	9.8%	0.89
All	11.4%	0.91

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Morningside Dr Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM					0	43	0	9	0	0	111	6	1	40	284	0	494	1,967
7:15 AM					0	34	0	16	0	0	129	5	2	33	256	0	475	1,987
7:30 AM					0	39	0	17	0	0	124	9	0	34	272	0	495	2,087
7:45 AM					0	54	0	23	0	0	124	6	2	41	253	0	503	2,071
8:00 AM					0	44	0	16	0	0	131	12	0	38	273	0	514	2,093
8:15 AM					0	37	0	19	0	0	147	13	0	34	325	0	575	
8:30 AM					0	26	0	15	0	0	131	7	0	29	271	0	479	
8:45 AM					0	58	0	10	0	0	157	9	1	21	269	0	525	
Count Total					0	335	0	125	0	0	1,054	67	6	270	2,203	0	4,060	
Peak Hour					0	165	0	60	0	0	566	41	1	122	1,138	0	2,093	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

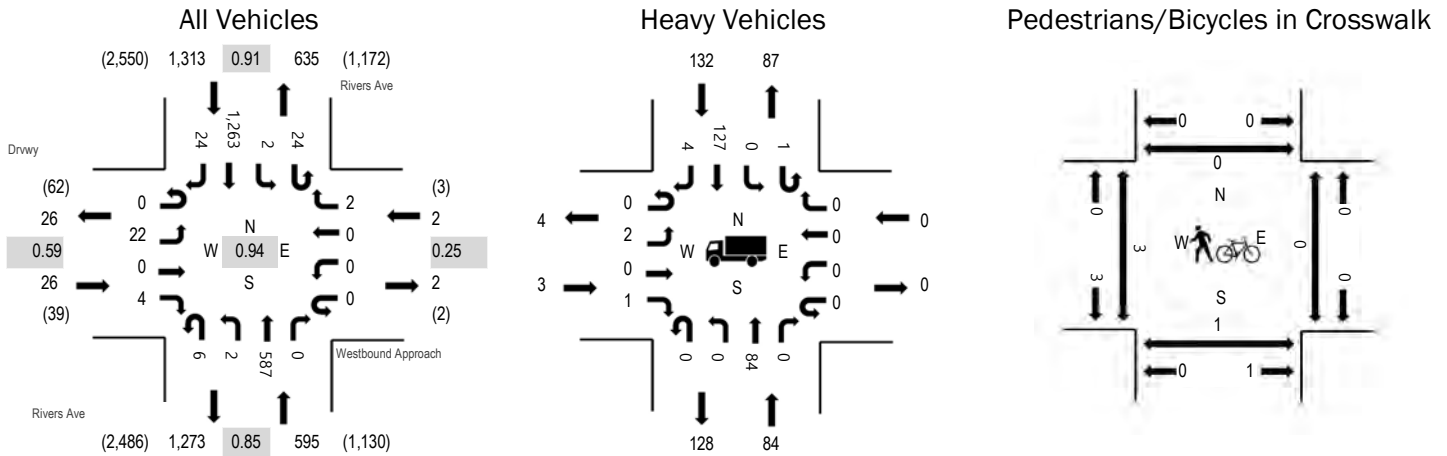
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM						7:00 AM					
7:15 AM						7:15 AM					
7:30 AM						7:30 AM					
7:45 AM						7:45 AM					
8:00 AM						8:00 AM					
8:15 AM						8:15 AM					
8:30 AM						8:30 AM					
8:45 AM						8:45 AM					
Count Total						Count Total					
Peak Hour						Peak Hour					



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Location: #85 Rivers Ave & Westbound Approach AM
Date: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	11.5%	0.59
WB	0.0%	0.25
NB	14.1%	0.85
SB	10.1%	0.91
All	11.3%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Drwly Eastbound				Westbound Approach Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	1	2	0	3	0	0	0	0	2	0	122	0	3	0	316	4	453	1,786
7:15 AM	0	0	0	1	0	0	0	1	2	5	131	0	4	0	280	8	432	1,804
7:30 AM	0	2	0	0	0	0	0	0	4	4	134	0	5	0	297	6	452	1,889
7:45 AM	0	3	0	1	0	0	0	0	2	1	128	0	2	0	305	7	449	1,873
8:00 AM	0	2	0	1	0	0	0	0	2	0	141	0	5	0	317	3	471	1,936
8:15 AM	0	2	0	1	0	0	0	0	0	0	152	0	10	2	344	6	517	
8:30 AM	0	10	0	1	0	0	0	0	2	1	123	0	5	0	289	5	436	
8:45 AM	0	8	0	1	0	0	0	2	2	1	171	0	4	0	313	10	512	
Count Total	1	29	0	9	0	0	0	3	16	12	1,102	0	38	2	2,461	49	3,722	
Peak Hour	0	22	0	4	0	0	0	2	6	2	587	0	24	2	1,263	24	1,936	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

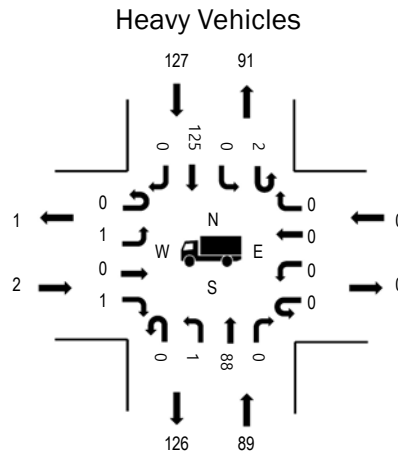
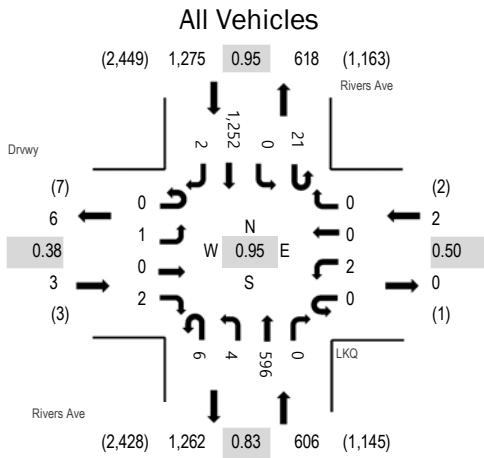
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	19	0	27	47	7:00 AM	0	0	0	0	0
7:15 AM	0	18	0	17	35	7:15 AM	2	0	0	0	2
7:30 AM	0	17	0	21	38	7:30 AM	1	0	0	0	1
7:45 AM	0	22	0	24	46	7:45 AM	1	0	0	0	1
8:00 AM	0	17	0	33	50	8:00 AM	0	0	0	0	0
8:15 AM	0	18	0	30	48	8:15 AM	0	0	0	0	0
8:30 AM	2	21	0	28	51	8:30 AM	0	0	0	0	0
8:45 AM	1	28	0	41	70	8:45 AM	3	1	0	0	4
Count Total	4	160	0	221	385	Count Total	7	1	0	0	8
Peak Hour	3	84	0	132	219	Peak Hour	3	1	0	0	4



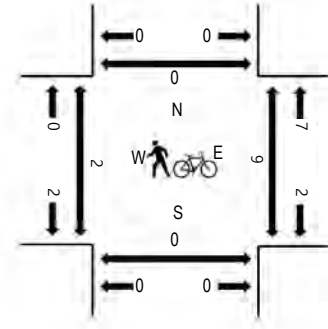
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Location: #86 Rivers Ave & LKQ AM
Date: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	66.7%	0.38
WB	0.0%	0.50
NB	14.7%	0.83
SB	10.0%	0.95
All	11.6%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Drwly Eastbound				LKQ Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	0	0	0	0	5	0	125	0	3	1	295	0	429	1,713
7:15 AM	0	0	0	0	0	0	0	0	1	0	129	0	2	0	288	0	420	1,778
7:30 AM	0	0	0	0	0	0	0	0	1	0	140	0	5	0	297	0	443	1,832
7:45 AM	0	0	0	0	0	0	0	0	0	1	137	0	4	0	279	0	421	1,818
8:00 AM	0	1	0	0	0	1	0	0	1	1	157	0	4	0	328	1	494	1,886
8:15 AM	0	0	0	0	0	1	0	0	3	2	132	0	8	0	328	0	474	
8:30 AM	0	0	0	0	0	0	0	0	1	1	126	0	4	0	296	1	429	
8:45 AM	0	0	0	2	0	0	0	0	1	0	181	0	5	0	300	0	489	
Count Total	0	1	0	2	0	2	0	0	13	5	1,127	0	35	1	2,411	2	3,599	
Peak Hour	0	1	0	2	0	2	0	0	6	4	596	0	21	0	1,252	2	1,886	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

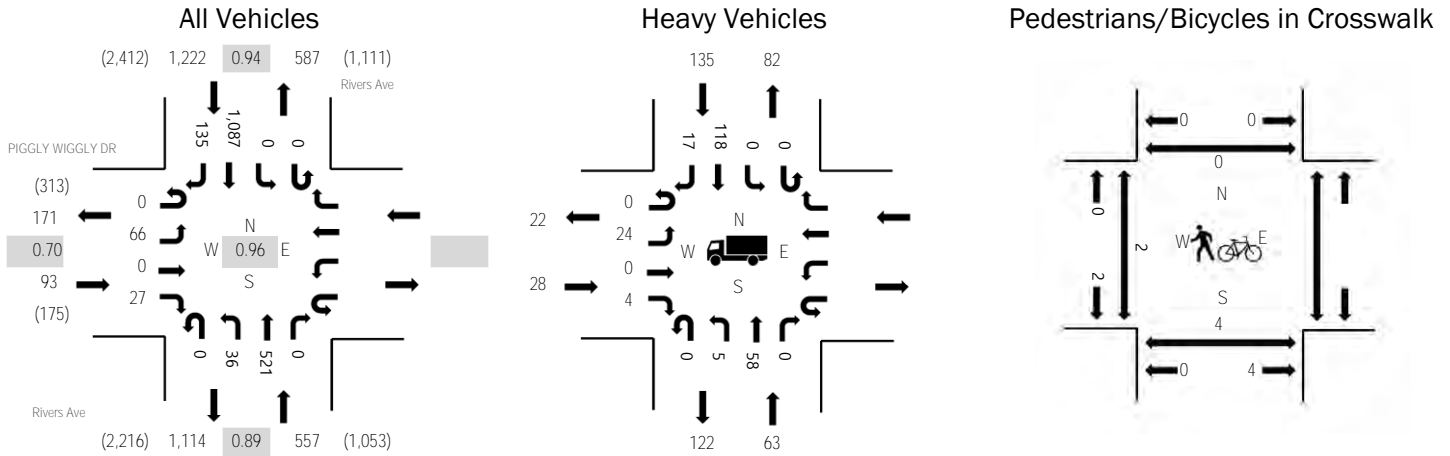
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	17	0	23	40	7:00 AM	1	0	0	0	1
7:15 AM	0	23	0	14	37	7:15 AM	3	0	2	0	5
7:30 AM	0	14	0	24	38	7:30 AM	1	0	0	0	1
7:45 AM	0	21	0	19	40	7:45 AM	1	0	0	0	1
8:00 AM	1	20	0	30	51	8:00 AM	0	0	4	0	4
8:15 AM	0	18	0	27	45	8:15 AM	0	0	1	0	1
8:30 AM	0	23	0	31	54	8:30 AM	0	0	1	0	1
8:45 AM	1	28	0	39	68	8:45 AM	2	0	3	0	5
Count Total	2	164	0	207	373	Count Total	8	0	11	0	19
Peak Hour	2	89	0	127	218	Peak Hour	2	0	9	0	11



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Location: #87 Rivers Ave & PIGGLY WIGGLY DR AM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	30.1%	0.70
WB		
NB	11.3%	0.89
SB	11.0%	0.94
All	12.1%	0.96

Traffic Counts - All Vehicles

Interval Start Time	PIGGLY WIGGLY DR Eastbound				Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	11	0	8					0	11	115	0	0	0	284	33	462	1,768
7:15 AM	0	15	0	4					0	9	115	0	2	0	252	26	423	1,782
7:30 AM	0	20	0	6					0	6	119	0	0	0	273	27	451	1,849
7:45 AM	0	10	0	8					0	4	117	0	0	0	267	26	432	1,814
8:00 AM	0	16	0	5					0	13	127	0	0	0	278	37	476	1,872
8:15 AM	0	12	0	6					0	8	133	0	0	0	288	43	490	1,872
8:30 AM	0	18	0	3					0	9	110	0	0	0	253	23	416	1,872
8:45 AM	0	20	0	13					0	6	151	0	0	0	268	32	490	1,872
Count Total	0	122	0	53					0	66	987	0	2	0	2,163	247	3,640	
Peak Hour	0	66	0	27					0	36	521	0	0	0	1,087	135	1,872	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

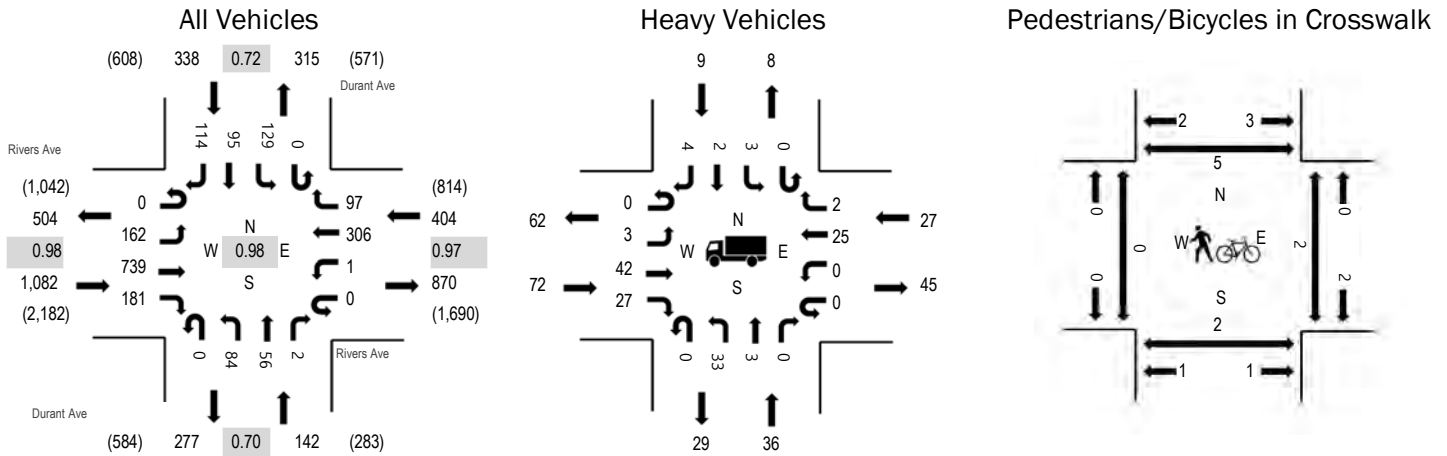
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	15		24	43	7:00 AM	0	0		0	0
7:15 AM	8	13		16	37	7:15 AM	0	0		0	0
7:30 AM	6	12		20	38	7:30 AM	0	0		0	0
7:45 AM	3	19		21	43	7:45 AM	0	0		0	0
8:00 AM	8	13		32	53	8:00 AM	0	4		0	4
8:15 AM	5	13		27	45	8:15 AM	1	0		0	1
8:30 AM	8	16		31	55	8:30 AM	0	0		0	0
8:45 AM	7	21		45	73	8:45 AM	1	0		0	1
Count Total	49	122		216	387	Count Total	2	4		0	6
Peak Hour	28	63		135	226	Peak Hour	2	4		0	6



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Location: #88 Durant Ave & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.7%	0.98
WB	6.7%	0.97
NB	25.4%	0.70
SB	2.7%	0.72
All	7.3%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Durant Ave Northbound			Durant Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	55	162	47	0	0	62	25	0	30	21	0	0	28	25	36	491	1,966
7:15 AM	0	51	176	36	0	1	66	19	0	17	17	0	0	48	35	34	500	1,961
7:30 AM	0	25	209	47	0	0	91	24	0	13	4	2	0	25	19	25	484	1,957
7:45 AM	0	31	192	51	0	0	87	29	0	24	14	0	0	28	16	19	491	1,893
8:00 AM	0	30	179	62	0	0	88	26	0	21	10	1	0	20	19	30	486	1,921
8:15 AM	0	19	208	54	0	0	83	21	0	22	12	1	0	32	20	24	496	
8:30 AM	1	39	156	58	0	1	57	12	0	23	10	0	1	17	15	30	420	
8:45 AM	0	45	191	58	0	0	108	14	0	22	17	2	0	13	20	29	519	
Count Total	1	295	1,473	413	0	2	642	170	0	172	105	6	1	211	169	227	3,887	
Peak Hour	0	162	739	181	0	1	306	97	0	84	56	2	0	129	95	114	1,966	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

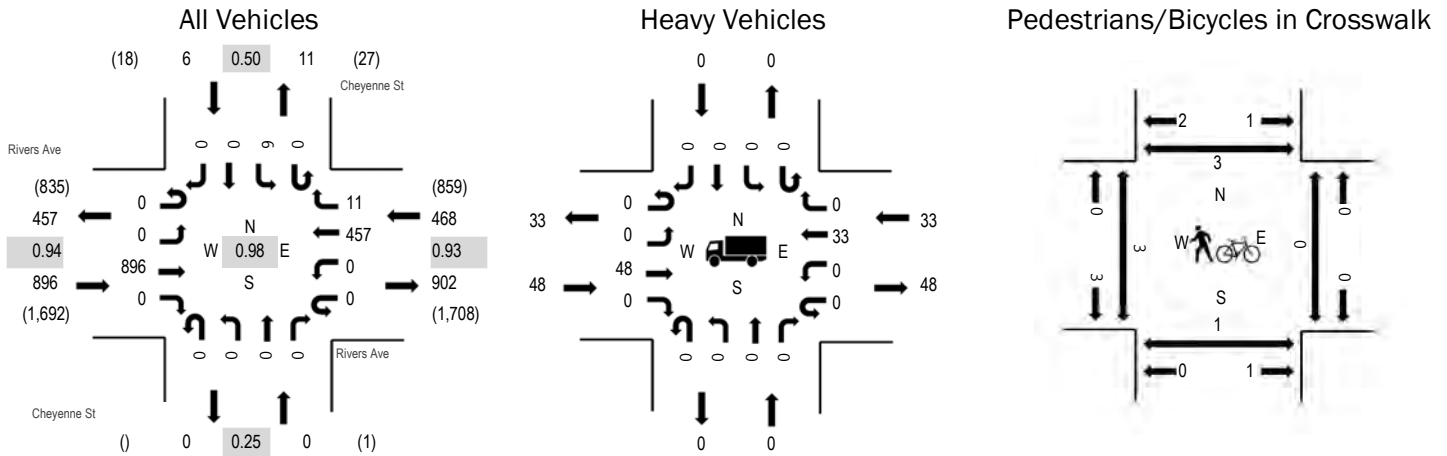
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	16	10	3	2	31	7:00 AM	0	0	0	2	2
7:15 AM	15	6	10	4	35	7:15 AM	0	0	0	0	0
7:30 AM	19	7	5	1	32	7:30 AM	0	1	2	3	6
7:45 AM	22	13	9	2	46	7:45 AM	0	1	0	0	1
8:00 AM	21	9	11	1	42	8:00 AM	0	0	0	0	0
8:15 AM	20	3	11	1	35	8:15 AM	0	1	1	1	3
8:30 AM	28	7	3	5	43	8:30 AM	0	0	0	2	2
8:45 AM	43	11	14	1	69	8:45 AM	0	1	0	0	1
Count Total	184	66	66	17	333	Count Total	0	4	3	8	15
Peak Hour	72	36	27	9	144	Peak Hour	0	2	2	5	9



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Location: #89 Cheyenne St & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.4%	0.94
WB	7.1%	0.93
NB	0.0%	0.25
SB	0.0%	0.50
All	5.9%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Cheyenne St Northbound			Cheyenne St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	197	0	0	0	90	0	0	0	0	1	0	1	0	0	289	1,293
7:15 AM	0	0	222	0	0	0	84	4	0	0	0	0	0	5	0	0	315	1,337
7:30 AM	0	0	238	0	0	0	108	4	0	0	0	0	0	0	0	0	350	1,370
7:45 AM	0	0	216	0	0	0	117	3	0	0	0	0	0	3	0	0	339	1,273
8:00 AM	0	0	205	0	0	0	123	3	0	0	0	0	0	2	0	0	333	1,277
8:15 AM	0	0	237	0	0	0	109	1	0	0	0	0	0	1	0	0	348	
8:30 AM	2	0	166	0	0	0	78	6	0	0	0	0	0	1	0	0	253	
8:45 AM	0	0	209	0	0	0	123	6	0	0	0	0	0	4	0	1	343	
Count Total	2	0	1,690	0	0	0	832	27	0	0	0	1	0	17	0	1	2,570	
Peak Hour	0	0	896	0	0	0	457	11	0	0	0	0	0	6	0	0	1,370	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

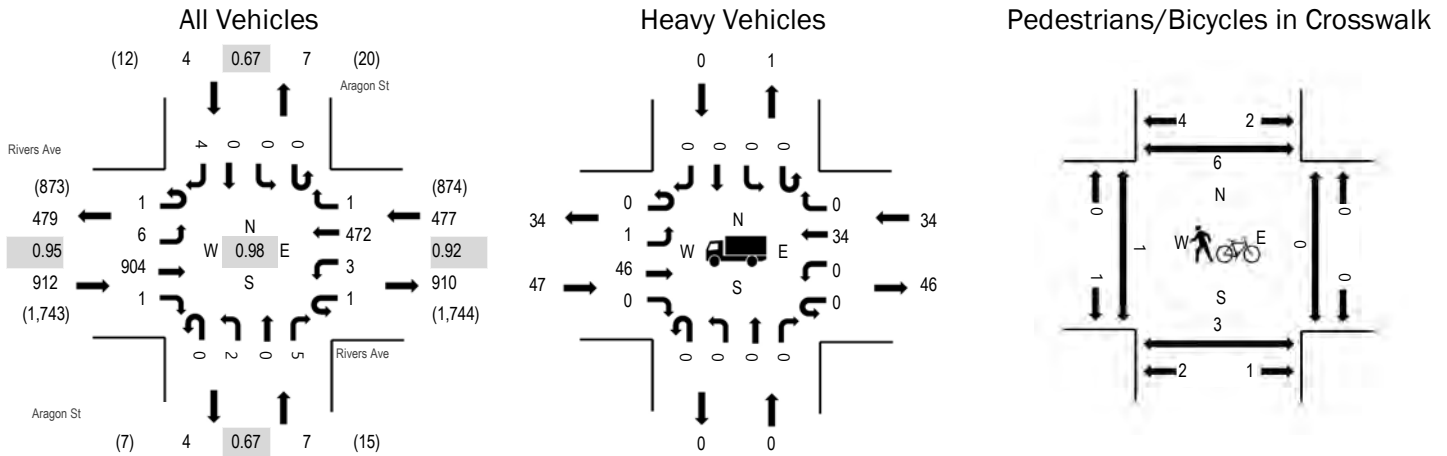
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	11	0	3	0	14	7:00 AM	1	0	0	0	1
7:15 AM	11	0	9	0	20	7:15 AM	0	0	0	1	1
7:30 AM	12	0	5	0	17	7:30 AM	1	0	0	1	2
7:45 AM	13	0	9	0	22	7:45 AM	0	0	0	0	0
8:00 AM	16	0	9	0	25	8:00 AM	2	0	0	0	2
8:15 AM	7	0	10	0	17	8:15 AM	0	1	0	2	3
8:30 AM	10	0	5	0	15	8:30 AM	0	0	0	4	4
8:45 AM	16	0	15	0	31	8:45 AM	2	0	0	2	4
Count Total	96	0	65	0	161	Count Total	6	1	0	10	17
Peak Hour	48	0	33	0	81	Peak Hour	3	1	0	3	7



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Location: #90 Aragon St & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.2%	0.95
WB	7.1%	0.92
NB	0.0%	0.67
SB	0.0%	0.67
All	5.8%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Aragon St Northbound			Aragon St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	1	210	0	1	0	87	2	0	0	0	2	0	0	0	3	306	1,345
7:15 AM	0	2	233	0	1	1	91	2	0	0	0	1	0	1	1	1	334	1,382
7:30 AM	0	1	233	1	0	0	117	0	0	0	0	3	0	0	0	1	356	1,400
7:45 AM	0	1	224	0	0	0	121	0	0	1	0	1	0	0	0	1	349	1,309
8:00 AM	1	2	210	0	1	1	128	0	0	0	0	0	0	0	0	0	343	1,299
8:15 AM	0	2	237	0	0	2	106	1	0	1	0	1	0	0	0	2	352	
8:30 AM	0	2	167	0	0	1	91	0	0	1	0	2	0	1	0	0	265	
8:45 AM	0	3	213	0	0	0	119	1	0	0	0	2	0	0	0	1	339	
Count Total	1	14	1,727	1	3	5	860	6	0	3	0	12	0	2	1	9	2,644	
Peak Hour	1	6	904	1	1	3	472	1	0	2	0	5	0	0	0	4	1,400	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

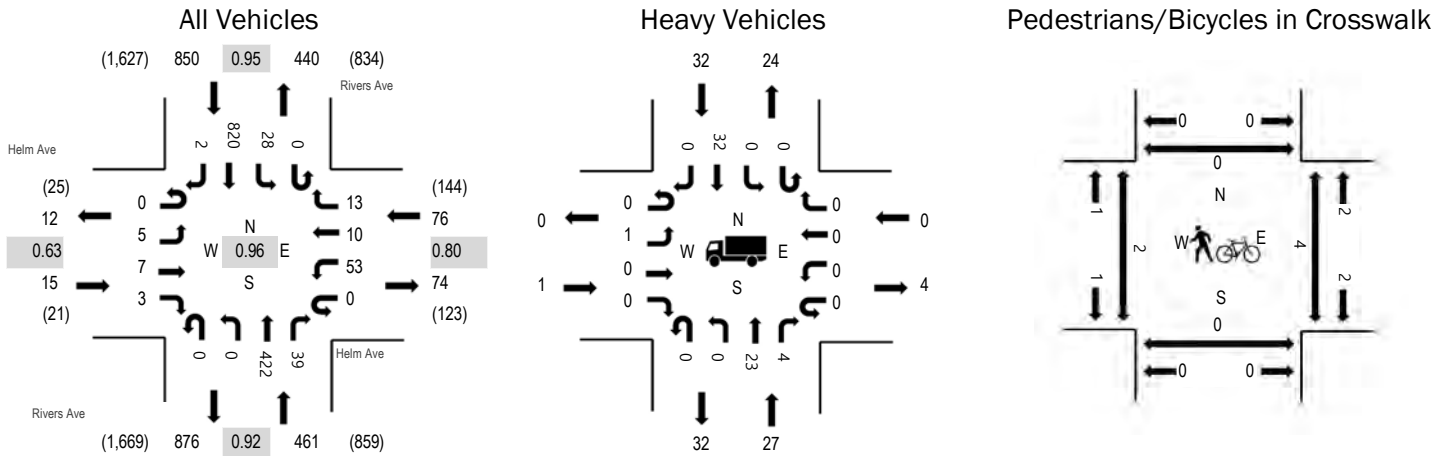
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	11	0	3	0	14	7:00 AM	0	0	0	2	2
7:15 AM	11	0	9	0	20	7:15 AM	0	0	0	4	4
7:30 AM	10	0	5	0	15	7:30 AM	1	0	0	0	1
7:45 AM	13	0	8	0	21	7:45 AM	0	2	0	2	4
8:00 AM	18	0	10	0	28	8:00 AM	0	0	0	1	1
8:15 AM	6	0	11	0	17	8:15 AM	0	1	0	3	4
8:30 AM	9	1	4	0	14	8:30 AM	0	0	0	5	5
8:45 AM	17	0	15	0	32	8:45 AM	0	1	0	0	1
Count Total	95	1	65	0	161	Count Total	1	4	0	17	22
Peak Hour	47	0	34	0	81	Peak Hour	1	3	0	6	10



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Location: #91 Rivers Ave & Helm Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.7%	0.63
WB	0.0%	0.80
NB	5.9%	0.92
SB	3.8%	0.95
All	4.3%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Helm Ave Eastbound				Helm Ave Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	1	1	0	11	1	4	0	0	86	8	0	7	185	1	305	1,374
7:15 AM	0	2	1	2	0	14	5	6	0	0	88	9	0	6	218	0	351	1,402
7:30 AM	0	2	4	0	0	15	1	5	0	0	111	7	0	4	205	0	354	1,390
7:45 AM	0	0	1	1	0	13	3	2	0	0	109	10	0	7	217	1	364	1,324
8:00 AM	0	1	1	0	0	11	1	0	0	0	114	13	0	11	180	1	333	1,277
8:15 AM	0	1	0	0	0	7	3	3	0	1	96	8	0	2	218	0	339	
8:30 AM	0	0	0	1	0	7	1	2	0	0	95	6	0	7	168	1	288	
8:45 AM	0	2	0	0	0	14	1	14	0	2	91	5	0	5	181	2	317	
Count Total	0	8	8	5	0	92	16	36	0	3	790	66	0	49	1,572	6	2,651	
Peak Hour	0	5	7	3	0	53	10	13	0	0	422	39	0	28	820	2	1,402	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

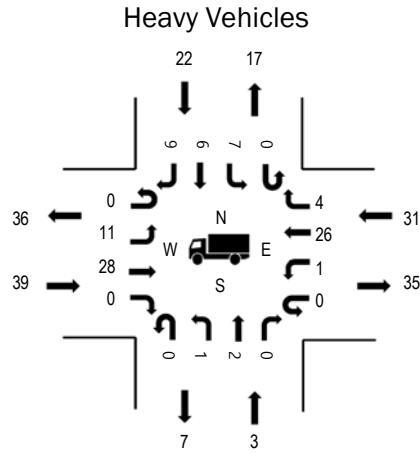
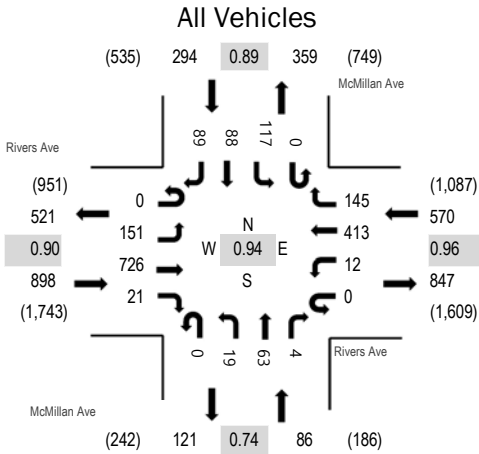
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	1	4	0	6	11	11	7:00 AM	2	0	2	0	4	
7:15 AM	0	7	0	11	18	18	7:15 AM	0	0	1	0	1	
7:30 AM	0	5	0	5	10	10	7:30 AM	2	0	0	0	2	
7:45 AM	0	5	0	9	14	14	7:45 AM	0	0	1	0	1	
8:00 AM	1	10	0	7	18	18	8:00 AM	0	0	2	0	2	
8:15 AM	1	9	0	2	12	12	8:15 AM	0	0	3	0	3	
8:30 AM	0	5	0	7	12	12	8:30 AM	0	0	6	0	6	
8:45 AM	0	11	1	7	19	19	8:45 AM	1	0	1	2	4	
Count Total	3	56	1	54	114	114	Count Total	5	0	16	2	23	
Peak Hour	1	27	0	32	60	60	Peak Hour	2	0	4	0	6	



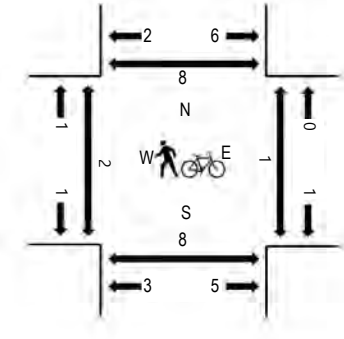
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Location: #92 McMillan Ave & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.3%	0.90
WB	5.4%	0.96
NB	3.5%	0.74
SB	7.5%	0.89
All	5.1%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				McMillan Ave Northbound			McMillan Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	47	156	4	0	1	70	48	1	5	26	1	0	22	29	20	430	1,839
7:15 AM	0	22	190	7	0	3	96	39	0	6	25	1	0	33	24	26	472	1,848
7:30 AM	0	53	199	4	0	3	103	35	0	5	8	0	0	29	24	26	489	1,833
7:45 AM	0	44	175	3	0	2	106	34	0	2	18	0	0	29	18	17	448	1,777
8:00 AM	0	32	162	7	0	4	108	37	0	6	12	3	0	26	22	20	439	1,712
8:15 AM	0	38	198	6	0	5	88	41	0	2	18	2	0	20	15	24	457	
8:30 AM	0	35	167	5	0	4	99	40	0	2	19	2	0	25	19	16	433	
8:45 AM	0	29	151	9	0	1	89	31	0	4	18	0	0	18	22	11	383	
Count Total	0	300	1,398	45	0	23	759	305	1	32	144	9	0	202	173	160	3,551	
Peak Hour	0	151	726	21	0	12	413	145	0	19	63	4	0	117	88	89	1,848	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

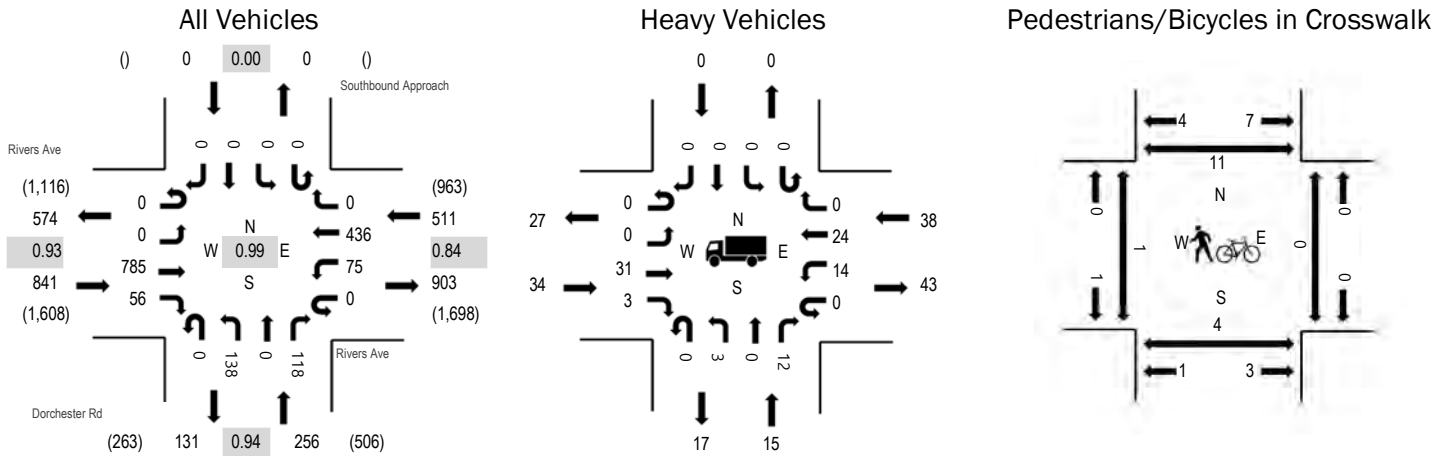
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	11	2	4	3	20	20	7:00 AM	0	0	0	3	3	
7:15 AM	7	1	7	8	23	23	7:15 AM	0	2	0	1	3	
7:30 AM	10	1	3	6	20	20	7:30 AM	2	5	0	5	12	
7:45 AM	7	0	11	3	21	21	7:45 AM	0	1	0	2	3	
8:00 AM	15	1	10	5	31	31	8:00 AM	0	0	1	0	1	
8:15 AM	7	1	4	9	21	21	8:15 AM	0	0	1	3	4	
8:30 AM	9	0	8	4	21	21	8:30 AM	2	9	0	4	15	
8:45 AM	18	1	11	6	36	36	8:45 AM	1	6	0	3	10	
Count Total	84	7	58	44	193	193	Count Total	5	23	2	21	51	
Peak Hour	39	3	31	22	95	95	Peak Hour	2	8	1	8	19	



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Location: #93 Dorchester Rd & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.93
WB	7.4%	0.84
NB	5.9%	0.94
SB	0.0%	0.00
All	5.4%	0.99

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Dorchester Rd Northbound			Southbound Approach Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	165	13	0	12	93	0	0	45	0	21	0	0	0	0	349	1,545
7:15 AM	0	0	199	22	0	19	103	0	0	34	0	19	0	0	0	0	396	1,596
7:30 AM	0	0	209	18	0	16	100	0	0	35	0	20	0	0	0	0	398	1,608
7:45 AM	0	0	193	11	0	14	112	0	0	37	0	35	0	0	0	0	402	1,583
8:00 AM	0	0	175	12	0	26	129	0	0	30	0	28	0	0	0	0	400	1,532
8:15 AM	0	0	208	15	0	19	95	0	0	36	0	35	0	0	0	0	408	
8:30 AM	0	0	176	14	0	12	98	0	0	43	0	30	0	0	0	0	373	
8:45 AM	0	0	159	19	0	21	94	0	0	32	0	26	0	0	0	0	351	
Count Total	0	0	1,484	124	0	139	824	0	0	292	0	214	0	0	0	0	3,077	
Peak Hour	0	0	785	56	0	75	436	0	0	138	0	118	0	0	0	0	1,608	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

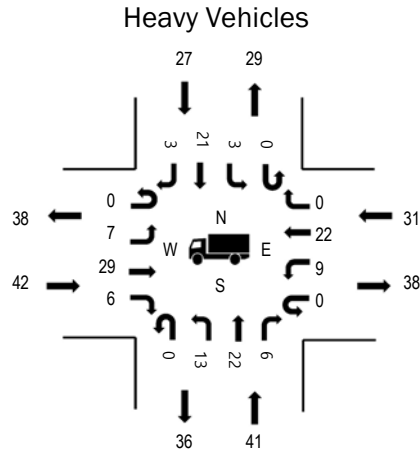
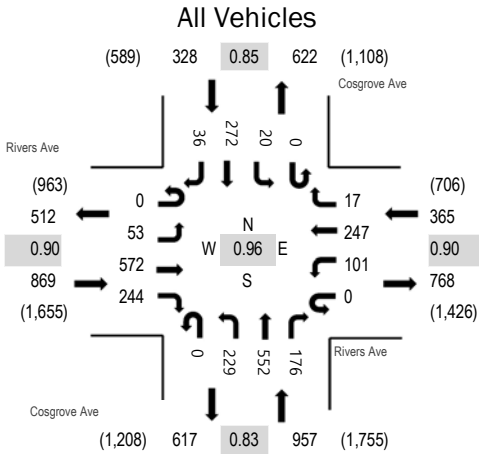
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	10	2	7	0	19	7:00 AM	0	0	0	0	0
7:15 AM	8	1	8	0	17	7:15 AM	0	1	0	4	5
7:30 AM	9	1	7	0	17	7:30 AM	0	1	0	2	3
7:45 AM	10	7	12	0	29	7:45 AM	0	1	0	6	7
8:00 AM	10	5	11	0	26	8:00 AM	0	0	0	0	0
8:15 AM	5	2	8	0	15	8:15 AM	1	2	0	3	6
8:30 AM	9	6	5	0	20	8:30 AM	0	2	0	7	9
8:45 AM	14	3	13	0	30	8:45 AM	0	4	0	8	12
Count Total	75	27	71	0	173	Count Total	1	11	0	30	42
Peak Hour	34	15	38	0	87	Peak Hour	1	4	0	11	16



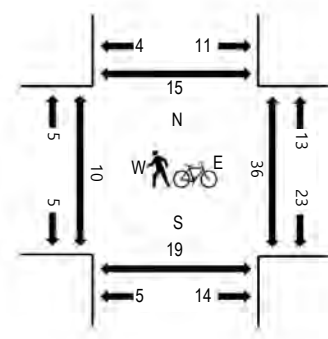
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Location: #94 Cosgrove Ave & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.8%	0.90
WB	8.5%	0.90
NB	4.3%	0.83
SB	8.2%	0.85
All	5.6%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Cosgrove Ave Northbound			Cosgrove Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	13	99	50	0	18	45	4	0	51	105	43	0	9	47	3	487	2,342
7:15 AM	0	14	150	71	0	36	64	4	0	47	122	46	0	9	57	7	627	2,508
7:30 AM	0	6	144	63	0	20	56	2	0	57	128	35	0	5	77	8	601	2,519
7:45 AM	0	10	151	66	0	26	60	5	0	58	134	47	0	7	51	12	627	2,465
8:00 AM	0	17	121	50	0	28	74	3	0	72	167	50	0	4	59	8	653	2,363
8:15 AM	0	20	156	65	0	27	57	7	0	42	123	44	0	4	85	8	638	
8:30 AM	0	14	117	84	0	28	62	3	0	51	75	50	0	4	54	5	547	
8:45 AM	0	10	90	74	0	16	53	8	0	57	114	37	0	4	56	6	525	
Count Total	0	104	1,028	523	0	199	471	36	0	435	968	352	0	46	486	57	4,705	
Peak Hour	0	53	572	244	0	101	247	17	0	229	552	176	0	20	272	36	2,519	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

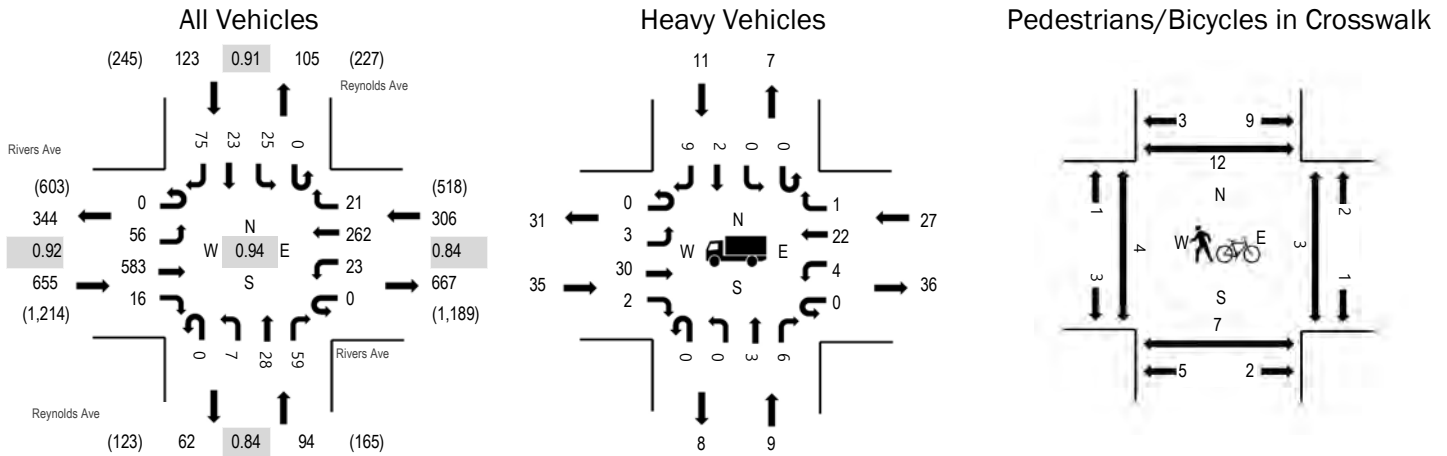
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	9	5	10	2	26	7:00 AM	1	9	4	6	20
7:15 AM	10	4	10	7	31	7:15 AM	0	3	0	1	4
7:30 AM	9	8	6	9	32	7:30 AM	1	4	1	1	7
7:45 AM	13	9	11	7	40	7:45 AM	1	1	5	6	13
8:00 AM	15	12	6	3	36	8:00 AM	2	8	8	2	20
8:15 AM	5	12	8	8	33	8:15 AM	6	6	22	6	40
8:30 AM	9	7	5	4	25	8:30 AM	0	7	14	5	26
8:45 AM	14	16	3	5	38	8:45 AM	0	10	10	5	25
Count Total	84	73	59	45	261	Count Total	11	48	64	32	155
Peak Hour	42	41	31	27	141	Peak Hour	10	19	36	15	80



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Location: #95 Reynolds Ave & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.3%	0.92
WB	8.8%	0.84
NB	9.6%	0.84
SB	8.9%	0.91
All	7.0%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Reynolds Ave Northbound			Reynolds Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	9	144	4	0	3	43	6	0	2	6	15	0	10	7	12	261	1,158
7:15 AM	0	11	153	6	0	7	75	9	0	2	7	13	0	8	8	14	313	1,178
7:30 AM	0	14	165	3	0	6	57	4	0	0	8	14	0	6	4	21	302	1,151
7:45 AM	0	15	141	5	0	6	57	6	0	2	5	15	0	8	4	18	282	1,057
8:00 AM	0	16	124	2	0	4	73	2	0	3	8	17	0	3	7	22	281	984
8:15 AM	0	19	137	10	0	5	53	5	0	0	16	6	0	5	9	21	286	
8:30 AM	0	20	96	0	0	5	43	5	0	3	6	5	0	1	5	19	208	
8:45 AM	0	23	93	4	0	1	41	2	0	1	5	6	0	4	8	21	209	
Count Total	0	127	1,053	34	0	37	442	39	0	13	61	91	0	45	52	148	2,142	
Peak Hour	0	56	583	16	0	23	262	21	0	7	28	59	0	25	23	75	1,178	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

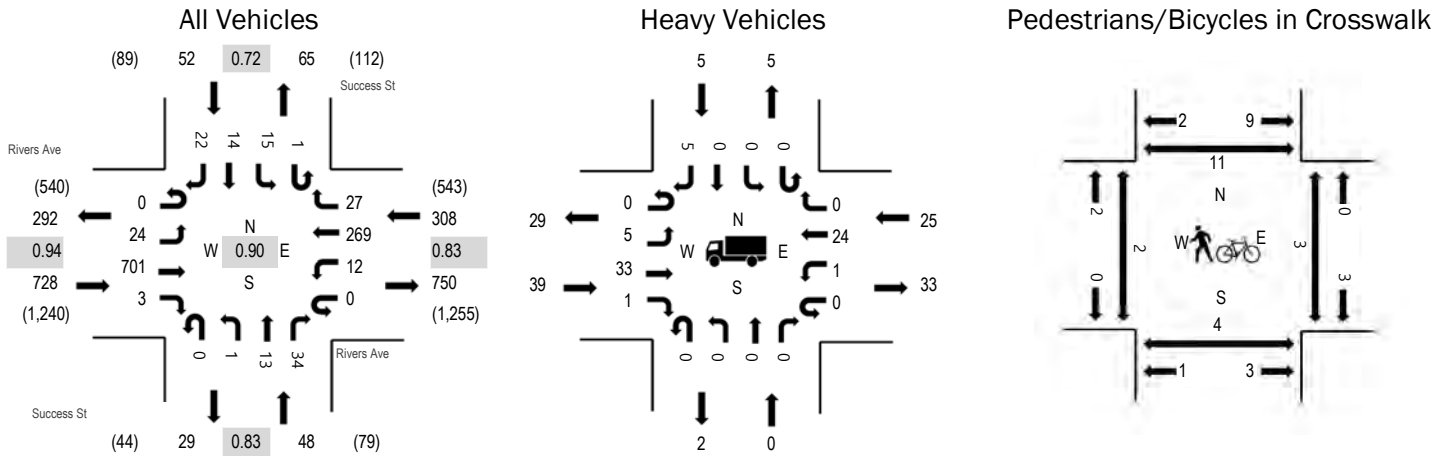
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	11	4	7	1	23		7:00 AM	2	3	0	2	7	
7:15 AM	5	3	9	1	18		7:15 AM	2	2	0	3	7	
7:30 AM	7	2	7	2	18		7:30 AM	1	3	1	1	6	
7:45 AM	9	1	7	5	22		7:45 AM	1	2	0	6	9	
8:00 AM	14	3	4	3	24		8:00 AM	0	0	2	2	4	
8:15 AM	5	1	5	3	14		8:15 AM	0	2	1	1	4	
8:30 AM	6	0	6	0	12		8:30 AM	2	2	1	2	7	
8:45 AM	12	1	2	1	16		8:45 AM	0	2	2	2	6	
Count Total	69	15	47	16	147		Count Total	8	16	7	19	50	
Peak Hour	35	9	27	11	82		Peak Hour	4	7	3	12	26	



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Location: #96 Success St & Rivers Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.4%	0.94
WB	8.1%	0.83
NB	0.0%	0.83
SB	9.6%	0.72
All	6.1%	0.90

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Success St Northbound				Success St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	3	162	1	0	3	58	11	0	0	3	8	1	7	2	5	264	1,136
7:15 AM	0	10	181	0	0	3	85	7	0	1	5	7	0	7	4	7	317	1,117
7:30 AM	0	6	187	1	0	2	61	8	0	0	1	8	0	1	3	2	280	1,033
7:45 AM	0	5	171	1	0	4	65	1	0	0	4	11	0	0	5	8	275	926
8:00 AM	0	7	134	0	0	2	78	1	0	0	3	10	0	3	3	4	245	815
8:15 AM	0	5	148	2	0	1	60	0	0	0	4	2	0	1	3	7	233	
8:30 AM	0	9	100	0	0	0	46	3	0	0	2	1	0	1	2	9	173	
8:45 AM	0	6	101	0	0	1	41	2	0	0	5	4	0	0	1	3	164	
Count Total	0	51	1,184	5	0	16	494	33	0	1	27	51	1	20	23	45	1,951	
Peak Hour	0	24	701	3	0	12	269	27	0	1	13	34	1	15	14	22	1,136	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

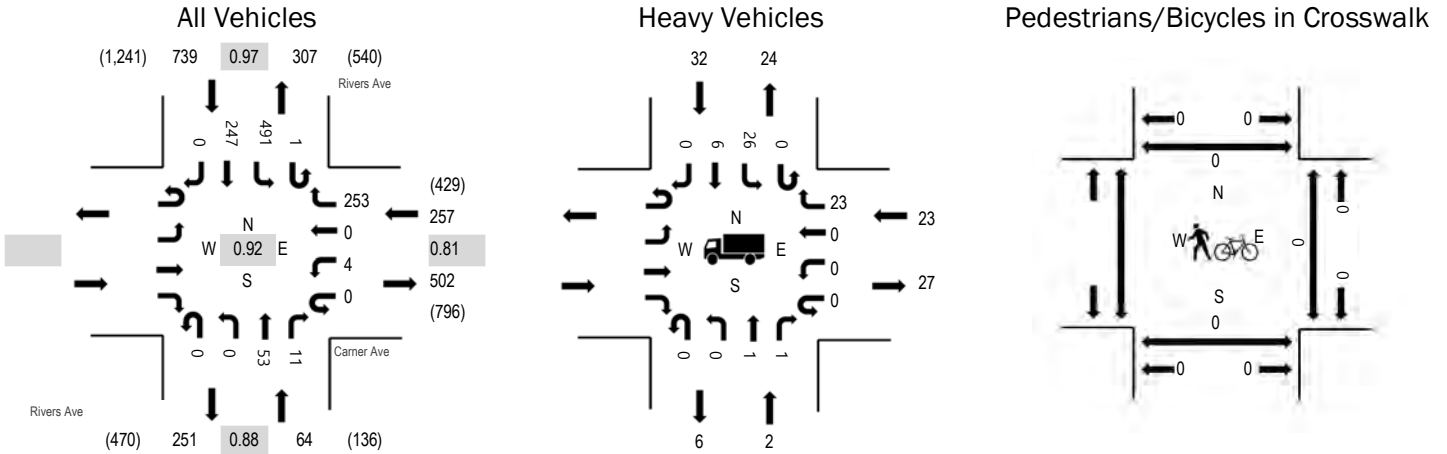
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	14	0	7	3	24	7:00 AM	1	3	0	5	9
7:15 AM	6	0	5	1	12	7:15 AM	0	1	0	2	3
7:30 AM	8	0	6	1	15	7:30 AM	1	0	1	0	2
7:45 AM	11	0	7	0	18	7:45 AM	0	0	2	4	6
8:00 AM	14	0	5	0	19	8:00 AM	0	1	1	3	5
8:15 AM	7	0	7	0	14	8:15 AM	2	1	1	1	5
8:30 AM	6	0	5	0	11	8:30 AM	1	1	0	4	6
8:45 AM	14	0	2	0	16	8:45 AM	1	1	0	1	3
Count Total	80	0	44	5	129	Count Total	6	8	5	20	39
Peak Hour	39	0	25	5	69	Peak Hour	2	4	3	11	20



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Location: #97 Rivers Ave & Carner Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	8.9%	0.81
NB	3.1%	0.88
SB	4.3%	0.97
All	5.4%	0.92

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Carner Ave Westbound				Rivers Ave Northbound			Rivers Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM					0	1	0	53	0	0	16	4	0	126	52	0	252	1,060
7:15 AM					0	0	0	81	0	0	14	2	1	130	60	0	288	1,038
7:30 AM					0	1	0	60	0	0	9	3	0	113	75	0	261	957
7:45 AM					0	2	0	59	0	0	14	2	0	122	60	0	259	858
8:00 AM					0	1	0	58	0	0	20	1	0	99	51	0	230	746
8:15 AM					0	0	0	48	0	0	15	3	0	71	70	0	207	
8:30 AM					0	0	0	35	0	0	17	2	0	61	47	0	162	
8:45 AM					0	2	0	28	0	0	12	2	0	55	48	0	147	
Count Total					0	7	0	422	0	0	117	19	1	777	463	0	1,806	
Peak Hour					0	4	0	253	0	0	53	11	1	491	247	0	1,060	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

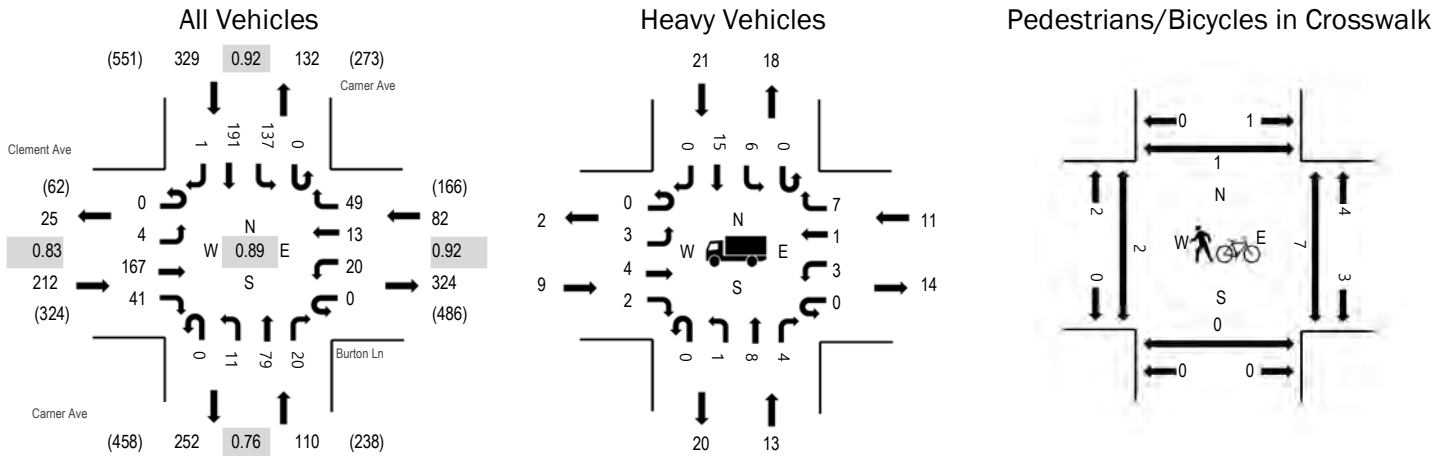
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	6	11	17	7:00 AM	0	0	0	0	0	
7:15 AM	0	5	3	8	7:15 AM	0	0	0	0	0	
7:30 AM	1	5	8	14	7:30 AM	0	0	0	0	0	
7:45 AM	1	7	10	18	7:45 AM	0	0	0	0	0	
8:00 AM	1	3	13	17	8:00 AM	0	0	0	0	0	
8:15 AM	2	6	4	12	8:15 AM	0	0	0	0	0	
8:30 AM	2	3	7	12	8:30 AM	0	0	0	0	0	
8:45 AM	3	0	13	16	8:45 AM	0	0	0	0	0	
Count Total	10	35	69	114	Count Total	0	0	0	0	0	
Peak Hour	2	23	32	57	Peak Hour	0	0	0	0	0	



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Location: #98 Carner Ave & Burton Ln AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.2%	0.83
WB	13.4%	0.92
NB	11.8%	0.76
SB	6.4%	0.92
All	7.4%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Clement Ave Eastbound				Burton Ln Westbound				Carner Ave Northbound			Carner Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	3	53	8	0	2	3	12	0	4	23	2	0	51	28	1	190	733
7:15 AM	0	0	50	8	0	9	3	14	0	5	20	7	0	36	53	0	205	684
7:30 AM	0	1	34	10	0	5	0	10	0	0	21	6	0	23	52	0	162	646
7:45 AM	0	0	30	15	0	4	7	13	0	2	15	5	0	27	58	0	176	601
8:00 AM	0	0	16	8	0	3	4	14	0	4	30	5	0	16	41	0	141	546
8:15 AM	0	1	28	7	0	7	7	7	0	4	34	5	0	17	50	0	167	
8:30 AM	0	3	14	5	0	6	9	7	0	1	18	3	0	16	35	0	117	
8:45 AM	0	0	20	10	0	5	6	9	0	2	18	4	0	18	29	0	121	
Count Total	0	8	245	71	0	41	39	86	0	22	179	37	0	204	346	1	1,279	
Peak Hour	0	4	167	41	0	20	13	49	0	11	79	20	0	137	191	1	733	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

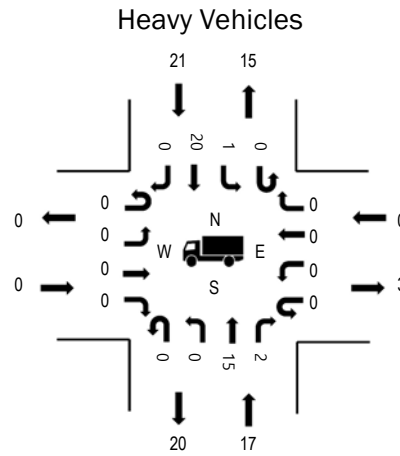
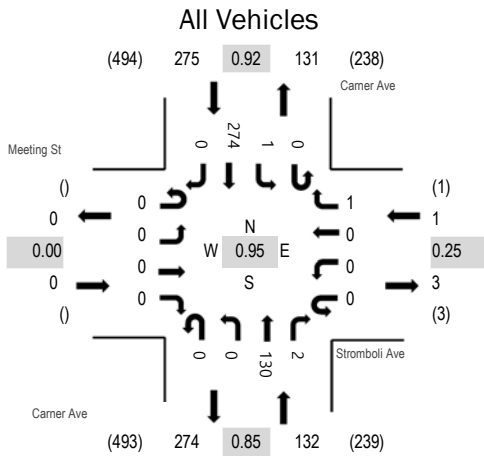
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
7:00 AM	5	4	2	8	19	7:00 AM	2	0	3	1	6		
7:15 AM	0	3	3	3	9	7:15 AM	0	0	0	0	0		
7:30 AM	2	3	2	3	10	7:30 AM	0	0	4	0	4		
7:45 AM	2	3	4	7	16	7:45 AM	0	0	0	0	0		
8:00 AM	1	4	1	8	14	8:00 AM	0	0	0	0	0		
8:15 AM	1	4	3	8	16	8:15 AM	1	0	1	0	2		
8:30 AM	0	4	3	3	10	8:30 AM	0	0	1	0	1		
8:45 AM	2	2	2	9	15	8:45 AM	0	0	0	0	0		
Count Total	13	27	20	49	109	Count Total	3	0	9	1	13		
Peak Hour	9	13	11	21	54	Peak Hour	2	0	7	1	10		



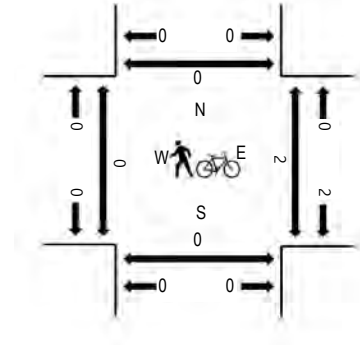
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Location: #99 Carner Ave & Stromboli Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.25
NB	12.9%	0.85
SB	7.6%	0.92
All	9.3%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Meeting St Eastbound				Stromboli Ave Westbound				Carner Ave Northbound			Carner Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	44	0	72	383
7:15 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	73	0	103	407
7:30 AM	0	0	0	0	0	0	0	0	0	0	22	1	0	0	78	0	101	408
7:45 AM	0	0	0	0	0	0	0	0	0	0	29	0	0	0	78	0	107	391
8:00 AM	0	0	0	0	0	0	0	0	0	0	38	1	0	0	57	0	96	351
8:15 AM	0	0	0	0	0	0	0	1	0	0	41	0	0	1	61	0	104	
8:30 AM	0	0	0	0	0	0	0	0	0	0	30	0	0	0	54	0	84	
8:45 AM	0	0	0	0	0	0	0	0	0	0	19	0	0	0	48	0	67	
Count Total	0	0	0	0	0	0	0	1	0	0	237	2	0	1	493	0	734	
Peak Hour	0	0	0	0	0	0	0	1	0	0	130	2	0	1	274	0	408	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

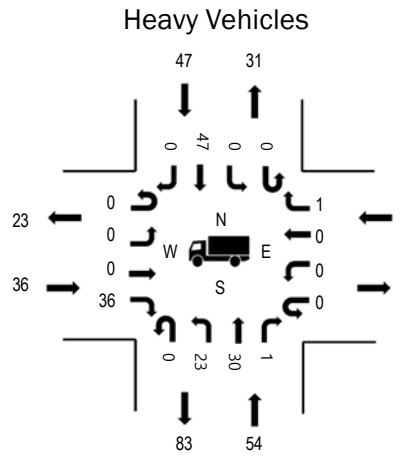
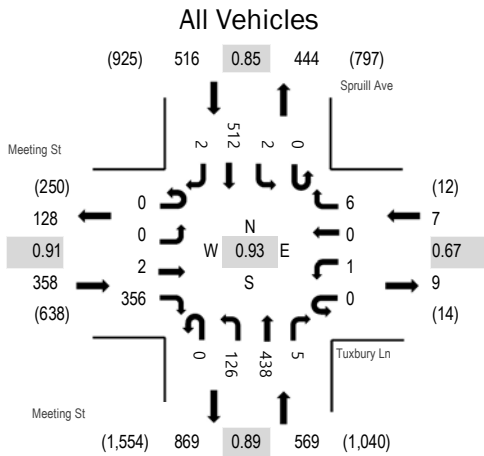
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	0	8	12	7:00 AM	0	0	2	0	2
7:15 AM	0	1	0	5	6	7:15 AM	0	0	5	1	6
7:30 AM	0	5	0	5	10	7:30 AM	0	0	1	0	1
7:45 AM	0	3	0	3	6	7:45 AM	0	0	1	0	1
8:00 AM	0	4	0	6	10	8:00 AM	0	0	0	0	0
8:15 AM	0	5	0	7	12	8:15 AM	0	0	0	0	0
8:30 AM	0	4	0	2	6	8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	7	8	8:45 AM	0	0	1	0	1
Count Total	0	27	0	43	70	Count Total	0	0	10	1	11
Peak Hour	0	17	0	21	38	Peak Hour	0	0	2	0	2



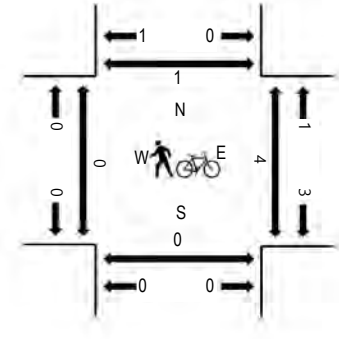
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Location: #100 Meeting St & Tuxbury Ln AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	10.1%	0.91
WB	14.3%	0.67
NB	9.5%	0.89
SB	9.1%	0.85
All	9.5%	0.93

Traffic Counts - All Vehicles

Interval Start Time	Meeting St Eastbound				Tuxbury Ln Westbound				Meeting St Northbound			Spruill Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	1	48	0	0	0	1	0	26	84	1	0	0	89	0	250	1,349
7:15 AM	0	0	1	82	0	0	0	3	0	29	106	3	0	0	123	1	348	1,450
7:30 AM	0	0	1	83	0	0	0	1	0	21	105	0	0	1	150	0	362	1,429
7:45 AM	0	0	0	91	0	1	0	2	0	30	129	1	0	1	133	1	389	1,381
8:00 AM	0	0	0	100	0	0	0	0	0	46	98	1	0	0	106	0	351	1,266
8:15 AM	0	1	0	79	0	0	1	1	0	34	98	0	0	1	112	0	327	
8:30 AM	0	0	0	93	0	0	0	0	0	30	78	1	0	0	112	0	314	
8:45 AM	0	0	1	57	0	0	1	1	0	30	89	0	0	0	95	0	274	
Count Total	0	1	4	633	0	1	2	9	0	246	787	7	0	3	920	2	2,615	
Peak Hour	0	0	2	356	0	1	0	6	0	126	438	5	0	2	512	2	1,450	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

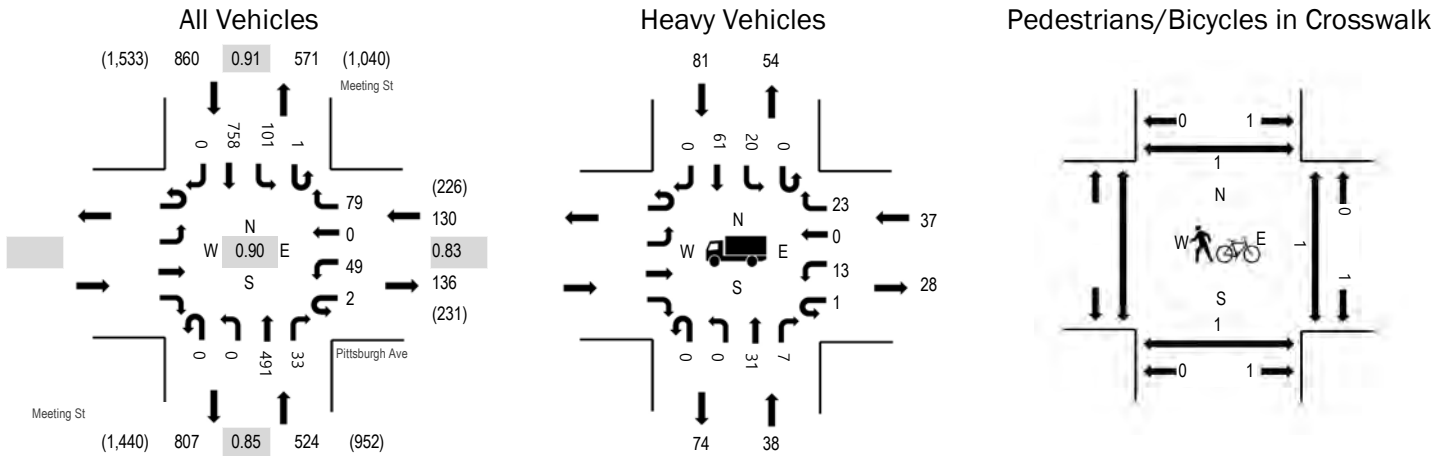
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	8	7	0	4	19	7:00 AM	1	0	1	0	2
7:15 AM	9	8	1	10	28	7:15 AM	0	0	0	0	0
7:30 AM	5	10	0	12	27	7:30 AM	0	0	1	0	1
7:45 AM	8	12	0	9	29	7:45 AM	0	0	2	0	2
8:00 AM	14	24	0	16	54	8:00 AM	0	0	1	1	2
8:15 AM	7	15	1	14	37	8:15 AM	0	0	0	0	0
8:30 AM	11	10	0	16	37	8:30 AM	0	0	0	0	0
8:45 AM	9	11	1	6	27	8:45 AM	0	0	1	1	2
Count Total	71	97	3	87	258	Count Total	1	0	6	2	9
Peak Hour	36	54	1	47	138	Peak Hour	0	0	4	1	5



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Location: #101 Meeting St & Pittsburgh Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	28.5%	0.83
NB	7.3%	0.85
SB	9.4%	0.91
All	10.3%	0.90

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Pittsburgh Ave Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	6	0	10	0	0	98	7	0	16	126	0	263	1,400
7:15 AM					0	11	0	24	0	0	110	7	0	30	168	0	350	1,514
7:30 AM					1	11	0	13	0	0	117	6	0	23	195	0	366	1,484
7:45 AM					1	13	0	17	0	0	145	9	0	22	214	0	421	1,446
8:00 AM					0	14	0	25	0	0	119	11	1	26	181	0	377	1,311
8:15 AM					0	7	0	16	0	0	108	9	0	27	153	0	320	
8:30 AM					0	10	0	21	0	0	99	5	0	17	176	0	328	
8:45 AM					0	10	0	16	0	0	101	1	0	13	145	0	286	
Count Total					2	82	0	142	0	0	897	55	1	174	1,358	0	2,711	
Peak Hour					2	49	0	79	0	0	491	33	1	101	758	0	1,514	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

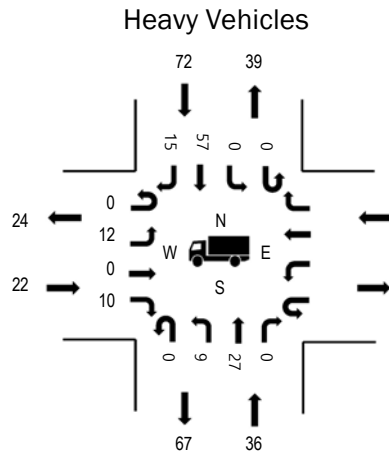
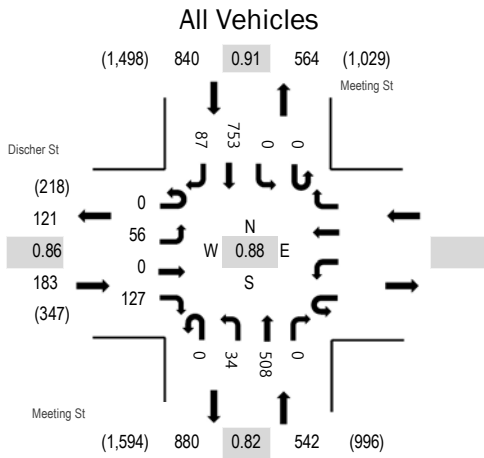
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	6	14		24	7:00 AM		4	0	0	4
7:15 AM	6	4	21		31	7:15 AM		0	1	0	1
7:30 AM	6	6	14		26	7:30 AM		1	0	0	1
7:45 AM	14	8	17		39	7:45 AM		0	0	0	0
8:00 AM	12	19	29		60	8:00 AM		0	0	1	1
8:15 AM	15	5	21		41	8:15 AM		0	0	0	0
8:30 AM	10	5	28		43	8:30 AM		1	0	0	1
8:45 AM	6	7	14		27	8:45 AM		0	0	0	0
Count Total	73	60	158		291	Count Total		6	1	1	8
Peak Hour	38	37	81		156	Peak Hour		1	1	1	3



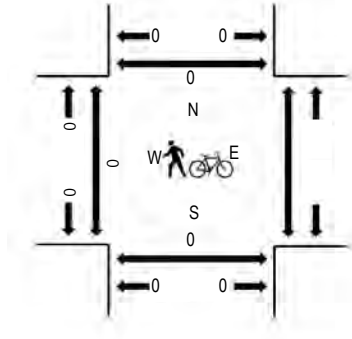
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Location: #102 Meeting St & Discher St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	12.0%	0.86
WB		
NB	6.6%	0.82
SB	8.6%	0.91
All	8.3%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Discher St Eastbound				Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	8	0	32					0	7	106	0	0	0	122	16	291	1,483
7:15 AM	0	13	0	30					0	7	120	0	0	0	168	18	356	1,565
7:30 AM	0	13	0	34					0	9	117	0	0	0	203	15	391	1,544
7:45 AM	0	15	0	33					0	12	154	0	0	0	210	21	445	1,515
8:00 AM	0	15	0	30					0	6	117	0	0	0	172	33	373	1,358
8:15 AM	0	13	0	29					0	15	114	0	0	0	145	19	335	
8:30 AM	0	18	0	37					0	8	100	0	0	0	186	13	362	
8:45 AM	0	8	0	19					0	6	98	0	0	0	144	13	288	
Count Total	0	103	0	244					0	70	926	0	0	0	1,350	148	2,841	
Peak Hour	0	56	0	127					0	34	508	0	0	0	753	87	1,565	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

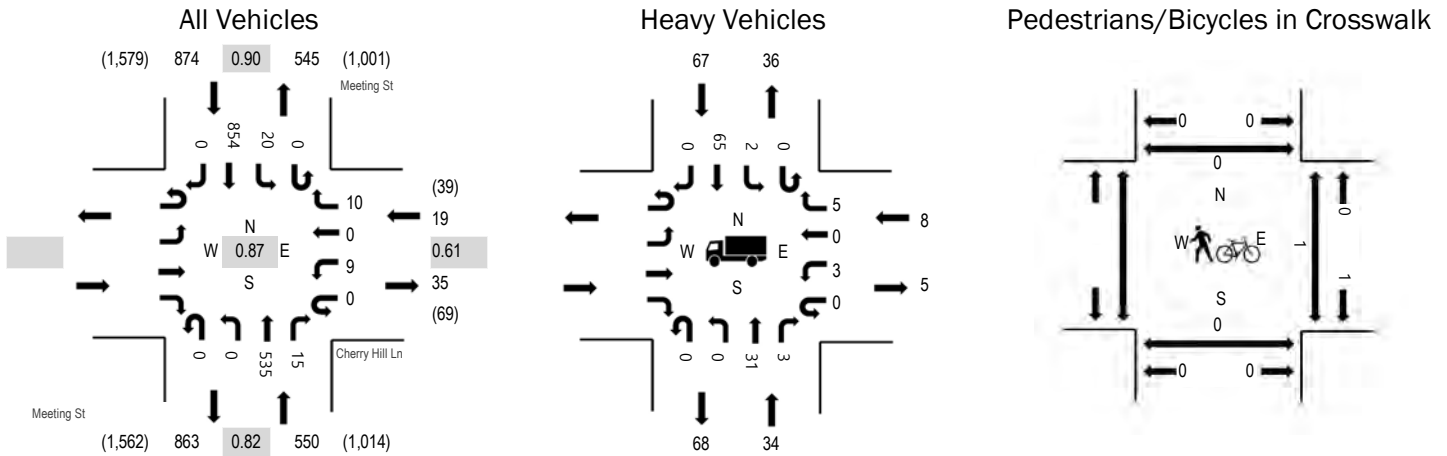
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	7	4		15	26	7:00 AM	0	0		0	0
7:15 AM	4	4		17	25	7:15 AM	0	0		0	0
7:30 AM	3	5		11	19	7:30 AM	0	0		0	0
7:45 AM	8	16		15	39	7:45 AM	0	0		0	0
8:00 AM	7	11		29	47	8:00 AM	0	0		0	0
8:15 AM	6	15		17	38	8:15 AM	1	0		0	1
8:30 AM	3	16		24	43	8:30 AM	0	1		0	1
8:45 AM	4	8		13	25	8:45 AM	0	0		0	0
Count Total	42	79		141	262	Count Total	1	1		0	2
Peak Hour	22	36		72	130	Peak Hour	0	0		0	0



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Location: #103 Meeting St & Cherry Hill Ln AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	42.1%	0.61
NB	6.2%	0.82
SB	7.7%	0.90
All	7.6%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cherry Hill Ln Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					1	0	0	4	0	0	110	4	0	5	149	0	273	1,393
7:15 AM					0	3	0	1	0	0	130	1	0	7	190	0	332	1,443
7:30 AM					0	2	0	2	0	0	125	6	0	6	231	0	372	1,417
7:45 AM					0	1	0	5	0	0	163	5	0	4	238	0	416	1,387
8:00 AM					0	3	0	2	0	0	117	3	0	3	195	0	323	1,239
8:15 AM					0	2	0	0	0	0	128	5	0	1	170	0	306	
8:30 AM					0	5	0	4	0	0	106	5	0	4	218	0	342	
8:45 AM					0	1	0	3	0	0	101	5	0	4	154	0	268	
Count Total					1	17	0	21	0	0	980	34	0	34	1,545	0	2,632	
Peak Hour					0	9	0	10	0	0	535	15	0	20	854	0	1,443	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

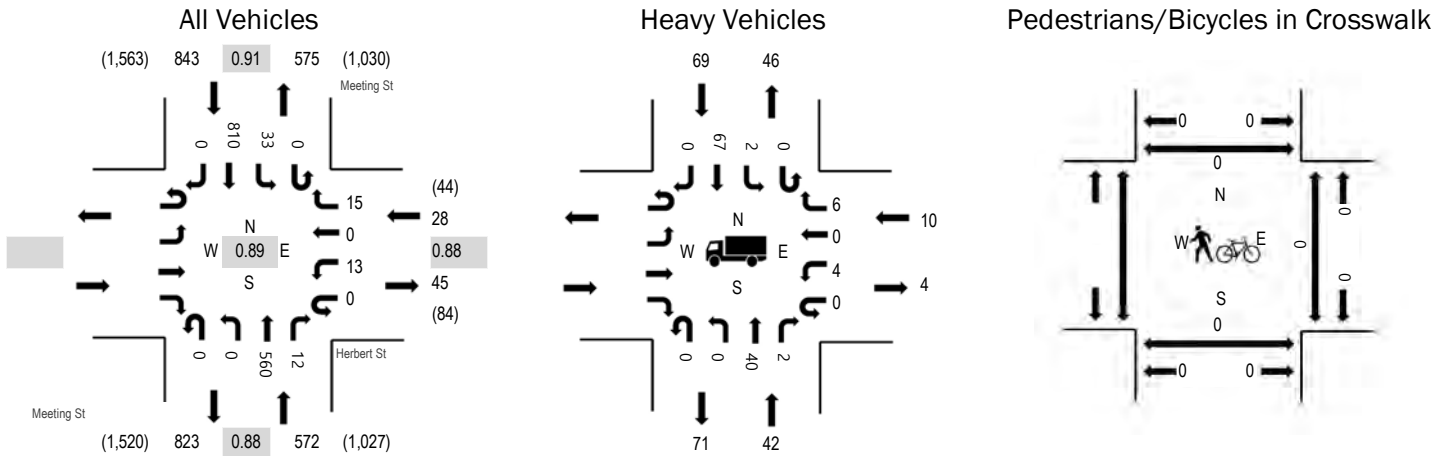
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	0	18		22	7:00 AM	0	0	0	0	0
7:15 AM	4	2	14		20	7:15 AM	0	1	0	0	1
7:30 AM	6	2	10		18	7:30 AM	0	0	0	0	0
7:45 AM	12	3	18		33	7:45 AM	0	0	0	0	0
8:00 AM	12	1	25		38	8:00 AM	0	0	0	0	0
8:15 AM	16	0	19		35	8:15 AM	0	0	0	0	0
8:30 AM	16	5	28		49	8:30 AM	0	0	0	0	0
8:45 AM	8	2	15		25	8:45 AM	0	0	0	0	0
Count Total	78	15	147		240	Count Total	0	1	0	0	1
Peak Hour	34	8	67		109	Peak Hour	0	1	0	0	1



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Location: #104 Meeting St & Herbert St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	35.7%	0.88
NB	7.3%	0.88
SB	8.2%	0.91
All	8.4%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Herbert St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	0	0	1	0	0	117	5	0	11	141	0	275	1,367
7:15 AM					0	2	0	4	0	0	122	3	0	10	175	0	316	1,433
7:30 AM					0	2	0	5	0	0	128	5	0	10	222	0	372	1,443
7:45 AM					0	2	0	5	0	0	161	2	0	7	227	0	404	1,392
8:00 AM					0	6	0	2	0	0	130	3	0	9	191	0	341	1,267
8:15 AM					0	3	0	3	0	0	141	2	0	7	170	0	326	
8:30 AM					0	1	0	2	0	0	100	1	0	4	213	0	321	
8:45 AM					0	2	0	4	0	0	105	2	0	3	163	0	279	
Count Total					0	18	0	26	0	0	1,004	23	0	61	1,502	0	2,634	
Peak Hour					0	13	0	15	0	0	560	12	0	33	810	0	1,443	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

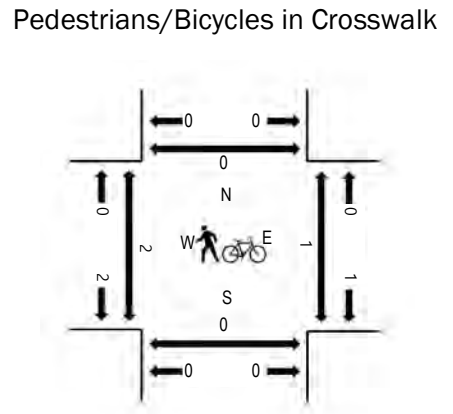
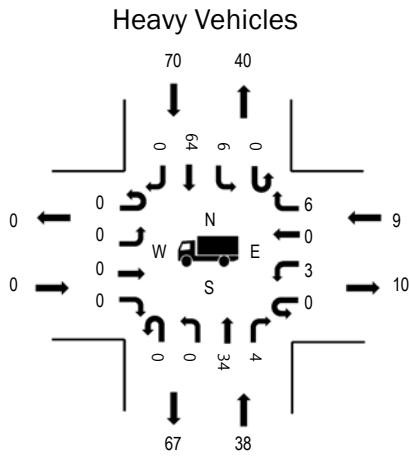
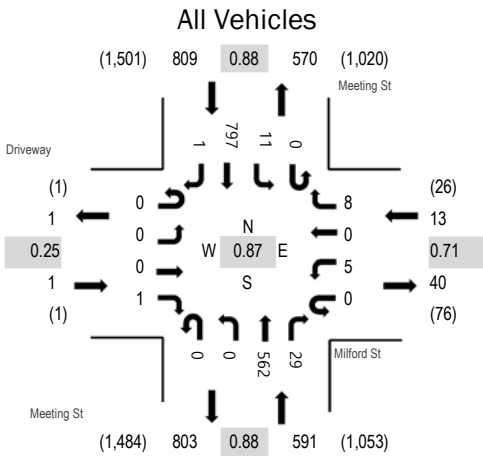
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	6	0	13		19	7:00 AM	0	0	0	0	0
7:15 AM	3	1	16		20	7:15 AM	0	0	0	0	0
7:30 AM	5	3	9		17	7:30 AM	0	0	0	0	0
7:45 AM	12	0	17		29	7:45 AM	0	0	0	0	0
8:00 AM	10	3	25		38	8:00 AM	0	0	0	0	0
8:15 AM	15	4	18		37	8:15 AM	0	0	0	0	0
8:30 AM	12	1	26		39	8:30 AM	0	0	0	0	0
8:45 AM	7	1	15		23	8:45 AM	0	0	0	0	0
Count Total	70	13	139		222	Count Total	0	0	0	0	0
Peak Hour	42	10	69		121	Peak Hour	0	0	0	0	0



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Location: #105 Meeting St & Milford St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.25
WB	69.2%	0.71
NB	6.4%	0.88
SB	8.7%	0.88
All	8.3%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Milford St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	0	0	0	1	0	2	0	0	120	2	0	2	140	0	267	1,339
7:15 AM	0	0	0	0	0	0	0	2	0	0	121	6	0	2	175	0	306	1,407
7:30 AM	0	0	0	0	0	1	0	0	0	0	131	5	0	2	220	0	359	1,414
7:45 AM	0	0	0	0	0	2	0	4	0	0	160	7	0	4	229	1	407	1,377
8:00 AM	0	0	0	1	0	2	0	2	0	0	132	10	0	4	184	0	335	1,242
8:15 AM	0	0	0	0	0	0	0	2	0	0	139	7	0	1	164	0	313	
8:30 AM	0	0	0	0	0	0	0	5	1	0	93	5	0	7	211	0	322	
8:45 AM	0	0	0	0	0	2	0	1	0	0	106	8	0	4	151	0	272	
Count Total	0	0	0	1	0	8	0	18	1	0	1,002	50	0	26	1,474	1	2,581	
Peak Hour	0	0	0	1	0	5	0	8	0	0	562	29	0	11	797	1	1,414	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

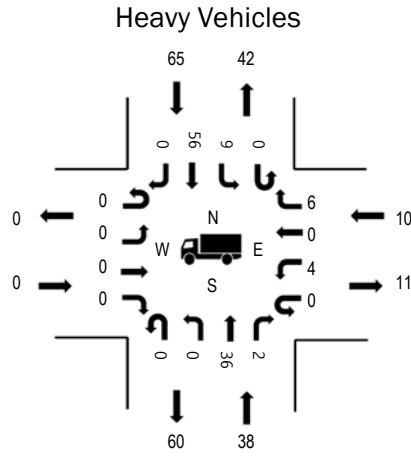
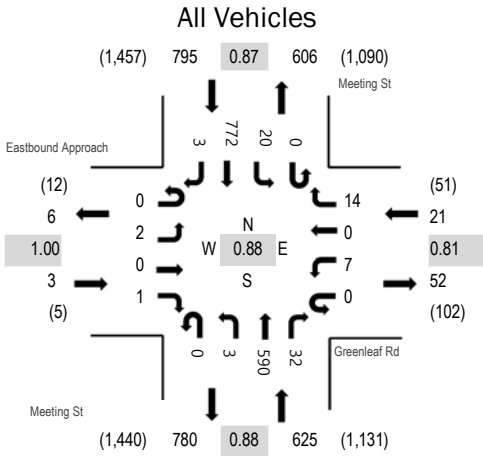
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
7:00 AM	0	6	2	13	21	7:00 AM	0	0	0	0	0	0	
7:15 AM	0	3	0	17	20	7:15 AM	0	0	0	0	0	0	
7:30 AM	0	7	0	10	17	7:30 AM	0	0	0	0	0	0	
7:45 AM	0	10	5	19	34	7:45 AM	1	0	1	0	0	2	
8:00 AM	0	10	2	23	35	8:00 AM	1	0	0	0	0	1	
8:15 AM	0	11	2	18	31	8:15 AM	0	0	0	0	0	0	
8:30 AM	0	9	4	25	38	8:30 AM	1	0	0	0	0	1	
8:45 AM	0	12	1	14	27	8:45 AM	0	0	1	0	0	1	
Count Total	0	68	16	139	223	Count Total	3	0	2	0	0	5	
Peak Hour	0	38	9	70	117	Peak Hour	2	0	1	0	0	3	



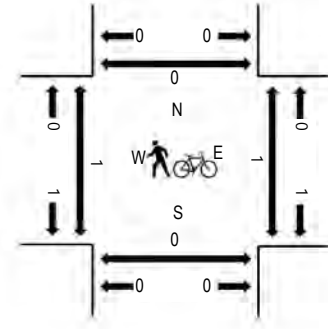
(303) 216-2439
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Location: #106 Meeting St & Greenleaf Rd AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	1.00
WB	47.6%	0.81
NB	6.1%	0.88
SB	8.2%	0.87
All	7.8%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Eastbound Approach Eastbound				Greenleaf Rd Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	0	7	0	7	0	0	115	7	0	6	132	0	274	1,355
7:15 AM	0	0	0	0	0	3	0	1	1	0	129	14	0	9	156	0	313	1,436
7:30 AM	0	0	0	0	0	3	0	1	0	0	136	8	0	2	205	1	356	1,444
7:45 AM	0	0	0	1	0	3	0	0	0	1	170	7	0	5	225	0	412	1,391
8:00 AM	0	1	0	0	0	0	0	8	0	1	139	10	0	6	189	1	355	1,289
8:15 AM	0	1	0	0	0	1	0	5	0	1	145	7	0	7	153	1	321	
8:30 AM	0	1	0	0	0	3	0	5	0	1	100	6	0	0	186	1	303	
8:45 AM	0	0	0	1	0	3	0	1	0	3	125	5	0	3	168	1	310	
Count Total	0	3	0	2	0	23	0	28	1	7	1,059	64	0	38	1,414	5	2,644	
Peak Hour	0	2	0	1	0	7	0	14	0	3	590	32	0	20	772	3	1,444	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

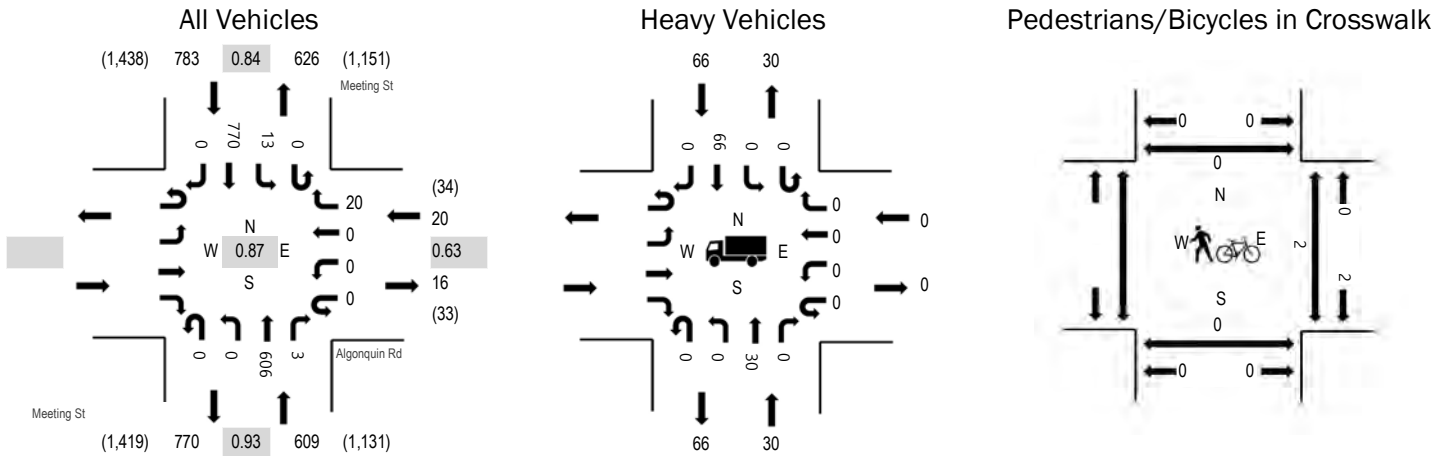
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	6	2	8	16	7:00 AM	0	0	0	0	0
7:15 AM	0	4	1	15	20	7:15 AM	0	0	1	0	1
7:30 AM	0	8	3	10	21	7:30 AM	0	0	0	0	0
7:45 AM	0	10	2	15	27	7:45 AM	0	0	1	0	1
8:00 AM	0	9	2	24	35	8:00 AM	0	0	0	0	0
8:15 AM	0	11	3	16	30	8:15 AM	1	0	0	0	1
8:30 AM	0	8	3	20	31	8:30 AM	0	0	0	0	0
8:45 AM	0	13	2	14	29	8:45 AM	0	0	1	0	1
Count Total	0	69	18	122	209	Count Total	1	0	3	0	4
Peak Hour	0	38	10	65	113	Peak Hour	1	0	1	0	2



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Location: #107 Meeting St & Algonquin Rd AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.63
NB	4.9%	0.93
SB	8.4%	0.84
All	6.8%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Algonquin Rd Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	1	0	1	0	0	122	1	0	3	136	0	264	1,325
7:15 AM					0	0	0	4	0	0	140	0	0	3	159	0	306	1,412
7:30 AM					0	0	0	4	0	0	147	1	0	1	194	0	347	1,410
7:45 AM					0	0	0	8	0	0	166	1	0	4	229	0	408	1,364
8:00 AM					0	0	0	4	0	0	153	1	0	5	188	0	351	1,278
8:15 AM					0	0	0	3	0	0	151	0	0	3	147	0	304	
8:30 AM					0	1	0	4	0	0	101	2	0	1	192	0	301	
8:45 AM					0	1	0	3	1	0	140	4	0	3	170	0	322	
Count Total					0	3	0	31	1	0	1,120	10	0	23	1,415	0	2,603	
Peak Hour					0	0	0	20	0	0	606	3	0	13	770	0	1,412	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

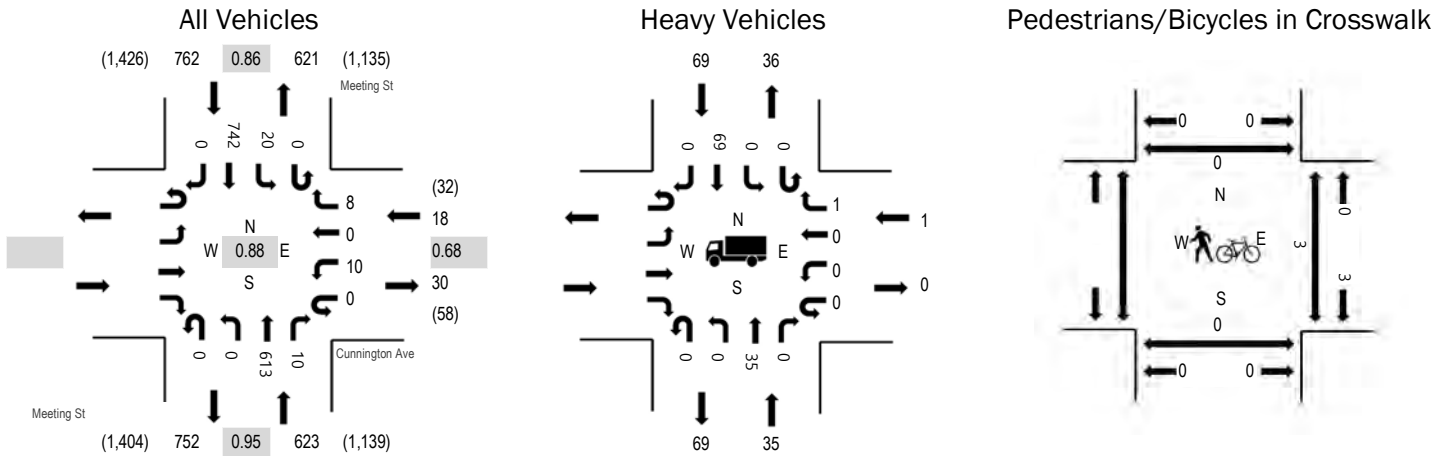
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	7	0	12		19	7:00 AM	0	0	0		0
7:15 AM	4	0	17		21	7:15 AM	0	1	0		1
7:30 AM	7	0	11		18	7:30 AM	0	0	0		0
7:45 AM	10	0	18		28	7:45 AM	0	0	0		0
8:00 AM	9	0	20		29	8:00 AM	0	1	0		1
8:15 AM	11	0	15		26	8:15 AM	0	1	0		1
8:30 AM	9	0	20		29	8:30 AM	0	0	0		0
8:45 AM	14	0	15		29	8:45 AM	0	1	0		1
Count Total	71	0	128		199	Count Total	0	4	0		4
Peak Hour	30	0	66		96	Peak Hour	0	2	0		2



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Location: #108 Meeting St & Cunningham Ave AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	5.6%	0.68
NB	5.6%	0.95
SB	9.1%	0.86
All	7.5%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cunnington Ave Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	2	0	1	0	0	125	3	0	4	131	0	266	1,331
7:15 AM					0	0	0	3	0	0	136	2	0	5	154	0	300	1,400
7:30 AM					0	4	0	2	0	0	156	1	0	4	201	0	368	1,403
7:45 AM					0	3	0	4	0	0	164	0	0	4	222	0	397	1,341
8:00 AM					0	1	0	2	0	0	145	3	0	10	174	0	335	1,266
8:15 AM					0	2	0	0	0	0	148	6	0	2	145	0	303	
8:30 AM					0	1	0	2	0	0	108	1	0	6	188	0	306	
8:45 AM					0	4	0	1	0	0	138	3	0	4	172	0	322	
Count Total					0	17	0	15	0	0	1,120	19	0	39	1,387	0	2,597	
Peak Hour					0	10	0	8	0	0	613	10	0	20	742	0	1,403	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

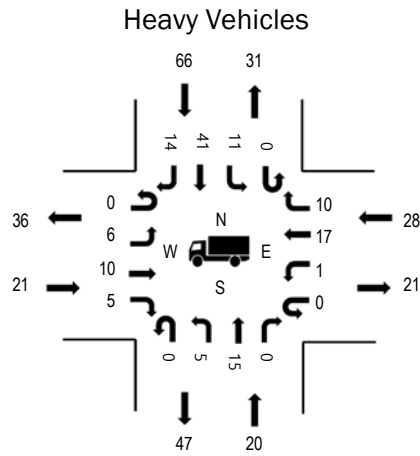
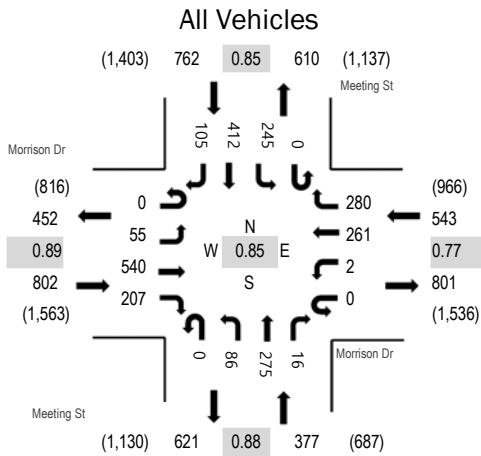
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	8	0	10		18	7:00 AM	0	0	0	0	0
7:15 AM	5	0	15		20	7:15 AM	0	0	0	0	0
7:30 AM	7	0	12		19	7:30 AM	0	0	0	0	0
7:45 AM	9	1	18		28	7:45 AM	0	0	0	0	0
8:00 AM	9	0	22		31	8:00 AM	0	2	0	0	2
8:15 AM	10	0	17		27	8:15 AM	0	1	0	0	1
8:30 AM	8	1	22		31	8:30 AM	0	0	0	0	0
8:45 AM	15	0	15		30	8:45 AM	0	0	0	0	0
Count Total	71	2	131		204	Count Total	0	3	0	0	3
Peak Hour	35	1	69		105	Peak Hour	0	3	0	0	3



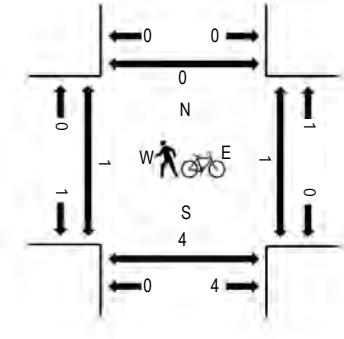
(303) 216-2439
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Location: #109 Meeting St & Morrison Dr AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.6%	0.89
WB	5.2%	0.77
NB	5.3%	0.88
SB	8.7%	0.85
All	5.4%	0.85

Traffic Counts - All Vehicles

Interval Start Time	Morrison Dr Eastbound				Morrison Dr Westbound				Meeting St Northbound			Meeting St Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
7:00 AM	0	8	93	49	0	0	37	67	0	3	55	4	0	40	76	19	451	2,348
7:15 AM	0	19	128	52	0	0	65	66	0	17	52	4	0	50	81	15	549	2,484
7:30 AM	0	12	132	44	0	0	55	59	0	25	83	3	0	66	118	23	620	2,476
7:45 AM	0	6	148	72	0	2	79	96	0	25	70	6	0	71	115	38	728	2,388
8:00 AM	0	18	132	39	0	0	62	59	0	19	70	3	0	58	98	29	587	2,271
8:15 AM	0	18	140	38	0	0	56	68	0	17	67	3	0	38	75	21	541	
8:30 AM	0	14	135	27	0	0	39	32	0	18	56	6	0	52	122	31	532	
8:45 AM	0	30	171	38	0	0	71	53	0	18	59	4	0	49	84	34	611	
Count Total	0	125	1,079	359	0	2	464	500	0	142	512	33	0	424	769	210	4,619	
Peak Hour	0	55	540	207	0	2	261	280	0	86	275	16	0	245	412	105	2,484	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

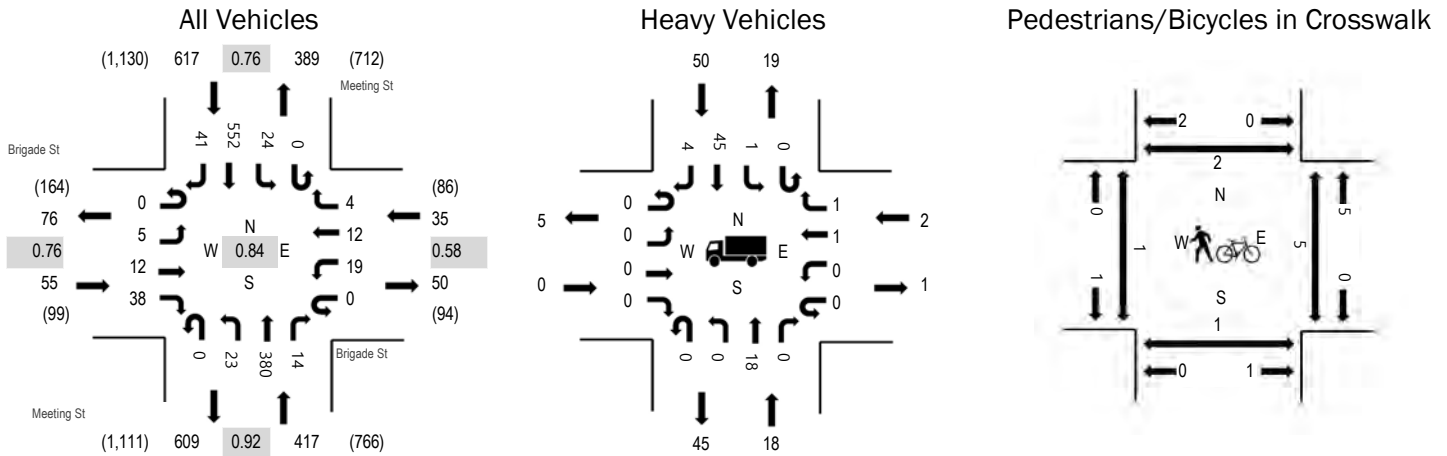
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	8	3	3	10	24	7:00 AM	0	0	0	0	0
7:15 AM	7	2	3	13	25	7:15 AM	0	1	0	0	1
7:30 AM	7	7	1	14	29	7:30 AM	0	0	0	0	0
7:45 AM	4	5	10	17	36	7:45 AM	0	2	1	0	3
8:00 AM	3	6	14	22	45	8:00 AM	1	1	0	0	2
8:15 AM	8	3	8	14	33	8:15 AM	1	0	0	0	1
8:30 AM	7	6	7	24	44	8:30 AM	0	1	0	0	1
8:45 AM	17	6	12	14	49	8:45 AM	0	0	0	0	0
Count Total	61	38	58	128	285	Count Total	2	5	1	0	8
Peak Hour	21	20	28	66	135	Peak Hour	1	4	1	0	6



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Location: #110 Meeting St & Brigade St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.76
WB	5.7%	0.58
NB	4.3%	0.92
SB	8.1%	0.76
All	6.2%	0.84

Traffic Counts - All Vehicles

Interval Start Time	Brigade St Eastbound				Brigade St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	2	4	4	0	20	3	1	0	1	60	2	0	6	111	10	224	1,080
7:15 AM	0	1	1	6	0	15	7	0	0	2	68	2	0	8	111	7	228	1,124
7:30 AM	0	1	4	12	0	4	2	0	0	6	111	3	0	2	134	16	295	1,120
7:45 AM	0	2	6	10	0	0	1	3	0	6	99	4	0	11	180	11	333	1,089
8:00 AM	0	1	1	10	0	0	2	1	0	9	102	5	0	3	127	7	268	1,001
8:15 AM	0	0	2	4	0	2	5	0	0	9	83	3	0	5	105	6	224	
8:30 AM	0	2	2	10	0	3	9	0	0	6	87	2	0	5	129	9	264	
8:45 AM	0	2	3	9	0	2	6	0	0	5	86	5	0	5	103	19	245	
Count Total	0	11	23	65	0	46	35	5	0	44	696	26	0	45	1,000	85	2,081	
Peak Hour	0	5	12	38	0	19	12	4	0	23	380	14	0	24	552	41	1,124	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

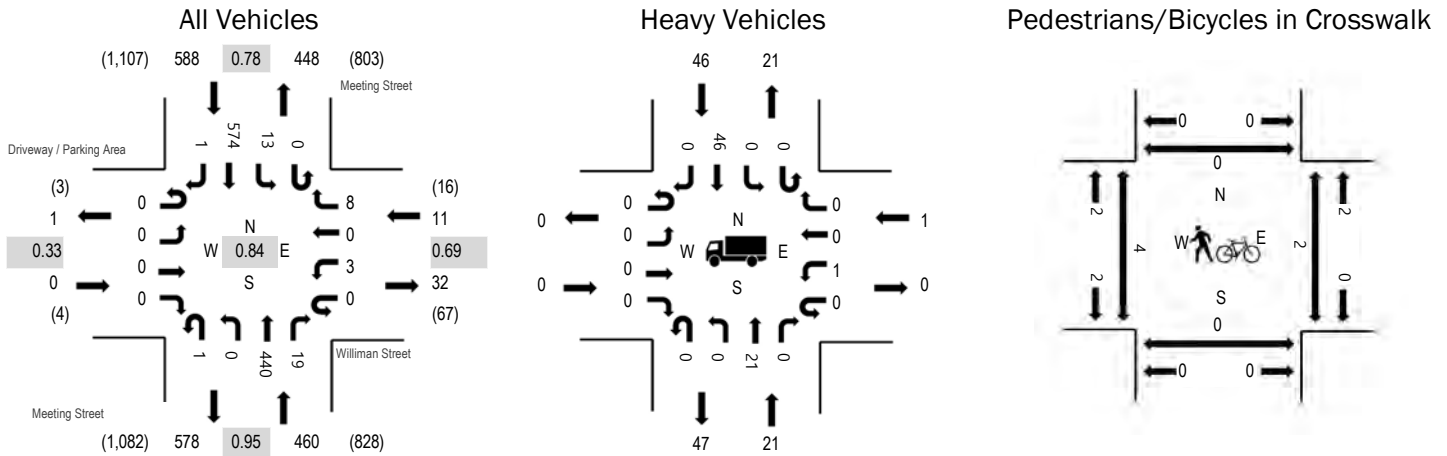
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	0	10	14	7:00 AM	1	2	2	1	6
7:15 AM	0	2	1	11	14	7:15 AM	1	0	1	0	2
7:30 AM	0	6	0	9	15	7:30 AM	0	0	0	2	2
7:45 AM	0	4	1	12	17	7:45 AM	0	1	1	0	2
8:00 AM	0	6	0	18	24	8:00 AM	0	0	3	0	3
8:15 AM	0	4	0	10	14	8:15 AM	0	1	8	0	9
8:30 AM	0	8	0	13	21	8:30 AM	1	1	4	2	8
8:45 AM	0	6	0	12	18	8:45 AM	0	0	4	1	5
Count Total	0	40	2	95	137	Count Total	3	5	23	6	37
Peak Hour	0	18	2	50	70	Peak Hour	1	1	5	2	9



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Location: 111 Meeting Street & Williman Street AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.33
WB	9.1%	0.69
NB	4.6%	0.95
SB	7.8%	0.78
All	6.4%	0.84

Traffic Counts - All Vehicles

Interval Start Time	Driveway / Parking Area Eastbound				Williman Street Westbound				Meeting Street Northbound				Meeting Street Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	3	0	0	0	0	1	0	1	61	2	0	5	129	1	203	1,007
7:15 AM	0	0	0	1	0	0	0	1	0	0	78	3	0	1	130	0	214	1,057
7:30 AM	0	0	0	0	0	2	0	2	1	0	118	2	0	1	149	1	276	1,059
7:45 AM	0	0	0	0	0	0	0	1	0	0	109	9	0	4	191	0	314	1,033
8:00 AM	0	0	0	0	0	0	0	3	0	0	114	4	0	6	126	0	253	948
8:15 AM	0	0	0	0	0	1	0	2	0	0	99	4	0	2	108	0	216	
8:30 AM	0	0	0	0	0	0	0	1	1	0	101	7	0	7	133	0	250	
8:45 AM	0	0	0	0	0	0	0	2	0	0	110	4	0	3	110	0	229	
Count Total	0	0	3	1	0	3	0	13	2	1	790	35	0	29	1,076	2	1,955	
Peak Hour	0	0	0	0	0	3	0	8	1	0	440	19	0	13	574	1	1,059	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

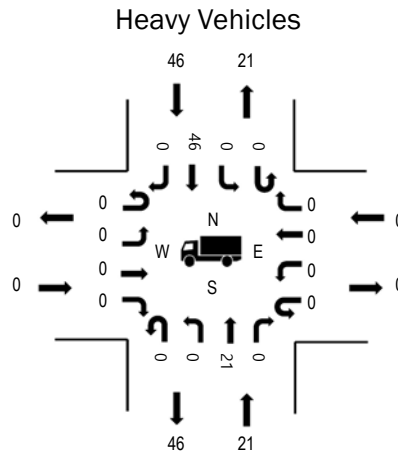
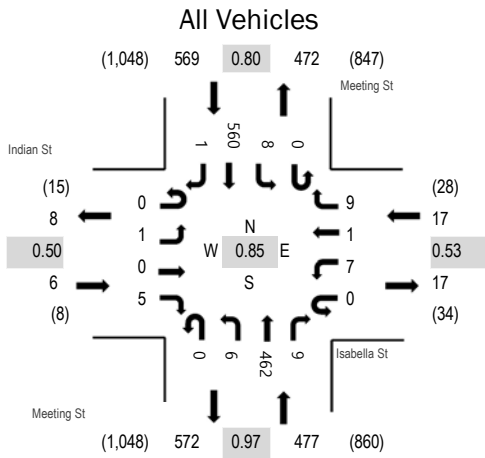
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	0	9	13	7:00 AM	3	0	1	0	4
7:15 AM	0	2	0	10	12	7:15 AM	2	0	0	0	2
7:30 AM	0	6	0	8	14	7:30 AM	2	0	0	0	2
7:45 AM	0	4	0	10	14	7:45 AM	0	0	0	0	0
8:00 AM	0	7	0	17	24	8:00 AM	1	0	1	0	2
8:15 AM	0	4	1	11	16	8:15 AM	1	0	1	0	2
8:30 AM	0	8	0	12	20	8:30 AM	1	0	0	0	1
8:45 AM	0	7	0	12	19	8:45 AM	0	0	0	0	0
Count Total	0	42	1	89	132	Count Total	10	0	3	0	13
Peak Hour	0	21	1	46	68	Peak Hour	4	0	2	0	6



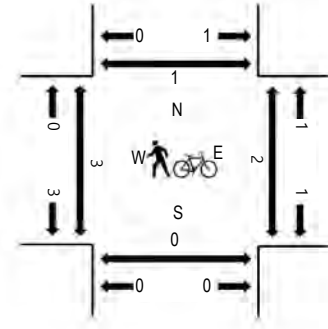
(303) 216-2439
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Location: #112 Meeting St & Isabella St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.53
NB	4.4%	0.97
SB	8.1%	0.80
All	6.3%	0.85

Traffic Counts - All Vehicles

Interval Start Time	Indian St Eastbound				Isabella St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	0	1	0	0	0	0	64	0	0	4	125	0	194	1,006
7:15 AM	0	0	0	0	0	1	0	1	0	0	82	2	0	2	128	1	217	1,066
7:30 AM	0	0	0	3	0	4	0	4	0	0	114	2	0	2	150	1	280	1,069
7:45 AM	0	1	0	1	0	0	1	1	0	1	121	2	0	5	182	0	315	1,032
8:00 AM	0	0	0	0	0	3	0	1	0	0	122	1	0	1	126	0	254	938
8:15 AM	0	0	0	1	0	0	0	3	0	5	105	4	0	0	102	0	220	
8:30 AM	0	1	0	0	0	2	0	0	0	3	111	4	0	0	120	2	243	
8:45 AM	0	1	0	0	0	3	0	3	0	1	112	4	0	1	96	0	221	
Count Total	0	3	0	5	0	14	1	13	0	10	831	19	0	15	1,029	4	1,944	
Peak Hour	0	1	0	5	0	7	1	9	0	6	462	9	0	8	560	1	1,069	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

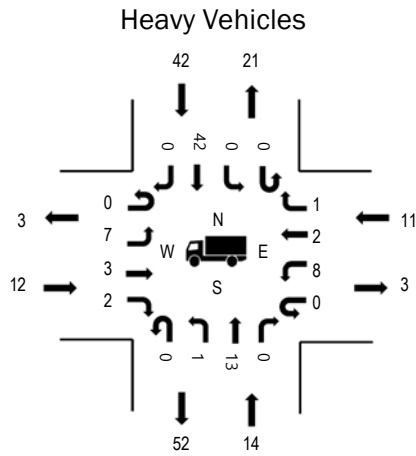
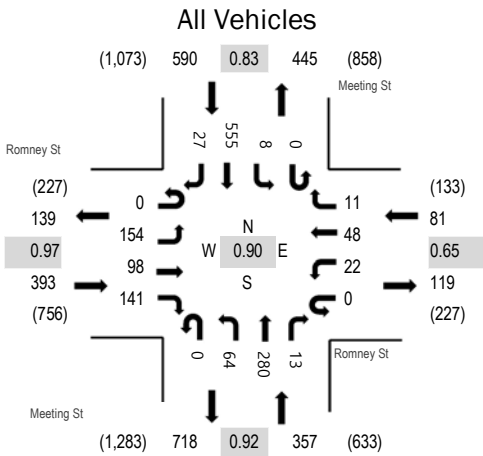
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	U-Turn			EB	NB	WB	SB	U-Turn	
7:00 AM	0	4	0	10	14	7:00 AM	0	0	1	0	1		
7:15 AM	0	1	0	9	10	7:15 AM	2	0	0	0	2		
7:30 AM	0	6	0	8	14	7:30 AM	2	0	0	0	2		
7:45 AM	0	4	0	11	15	7:45 AM	0	0	1	1	2		
8:00 AM	0	9	0	17	26	8:00 AM	1	0	1	0	2		
8:15 AM	0	2	0	10	12	8:15 AM	0	0	0	0	0		
8:30 AM	0	9	0	13	22	8:30 AM	1	0	0	0	1		
8:45 AM	0	5	0	12	17	8:45 AM	0	0	2	1	3		
Count Total	0	40	0	90	130	Count Total	6	0	5	2	13		
Peak Hour	0	21	0	46	67	Peak Hour	3	0	2	1	6		



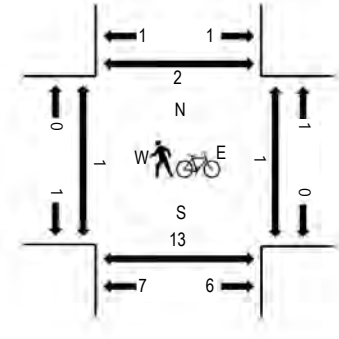
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Location: #113 Meeting St & Romney St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.1%	0.97
WB	13.6%	0.65
NB	3.9%	0.92
SB	7.1%	0.83
All	5.6%	0.90

Traffic Counts - All Vehicles

Interval Start Time	Romney St Eastbound				Romney St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	38	15	14	0	4	5	1	0	3	26	1	0	0	120	4	231	1,316
7:15 AM	0	35	23	32	0	10	20	1	0	17	45	3	0	4	113	7	310	1,421
7:30 AM	0	33	22	46	0	7	9	4	0	14	82	4	0	1	149	9	380	1,409
7:45 AM	0	39	29	36	0	3	8	4	0	13	82	3	0	2	168	8	395	1,358
8:00 AM	0	47	24	27	0	2	11	2	0	20	71	3	0	1	125	3	336	1,279
8:15 AM	0	55	22	23	0	5	8	0	0	14	61	1	0	1	104	4	298	
8:30 AM	0	42	31	22	0	4	6	2	0	13	71	0	0	1	134	3	329	
8:45 AM	0	48	33	20	0	7	7	3	0	17	66	3	0	0	108	4	316	
Count Total	0	337	199	220	0	42	74	17	0	111	504	18	0	10	1,021	42	2,595	
Peak Hour	0	154	98	141	0	22	48	11	0	64	280	13	0	8	555	27	1,421	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

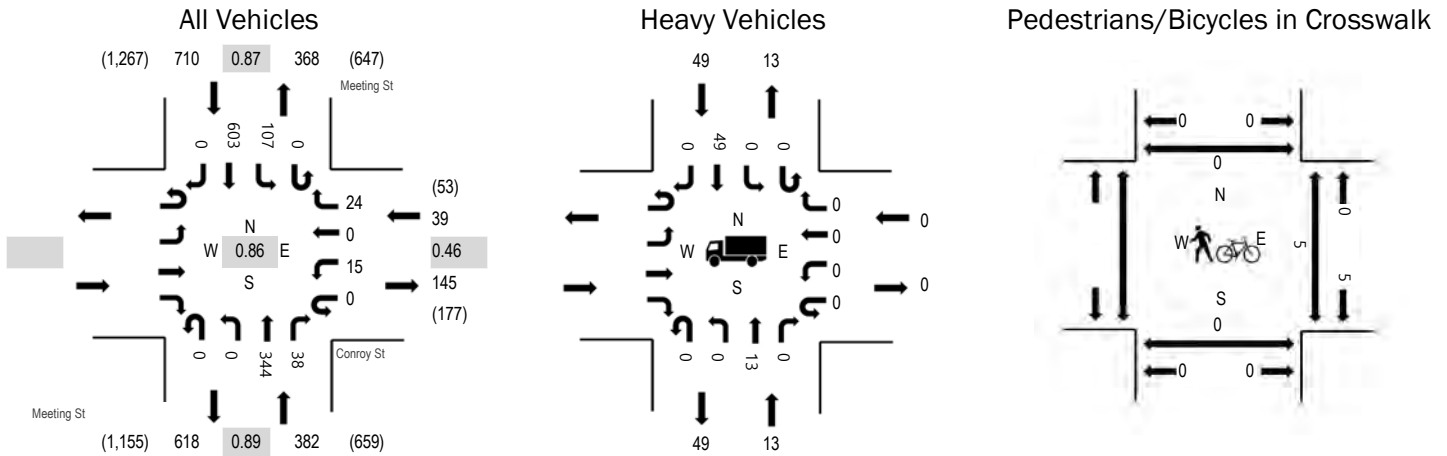
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	1	9	14	7:00 AM	0	1	1	0	2
7:15 AM	2	2	5	9	18	7:15 AM	0	1	0	0	1
7:30 AM	4	4	2	8	18	7:30 AM	0	8	1	0	9
7:45 AM	1	3	3	10	17	7:45 AM	0	3	0	0	3
8:00 AM	5	5	1	15	26	8:00 AM	1	1	0	2	4
8:15 AM	4	1	1	14	20	8:15 AM	0	3	0	0	3
8:30 AM	3	7	2	13	25	8:30 AM	0	1	0	0	1
8:45 AM	4	5	1	12	22	8:45 AM	1	0	1	0	2
Count Total	23	31	16	90	160	Count Total	2	18	3	2	25
Peak Hour	12	14	11	42	79	Peak Hour	1	13	1	2	17



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Location: #114 Meeting St & Conroy St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.46
NB	3.4%	0.89
SB	6.9%	0.87
All	5.5%	0.86

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Conroy St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	2	0	1	0	0	30	2	0	16	119	0	170	1,038
7:15 AM					0	3	0	4	0	0	62	13	0	27	121	0	230	1,131
7:30 AM					0	8	0	13	0	0	89	15	0	37	168	0	330	1,105
7:45 AM					0	3	0	3	0	0	98	9	0	28	167	0	308	1,029
8:00 AM					0	1	0	4	0	0	95	1	0	15	147	0	263	941
8:15 AM					0	0	0	2	0	0	73	0	0	3	126	0	204	
8:30 AM					0	2	0	3	0	0	85	4	0	4	156	0	254	
8:45 AM					0	2	0	2	0	0	83	0	0	3	130	0	220	
Count Total					0	21	0	32	0	0	615	44	0	133	1,134	0	1,979	
Peak Hour					0	15	0	24	0	0	344	38	0	107	603	0	1,131	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

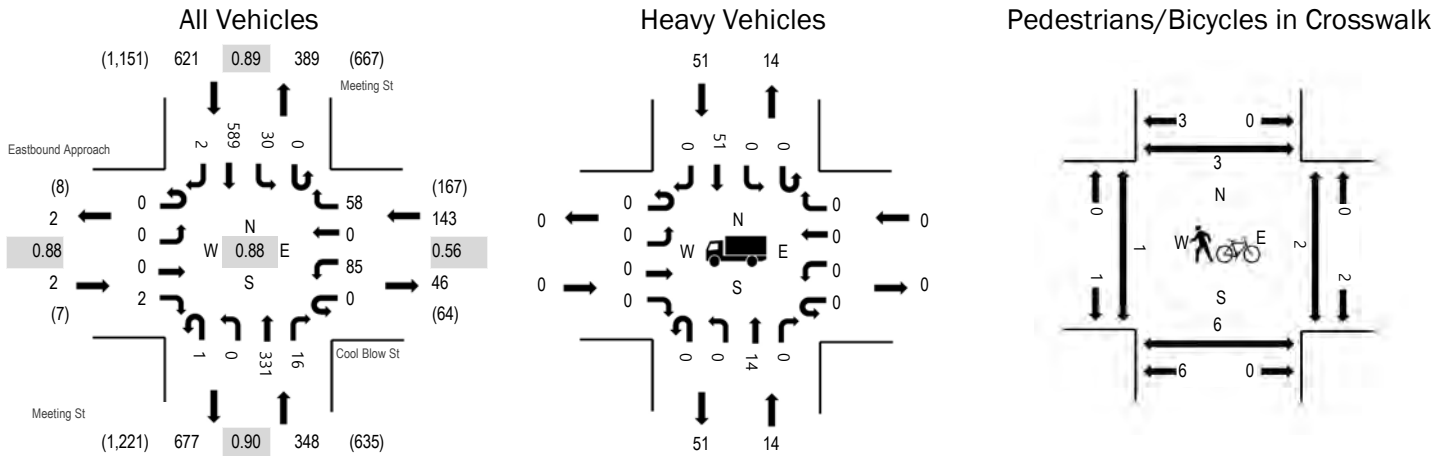
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM						7:00 AM					
7:15 AM	3	0	10		13	7:15 AM	0	0	0		0
7:30 AM	1	0	11		12	7:30 AM	0	5	0		5
7:45 AM	4	0	12		16	7:45 AM	0	0	0		0
8:00 AM	3	0	9		12	8:00 AM	0	0	0		0
8:15 AM	5	0	17		22	8:15 AM	0	0	0		0
8:30 AM	1	0	14		15	8:30 AM	1	1	0		2
8:45 AM	7	1	15		23	8:45 AM	0	2	1		3
Count Total	3	0	13		16	Count Total	0	1	0		1
Peak Hour	27	1	101		129	Peak Hour	1	9	1		11
	13	0	49		62		0	5	0		5



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Location: #115 Meeting St & Cool Blow St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.88
WB	0.0%	0.56
NB	4.0%	0.90
SB	8.2%	0.89
All	5.8%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Eastbound Approach Eastbound				Cool Blow St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
7:00 AM	0	0	0	0	0	4	0	0	0	0	31	0	0	0	3	115	0	153	1,002
7:15 AM	0	0	0	0	0	5	0	0	0	0	85	2	0	7	118	1	218	1,114	
7:30 AM	0	0	0	0	0	36	0	30	1	0	70	9	0	12	157	1	316	1,102	
7:45 AM	0	0	0	0	0	32	0	21	0	0	85	2	0	8	167	0	315	1,051	
8:00 AM	0	0	0	2	0	12	0	7	0	0	91	3	0	3	147	0	265	958	
8:15 AM	0	0	0	2	0	6	0	3	0	0	72	1	0	2	120	0	206		
8:30 AM	0	0	0	2	0	6	0	0	0	3	91	4	0	3	156	0	265		
8:45 AM	0	1	0	0	0	5	0	0	0	2	80	3	0	2	128	1	222		
Count Total	0	1	0	6	0	106	0	61	1	5	605	24	0	40	1,108	3	1,960		
Peak Hour	0	0	0	2	0	85	0	58	1	0	331	16	0	30	589	2	1,114		

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

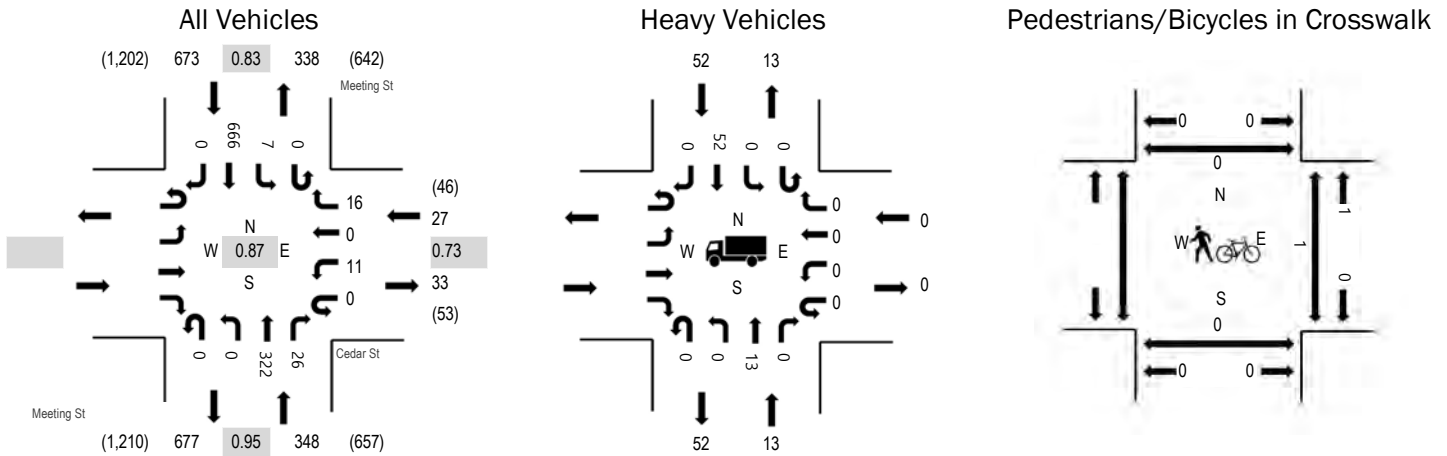
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	4	0	10	14	7:00 AM	3	0	0	0	3
7:15 AM	0	2	0	11	13	7:15 AM	0	0	1	2	3
7:30 AM	0	4	0	13	17	7:30 AM	0	3	0	0	3
7:45 AM	0	3	0	11	14	7:45 AM	0	2	0	1	3
8:00 AM	0	5	0	16	21	8:00 AM	1	1	1	0	3
8:15 AM	0	2	0	14	16	8:15 AM	2	0	0	1	3
8:30 AM	0	6	0	17	23	8:30 AM	2	2	0	1	5
8:45 AM	0	3	1	12	16	8:45 AM	0	4	2	2	8
Count Total	0	29	1	104	134	Count Total	8	12	4	7	31
Peak Hour	0	14	0	51	65	Peak Hour	1	6	2	3	12



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Location: #116 Meeting St & Cedar St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.73
NB	3.7%	0.95
SB	7.7%	0.83
All	6.2%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cedar St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM					0	2	0	2	0	0	31	3	0	0	115	0	153	938
7:15 AM					0	4	0	2	0	0	85	1	0	2	115	0	209	1,032
7:30 AM					0	5	0	5	0	0	74	4	0	3	184	0	275	1,048
7:45 AM					0	1	0	4	0	0	85	9	0	1	201	0	301	1,035
8:00 AM					0	3	0	5	0	0	86	5	0	3	145	0	247	967
8:15 AM					0	2	0	2	0	0	77	8	0	0	136	0	225	
8:30 AM					0	2	0	1	0	0	94	3	0	2	160	0	262	
8:45 AM					0	3	0	3	1	0	86	5	0	4	131	0	233	
Count Total					0	22	0	24	1	0	618	38	0	15	1,187	0	1,905	
Peak Hour					0	11	0	16	0	0	322	26	0	7	666	0	1,048	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

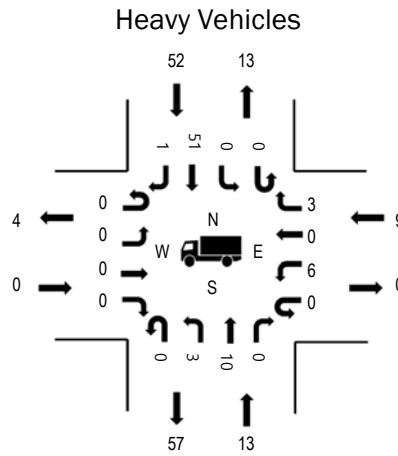
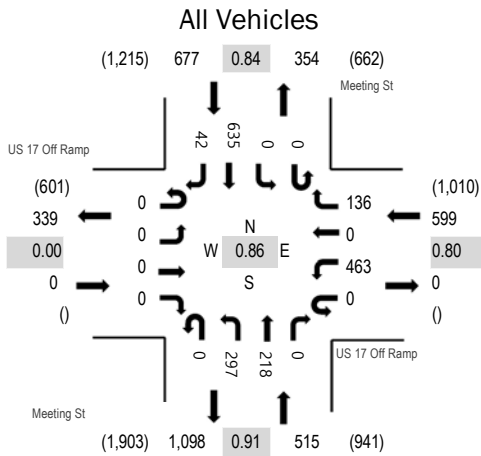
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	4	0	10		14	7:00 AM	0	0	0		0
7:15 AM	3	0	11		14	7:15 AM	0	2	0		2
7:30 AM	3	0	11		14	7:30 AM	0	1	0		1
7:45 AM	3	0	10		13	7:45 AM	0	0	0		0
8:00 AM	5	0	16		21	8:00 AM	0	0	0		0
8:15 AM	2	0	15		17	8:15 AM	0	0	0		0
8:30 AM	6	0	16		22	8:30 AM	0	0	0		0
8:45 AM	3	0	12		15	8:45 AM	0	2	0		2
Count Total	29	0	101		130	Count Total	0	5	0		5
Peak Hour	13	0	52		65	Peak Hour	0	1	0		1



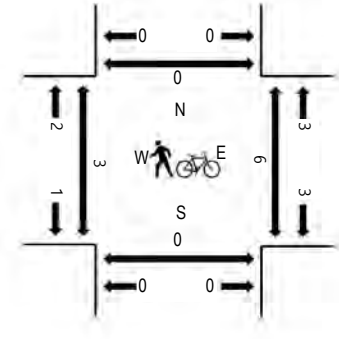
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Location: #117 Meeting St & US 17 Off Ramp AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	1.5%	0.80
NB	2.5%	0.91
SB	7.7%	0.84
All	4.1%	0.86

Traffic Counts - All Vehicles

Interval Start Time	US 17 Off Ramp Eastbound				US 17 Off Ramp Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	0	0	0	0	49	0	11	0	54	23	0	0	0	118	2	257	1,639
7:15 AM	0	0	0	0	0	85	0	29	0	64	58	0	0	0	119	2	357	1,773
7:30 AM	0	0	0	0	0	167	0	21	0	69	59	0	0	0	176	12	504	1,791
7:45 AM	0	0	0	0	0	139	0	38	0	83	59	0	0	0	184	18	521	1,700
8:00 AM	0	0	0	0	0	85	0	40	0	68	51	0	0	0	139	8	391	1,527
8:15 AM	0	0	0	0	0	72	0	37	0	77	49	0	0	0	136	4	375	
8:30 AM	0	0	0	0	0	80	0	49	0	75	48	0	0	0	158	3	413	
8:45 AM	0	0	0	0	0	65	0	43	0	57	47	0	0	0	131	5	348	
Count Total	0	0	0	0	0	742	0	268	0	547	394	0	0	0	1,161	54	3,166	
Peak Hour	0	0	0	0	0	463	0	136	0	297	218	0	0	0	635	42	1,791	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

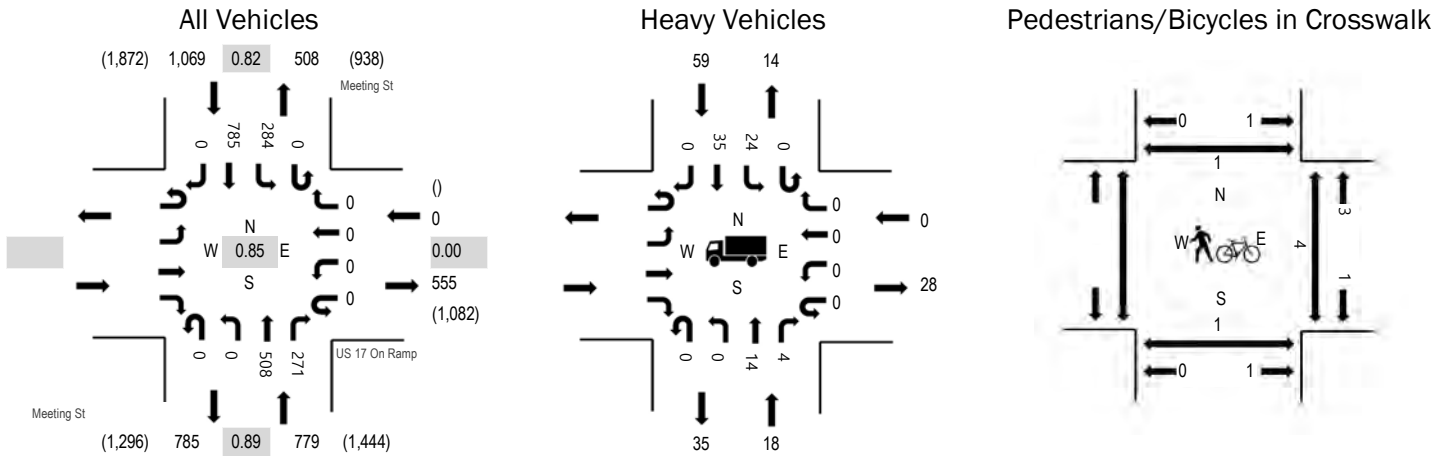
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	6	1	11	18	7:00 AM	0	0	0	1	1
7:15 AM	0	5	2	11	18	7:15 AM	0	0	2	0	2
7:30 AM	0	3	2	11	16	7:30 AM	1	0	1	0	2
7:45 AM	0	2	5	11	18	7:45 AM	0	0	0	0	0
8:00 AM	0	4	2	16	22	8:00 AM	1	0	3	0	4
8:15 AM	0	4	0	14	18	8:15 AM	1	0	2	0	3
8:30 AM	0	10	7	15	32	8:30 AM	0	0	0	0	0
8:45 AM	0	3	2	13	18	8:45 AM	2	0	3	0	5
Count Total	0	37	21	102	160	Count Total	5	0	11	1	17
Peak Hour	0	13	9	52	74	Peak Hour	3	0	6	0	9



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Location: #118 Meeting St & US 17 On Ramp AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.00
NB	2.3%	0.89
SB	5.5%	0.82
All	4.2%	0.85

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				US 17 On Ramp Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM					0	0	0	0	0	0	77	69	0	64	98	0	308	1,767
7:15 AM					0	0	0	0	0	0	121	77	0	56	142	0	396	1,848
7:30 AM					0	0	0	0	0	0	129	65	0	80	248	0	522	1,840
7:45 AM					0	0	0	0	0	0	142	76	0	80	243	0	541	1,739
8:00 AM					0	0	0	0	0	0	116	53	0	68	152	0	389	1,549
8:15 AM					0	0	0	0	0	0	126	54	0	77	131	0	388	
8:30 AM					0	0	0	0	0	0	124	57	0	84	156	0	421	
8:45 AM					0	0	0	0	0	0	103	55	0	67	126	0	351	
Count Total					0	0	0	0	0	0	938	506	0	576	1,296	0	3,316	
Peak Hour					0	0	0	0	0	0	508	271	0	284	785	0	1,848	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

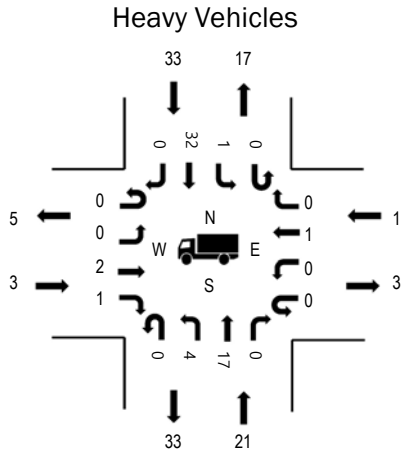
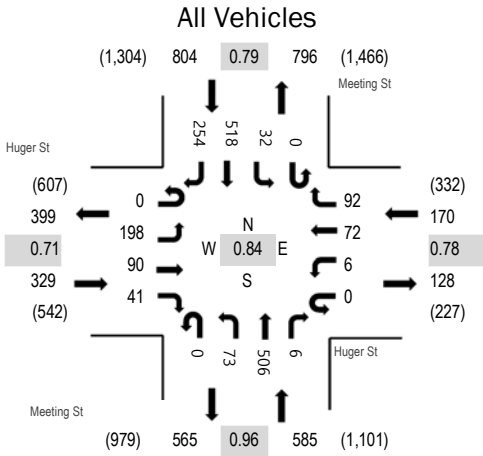
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	7	0	11		18	7:00 AM	0	0	0		0
7:15 AM	5	0	13		18	7:15 AM	0	2	0		2
7:30 AM	6	0	12		18	7:30 AM	0	1	0		1
7:45 AM	2	0	16		18	7:45 AM	0	1	1		2
8:00 AM	5	0	18		23	8:00 AM	1	0	0		1
8:15 AM	6	0	14		20	8:15 AM	0	0	0		0
8:30 AM	12	0	19		31	8:30 AM	0	1	0		1
8:45 AM	6	0	13		19	8:45 AM	0	3	0		3
Count Total	49	0	116		165	Count Total	1	8	1		10
Peak Hour	18	0	59		77	Peak Hour	1	4	1		6



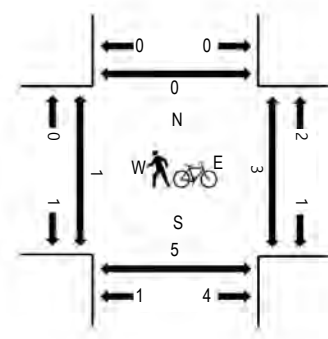
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Location: #119 Meeting St & Huger St AM
Date: Wednesday, November 7, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.71
WB	0.6%	0.78
NB	3.6%	0.96
SB	4.1%	0.79
All	3.1%	0.84

Traffic Counts - All Vehicles

Interval Start Time	Huger St Eastbound				Huger St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
7:00 AM	0	19	7	3	0	1	16	48	0	10	81	1	0	0	69	28	283	1,773
7:15 AM	0	36	15	7	0	2	16	44	0	12	121	2	0	5	90	54	404	1,888
7:30 AM	0	51	24	8	0	2	22	18	0	21	129	1	0	8	145	94	523	1,854
7:45 AM	0	72	29	18	0	0	18	15	0	15	139	2	0	9	180	66	563	1,705
8:00 AM	0	39	22	8	0	2	16	15	0	25	117	1	0	10	103	40	398	1,506
8:15 AM	0	33	26	7	0	3	9	16	0	13	132	1	0	3	95	32	370	
8:30 AM	0	28	22	5	0	2	8	17	0	9	136	2	0	9	109	27	374	
8:45 AM	0	26	23	14	0	4	22	16	0	12	118	1	0	4	102	22	364	
Count Total	0	304	168	70	0	16	127	189	0	117	973	11	0	48	893	363	3,279	
Peak Hour	0	198	90	41	0	6	72	92	0	73	506	6	0	32	518	254	1,888	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	6	2	5	14	7:00 AM	0	0	0	0	0
7:15 AM	1	5	1	9	16	7:15 AM	0	0	1	0	1
7:30 AM	0	5	0	6	11	7:30 AM	0	1	0	0	1
7:45 AM	2	4	0	11	17	7:45 AM	0	0	1	0	1
8:00 AM	0	7	0	7	14	8:00 AM	1	4	1	0	6
8:15 AM	1	3	3	3	10	8:15 AM	0	4	0	0	4
8:30 AM	2	13	1	10	26	8:30 AM	1	1	1	0	3
8:45 AM	1	5	1	6	13	8:45 AM	0	2	3	0	5
Count Total	8	48	8	57	121	Count Total	2	12	7	0	21
Peak Hour	3	21	1	33	58	Peak Hour	1	5	3	0	9

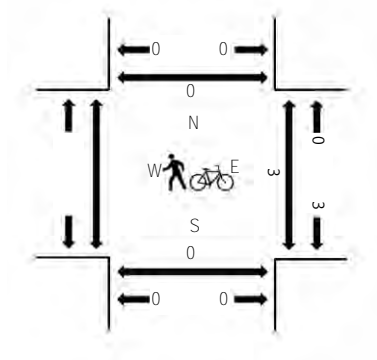
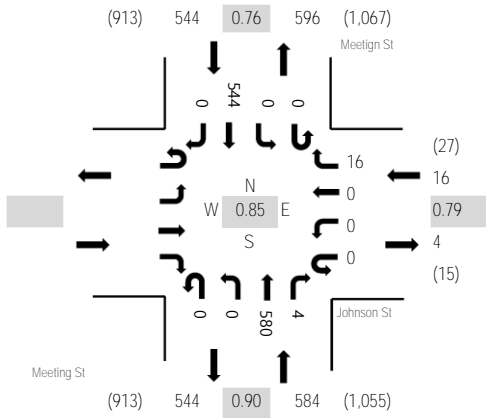


(303) 216-2439
www.alltrafficdata.net

Location: #120 Meeting St & Johnson St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Johnson St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	0	0	1	0	0	102	3	0	0	0	79	0	185	1,044	2	1	0
7:15 AM					0	0	0	4	0	0	102	1	0	0	101	0	0	208	1,127	7	1	0
7:30 AM					0	0	0	6	0	0	162	1	0	0	145	0	0	314	1,144	0	0	0
7:45 AM					0	0	0	6	0	0	150	1	0	0	180	0	0	337	1,057	0	0	0
8:00 AM					0	0	0	3	0	0	147	1	0	0	117	0	0	268	951	0	0	0
8:15 AM					0	0	0	1	0	0	121	1	0	0	102	0	0	225		2	0	0
8:30 AM					0	0	0	4	0	0	127	6	0	0	90	0	0	227		6	1	0
8:45 AM					0	0	0	2	0	0	129	1	0	0	99	0	0	231		0	0	0

Peak Rolling Hour Flow Rates

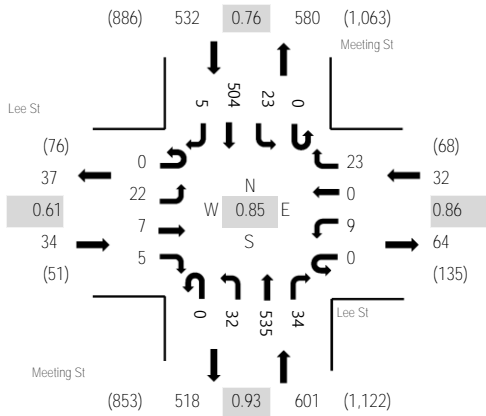
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	3	0	0	0	0	0	3
Lights					0	0	0	14	0	0	562	4	0	0	513	0	1,093
Mediums					0	0	0	2	0	0	15	0	0	0	31	0	48
Total					0	0	0	16	0	0	580	4	0	0	544	0	1,144



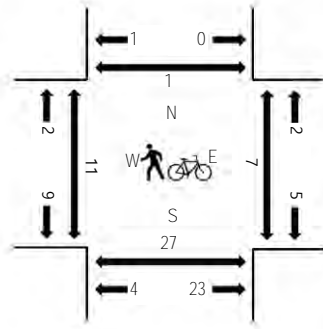
(303) 216-2439
www.alltrafficdata.net

Location: #121 Meeting St & Lee St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Lee St Eastbound				Lee St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	2	1	0	0	1	0	5	0	5	99	17	0	9	62	6	207	1,097	1	2	4	1
7:15 AM	0	3	0	1	0	2	1	7	0	10	102	16	0	5	83	0	230	1,176	3	1	4	0
7:30 AM	0	3	1	1	0	2	0	3	0	6	148	8	0	1	133	2	308	1,199	2	0	6	0
7:45 AM	0	2	1	2	0	2	0	7	0	8	148	8	0	11	162	1	352	1,124	3	2	7	0
8:00 AM	0	7	2	1	0	4	0	6	0	10	135	10	0	6	104	1	286	1,030	5	1	6	0
8:15 AM	0	10	3	1	0	1	0	7	0	8	104	8	0	5	105	1	253		0	2	7	1
8:30 AM	0	4	0	1	0	5	2	4	0	4	119	6	0	0	86	2	233		2	2	3	0
8:45 AM	0	4	1	0	0	2	0	7	0	7	127	9	0	7	92	2	258		4	10	13	0

Peak Rolling Hour Flow Rates

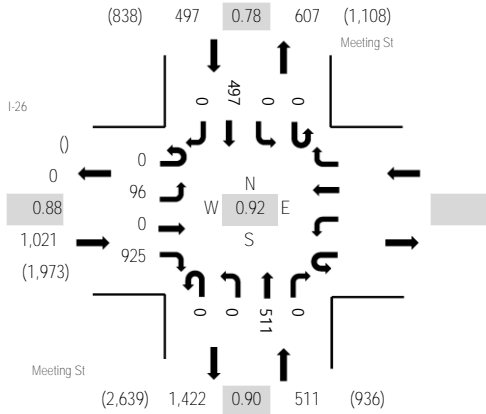
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	5
Lights	0	21	6	5	0	7	0	22	0	32	512	33	0	20	476	5	1,139
Mediums	0	1	1	0	0	2	0	1	0	0	19	0	0	3	28	0	55
Total	0	22	7	5	0	9	0	23	0	32	535	34	0	23	504	5	1,199



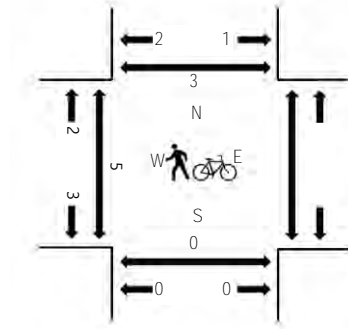
(303) 216-2439
www.alltrafficdata.net

Location: #122 Meeting St & I-26 AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-26 Eastbound				I-26 Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	27	0	182					0	0	94	0	0	0	0	69	0	372	1,898	0	0	0
7:15 AM	0	34	0	257					0	0	94	0	0	0	85	0	470	2,029	2	0	0	
7:30 AM	0	19	0	209					0	0	144	0	0	0	132	0	504	2,021	1	0	2	
7:45 AM	0	24	0	224					0	0	140	0	0	0	164	0	552	1,965	0	0	0	
8:00 AM	0	19	0	235					0	0	133	0	0	0	116	0	503	1,849	2	0	1	
8:15 AM	0	14	0	243					0	0	104	0	0	0	101	0	462		0	1	0	
8:30 AM	0	18	0	240					0	0	107	0	0	0	83	0	448		1	0	0	
8:45 AM	0	17	0	211					0	0	120	0	0	0	88	0	436		1	0	1	

Peak Rolling Hour Flow Rates

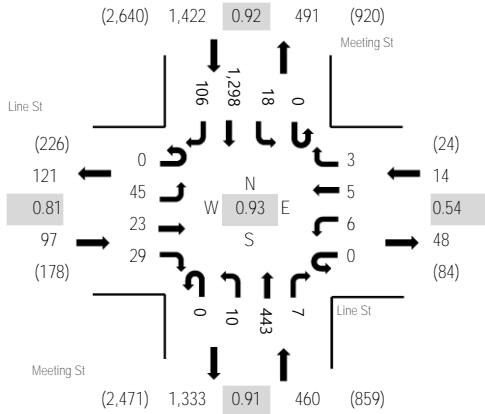
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	1					0	0	3	0	0	0	1	0	8
Lights	0	92	0	911					0	0	494	0	0	0	465	0	1,962
Mediums	0	1	0	13					0	0	14	0	0	0	31	0	59
Total	0	96	0	925					0	0	511	0	0	0	497	0	2,029



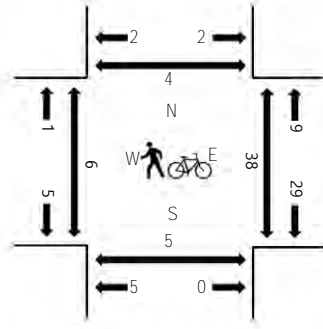
(303) 216-2439
www.alltrafficdata.net

Location: #123 Meeting St & Line St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Line St Eastbound				Line St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	11	1	4	0	1	3	2	0	5	81	1	0	2	225	19	355	1,843	2	4	0	3
7:15 AM	0	12	6	3	0	0	0	0	0	1	93	2	0	5	315	21	458	1,984	2	12	1	3
7:30 AM	0	12	5	8	0	3	3	1	0	1	120	2	0	3	307	27	492	1,993	1	3	0	1
7:45 AM	0	10	7	6	0	2	0	0	0	3	120	3	0	10	357	20	538	1,952	2	8	4	1
8:00 AM	0	15	6	10	0	0	0	2	0	2	110	2	0	2	318	29	496	1,858	3	9	1	0
8:15 AM	0	8	5	5	0	1	2	0	0	4	93	0	0	3	316	30	467		0	15	0	2
8:30 AM	0	10	2	7	0	2	0	1	0	3	102	0	0	5	292	27	451		2	4	4	3
8:45 AM	0	11	9	5	0	0	1	0	0	4	106	1	0	2	284	21	444		1	10	0	1

Peak Rolling Hour Flow Rates

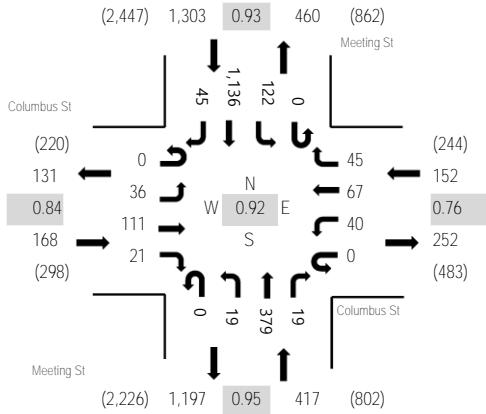
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Lights	0	45	22	27	0	6	5	3	0	9	424	7	0	17	1,255	105	1,925
Mediums	0	0	1	2	0	0	0	0	0	1	16	0	0	1	41	1	63
Total	0	45	23	29	0	6	5	3	0	10	443	7	0	18	1,298	106	1,993



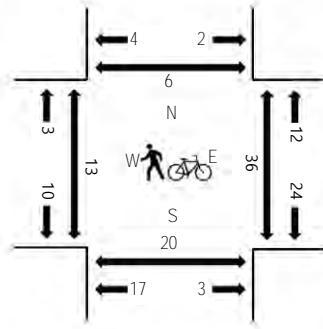
(303) 216-2439
www.alltrafficdata.net

Location: #124 Meeting St & Columbus St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Columbus St Eastbound				Columbus St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	9	14	5	0	5	3	6	0	1	73	2	0	25	192	11	346	1,892	4	4	4	3
7:15 AM	0	8	22	4	0	11	7	2	0	6	84	7	0	36	274	12	473	2,037	3	7	2	1
7:30 AM	0	8	28	8	0	11	16	14	0	5	103	3	0	34	278	8	516	2,040	2	6	6	1
7:45 AM	0	13	33	4	0	15	20	15	0	5	93	8	0	29	312	10	557	2,003	3	10	8	1
8:00 AM	0	8	23	6	0	7	14	8	0	5	101	4	0	25	277	13	491	1,899	3	4	2	1
8:15 AM	0	7	27	3	0	7	17	8	0	4	82	4	0	34	269	14	476		5	12	4	3
8:30 AM	0	9	25	3	0	9	7	7	0	4	96	6	0	34	270	9	479		7	4	4	1
8:45 AM	0	3	26	2	0	10	14	11	0	6	94	6	0	28	244	9	453		3	8	3	1

Peak Rolling Hour Flow Rates

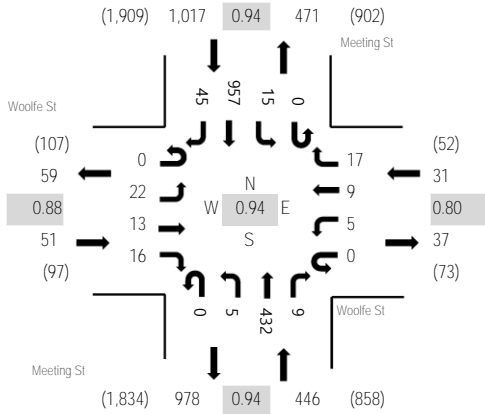
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	36	108	19	0	33	67	42	0	17	363	18	0	121	1,098	41	1,963
Mediums	0	0	3	2	0	7	0	3	0	2	15	0	0	1	37	4	74
Total	0	36	111	21	0	40	67	45	0	19	379	19	0	122	1,136	45	2,040



(303) 216-2439
www.alltrafficdata.net

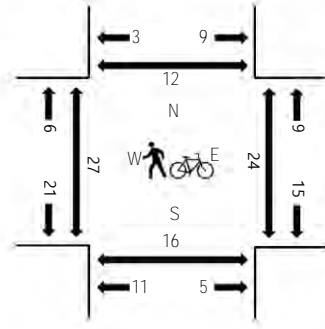
Location: #125 Meeting St & Woolfe St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Woolfe St Eastbound				Woolfe St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
7:00 AM	0	5	2	4	0	0	0	3	0	1	81	0	0	0	4	165	8	273	1,407	7	10	1	1
7:15 AM	0	7	1	1	0	1	1	2	0	3	93	2	0	1	218	10	340	1,525	1	6	1	3	
7:30 AM	0	3	3	4	0	2	1	4	0	0	118	2	0	2	230	15	384	1,545	6	7	6	3	
7:45 AM	0	5	4	2	0	1	2	4	0	0	118	3	0	4	255	12	410	1,540	7	5	0	2	
8:00 AM	0	7	2	7	0	1	2	5	0	2	109	3	0	3	241	9	391	1,509	7	5	3	1	
8:15 AM	0	7	4	3	0	1	4	4	0	3	87	1	0	6	231	9	360		7	6	6	6	
8:30 AM	0	5	4	3	1	2	0	8	0	3	109	1	0	5	227	11	379		8	3	1	2	
8:45 AM	0	3	7	4	0	1	0	2	0	3	113	3	0	5	230	8	379		7	4	2	2	

Peak Rolling Hour Flow Rates

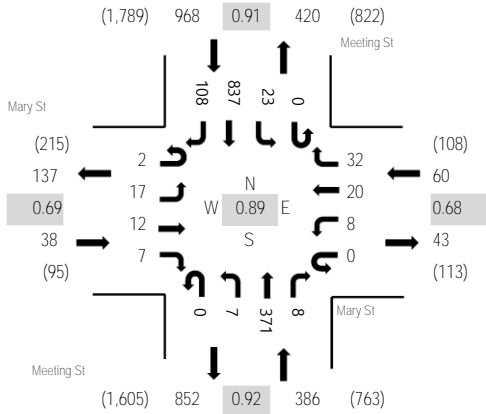
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	22	13	16	0	5	9	16	0	4	412	9	0	15	915	45	1,481
Mediums	0	0	0	0	0	0	0	0	0	1	20	0	0	0	42	0	63
Total	0	22	13	16	0	5	9	17	0	5	432	9	0	15	957	45	1,545



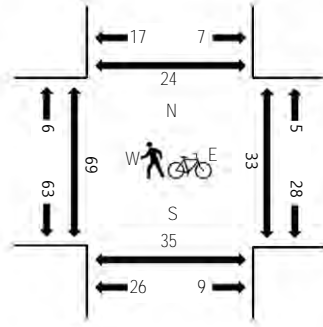
(303) 216-2439
www.alltrafficdata.net

Location: #126 Meeting St & Mary St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Mary St Eastbound				Mary St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	7	1	0	0	4	5	0	1	57	1	0	10	149	11	249	1,341	6	4	7	4
7:15 AM	0	5	9	6	0	2	5	5	0	0	93	3	0	10	183	10	331	1,434	3	4	6	0
7:30 AM	0	4	9	2	0	2	6	7	0	2	104	6	0	6	191	16	355	1,449	5	1	3	5
7:45 AM	0	3	4	2	0	1	10	8	0	1	106	4	0	3	234	30	406	1,452	31	10	7	7
8:00 AM	1	4	2	3	0	2	3	5	0	1	94	0	0	9	192	26	342	1,414	8	9	12	5
8:15 AM	0	4	3	2	0	3	1	5	0	2	82	1	0	8	207	28	346		9	3	7	4
8:30 AM	1	6	3	0	0	2	6	14	0	3	89	3	0	3	204	24	358		21	9	9	8
8:45 AM	0	5	3	3	0	1	1	10	0	4	104	2	0	4	213	18	368		18	6	7	3

Peak Rolling Hour Flow Rates

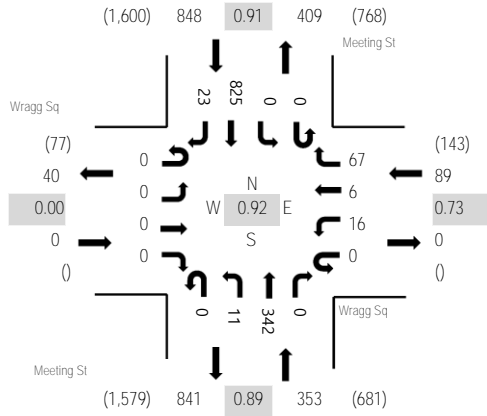
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	2	11	8	5	0	8	20	31	0	7	351	7	0	22	800	107	1,379
Mediums	0	6	4	2	0	0	0	1	0	0	18	1	0	1	37	1	71
Total	2	17	12	7	0	8	20	32	0	7	371	8	0	23	837	108	1,452



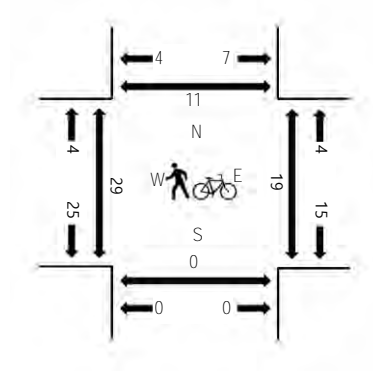
(303) 216-2439
www.alltrafficdata.net

Location: #127 Meeting St & Wragg Sq AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Wragg Sq Eastbound				Wragg Sq Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
7:00 AM	0	0	0	0	0	1	0	0	0	1	64	0	0	0	0	146	3	215	1,195	2	5	0	1
7:15 AM	0	0	0	0	0	5	1	33	0	2	60	0	0	0	0	190	6	297	1,286	6	3	1	2
7:30 AM	0	0	0	0	0	5	3	34	0	3	80	0	0	0	0	199	7	331	1,290	4	2	0	0
7:45 AM	0	0	0	0	0	5	0	25	0	2	87	0	0	0	0	227	6	352	1,262	18	11	0	6
8:00 AM	0	0	0	0	0	4	3	5	0	4	94	0	0	0	0	193	3	306	1,229	3	2	0	2
8:15 AM	0	0	0	0	0	2	0	3	0	2	81	0	0	0	0	206	7	301		4	3	0	3
8:30 AM	0	0	0	0	0	2	0	3	0	4	90	0	0	0	0	195	9	303		5	6	0	1
8:45 AM	0	0	0	0	0	3	0	6	0	4	103	0	0	0	0	196	7	319		10	4	0	3

Peak Rolling Hour Flow Rates

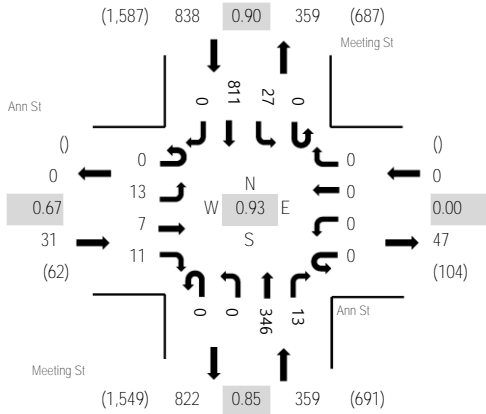
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	0	0	0	0	15	5	67	0	10	324	0	0	0	793	16	1,230
Mediums	0	0	0	0	0	1	1	0	0	1	16	0	0	0	32	7	58
Total	0	0	0	0	0	16	6	67	0	11	342	0	0	0	825	23	1,290



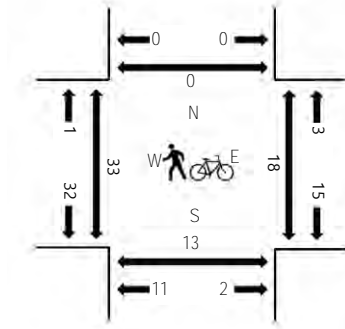
(303) 216-2439
www.alltrafficdata.net

Location: #128 Meeting St & Ann St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ann St Eastbound				Ann St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	0	0	0	0	0	0	0	63	4	0	4	142	0	214	1,116	2	5	2	0
7:15 AM	0	2	5	4	0	0	0	0	0	0	65	2	0	13	185	0	276	1,205	5	4	1	0
7:30 AM	0	1	4	4	0	0	0	0	0	0	81	4	0	10	193	0	297	1,226	5	4	7	1
7:45 AM	0	2	3	1	0	0	0	0	0	0	84	3	0	9	227	0	329	1,228	18	6	3	0
8:00 AM	0	1	0	2	0	0	0	0	0	0	97	4	0	3	196	0	303	1,224	3	4	4	0
8:15 AM	0	5	3	1	0	0	0	0	0	0	78	3	0	8	199	0	297		4	3	4	0
8:30 AM	0	5	1	7	0	0	0	0	0	0	87	3	0	7	189	0	299		6	4	1	0
8:45 AM	0	3	4	3	0	0	0	0	0	0	112	1	0	6	196	0	325		9	2	1	0

Peak Rolling Hour Flow Rates

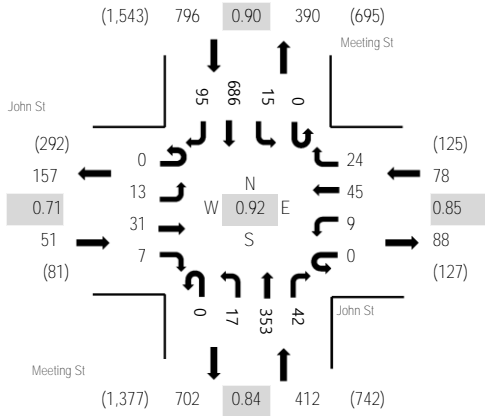
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	12	7	8	0	0	0	0	0	0	326	13	0	26	781	0	1,173
Mediums	0	1	0	3	0	0	0	0	0	0	20	0	0	1	29	0	54
Total	0	13	7	11	0	0	0	0	0	0	346	13	0	27	811	0	1,228



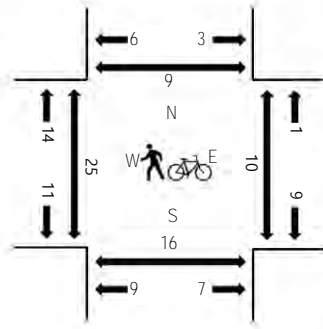
(303) 216-2439
www.alltrafficdata.net

Location: #129 Meeting St & John St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	John St Eastbound				John St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	3	1	0	0	2	1	1	4	61	7	0	2	126	13	223	1,154	3	2	0	0
7:15 AM	0	2	1	1	0	2	5	0	0	2	65	4	0	0	166	22	270	1,265	3	3	0	1
7:30 AM	0	4	5	1	0	6	14	0	0	2	79	5	0	1	168	19	304	1,306	3	4	4	1
7:45 AM	0	5	2	3	0	1	14	2	0	10	84	6	0	3	199	28	357	1,332	13	7	0	2
8:00 AM	0	3	7	0	0	1	14	3	0	2	95	7	0	1	170	31	334	1,337	3	0	1	1
8:15 AM	0	4	4	2	0	1	9	9	0	4	71	9	0	5	180	13	311		3	3	6	1
8:30 AM	0	3	6	4	0	1	9	8	0	7	84	11	0	0	175	22	330		7	4	2	5
8:45 AM	0	3	14	1	0	6	13	4	0	4	103	15	0	9	161	29	362		10	3	7	2

Peak Rolling Hour Flow Rates

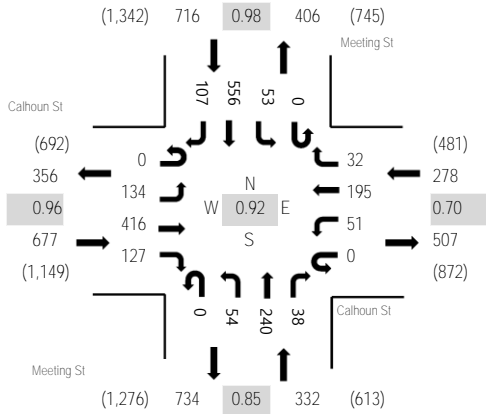
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Lights	0	13	28	7	0	9	44	24	0	12	332	42	0	15	657	82	1,265
Mediums	0	0	3	0	0	0	1	0	0	5	18	0	0	0	27	13	67
Total	0	13	31	7	0	9	45	24	0	17	353	42	0	15	686	95	1,337



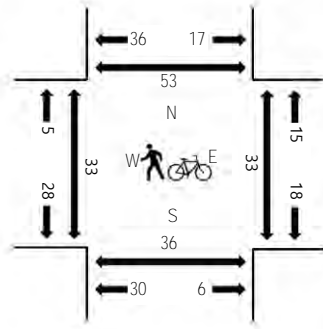
(303) 216-2439
www.alltrafficdata.net

Location: #130 Meeting St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	25	41	13	0	6	14	2	0	12	39	4	0	14	95	22	287	1,629	2	4	8	7
7:15 AM	0	20	65	11	0	6	23	5	0	9	39	4	0	16	108	30	336	1,829	2	5	8	5
7:30 AM	0	33	81	25	0	8	62	14	0	15	42	10	0	21	110	40	461	1,968	9	2	8	10
7:45 AM	0	31	114	32	0	19	78	14	0	14	57	3	0	19	129	35	545	2,003	12	14	20	10
8:00 AM	0	31	96	31	0	13	45	7	0	12	66	6	0	12	142	26	487	1,956	12	5	4	9
8:15 AM	0	38	103	29	0	13	34	4	0	12	53	12	0	7	148	22	475		2	4	4	10
8:30 AM	0	34	103	35	0	6	38	7	0	16	64	17	0	15	137	24	496		5	10	8	23
8:45 AM	0	39	91	28	0	10	48	5	0	23	76	8	0	10	122	38	498		15	6	7	12

Peak Rolling Hour Flow Rates

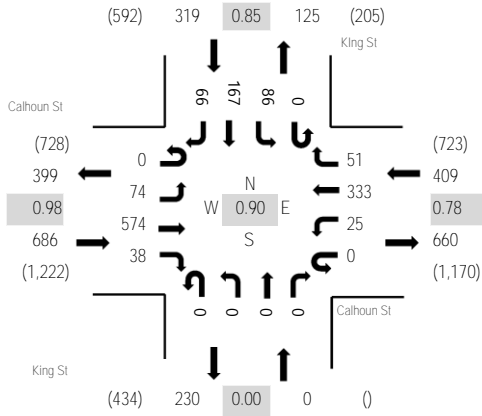
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
Lights	0	127	403	122	0	51	191	27	0	53	227	38	0	51	546	94	1,930
Mediums	0	6	12	5	0	0	4	5	0	1	12	0	0	2	10	13	70
Total	0	134	416	127	0	51	195	32	0	54	240	38	0	53	556	107	2,003



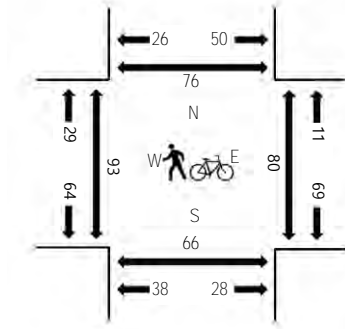
(303) 216-2439
www.alltrafficdata.net

Location: #131 King St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	68	7	0	1	42	6	0	0	0	0	0	12	19	11	171	1,151	14	8	15	9
7:15 AM	0	12	85	7	0	4	61	4	0	0	0	0	0	15	26	17	231	1,315	9	9	7	14
7:30 AM	0	16	128	12	0	6	111	14	0	0	0	0	0	26	28	15	356	1,414	12	19	11	16
7:45 AM	0	16	152	7	0	7	112	12	0	0	0	0	0	20	50	17	393	1,385	40	35	20	31
8:00 AM	0	20	141	14	0	5	60	14	0	0	0	0	0	18	45	18	335	1,386	16	16	26	19
8:15 AM	0	22	153	5	0	7	50	11	0	0	0	0	0	22	44	16	330		25	10	8	10
8:30 AM	0	17	143	13	0	6	65	9	0	0	0	0	0	17	40	17	327		26	27	9	25
8:45 AM	0	14	147	18	0	11	92	13	0	0	0	0	0	23	52	24	394		35	24	18	21

Peak Rolling Hour Flow Rates

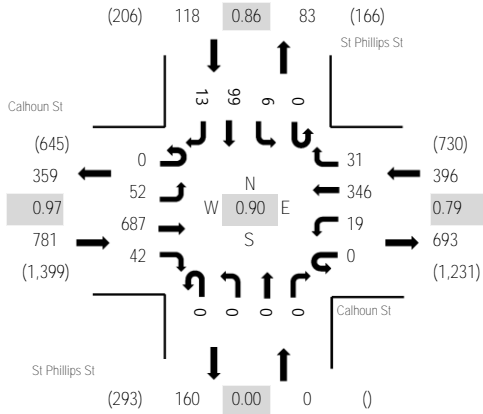
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	0	0	0	0	0	0	0	1	1	0	5
Lights	0	71	555	38	0	24	311	49	0	0	0	0	0	80	161	65	1,354
Mediums	0	3	17	0	0	0	22	2	0	0	0	0	0	5	5	1	55
Total	0	74	574	38	0	25	333	51	0	0	0	0	0	86	167	66	1,414



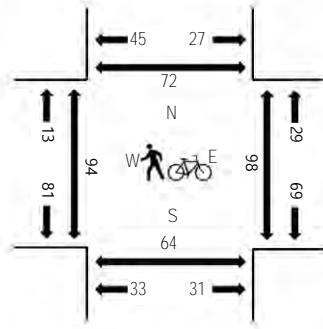
(303) 216-2439
www.alltrafficdata.net

Location: #132 St Phillips St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				St Phillips St Northbound				St Phillips St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	5	79	5	0	4	50	2	0	0	0	0	0	0	2	13	3	163	1,065	6	10	3	6
7:15 AM	0	10	103	4	0	3	63	13	0	0	0	0	0	1	7	5	5	209	1,199	7	14	3	8
7:30 AM	0	14	165	8	0	9	104	9	0	0	0	0	0	2	18	5	334	1,295	14	21	8	19	
7:45 AM	0	13	168	18	0	5	117	7	0	0	0	0	0	2	25	4	359	1,281	30	26	16	22	
8:00 AM	0	10	175	5	0	1	73	6	0	0	0	0	0	1	23	3	297	1,270	19	25	25	17	
8:15 AM	0	15	179	11	0	4	52	9	0	0	0	0	0	1	33	1	305		31	26	15	14	
8:30 AM	0	16	177	15	0	6	70	9	0	0	0	0	0	1	24	2	320		36	51	17	27	
8:45 AM	0	12	173	19	0	7	91	16	0	0	0	0	0	2	26	2	348		55	45	19	38	

Peak Rolling Hour Flow Rates

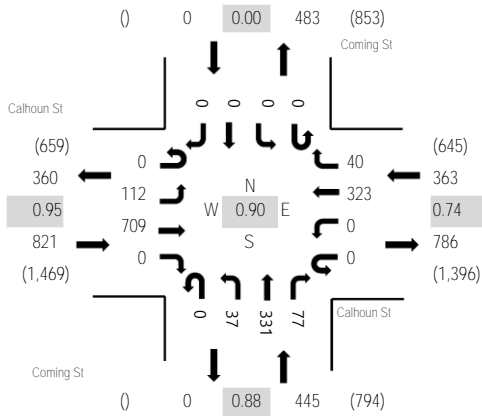
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	0	51	666	40	0	19	324	31	0	0	0	0	0	6	93	13	1,243
Mediums	0	1	19	2	0	0	22	0	0	0	0	0	0	0	6	0	50
Total	0	52	687	42	0	19	346	31	0	0	0	0	0	6	99	13	1,295



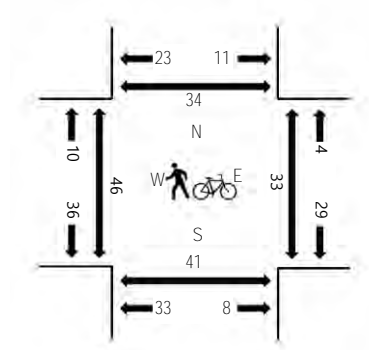
(303) 216-2439
www.alltrafficdata.net

Location: #133 Coming St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Coming St Northbound			Coming St Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
7:00 AM	0	11	82	0	0	0	0	47	6	0	6	45	2	0	0	0	0	199	1,356	0	0	1	4
7:15 AM	0	19	112	0	0	0	0	62	7	0	6	75	6	0	0	0	0	287	1,541	2	4	6	1
7:30 AM	0	23	174	0	0	0	0	94	9	0	8	91	19	0	0	0	0	418	1,629	11	2	10	8
7:45 AM	0	25	173	0	0	0	0	114	13	0	12	93	22	0	0	0	0	452	1,592	13	12	12	11
8:00 AM	0	31	171	0	0	0	0	64	13	0	9	80	16	0	0	0	0	384	1,552	15	7	13	5
8:15 AM	0	33	191	0	0	0	0	51	5	0	8	67	20	0	0	0	0	375		7	12	5	8
8:30 AM	0	27	187	0	0	0	0	66	4	0	16	65	16	0	0	0	0	381		12	10	12	10
8:45 AM	0	30	180	0	0	0	0	82	8	0	14	73	25	0	0	0	0	412		14	12	18	27

Peak Rolling Hour Flow Rates

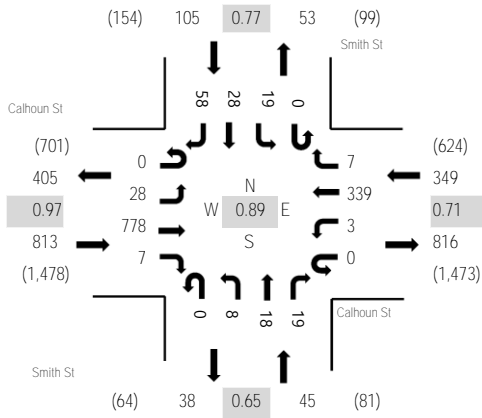
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Lights	0	111	690	0	0	0	300	40	0	34	328	71	0	0	0	0	1,574
Mediums	0	1	17	0	0	0	22	0	0	2	3	6	0	0	0	0	51
Total	0	112	709	0	0	0	323	40	0	37	331	77	0	0	0	0	1,629



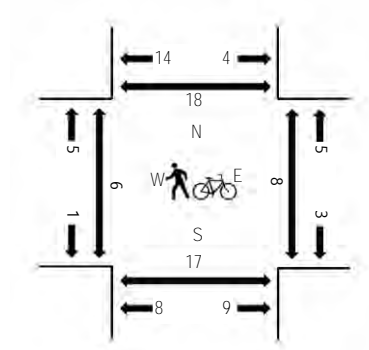
(303) 216-2439
www.alltrafficdata.net

Location: #134 Smith St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Smith St Northbound				Smith St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	93	3	0	0	54	0	0	0	2	2	0	0	0	3	162	1,109	2	1	2	5
7:15 AM	0	8	125	1	0	0	61	1	0	4	7	5	0	5	3	13	233	1,258	2	1	7	0
7:30 AM	0	13	190	2	0	1	89	2	0	4	3	4	0	9	12	18	347	1,312	1	2	3	4
7:45 AM	0	7	190	2	0	2	119	3	0	1	4	0	0	5	8	26	367	1,268	2	2	1	8
8:00 AM	0	3	192	1	0	0	74	0	0	2	10	8	0	3	6	12	311	1,228	2	2	8	5
8:15 AM	0	5	206	2	0	0	57	2	0	1	1	7	0	2	2	2	287		1	2	5	0
8:30 AM	0	8	202	4	0	1	62	4	0	2	1	3	0	5	6	5	303		0	1	6	3
8:45 AM	0	3	208	5	0	2	85	5	0	3	2	5	0	4	1	4	327		1	1	6	6

Peak Rolling Hour Flow Rates

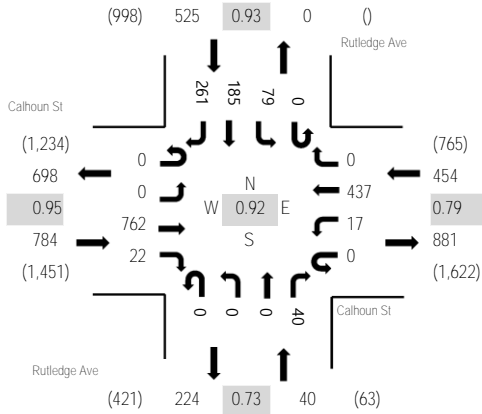
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
Lights	0	28	759	7	0	2	314	7	0	8	18	19	0	19	28	58	1,267
Mediums	0	0	16	0	0	1	24	0	0	0	0	0	0	0	0	0	41
Total	0	28	778	7	0	3	339	7	0	8	18	19	0	19	28	58	1,312



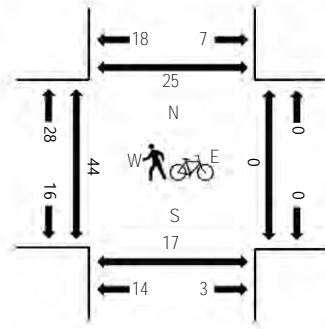
(303) 216-2439
www.alltrafficdata.net

Location: #135 Rutledge Ave & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Rutledge Ave Northbound				Rutledge Ave Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	98	6	0	2	60	0	0	0	0	0	3	0	12	16	52	249	1,573	6	0	2	7
7:15 AM	0	0	148	7	0	1	79	0	0	0	0	8	0	9	37	57	346	1,753	14	0	2	2	
7:30 AM	0	0	183	5	0	5	143	0	0	0	0	14	0	23	34	82	489	1,803	4	0	3	2	
7:45 AM	0	0	195	6	0	8	136	0	0	0	0	9	0	18	44	73	489	1,762	14	0	2	13	
8:00 AM	0	0	189	6	0	2	94	0	0	0	0	10	0	17	49	62	429	1,704	10	0	4	6	
8:15 AM	0	0	195	5	0	2	64	0	0	0	0	7	0	21	58	44	396		15	0	8	2	
8:30 AM	0	0	208	5	0	3	81	0	0	0	0	6	0	25	59	61	448		11	0	3	4	
8:45 AM	0	0	185	10	0	3	82	0	0	0	0	6	0	33	48	64	431		18	0	3	7	

Peak Rolling Hour Flow Rates

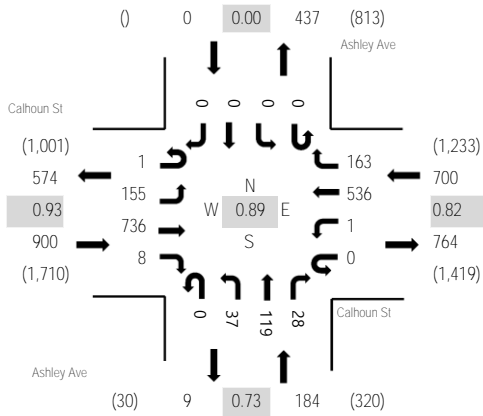
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	3
Lights	0	0	748	21	0	17	414	0	0	0	0	40	0	76	182	258	1,756
Mediums	0	0	13	1	0	0	22	0	0	0	0	0	0	3	2	3	44
Total	0	0	762	22	0	17	437	0	0	0	0	40	0	79	185	261	1,803



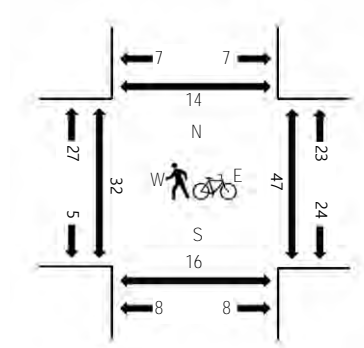
(303) 216-2439
www.alltrafficdata.net

Location: #136 Ashley Ave & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Ashley Ave Northbound				Ashley Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	30	100	5	0	0	86	27	0	6	17	2	0	0	0	0	273	1,598	6	4	1	2
7:15 AM	0	33	142	3	0	0	103	27	0	9	17	5	0	0	0	0	339	1,753	8	5	1	4
7:30 AM	0	38	174	0	0	0	172	48	0	9	35	9	0	0	0	0	485	1,784	10	7	5	1
7:45 AM	0	49	173	3	0	0	165	46	0	14	38	13	0	0	0	0	501	1,730	13	15	7	6
8:00 AM	0	34	191	1	0	0	117	45	0	5	31	4	0	0	0	0	428	1,665	4	10	1	3
8:15 AM	1	34	198	4	0	1	82	24	0	9	15	2	0	0	0	0	370		4	15	3	4
8:30 AM	0	46	207	6	0	0	95	43	0	4	26	4	0	0	0	0	431		10	10	3	3
8:45 AM	0	43	188	7	0	0	118	34	0	6	33	7	0	0	0	0	436		13	8	7	5

Peak Rolling Hour Flow Rates

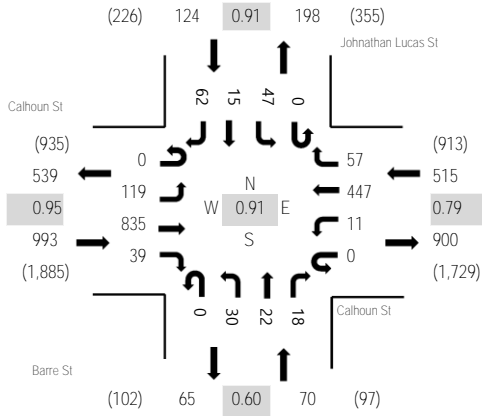
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	1	147	722	8	0	1	513	159	0	35	118	28	0	0	0	0	1,732
Mediums	0	8	12	0	0	0	22	4	0	2	1	0	0	0	0	0	49
Total	1	155	736	8	0	1	536	163	0	37	119	28	0	0	0	0	1,784



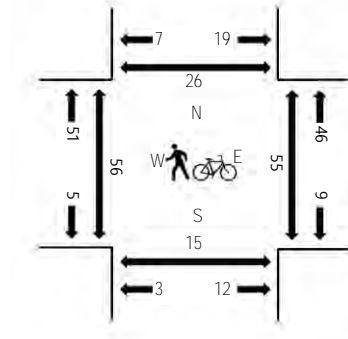
(303) 216-2439
www.alltrafficdata.net

Location: #137 Barre St & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Barre St Northbound				Johnathan Lucas St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	20	134	9	0	4	65	13	0	1	2	2	0	7	3	13	273	1,518	6	11	7	5
7:15 AM	0	27	175	5	0	1	93	12	0	2	2	3	0	9	2	11	342	1,656	15	8	3	11
7:30 AM	0	31	192	8	0	3	131	14	0	12	6	7	0	15	5	12	436	1,702	12	4	0	3
7:45 AM	0	23	204	11	0	5	155	12	0	12	10	7	0	11	3	14	467	1,673	27	13	3	10
8:00 AM	0	35	215	5	0	2	97	16	0	2	4	1	0	11	4	19	411	1,603	11	12	3	3
8:15 AM	0	30	224	15	0	1	64	15	0	4	2	3	0	10	3	17	388		6	26	9	10
8:30 AM	0	24	245	5	0	1	81	15	0	7	0	1	1	10	3	14	407		16	11	4	12
8:45 AM	0	23	224	1	0	1	94	18	0	3	0	4	0	15	2	12	397		9	21	15	2

Peak Rolling Hour Flow Rates

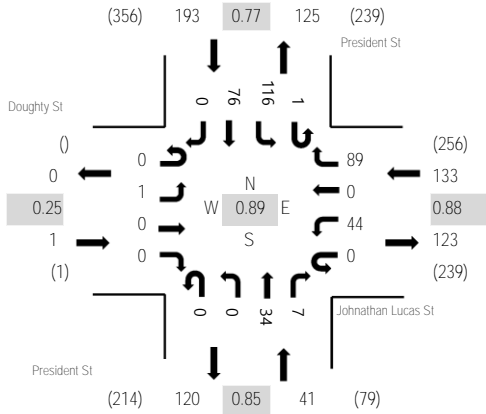
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
Lights	0	96	813	38	0	11	424	55	0	30	22	17	0	45	14	62	1,627
Mediums	0	22	19	0	0	0	22	2	0	0	0	1	0	2	1	0	69
Total	0	119	835	39	0	11	447	57	0	30	22	18	0	47	15	62	1,702



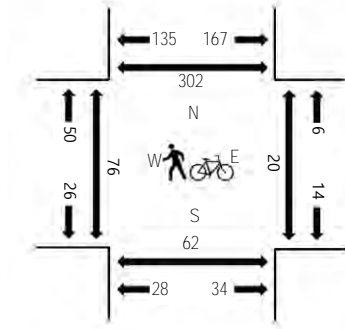
(303) 216-2439
www.alltrafficdata.net

Location: #138 President St & Johnathan Lucas St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Doughty St Eastbound				Johnathan Lucas St Westbound				President St Northbound				President St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	4	0	19	0	0	6	3	0	26	13	0	71	324	3	0	10	62
7:15 AM	0	0	0	0	1	8	0	25	0	0	3	4	0	27	18	0	86	346	11	2	9	56
7:30 AM	0	0	0	0	0	11	0	24	0	0	6	7	1	20	16	0	85	361	24	0	17	78
7:45 AM	0	0	0	0	0	8	0	23	0	0	7	2	0	26	16	0	82	347	18	0	10	88
8:00 AM	0	0	0	0	0	13	0	26	0	0	8	2	0	26	18	0	93	368	17	2	12	71
8:15 AM	0	0	0	0	0	14	0	28	0	0	10	2	0	31	16	0	101		11	1	19	83
8:30 AM	0	1	0	0	0	8	0	11	0	0	10	2	1	26	12	0	71		21	10	18	72
8:45 AM	0	0	0	0	0	9	0	24	0	0	6	1	0	33	30	0	103		26	7	12	70

Peak Rolling Hour Flow Rates

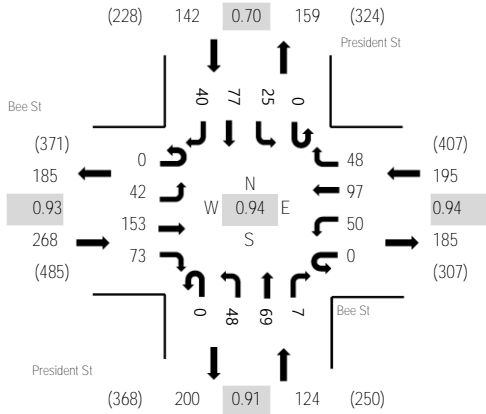
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	0	0	0	44	0	63	0	0	34	7	1	107	76	0	333
Mediums	0	0	0	0	0	0	0	26	0	0	0	0	0	9	0	0	35
Total	0	1	0	0	0	44	0	89	0	0	34	7	1	116	76	0	368



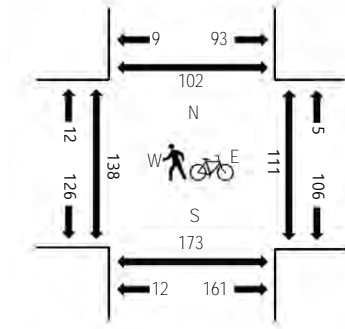
(303) 216-2439
www.alltrafficdata.net

Location: #139 President St & Bee St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Bee St Eastbound				Bee St Westbound				President St Northbound				President St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	12	20	13	0	13	25	10	0	15	13	4	0	2	11	1	139	641	29	29	41	34
7:15 AM	0	12	26	28	0	11	20	15	0	13	16	2	0	2	8	7	160	683	34	27	49	31
7:30 AM	0	8	24	14	0	8	36	16	0	13	18	1	0	5	15	6	164	703	34	32	55	35
7:45 AM	0	17	29	14	0	14	32	12	0	14	16	1	0	6	19	4	178	714	46	49	83	46
8:00 AM	0	7	41	21	0	14	32	13	0	17	16	2	0	5	11	2	181	729	31	27	45	21
8:15 AM	0	10	34	19	0	11	26	11	0	19	16	2	0	8	17	7	180		36	25	46	30
8:30 AM	0	16	38	10	0	6	18	10	0	5	20	1	0	9	26	16	175		32	34	31	28
8:45 AM	0	9	40	23	0	19	21	14	0	7	17	2	0	3	23	15	193		38	25	46	23

Peak Rolling Hour Flow Rates

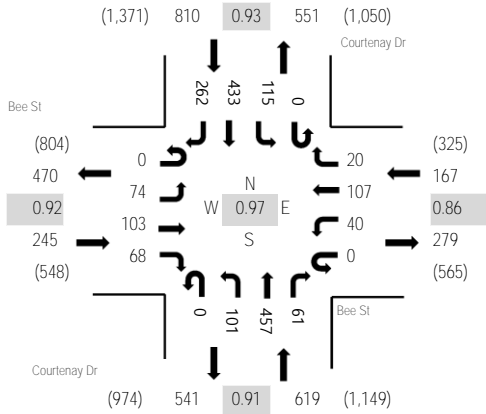
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	42	153	72	0	48	94	48	0	40	51	7	0	25	74	40	694
Mediums	0	0	0	1	0	2	3	0	0	8	18	0	0	0	3	0	35
Total	0	42	153	73	0	50	97	48	0	48	69	7	0	25	77	40	729



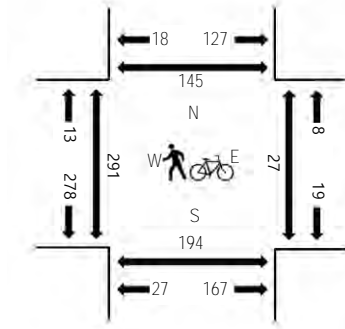
(303) 216-2439
www.alltrafficdata.net

Location: #140 Courtenay Dr & Bee St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Bee St Eastbound				Bee St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	14	22	21	0	12	24	3	0	25	111	14	0	32	120	66	464	1,841	59	8	35	29
7:15 AM	0	15	19	12	0	7	21	3	0	12	126	19	0	34	113	69	450	1,830	63	4	30	25
7:30 AM	0	32	30	13	0	11	27	7	0	37	115	18	0	19	100	67	476	1,756	84	9	53	36
7:45 AM	0	13	32	22	0	10	35	7	0	27	105	10	0	30	100	60	451	1,656	85	6	75	54
8:00 AM	0	23	32	19	0	7	26	7	0	19	109	19	0	30	110	52	453	1,552	58	5	28	27
8:15 AM	0	14	32	24	0	8	27	6	0	16	96	10	0	26	83	34	376		49	9	26	29
8:30 AM	0	20	35	22	0	10	22	1	0	23	104	15	0	21	59	44	376		45	6	38	32
8:45 AM	0	17	41	24	0	15	25	4	0	12	98	9	0	16	52	34	347		56	6	29	27

Peak Rolling Hour Flow Rates

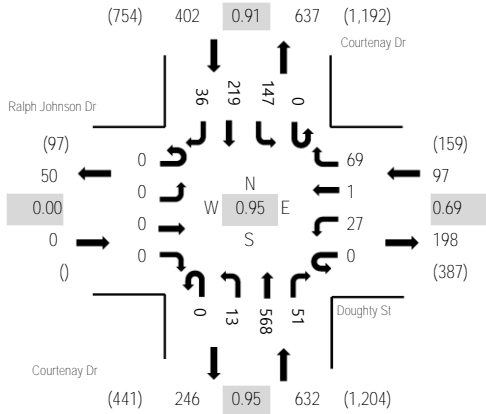
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	73	100	68	0	35	93	20	0	99	451	59	0	111	432	262	1,803
Mediums	0	1	3	0	0	5	14	0	0	2	6	2	0	4	1	0	38
Total	0	74	103	68	0	40	107	20	0	101	457	61	0	115	433	262	1,841



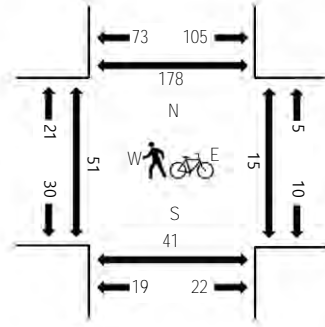
(303) 216-2439
www.alltrafficdata.net

Location: #141 Courtenay Dr & Doughty St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ralph Johnson Dr Eastbound				Doughty St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	3	0	14	0	1	146	4	0	47	56	8	279	1,131	3	3	4	38
7:15 AM	0	0	0	0	0	7	1	12	0	2	136	16	0	31	55	10	270	1,103	18	3	14	35
7:30 AM	0	0	0	0	0	11	0	24	0	5	150	12	0	37	51	7	297	1,112	12	4	15	62
7:45 AM	0	0	0	0	0	6	0	19	0	5	136	19	0	32	57	11	285	1,055	18	4	8	42
8:00 AM	0	0	0	0	0	5	0	8	0	4	129	10	0	36	48	11	251	986	16	1	16	63
8:15 AM	0	0	0	0	0	8	0	14	0	4	140	11	1	41	48	12	279		17	2	23	52
8:30 AM	0	0	0	0	0	4	0	16	0	2	134	10	0	29	39	6	240		11	5	7	49
8:45 AM	0	0	0	0	0	3	0	4	0	2	109	17	0	35	40	6	216		17	7	6	60

Peak Rolling Hour Flow Rates

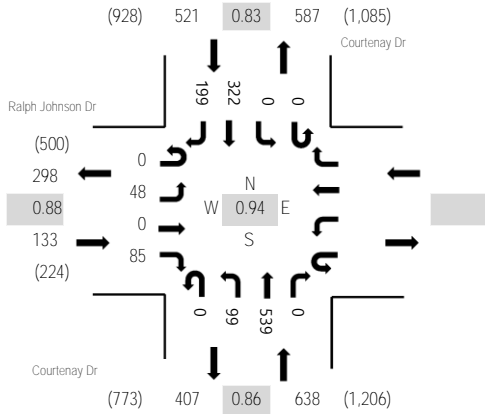
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	27	1	67	0	13	558	51	0	146	186	36	1,085
Mediums	0	0	0	0	0	0	0	2	0	0	10	0	0	1	33	0	46
Total	0	0	0	0	0	27	1	69	0	13	568	51	0	147	219	36	1,131



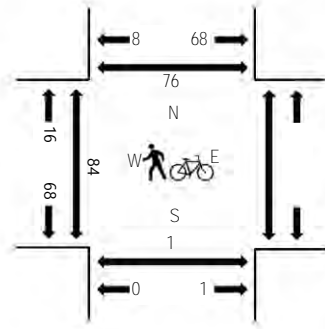
(303) 216-2439
www.alltrafficdata.net

Location: #141-A Courtenay Dr & Ralph Johnson Dr
AM Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ralph Johnson Dr Eastbound				Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	0	16					0	22	129	0	0	0	103	53	332	1,292	19	0	15	
7:15 AM	0	11	0	25					0	24	124	0	0	0	70	55	309	1,250	21	1	20	
7:30 AM	0	13	0	20					0	29	158	0	0	0	77	48	345	1,248	24	0	13	
7:45 AM	0	15	0	24					0	24	128	0	0	0	72	43	306	1,147	20	0	26	
8:00 AM	0	8	0	22					0	28	112	0	1	0	78	41	290	1,066	17	0	12	
8:15 AM	0	1	0	17					1	32	132	0	0	0	93	31	307		15	0	16	
8:30 AM	0	7	0	13					1	20	125	0	0	0	59	19	244		12	1	16	
8:45 AM	0	7	0	16					0	14	103	0	2	0	66	17	225		12	0	11	

Peak Rolling Hour Flow Rates

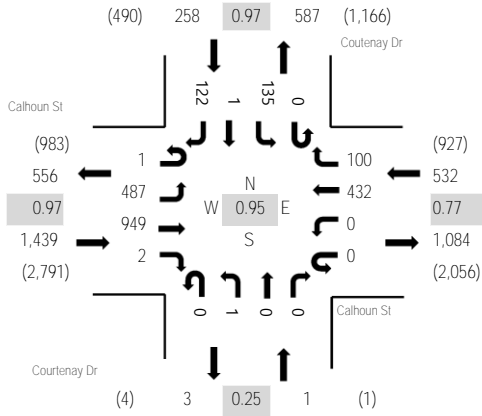
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	47	0	54					0	99	528	0	0	0	316	199	1,243
Mediums	0	1	0	31					0	0	11	0	0	0	6	0	49
Total	0	48	0	85					0	99	539	0	0	0	322	199	1,292



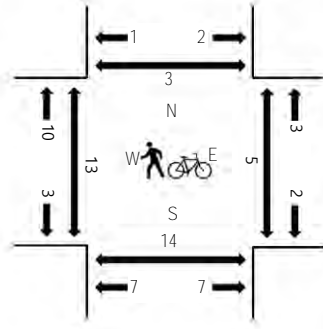
(303) 216-2439
www.alltrafficdata.net

Location: #142 Courtenay Dr & Calhoun St AM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	140	154	0	0	0	66	11	0	0	0	0	0	0	41	0	24	436	2,088	1	1	3	1
7:15 AM	0	141	193	0	0	0	77	21	0	0	0	0	0	28	1	39	500	2,204	2	3	3	5	
7:30 AM	0	124	229	2	0	0	117	24	0	1	0	0	0	28	1	39	565	2,230	5	3	3	2	
7:45 AM	0	127	226	0	0	0	142	32	0	0	0	0	0	27	0	33	587	2,199	4	0	9	1	
8:00 AM	1	116	242	0	0	0	105	21	0	0	0	0	0	42	0	25	552	2,121	1	1	1	0	
8:15 AM	0	120	252	0	0	0	68	23	0	0	0	0	0	38	0	25	526		2	1	1	0	
8:30 AM	0	112	266	0	0	0	78	28	0	0	0	0	0	25	0	25	534		1	4	4	2	
8:45 AM	1	104	241	0	0	0	92	22	0	0	0	0	0	24	0	25	509		1	2	8	0	

Peak Rolling Hour Flow Rates

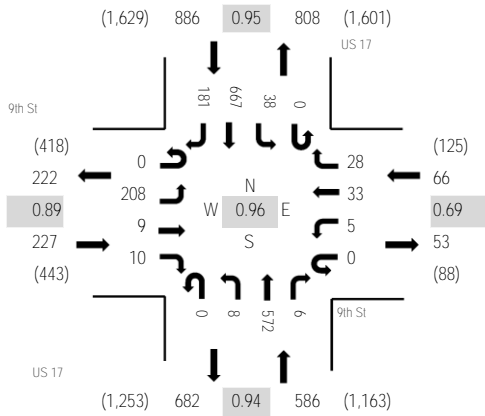
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	1	483	919	2	0	0	415	93	0	1	0	0	0	114	1	112	2,141
Mediums	0	4	29	0	0	0	16	7	0	0	0	0	0	21	0	10	87
Total	1	487	949	2	0	0	432	100	0	1	0	0	0	135	1	122	2,230



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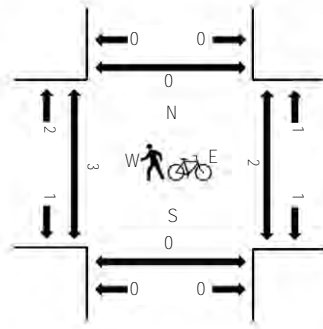
Location: #143 US 17 & 9th St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	9th St Eastbound				9th St Westbound				US 17 Northbound				US 17 Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	34	2	3	0	2	4	5	1	0	150	0	0	0	3	122	32	358	1,610	0	0	0	0
7:15 AM	0	57	0	1	0	0	7	8	0	0	155	4	0	6	119	41	398	1,703	0	0	0	0	
7:30 AM	0	53	1	2	0	2	7	3	0	3	152	1	0	10	160	44	438	1,765	0	0	0	0	
7:45 AM	0	50	4	1	0	3	9	12	0	3	126	1	0	15	144	48	416	1,743	1	0	0	0	
8:00 AM	0	48	2	4	0	0	5	5	0	2	150	2	0	7	186	40	451	1,750	0	1	0	0	
8:15 AM	0	57	2	3	0	0	12	8	0	0	144	2	0	6	177	49	460		0	0	0	0	
8:30 AM	0	52	1	0	0	1	6	5	0	1	136	1	0	4	162	47	416		0	0	0	0	
8:45 AM	0	59	2	5	0	2	11	8	0	2	124	3	0	9	153	45	423		0	0	0	0	

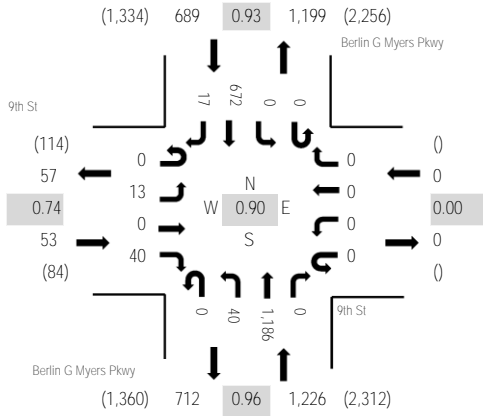
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	4	0	0	0	8	0	14
Lights	0	205	8	10	0	5	33	27	0	7	560	6	0	38	650	180	1,729
Mediums	0	2	0	0	0	0	0	1	0	1	8	0	0	0	9	1	22
Total	0	208	9	10	0	5	33	28	0	8	572	6	0	38	667	181	1,765

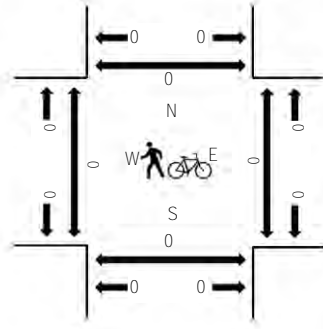


Location: #144 Berlin G Myers Pkwy & 9th St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	9th St Eastbound				9th St Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	1	0	5	0	0	0	0	0	9	314	0	0	0	0	122	1	452	1,938	0	0	0	0
7:15 AM	0	1	0	7	0	0	0	0	0	9	305	0	0	0	0	162	3	487	1,968	0	0	0	0
7:30 AM	0	4	0	9	0	0	0	0	0	10	276	0	0	0	0	150	4	453	1,929	0	0	0	0
7:45 AM	0	6	0	13	0	0	0	0	0	10	317	0	0	0	0	193	7	546	1,931	0	0	0	0
8:00 AM	0	2	0	11	0	0	0	0	0	11	288	0	0	0	0	167	3	482	1,792	0	0	0	0
8:15 AM	0	4	0	7	0	0	0	0	0	14	244	0	0	0	0	174	5	448		0	0	0	0
8:30 AM	0	1	0	3	0	0	0	0	0	5	251	0	0	0	0	186	9	455		1	0	0	0
8:45 AM	0	3	0	7	0	0	0	0	0	10	239	0	0	0	0	144	4	407		0	0	0	0

Peak Rolling Hour Flow Rates

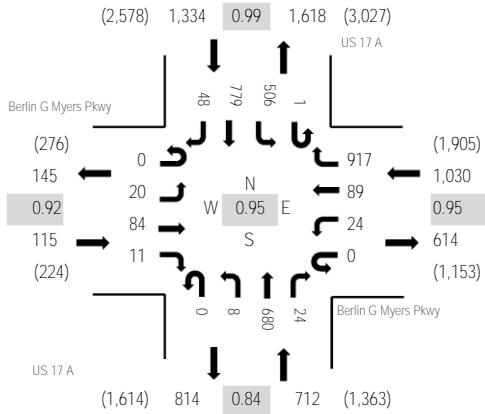
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	6	0	0	0	0	7	0	14
Lights	0	12	0	39	0	0	0	0	0	38	1,167	0	0	0	0	650	16	1,922
Mediums	0	1	0	1	0	0	0	0	0	1	13	0	0	0	0	15	1	32
Total	0	13	0	40	0	0	0	0	0	40	1,186	0	0	0	0	672	17	1,968



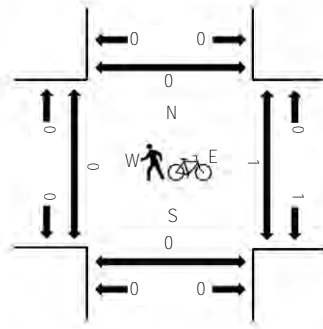
(303) 216-2439
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Location: #145 US 17 A & Berlin G Myers Pkwy AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Berlin G Myers Pkwy Eastbound				Berlin G Myers Pkwy Westbound				US 17 A Northbound				US 17 A Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	14	1	0	3	21	253	0	0	152	3	0	93	130	3	676	3,088	0	0	0	0
7:15 AM	0	5	22	3	0	2	23	256	0	1	208	3	1	124	166	10	824	3,191	0	0	0	0
7:30 AM	0	5	16	2	0	1	20	224	0	3	141	5	0	131	188	14	750	3,132	0	0	0	0
7:45 AM	0	4	27	2	0	11	32	226	0	2	170	9	0	123	215	17	838	3,126	0	0	0	0
8:00 AM	0	6	19	4	0	10	14	211	0	2	161	7	0	128	210	7	779	2,982	0	0	0	0
8:15 AM	0	10	20	1	0	7	26	170	0	0	172	7	0	111	234	7	765		0	1	0	2
8:30 AM	0	8	16	5	0	2	24	170	0	4	156	3	0	148	202	6	744		0	0	0	0
8:45 AM	0	10	17	4	0	8	26	165	0	8	140	6	0	101	203	6	694		0	0	0	0

Peak Rolling Hour Flow Rates

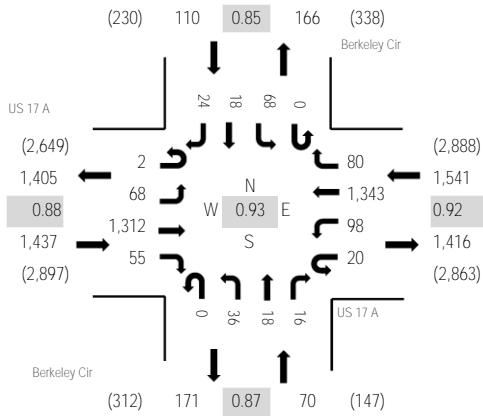
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	9	0	0	5	0	0	10	12	0	36
Lights	0	19	82	11	0	24	89	895	0	8	666	24	1	487	752	48	3,106
Mediums	0	1	2	0	0	0	0	13	0	0	9	0	0	9	15	0	49
Total	0	20	84	11	0	24	89	917	0	8	680	24	1	506	779	48	3,191



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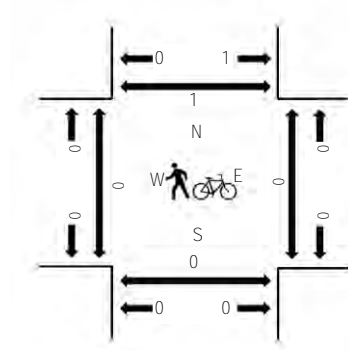
Location: #146 Berkeley Cir & US 17 A AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Berkeley Cir Northbound			Berkeley Cir Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
7:00 AM	0	13	381	16	5	11	223	9	0	7	1	2	0	23	4	3	698	3,102	0	0	0	0
7:15 AM	0	8	436	9	2	15	291	16	0	8	4	2	0	22	1	1	815	3,153	0	0	0	0
7:30 AM	0	16	319	13	4	16	309	14	0	8	3	3	0	18	8	6	737	3,158	0	0	0	0
7:45 AM	2	13	360	11	6	19	377	28	0	7	4	4	0	16	3	2	852	3,156	0	0	0	1
8:00 AM	0	23	312	17	4	29	292	18	0	11	6	2	0	20	2	13	749	3,060	0	0	0	0
8:15 AM	0	16	321	14	6	34	365	20	0	10	5	7	0	14	5	3	820		0	0	0	0
8:30 AM	0	28	256	14	5	25	330	20	0	12	5	10	0	13	7	10	735		0	0	0	0
8:45 AM	1	23	264	11	3	20	335	37	0	10	8	8	0	15	8	13	756		0	1	0	0

Peak Rolling Hour Flow Rates

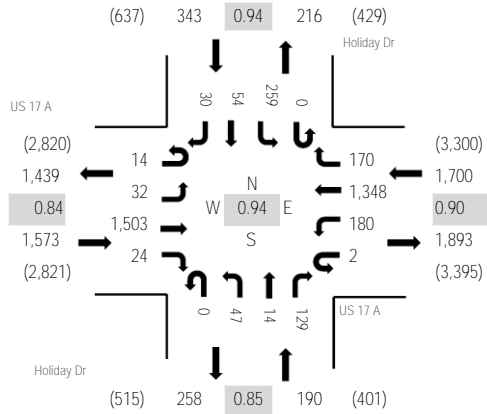
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	13	0	0	0	21	0	0	0	0	0	0	3	0	0	37
Lights	2	68	1,278	54	20	97	1,300	80	0	36	18	16	0	64	18	23	3,074
Mediums	0	0	21	1	0	1	22	0	0	0	0	0	0	1	0	1	47
Total	2	68	1,312	55	20	98	1,343	80	0	36	18	16	0	68	18	24	3,158



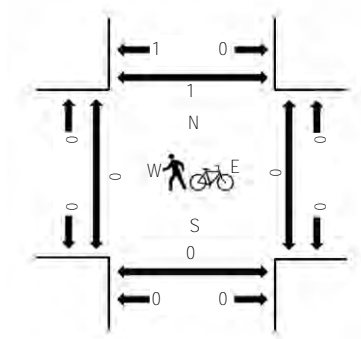
(303) 216-2439
www.alltrafficdata.net

Location: #147 Holiday Dr & US 17 A AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Holiday Dr Northbound			Holiday Dr Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	1	5	358	7	0	35	253	21	0	5	0	31	0	68	11	9	804	3,675	0	0	0	0
7:15 AM	1	7	461	5	1	47	285	27	0	8	1	39	0	59	7	11	959	3,806	0	0	0	1
7:30 AM	1	9	343	3	1	48	335	34	0	10	3	22	0	65	16	5	895	3,772	0	0	0	0
7:45 AM	4	9	368	10	0	37	404	59	0	16	2	19	0	70	13	6	1,017	3,708	0	0	0	0
8:00 AM	8	7	331	6	0	48	324	50	0	13	8	49	0	65	18	8	935	3,484	0	0	0	0
8:15 AM	0	16	310	13	3	47	376	38	0	12	13	30	0	39	11	17	925		0	1	0	0
8:30 AM	8	7	259	5	0	54	304	43	0	20	7	45	0	44	26	9	831		0	0	0	0
8:45 AM	5	6	236	12	3	27	347	49	0	6	8	34	0	42	9	9	793		2	1	2	0

Peak Rolling Hour Flow Rates

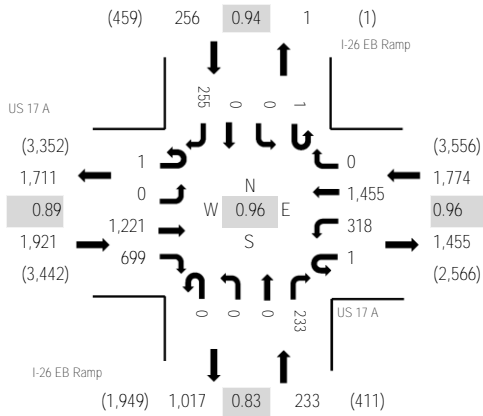
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	16	0	1	4	18	0	0	1	0	1	0	2	0	0	43
Lights	14	32	1,470	24	1	174	1,306	162	0	43	13	123	0	248	53	30	3,693
Mediums	0	0	17	0	0	2	24	8	0	3	1	5	0	9	1	0	70
Total	14	32	1,503	24	2	180	1,348	170	0	47	14	129	0	259	54	30	3,806



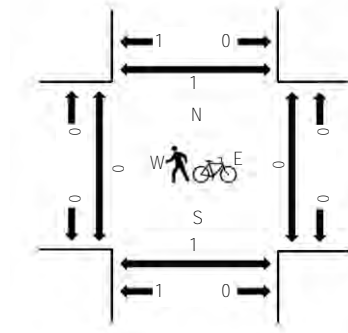
(303) 216-2439
www.alltrafficdata.net

Location: #148 I-26 EB Ramp & US 17 A AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				I-26 EB Ramp Northbound				I-26 EB Ramp Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	277	212	0	115	266	0	0	0	0	0	79	0	0	0	32	981	4,145	0	2	1	1
7:15 AM	0	0	318	231	0	100	316	0	0	0	0	63	0	0	0	57	1,085	4,184	0	0	0	1	
7:30 AM	1	0	273	168	0	85	343	0	0	0	0	60	0	0	0	63	993	4,033	0	0	1	0	
7:45 AM	0	0	323	145	0	73	418	0	0	0	0	59	0	0	0	68	1,086	3,952	0	0	0	0	
8:00 AM	0	0	307	155	1	60	378	0	0	0	0	51	1	0	0	67	1,020	3,723	0	0	0	0	
8:15 AM	0	0	245	121	0	81	394	0	0	0	0	35	0	0	0	58	934		0	0	0	0	
8:30 AM	0	0	223	125	0	74	406	0	0	0	0	31	0	0	0	53	912		0	0	1	0	
8:45 AM	0	0	187	131	1	73	372	0	0	0	0	33	0	0	0	60	857		0	0	0	0	

Peak Rolling Hour Flow Rates

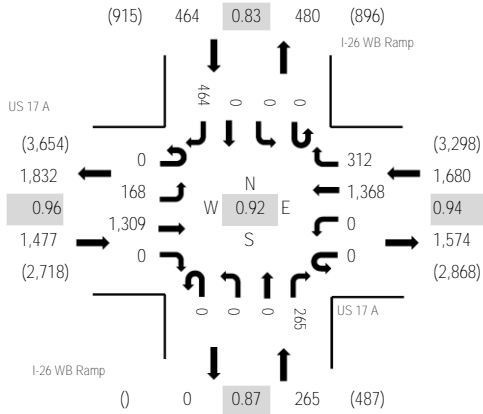
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	18	6	0	10	12	0	0	0	0	15	0	0	0	12	73
Lights	1	0	1,175	684	1	299	1,422	0	0	0	0	207	1	0	0	232	4,022
Mediums	0	0	28	9	0	9	21	0	0	0	0	11	0	0	0	11	89
Total	1	0	1,221	699	1	318	1,455	0	0	0	0	233	1	0	0	255	4,184



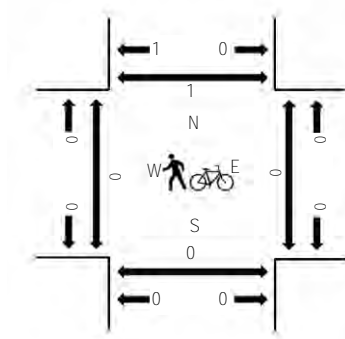
(303) 216-2439
www.alltrafficdata.net

Location: #149 I-26 WB Ramp & US 17 A AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				I-26 WB Ramp Northbound				I-26 WB Ramp Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	39	324	0	0	0	315	73	0	0	0	64	0	0	0	81	897	3,836	0	0	0	1
7:15 AM	0	44	339	0	0	0	337	87	0	0	0	57	0	0	0	88	952	3,886	0	0	0	1
7:30 AM	0	42	307	0	0	0	324	83	0	0	0	67	0	0	0	106	929	3,862	0	0	0	0
7:45 AM	0	37	340	0	0	0	375	77	0	0	0	76	0	0	0	153	1,058	3,803	0	0	0	0
8:00 AM	0	45	323	0	0	0	332	65	0	0	0	65	0	0	0	117	947	3,582	0	0	0	0
8:15 AM	0	49	272	0	0	0	373	70	0	0	0	53	0	0	0	111	928		0	0	0	0
8:30 AM	0	43	254	0	0	0	343	49	0	0	0	53	0	0	0	128	870		0	0	0	0
8:45 AM	0	37	222	0	0	0	339	56	0	0	0	52	0	0	0	131	837		0	0	0	0

Peak Rolling Hour Flow Rates

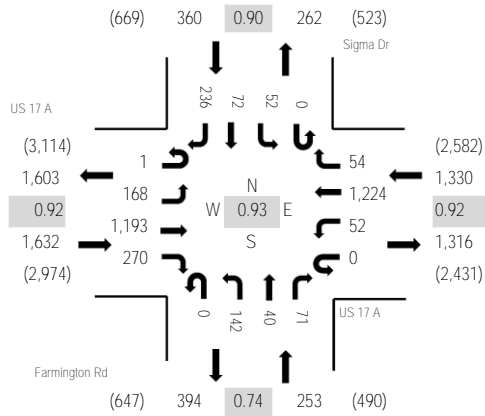
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	6	35	0	0	0	17	19	0	0	0	12	0	0	0	5	94
Lights	0	161	1,241	0	0	0	1,320	277	0	0	0	246	0	0	0	451	3,696
Mediums	0	1	33	0	0	0	31	16	0	0	0	7	0	0	0	8	96
Total	0	168	1,309	0	0	0	1,368	312	0	0	0	265	0	0	0	464	3,886



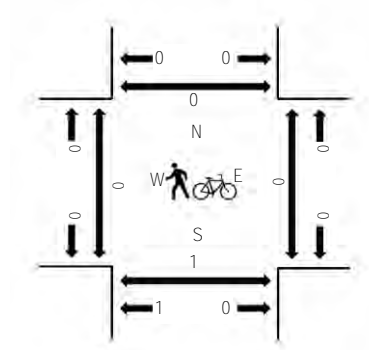
(303) 216-2439
www.alltrafficdata.net

Location: #150 Farmington Rd & US 17 A AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Farmington Rd Northbound			Sigma Dr Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	54	288	50	1	13	278	6	0	30	8	18	0	14	11	64	835	3,558	0	0	0	0
7:15 AM	0	45	344	61	0	15	335	13	0	31	11	17	0	10	25	56	963	3,575	0	0	1	0
7:30 AM	0	37	269	57	0	11	290	17	0	37	8	15	0	13	19	70	843	3,430	0	0	0	0
7:45 AM	1	51	309	81	0	19	324	5	0	25	4	12	0	14	18	54	917	3,341	0	0	0	0
8:00 AM	0	35	271	71	0	7	275	19	0	49	17	27	0	15	10	56	852	3,157	0	0	0	0
8:15 AM	0	43	255	44	0	11	311	23	0	33	10	21	0	10	6	51	818		0	0	0	0
8:30 AM	1	33	244	37	0	4	291	15	0	21	13	20	0	12	8	55	754		0	0	1	0
8:45 AM	0	35	207	51	0	9	280	10	0	38	11	14	0	11	9	58	733		0	0	0	0

Peak Rolling Hour Flow Rates

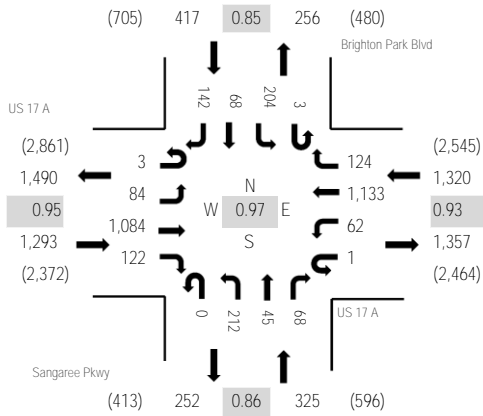
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	29	4	0	1	18	0	0	10	0	2	0	0	0	0	66
Lights	1	166	1,126	257	0	51	1,177	51	0	124	40	62	0	51	72	233	3,411
Mediums	0	0	38	9	0	0	29	3	0	8	0	7	0	1	0	3	98
Total	1	168	1,193	270	0	52	1,224	54	0	142	40	71	0	52	72	236	3,575



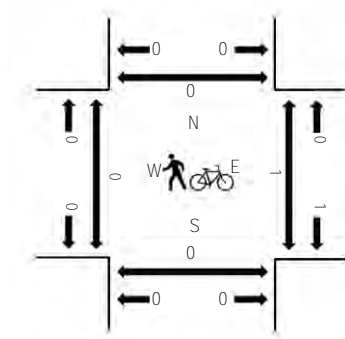
(303) 216-2439
www.alltrafficdata.net

Location: #151 Sangaree Pkwy & US 17 A M
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Sangaree Pkwy Northbound				Brighton Park Blvd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	22	259	37	1	18	264	33	0	39	6	19	1	41	9	40	789	3,355	0	0	0	0
7:15 AM	1	25	279	23	0	17	285	35	0	50	14	15	1	65	19	37	866	3,306	0	0	0	0
7:30 AM	1	18	259	29	0	16	291	28	0	61	4	18	0	52	24	33	834	3,244	0	1	0	0
7:45 AM	1	19	287	33	0	11	293	28	0	62	21	16	1	46	16	32	866	3,122	0	0	0	0
8:00 AM	0	13	265	24	0	10	255	35	0	40	21	7	0	33	9	28	740	2,863	0	0	0	0
8:15 AM	0	12	245	26	0	9	323	22	0	42	31	16	1	26	12	39	804		0	0	2	0
8:30 AM	2	12	248	25	0	4	277	19	0	35	13	13	1	26	10	27	712		0	0	0	0
8:45 AM	0	14	180	13	0	10	241	20	0	26	10	17	0	31	9	36	607		0	0	0	0

Peak Rolling Hour Flow Rates

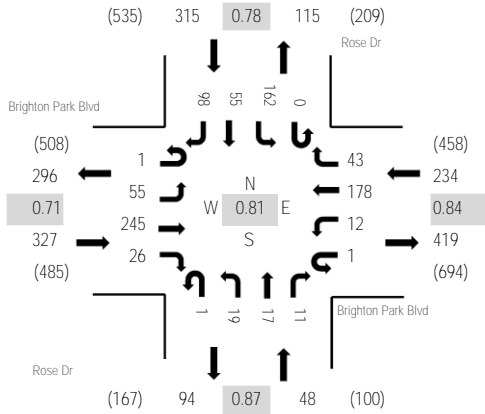
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	25	4	0	0	6	0	0	4	0	1	0	1	0	0	43
Lights	3	77	1,028	115	1	58	1,107	115	0	202	44	64	3	198	67	139	3,221
Mediums	0	5	31	3	0	4	20	9	0	6	1	3	0	5	1	3	91
Total	3	84	1,084	122	1	62	1,133	124	0	212	45	68	3	204	68	142	3,355



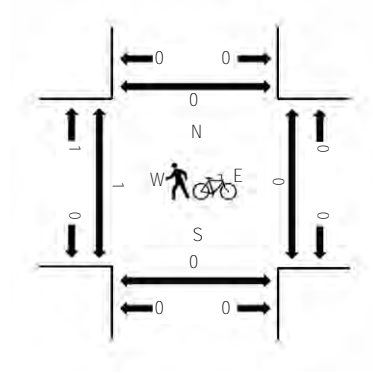
(303) 216-2439
www.alltrafficdata.net

Location: #152 Rose Dr & Brighton Park Blvd AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Brighton Park Blvd Eastbound				Brighton Park Blvd Westbound				Rose Dr Northbound			Rose Dr Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
7:00 AM	0	0	42	4	1	1	49	7	0	6	8	5	0	47	20	23	213	924	0	0	0	0
7:15 AM	0	14	76	8	0	3	58	12	1	5	4	3	0	39	20	42	285	887	0	0	0	0
7:30 AM	0	34	73	8	0	4	28	13	0	3	3	2	0	35	9	25	237	773	0	0	0	0
7:45 AM	1	7	54	6	0	4	43	11	0	5	2	1	0	41	6	8	189	675	1	0	0	0
8:00 AM	0	2	28	7	0	7	41	20	0	5	4	2	0	41	9	10	176	654	0	0	0	0
8:15 AM	0	5	34	0	1	4	36	23	1	6	4	3	0	30	8	16	171		0	0	1	0
8:30 AM	0	1	27	4	0	2	37	6	0	7	2	3	0	36	8	6	139		0	0	0	0
8:45 AM	0	5	36	9	0	3	31	13	0	6	9	0	0	34	11	11	168		0	0	0	0

Peak Rolling Hour Flow Rates

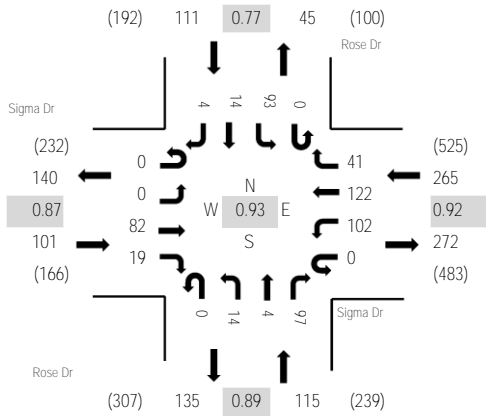
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	1	52	237	26	1	12	165	40	1	18	17	11	0	156	54	93	884
Mediums	0	3	6	0	0	0	12	3	0	1	0	0	0	6	1	5	37
Total	1	55	245	26	1	12	178	43	1	19	17	11	0	162	55	98	924



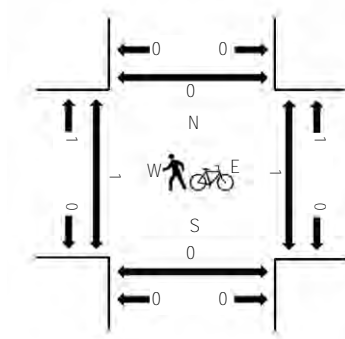
(303) 216-2439
www.alltrafficdata.net

Location: #153 Rose Dr & Sigma Dr AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Sigma Dr Eastbound				Sigma Dr Westbound				Rose Dr Northbound				Rose Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	22	7	0	19	30	17	0	4	1	19	0	27	2	1	149	592	0	1	0	0
7:15 AM	0	0	26	3	0	26	36	6	0	4	0	22	0	32	3	1	159	585	1	0	0	0
7:30 AM	0	0	15	5	0	32	22	11	0	3	1	31	0	20	7	1	148	562	0	0	0	0
7:45 AM	0	0	19	4	0	25	34	7	0	3	2	25	0	14	2	1	136	550	0	0	0	0
8:00 AM	0	1	12	4	0	37	27	9	0	2	1	24	0	17	8	0	142	530	0	0	0	0
8:15 AM	0	0	8	3	0	46	22	8	0	4	6	26	0	9	4	0	136		0	0	0	0
8:30 AM	0	0	16	5	0	34	17	11	0	4	2	29	0	16	2	0	136		0	0	0	0
8:45 AM	0	2	12	2	0	22	15	12	0	0	3	23	0	19	5	1	116		0	0	0	0

Peak Rolling Hour Flow Rates

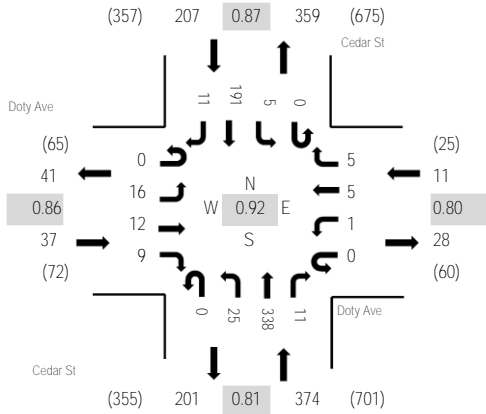
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	79	19	0	101	118	40	0	13	4	97	0	93	14	3	581
Mediums	0	0	1	0	0	1	3	1	0	1	0	0	0	0	0	1	8
Total	0	0	82	19	0	102	122	41	0	14	4	97	0	93	14	4	592



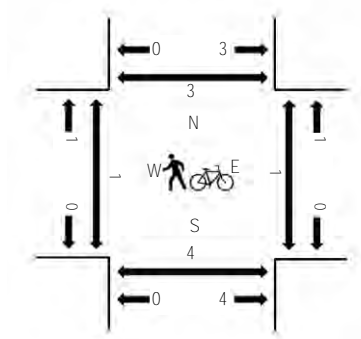
(303) 216-2439
www.alltrafficdata.net

Location: #154 Cedar St & Doty Ave AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Doty Ave Eastbound				Doty Ave Westbound				Cedar St Northbound			Cedar St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	5	4	2	0	0	0	1	0	1	62	5	0	2	23	1	106	529	1	0	0	0
7:15 AM	0	3	2	5	0	0	1	1	1	2	68	2	0	1	42	1	129	584	0	0	0	0
7:30 AM	0	3	4	2	0	2	1	2	0	4	73	2	0	1	28	1	123	597	0	0	4	0
7:45 AM	0	4	0	4	0	0	2	2	0	14	101	2	0	0	39	3	171	629	0	1	0	3
8:00 AM	0	1	5	1	0	0	2	2	0	3	101	4	0	2	38	2	161	626	0	0	0	0
8:15 AM	0	4	4	1	0	1	1	1	0	1	65	2	0	2	57	3	142		1	0	4	0
8:30 AM	0	7	3	3	0	0	0	0	0	7	71	3	0	1	57	3	155		0	0	0	0
8:45 AM	0	1	0	4	0	2	2	2	0	5	95	7	0	2	43	5	168		0	0	8	0

Peak Rolling Hour Flow Rates

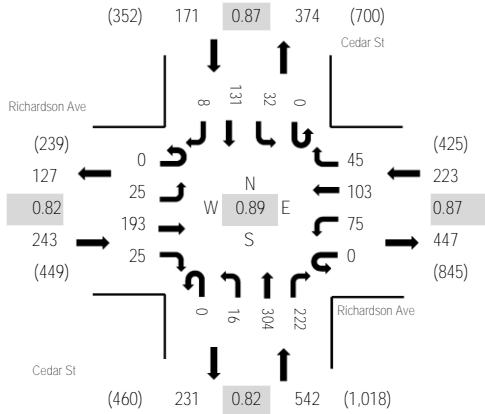
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Lights	0	16	12	8	0	1	5	5	0	25	333	11	0	5	186	11	618
Mediums	0	0	0	1	0	0	0	0	0	0	4	0	0	0	4	0	9
Total	0	16	12	9	0	1	5	5	0	25	338	11	0	5	191	11	629



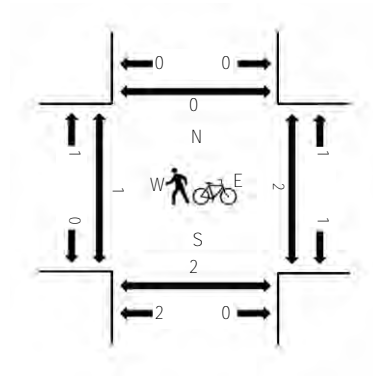
(303) 216-2439
www.alltrafficdata.net

Location: #155 Cedar St & Richardson Ave AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Richardson Ave Eastbound				Richardson Ave Westbound				Cedar St Northbound				Cedar St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	8	33	3	0	13	31	7	0	0	1	47	54	0	2	21	1	221	1,080	0	0	0	0
7:15 AM	0	3	45	3	0	13	25	4	0	0	64	59	0	6	38	3	263	1,175	1	1	2	0	
7:30 AM	0	5	45	5	0	19	30	15	0	4	59	50	0	3	26	2	263	1,179	0	0	0	0	
7:45 AM	0	6	47	5	0	18	33	11	0	7	102	60	0	10	32	2	333	1,177	0	1	0	0	
8:00 AM	0	7	56	12	0	22	20	10	0	2	92	57	0	9	27	2	316	1,164	0	0	0	0	
8:15 AM	0	7	45	3	0	16	20	9	0	3	51	55	0	10	46	2	267		1	1	2	0	
8:30 AM	0	5	50	4	0	25	16	18	0	4	58	30	0	12	36	3	261		0	2	2	0	
8:45 AM	0	5	38	9	0	20	17	13	0	6	94	59	0	10	44	5	320		0	0	0	0	

Peak Rolling Hour Flow Rates

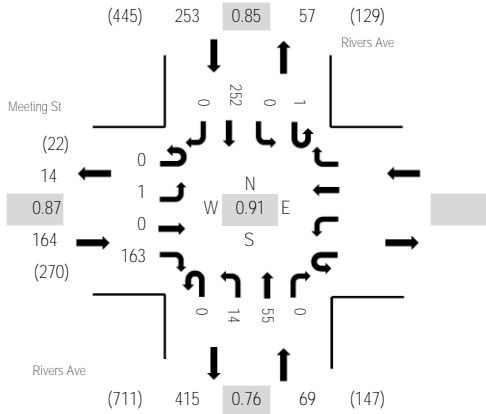
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	25	186	25	0	74	99	44	0	15	302	220	0	31	127	5	1,153
Mediums	0	0	5	0	0	1	3	1	0	1	2	2	0	1	4	3	23
Total	0	25	193	25	0	75	103	45	0	16	304	222	0	32	131	8	1,179



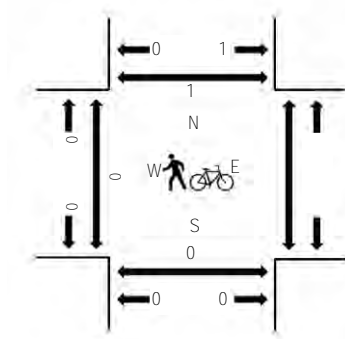
(303) 216-2439
www.alltrafficdata.net

Location: #156 Rivers Ave & Meeting St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Meeting St Eastbound				Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	23					0	2	14	0	0	0	0	63	0	103	460	0	0	0
7:15 AM	0	0	0	47					0	3	11	0	0	0	0	56	0	117	486	0	0	0
7:30 AM	0	0	0	46					0	3	18	0	0	0	0	66	0	133	480	0	0	1
7:45 AM	0	0	0	33					0	3	14	0	0	0	0	57	0	107	442	0	0	0
8:00 AM	0	1	0	37					0	5	12	0	1	0	0	73	0	129	402	0	0	0
8:15 AM	0	1	0	29					0	2	25	0	0	0	0	54	0	111		0	0	0
8:30 AM	0	0	0	34					0	3	14	0	0	0	0	44	0	95		0	0	0
8:45 AM	0	0	0	18					0	1	17	0	0	0	0	31	0	67		0	0	0

Peak Rolling Hour Flow Rates

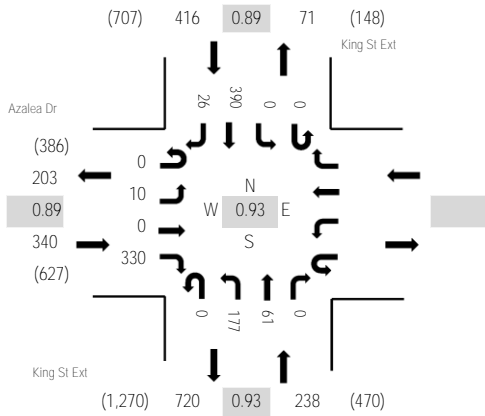
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	1					0	1	1	0	0	0	0	0	0	3
Lights	0	1	0	158					0	12	50	0	1	0	249	0	471	
Mediums	0	0	0	4					0	1	4	0	0	0	3	0	12	
Total	0	1	0	163					0	14	55	0	1	0	252	0	486	



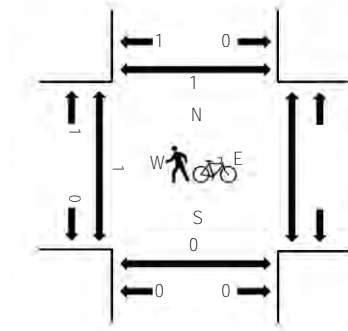
(303) 216-2439
www.alltrafficdata.net

Location: #157 King St Ext & Azalea Dr AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Azalea Dr Eastbound				Westbound				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South
7:00 AM	0	3	0	71					1	36	13	0	0	0	72	7	203	945	0	0	0
7:15 AM	0	3	0	82					0	36	10	0	0	0	94	7	232	994	1	0	1
7:30 AM	0	2	0	86					0	41	21	0	0	0	112	5	267	972	0	0	0
7:45 AM	0	3	0	93					0	46	17	0	0	0	77	7	243	908	0	0	0
8:00 AM	0	2	0	69					0	54	13	0	0	0	107	7	252	859	0	0	0
8:15 AM	1	3	0	65					0	33	24	0	0	0	79	5	210		0	0	0
8:30 AM	0	1	0	67					0	42	16	0	0	0	73	4	203		0	0	0
8:45 AM	1	1	0	74					0	51	16	0	0	0	48	3	194		0	0	0

Peak Rolling Hour Flow Rates

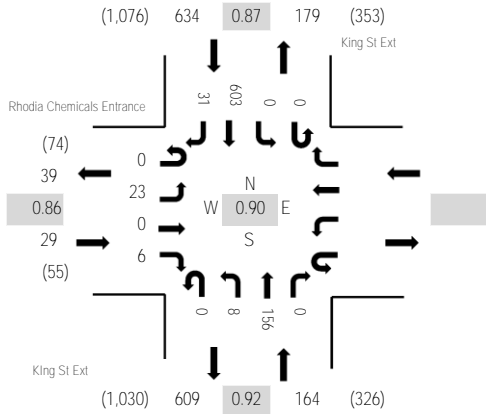
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	10					0	7	1	0	0	0	1	0	20
Lights	0	8	0	294					0	131	55	0	0	0	382	25	895
Mediums	0	1	0	26					0	39	5	0	0	0	7	1	79
Total	0	10	0	330					0	177	61	0	0	0	390	26	994



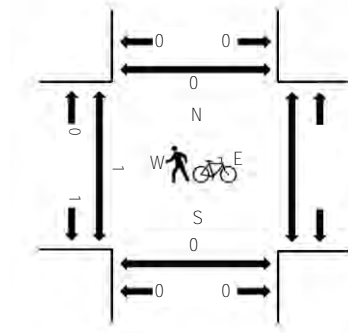
(303) 216-2439
www.alltrafficdata.net

Location: #158 King St Ext & Rhodia Chemicals Entrance AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Rhodia Chemicals Entrance				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	0	1	0	3	27	0	0	0	0	119	6	159	771	1	0	0
7:15 AM	0	5	0	1	0	3	31	0	0	0	0	144	10	194	827	1	0	0
7:30 AM	0	9	0	0	0	1	37	0	0	0	0	177	5	229	792	0	0	0
7:45 AM	0	4	0	1	0	2	40	0	0	0	0	133	9	189	728	0	0	0
8:00 AM	0	5	0	4	0	2	48	0	0	0	0	149	7	215	686	0	0	0
8:15 AM	0	6	0	1	0	3	42	0	0	0	0	100	7	159		0	0	0
8:30 AM	0	4	0	2	0	2	44	0	0	0	0	105	8	165		0	0	0
8:45 AM	0	8	0	1	0	1	40	0	0	0	0	92	5	147		0	0	0

Peak Rolling Hour Flow Rates

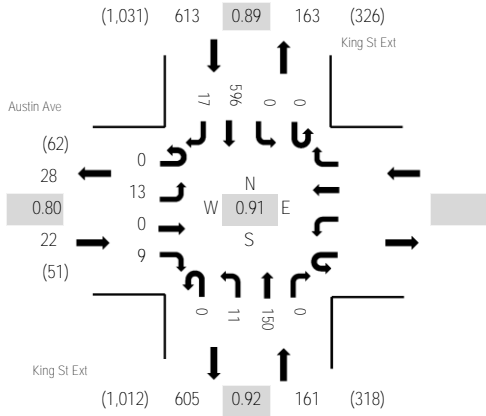
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	5	0	0	0	7	0	12
Lights	0	8	0	4					0	7	134	0	0	0	581	16	750
Mediums	0	15	0	2					0	1	17	0	0	0	15	15	65
Total	0	23	0	6					0	8	156	0	0	0	603	31	827



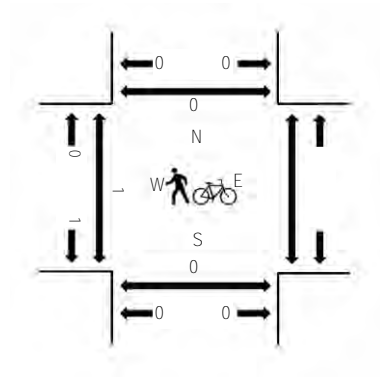
(303) 216-2439
www.alltrafficdata.net

Location: #159 King St Ext & Austin Ave AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Austin Ave Eastbound				Westbound				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	0	1					0	6	24	0	0	0	0	107	3	147	741	1	0	0
7:15 AM	0	4	0	1					0	3	28	0	0	0	145	3	184	796	1	0	0	
7:30 AM	0	2	0	2					0	3	38	0	0	0	166	7	218	771	0	0	0	
7:45 AM	0	2	0	1					0	4	37	0	0	0	147	1	192	718	0	0	0	
8:00 AM	0	5	0	5					0	1	47	0	0	0	138	6	202	659	0	0	0	
8:15 AM	0	4	0	4					0	3	41	0	0	0	100	7	159		0	0	0	
8:30 AM	0	5	0	3					0	5	39	0	0	0	109	4	165		0	1	0	
8:45 AM	0	6	0	0					0	1	38	0	0	0	83	5	133		1	0	0	

Peak Rolling Hour Flow Rates

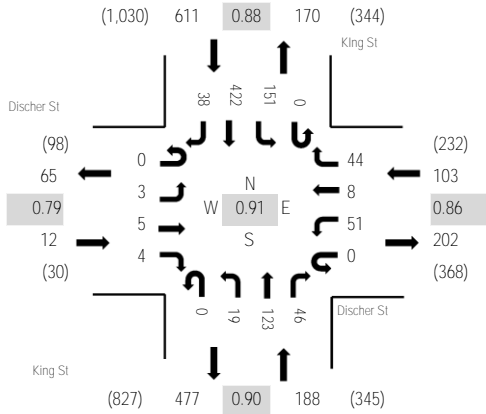
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	3	5	0	0	0	8	0	17
Lights	0	10	0	8					0	8	131	0	0	0	576	15	748
Mediums	0	2	0	1					0	0	14	0	0	0	12	2	31
Total	0	13	0	9					0	11	150	0	0	0	596	17	796



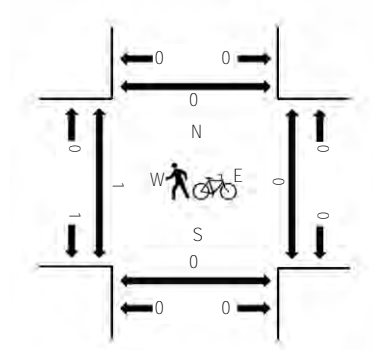
(303) 216-2439
www.alltrafficdata.net

Location: #160 King St & Discher St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Discher St Eastbound				Discher St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	1	1	12	7	13	0	1	22	5	0	25	75	7	170	854	0	0	0	0
7:15 AM	0	1	2	0	0	9	0	9	0	1	25	8	0	38	96	8	197	914	0	0	0	0
7:30 AM	0	0	1	1	0	13	2	13	0	5	28	15	0	29	132	13	252	903	1	0	0	0
7:45 AM	0	2	0	2	0	17	1	11	0	10	31	11	0	48	93	9	235	849	0	0	0	0
8:00 AM	0	0	2	1	0	12	5	11	0	3	39	12	0	36	101	8	230	783	0	0	0	0
8:15 AM	0	4	0	1	0	20	4	14	0	0	32	8	0	23	76	4	186		0	0	0	0
8:30 AM	0	1	2	3	0	15	2	18	0	0	28	10	0	46	73	0	198		0	0	0	0
8:45 AM	0	3	2	0	0	9	3	11	0	4	27	20	0	24	65	1	169		0	0	0	0

Peak Rolling Hour Flow Rates

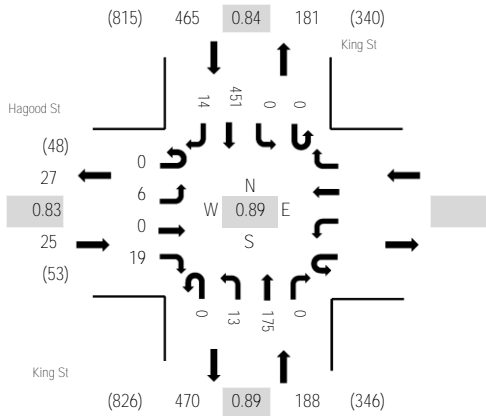
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	1	0	4	0	1	2	1	0	7	1	1	20
Lights	0	2	3	2	0	49	5	35	0	15	110	40	0	139	413	36	849
Mediums	0	0	1	2	0	1	3	5	0	3	11	5	0	5	8	1	45
Total	0	3	5	4	0	51	8	44	0	19	123	46	0	151	422	38	914



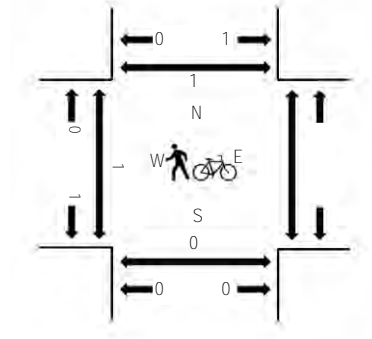
(303) 216-2439
www.alltrafficdata.net

Location: #161 King St & Hagood St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hagood St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	0	6					0	3	24	0	0	0	87	1	127	650	0	0	0	
7:15 AM	0	0	0	9					0	4	37	0	0	0	103	1	156	690	0	0	0	
7:30 AM	0	3	0	5					0	4	37	0	0	0	135	2	193	683	1	0	0	
7:45 AM	0	2	0	4					0	3	51	0	0	0	106	7	174	623	0	0	1	
8:00 AM	0	1	0	1					0	2	50	0	0	0	107	4	167	581	0	0	0	
8:15 AM	0	1	0	7					0	4	39	0	0	0	94	4	149		0	0	0	
8:30 AM	0	2	0	1					0	1	36	0	1	0	88	2	133		0	0	0	
8:45 AM	0	4	0	3					0	3	48	0	0	0	70	3	132		0	0	0	

Peak Rolling Hour Flow Rates

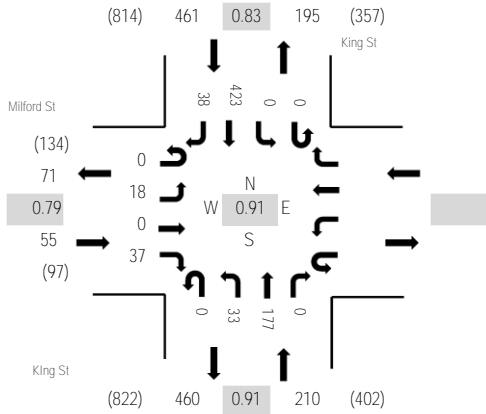
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	0	4	0	0	0	2	0	7
Lights	0	4	0	17					0	11	156	0	0	0	441	10	651
Mediums	0	1	0	2					0	2	15	0	0	0	8	4	32
Total	0	6	0	19					0	13	175	0	0	0	451	14	690



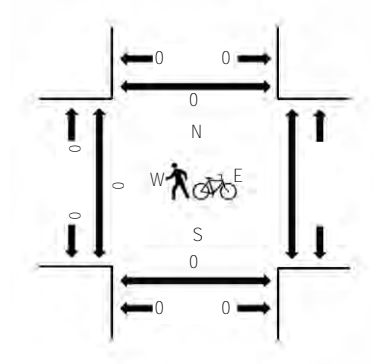
(303) 216-2439
www.alltrafficdata.net

Location: #162 King St & Milford St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Milford St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	0	6					0	8	24	0	0	0	83	8	132	683	0	0	0	
7:15 AM	0	3	0	4					0	17	41	0	0	94	15	174	726	0	0	0		
7:30 AM	0	4	0	4					0	9	43	0	0	128	11	199	716	0	0	0		
7:45 AM	0	4	0	16					0	5	49	0	0	100	4	178	667	0	0	0		
8:00 AM	0	7	0	13					0	2	44	0	0	101	8	175	630	0	0	0		
8:15 AM	0	3	0	10					0	7	42	0	0	98	4	164		0	0	0		
8:30 AM	0	3	0	7					0	15	36	0	0	85	4	150		0	0	0		
8:45 AM	0	4	0	6					0	13	47	0	0	67	4	141		0	0	0		

Peak Rolling Hour Flow Rates

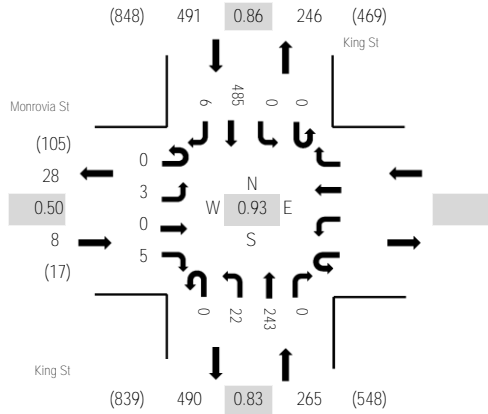
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	0	3	0	0	0	2	0	6
Lights	0	6	0	17					0	31	163	0	0	0	410	38	665
Mediums	0	11	0	20					0	2	11	0	0	0	11	0	55
Total	0	18	0	37					0	33	177	0	0	0	423	38	726



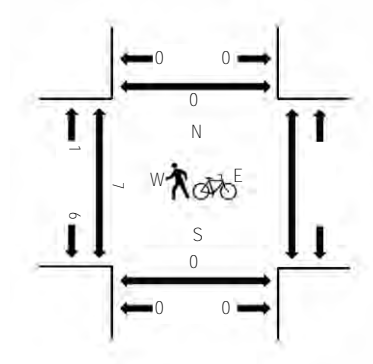
(303) 216-2439
www.alltrafficdata.net

Location: #163 King St & Monrovia St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Monrovia St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	2					0	1	47	0	0	0	0	86	1	138	708	1	0	0
7:15 AM	0	1	0	1					0	1	68	0	0	0	108	2	181	764	0	0	0	
7:30 AM	0	2	0	3					0	3	56	0	0	0	142	0	206	763	0	0	0	
7:45 AM	0	0	0	0					0	7	62	0	0	0	114	0	183	725	2	0	0	
8:00 AM	0	0	0	1					0	11	57	0	0	0	121	4	194	705	0	0	0	
8:15 AM	0	0	0	0					0	15	57	0	0	0	104	4	180		1	0	0	
8:30 AM	0	1	0	4					0	18	54	0	0	0	85	6	168		0	0	0	
8:45 AM	0	0	0	1					0	28	63	0	0	0	67	4	163		0	0	0	

Peak Rolling Hour Flow Rates

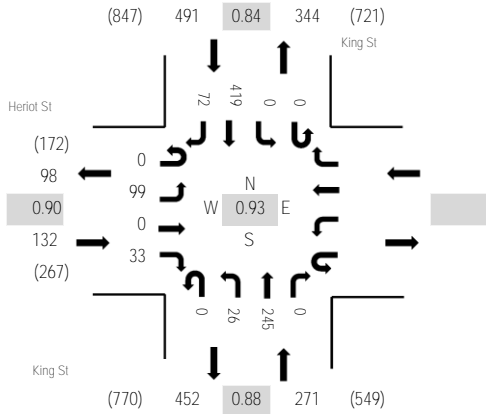
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	2	0	0	0	0	0	2
Lights	0	3	0	4					0	21	232	0	0	0	454	6	720
Mediums	0	0	0	1					0	1	9	0	0	0	31	0	42
Total	0	3	0	5					0	22	243	0	0	0	485	6	764



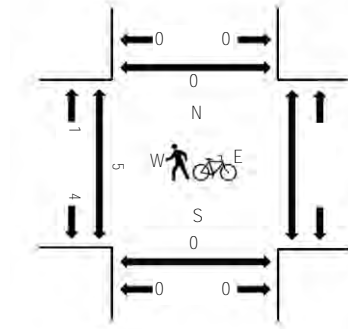
(303) 216-2439
www.alltrafficdata.net

Location: #164 King St & Heriot St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Heriot St Eastbound				Westbound			King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	17	0	7					0	1	40	0	0	0	0	79	7	151	793	1	0	0
7:15 AM	0	23	0	6					0	3	58	0	0	0	88	21	199	883	0	2	0	
7:30 AM	0	18	0	10					0	6	53	0	0	0	124	22	233	894	0	0	0	
7:45 AM	0	25	0	6					0	9	59	0	0	0	94	17	210	873	2	0	0	
8:00 AM	0	29	0	10					0	3	73	0	0	0	108	18	241	870	0	0	0	
8:15 AM	0	27	0	7					0	8	60	0	0	0	93	15	210		1	0	0	
8:30 AM	0	33	0	6					0	5	80	0	0	0	73	15	212		2	0	0	
8:45 AM	0	38	0	5					0	3	88	0	0	0	54	19	207		0	0	0	

Peak Rolling Hour Flow Rates

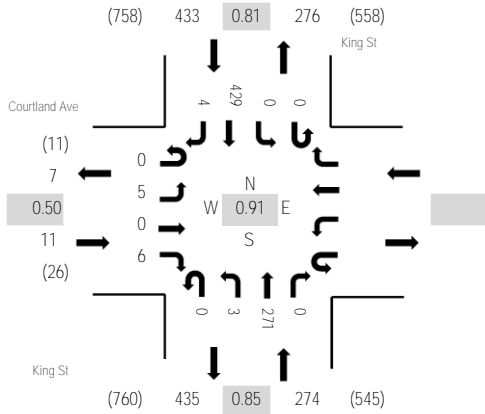
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	0	2	0	0	0	1	0	4
Lights	0	95	0	26					0	26	234	0	0	0	393	59	833
Mediums	0	3	0	7					0	0	9	0	0	0	25	13	57
Total	0	99	0	33					0	26	245	0	0	0	419	72	894



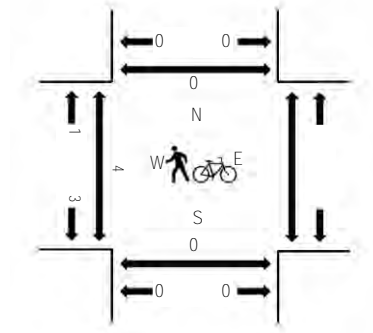
(303) 216-2439
www.alltrafficdata.net

Location: #165 King St & Courtland Ave AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Courtland Ave Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	0	2					0	0	36	0	0	0	0	83	0	127	645	2	0	0
7:15 AM	0	5	0	0					0	0	55	0	0	0	96	0	156	715	0	0	0	
7:30 AM	0	0	0	1					0	1	58	0	0	0	134	2	196	718	1	0	0	
7:45 AM	0	0	0	2					0	1	70	0	0	0	93	0	166	695	1	0	0	
8:00 AM	0	2	0	1					0	1	76	0	0	0	117	0	197	684	0	0	0	
8:15 AM	0	3	0	2					0	0	67	0	0	0	85	2	159		1	0	0	
8:30 AM	0	1	0	0					0	1	84	0	0	0	85	2	173		1	0	0	
8:45 AM	0	1	0	0					0	1	94	0	0	0	59	0	155		0	0	0	

Peak Rolling Hour Flow Rates

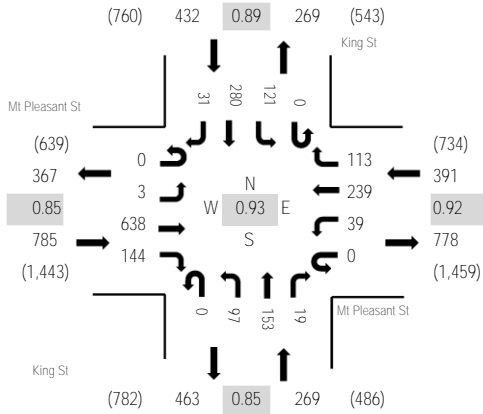
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	3	0	4
Lights	0	5	0	5					0	3	262	0	0	0	404	3	682
Mediums	0	0	0	1					0	0	8	0	0	0	22	1	32
Total	0	5	0	6					0	3	271	0	0	0	429	4	718



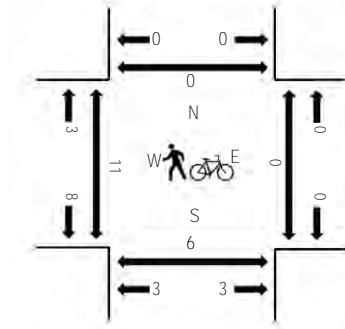
(303) 216-2439
www.alltrafficdata.net

Location: #166 King St & Mt Pleasant St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Mt Pleasant St Eastbound				Mt Pleasant St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	112	37	0	7	41	18	0	12	19	4	0	37	44	3	335	1,688	1	0	0	0
7:15 AM	0	4	118	40	0	5	30	30	0	14	28	2	0	35	60	8	374	1,828	2	2	1	0
7:30 AM	0	0	170	61	0	8	58	21	0	24	33	4	0	28	90	6	503	1,877	4	0	3	0
7:45 AM	0	1	152	36	0	10	65	28	0	26	50	4	0	25	71	8	476	1,781	0	0	3	0
8:00 AM	0	0	164	27	0	11	63	32	0	25	37	4	0	39	63	10	475	1,735	1	0	0	0
8:15 AM	0	2	152	20	0	10	53	32	0	22	33	7	0	29	56	7	423		2	0	0	0
8:30 AM	0	3	153	15	0	6	52	42	0	20	39	4	0	25	40	8	407		0	0	1	0
8:45 AM	0	2	156	17	0	13	58	41	0	20	47	8	0	27	35	6	430		2	0	2	0

Peak Rolling Hour Flow Rates

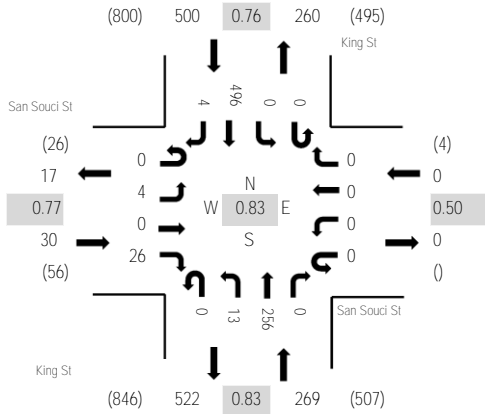
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	19	1	0	0	13	1	0	0	0	0	0	1	0	0	35
Lights	0	2	610	142	0	39	215	111	0	91	145	19	0	109	268	29	1,780
Mediums	0	1	9	1	0	0	11	1	0	6	8	0	0	11	12	2	62
Total	0	3	638	144	0	39	239	113	0	97	153	19	0	121	280	31	1,877



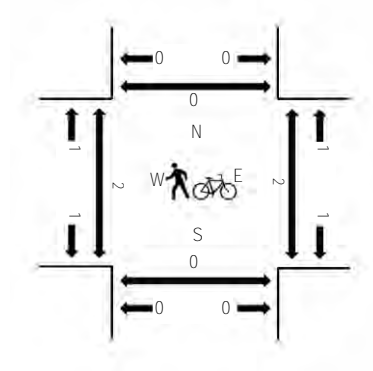
(303) 216-2439
www.alltrafficdata.net

Location: #167 King St & San Souci St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	San Souci St Eastbound				San Souci St Westbound				King St Northbound			King St Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North	
7:00 AM	0	0	0	3	0	0	0	0	0	0	1	35	0	0	0	82	0	121	736	1	0	0	0
7:15 AM	0	0	0	4	0	0	0	0	0	0	4	50	0	0	0	105	2	165	799	0	0	0	0
7:30 AM	0	1	0	11	0	0	0	0	0	0	5	60	0	0	0	164	1	242	788	1	0	0	0
7:45 AM	0	2	0	6	0	0	0	0	0	0	3	80	0	0	0	117	0	208	692	0	0	0	0
8:00 AM	0	1	0	5	0	0	0	0	0	0	1	66	0	0	0	110	1	184	631	0	2	0	0
8:15 AM	0	4	0	7	0	0	0	1	0	0	2	58	0	0	0	82	0	154		1	0	0	0
8:30 AM	0	1	0	5	0	1	0	0	0	0	2	64	0	0	0	73	0	146		0	0	0	0
8:45 AM	0	0	0	6	0	2	0	0	0	0	4	72	0	0	0	63	0	147		0	0	1	0

Peak Rolling Hour Flow Rates

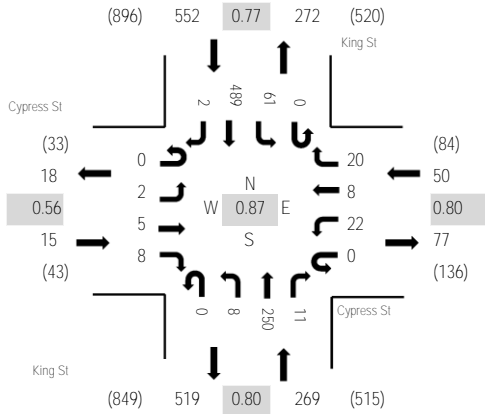
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	4	0	26	0	0	0	0	0	13	246	0	0	0	482	4	775
Mediums	0	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	23
Total	0	4	0	26	0	0	0	0	0	13	256	0	0	0	496	4	799



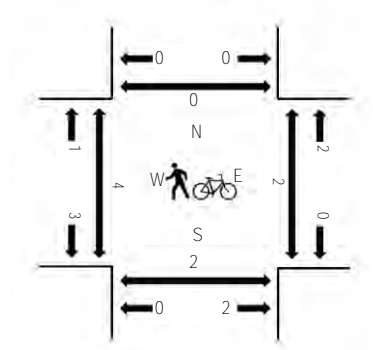
(303) 216-2439
www.alltrafficdata.net

Location: #168 King St & Cypress St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Cypress St Eastbound				Cypress St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	1	1	1	0	0	1	2	0	0	1	33	0	0	5	82	0	127	824	1	0	0	0
7:15 AM	0	0	2	2	0	7	2	3	0	3	52	1	0	17	103	0	192	886	0	0	1	0	
7:30 AM	0	0	0	1	0	3	2	4	0	0	60	6	0	20	158	1	255	865	2	0	1	0	
7:45 AM	0	1	2	5	0	6	1	9	0	3	82	3	0	14	124	0	250	796	0	0	0	0	
8:00 AM	0	1	1	0	0	6	3	4	0	2	56	1	0	10	104	1	189	714	0	1	0	0	
8:15 AM	0	0	1	3	0	4	0	2	0	1	63	1	0	7	88	1	171		1	0	1	0	
8:30 AM	0	1	10	1	0	3	3	10	1	1	62	5	0	9	78	2	186		0	0	1	1	
8:45 AM	0	1	5	3	0	2	3	4	0	2	69	7	0	8	64	0	168		0	0	0	0	

Peak Rolling Hour Flow Rates

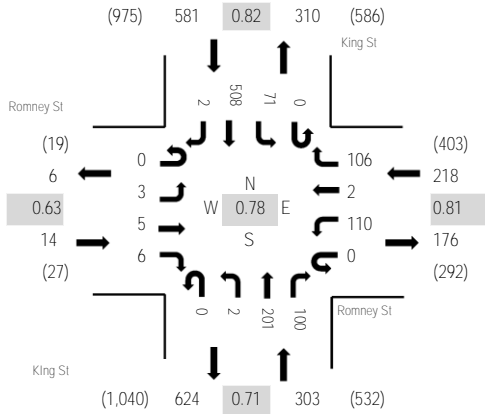
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
Lights	0	2	5	8	0	20	6	19	0	8	239	11	0	59	479	2	858
Mediums	0	0	0	0	0	1	2	1	0	0	11	0	0	2	9	0	26
Total	0	2	5	8	0	22	8	20	0	8	250	11	0	61	489	2	886



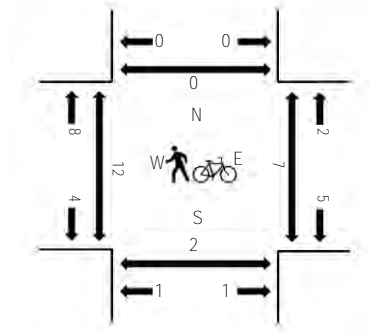
(303) 216-2439
www.alltrafficdata.net

Location: #169 King St & Romney St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Romney St Eastbound				Romney St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	2	0	12	0	12	0	0	25	14	0	5	80	2	154	1,023	5	1	0	0
7:15 AM	0	1	0	2	0	23	2	25	0	2	40	9	0	6	106	0	216	1,106	1	1	0	0
7:30 AM	0	0	1	1	0	31	1	24	0	0	46	22	0	15	153	1	295	1,116	3	2	2	0
7:45 AM	0	2	3	1	0	42	0	26	0	0	67	40	0	19	158	0	358	1,044	2	2	0	0
8:00 AM	0	0	1	1	0	19	1	22	0	2	48	24	0	20	98	1	237	914	4	0	0	0
8:15 AM	0	1	0	3	0	18	0	34	0	0	40	14	0	17	99	0	226		1	2	0	0
8:30 AM	0	1	0	1	0	18	1	39	0	3	45	16	0	20	79	0	223		1	2	1	0
8:45 AM	0	0	2	2	0	22	0	31	0	3	57	15	0	27	69	0	228		0	0	0	0

Peak Rolling Hour Flow Rates

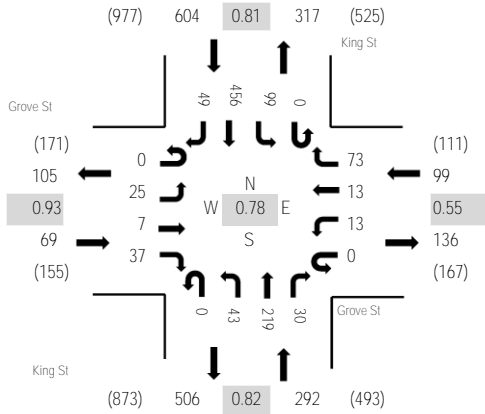
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	5	6	0	109	2	103	0	2	191	94	0	71	492	2	1,080
Mediums	0	0	0	0	0	1	0	3	0	0	10	6	0	0	16	0	36
Total	0	3	5	6	0	110	2	106	0	2	201	100	0	71	508	2	1,116



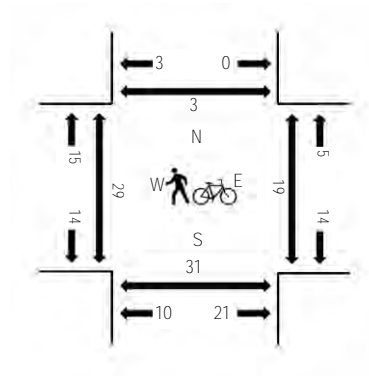
(303) 216-2439
www.alltrafficdata.net

Location: #170 King St & Grove St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Grove St Eastbound				Grove St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	6	1	6	0	0	2	5	0	4	25	5	0	17	62	7	140	983	2	0	2	2
7:15 AM	0	4	3	6	0	4	5	12	0	5	39	11	0	29	95	11	224	1,064	3	7	3	1
7:30 AM	0	2	0	11	0	2	4	20	0	11	54	12	0	35	121	7	279	1,027	9	4	10	2
7:45 AM	0	9	3	7	0	6	2	37	0	16	67	6	0	32	134	21	340	925	6	5	13	0
8:00 AM	0	10	1	13	0	1	2	4	0	11	59	1	0	3	106	10	221	753	11	0	5	0
8:15 AM	0	7	1	15	0	1	1	1	0	6	42	1	0	0	104	8	187		3	1	3	0
8:30 AM	0	9	1	16	0	0	0	1	0	8	48	1	0	1	79	13	177		1	4	1	1
8:45 AM	0	7	0	17	0	0	0	1	0	4	56	1	0	2	67	13	168		1	1	1	0

Peak Rolling Hour Flow Rates

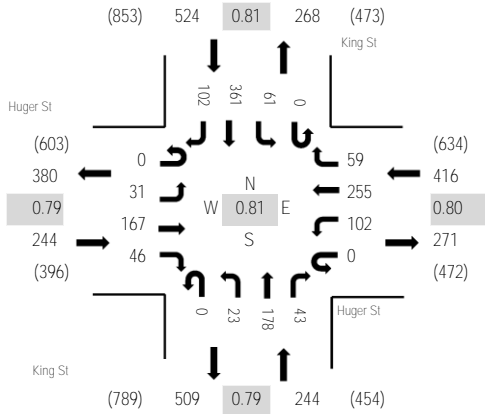
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	4
Lights	0	25	4	37	0	13	12	70	0	42	212	28	0	94	446	47	1,030
Mediums	0	0	3	0	0	0	1	3	0	0	7	2	0	4	9	1	30
Total	0	25	7	37	0	13	13	73	0	43	219	30	0	99	456	49	1,064



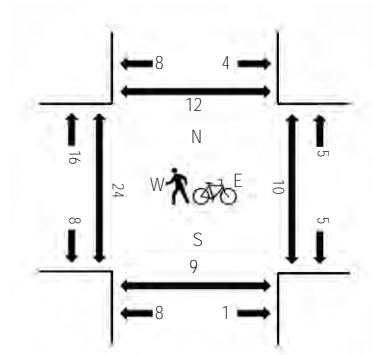
(303) 216-2439
www.alltrafficdata.net

Location: #171 King St & Huger St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Huger St Eastbound				Huger St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	20	6	0	3	23	7	0	4	26	11	0	15	40	13	170	1,269	1	1	0	2
7:15 AM	0	3	26	8	0	13	47	14	0	5	43	13	0	8	64	22	266	1,413	1	4	7	1
7:30 AM	0	8	56	13	0	34	80	19	0	3	46	7	0	11	85	29	391	1,428	5	3	3	4
7:45 AM	0	10	43	16	0	36	79	17	0	8	61	10	0	18	111	33	442	1,269	10	3	6	2
8:00 AM	0	10	37	11	0	23	47	15	0	7	34	14	0	20	77	19	314	1,068	2	0	0	3
8:15 AM	0	3	31	6	0	9	49	8	0	5	37	12	0	12	88	21	281		1	3	0	2
8:30 AM	0	6	28	13	0	4	34	11	0	6	33	11	0	16	56	14	232		2	2	0	1
8:45 AM	0	6	28	6	0	13	39	10	0	6	44	8	0	17	54	10	241		3	2	4	1

Peak Rolling Hour Flow Rates

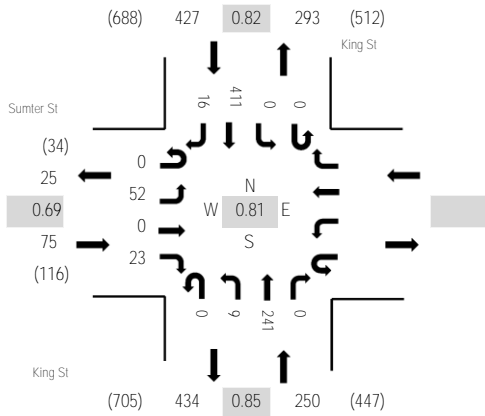
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	31	166	45	0	102	250	58	0	23	166	42	0	58	353	102	1,396
Mediums	0	0	1	1	0	0	5	1	0	0	12	1	0	3	8	0	32
Total	0	31	167	46	0	102	255	59	0	23	178	43	0	61	361	102	1,428



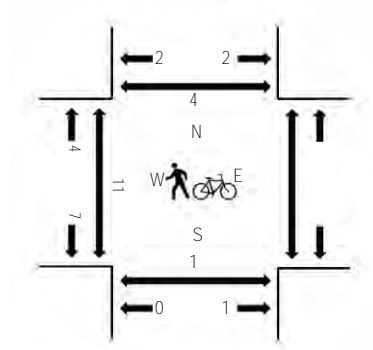
(303) 216-2439
www.alltrafficdata.net

Location: #172 King St & Sumter St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Sumter St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	0	4					0	0	34	0	0	0	50	0	93	657	2	0	0	
7:15 AM	0	8	0	2					0	2	59	0	0	0	67	2	140	723	6	0	0	
7:30 AM	0	22	0	4					0	3	56	0	0	0	105	3	193	752	1	0	0	
7:45 AM	0	20	0	7					0	1	73	0	0	0	124	6	231	682	2	0	2	
8:00 AM	0	7	0	3					0	3	56	0	0	0	86	4	159	594	1	1	1	
8:15 AM	0	3	0	9					0	2	56	0	0	0	96	3	169		2	0	1	
8:30 AM	0	4	0	4					0	0	45	0	0	0	70	0	123		3	0	0	
8:45 AM	0	10	0	4					0	3	54	0	0	0	70	2	143		6	1	1	

Peak Rolling Hour Flow Rates

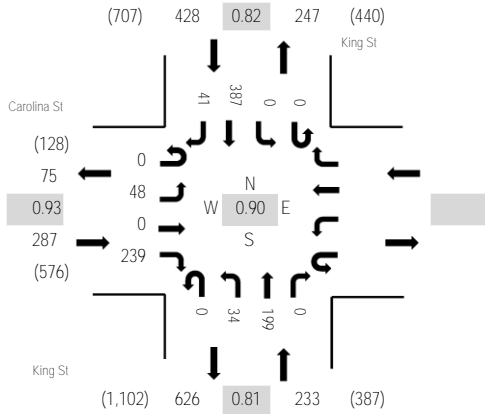
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	1	0	1
Lights	0	52	0	21					0	9	228	0	0	0	403	16	729
Mediums	0	0	0	2					0	0	13	0	0	0	7	0	22
Total	0	52	0	23					0	9	241	0	0	0	411	16	752



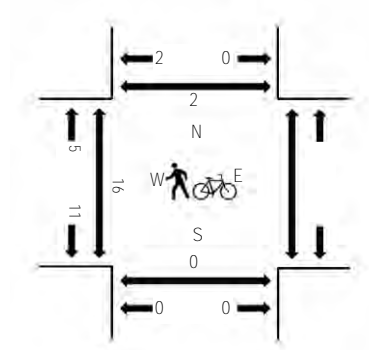
(303) 216-2439
www.alltrafficdata.net

Location: #173 King St & Carolina St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Carolina St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	0	40					0	1	22	0	0	0	0	53	5	134	786	3	0	2
7:15 AM	1	23	0	37					0	7	35	0	0	0	0	62	11	176	868	4	0	1
7:30 AM	0	13	0	37					0	9	49	0	0	0	0	86	18	212	948	2	0	1
7:45 AM	0	9	0	53					0	11	61	0	0	0	0	117	13	264	941	4	0	1
8:00 AM	0	13	0	68					0	7	41	0	0	0	0	82	5	216	884	3	0	0
8:15 AM	0	13	0	81					0	7	48	0	0	0	0	102	5	256		2	0	0
8:30 AM	2	9	0	75					0	6	39	0	0	0	0	68	6	205		6	0	0
8:45 AM	0	17	0	72					0	9	35	0	0	0	0	69	5	207		6	0	2

Peak Rolling Hour Flow Rates

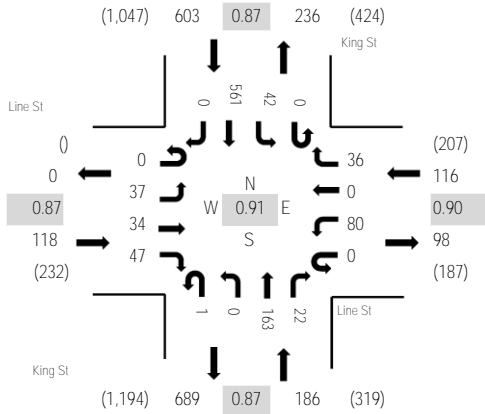
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	46	0	237					0	32	189	0	0	0	376	40	920
Mediums	0	2	0	2					0	2	10	0	0	0	11	1	28
Total	0	48	0	239					0	34	199	0	0	0	387	41	948



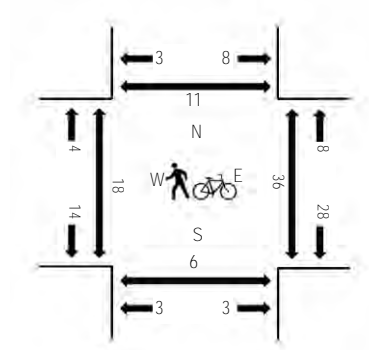
(303) 216-2439
www.alltrafficdata.net

Location: #174 King St & Line St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Line St Eastbound				Line St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	7	5	0	11	0	10	0	0	16	7	0	6	78	0	143	810	15	7	0	2
7:15 AM	0	9	14	9	0	9	0	8	0	0	30	2	0	4	94	0	179	906	13	3	1	0
7:30 AM	0	7	13	10	0	16	0	11	0	0	46	2	0	10	113	0	228	1,007	1	5	1	1
7:45 AM	0	12	10	4	0	17	0	6	0	0	52	2	0	14	143	0	260	1,023	3	4	1	0
8:00 AM	0	9	9	9	0	24	0	9	0	0	40	6	0	10	123	0	239	995	9	11	3	5
8:15 AM	0	13	7	17	0	19	0	11	1	0	33	6	0	14	159	0	280		1	6	1	2
8:30 AM	0	3	8	17	0	20	0	10	0	0	38	8	0	4	136	0	244		1	11	1	3
8:45 AM	0	11	11	15	0	15	0	11	0	0	26	4	0	9	130	0	232		6	3	0	0

Peak Rolling Hour Flow Rates

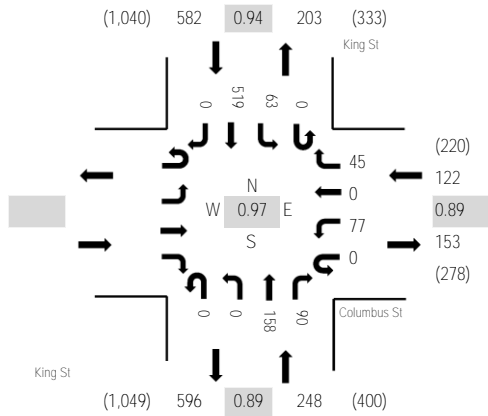
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	4
Lights	0	36	33	47	0	80	0	35	1	0	156	21	0	40	548	0	997
Mediums	0	1	0	0	0	0	0	1	0	0	7	1	0	2	10	0	22
Total	0	37	34	47	0	80	0	36	1	0	163	22	0	42	561	0	1,023



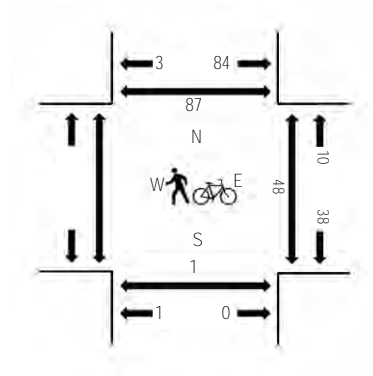
(303) 216-2439
www.alltrafficdata.net

Location: #175 King St & Columbus St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Columbus St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	13	0	6	0	0	18	10	0	14	72	0	133	753	7	1	4	
7:15 AM					0	10	0	13	0	0	19	15	0	15	94	0	166	862	3	0	2	
7:30 AM					0	19	0	10	0	0	36	23	0	18	102	0	208	937	5	2	7	
7:45 AM					0	16	0	16	0	0	45	25	0	17	127	0	246	952	8	0	11	
8:00 AM					0	25	0	11	0	0	38	25	0	14	129	0	242	907	10	0	12	
8:15 AM					0	21	0	10	0	0	34	21	0	13	142	0	241		15	1	27	
8:30 AM					0	15	0	8	0	0	41	19	0	19	121	0	223		12	0	37	
8:45 AM					0	16	0	11	0	0	17	14	0	16	127	0	201		8	1	20	

Peak Rolling Hour Flow Rates

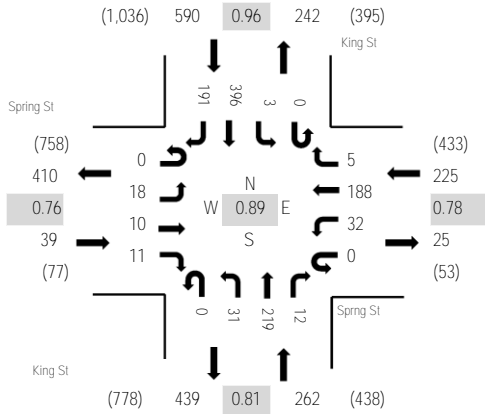
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	2	0	2
Lights					0	72	0	43	0	0	152	89	0	60	503	0	919
Mediums					0	5	0	2	0	0	6	1	0	3	14	0	31
Total					0	77	0	45	0	0	158	90	0	63	519	0	952



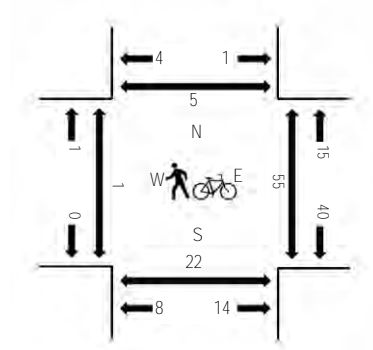
(303) 216-2439
www.alltrafficdata.net

Location: #176 King St & Spring St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Spring St Eastbound				Spring St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	3	0	1	0	3	32	1	0	0	12	25	1	0	1	45	30	154	927	0	10	2	0
7:15 AM	0	2	2	2	0	12	37	1	0	0	7	29	2	0	0	76	34	204	1,061	0	5	4	0
7:30 AM	0	4	5	2	0	11	54	3	0	0	6	53	0	0	1	77	38	254	1,111	0	7	6	0
7:45 AM	0	1	2	1	0	5	76	0	0	0	12	66	3	0	0	103	46	315	1,116	0	10	7	0
8:00 AM	0	7	4	3	0	13	39	1	0	0	8	56	3	0	2	99	53	288	1,057	0	14	7	0
8:15 AM	0	5	4	2	0	9	29	2	0	0	5	45	2	0	0	100	51	254		1	18	3	3
8:30 AM	0	5	0	5	0	5	44	2	0	0	6	52	4	0	1	94	41	259		0	9	4	0
8:45 AM	0	4	7	6	0	9	43	2	0	0	10	26	5	0	4	95	45	256		0	12	11	0

Peak Rolling Hour Flow Rates

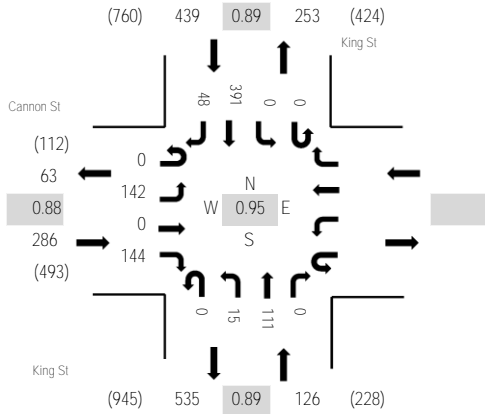
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	3
Lights	0	18	10	10	0	26	181	5	0	30	215	12	0	2	383	184	1,076
Mediums	0	0	0	0	0	5	7	0	0	1	4	0	0	1	12	7	37
Total	0	18	10	11	0	32	188	5	0	31	219	12	0	3	396	191	1,116



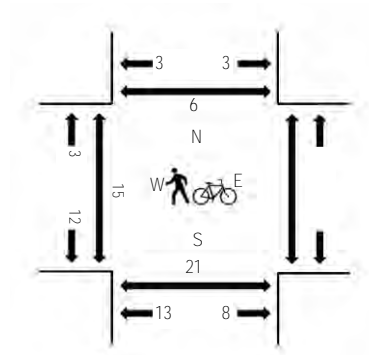
(303) 216-2439
www.alltrafficdata.net

Location: #177 King St & Cannon St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Cannon St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	16	0	23					0	3	17	0	0	0	0	47	5	111	664	2	3	1
7:15 AM	0	21	0	29					0	5	16	0	0	0	0	74	10	155	773	5	4	0
7:30 AM	0	29	0	30					0	2	32	0	0	0	0	74	8	175	822	6	3	1
7:45 AM	0	46	0	35					0	5	33	0	0	0	0	98	6	223	851	2	1	0
8:00 AM	0	30	0	32					0	3	32	0	0	0	0	107	16	220	817	4	6	0
8:15 AM	0	31	0	36					0	4	25	0	0	0	0	96	12	204		5	13	5
8:30 AM	0	35	0	41					0	3	21	0	0	0	0	90	14	204		3	1	1
8:45 AM	0	19	0	40					0	6	21	0	0	0	0	93	10	189		7	10	1

Peak Rolling Hour Flow Rates

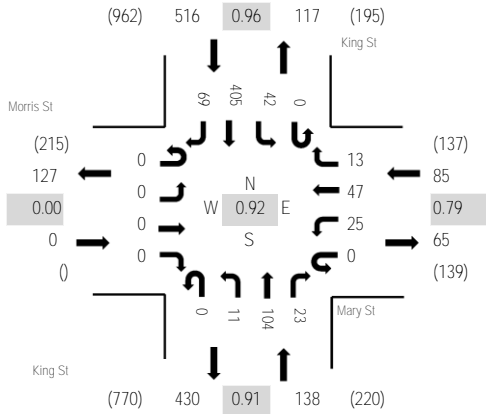
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	2	1	3
Lights	0	139	0	138					0	15	109	0	0	0	374	46	821
Mediums	0	3	0	6					0	0	2	0	0	0	15	1	27
Total	0	142	0	144					0	15	111	0	0	0	391	48	851



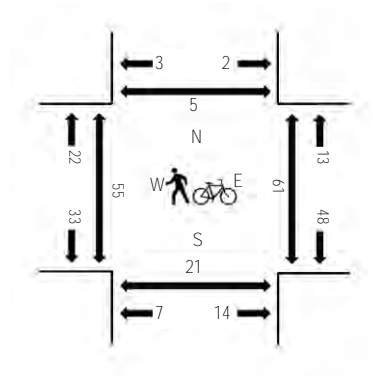
(303) 216-2439
www.alltrafficdata.net

Location: #178 King St & Mary St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Morris St Eastbound				Mary St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	3	7	5	0	3	12	1	0	11	52	11	105	622	4	6	0	1
7:15 AM	0	0	0	0	0	1	4	5	0	1	15	1	0	21	74	16	138	704	7	11	2	3
7:30 AM	0	0	0	0	0	6	9	3	0	2	32	4	0	16	96	11	179	739	11	13	1	0
7:45 AM	0	0	0	0	0	6	17	4	0	4	25	7	0	10	106	21	200	734	15	12	7	2
8:00 AM	0	0	0	0	0	3	11	3	0	4	24	7	0	6	106	23	187	697	18	15	6	2
8:15 AM	0	0	0	0	0	10	10	3	0	1	23	5	0	10	97	14	173		10	21	7	1
8:30 AM	0	0	0	0	0	8	7	1	0	1	18	5	0	14	100	20	174		15	27	8	3
8:45 AM	0	0	0	0	0	3	6	2	0	1	20	4	0	17	99	11	163		4	37	8	6

Peak Rolling Hour Flow Rates

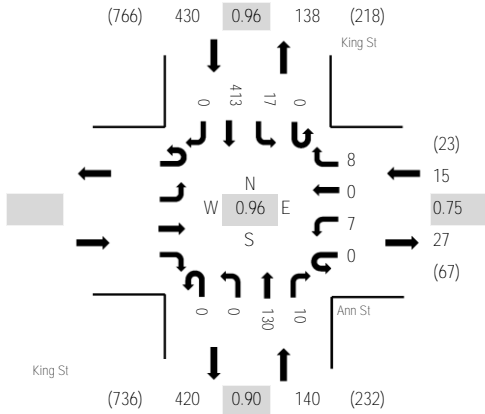
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	24	47	12	0	10	101	19	0	38	396	69	716
Mediums	0	0	0	0	0	1	0	1	0	1	3	4	0	4	9	0	23
Total	0	0	0	0	0	25	47	13	0	11	104	23	0	42	405	69	739



(303) 216-2439
www.alltrafficdata.net

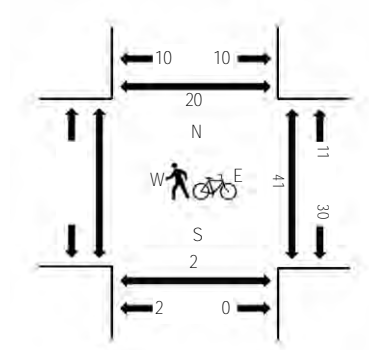
Location: #179 King St & Ann St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				Ann St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	0	0	1	0	0	14	1	0	1	53	0	70	465	5	0	0	
7:15 AM					0	2	0	1	0	0	15	6	0	4	70	0	98	543	7	1	1	
7:30 AM					0	1	0	3	0	0	36	3	0	4	97	0	144	585	5	1	4	
7:45 AM					0	2	0	4	0	0	31	2	0	4	110	0	153	578	12	1	3	
8:00 AM					0	4	0	1	0	0	34	2	0	1	106	0	148	556	10	0	3	
8:15 AM					0	0	0	0	0	0	29	3	0	8	100	0	140		14	0	10	
8:30 AM					0	0	0	4	0	0	20	5	0	8	100	0	137		16	0	10	
8:45 AM					0	0	0	0	0	0	24	7	1	8	91	0	131		31	1	10	

Peak Rolling Hour Flow Rates

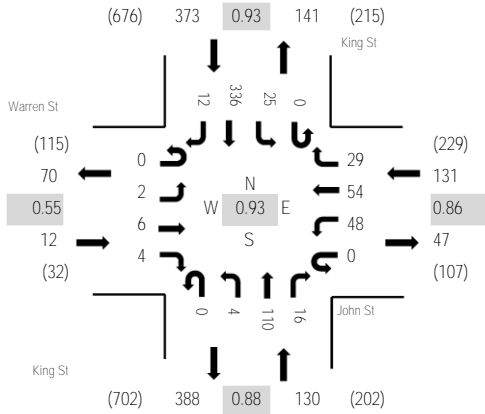
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	7	0	7	0	0	124	10	0	13	404	0	565
Mediums					0	0	0	1	0	0	6	0	0	4	9	0	20
Total					0	7	0	8	0	0	130	10	0	17	413	0	585



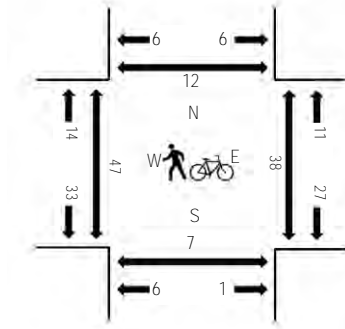
(303) 216-2439
www.alltrafficdata.net

Location: #180 King St & John St AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Warren St Eastbound				John St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	0	0	5	5	4	0	0	9	3	0	2	47	3	79	499	2	10	1	0
7:15 AM	0	1	1	1	0	13	6	1	0	0	14	1	0	2	56	4	100	594	7	7	1	1
7:30 AM	0	1	1	0	0	12	13	10	0	1	27	4	0	4	73	3	149	646	12	1	3	5
7:45 AM	0	0	3	1	0	14	18	6	0	0	29	2	0	5	89	4	171	641	11	14	0	0
8:00 AM	0	0	1	0	0	15	13	8	0	1	30	6	0	9	87	4	174	640	13	10	0	3
8:15 AM	0	1	1	3	0	7	10	5	0	2	24	4	0	7	87	1	152		10	13	3	4
8:30 AM	0	0	4	2	0	14	10	3	0	1	19	5	0	15	71	0	144		22	16	14	5
8:45 AM	0	1	7	2	0	16	14	7	0	1	15	4	0	15	87	1	170		19	24	8	5

Peak Rolling Hour Flow Rates

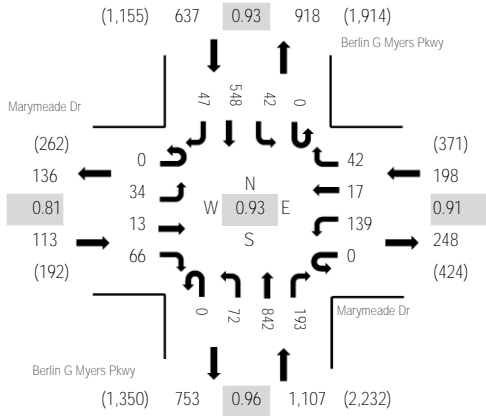
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	2	6	4	0	44	50	28	0	4	105	16	0	24	328	12	623
Mediums	0	0	0	0	0	4	4	1	0	0	5	0	0	1	7	0	22
Total	0	2	6	4	0	48	54	29	0	4	110	16	0	25	336	12	646



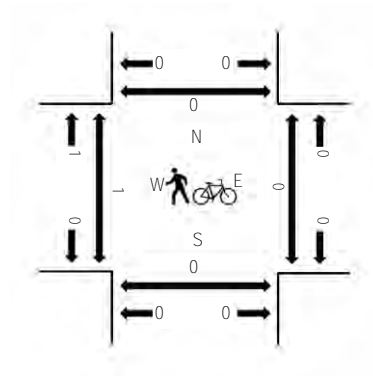
(303) 216-2439
www.alltrafficdata.net

Location: #181 Berlin G Myers Pkwy & Marymeade Dr AM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Marymeade Dr Eastbound				Marymeade Dr Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	0	7	0	21	2	11	0	12	277	17	0	5	98	9	466	1,989	0	0	0	0
7:15 AM	0	3	0	7	0	28	2	6	0	19	258	24	0	8	132	9	496	2,024	0	0	0	0
7:30 AM	0	3	3	9	0	32	3	12	0	20	220	38	0	11	116	9	476	2,022	0	0	0	0
7:45 AM	0	8	0	15	0	30	2	14	0	18	244	48	0	8	153	11	551	2,055	0	0	0	0
8:00 AM	0	9	2	13	0	31	2	13	0	19	209	55	0	9	125	14	501	1,961	0	0	0	0
8:15 AM	0	10	4	21	0	38	8	11	0	12	187	52	0	12	130	9	494		0	0	0	0
8:30 AM	0	7	7	17	0	40	5	4	0	23	202	38	0	13	140	13	509		1	0	0	0
8:45 AM	0	16	4	20	0	35	6	15	0	21	168	51	0	15	92	14	457		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	0	0	1	0	1	4	0	0	1	5	3	17
Lights	0	31	13	63	0	134	16	41	0	71	834	189	0	41	525	40	1,998
Mediums	0	2	0	2	0	5	1	0	0	0	4	4	0	0	18	4	40
Total	0	34	13	66	0	139	17	42	0	72	842	193	0	42	548	47	2,055

APPENDIX B

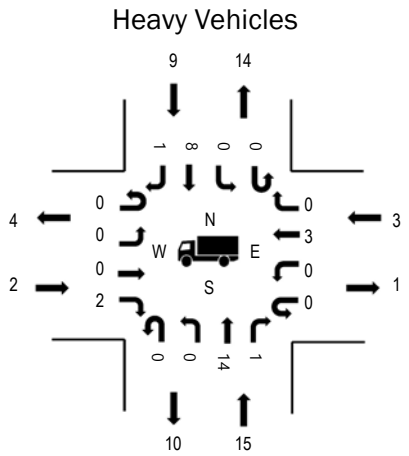
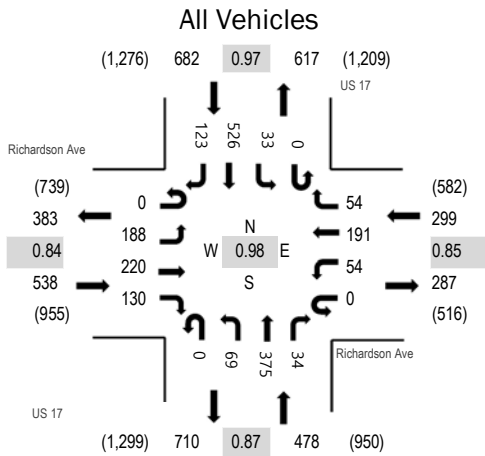
Traffic Count Data (PM Peak Hour)



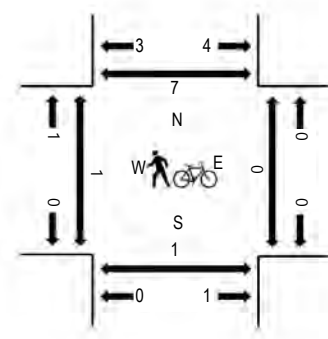
(303) 216-2439
www.alltrafficdata.net

Location: #1 US 17 & Richardson Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.84
WB	1.0%	0.85
NB	3.1%	0.87
SB	1.3%	0.97
All	1.5%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Richardson Ave Eastbound				Richardson Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	43	40	22	0	12	48	9	0	13	83	5	0	8	102	36	421	1,824
4:15 PM	0	30	42	23	0	7	43	16	0	18	90	7	0	4	110	29	419	1,906
4:30 PM	0	40	50	28	0	17	48	19	0	16	92	11	0	7	137	31	496	1,997
4:45 PM	0	43	39	26	0	15	47	11	0	19	110	11	0	10	124	33	488	1,981
5:00 PM	0	50	57	44	0	7	55	11	0	15	94	6	0	7	133	24	503	1,939
5:15 PM	0	55	74	32	0	15	41	13	0	19	79	6	0	9	132	35	510	
5:30 PM	0	35	51	22	0	11	64	14	1	12	89	8	0	1	145	27	480	
5:45 PM	0	39	44	26	0	9	34	16	0	9	128	9	0	10	99	23	446	
Count Total	0	335	397	223	0	93	380	109	1	121	765	63	0	56	982	238	3,763	
Peak Hour	0	188	220	130	0	54	191	54	0	69	375	34	0	33	526	123	1,997	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

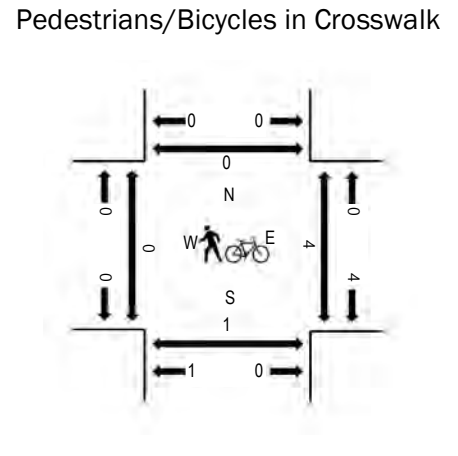
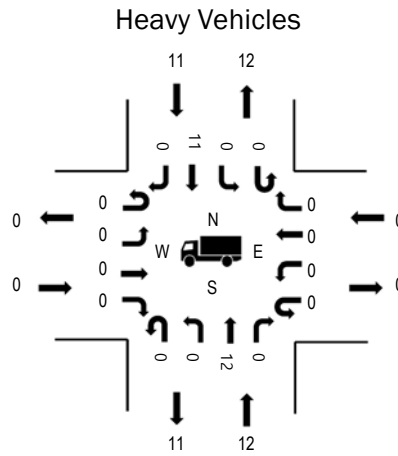
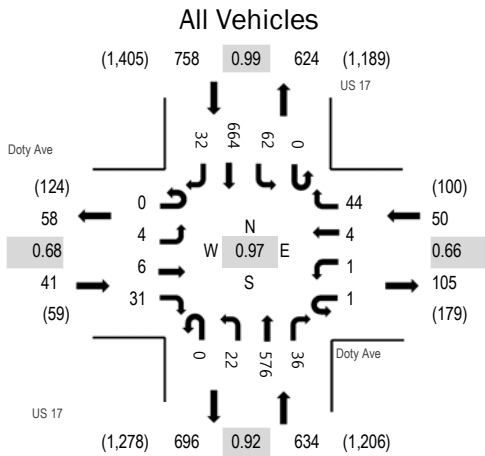
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	3	3	1	1	8	4:00 PM	3	4	2	4	13		
4:15 PM	1	2	1	5	9	4:15 PM	0	0	1	5	6		
4:30 PM	1	4	3	1	9	4:30 PM	0	0	0	0	0		
4:45 PM	0	8	0	4	12	4:45 PM	1	0	0	3	4		
5:00 PM	1	3	0	2	6	5:00 PM	0	0	0	0	0		
5:15 PM	0	0	0	2	2	5:15 PM	0	1	0	4	5		
5:30 PM	2	0	1	2	5	5:30 PM	0	0	0	4	4		
5:45 PM	1	1	0	2	4	5:45 PM	1	0	0	1	2		
Count Total	9	21	6	19	55	Count Total	5	5	3	21	34		
Peak Hour	2	15	3	9	29	Peak Hour	1	1	0	7	9		



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Location: #2 US 17 & Doty Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.68
WB	0.0%	0.66
NB	1.9%	0.92
SB	1.5%	0.99
All	1.6%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Doty Ave Eastbound				Doty Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	0	3	0	0	0	12	0	7	122	4	0	13	146	8	316	1,372
4:15 PM	0	1	0	3	0	0	2	6	0	8	132	7	0	12	136	7	314	1,438
4:30 PM	0	0	0	9	0	0	1	13	0	6	144	2	0	9	171	9	364	1,483
4:45 PM	0	2	3	10	0	0	0	8	0	7	154	11	0	18	158	7	378	1,471
5:00 PM	0	0	1	5	1	1	2	18	0	5	145	11	0	21	164	8	382	1,398
5:15 PM	0	2	2	7	0	0	1	5	0	4	133	12	0	14	171	8	359	
5:30 PM	0	3	1	4	0	0	0	13	0	9	124	5	0	14	167	12	352	
5:45 PM	0	0	0	2	0	1	0	16	0	9	135	10	0	8	120	4	305	
Count Total	0	9	7	43	1	2	6	91	0	55	1,089	62	0	109	1,233	63	2,770	
Peak Hour	0	4	6	31	1	1	4	44	0	22	576	36	0	62	664	32	1,483	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

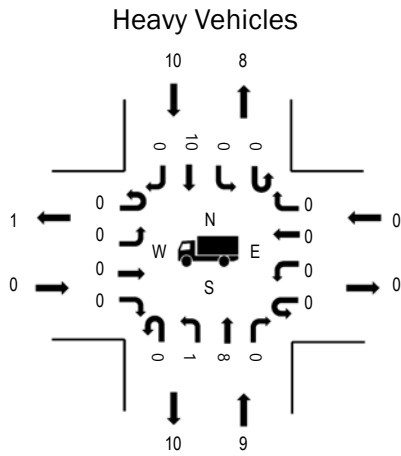
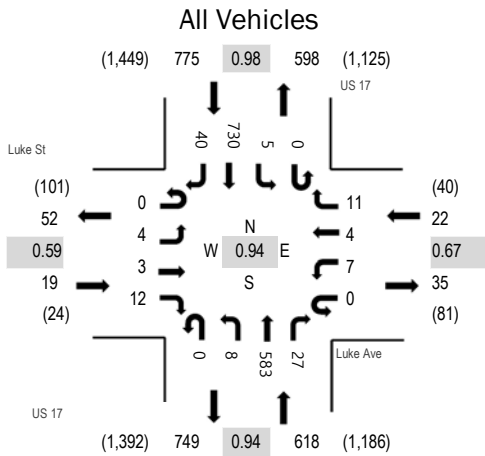
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	4	0	1	6	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	4	6	4:15 PM	0	0	0	0	0
4:30 PM	0	3	0	1	4	4:30 PM	0	0	3	0	3
4:45 PM	0	6	0	6	12	4:45 PM	0	1	1	0	2
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	2	2	5:30 PM	0	0	4	0	4
5:45 PM	0	4	0	1	5	5:45 PM	0	2	3	0	5
Count Total	1	22	0	19	42	Count Total	0	3	11	0	14
Peak Hour	0	12	0	11	23	Peak Hour	0	1	4	0	5



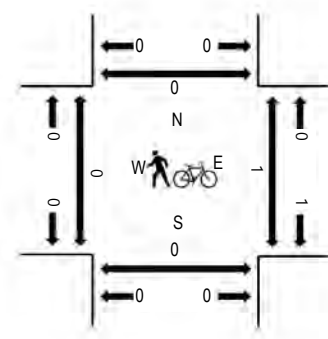
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Location: #3 US 17 & Luke Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.59
WB	0.0%	0.67
NB	1.5%	0.94
SB	1.3%	0.98
All	1.3%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Luke St Eastbound				Luke Ave Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	1	1	0	1	1	4	0	4	120	8	0	2	165	11	318	1,336
4:15 PM	0	0	1	1	0	3	0	0	0	1	129	11	0	1	148	15	310	1,400
4:30 PM	0	0	0	2	0	1	0	3	0	2	144	5	0	1	184	6	348	1,434
4:45 PM	0	0	1	4	0	1	1	3	0	4	148	11	0	0	177	10	360	1,431
5:00 PM	0	3	2	3	0	2	3	4	0	2	157	6	0	3	185	12	382	1,363
5:15 PM	0	1	0	3	0	3	0	1	0	0	134	5	0	1	184	12	344	
5:30 PM	0	0	0	0	0	3	1	2	0	2	129	10	0	2	189	7	345	
5:45 PM	0	0	0	1	0	1	0	2	0	3	141	10	0	0	130	4	292	
Count Total	0	4	5	15	0	15	6	19	0	18	1,102	66	0	10	1,362	77	2,699	
Peak Hour	0	4	3	12	0	7	4	11	0	8	583	27	0	5	730	40	1,434	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

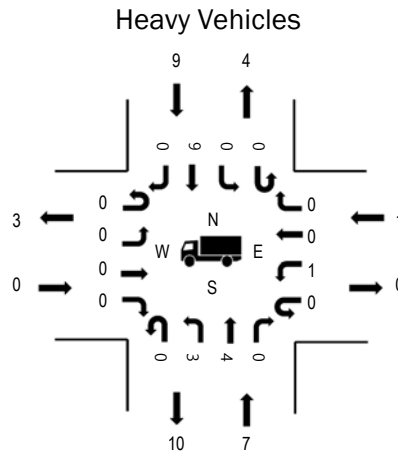
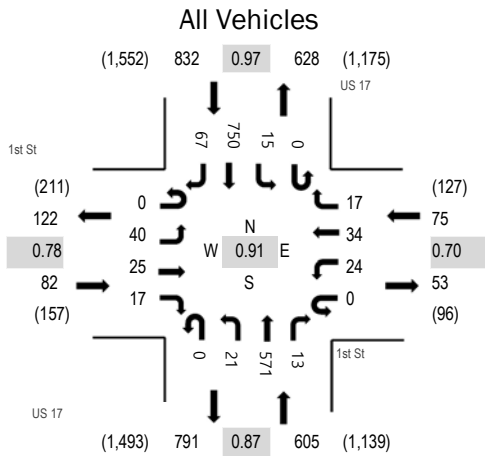
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	4	0	1	5	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	4	6	4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	1	2	4:30 PM	0	0	0	0	0
4:45 PM	0	5	0	5	10	4:45 PM	0	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0
5:30 PM	0	2	0	2	4	5:30 PM	0	0	6	0	6
5:45 PM	0	4	0	0	4	5:45 PM	0	0	0	0	0
Count Total	0	21	0	17	38	Count Total	0	0	7	0	7
Peak Hour	0	9	0	10	19	Peak Hour	0	0	1	0	1



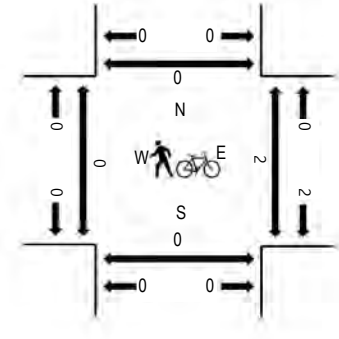
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Location: #4 US 17 & 1st St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.78
WB	1.3%	0.70
NB	1.2%	0.87
SB	1.1%	0.97
All	1.1%	0.91

Traffic Counts - All Vehicles

Interval Start Time	1st St Eastbound				1st St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	13	7	8	0	6	6	3	0	4	117	4	0	1	180	17	366	1,480
4:15 PM	0	10	9	3	0	5	3	2	0	5	120	4	0	4	160	13	338	1,553
4:30 PM	0	9	6	3	0	6	11	6	0	6	141	5	0	3	182	15	393	1,594
4:45 PM	0	12	3	4	0	4	8	4	0	8	134	3	0	4	181	18	383	1,571
5:00 PM	0	10	9	7	0	13	10	4	0	5	166	2	0	1	194	18	439	1,495
5:15 PM	0	9	7	3	0	1	5	3	0	2	130	3	0	7	193	16	379	
5:30 PM	0	7	5	5	0	6	8	2	0	4	126	1	0	3	188	15	370	
5:45 PM	0	3	2	3	0	8	3	0	0	4	144	1	0	2	130	7	307	
Count Total	0	73	48	36	0	49	54	24	0	38	1,078	23	0	25	1,408	119	2,975	
Peak Hour	0	40	25	17	0	24	34	17	0	21	571	13	0	15	750	67	1,594	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

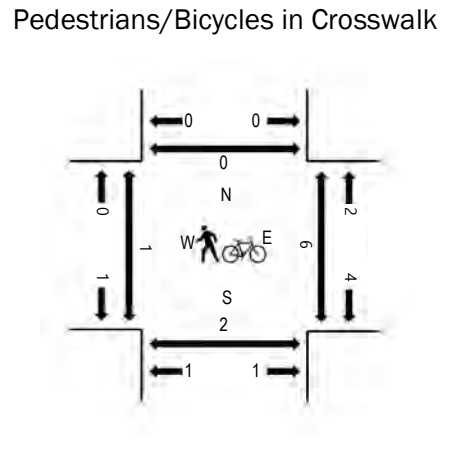
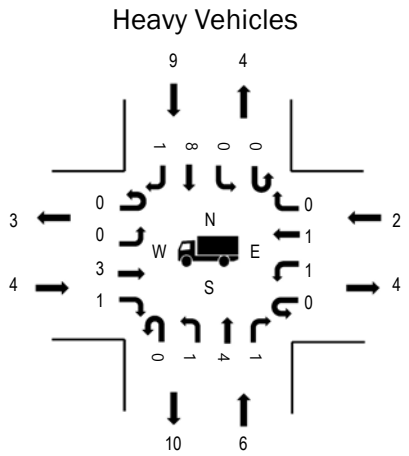
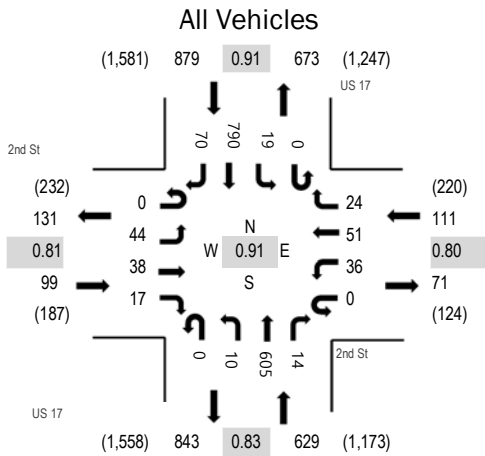
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	0	1	4	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	4	6	4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1	4:30 PM	0	0	0	0	0
4:45 PM	0	4	0	4	8	4:45 PM	0	0	0	0	0
5:00 PM	0	3	0	2	5	5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	3	3	5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	1	1	5:30 PM	0	0	3	0	3
5:45 PM	1	1	0	2	4	5:45 PM	1	2	0	0	3
Count Total	1	13	1	17	32	Count Total	1	2	5	0	8
Peak Hour	0	7	1	9	17	Peak Hour	0	0	2	0	2



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Location: #5 US 17 & 2nd St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.81
WB	1.8%	0.80
NB	1.0%	0.83
SB	1.0%	0.91
All	1.2%	0.91

Traffic Counts - All Vehicles

Interval Start Time	2nd St Eastbound				2nd St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	8	7	10	0	11	11	10	0	3	112	10	0	2	182	13	379	1,565
4:15 PM	0	7	8	7	0	6	15	8	0	1	136	1	0	2	161	11	363	1,659
4:30 PM	0	13	14	5	0	13	6	2	0	0	140	4	0	5	181	17	400	1,718
4:45 PM	0	11	6	2	0	11	19	7	0	2	149	5	0	5	194	12	423	1,698
5:00 PM	0	10	13	8	0	6	16	8	0	4	184	1	0	5	203	15	473	1,596
5:15 PM	0	10	5	2	0	6	10	7	0	4	132	4	0	4	212	26	422	
5:30 PM	0	9	6	6	0	8	7	6	0	2	132	4	0	2	183	15	380	
5:45 PM	0	4	7	9	0	9	11	7	0	4	135	4	0	0	123	8	321	
Count Total	0	72	66	49	0	70	95	55	0	20	1,120	33	0	25	1,439	117	3,161	
Peak Hour	0	44	38	17	0	36	51	24	0	10	605	14	0	19	790	70	1,718	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

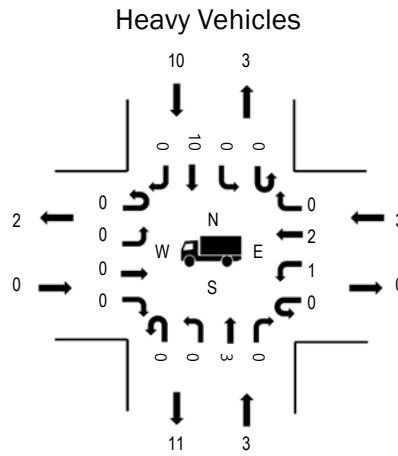
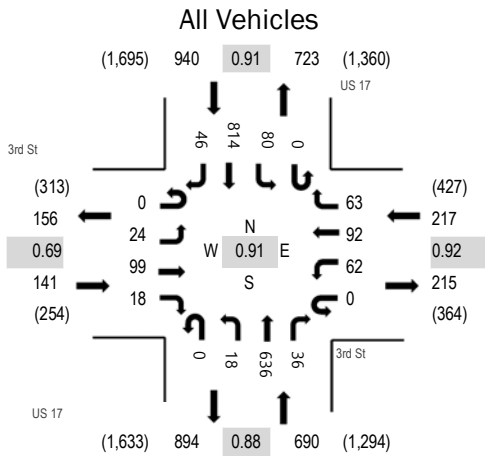
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	4	1	2	8	4:00 PM	0	0	0	0	0
4:15 PM	2	2	0	3	7	4:15 PM	0	0	1	1	2
4:30 PM	1	1	0	0	2	4:30 PM	1	0	1	0	2
4:45 PM	1	2	1	5	9	4:45 PM	0	1	1	0	2
5:00 PM	1	3	1	2	7	5:00 PM	0	0	1	0	1
5:15 PM	1	0	0	2	3	5:15 PM	0	1	3	0	4
5:30 PM	0	0	0	1	1	5:30 PM	0	0	5	0	5
5:45 PM	1	1	0	2	4	5:45 PM	0	0	0	0	0
Count Total	8	13	3	17	41	Count Total	1	2	12	1	16
Peak Hour	4	6	2	9	21	Peak Hour	1	2	6	0	9



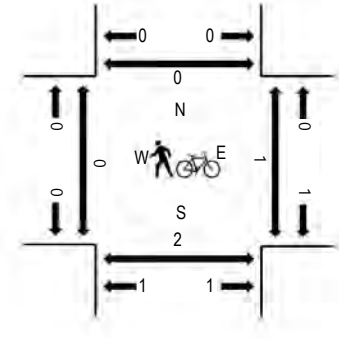
(303) 216-2439
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Location: #6 US 17 & 3rd St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.69
WB	1.4%	0.92
NB	0.4%	0.88
SB	1.1%	0.91
All	0.8%	0.91

Traffic Counts - All Vehicles

Interval Start Time	3rd St Eastbound				3rd St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	4	18	5	0	14	19	20	0	4	121	8	0	8	185	8	414	1,796
4:15 PM	0	7	17	9	0	9	28	15	0	7	135	10	0	16	170	14	437	1,926
4:30 PM	0	2	23	4	0	16	28	15	0	3	149	11	0	14	183	11	459	1,988
4:45 PM	0	3	20	5	0	13	25	16	0	6	156	5	0	20	205	12	486	1,979
5:00 PM	0	13	31	7	0	18	25	19	0	5	182	8	0	29	195	12	544	1,874
5:15 PM	0	6	25	2	0	15	14	13	0	4	149	12	0	17	231	11	499	
5:30 PM	0	1	20	4	0	10	24	18	0	4	144	10	0	14	190	11	450	
5:45 PM	0	7	14	7	0	15	20	18	0	10	147	4	0	10	121	8	381	
Count Total	0	43	168	43	0	110	183	134	0	43	1,183	68	0	128	1,480	87	3,670	
Peak Hour	0	24	99	18	0	62	92	63	0	18	636	36	0	80	814	46	1,988	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

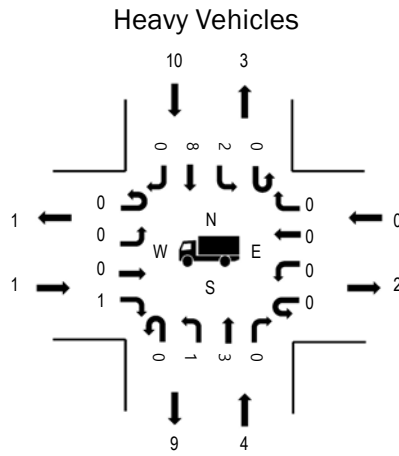
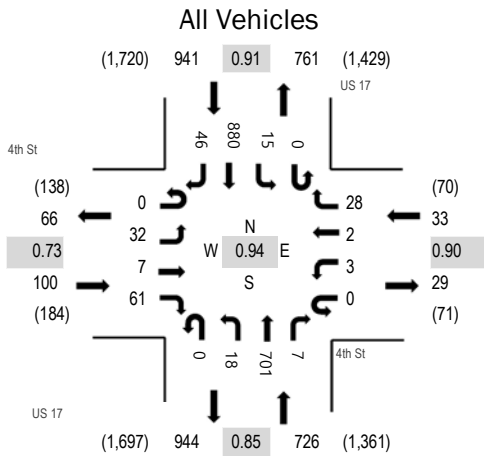
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	4	1	3	8	4:00 PM	0	0	0	0	0
4:15 PM	0	2	1	4	7	4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	1	1	4:30 PM	0	0	0	0	0
4:45 PM	0	1	1	5	7	4:45 PM	0	0	0	0	0
5:00 PM	0	2	2	2	6	5:00 PM	0	2	1	0	3
5:15 PM	0	0	0	2	2	5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1	5:30 PM	1	0	2	0	3
5:45 PM	1	2	1	2	6	5:45 PM	0	0	0	0	0
Count Total	1	11	6	20	38	Count Total	1	2	3	0	6
Peak Hour	0	3	3	10	16	Peak Hour	0	2	1	0	3



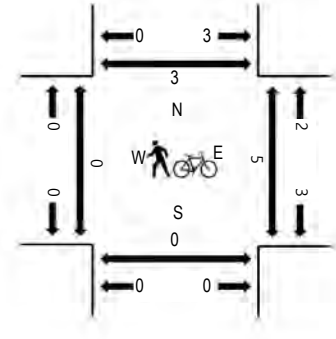
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www.alltrafficdata.net

Location: #7 US 17 & 4th St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.0%	0.73
WB	0.0%	0.90
NB	0.6%	0.85
SB	1.1%	0.91
All	0.8%	0.94

Traffic Counts - All Vehicles

Interval Start Time	4th St Eastbound				4th St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	9	3	7	0	0	2	6	0	3	139	1	0	5	199	13	387	1,645
4:15 PM	0	9	2	9	0	3	1	4	0	7	148	1	0	3	198	18	403	1,738
4:30 PM	0	14	1	13	0	1	2	7	0	2	160	4	0	3	183	8	398	1,790
4:45 PM	0	6	0	17	0	1	1	7	0	4	169	5	0	5	233	9	457	1,800
5:00 PM	0	14	0	23	0	1	0	8	0	3	210	1	0	2	206	12	480	1,690
5:15 PM	0	7	2	11	0	1	0	4	0	6	164	1	0	4	239	16	455	
5:30 PM	0	5	5	10	0	0	1	9	0	5	158	0	0	4	202	9	408	
5:45 PM	0	3	5	9	0	1	2	8	0	4	161	5	0	9	130	10	347	
Count Total	0	67	18	99	0	8	9	53	0	34	1,309	18	0	35	1,590	95	3,335	
Peak Hour	0	32	7	61	0	3	2	28	0	18	701	7	0	15	880	46	1,800	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

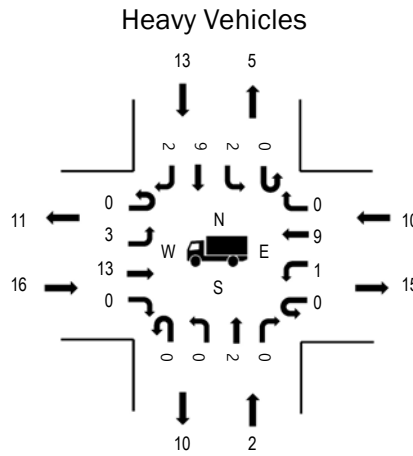
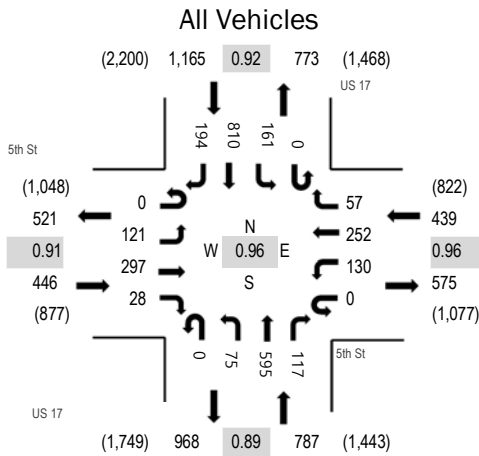
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	3	0	3	6	4:00 PM	0	0	0	0	0
4:15 PM	0	2	0	4	6	4:15 PM	0	0	3	1	4
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:45 PM	1	1	0	6	8	4:45 PM	0	0	1	3	4
5:00 PM	0	3	0	2	5	5:00 PM	0	0	1	0	1
5:15 PM	0	0	0	2	2	5:15 PM	0	0	2	0	2
5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1
5:45 PM	2	3	0	1	6	5:45 PM	0	0	0	3	3
Count Total	3	12	0	18	33	Count Total	0	0	8	7	15
Peak Hour	1	4	0	10	15	Peak Hour	0	0	5	3	8



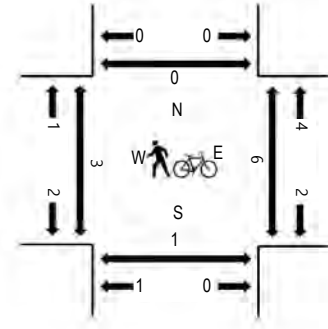
(303) 216-2439
www.alltrafficdata.net

Location: #8 US 17 & 5th St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.91
WB	2.3%	0.96
NB	0.3%	0.89
SB	1.1%	0.92
All	1.4%	0.96

Traffic Counts - All Vehicles

Interval Start Time	5th St Eastbound				5th St Westbound				US 17 Northbound			US 17 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	41	60	11	0	22	51	15	0	21	125	15	0	40	183	44	628	2,580
4:15 PM	0	37	57	8	0	28	41	20	0	20	107	26	0	46	184	50	624	2,687
4:30 PM	0	38	75	8	0	24	60	12	0	24	123	22	0	37	163	39	625	2,792
4:45 PM	0	29	72	7	0	30	55	16	0	14	156	31	0	31	214	48	703	2,837
5:00 PM	0	34	87	6	0	28	66	11	0	27	164	31	0	48	188	45	735	2,762
5:15 PM	0	26	69	9	0	37	61	19	0	15	144	32	0	46	222	49	729	
5:30 PM	0	32	69	6	0	35	70	11	0	19	131	23	0	36	186	52	670	
5:45 PM	0	30	61	5	0	25	72	13	0	17	134	22	0	41	120	88	628	
Count Total	0	267	550	60	0	229	476	117	0	157	1,084	202	0	325	1,460	415	5,342	
Peak Hour	0	121	297	28	0	130	252	57	0	75	595	117	0	161	810	194	2,837	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

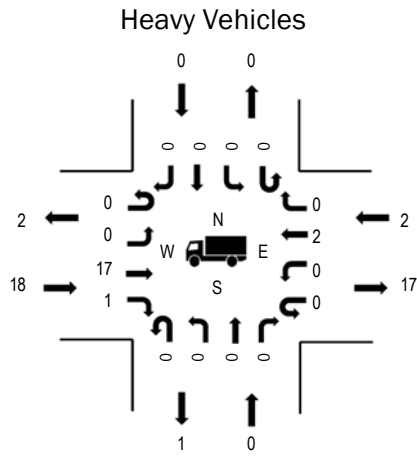
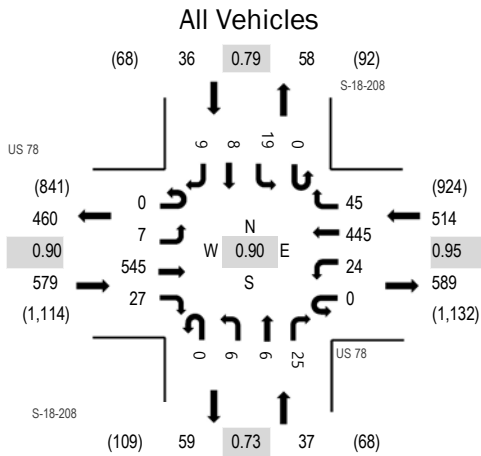
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	6	3	7	5	21		4:00 PM	0	0	1	1	2	
4:15 PM	6	2	2	4	14		4:15 PM	0	0	2	0	2	
4:30 PM	10	0	3	1	14		4:30 PM	0	1	4	1	6	
4:45 PM	5	0	8	6	19		4:45 PM	1	0	2	0	3	
5:00 PM	4	1	1	4	10		5:00 PM	1	0	0	0	1	
5:15 PM	1	1	0	3	5		5:15 PM	0	1	2	0	3	
5:30 PM	6	0	1	0	7		5:30 PM	1	0	2	0	3	
5:45 PM	7	1	1	0	9		5:45 PM	1	1	1	0	3	
Count Total	45	8	23	23	99		Count Total	4	3	14	2	23	
Peak Hour	16	2	10	13	41		Peak Hour	3	1	6	0	10	



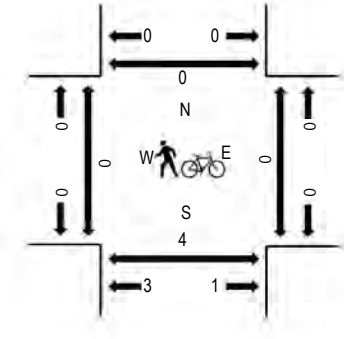
(303) 216-2439
www.alltrafficdata.net

Location: #9 S-18-208 & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.1%	0.90
WB	0.4%	0.95
NB	0.0%	0.73
SB	0.0%	0.79
All	1.7%	0.90

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				S-18-208 Northbound				S-18-208 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	115	3	0	7	89	4	0	0	4	7	0	2	2	2	235	1,008
4:15 PM	0	3	131	8	0	4	86	3	0	2	0	4	0	3	1	3	248	1,096
4:30 PM	0	1	130	4	0	6	93	10	0	0	0	4	0	4	1	2	255	1,134
4:45 PM	0	3	130	7	0	6	97	5	0	2	1	7	0	6	1	5	270	1,160
5:00 PM	0	2	158	4	0	7	110	16	0	0	2	11	0	8	4	1	323	1,166
5:15 PM	0	4	144	2	0	5	102	11	0	3	2	4	0	6	0	3	286	
5:30 PM	0	0	131	5	0	5	118	12	0	1	1	4	0	1	2	1	281	
5:45 PM	0	1	112	16	0	7	115	6	0	2	1	6	0	4	2	4	276	
Count Total	0	14	1,051	49	0	47	810	67	0	10	11	47	0	34	13	21	2,174	
Peak Hour	0	7	545	27	0	24	445	45	0	6	6	25	0	19	8	9	1,166	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

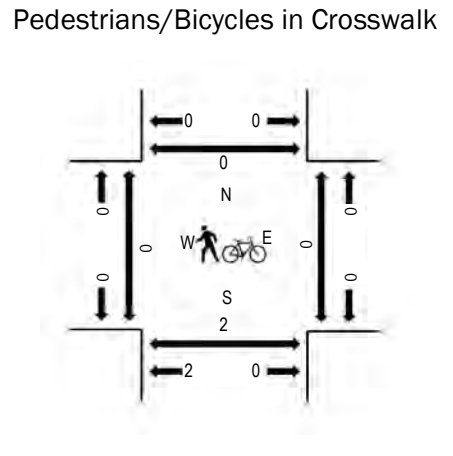
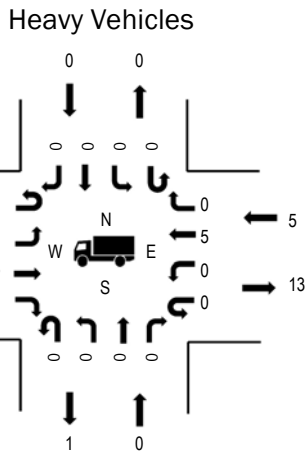
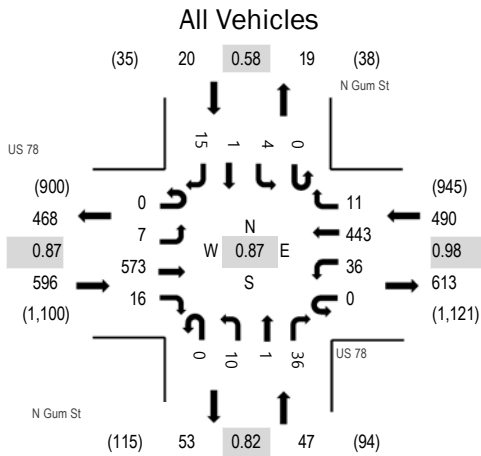
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	0	4	0	8	4:00 PM	0	0	0	0	0
4:15 PM	4	0	2	0	6	4:15 PM	0	0	0	0	0
4:30 PM	8	0	8	0	16	4:30 PM	0	1	0	0	1
4:45 PM	4	0	6	0	10	4:45 PM	0	0	0	0	0
5:00 PM	4	0	0	0	4	5:00 PM	0	2	0	0	2
5:15 PM	2	0	1	0	3	5:15 PM	0	2	0	0	2
5:30 PM	5	0	0	0	5	5:30 PM	0	0	0	0	0
5:45 PM	7	0	1	0	8	5:45 PM	0	0	0	0	0
Count Total	38	0	22	0	60	Count Total	0	5	0	0	5
Peak Hour	18	0	2	0	20	Peak Hour	0	4	0	0	4



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Location: #10 N Gum St & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.87
WB	1.0%	0.98
NB	0.0%	0.82
SB	0.0%	0.58
All	1.6%	0.87

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				N Gum St Northbound			N Gum St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	118	7	0	6	85	3	1	5	1	6	0	1	2	1	237	1,026
4:15 PM	0	1	119	8	0	9	92	1	0	2	2	14	0	1	2	0	251	1,121
4:30 PM	0	3	123	10	1	6	113	6	0	1	0	9	0	3	1	0	276	1,150
4:45 PM	0	2	134	7	0	5	96	3	0	4	1	9	0	0	0	1	262	1,153
5:00 PM	0	3	167	2	0	10	120	3	0	2	0	15	0	1	0	9	332	1,148
5:15 PM	0	2	143	3	0	6	111	5	0	1	0	5	0	3	0	1	280	
5:30 PM	0	0	129	4	0	15	116	0	0	3	0	7	0	0	1	4	279	
5:45 PM	1	0	109	4	0	5	127	1	0	3	0	3	0	1	1	2	257	
Count Total	1	12	1,042	45	1	62	860	22	1	21	4	68	0	10	7	18	2,174	
Peak Hour	0	7	573	16	0	36	443	11	0	10	1	36	0	4	1	15	1,153	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

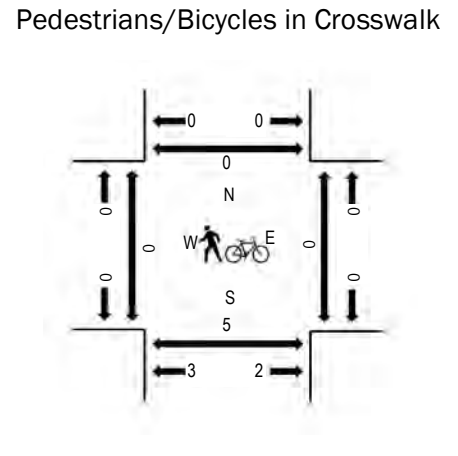
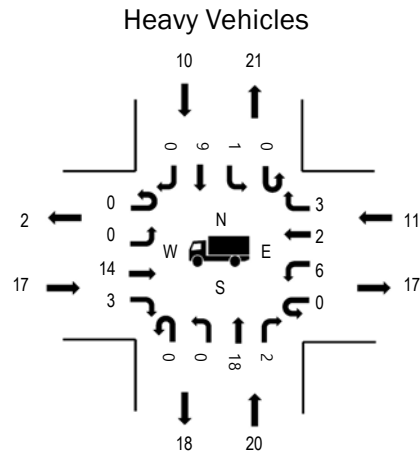
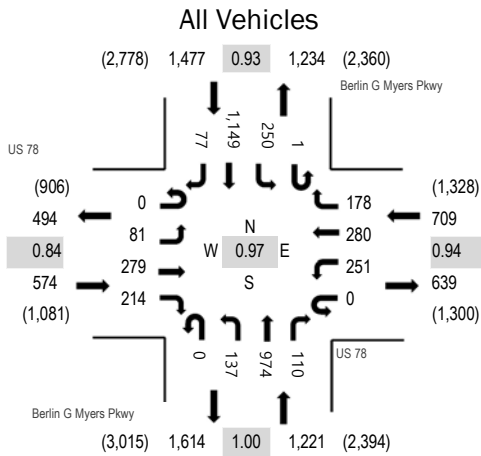
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	0	4	0	8	4:00 PM	0	0	0	0	0
4:15 PM	3	0	2	0	5	4:15 PM	0	0	0	0	0
4:30 PM	8	0	10	0	18	4:30 PM	0	0	0	1	1
4:45 PM	4	0	4	0	8	4:45 PM	0	0	0	0	0
5:00 PM	3	0	0	0	3	5:00 PM	0	2	0	0	2
5:15 PM	2	0	1	0	3	5:15 PM	0	0	0	0	0
5:30 PM	5	0	0	0	5	5:30 PM	0	0	0	0	0
5:45 PM	7	0	0	0	7	5:45 PM	0	0	0	0	0
Count Total	36	0	21	0	57	Count Total	0	2	0	1	3
Peak Hour	14	0	5	0	19	Peak Hour	0	2	0	0	2



(303) 216-2439
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Location: #11 Berlin G Myers Pkwy & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.0%	0.84
WB	1.6%	0.94
NB	1.6%	1.00
SB	0.7%	0.93
All	1.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	23	51	42	1	47	43	45	2	30	232	28	0	63	238	20	865	3,600
4:15 PM	0	19	75	42	0	56	47	44	2	31	193	36	0	56	252	19	872	3,765
4:30 PM	0	11	62	40	0	53	63	52	0	37	214	58	0	56	275	17	938	3,922
4:45 PM	0	13	83	46	1	65	63	39	1	31	241	37	0	54	240	11	925	3,961
5:00 PM	0	34	73	71	0	72	71	45	0	41	238	27	0	64	278	16	1,030	3,981
5:15 PM	0	16	71	60	0	62	66	47	0	32	250	28	1	62	316	18	1,029	
5:30 PM	0	21	71	42	0	57	74	40	0	28	230	25	0	65	306	18	977	
5:45 PM	0	10	64	41	0	60	69	46	0	36	256	30	0	59	249	25	945	
Count Total	0	147	550	384	2	472	496	358	5	266	1,854	269	1	479	2,154	144	7,581	
Peak Hour	0	81	279	214	0	251	280	178	0	137	974	110	1	250	1,149	77	3,981	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

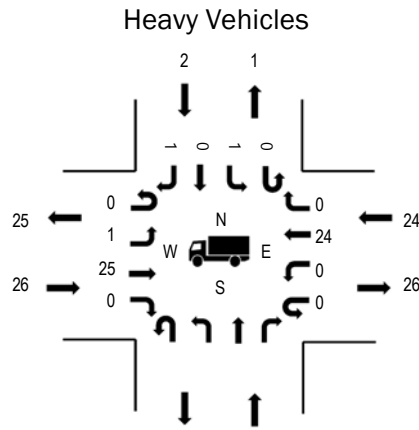
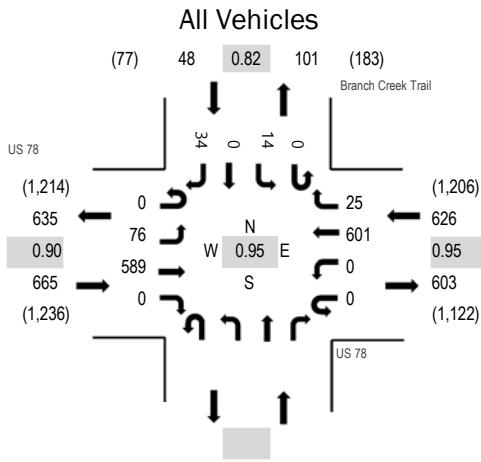
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	3	2	6	5	16	4:00 PM	0	0	0	0	0		
4:15 PM	4	4	4	5	17	4:15 PM	0	0	0	0	0		
4:30 PM	9	5	12	2	28	4:30 PM	0	0	0	0	0		
4:45 PM	4	4	8	4	20	4:45 PM	0	0	0	0	0		
5:00 PM	4	6	1	4	15	5:00 PM	0	3	0	0	3		
5:15 PM	0	3	4	3	10	5:15 PM	0	2	0	0	2		
5:30 PM	4	4	1	2	11	5:30 PM	0	0	0	0	0		
5:45 PM	9	7	5	1	22	5:45 PM	0	0	0	0	0		
Count Total	37	35	41	26	139	Count Total	0	5	0	0	5		
Peak Hour	17	20	11	10	58	Peak Hour	0	5	0	0	5		



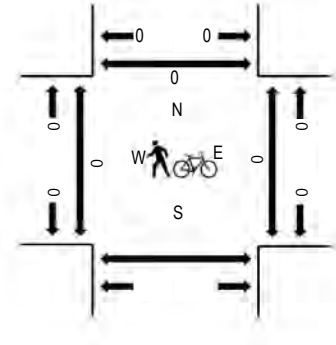
(303) 216-2439
www.alltrafficdata.net

Location: #12 Branch Creek Trail & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.9%	0.90
WB	3.8%	0.95
NB		
SB	4.2%	0.82
All	3.9%	0.95

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Branch Creek Trail Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	9	115	0	0	0	124	7					0	1	0	6	262	1,208
4:15 PM	0	19	123	0	0	0	139	4					0	1	0	3	289	1,300
4:30 PM	0	24	161	0	0	0	144	5					0	4	0	5	343	1,339
4:45 PM	0	20	135	0	0	0	141	3					0	5	0	10	314	1,323
5:00 PM	0	14	158	0	0	0	164	4					0	3	0	11	354	1,311
5:15 PM	0	18	135	0	0	0	152	13					0	2	0	8	328	
5:30 PM	0	13	147	0	0	0	152	5					0	2	0	8	327	
5:45 PM	0	17	128	0	0	0	141	8					0	2	0	6	302	
Count Total	0	134	1,102	0	0	0	1,157	49					0	20	0	57	2,519	
Peak Hour	0	76	589	0	0	0	601	25					0	14	0	34	1,339	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

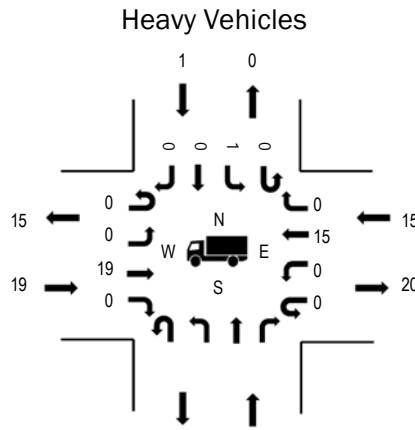
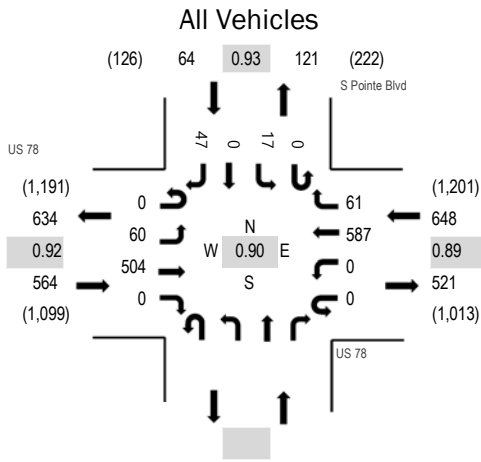
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7		7	0	14	4:00 PM	0		0	0	0
4:15 PM	7		6	0	13	4:15 PM	0		0	0	0
4:30 PM	11		12	1	24	4:30 PM	0		0	0	0
4:45 PM	8		7	0	15	4:45 PM	0		0	0	0
5:00 PM	7		1	1	9	5:00 PM	0		0	0	0
5:15 PM	0		4	0	4	5:15 PM	0		0	0	0
5:30 PM	4		1	0	5	5:30 PM	0		0	0	0
5:45 PM	6		3	0	9	5:45 PM	0		0	0	0
Count Total	50		41	2	93	Count Total	0		0	0	0
Peak Hour	26		24	2	52	Peak Hour	0		0	0	0



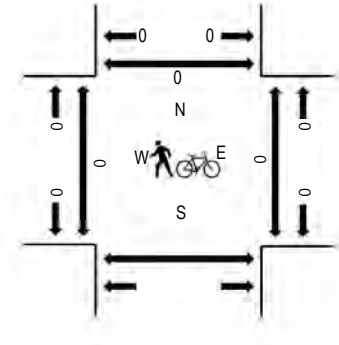
(303) 216-2439
www.alltrafficdata.net

Location: #13 S Pointe Blvd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.4%	0.92
WB	2.3%	0.89
NB		
SB	1.6%	0.93
All	2.7%	0.90

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				S Pointe Blvd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	9	111	0	0	0	111	9					1	3	0	13	257	1,150
4:15 PM	0	10	109	0	0	0	133	10					0	7	0	7	276	1,249
4:30 PM	0	20	138	0	0	0	138	7					0	5	0	9	317	1,272
4:45 PM	0	17	123	0	0	0	131	15					0	5	0	9	300	1,276
5:00 PM	0	17	142	0	0	0	161	22					0	5	0	9	356	1,276
5:15 PM	0	14	113	0	0	0	144	10					0	3	0	15	299	
5:30 PM	0	12	126	0	0	0	151	14					0	4	0	14	321	
5:45 PM	0	22	116	0	0	0	132	13					0	3	0	14	300	
Count Total	0	121	978	0	0	0	1,101	100					1	35	0	90	2,426	
Peak Hour	0	60	504	0	0	0	587	61					0	17	0	47	1,276	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

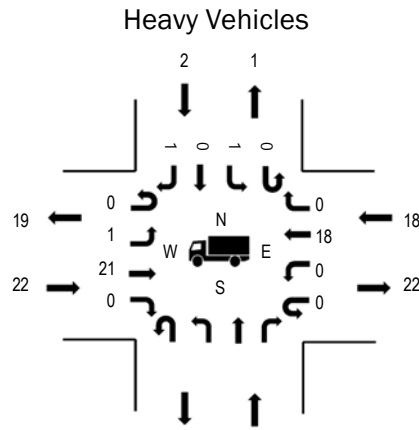
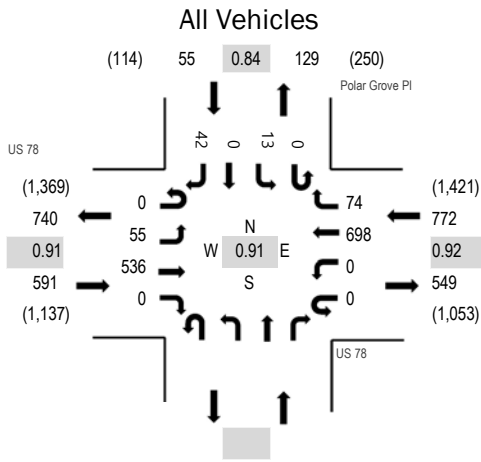
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	8		4	1	13	4:00 PM	0		0	0	0
4:15 PM	8		6	0	14	4:15 PM	0		0	0	0
4:30 PM	11		12	1	24	4:30 PM	0		0	0	0
4:45 PM	7		8	1	16	4:45 PM	0		0	0	0
5:00 PM	7		1	0	8	5:00 PM	0		0	0	0
5:15 PM	1		4	0	5	5:15 PM	0		0	0	0
5:30 PM	4		2	0	6	5:30 PM	0		0	0	0
5:45 PM	6		3	0	9	5:45 PM	0		0	0	0
Count Total	52		40	3	95	Count Total	0		0	0	0
Peak Hour	19		15	1	35	Peak Hour	0		0	0	0



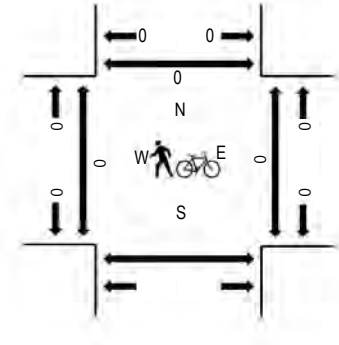
(303) 216-2439
www.alltrafficdata.net

Location: #14 Polar Grove PI & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.7%	0.91
WB	2.3%	0.92
NB		
SB	3.6%	0.84
All	3.0%	0.91

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Polar Grove PI Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	17	99	0	0	0	137	11					0	10	0	4	278	1,269
4:15 PM	0	14	118	0	0	0	154	9					0	3	0	7	305	1,380
4:30 PM	0	24	139	0	0	0	159	15					0	6	0	11	354	1,409
4:45 PM	0	8	131	0	0	0	162	22					0	3	0	6	332	1,418
5:00 PM	0	17	148	0	0	0	193	17					0	5	0	9	389	1,403
5:15 PM	0	11	121	0	0	0	168	21					0	2	0	11	334	
5:30 PM	0	19	136	0	0	0	175	14					0	3	0	16	363	
5:45 PM	0	16	119	0	0	0	149	15					0	10	0	8	317	
Count Total	0	126	1,011	0	0	0	1,297	124					0	42	0	72	2,672	
Peak Hour	0	55	536	0	0	0	698	74					0	13	0	42	1,418	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

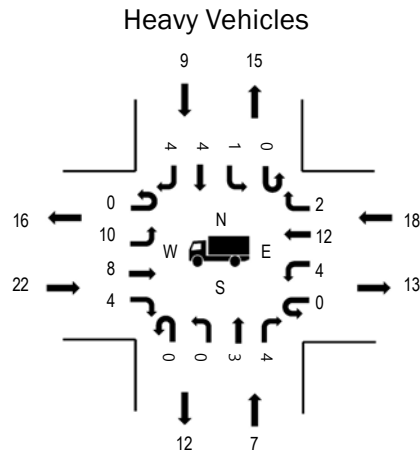
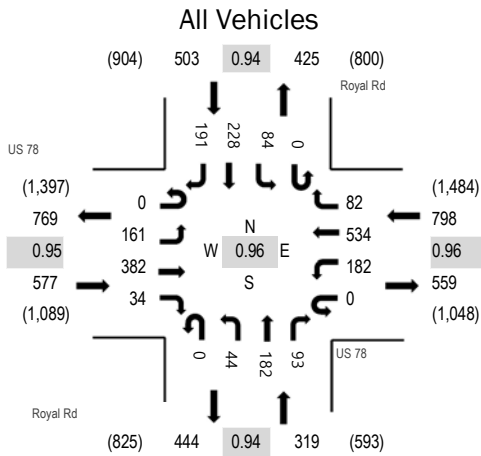
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	8		3	0	11	4:00 PM	0		0	0	0
4:15 PM	10		5	0	15	4:15 PM	0		0	1	1
4:30 PM	12		13	2	27	4:30 PM	0		0	0	0
4:45 PM	9		7	1	17	4:45 PM	0		0	0	0
5:00 PM	6		1	1	8	5:00 PM	0		0	0	0
5:15 PM	2		7	0	9	5:15 PM	0		0	0	0
5:30 PM	5		3	0	8	5:30 PM	0		0	0	0
5:45 PM	5		3	0	8	5:45 PM	0		0	0	0
Count Total	57		42	4	103	Count Total	0		0	1	1
Peak Hour	22		18	2	42	Peak Hour	0		0	0	0



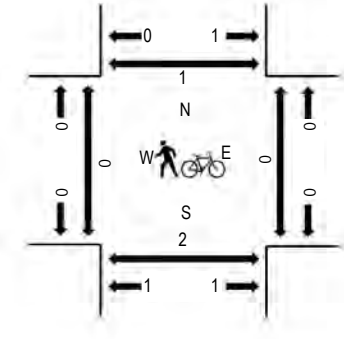
(303) 216-2439
www.alltrafficdata.net

Location: #15 Royal Rd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.95
WB	2.3%	0.96
NB	2.2%	0.94
SB	1.8%	0.94
All	2.5%	0.96

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Royal Rd Northbound			Royal Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	23	83	4	0	43	107	12	0	7	41	19	0	15	43	22	419	1,924
4:15 PM	0	39	75	9	0	32	150	18	0	8	32	19	0	16	31	17	446	2,080
4:30 PM	0	46	100	7	0	28	97	25	0	6	53	24	0	21	65	45	517	2,194
4:45 PM	0	45	101	9	0	45	138	17	0	12	43	25	0	22	43	42	542	2,197
5:00 PM	0	46	103	10	0	52	124	25	0	14	52	20	0	18	57	54	575	2,146
5:15 PM	0	34	97	8	0	43	141	24	0	8	39	27	0	27	68	44	560	
5:30 PM	0	36	81	7	0	42	131	16	0	10	48	21	0	17	60	51	520	
5:45 PM	0	37	78	11	0	47	114	13	0	10	36	19	0	20	61	45	491	
Count Total	0	306	718	65	0	332	1,002	150	0	75	344	174	0	156	428	320	4,070	
Peak Hour	0	161	382	34	0	182	534	82	0	44	182	93	0	84	228	191	2,197	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

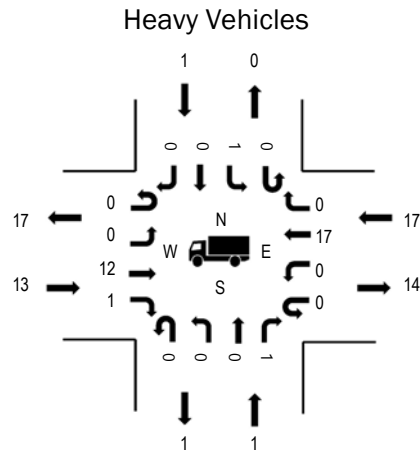
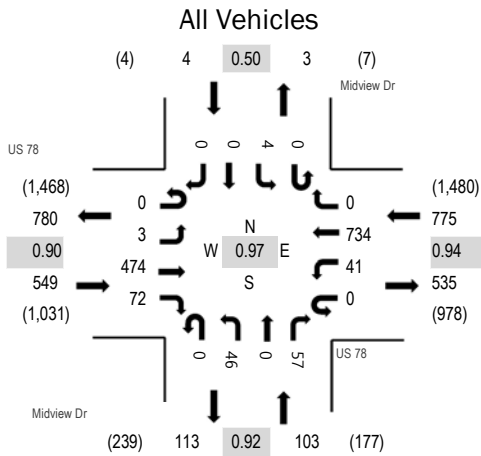
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	1	3	1	11	4:00 PM	0	0	0	1	1
4:15 PM	9	3	8	3	23	4:15 PM	0	0	0	0	0
4:30 PM	4	5	11	3	23	4:30 PM	0	0	0	0	0
4:45 PM	5	2	5	2	14	4:45 PM	0	2	0	0	2
5:00 PM	9	3	4	3	19	5:00 PM	0	0	0	0	0
5:15 PM	4	2	8	2	16	5:15 PM	0	0	0	0	0
5:30 PM	4	0	1	2	7	5:30 PM	0	0	0	1	1
5:45 PM	4	6	0	2	12	5:45 PM	0	0	0	0	0
Count Total	45	22	40	18	125	Count Total	0	2	0	2	4
Peak Hour	22	7	18	9	56	Peak Hour	0	2	0	1	3



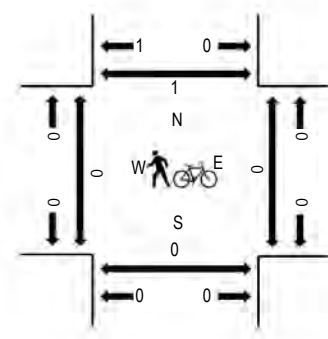
(303) 216-2439
www.alltrafficdata.net

Location: #16 Midview Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.4%	0.90
WB	2.2%	0.94
NB	1.0%	0.92
SB	25.0%	0.50
All	2.2%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Midview Dr Northbound			Midview Dr Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	97	16	0	12	166	0	0	5	0	13	0	0	0	0	309	1,307
4:15 PM	0	0	96	21	0	8	174	1	0	7	0	11	0	0	0	0	318	1,368
4:30 PM	0	1	113	19	0	11	165	1	0	13	0	5	0	0	0	0	328	1,413
4:45 PM	0	0	115	17	0	13	180	0	0	11	0	14	0	2	0	0	352	1,431
5:00 PM	0	0	121	17	0	6	200	0	0	10	0	14	0	2	0	0	370	1,385
5:15 PM	0	1	135	19	0	6	176	0	0	12	0	14	0	0	0	0	363	
5:30 PM	0	2	103	19	0	16	178	0	0	13	0	15	0	0	0	0	346	
5:45 PM	0	0	99	20	0	19	147	1	0	11	0	9	0	0	0	0	306	
Count Total	0	4	879	148	0	91	1,386	3	0	82	0	95	0	4	0	0	2,692	
Peak Hour	0	3	474	72	0	41	734	0	0	46	0	57	0	4	0	0	1,431	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

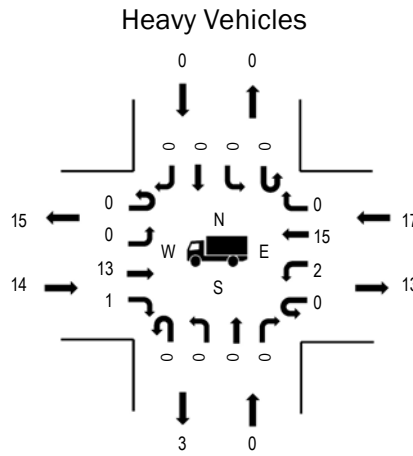
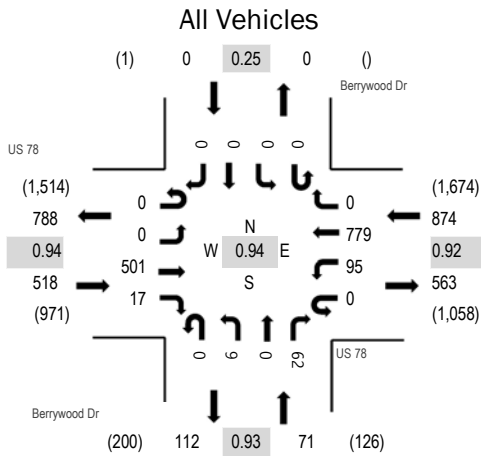
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	2	2	0	9	4:00 PM	0	0	0	0	0
4:15 PM	8	3	8	0	19	4:15 PM	0	0	0	0	0
4:30 PM	5	0	12	0	17	4:30 PM	0	12	0	0	12
4:45 PM	4	0	5	1	10	4:45 PM	0	0	0	1	1
5:00 PM	3	1	6	0	10	5:00 PM	0	0	0	0	0
5:15 PM	4	0	5	0	9	5:15 PM	0	0	0	0	0
5:30 PM	2	0	1	0	3	5:30 PM	0	0	0	0	0
5:45 PM	3	1	0	0	4	5:45 PM	0	0	0	1	1
Count Total	34	7	39	1	81	Count Total	0	12	0	2	14
Peak Hour	13	1	17	1	32	Peak Hour	0	0	0	1	1



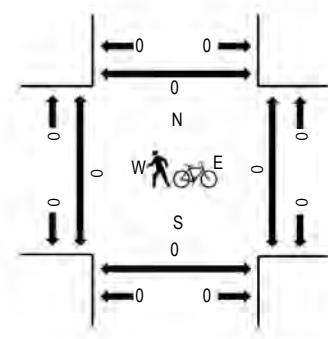
(303) 216-2439
www.alltrafficdata.net

Location: #17 Berrywood Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.7%	0.94
WB	1.9%	0.92
NB	0.0%	0.93
SB	0.0%	0.25
All	2.1%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Berrywood Dr Northbound				Berrywood Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	106	2	0	11	178	0	1	2	0	14	0	0	0	1	315	1,355
4:15 PM	0	0	108	3	0	21	186	0	0	0	0	12	0	0	0	0	330	1,431
4:30 PM	0	0	124	3	0	34	182	0	0	1	0	10	0	0	0	0	354	1,456
4:45 PM	0	0	125	3	0	22	191	0	0	0	0	15	0	0	0	0	356	1,463
5:00 PM	0	0	132	2	0	20	218	0	0	2	0	17	0	0	0	0	391	1,417
5:15 PM	0	0	133	7	0	28	169	0	0	2	0	16	0	0	0	0	355	
5:30 PM	0	0	111	5	0	25	201	0	0	5	0	14	0	0	0	0	361	
5:45 PM	0	0	106	1	0	12	176	0	0	0	0	15	0	0	0	0	310	
Count Total	0	0	945	26	0	173	1,501	0	1	12	0	113	0	0	0	1	2,772	
Peak Hour	0	0	501	17	0	95	779	0	0	9	0	62	0	0	0	0	1,463	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

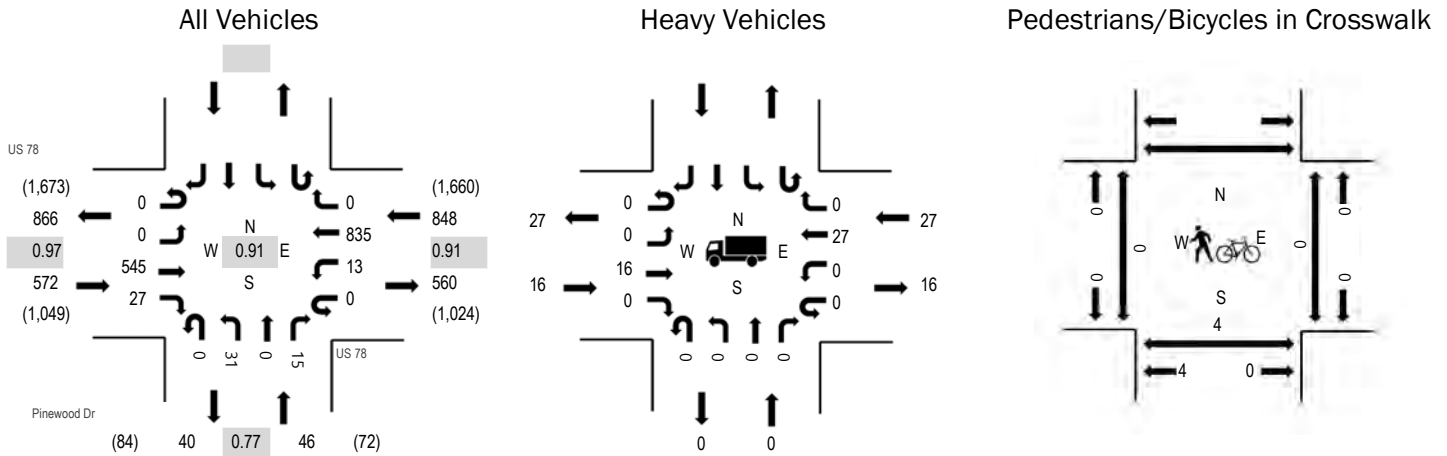
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	1	6	0	12	4:00 PM	0	0	0	0	0
4:15 PM	12	0	9	0	21	4:15 PM	0	0	0	0	0
4:30 PM	5	1	12	0	18	4:30 PM	0	0	0	0	0
4:45 PM	5	0	5	0	10	4:45 PM	0	0	0	0	0
5:00 PM	4	0	5	0	9	5:00 PM	0	0	0	0	0
5:15 PM	4	0	4	0	8	5:15 PM	0	0	0	0	0
5:30 PM	1	0	3	0	4	5:30 PM	0	0	0	0	0
5:45 PM	3	0	0	0	3	5:45 PM	0	0	0	0	0
Count Total	39	2	44	0	85	Count Total	0	0	0	0	0
Peak Hour	14	0	17	0	31	Peak Hour	0	0	0	0	0



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Location: #18 Pinewood Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.8%	0.97
WB	3.2%	0.91
NB	0.0%	0.77
SB		
All	2.9%	0.91

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Pinewood Dr Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	117	3	0	7	179	0	0	4	0	3					313	1,367
4:15 PM	0	0	112	8	0	6	209	0	0	3	0	3					341	1,456
4:30 PM	0	0	135	4	0	2	213	0	0	3	0	4					361	1,466
4:45 PM	0	0	136	3	0	2	199	0	0	9	0	3					352	1,454
5:00 PM	0	0	136	12	0	5	234	0	0	12	0	3					402	1,414
5:15 PM	0	0	138	8	0	4	189	0	0	7	0	5					351	
5:30 PM	0	0	117	5	0	3	218	0	0	5	0	1					349	
5:45 PM	0	0	109	6	0	6	184	0	0	5	0	2					312	
Count Total	0	0	1,000	49	0	35	1,625	0	0	48	0	24					2,781	
Peak Hour	0	0	545	27	0	13	835	0	0	31	0	15					1,466	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

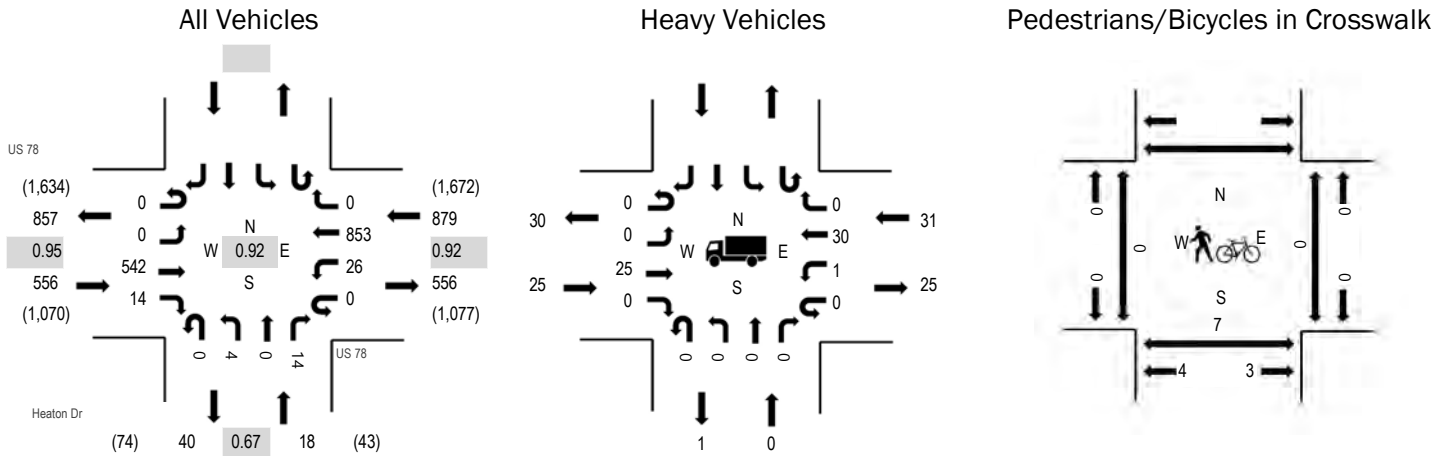
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	0	7		14	4:00 PM	0	0	0		0
4:15 PM	11	1	9		21	4:15 PM	0	0	0		0
4:30 PM	5	0	11		16	4:30 PM	0	1	0		1
4:45 PM	5	0	5		10	4:45 PM	0	0	0		0
5:00 PM	3	0	6		9	5:00 PM	0	3	0		3
5:15 PM	3	0	5		8	5:15 PM	0	0	0		0
5:30 PM	1	0	2		3	5:30 PM	0	0	0		0
5:45 PM	3	0	1		4	5:45 PM	0	2	0		2
Count Total	38	1	46		85	Count Total	0	6	0		6
Peak Hour	16	0	27		43	Peak Hour	0	4	0		4



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Location: #19 Heaton Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.5%	0.95
WB	3.5%	0.92
NB	0.0%	0.67
SB		
All	3.9%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Heaton Dr Northbound			Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	122	4	0	6	181	0	0	1	0	7					321	1,378
4:15 PM	0	0	115	4	0	9	209	0	0	1	0	3					341	1,453
4:30 PM	0	0	138	2	0	5	213	0	0	0	0	1					359	1,449
4:45 PM	0	0	140	4	0	7	197	0	0	3	0	6					357	1,445
5:00 PM	0	0	149	4	0	5	234	0	0	0	0	4					396	1,407
5:15 PM	0	0	139	4	0	3	186	0	0	0	0	5					337	
5:30 PM	0	0	123	1	0	7	218	0	0	1	0	5					355	
5:45 PM	0	0	118	3	0	6	186	0	0	4	0	2					319	
Count Total	0	0	1,044	26	0	48	1,624	0	0	10	0	33					2,785	
Peak Hour	0	0	542	14	0	26	853	0	0	4	0	14					1,453	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

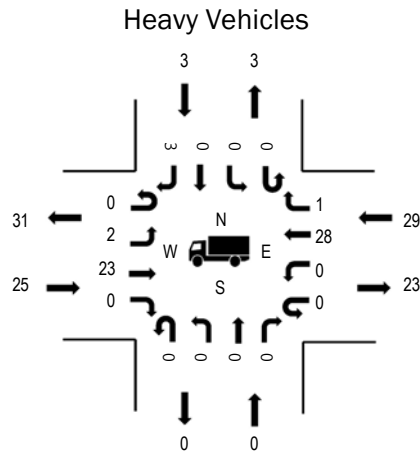
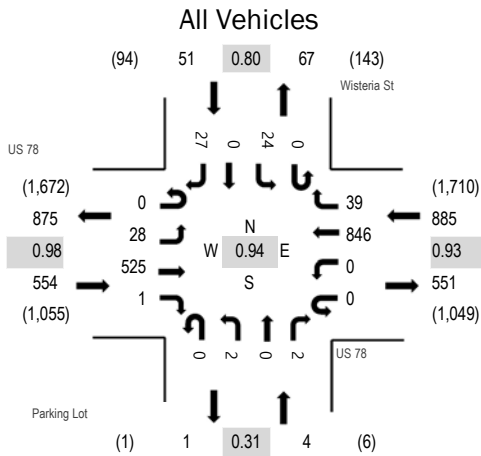
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	1	7		13	4:00 PM	0	0	0		0
4:15 PM	12	0	11		23	4:15 PM	0	2	0		2
4:30 PM	5	0	9		14	4:30 PM	0	0	0		0
4:45 PM	5	0	5		10	4:45 PM	0	2	0		2
5:00 PM	3	0	6		9	5:00 PM	0	3	0		3
5:15 PM	3	0	5		8	5:15 PM	0	0	0		0
5:30 PM	1	0	1		2	5:30 PM	0	0	0		0
5:45 PM	3	0	1		4	5:45 PM	0	2	0		2
Count Total	37	1	45		83	Count Total	0	9	0		9
Peak Hour	25	0	31		56	Peak Hour	0	7	0		7



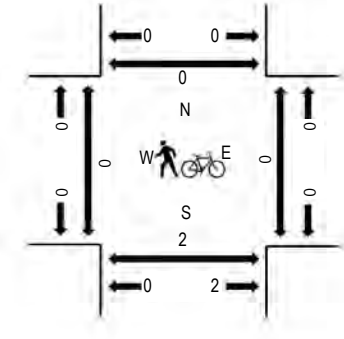
(303) 216-2439
www.alltrafficdata.net

Location: #20 Parking Lot & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.5%	0.98
WB	3.3%	0.93
NB	0.0%	0.31
SB	5.9%	0.80
All	3.8%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Parking Lot Northbound			Wisteria St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	3	122	0	0	0	182	12	0	0	0	1	0	3	0	3	326	1,421
4:15 PM	0	3	117	0	0	0	211	6	0	2	0	2	0	9	0	5	355	1,494
4:30 PM	0	7	135	0	0	0	210	14	0	0	0	0	0	5	0	7	378	1,486
4:45 PM	0	8	137	0	0	0	198	8	0	0	0	0	0	4	0	7	362	1,479
5:00 PM	0	10	136	1	0	0	227	11	0	0	0	0	0	6	0	8	399	1,444
5:15 PM	0	9	132	0	0	0	189	8	0	0	0	1	0	4	0	4	347	
5:30 PM	0	12	114	0	0	0	213	16	0	0	0	0	0	6	0	10	371	
5:45 PM	0	2	107	0	0	0	191	14	0	0	0	0	0	8	0	5	327	
Count Total	0	54	1,000	1	0	0	1,621	89	0	2	0	4	0	45	0	49	2,865	
Peak Hour	0	28	525	1	0	0	846	39	0	2	0	2	0	24	0	27	1,494	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

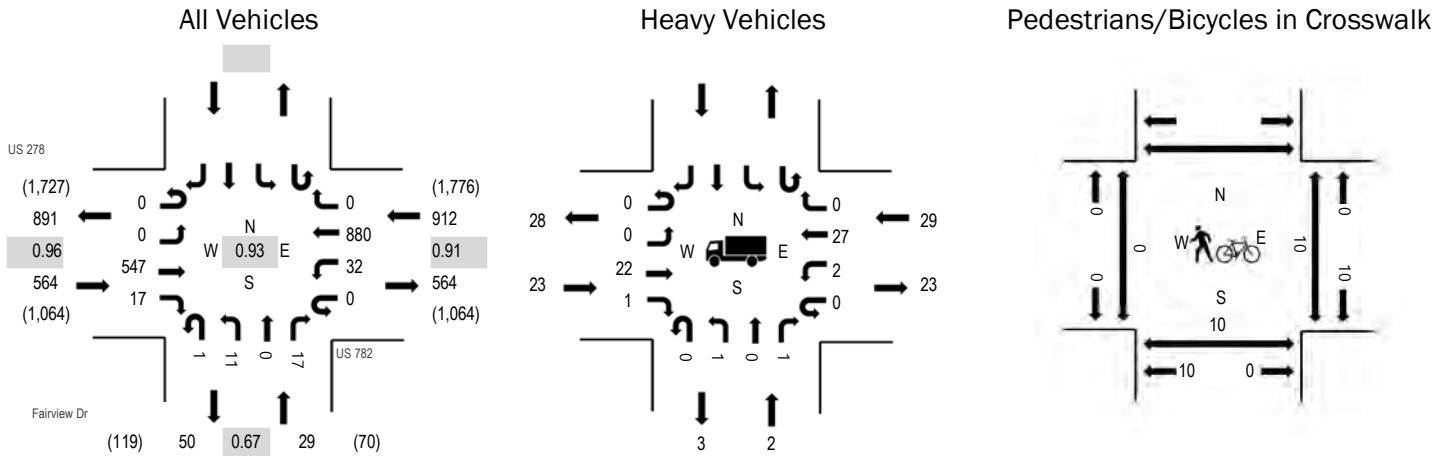
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	0	7	0	13	4:00 PM	0	0	0	0	0
4:15 PM	12	0	10	0	22	4:15 PM	0	0	0	0	0
4:30 PM	5	0	9	1	15	4:30 PM	0	0	0	0	0
4:45 PM	4	0	5	1	10	4:45 PM	0	2	0	0	2
5:00 PM	4	0	5	1	10	5:00 PM	0	0	0	0	0
5:15 PM	3	0	5	0	8	5:15 PM	0	0	0	0	0
5:30 PM	1	0	2	0	3	5:30 PM	0	0	0	0	0
5:45 PM	3	0	1	0	4	5:45 PM	2	0	0	2	4
Count Total	38	0	44	3	85	Count Total	2	2	0	2	6
Peak Hour	25	0	29	3	57	Peak Hour	0	2	0	0	2



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Location: #21 Fairview Dr & US 782 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.1%	0.96
WB	3.2%	0.91
NB	6.9%	0.67
SB		
All	3.6%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 782 Westbound				Fairview Dr Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	117	5	1	8	199	0	0	1	0	5					336	1,436
4:15 PM	0	0	126	4	0	6	217	0	1	2	0	4					360	1,505
4:30 PM	0	0	131	6	0	5	222	0	0	5	0	3					372	1,504
4:45 PM	0	0	144	4	0	6	205	0	0	3	0	6					368	1,502
5:00 PM	0	0	146	3	0	15	236	0	0	1	0	4					405	1,474
5:15 PM	0	0	136	4	0	13	199	0	0	2	0	5					359	
5:30 PM	0	0	114	7	0	11	225	0	0	5	0	8					370	
5:45 PM	1	0	105	11	0	10	198	0	0	6	0	9					340	
Count Total	1	0	1,019	44	1	74	1,701	0	1	25	0	44					2,910	
Peak Hour	0	0	547	17	0	32	880	0	1	11	0	17					1,505	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

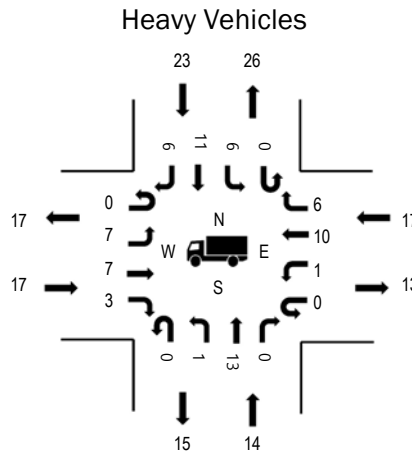
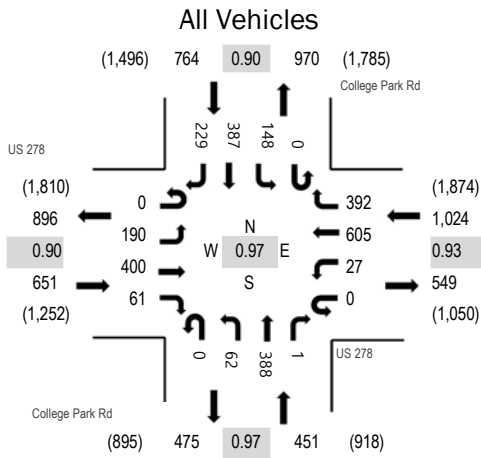
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	1	6		13	4:00 PM	0	0	0		0
4:15 PM	11	1	10		22	4:15 PM	0	10	10		20
4:30 PM	6	1	9		16	4:30 PM	0	0	0		0
4:45 PM	3	0	4		7	4:45 PM	0	0	0		0
5:00 PM	3	0	6		9	5:00 PM	0	0	0		0
5:15 PM	3	0	4		7	5:15 PM	0	0	0		0
5:30 PM	1	0	1		2	5:30 PM	0	0	0		0
5:45 PM	3	0	1		4	5:45 PM	0	0	0		0
Count Total	36	3	41		80	Count Total	0	10	10		20
Peak Hour	23	2	29		54	Peak Hour	0	10	10		20



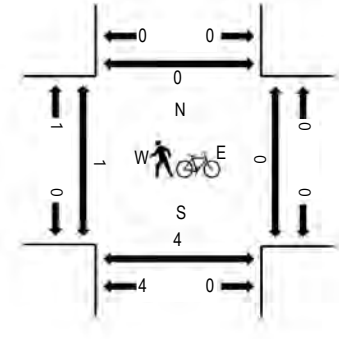
(303) 216-2439
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Location: #22 College Park Rd & US 278 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.6%	0.90
WB	1.7%	0.93
NB	3.1%	0.97
SB	3.0%	0.90
All	2.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 278 Westbound				College Park Rd Northbound			College Park Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	50	97	11	0	5	138	43	0	21	103	1	0	31	99	63	662	2,672
4:15 PM	0	54	83	15	1	4	143	58	0	13	97	0	0	38	91	57	654	2,748
4:30 PM	0	50	93	19	0	5	160	49	0	19	100	0	0	33	72	74	674	2,841
4:45 PM	0	50	94	22	0	4	140	82	0	12	89	0	0	33	105	51	682	2,890
5:00 PM	0	62	114	12	0	6	161	95	0	16	102	1	0	27	78	64	738	2,868
5:15 PM	0	38	104	17	0	11	144	125	0	16	99	0	0	44	106	43	747	
5:30 PM	0	40	88	10	0	6	160	90	0	18	98	0	0	44	98	71	723	
5:45 PM	0	28	87	14	0	5	156	83	0	12	100	1	0	36	80	58	660	
Count Total	0	372	760	120	1	46	1,202	625	0	127	788	3	0	286	729	481	5,540	
Peak Hour	0	190	400	61	0	27	605	392	0	62	388	1	0	148	387	229	2,890	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

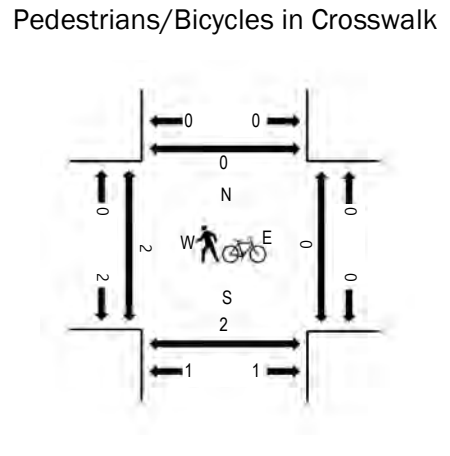
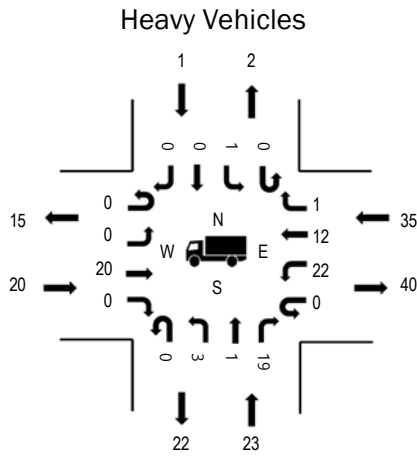
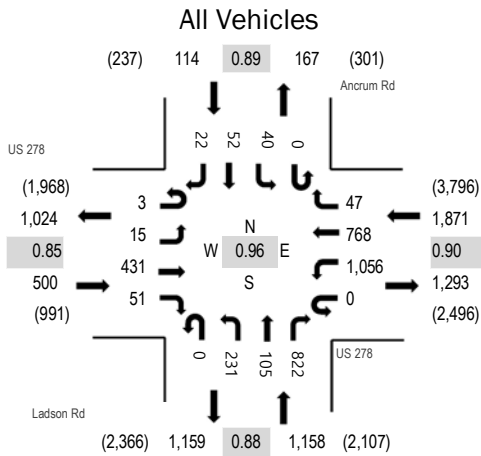
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	3	6	9	25	4:00 PM	0	0	0	0	0
4:15 PM	14	1	9	14	38	4:15 PM	0	0	0	0	0
4:30 PM	10	4	5	7	26	4:30 PM	0	0	0	1	1
4:45 PM	4	3	5	7	19	4:45 PM	0	0	0	0	0
5:00 PM	9	4	7	6	26	5:00 PM	0	1	0	0	1
5:15 PM	3	5	3	6	17	5:15 PM	1	0	0	0	1
5:30 PM	1	2	2	4	9	5:30 PM	0	3	0	0	3
5:45 PM	4	1	6	3	14	5:45 PM	0	0	0	4	4
Count Total	52	23	43	56	174	Count Total	1	4	0	5	10
Peak Hour	17	14	17	23	71	Peak Hour	1	4	0	0	5



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Location: #23 Ladson Rd & US 278 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.0%	0.85
WB	1.9%	0.90
NB	2.0%	0.88
SB	0.9%	0.89
All	2.2%	0.96

Traffic Counts - All Vehicles

Interval Start Time	US 278 Eastbound				US 278 Westbound				Ladson Rd Northbound			Ancrum Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	3	116	16	0	269	175	13	0	31	9	214	0	21	9	3	879	3,589
4:15 PM	0	0	92	16	0	341	191	11	0	27	15	168	0	10	13	3	887	3,642
4:30 PM	1	4	118	8	0	251	156	10	0	61	35	197	0	15	16	5	877	3,643
4:45 PM	1	5	99	8	0	342	177	13	0	45	20	218	0	6	10	2	946	3,629
5:00 PM	1	1	135	14	0	201	210	9	0	73	23	233	0	10	16	6	932	3,542
5:15 PM	0	5	79	21	0	262	225	15	0	52	27	174	0	9	10	9	888	
5:30 PM	2	3	123	18	0	213	202	14	0	64	28	161	0	17	13	5	863	
5:45 PM	1	5	87	9	0	278	200	18	0	35	15	182	0	12	12	5	859	
Count Total	6	26	849	110	0	2,157	1,536	103	0	388	172	1,547	0	100	99	38	7,131	
Peak Hour	3	15	431	51	0	1,056	768	47	0	231	105	822	0	40	52	22	3,643	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

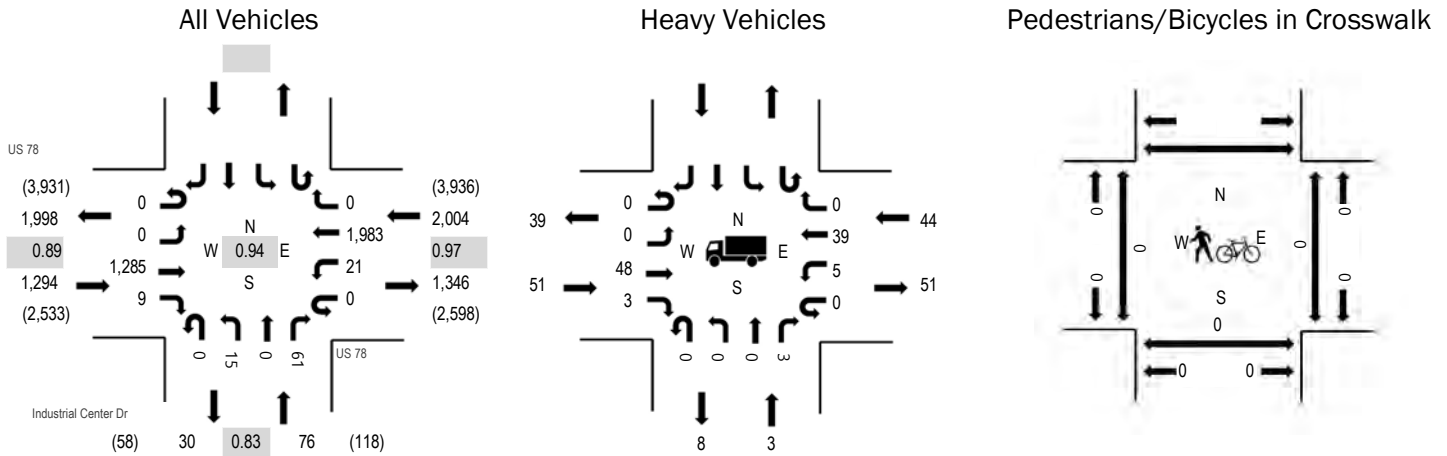
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	9	3	14	2	28	4:00 PM	0	0	0	0	0
4:15 PM	14	6	12	2	34	4:15 PM	0	0	0	1	1
4:30 PM	10	8	11	1	30	4:30 PM	0	0	0	0	0
4:45 PM	2	6	12	0	20	4:45 PM	1	1	0	0	2
5:00 PM	4	4	5	0	13	5:00 PM	0	1	0	0	1
5:15 PM	4	5	7	0	16	5:15 PM	1	0	0	0	1
5:30 PM	1	2	3	1	7	5:30 PM	0	0	0	0	0
5:45 PM	4	2	8	0	14	5:45 PM	0	0	0	0	0
Count Total	48	36	72	6	162	Count Total	2	2	0	1	5
Peak Hour	20	23	35	1	79	Peak Hour	2	2	0	0	4



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Location: #24 Industrial Center Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.9%	0.89
WB	2.2%	0.97
NB	3.9%	0.83
SB		
All	2.9%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Industrial Center Dr Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	345	4	0	4	490	0	0	9	0	11					863	3,340
4:15 PM	0	0	270	2	0	4	512	0	0	4	0	10					802	3,374
4:30 PM	0	0	329	2	0	8	468	0	0	2	0	18					827	3,306
4:45 PM	0	0	325	2	0	5	497	0	0	6	0	13					848	3,276
5:00 PM	0	0	361	3	0	4	506	0	0	3	0	20					897	3,247
5:15 PM	0	0	249	4	0	1	472	0	0	1	0	7					734	
5:30 PM	0	0	300	2	0	1	486	0	0	1	0	7					797	
5:45 PM	2	0	328	5	0	7	471	0	0	1	0	5					819	
Count Total	2	0	2,507	24	0	34	3,902	0	0	27	0	91					6,587	
Peak Hour	0	0	1,285	9	0	21	1,983	0	0	15	0	61					3,374	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

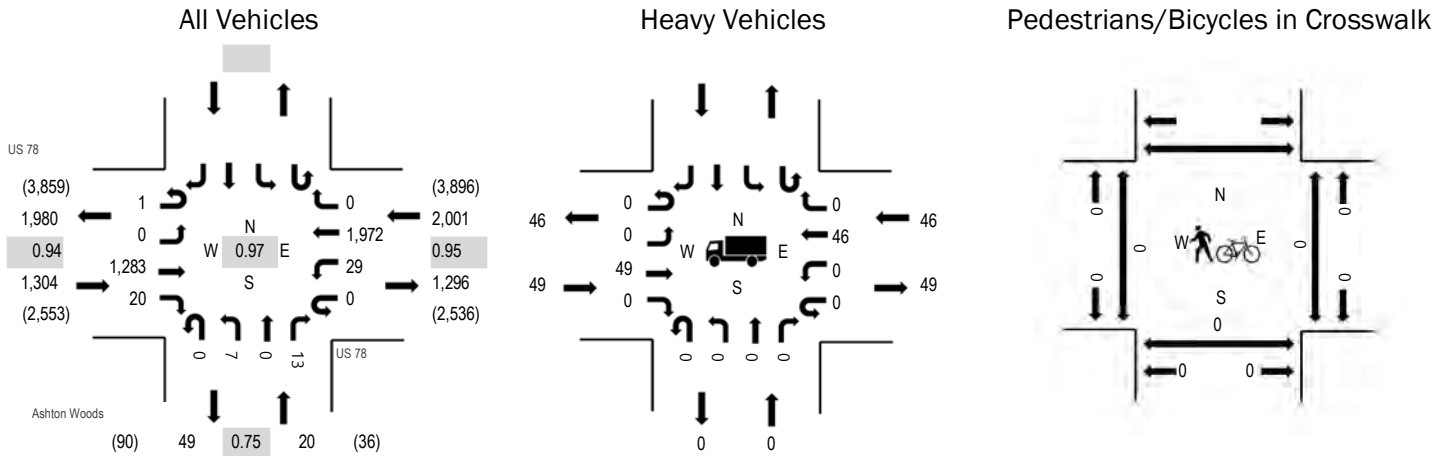
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	12	1	19		32	4:00 PM	0	0	0		0
4:15 PM	18	2	10		30	4:15 PM	0	0	0		0
4:30 PM	17	1	12		30	4:30 PM	0	0	0		0
4:45 PM	8	0	10		18	4:45 PM	0	0	0		0
5:00 PM	8	0	12		20	5:00 PM	0	0	0		0
5:15 PM	8	0	7		15	5:15 PM	0	0	0		0
5:30 PM	5	0	8		13	5:30 PM	0	0	0		0
5:45 PM	6	0	12		18	5:45 PM	0	0	0		0
Count Total	82	4	90		176	Count Total	0	0	0		0
Peak Hour	51	3	44		98	Peak Hour	0	0	0		0



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Location: #25 Ashton Woods & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.94
WB	2.3%	0.95
NB	0.0%	0.75
SB		
All	2.9%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Ashton Woods Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	344	4	0	2	498	0	0	0	0	2					850	3,322
4:15 PM	0	0	276	4	0	5	519	0	0	3	0	5					812	3,325
4:30 PM	0	0	340	5	0	3	466	0	0	2	0	1					817	3,220
4:45 PM	0	0	332	5	0	11	489	0	0	2	0	4					843	3,185
5:00 PM	1	0	335	6	0	10	498	0	0	0	0	3					853	3,163
5:15 PM	0	0	229	2	0	3	468	0	0	2	0	3					707	
5:30 PM	0	0	303	6	0	9	457	0	0	4	0	3					782	
5:45 PM	0	0	355	6	0	9	449	0	0	1	0	1					821	
Count Total	1	0	2,514	38	0	52	3,844	0	0	14	0	22					6,485	
Peak Hour	1	0	1,283	20	0	29	1,972	0	0	7	0	13					3,325	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

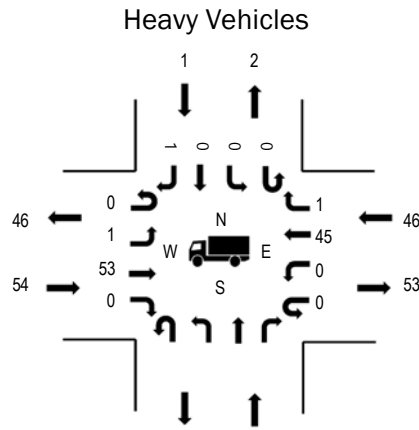
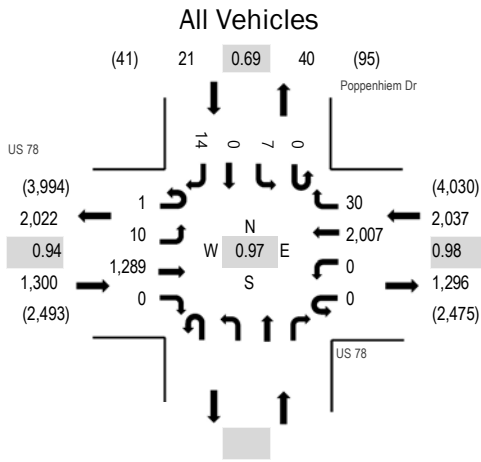
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	11	0	18		29	4:00 PM	0	0	0		0
4:15 PM	20	0	10		30	4:15 PM	0	0	0		0
4:30 PM	17	0	14		31	4:30 PM	0	0	0		0
4:45 PM	8	0	10		18	4:45 PM	0	0	0		0
5:00 PM	4	0	12		16	5:00 PM	0	0	0		0
5:15 PM	7	0	5		12	5:15 PM	0	0	0		0
5:30 PM	3	0	4		7	5:30 PM	0	0	0		0
5:45 PM	4	0	8		12	5:45 PM	0	0	0		0
Count Total	74	0	81		155	Count Total	0	0	0		0
Peak Hour	49	0	46		95	Peak Hour	0	0	0		0



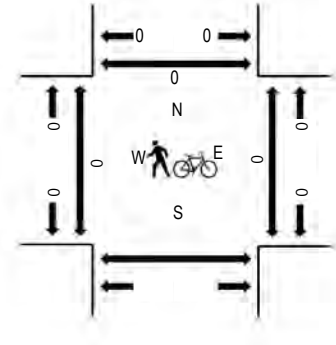
(303) 216-2439
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Location: #26 Poppenhiem Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.2%	0.94
WB	2.3%	0.98
NB		
SB	4.8%	0.69
All	3.0%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Northbound				Poppenhiem Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	3	341	0	0	0	505	9					0	2	0	5	865	3,358
4:15 PM	0	2	278	0	0	0	511	5					0	2	0	2	800	3,319
4:30 PM	1	3	335	0	0	0	478	7					0	3	0	5	832	3,230
4:45 PM	0	2	335	0	0	0	513	9					0	0	0	2	861	3,181
5:00 PM	3	3	304	0	0	0	501	7					0	2	0	6	826	3,206
5:15 PM	2	3	216	0	0	0	474	14					0	0	0	2	711	
5:30 PM	2	4	297	0	0	0	467	6					1	2	0	4	783	
5:45 PM	0	2	357	0	0	0	509	15					0	1	0	2	886	
Count Total	8	22	2,463	0	0	0	3,958	72					1	12	0	28	6,564	
Peak Hour	1	10	1,289	0	0	0	2,007	30					0	7	0	14	3,358	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

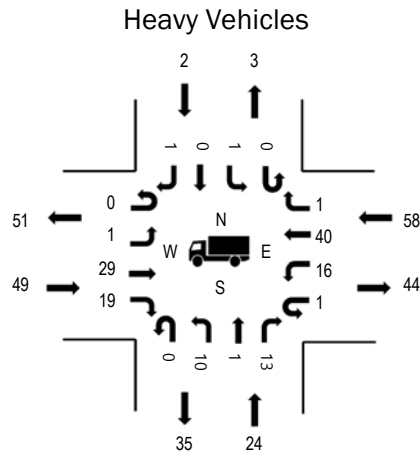
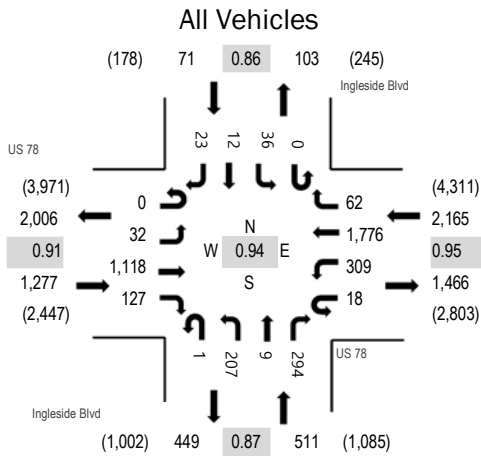
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	11		15	1	27	4:00 PM	0		0	0	0
4:15 PM	19		12	0	31	4:15 PM	0		0	0	0
4:30 PM	16		10	0	26	4:30 PM	0		0	0	0
4:45 PM	8		9	0	17	4:45 PM	0		0	0	0
5:00 PM	4		13	0	17	5:00 PM	0		0	0	0
5:15 PM	7		6	0	13	5:15 PM	0		0	0	0
5:30 PM	2		7	0	9	5:30 PM	0		0	0	0
5:45 PM	6		8	0	14	5:45 PM	0		0	0	0
Count Total	73		80	1	154	Count Total	0		0	0	0
Peak Hour	54		46	1	101	Peak Hour	0		0	0	0



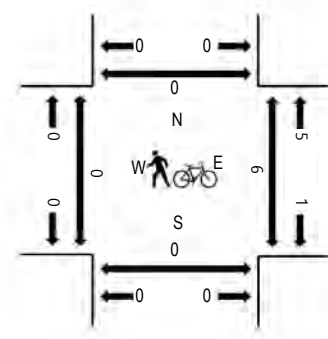
(303) 216-2439
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Location: #27 Ingleside Blvd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.8%	0.91
WB	2.7%	0.95
NB	4.7%	0.87
SB	2.8%	0.86
All	3.3%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Ingleside Blvd Northbound			Ingleside Blvd Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	9	295	21	6	76	453	20	0	43	2	77	0	6	3	8	1,019	4,024
4:15 PM	0	6	254	30	2	73	427	12	1	59	1	72	0	16	2	8	963	3,959
4:30 PM	0	9	310	31	3	91	463	17	0	52	2	78	0	4	0	5	1,065	3,937
4:45 PM	0	8	259	45	7	69	433	13	0	53	4	67	0	10	7	2	977	3,836
5:00 PM	2	12	187	34	0	96	413	20	1	63	3	100	0	11	4	8	954	3,997
5:15 PM	1	6	171	37	0	118	410	19	0	57	8	91	0	11	2	10	941	
5:30 PM	0	15	238	49	2	65	435	21	0	31	7	71	0	10	10	10	964	
5:45 PM	0	4	364	50	3	81	443	20	0	69	7	66	0	12	6	13	1,138	
Count Total	3	69	2,078	297	23	669	3,477	142	2	427	34	622	0	80	34	64	8,021	
Peak Hour	0	32	1,118	127	18	309	1,776	62	1	207	9	294	0	36	12	23	4,024	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

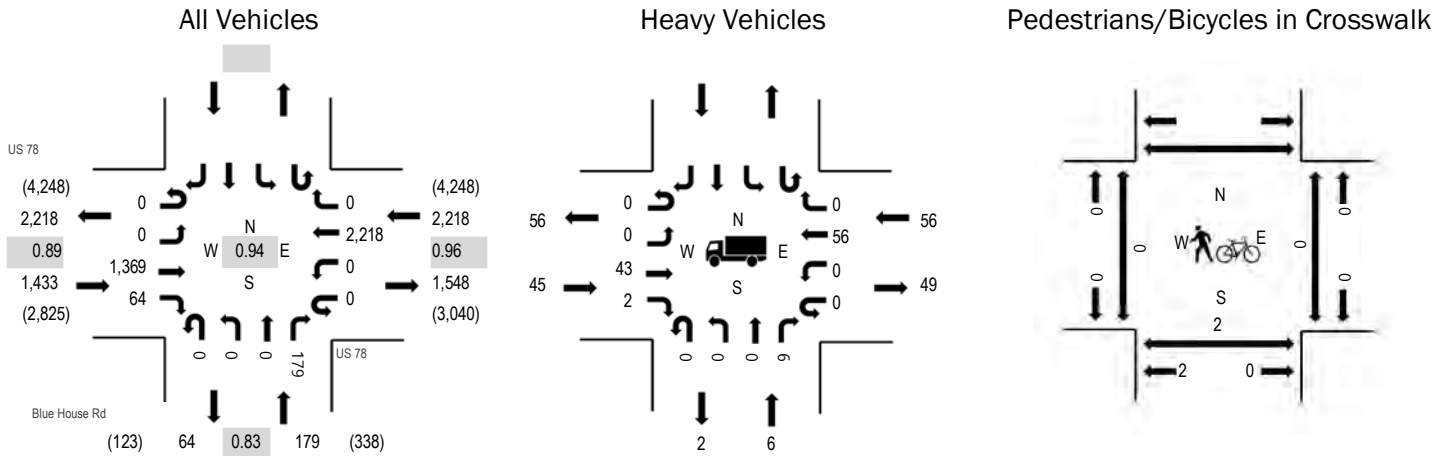
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	7	7	24	0	38	4:00 PM	0	0	0	0	0	0	
4:15 PM	18	7	10	1	36	4:15 PM	0	0	4	0	4	4	
4:30 PM	15	6	14	1	36	4:30 PM	0	0	0	0	0	0	
4:45 PM	9	4	10	0	23	4:45 PM	0	0	2	0	2	2	
5:00 PM	4	6	17	0	27	5:00 PM	0	0	0	0	0	0	
5:15 PM	6	3	10	0	19	5:15 PM	0	0	0	0	0	0	
5:30 PM	4	1	11	1	17	5:30 PM	0	0	0	0	0	0	
5:45 PM	3	2	12	0	17	5:45 PM	0	0	0	1	1	1	
Count Total	66	36	108	3	213	Count Total	0	0	6	1	7	7	
Peak Hour	49	24	58	2	133	Peak Hour	0	0	6	0	6	6	



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Location: #28 Blue House Rd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.1%	0.89
WB	2.5%	0.96
NB	3.4%	0.83
SB		
All	2.8%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Blue House Rd Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	388	14	0	0	579	0	0	0	0	41					1,022	3,830
4:15 PM	0	0	363	19	0	0	536	0	0	0	0	39					957	3,654
4:30 PM	0	0	314	15	0	0	527	0	0	0	0	54					910	3,515
4:45 PM	0	0	304	16	0	0	576	0	0	0	0	45					941	3,489
5:00 PM	0	0	284	17	0	0	507	0	0	0	0	38					846	3,581
5:15 PM	0	0	272	6	0	0	505	0	0	0	0	35					818	
5:30 PM	0	0	319	15	0	0	504	0	0	0	0	46					884	
5:45 PM	0	0	458	21	0	0	514	0	0	0	0	40					1,033	
Count Total	0	0	2,702	123	0	0	4,248	0	0	0	0	338					7,411	
Peak Hour	0	0	1,369	64	0	0	2,218	0	0	0	0	179					3,830	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

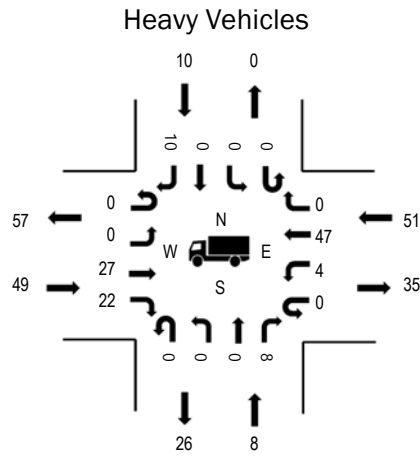
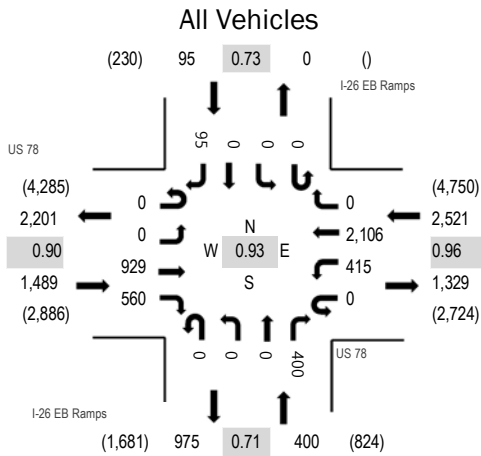
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	14	1	20			35	4:00 PM	0	2	0			2
4:15 PM	12	4	12			28	4:15 PM	0	0	0			0
4:30 PM	12	0	11			23	4:30 PM	0	0	0			0
4:45 PM	7	1	13			21	4:45 PM	0	0	0			0
5:00 PM	4	0	15			19	5:00 PM	0	0	0			0
5:15 PM	6	0	8			14	5:15 PM	0	0	0			0
5:30 PM	9	0	12			21	5:30 PM	0	0	0			0
5:45 PM	3	1	14			18	5:45 PM	0	0	0			0
Count Total	67	7	105			179	Count Total	0	2	0			2
Peak Hour	45	6	56			107	Peak Hour	0	2	0			2



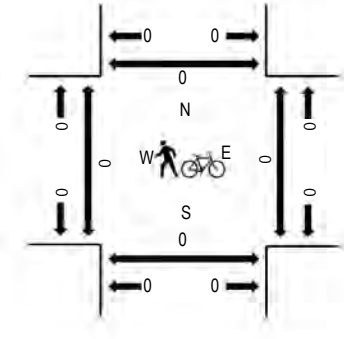
(303) 216-2439
www.alltrafficdata.net

Location: #29 I-26 EB Ramps & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.3%	0.90
WB	2.0%	0.96
NB	2.0%	0.71
SB	10.5%	0.73
All	2.6%	0.93

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				I-26 EB Ramps Northbound				I-26 EB Ramps Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	258	155	0	100	555	0	0	0	0	124	0	0	0	25	1,217	4,505
4:15 PM	0	0	227	144	0	115	509	0	0	0	0	100	0	0	0	26	1,121	4,254
4:30 PM	0	0	229	116	0	103	496	0	0	0	0	87	0	0	0	23	1,054	4,099
4:45 PM	0	0	215	145	0	97	546	0	0	0	0	89	0	0	0	21	1,113	4,104
5:00 PM	0	0	189	105	0	76	478	0	0	0	0	83	0	0	0	35	966	4,185
5:15 PM	0	0	189	90	0	82	479	0	0	0	0	80	0	0	0	46	966	
5:30 PM	0	0	232	116	0	66	505	0	0	0	0	111	0	0	0	29	1,059	
5:45 PM	0	0	361	115	0	56	487	0	0	0	0	150	0	0	0	25	1,194	
Count Total	0	0	1,900	986	0	695	4,055	0	0	0	0	824	0	0	0	230	8,690	
Peak Hour	0	0	929	560	0	415	2,106	0	0	0	0	400	0	0	0	95	4,505	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

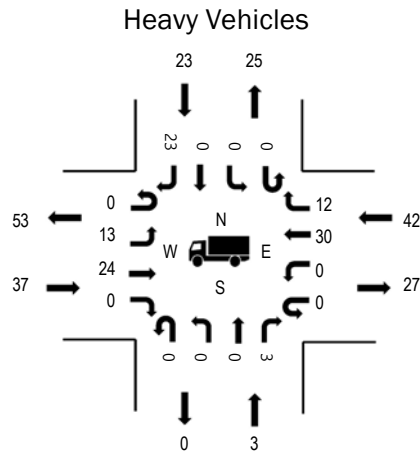
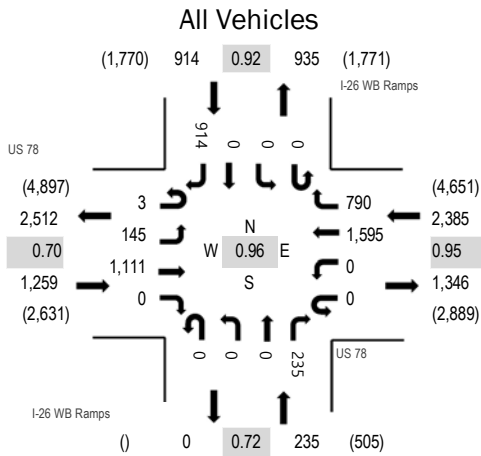
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	16	3	18	4	41		4:00 PM	0	0	0	0	0	0
4:15 PM	15	2	12	0	29		4:15 PM	0	0	0	0	0	0
4:30 PM	9	0	9	3	21		4:30 PM	0	0	0	0	0	0
4:45 PM	9	3	12	3	27		4:45 PM	0	0	0	0	0	0
5:00 PM	2	2	12	2	18		5:00 PM	0	0	0	0	0	0
5:15 PM	9	5	6	2	22		5:15 PM	0	0	0	0	0	0
5:30 PM	8	1	9	2	20		5:30 PM	0	0	0	0	0	0
5:45 PM	5	1	6	4	16		5:45 PM	0	0	0	0	0	0
Count Total	73	17	84	20	194		Count Total	0	0	0	0	0	0
Peak Hour	49	8	51	10	118		Peak Hour	0	0	0	0	0	0



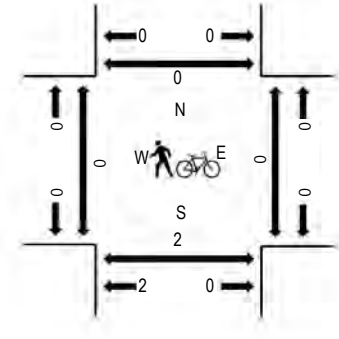
(303) 216-2439
www.alltrafficdata.net

Location: #30 I-26 WB Ramps & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.9%	0.70
WB	1.8%	0.95
NB	1.3%	0.72
SB	2.5%	0.92
All	2.2%	0.96

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				I-26 WB Ramps Northbound				I-26 WB Ramps Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	30	356	0	0	0	430	167	0	0	0	55	0	0	0	204	1,242	4,793
4:15 PM	0	41	293	0	0	0	392	177	0	0	0	62	0	0	0	234	1,199	4,648
4:30 PM	1	35	229	0	0	0	387	241	0	0	0	53	0	0	0	224	1,170	4,536
4:45 PM	2	39	233	0	0	0	386	205	0	0	0	65	0	0	0	252	1,182	4,661
5:00 PM	0	20	227	0	0	0	362	220	0	0	0	55	0	0	0	213	1,097	4,764
5:15 PM	0	14	238	0	0	0	380	190	0	0	0	53	0	0	0	212	1,087	
5:30 PM	0	33	348	0	0	0	413	184	0	0	0	94	0	0	0	223	1,295	
5:45 PM	0	32	460	0	0	0	374	143	0	0	0	68	0	0	0	208	1,285	
Count Total	3	244	2,384	0	0	0	3,124	1,527	0	0	0	505	0	0	0	1,770	9,557	
Peak Hour	3	145	1,111	0	0	0	1,595	790	0	0	0	235	0	0	0	914	4,793	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

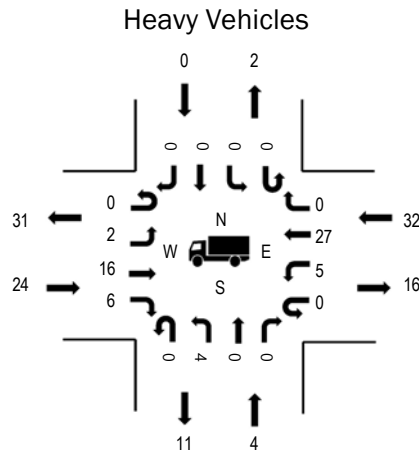
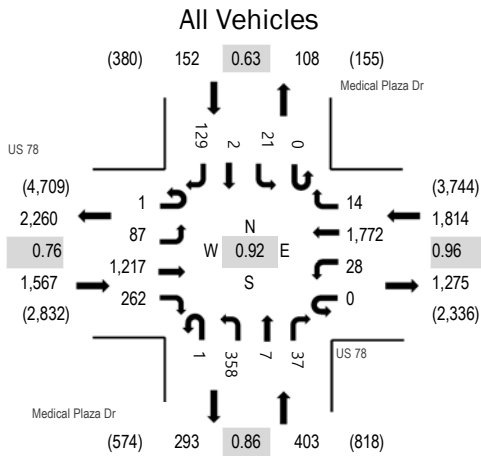
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	11	1	11	7	30	30	4:00 PM	0	2	0	0	2	
4:15 PM	10	1	13	4	28	28	4:15 PM	0	0	0	0	0	
4:30 PM	10	0	9	7	26	26	4:30 PM	0	0	0	0	0	
4:45 PM	6	1	9	5	21	21	4:45 PM	0	0	0	0	0	
5:00 PM	7	0	3	8	18	18	5:00 PM	0	0	0	0	0	
5:15 PM	13	1	10	2	26	26	5:15 PM	0	0	0	0	0	
5:30 PM	9	1	6	5	21	21	5:30 PM	0	0	0	0	0	
5:45 PM	3	1	5	5	14	14	5:45 PM	0	1	0	0	1	
Count Total	69	6	66	43	184	184	Count Total	0	3	0	0	3	
Peak Hour	37	3	42	23	105	105	Peak Hour	0	2	0	0	2	



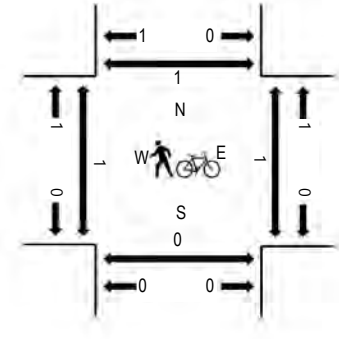
(303) 216-2439
www.alltrafficdata.net

Location: #31 Medical Plaza Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.5%	0.76
WB	1.8%	0.96
NB	1.0%	0.86
SB	0.0%	0.63
All	1.5%	0.92

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Medical Plaza Dr Northbound				Medical Plaza Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	7	339	41	0	10	490	3	0	91	1	23	0	10	0	47	1,062	3,838
4:15 PM	2	19	248	50	0	2	419	2	0	85	0	16	0	26	0	66	935	3,705
4:30 PM	3	6	178	83	0	4	498	3	0	96	0	7	0	5	0	37	920	3,682
4:45 PM	2	5	195	87	0	3	495	1	0	88	0	8	0	6	1	30	921	3,790
5:00 PM	0	18	230	61	0	7	429	3	1	110	1	10	0	5	1	53	929	3,936
5:15 PM	0	19	234	63	0	2	466	4	0	91	0	7	0	6	0	20	912	
5:30 PM	0	23	328	76	0	10	454	5	0	84	2	11	0	3	1	31	1,028	
5:45 PM	1	27	425	62	0	9	423	2	0	73	4	9	0	7	0	25	1,067	
Count Total	8	124	2,177	523	0	47	3,674	23	1	718	8	91	0	68	3	309	7,774	
Peak Hour	1	87	1,217	262	0	28	1,772	14	1	358	7	37	0	21	2	129	3,936	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	13	0	12	1	26	26	4:00 PM	0	0	0	0	0	0
4:15 PM	6	2	9	0	17	17	4:15 PM	0	0	0	0	0	0
4:30 PM	3	1	11	0	15	15	4:30 PM	0	0	0	0	0	0
4:45 PM	7	1	9	0	17	17	4:45 PM	0	0	0	0	0	0
5:00 PM	3	1	8	0	12	12	5:00 PM	1	0	0	0	1	1
5:15 PM	12	0	10	0	22	22	5:15 PM	0	0	1	1	2	
5:30 PM	4	0	8	0	12	12	5:30 PM	0	0	0	0	0	
5:45 PM	5	3	6	0	14	14	5:45 PM	0	0	0	0	0	
Count Total	53	8	73	1	135	135	Count Total	1	0	1	1	3	
Peak Hour	24	4	32	0	60	60	Peak Hour	1	0	1	1	3	



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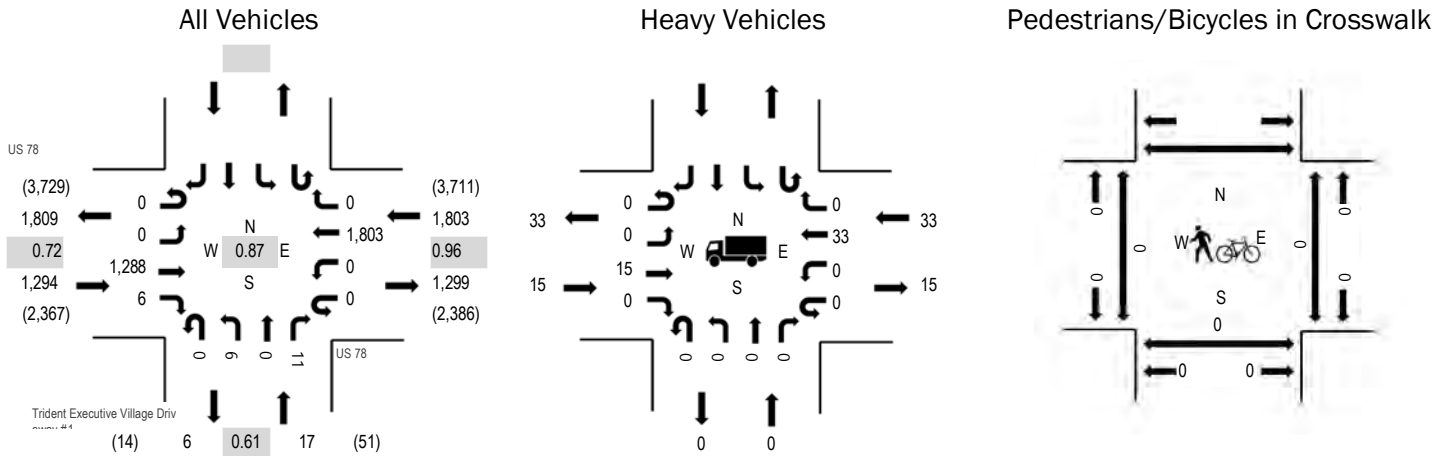
Location: #32 Trident Executive Village Driveway #1 & US 78 PM

Date: Wednesday, November 7, 2018

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.72
WB	1.8%	0.96
NB	0.0%	0.61
SB		
All	1.5%	0.87

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Trident Executive Village Driveway Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	374	1	0	1	494	0	0	2	0	9					881	3,015
4:15 PM	0	0	274	5	0	0	422	0	0	3	0	3					707	2,826
4:30 PM	0	0	204	1	0	0	494	0	0	5	0	9					713	2,833
4:45 PM	0	0	214	0	0	0	497	0	0	3	0	0					714	2,938
5:00 PM	0	0	243	2	0	0	437	0	0	3	0	7					692	3,114
5:15 PM	0	0	249	1	0	0	459	0	0	2	0	3					714	
5:30 PM	0	0	348	2	0	0	467	0	0	1	0	0					818	
5:45 PM	0	0	448	1	0	0	440	0	0	0	0	1					890	
Count Total	0	0	2,354	13	0	1	3,710	0	0	19	0	32					6,129	
Peak Hour	0	0	1,288	6	0	0	1,803	0	0	6	0	11					3,114	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

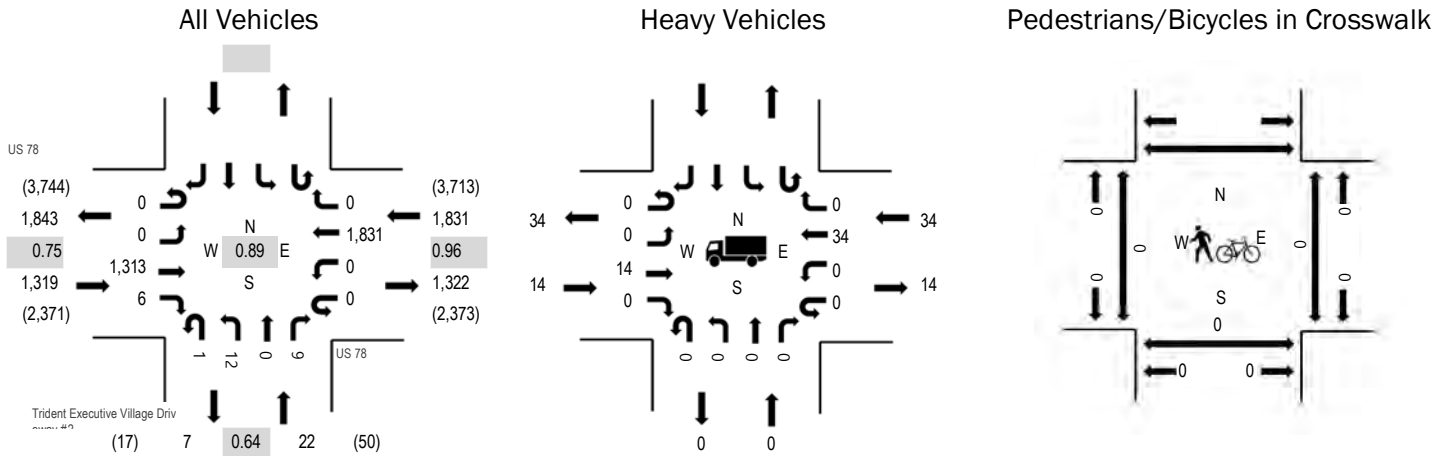
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	9	0	12		21	4:00 PM	0	0	0		0
4:15 PM	4	0	10		14	4:15 PM	0	0	0		0
4:30 PM	3	0	10		13	4:30 PM	0	0	0		0
4:45 PM	6	0	9		15	4:45 PM	0	0	0		0
5:00 PM	2	0	8		10	5:00 PM	0	0	0		0
5:15 PM	8	0	10		18	5:15 PM	0	0	0		0
5:30 PM	3	0	8		11	5:30 PM	0	0	0		0
5:45 PM	2	0	7		9	5:45 PM	0	0	0		0
Count Total	37	0	74		111	Count Total	0	0	0		0
Peak Hour	15	0	33		48	Peak Hour	0	0	0		0



(303) 216-2439
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Location: #33 Trident Executive Village Driveway #2 & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.1%	0.75
WB	1.9%	0.96
NB	0.0%	0.64
SB		
All	1.5%	0.89

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Trident Executive Village Driveway #2 Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	378	4	0	0	484	0	0	7	0	3					876	2,962
4:15 PM	0	0	260	2	0	0	435	0	0	3	0	1					701	2,833
4:30 PM	0	0	199	2	0	1	489	0	0	7	0	4					702	2,840
4:45 PM	1	0	205	1	0	0	473	0	0	2	0	1					683	2,968
5:00 PM	0	0	271	1	0	0	466	0	1	6	0	2					747	3,172
5:15 PM	0	0	245	0	0	0	458	0	0	2	0	3					708	
5:30 PM	0	0	361	1	0	0	464	0	0	2	0	2					830	
5:45 PM	0	0	436	4	0	0	443	0	0	2	0	2					887	
Count Total	1	0	2,355	15	0	1	3,712	0	1	31	0	18					6,134	
Peak Hour	0	0	1,313	6	0	0	1,831	0	1	12	0	9					3,172	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

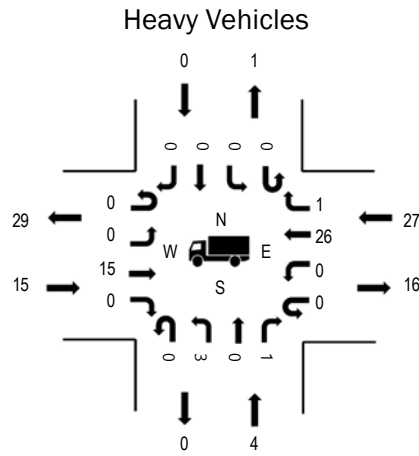
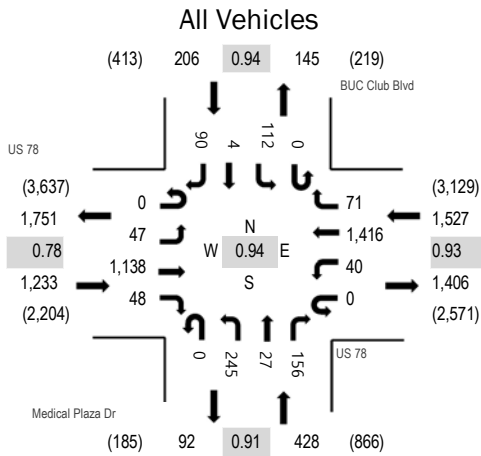
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	9	0	12		21	4:00 PM	0	0	0		0
4:15 PM	4	0	11		15	4:15 PM	0	1	0		1
4:30 PM	3	0	10		13	4:30 PM	0	0	0		0
4:45 PM	5	0	9		14	4:45 PM	0	0	0		0
5:00 PM	2	0	8		10	5:00 PM	0	0	0		0
5:15 PM	8	0	11		19	5:15 PM	0	0	0		0
5:30 PM	2	0	7		9	5:30 PM	0	0	0		0
5:45 PM	2	0	8		10	5:45 PM	0	0	0		0
Count Total	35	0	76		111	Count Total	0	1	0		1
Peak Hour	14	0	34		48	Peak Hour	0	0	0		0



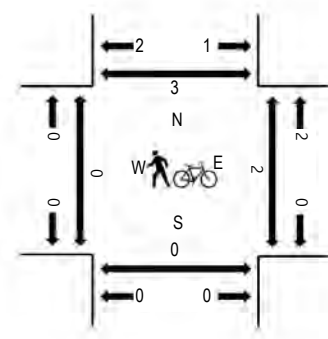
(303) 216-2439
www.alltrafficdata.net

Location: #34 Medical Plaza Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.78
WB	1.8%	0.93
NB	0.9%	0.91
SB	0.0%	0.94
All	1.4%	0.94

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Medical Plaza Dr Northbound			BUC Club Blvd Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	9	309	8	0	24	397	8	0	75	1	38	0	33	0	15	917	3,218
4:15 PM	1	5	238	10	0	6	356	7	0	69	1	27	0	24	1	19	764	3,132
4:30 PM	0	8	177	5	0	10	386	5	1	69	3	35	0	26	4	26	755	3,142
4:45 PM	0	4	194	3	0	9	375	19	0	70	4	45	0	19	12	28	782	3,270
5:00 PM	0	4	241	15	0	7	363	9	0	63	8	59	0	28	1	33	831	3,394
5:15 PM	0	5	233	10	0	8	335	19	0	71	6	31	0	32	0	24	774	
5:30 PM	0	14	304	12	0	6	365	22	0	62	8	48	0	23	1	18	883	
5:45 PM	0	24	360	11	0	19	353	21	0	49	5	18	0	29	2	15	906	
Count Total	1	73	2,056	74	0	89	2,930	110	1	528	36	301	0	214	21	178	6,612	
Peak Hour	0	47	1,138	48	0	40	1,416	71	0	245	27	156	0	112	4	90	3,394	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

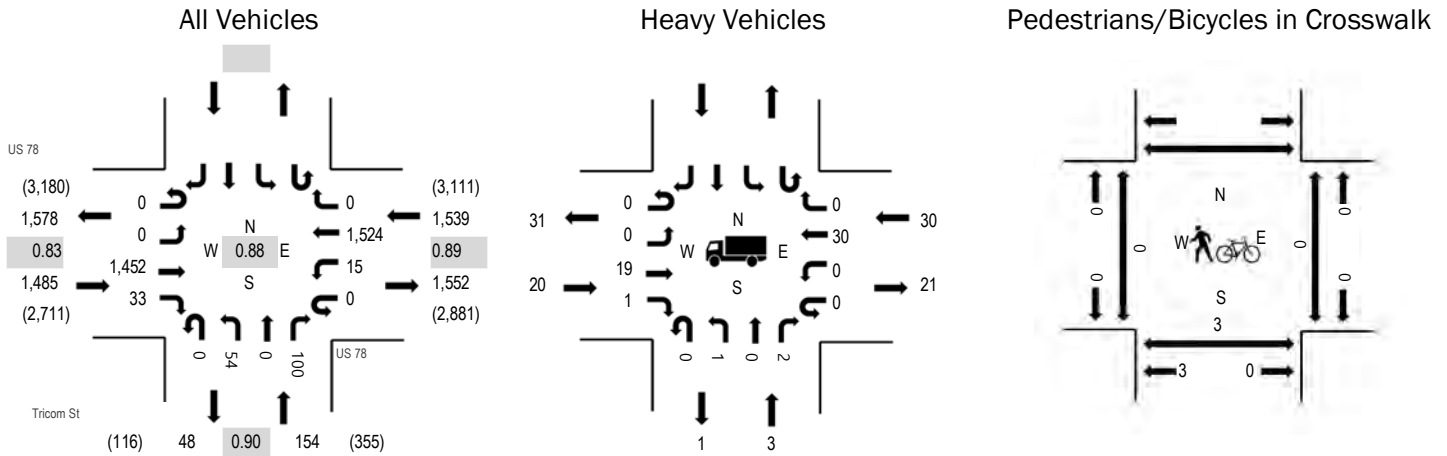
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	9	2	11	0	22	4:00 PM	0	0	0	0	0	0	
4:15 PM	4	0	12	0	16	4:15 PM	0	0	0	0	0	0	
4:30 PM	3	1	9	1	14	4:30 PM	0	0	0	0	0	0	
4:45 PM	5	0	9	0	14	4:45 PM	0	0	0	0	0	0	
5:00 PM	3	2	6	0	11	5:00 PM	0	0	0	0	0	0	
5:15 PM	9	0	10	0	19	5:15 PM	0	0	0	2	2	2	
5:30 PM	1	0	8	0	9	5:30 PM	0	0	2	0	2	2	
5:45 PM	2	2	3	0	7	5:45 PM	0	0	0	1	1	1	
Count Total	36	7	68	1	112	Count Total	0	0	2	3	5	5	
Peak Hour	15	4	27	0	46	Peak Hour	0	0	2	3	5	5	



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Location: #35 Tricom St & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.3%	0.83
WB	1.9%	0.89
NB	1.9%	0.90
SB		
All	1.7%	0.88

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Tricom St Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	411	13	0	9	434	0	0	7	0	31					905	2,999
4:15 PM	0	0	254	14	0	6	346	0	1	5	0	34					660	2,797
4:30 PM	0	0	240	7	0	3	380	0	0	18	0	47					695	2,866
4:45 PM	0	0	274	13	0	2	392	0	0	20	0	38					739	3,013
5:00 PM	0	0	297	7	0	3	337	0	0	25	0	34					703	3,178
5:15 PM	0	0	302	10	0	2	364	0	0	16	0	35					729	
5:30 PM	0	0	413	6	0	4	399	0	0	4	0	16					842	
5:45 PM	0	0	440	10	0	6	424	0	0	9	0	15					904	
Count Total	0	0	2,631	80	0	35	3,076	0	1	104	0	250					6,177	
Peak Hour	0	0	1,452	33	0	15	1,524	0	0	54	0	100					3,178	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

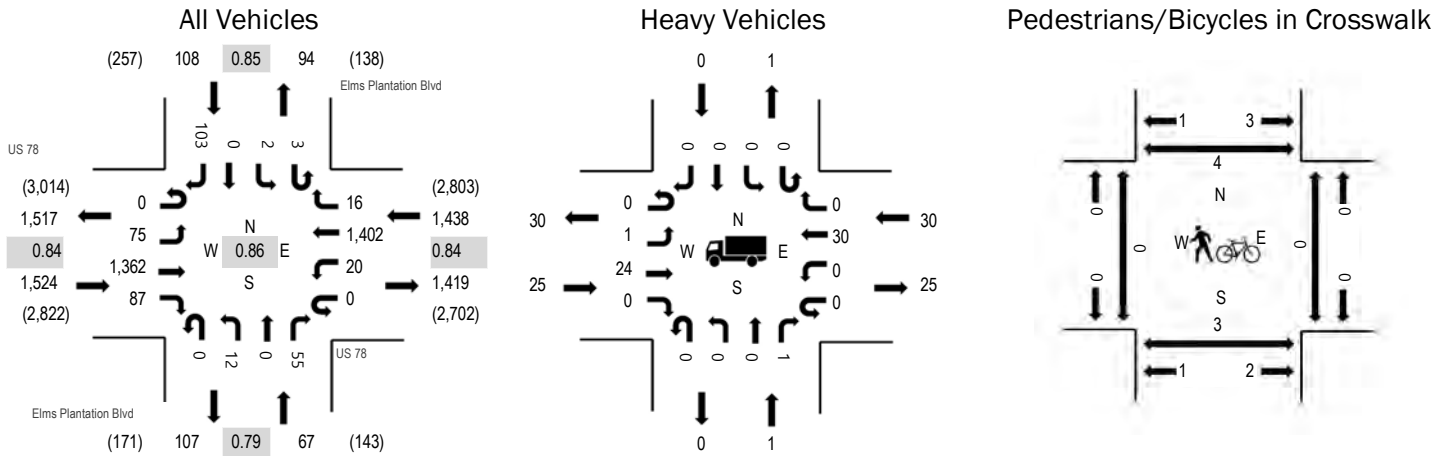
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	8	2	10		20	4:00 PM	0	0	0		0
4:15 PM	3	0	12		15	4:15 PM	0	0	0		0
4:30 PM	4	1	8		13	4:30 PM	0	0	0		0
4:45 PM	1	1	9		11	4:45 PM	0	0	0		0
5:00 PM	8	1	7		16	5:00 PM	0	1	0		1
5:15 PM	7	0	10		17	5:15 PM	0	2	0		2
5:30 PM	3	1	7		11	5:30 PM	0	0	0		0
5:45 PM	2	1	6		9	5:45 PM	0	0	0		0
Count Total	36	7	69		112	Count Total	0	3	0		3
Peak Hour	20	3	30		53	Peak Hour	0	3	0		3



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Location: #36 Elms Plantation Blvd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.6%	0.84
WB	2.1%	0.84
NB	1.5%	0.79
SB	0.0%	0.85
All	1.8%	0.86

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Elms Plantation Blvd Northbound				Elms Plantation Blvd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	14	394	17	0	1	391	4	0	3	0	21	0	0	0	36	881	2,888
4:15 PM	0	6	269	12	0	6	309	1	0	2	0	15	0	1	0	36	657	2,696
4:30 PM	0	6	268	5	0	7	296	0	0	3	0	16	0	4	0	36	641	2,739
4:45 PM	0	11	281	15	0	1	347	2	0	2	0	14	0	0	0	36	709	2,934
5:00 PM	0	12	297	12	0	6	292	1	0	3	0	19	2	1	0	44	689	3,137
5:15 PM	0	25	282	26	0	3	324	2	0	4	0	11	1	0	0	22	700	
5:30 PM	0	20	372	25	0	4	376	4	0	0	0	12	0	0	0	23	836	
5:45 PM	0	18	411	24	0	7	410	9	0	5	0	13	0	1	0	14	912	
Count Total	0	112	2,574	136	0	35	2,745	23	0	22	0	121	3	7	0	247	6,025	
Peak Hour	0	75	1,362	87	0	20	1,402	16	0	12	0	55	3	2	0	103	3,137	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

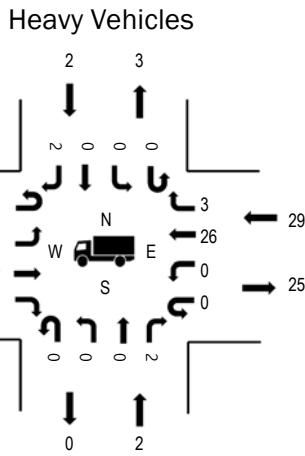
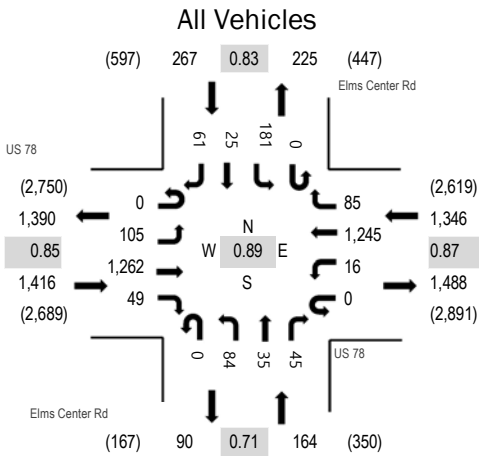
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	9	0	9	0	18	4:00 PM	0	0	0	0	0
4:15 PM	2	0	13	0	15	4:15 PM	0	0	0	0	0
4:30 PM	5	0	7	1	13	4:30 PM	0	0	0	2	2
4:45 PM	4	0	7	1	12	4:45 PM	0	0	0	1	1
5:00 PM	7	0	7	0	14	5:00 PM	0	0	0	0	0
5:15 PM	8	0	9	0	17	5:15 PM	0	3	0	1	4
5:30 PM	5	0	7	0	12	5:30 PM	0	0	0	2	2
5:45 PM	5	1	7	0	13	5:45 PM	0	0	0	1	1
Count Total	45	1	66	2	114	Count Total	0	3	0	7	10
Peak Hour	25	1	30	0	56	Peak Hour	0	3	0	4	7



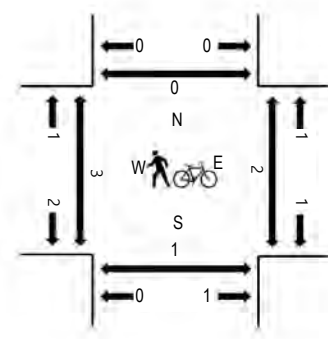
(303) 216-2439
www.alltrafficdata.net

Location: #37 Elms Center Rd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.6%	0.85
WB	2.2%	0.87
NB	1.2%	0.71
SB	0.7%	0.83
All	1.8%	0.89

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Elms Center Rd Northbound				Elms Center Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	29	381	14	1	4	327	26	0	23	5	7	0	63	5	32	917	3,062
4:15 PM	0	26	250	8	0	4	279	22	0	22	11	10	0	48	4	18	702	2,888
4:30 PM	0	19	258	8	0	3	290	23	0	17	6	15	0	47	8	22	716	2,895
4:45 PM	1	23	251	5	0	4	269	21	0	38	11	21	0	51	10	22	727	3,024
5:00 PM	0	27	304	6	0	5	255	8	0	25	7	14	0	69	8	15	743	3,193
5:15 PM	0	21	270	8	0	4	292	19	0	19	7	6	0	41	6	16	709	
5:30 PM	0	27	317	20	0	2	337	37	0	24	11	16	0	35	4	15	845	
5:45 PM	0	30	371	15	0	5	361	21	0	16	10	9	0	36	7	15	896	
Count Total	1	202	2,402	84	1	31	2,410	177	0	184	68	98	0	390	52	155	6,255	
Peak Hour	0	105	1,262	49	0	16	1,245	85	0	84	35	45	0	181	25	61	3,193	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

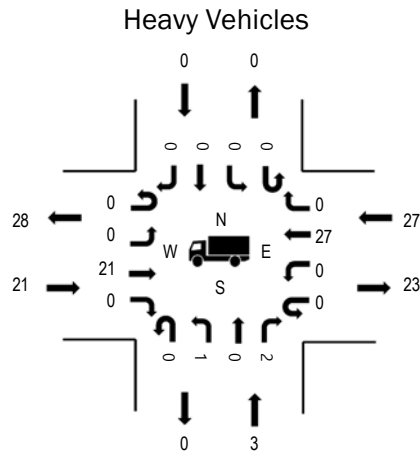
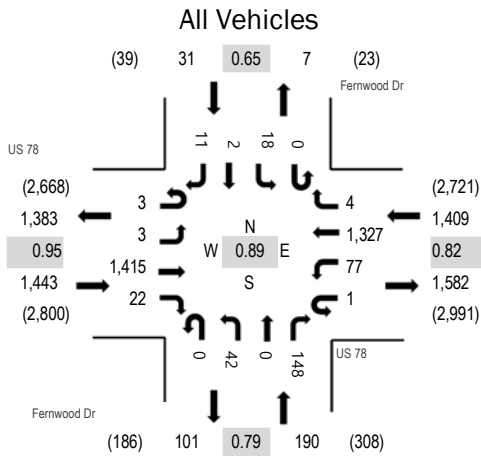
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	2	8	1	18	4:00 PM	0	0	0	0	0
4:15 PM	2	1	11	0	14	4:15 PM	0	0	1	0	1
4:30 PM	5	0	10	0	15	4:30 PM	0	0	0	0	0
4:45 PM	3	1	7	0	11	4:45 PM	4	4	0	0	8
5:00 PM	8	0	5	1	14	5:00 PM	0	0	1	0	1
5:15 PM	5	0	10	0	15	5:15 PM	1	0	0	0	1
5:30 PM	8	2	8	1	19	5:30 PM	1	0	0	0	1
5:45 PM	2	0	6	0	8	5:45 PM	1	1	1	0	3
Count Total	40	6	65	3	114	Count Total	7	5	3	0	15
Peak Hour	23	2	29	2	56	Peak Hour	3	1	2	0	6



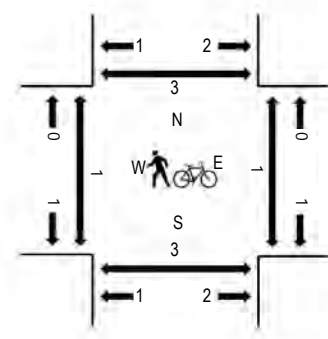
(303) 216-2439
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Location: #38 Fernwood Dr & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.5%	0.95
WB	1.9%	0.82
NB	1.6%	0.79
SB	0.0%	0.65
All	1.7%	0.89

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Fernwood Dr Northbound			Fernwood Dr Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	413	5	0	21	335	3	0	17	1	18	0	2	0	0	816	2,795
4:15 PM	0	0	295	7	0	11	295	2	0	7	1	9	0	0	1	0	628	2,667
4:30 PM	0	2	313	3	0	20	291	3	0	9	1	21	0	1	1	1	666	2,727
4:45 PM	0	0	316	2	0	14	316	1	0	14	1	19	0	2	0	0	685	2,891
5:00 PM	1	1	370	6	0	10	250	2	0	8	0	33	0	4	1	2	688	3,073
5:15 PM	1	1	317	4	0	18	297	0	0	7	0	31	0	8	0	4	688	
5:30 PM	1	0	357	5	1	14	384	1	0	16	0	44	0	4	1	2	830	
5:45 PM	0	1	371	7	0	35	396	1	0	11	0	40	0	2	0	3	867	
Count Total	3	6	2,752	39	1	143	2,564	13	0	89	4	215	0	23	4	12	5,868	
Peak Hour	3	3	1,415	22	1	77	1,327	4	0	42	0	148	0	18	2	11	3,073	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

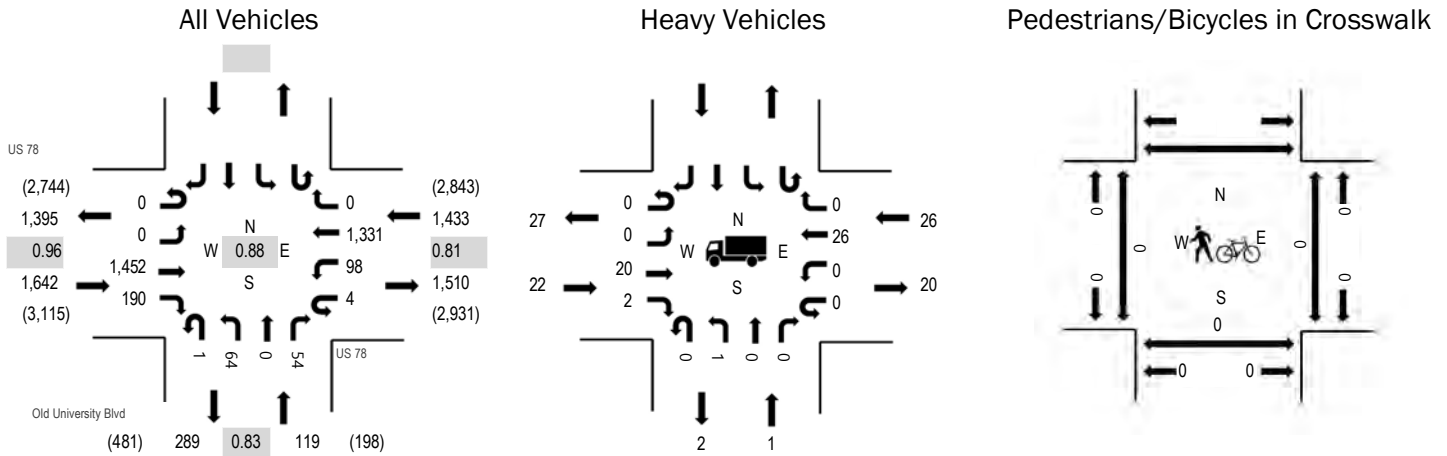
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	10	1	7	0	18	4:00 PM	0	1	1	0	2
4:15 PM	2	2	12	0	16	4:15 PM	1	0	0	0	1
4:30 PM	3	0	11	0	14	4:30 PM	0	0	0	1	1
4:45 PM	2	0	8	0	10	4:45 PM	0	0	0	1	1
5:00 PM	5	0	4	0	9	5:00 PM	0	0	0	0	0
5:15 PM	5	0	8	0	13	5:15 PM	1	1	1	1	4
5:30 PM	9	1	7	0	17	5:30 PM	0	1	0	0	1
5:45 PM	2	2	8	0	12	5:45 PM	0	1	0	2	3
Count Total	38	6	65	0	109	Count Total	2	4	2	5	13
Peak Hour	21	3	27	0	51	Peak Hour	1	3	1	3	8



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Location: #39 Old University Blvd & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.3%	0.96
WB	1.8%	0.81
NB	0.8%	0.83
SB		
All	1.5%	0.88

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				US 78 Westbound				Old University Blvd Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	426	32	3	16	380	0	0	12	0	11					880	2,962
4:15 PM	0	0	304	26	2	23	296	0	0	12	0	8					671	2,823
4:30 PM	0	0	318	20	2	27	315	0	0	9	0	9					700	2,876
4:45 PM	0	0	327	20	0	28	318	0	0	7	0	11					711	2,999
5:00 PM	0	0	390	37	1	22	265	0	0	15	0	11					741	3,194
5:15 PM	0	0	337	33	2	21	295	0	1	21	0	14					724	
5:30 PM	0	0	365	55	0	27	355	0	0	9	0	12					823	
5:45 PM	0	0	360	65	1	28	416	0	0	19	0	17					906	
Count Total	0	0	2,827	288	11	192	2,640	0	1	104	0	93					6,156	
Peak Hour	0	0	1,452	190	4	98	1,331	0	1	64	0	54					3,194	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

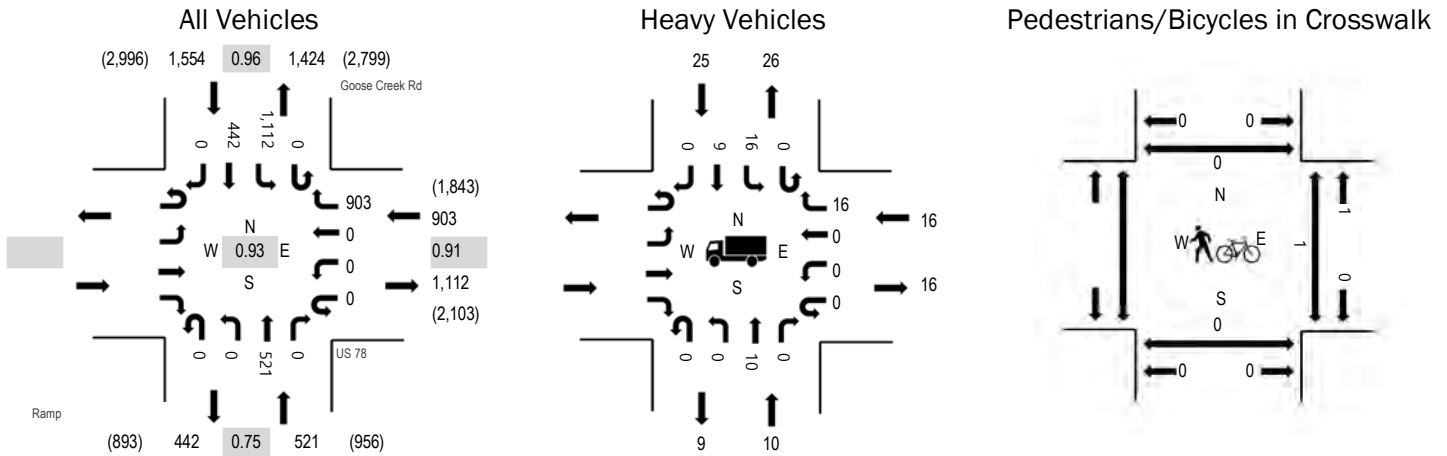
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	10	0	9		19	4:00 PM	0	0	0		0
4:15 PM	2	0	9		11	4:15 PM	0	0	0		0
4:30 PM	4	0	8		12	4:30 PM	0	0	0		0
4:45 PM	5	0	10		15	4:45 PM	0	0	0		0
5:00 PM	5	0	8		13	5:00 PM	0	0	0		0
5:15 PM	5	1	6		12	5:15 PM	0	0	0		0
5:30 PM	9	0	5		14	5:30 PM	0	0	0		0
5:45 PM	3	0	7		10	5:45 PM	0	0	0		0
Count Total	43	1	62		106	Count Total	0	0	0		0
Peak Hour	22	1	26		49	Peak Hour	0	0	0		0



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Location: #40 Ramp & US 78 PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	1.8%	0.91
NB	1.9%	0.75
SB	1.6%	0.96
All	1.7%	0.93

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				US 78 Westbound				Ramp Northbound				Goose Creek Rd Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
4:00 PM					0	0	0	257	0	0	119	0	0	0	310	140	0	826	2,817
4:15 PM					0	0	0	225	0	0	108	0	0	0	221	92	0	646	2,709
4:30 PM					0	0	0	234	0	0	104	0	0	0	235	96	0	669	2,744
4:45 PM					0	0	0	224	0	0	104	0	0	0	225	123	0	676	2,856
5:00 PM					0	0	0	214	0	0	99	0	0	0	276	129	0	718	2,978
5:15 PM					0	0	0	210	0	0	107	0	0	0	252	112	0	681	
5:30 PM					0	0	0	242	0	0	142	0	0	0	304	93	0	781	
5:45 PM					0	0	0	237	0	0	173	0	0	0	280	108	0	798	
Count Total					0	0	0	1,843	0	0	956	0	0	0	2,103	893	0	5,795	
Peak Hour					0	0	0	903	0	0	521	0	0	0	1,112	442	0	2,978	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

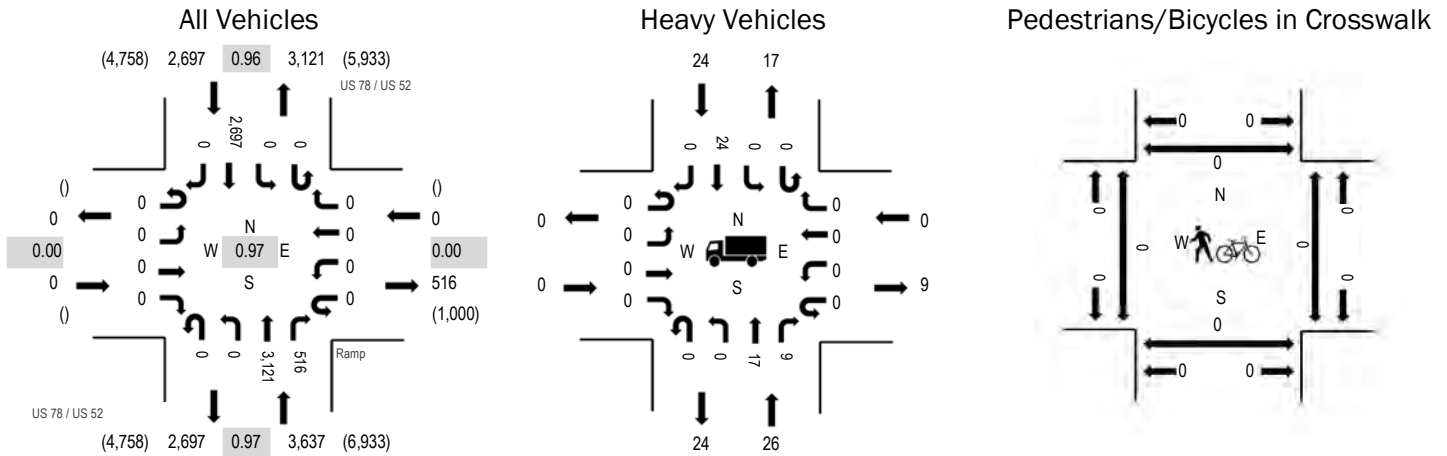
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	8	10		18	4:00 PM	0	0	0	0	0
4:15 PM	6	3	2		11	4:15 PM	0	0	0	0	0
4:30 PM	3	6	2		11	4:30 PM	0	0	0	0	0
4:45 PM	2	7	6		15	4:45 PM	0	0	0	0	0
5:00 PM	4	4	7		15	5:00 PM	0	0	0	0	0
5:15 PM	3	3	5		11	5:15 PM	0	1	0	0	1
5:30 PM	1	3	9		13	5:30 PM	0	0	0	0	0
5:45 PM	2	6	4		12	5:45 PM	0	0	0	0	0
Count Total	21	40	45		106	Count Total	0	1	0	0	1
Peak Hour	10	16	25		51	Peak Hour	0	1	0	0	1



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Location: #41 US 78 / US 52 & Ramp PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.00
NB	0.7%	0.97
SB	0.9%	0.96
All	0.8%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Ramp Westbound				US 78 / US 52 Northbound				US 78 / US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	0	0	0	0	0	627	140	0	0	532	0	1,299	5,357
4:15 PM	0	0	0	0	0	0	0	0	0	0	673	105	0	0	527	0	1,305	5,685
4:30 PM	0	0	0	0	0	0	0	0	0	0	674	129	0	0	507	0	1,310	5,964
4:45 PM	0	0	0	0	0	0	0	0	0	0	838	110	0	0	495	0	1,443	6,270
5:00 PM	0	0	0	0	0	0	0	0	0	0	805	136	0	0	686	0	1,627	6,334
5:15 PM	0	0	0	0	0	0	0	0	0	0	778	113	0	0	693	0	1,584	
5:30 PM	0	0	0	0	0	0	0	0	0	0	777	134	0	0	705	0	1,616	
5:45 PM	0	0	0	0	0	0	0	0	0	0	761	133	0	0	613	0	1,507	
Count Total	0	0	0	0	0	0	0	0	0	0	5,933	1,000	0	0	4,758	0	11,691	
Peak Hour	0	0	0	0	0	0	0	0	0	0	3,121	516	0	0	2,697	0	6,334	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

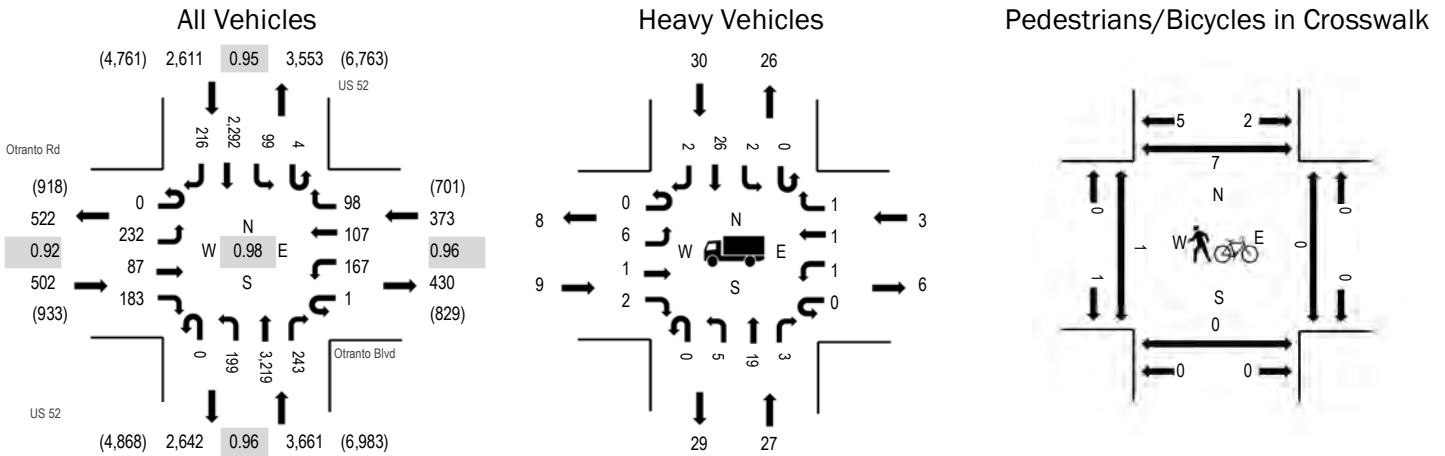
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	8	0	12	20	4:00 PM	0	0	0	0	0
4:15 PM	0	16	0	10	26	4:15 PM	0	0	0	0	0
4:30 PM	0	11	0	3	14	4:30 PM	0	0	0	0	0
4:45 PM	0	12	0	6	18	4:45 PM	0	0	0	0	0
5:00 PM	0	13	0	7	20	5:00 PM	0	0	0	0	0
5:15 PM	0	7	0	5	12	5:15 PM	0	0	0	0	0
5:30 PM	0	3	0	6	9	5:30 PM	0	0	0	0	0
5:45 PM	0	3	0	6	9	5:45 PM	0	0	0	0	0
Count Total	0	73	0	55	128	Count Total	0	0	0	0	0
Peak Hour	0	26	0	24	50	Peak Hour	0	0	0	0	0



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Location: #42 US 52 & Otranto Blvd PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.92
WB	0.8%	0.96
NB	0.7%	0.96
SB	1.1%	0.95
All	1.0%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Otranto Rd Eastbound				Otranto Blvd Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	50	15	54	0	47	20	26	1	50	668	49	4	19	422	44	1,469	6,231
4:15 PM	0	46	17	44	0	29	21	19	0	24	688	70	1	16	488	42	1,505	6,592
4:30 PM	0	38	19	41	0	39	27	31	0	34	716	56	7	27	524	27	1,586	6,853
4:45 PM	0	45	28	34	0	28	25	16	0	48	852	66	3	17	475	34	1,671	7,096
5:00 PM	0	55	18	47	0	43	32	19	0	35	849	57	3	26	596	50	1,830	7,147
5:15 PM	0	59	21	35	0	40	29	20	0	37	807	59	1	16	597	45	1,766	
5:30 PM	0	59	23	48	1	42	25	29	0	58	788	71	0	28	585	72	1,829	
5:45 PM	0	59	25	53	0	42	21	30	0	69	775	56	0	29	514	49	1,722	
Count Total	0	411	166	356	1	310	200	190	1	355	6,143	484	19	178	4,201	363	13,378	
Peak Hour	0	232	87	183	1	167	107	98	0	199	3,219	243	4	99	2,292	216	7,147	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

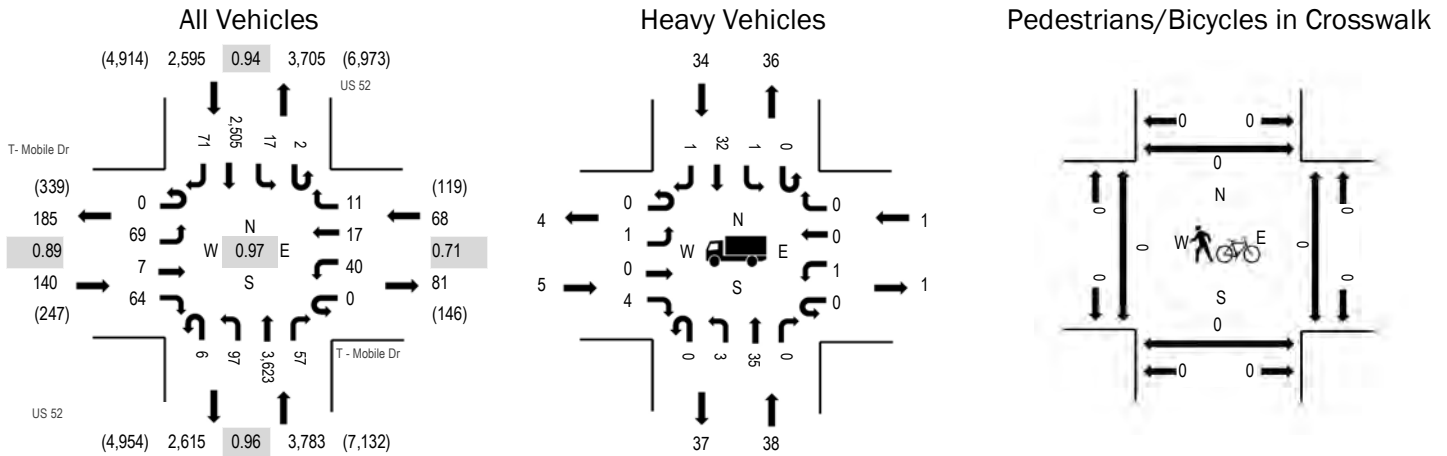
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	3	13	0	6	22	4:00 PM	0	0	1	0	1		
4:15 PM	6	12	2	16	36	4:15 PM	0	0	0	1	1		
4:30 PM	1	9	0	6	16	4:30 PM	0	0	0	1	1		
4:45 PM	2	11	1	6	20	4:45 PM	1	0	0	2	3		
5:00 PM	3	12	1	9	25	5:00 PM	0	0	0	2	2		
5:15 PM	3	6	2	7	18	5:15 PM	0	0	0	3	3		
5:30 PM	2	4	0	6	12	5:30 PM	1	0	0	2	3		
5:45 PM	1	5	0	8	14	5:45 PM	0	0	0	0	0		
Count Total	21	72	6	64	163	Count Total	2	0	1	11	14		
Peak Hour	9	27	3	30	69	Peak Hour	1	0	0	7	8		



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Location: #43 US 52 & T - Mobile Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.89
WB	1.5%	0.71
NB	1.0%	0.96
SB	1.3%	0.94
All	1.2%	0.97

Traffic Counts - All Vehicles

Interval Start Time	T - Mobile Dr Eastbound				T - Mobile Dr Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	6	0	5	0	8	4	2	4	17	760	14	1	2	553	15	1,391	5,837
4:15 PM	0	7	2	11	0	8	1	4	2	11	764	12	1	4	550	15	1,392	6,146
4:30 PM	0	22	1	19	0	5	5	1	2	24	800	11	0	3	568	15	1,476	6,436
4:45 PM	0	19	2	18	0	9	4	2	0	15	956	15	1	4	523	10	1,578	6,586
5:00 PM	0	12	2	17	0	7	7	2	0	20	923	10	1	3	673	23	1,700	6,575
5:15 PM	0	20	2	16	0	17	4	3	4	22	872	17	0	8	675	22	1,682	
5:30 PM	0	18	1	13	0	7	2	4	2	40	872	15	0	2	634	16	1,626	
5:45 PM	0	15	2	17	0	9	4	0	5	28	883	12	2	2	573	15	1,567	
Count Total	0	119	12	116	0	70	31	18	19	177	6,830	106	6	28	4,749	131	12,412	
Peak Hour	0	69	7	64	0	40	17	11	6	97	3,623	57	2	17	2,505	71	6,586	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

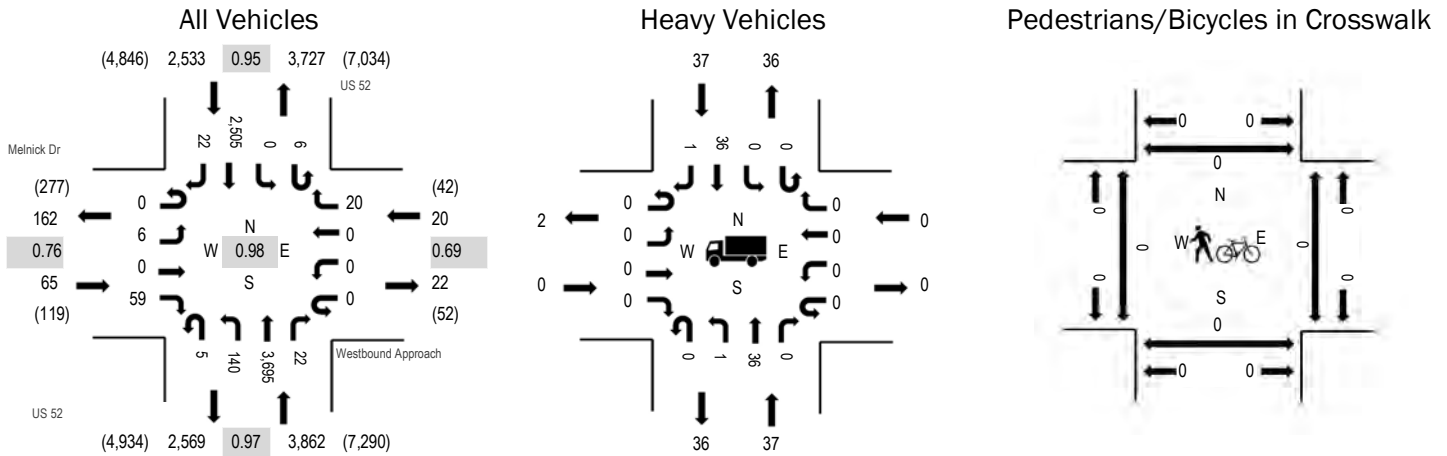
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	0	15	0	11	26		4:00 PM	0	0	0	2	2	
4:15 PM	1	14	0	17	32		4:15 PM	0	0	0	1	1	
4:30 PM	1	10	0	7	18		4:30 PM	0	0	0	2	2	
4:45 PM	2	12	1	10	25		4:45 PM	0	0	0	0	0	
5:00 PM	0	15	0	10	25		5:00 PM	0	0	0	0	0	
5:15 PM	2	6	0	9	17		5:15 PM	0	0	0	0	0	
5:30 PM	1	5	0	5	11		5:30 PM	0	0	0	0	0	
5:45 PM	0	5	0	6	11		5:45 PM	0	0	0	0	0	
Count Total	7	82	1	75	165		Count Total	0	0	0	5	5	
Peak Hour	5	38	1	34	78		Peak Hour	0	0	0	0	0	



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Location: #44 US 52 & Westbound Approach PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.76
WB	0.0%	0.69
NB	1.0%	0.97
SB	1.5%	0.95
All	1.1%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Melnick Dr Eastbound				Westbound Approach Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	14	0	0	0	5	8	27	782	5	0	0	586	3	1,430	5,863
4:15 PM	0	0	0	8	0	0	0	4	8	18	762	8	0	0	563	6	1,377	6,089
4:30 PM	0	1	0	12	0	0	0	8	3	18	849	8	0	0	593	5	1,497	6,324
4:45 PM	0	0	0	11	0	0	0	5	5	45	938	5	0	0	544	6	1,559	6,480
5:00 PM	0	3	0	18	0	0	0	1	0	24	950	1	3	0	651	5	1,656	6,434
5:15 PM	0	2	0	7	0	0	0	4	0	30	895	7	1	0	662	4	1,612	
5:30 PM	0	1	0	23	0	0	0	10	0	41	912	9	2	0	648	7	1,653	
5:45 PM	0	2	0	17	0	0	0	5	0	38	885	9	4	0	553	0	1,513	
Count Total	0	9	0	110	0	0	0	42	24	241	6,973	52	10	0	4,800	36	12,297	
Peak Hour	0	6	0	59	0	0	0	20	5	140	3,695	22	6	0	2,505	22	6,480	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

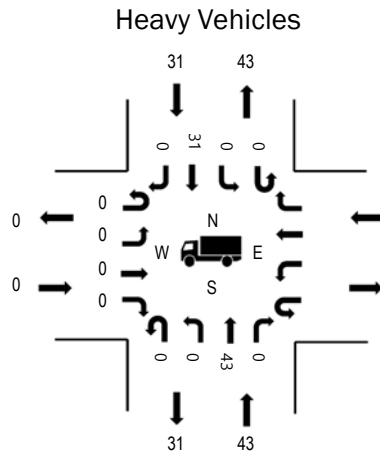
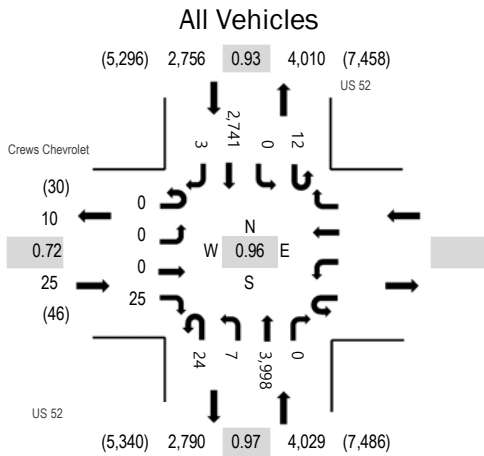
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	0	15	0	13	28		4:00 PM	0	0	0	0	0	0
4:15 PM	0	14	0	22	36		4:15 PM	0	0	0	0	0	0
4:30 PM	1	15	0	9	25		4:30 PM	0	0	0	0	0	0
4:45 PM	0	9	0	12	21		4:45 PM	0	0	0	0	0	0
5:00 PM	0	14	0	10	24		5:00 PM	0	0	0	0	0	0
5:15 PM	0	6	0	9	15		5:15 PM	0	0	0	0	0	0
5:30 PM	0	8	0	6	14		5:30 PM	0	0	0	0	0	0
5:45 PM	0	2	0	4	6		5:45 PM	0	0	0	0	0	0
Count Total	1	83	0	85	169		Count Total	0	0	0	0	0	0
Peak Hour	0	37	0	37	74		Peak Hour	0	0	0	0	0	0



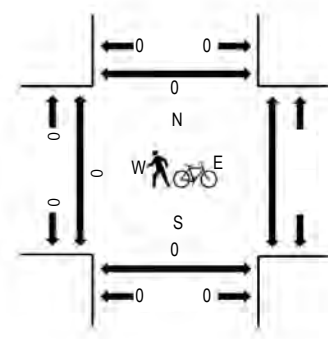
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Location: #45 US 52 & Crews Chevrolet PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.72
WB		
NB	1.1%	0.97
SB	1.1%	0.93
All	1.1%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Crews Chevrolet Eastbound				Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	4					2	3	849	0	3	0	578	0	1,439	6,070
4:15 PM	0	1	0	7					5	2	769	0	8	0	647	4	1,443	6,310
4:30 PM	0	1	0	2					2	4	914	0	4	0	614	0	1,541	6,569
4:45 PM	0	0	0	6					3	3	1,035	0	2	0	598	0	1,647	6,810
5:00 PM	0	0	0	9					8	0	969	0	7	0	686	0	1,679	6,758
5:15 PM	0	0	0	4					8	2	990	0	1	0	694	3	1,702	
5:30 PM	0	0	0	6					5	2	1,004	0	2	0	763	0	1,782	
5:45 PM	0	0	0	6					12	1	894	0	5	0	671	6	1,595	
Count Total	0	2	0	44					45	17	7,424	0	32	0	5,251	13	12,828	
Peak Hour	0	0	0	25					24	7	3,998	0	12	0	2,741	3	6,810	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

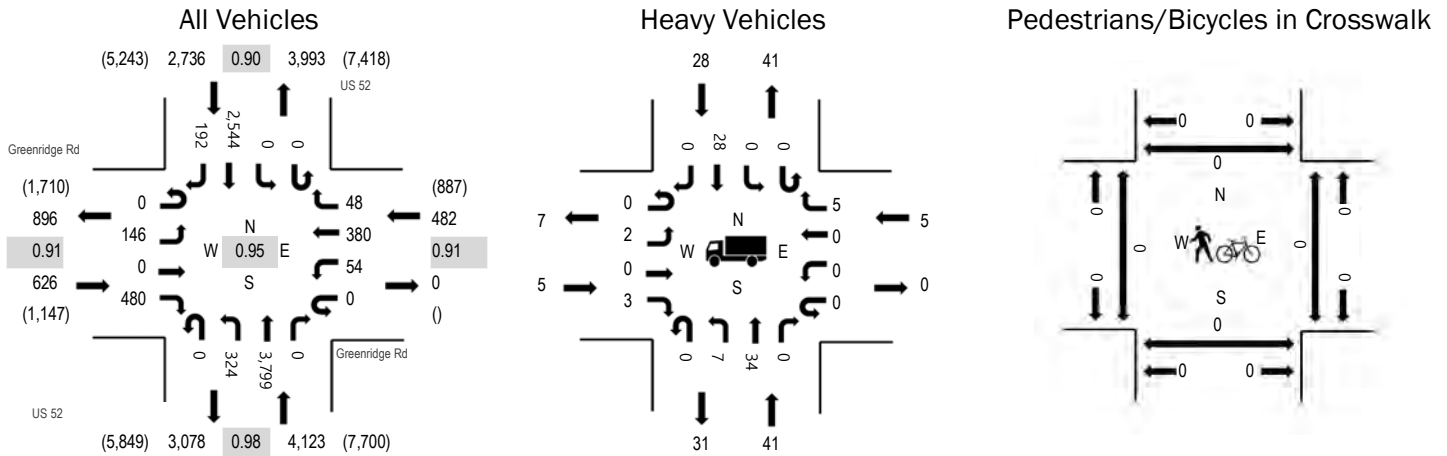
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	15		7	22	4:00 PM	0	0		0	0
4:15 PM	0	14		20	34	4:15 PM	0	0		0	0
4:30 PM	0	14		9	23	4:30 PM	0	0		0	0
4:45 PM	0	16		10	26	4:45 PM	0	0		0	0
5:00 PM	0	13		9	22	5:00 PM	0	0		0	0
5:15 PM	0	6		8	14	5:15 PM	0	0		0	0
5:30 PM	0	8		4	12	5:30 PM	0	0		0	0
5:45 PM	0	3		5	8	5:45 PM	0	0		0	0
Count Total	0	89		72	161	Count Total	0	0		0	0
Peak Hour	0	43		31	74	Peak Hour	0	0		0	0



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Location: #46 US 52 & Greenridge Rd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.8%	0.91
WB	1.0%	0.91
NB	1.0%	0.98
SB	1.0%	0.90
All	1.0%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Greenridge Rd Eastbound				Greenridge Rd Westbound				US 52 Northbound			US 52 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	31	0	95	0	16	53	8	0	61	823	0	0	0	536	29	1,652	7,011
4:15 PM	0	26	0	103	0	15	85	10	0	88	735	0	0	0	542	47	1,651	7,319
4:30 PM	0	26	0	96	0	14	85	4	1	56	851	0	0	0	616	44	1,793	7,674
4:45 PM	0	29	0	92	0	10	72	9	0	70	987	0	0	0	601	45	1,915	7,967
5:00 PM	0	52	0	126	0	18	95	18	0	79	904	0	0	0	628	40	1,960	7,966
5:15 PM	0	26	0	135	0	17	112	10	0	88	965	0	0	0	601	52	2,006	
5:30 PM	0	39	0	127	0	9	101	11	0	87	943	0	0	0	714	55	2,086	
5:45 PM	0	35	0	109	0	9	96	10	0	96	866	0	0	0	619	74	1,914	
Count Total	0	264	0	883	0	108	699	80	1	625	7,074	0	0	0	4,857	386	14,977	
Peak Hour	0	146	0	480	0	54	380	48	0	324	3,799	0	0	0	2,544	192	7,967	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

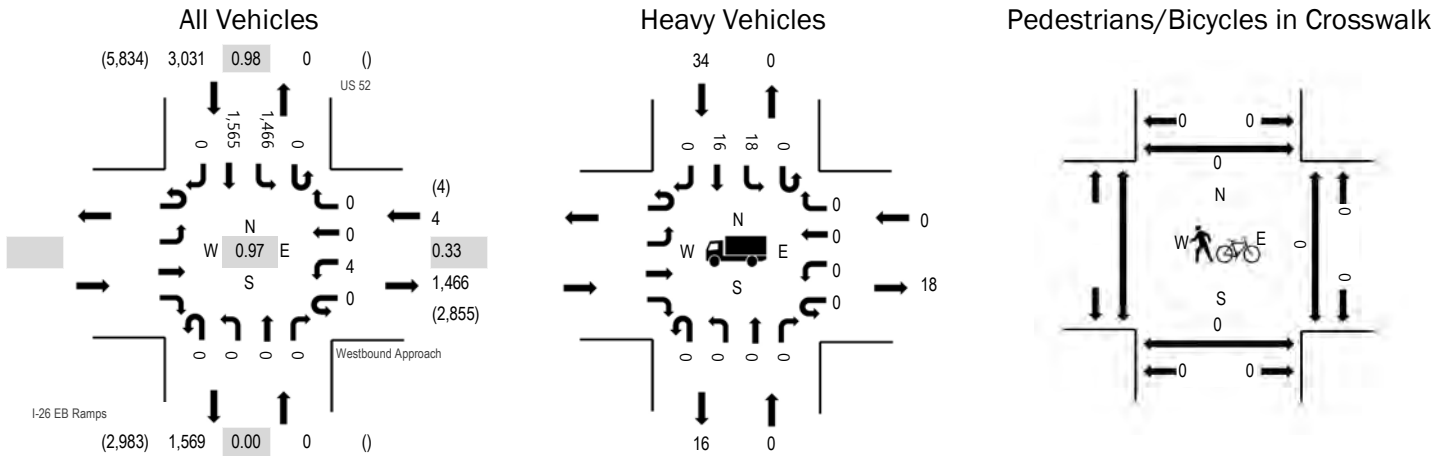
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	2	15	1	5	23		4:00 PM	0	0	0	0	0	0
4:15 PM	4	13	3	17	37		4:15 PM	0	0	0	0	0	0
4:30 PM	2	12	2	10	26		4:30 PM	0	0	0	1	1	1
4:45 PM	1	15	0	9	25		4:45 PM	0	0	0	0	0	0
5:00 PM	2	13	2	7	24		5:00 PM	0	0	0	0	0	0
5:15 PM	1	9	2	7	19		5:15 PM	0	0	0	0	0	0
5:30 PM	1	4	1	5	11		5:30 PM	0	0	0	0	0	0
5:45 PM	1	5	0	7	13		5:45 PM	0	0	0	0	0	0
Count Total	14	86	11	67	178		Count Total	0	0	0	1	1	1
Peak Hour	5	41	5	28	79		Peak Hour	0	0	0	0	0	0



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Location: #47 I-26 EB Ramps & Westbound Approach PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.33
NB	0.0%	0.00
SB	1.1%	0.98
All	1.1%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Westbound Approach Westbound				I-26 EB Ramps Northbound				US 52 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	0	0	0	0	0	0	310	319	0	629	2,828
4:15 PM					0	0	0	0	0	0	0	0	0	337	392	0	729	2,962
4:30 PM					0	0	0	0	0	0	0	0	0	350	396	0	746	3,001
4:45 PM					0	0	0	0	0	0	0	0	0	355	369	0	724	3,035
5:00 PM					0	0	0	0	0	0	0	0	0	373	390	0	763	3,010
5:15 PM					0	1	0	0	0	0	0	0	0	353	414	0	768	
5:30 PM					0	3	0	0	0	0	0	0	0	385	392	0	780	
5:45 PM					0	0	0	0	0	0	0	0	0	392	307	0	699	
Count Total					0	4	0	0	0	0	0	0	0	2,855	2,979	0	5,838	
Peak Hour					0	4	0	0	0	0	0	0	0	1,466	1,565	0	3,035	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

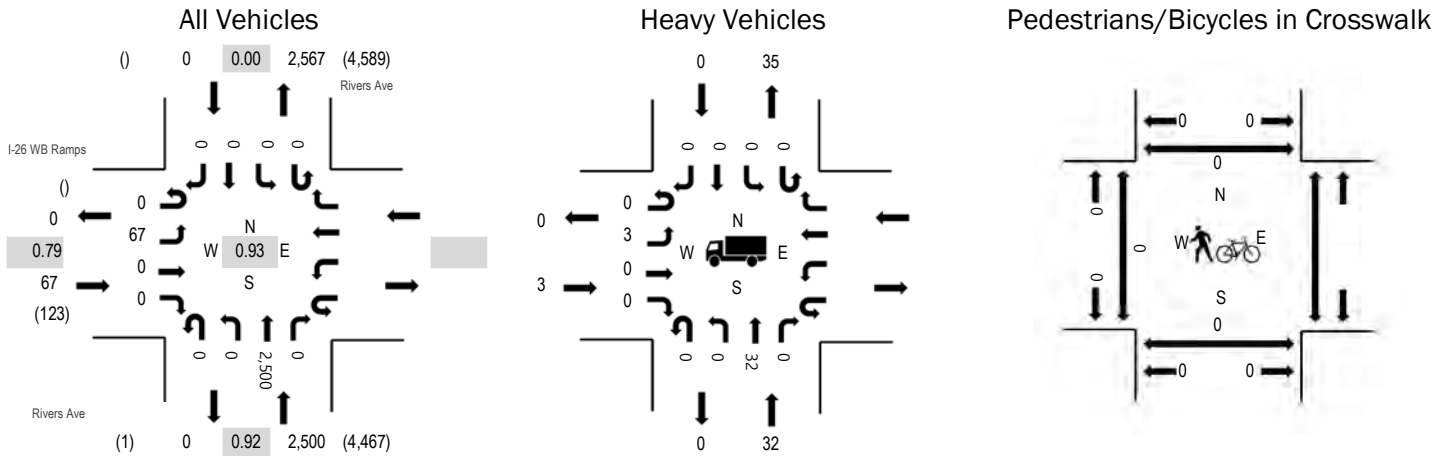
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	0	9		9	4:00 PM	0	0	0	0	0
4:15 PM	0	0	23		23	4:15 PM	0	0	0	0	0
4:30 PM	0	0	9		9	4:30 PM	0	0	0	0	0
4:45 PM	0	0	11		11	4:45 PM	0	0	0	0	0
5:00 PM	0	0	9		9	5:00 PM	0	0	0	0	0
5:15 PM	0	0	10		10	5:15 PM	0	0	0	0	0
5:30 PM	0	0	4		4	5:30 PM	0	0	0	0	0
5:45 PM	0	0	7		7	5:45 PM	0	0	0	0	0
Count Total	0	0	82		82	Count Total	0	0	0	0	0
Peak Hour	0	0	34		34	Peak Hour	0	0	0	0	0



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Location: #48 Rivers Ave & I-26 WB Ramps PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.5%	0.79
WB		
NB	1.3%	0.92
SB	0.0%	0.00
All	1.4%	0.93

Traffic Counts - All Vehicles

Interval Start Time	I-26 WB Ramps Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	
4:00 PM	0	16	0	0					1	0	471	0	0	0	0	0	0	488	2,053
4:15 PM	0	14	0	0					0	0	451	0	0	0	0	0	0	465	2,223
4:30 PM	0	15	0	0					0	0	492	0	0	0	0	0	0	507	2,445
4:45 PM	0	21	0	0					0	0	572	0	0	0	0	0	0	593	2,567
5:00 PM	0	23	0	0					0	0	635	0	0	0	0	0	0	658	2,537
5:15 PM	0	10	0	0					0	0	677	0	0	0	0	0	0	687	
5:30 PM	0	13	0	0					0	0	616	0	0	0	0	0	0	629	
5:45 PM	0	11	0	0					0	0	552	0	0	0	0	0	0	563	
Count Total	0	123	0	0					1	0	4,466	0	0	0	0	0	0	4,590	
Peak Hour	0	67	0	0					0	0	2,500	0	0	0	0	0	0	2,567	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

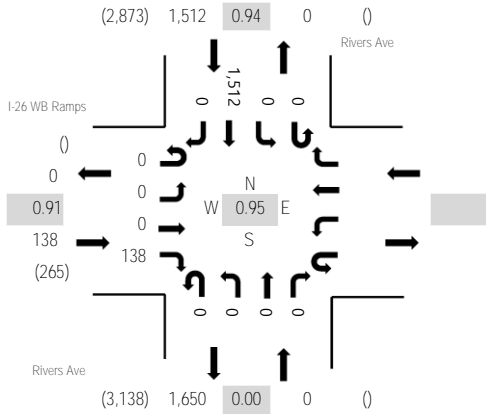
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	15		0	16	4:00 PM	0	0		0	0
4:15 PM	0	5		0	5	4:15 PM	0	0		0	0
4:30 PM	0	11		0	11	4:30 PM	0	0		1	1
4:45 PM	1	4		0	5	4:45 PM	0	0		0	0
5:00 PM	0	11		0	11	5:00 PM	0	0		0	0
5:15 PM	1	7		0	8	5:15 PM	0	0		0	0
5:30 PM	1	10		0	11	5:30 PM	0	0		0	0
5:45 PM	0	2		0	2	5:45 PM	0	0		0	0
Count Total	4	65		0	69	Count Total	0	0		1	1
Peak Hour	3	32		0	35	Peak Hour	0	0		0	0



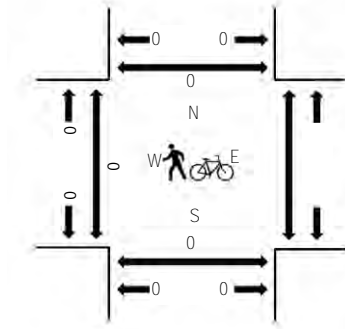
(303) 216-2439
www.alltrafficdata.net

Location: #48 - A Rivers Ave & I-26 WB Ramps PM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-26 WB Ramps Eastbound				Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	29					0	0	0	0	0	0	0	305	0	334	1,488	0	0	0
4:15 PM	0	0	0	32					0	0	0	0	0	0	0	360	0	392	1,564	3	0	0
4:30 PM	0	0	0	31					0	0	0	0	0	0	0	346	0	377	1,562	0	0	0
4:45 PM	0	0	0	35					0	0	0	0	0	0	0	350	0	385	1,621	0	0	0
5:00 PM	0	0	0	40					0	0	0	0	0	0	0	370	0	410	1,650	0	0	0
5:15 PM	0	0	0	37					0	0	0	0	0	0	0	353	0	390		0	0	0
5:30 PM	0	0	0	34					0	0	0	0	0	0	0	402	0	436		0	0	0
5:45 PM	0	0	0	27					0	0	0	0	0	0	0	387	0	414		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	1	0	1
Lights	0	0	0	138					0	0	0	0	0	0	1,494	0	1,632
Mediums	0	0	0	0					0	0	0	0	0	0	17	0	17
Total	0	0	0	138					0	0	0	0	0	0	1,512	0	1,650



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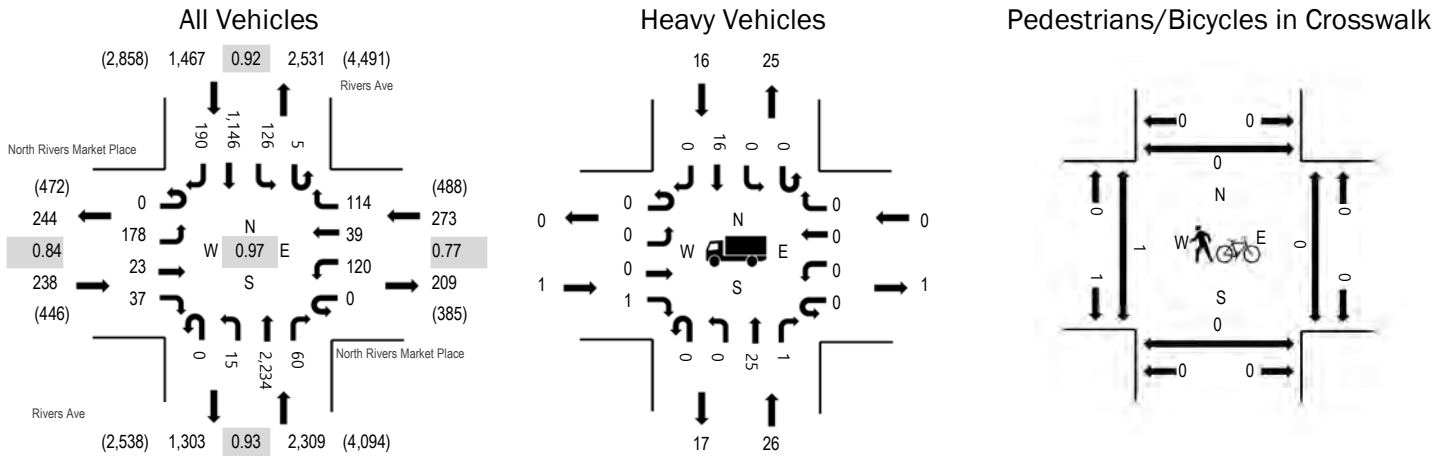
Location: #49 Rivers Ave & North Rivers Market Place PM

Date: Wednesday, November 7, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.4%	0.84
WB	0.0%	0.77
NB	1.1%	0.93
SB	1.1%	0.92
All	1.0%	0.97

Traffic Counts - All Vehicles

Interval Start Time	North Rivers Market Place Eastbound				North Rivers Market Place Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	33	4	10	0	22	6	23	0	1	404	15	1	23	284	42	868	3,698
4:15 PM	0	50	9	12	0	31	6	24	0	4	372	13	2	28	256	57	864	3,897
4:30 PM	0	37	5	9	0	26	15	20	0	1	445	13	2	30	272	54	929	4,139
4:45 PM	0	53	7	14	0	23	10	19	0	2	534	18	0	37	273	47	1,037	4,287
5:00 PM	0	41	8	5	0	35	15	39	0	3	550	13	1	32	270	55	1,067	4,188
5:15 PM	0	42	6	10	0	35	7	28	0	8	604	11	2	33	275	45	1,106	
5:30 PM	0	42	2	8	0	27	7	28	0	2	546	18	2	24	328	43	1,077	
5:45 PM	0	21	3	15	0	16	3	23	0	6	503	8	0	25	282	33	938	
Count Total	0	319	44	83	0	215	69	204	0	27	3,958	109	10	232	2,240	376	7,886	
Peak Hour	0	178	23	37	0	120	39	114	0	15	2,234	60	5	126	1,146	190	4,287	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	10	0	4	14	4:00 PM	2	0	0	0	2
4:15 PM	0	6	0	8	14	4:15 PM	2	0	0	0	2
4:30 PM	1	6	0	1	8	4:30 PM	1	0	0	0	1
4:45 PM	1	2	0	4	7	4:45 PM	1	0	0	0	1
5:00 PM	0	10	0	5	15	5:00 PM	0	0	0	0	0
5:15 PM	0	8	0	3	11	5:15 PM	0	0	0	0	0
5:30 PM	0	6	0	4	10	5:30 PM	0	0	0	0	0
5:45 PM	0	2	0	4	6	5:45 PM	0	0	0	0	0
Count Total	2	50	0	33	85	Count Total	6	0	0	0	6
Peak Hour	1	26	0	16	43	Peak Hour	1	0	0	0	1



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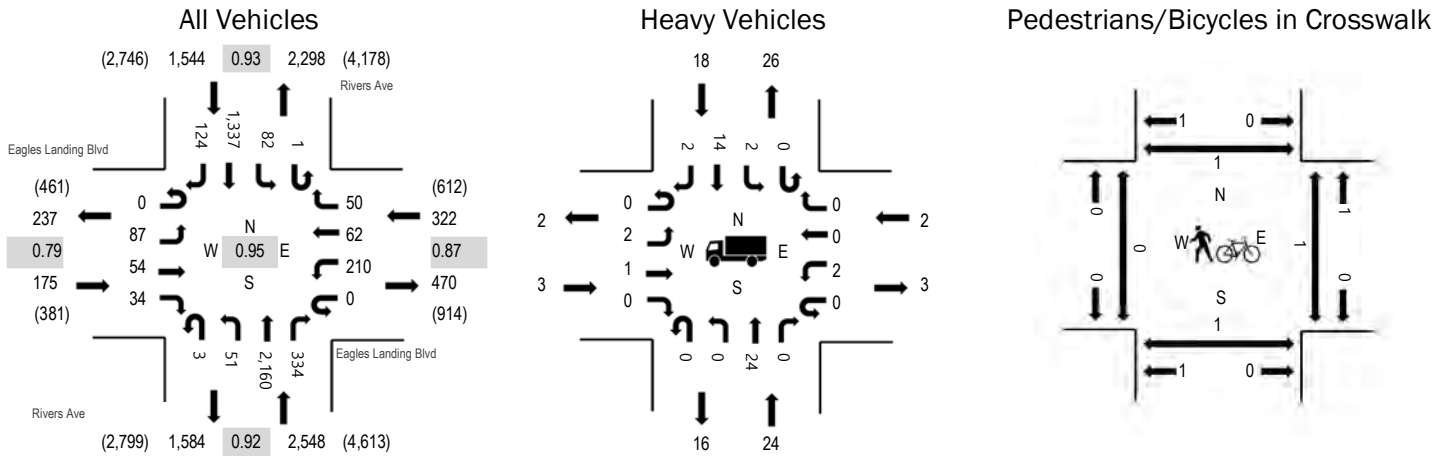
Location: #50 Rivers Ave & Eagles Landing Blvd PM

Date: Wednesday, November 7, 2018

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.7%	0.79
WB	0.6%	0.87
NB	0.9%	0.92
SB	1.2%	0.93
All	1.0%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Eagles Landing Blvd Eastbound				Eagles Landing Blvd Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	28	11	7	0	45	11	11	3	10	385	75	0	16	265	29	896	3,763
4:15 PM	0	35	23	7	0	49	12	18	0	7	343	63	0	26	243	47	873	3,995
4:30 PM	0	24	16	10	0	49	14	10	0	9	448	72	0	15	228	34	929	4,330
4:45 PM	0	19	18	8	0	46	15	10	0	6	549	95	0	14	255	30	1,065	4,558
5:00 PM	0	18	13	12	0	61	19	17	2	16	537	80	0	22	300	31	1,128	4,589
5:15 PM	0	20	18	7	0	58	16	13	1	8	608	94	1	19	309	36	1,208	
5:30 PM	0	29	12	8	0	56	14	14	0	14	512	83	0	17	373	25	1,157	
5:45 PM	0	20	11	7	0	35	13	6	0	13	503	77	0	24	355	32	1,096	
Count Total	0	193	122	66	0	399	114	99	6	83	3,885	639	1	153	2,328	264	8,352	
Peak Hour	0	87	54	34	0	210	62	50	3	51	2,160	334	1	82	1,337	124	4,589	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

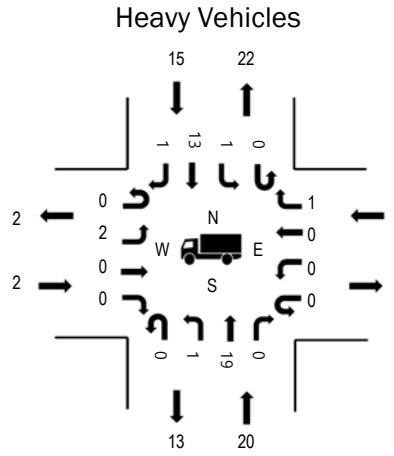
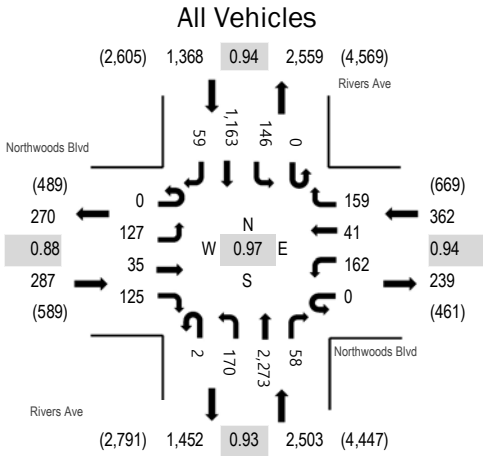
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	11	0	7	18	4:00 PM	1	0	0	0	1
4:15 PM	0	10	1	11	22	4:15 PM	1	0	0	2	3
4:30 PM	1	7	2	1	11	4:30 PM	2	0	0	0	2
4:45 PM	0	3	0	5	8	4:45 PM	0	0	1	0	1
5:00 PM	0	11	0	7	18	5:00 PM	0	0	0	0	0
5:15 PM	1	5	2	3	11	5:15 PM	0	0	1	0	1
5:30 PM	1	5	0	4	10	5:30 PM	0	0	0	1	1
5:45 PM	1	3	0	4	8	5:45 PM	0	1	0	0	1
Count Total	4	55	5	42	106	Count Total	4	1	2	3	10
Peak Hour	3	24	2	18	47	Peak Hour	0	1	1	1	3



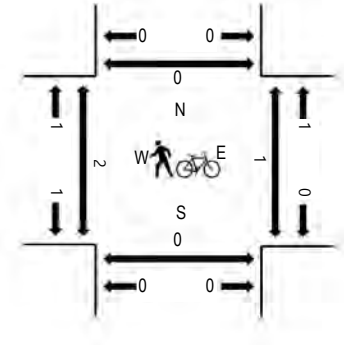
(303) 216-2439
www.alltrafficdata.net

Location: #51 Rivers Ave & Northwoods Blvd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.88
WB	0.3%	0.94
NB	0.8%	0.93
SB	1.1%	0.94
All	0.8%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Northwoods Blvd Eastbound				Northwoods Blvd Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	33	8	25	0	24	8	38	0	24	383	13	0	27	267	9	859	3,832
4:15 PM	0	27	13	33	0	35	10	28	0	26	364	11	0	42	266	13	868	4,102
4:30 PM	0	34	13	28	0	45	11	33	0	31	496	21	0	32	247	14	1,005	4,402
4:45 PM	0	30	8	29	0	41	11	31	0	52	573	14	0	42	254	15	1,100	4,520
5:00 PM	0	30	8	33	0	40	7	47	0	37	554	16	0	45	298	14	1,129	4,478
5:15 PM	0	31	5	33	0	39	12	38	0	43	621	11	0	33	287	15	1,168	
5:30 PM	0	36	14	30	0	42	11	43	2	38	525	17	0	26	324	15	1,123	
5:45 PM	0	36	9	43	0	41	11	23	0	46	515	14	0	19	285	16	1,058	
Count Total	0	257	78	254	0	307	81	281	2	297	4,031	117	0	266	2,228	111	8,310	
Peak Hour	0	127	35	125	0	162	41	159	2	170	2,273	58	0	146	1,163	59	4,520	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

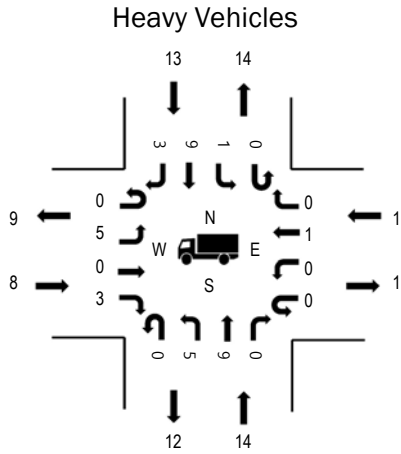
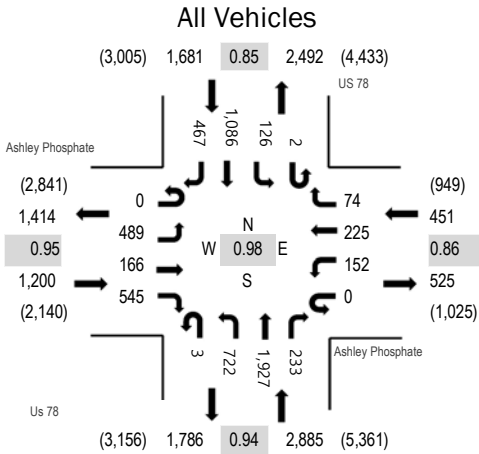
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	1	10	0	4	15		4:00 PM	0	0	1	0	1	
4:15 PM	1	8	2	9	20		4:15 PM	0	0	0	0	0	
4:30 PM	1	8	0	2	11		4:30 PM	0	1	0	0	1	
4:45 PM	0	6	0	3	9		4:45 PM	1	0	0	0	1	
5:00 PM	0	8	0	3	11		5:00 PM	0	0	0	0	0	
5:15 PM	1	3	0	5	9		5:15 PM	1	0	1	0	2	
5:30 PM	1	3	1	4	9		5:30 PM	0	0	0	0	0	
5:45 PM	0	5	0	3	8		5:45 PM	0	0	0	0	0	
Count Total	5	51	3	33	92		Count Total	2	1	2	0	5	
Peak Hour	2	20	1	15	38		Peak Hour	2	0	1	0	3	



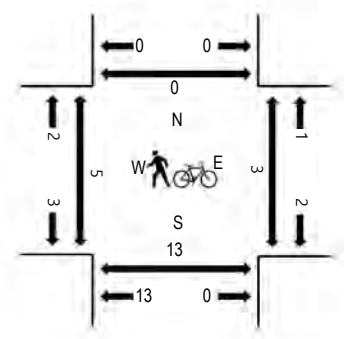
(303) 216-2439
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Location: #52 Us 78 & Ashley Phosphate PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.95
WB	0.2%	0.86
NB	0.5%	0.94
SB	0.8%	0.85
All	0.6%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Ashley Phosphate Eastbound				Ashley Phosphate Westbound				Us 78 Northbound				US 78 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	1	78	47	83	0	41	56	23	0	189	310	33	0	42	188	113	1,204	5,238
4:15 PM	1	72	50	109	0	42	89	13	0	197	294	42	0	43	210	91	1,253	5,552
4:30 PM	0	93	38	113	0	41	60	16	1	196	429	45	2	33	191	87	1,345	5,892
4:45 PM	0	106	39	110	0	34	61	22	0	199	482	59	1	29	207	87	1,436	6,063
5:00 PM	0	122	43	116	0	33	51	22	2	195	510	54	0	32	227	111	1,518	6,217
5:15 PM	0	127	38	121	0	48	61	19	1	214	517	57	0	32	223	135	1,593	
5:30 PM	0	119	40	157	0	41	59	11	0	137	467	61	1	30	282	111	1,516	
5:45 PM	0	121	45	151	0	30	54	22	0	176	433	61	1	32	354	110	1,590	
Count Total	2	838	340	960	0	310	491	148	4	1,503	3,442	412	5	273	1,882	845	11,455	
Peak Hour	0	489	166	545	0	152	225	74	3	722	1,927	233	2	126	1,086	467	6,217	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

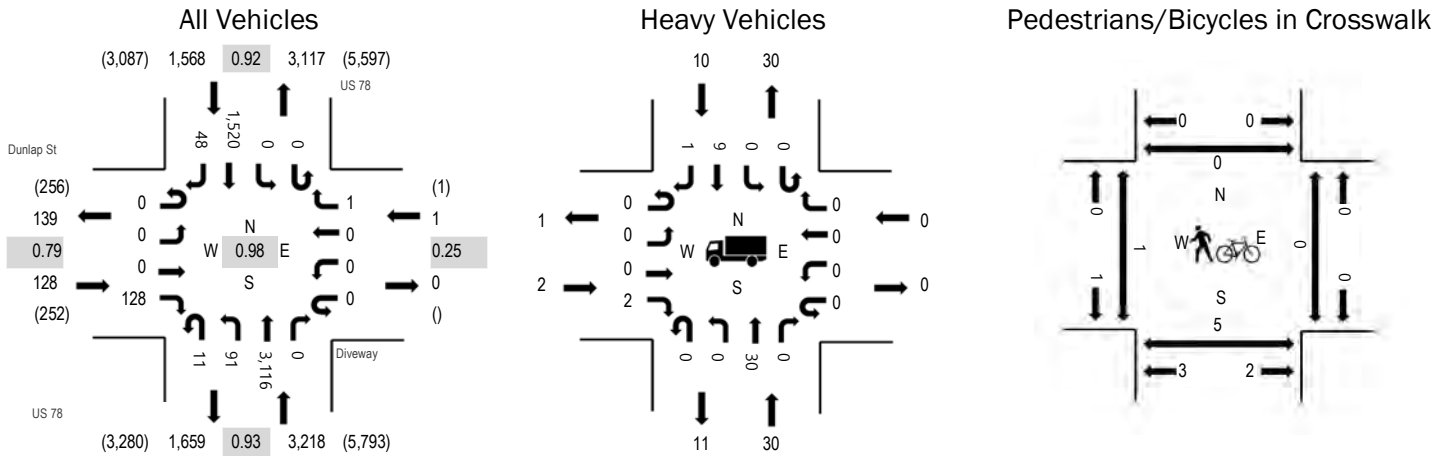
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	16	0	3	20	4:00 PM	0	3	0	0	3
4:15 PM	4	8	0	5	17	4:15 PM	0	3	1	0	4
4:30 PM	5	10	0	5	20	4:30 PM	0	2	0	0	2
4:45 PM	4	9	0	2	15	4:45 PM	0	1	0	0	1
5:00 PM	3	6	0	4	13	5:00 PM	4	1	0	0	5
5:15 PM	0	3	0	2	5	5:15 PM	0	7	1	0	8
5:30 PM	2	5	0	5	12	5:30 PM	1	2	1	0	4
5:45 PM	3	0	1	2	6	5:45 PM	0	3	1	0	4
Count Total	22	57	1	28	108	Count Total	5	22	4	0	31
Peak Hour	8	14	1	13	36	Peak Hour	5	13	3	0	21



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Location: #53 US 78 & Diveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.6%	0.79
WB	0.0%	0.25
NB	0.9%	0.93
SB	0.6%	0.92
All	0.9%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Dunlap St Eastbound				Diveway Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	1	0	0	28	0	0	0	0	3	27	539	0	0	0	347	6	951	4,244
4:15 PM	0	0	0	26	0	0	0	0	2	20	545	0	0	0	357	8	958	4,465
4:30 PM	0	0	0	31	0	0	0	0	2	17	678	0	0	0	345	7	1,080	4,753
4:45 PM	0	0	0	36	0	0	0	0	3	25	835	0	0	0	343	13	1,255	4,915
5:00 PM	0	0	0	24	0	0	0	0	2	20	755	0	0	0	355	16	1,172	4,889
5:15 PM	0	0	0	27	0	0	0	1	3	28	787	0	0	0	392	8	1,246	
5:30 PM	0	0	0	41	0	0	0	0	3	18	739	0	0	0	430	11	1,242	
5:45 PM	0	0	0	38	0	0	0	0	3	21	718	0	0	0	439	10	1,229	
Count Total	1	0	0	251	0	0	0	1	21	176	5,596	0	0	0	3,008	79	9,133	
Peak Hour	0	0	0	128	0	0	0	1	11	91	3,116	0	0	0	1,520	48	4,915	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

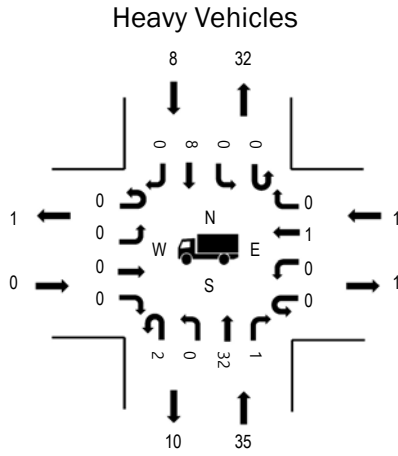
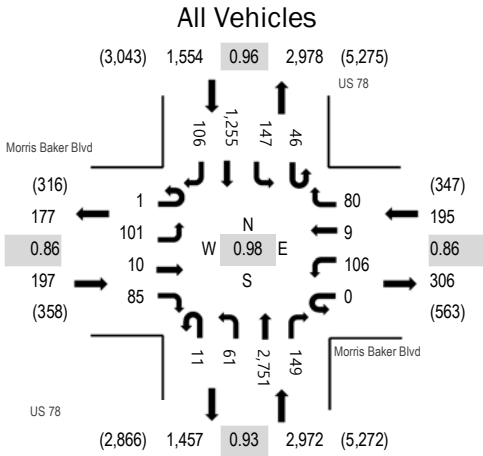
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	19	0	2	22	4:00 PM	0	2	0	1	3
4:15 PM	2	7	0	4	13	4:15 PM	0	0	0	0	0
4:30 PM	0	10	0	2	12	4:30 PM	1	0	0	0	1
4:45 PM	0	8	0	3	11	4:45 PM	0	1	0	0	1
5:00 PM	0	9	0	3	12	5:00 PM	1	0	0	0	1
5:15 PM	1	5	0	2	8	5:15 PM	0	0	0	0	0
5:30 PM	1	8	0	2	11	5:30 PM	0	4	0	0	4
5:45 PM	0	3	0	1	4	5:45 PM	0	0	1	0	1
Count Total	5	69	0	19	93	Count Total	2	7	1	1	11
Peak Hour	2	30	0	10	42	Peak Hour	1	5	0	0	6



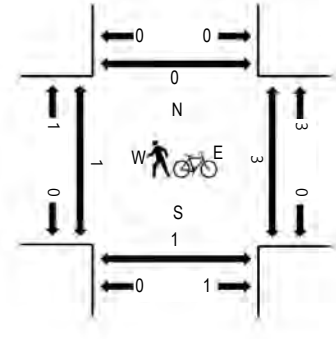
(303) 216-2439
www.alltrafficdata.net

Location: #54 US 78 & Morris Baker Blvd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.86
WB	0.5%	0.86
NB	1.2%	0.93
SB	0.5%	0.96
All	0.9%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Morris Baker Blvd Eastbound				Morris Baker Blvd Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	17	1	14	0	22	1	25	2	10	455	26	4	33	282	17	909	4,203
4:15 PM	0	13	0	13	0	13	0	16	2	8	499	28	4	23	309	29	957	4,505
4:30 PM	0	20	3	25	0	15	1	14	4	12	575	34	7	37	306	25	1,078	4,771
4:45 PM	0	26	5	17	0	23	2	20	4	14	741	39	11	35	285	37	1,259	4,918
5:00 PM	0	34	2	25	0	33	0	24	2	18	661	32	20	31	302	27	1,211	4,817
5:15 PM	1	24	2	26	0	20	3	20	2	14	688	35	7	43	314	24	1,223	
5:30 PM	0	17	1	17	0	30	4	16	3	15	661	43	8	38	354	18	1,225	
5:45 PM	0	29	2	24	0	24	2	19	4	16	586	39	14	31	350	18	1,158	
Count Total	1	180	16	161	0	180	13	154	23	107	4,866	276	75	271	2,502	195	9,020	
Peak Hour	1	101	10	85	0	106	9	80	11	61	2,751	149	46	147	1,255	106	4,918	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	16	0	3	20	4:00 PM	2	0	0	0	2
4:15 PM	0	5	0	5	10	4:15 PM	0	0	0	0	0
4:30 PM	1	9	0	2	12	4:30 PM	4	0	0	0	4
4:45 PM	0	10	0	3	13	4:45 PM	1	0	2	0	3
5:00 PM	0	9	0	3	12	5:00 PM	0	0	0	0	0
5:15 PM	0	7	0	2	9	5:15 PM	0	0	0	0	0
5:30 PM	0	9	1	0	10	5:30 PM	0	1	1	0	2
5:45 PM	0	2	0	0	2	5:45 PM	0	1	2	0	3
Count Total	2	67	1	18	88	Count Total	7	2	5	0	14
Peak Hour	0	35	1	8	44	Peak Hour	1	1	3	0	5



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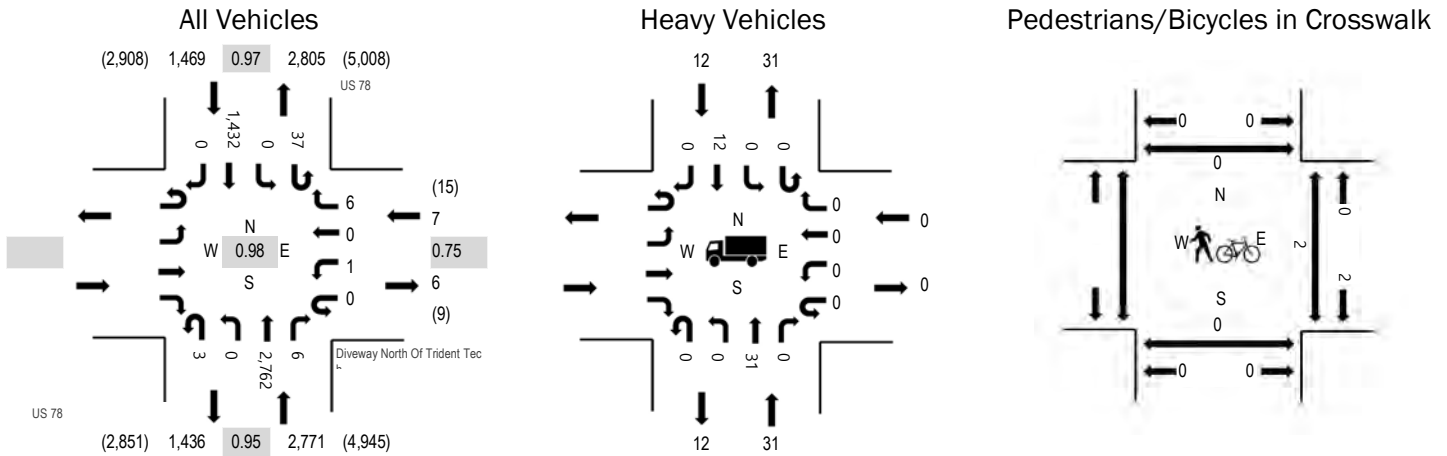
Location: #55 US 78 & Diveway North Of Trident Tech PM

Date: Wednesday, November 7, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.75
NB	1.1%	0.95
SB	0.8%	0.97
All	1.0%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Diveway North Of Trident Tech				US 78 Northbound				US 78 Southbound				Total	Rolling Hour				
	Eastbound		Westbound		Northbound		Southbound											
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM					0	0	0	3	2	0	516	2	11	0	343	0	877	3,737
4:15 PM					0	0	0	1	1	0	488	1	6	0	340	0	837	3,933
4:30 PM					0	0	0	2	0	0	590	0	5	0	345	0	942	4,163
4:45 PM					0	0	0	3	1	0	729	2	13	0	333	0	1,081	4,247
5:00 PM					0	1	0	0	2	0	704	1	12	0	353	0	1,073	4,131
5:15 PM					0	0	0	2	0	0	686	3	9	0	367	0	1,067	
5:30 PM					0	0	0	1	0	0	643	0	3	0	379	0	1,026	
5:45 PM					0	0	0	2	0	0	574	0	5	0	384	0	965	
Count Total					0	1	0	14	6	0	4,930	9	64	0	2,844	0	7,868	
Peak Hour					0	1	0	6	3	0	2,762	6	37	0	1,432	0	4,247	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

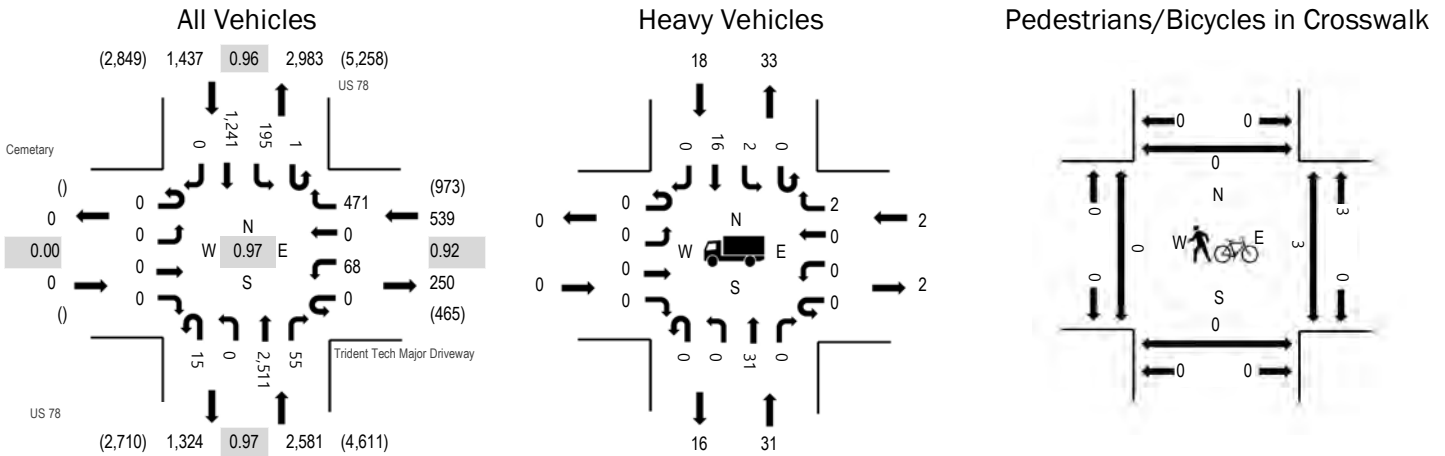
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	16	0	3		19	4:00 PM	0	0	0		0
4:15 PM	6	0	5		11	4:15 PM	0	0	0		0
4:30 PM	7	1	3		11	4:30 PM	0	0	0		0
4:45 PM	11	0	4		15	4:45 PM	0	0	0		0
5:00 PM	8	0	4		12	5:00 PM	0	0	0		0
5:15 PM	7	0	2		9	5:15 PM	0	1	0		1
5:30 PM	5	0	2		7	5:30 PM	0	1	0		1
5:45 PM	3	0	2		5	5:45 PM	0	0	0		0
Count Total	63	1	25		89	Count Total	0	2	0		2
Peak Hour	31	0	12		43	Peak Hour	0	2	0		2



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Location: #56 US 78 & Trident Tech Major Driveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.4%	0.92
NB	1.2%	0.97
SB	1.3%	0.96
All	1.1%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Cemetery Eastbound				Trident Tech Major Driveway Westbound				US 78 Northbound				US 78 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	49	0	95	18	0	426	2	1	34	311	0	936	3,945
4:15 PM	0	0	0	0	0	42	0	62	10	0	447	1	1	30	297	0	890	4,147
4:30 PM	0	0	0	0	1	9	0	70	4	0	533	11	0	48	307	0	983	4,367
4:45 PM	0	0	0	0	0	16	0	126	4	0	651	7	0	50	282	0	1,136	4,557
5:00 PM	0	0	0	0	0	16	0	127	9	0	612	8	0	40	326	0	1,138	4,488
5:15 PM	0	0	0	0	0	11	0	96	0	0	636	14	1	52	300	0	1,110	
5:30 PM	0	0	0	0	0	25	0	122	2	0	612	26	0	53	333	0	1,173	
5:45 PM	0	0	0	0	0	15	0	91	1	0	548	29	1	59	323	0	1,067	
Count Total	0	0	0	0	1	183	0	789	48	0	4,465	98	4	366	2,479	0	8,433	
Peak Hour	0	0	0	0	0	68	0	471	15	0	2,511	55	1	195	1,241	0	4,557	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

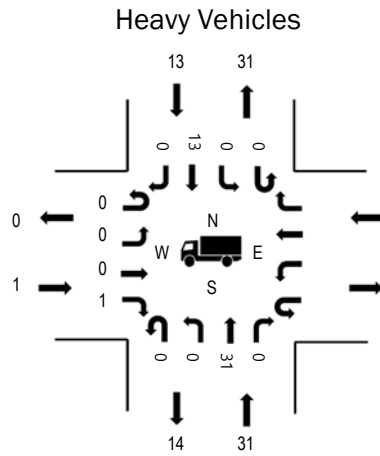
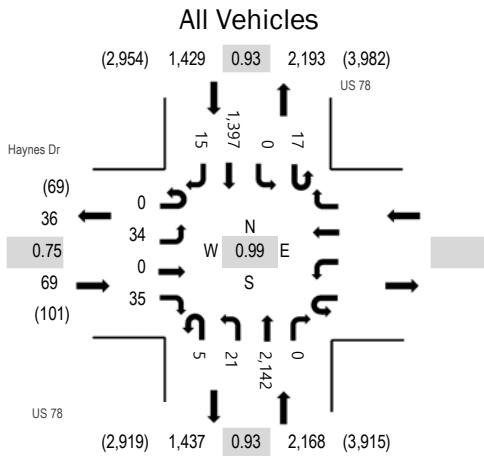
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	12	1	4	17	4:00 PM	0	0	1	0	1
4:15 PM	0	7	0	7	14	4:15 PM	0	0	1	0	1
4:30 PM	0	7	1	2	10	4:30 PM	2	0	0	0	2
4:45 PM	0	10	0	5	15	4:45 PM	0	0	2	0	2
5:00 PM	0	9	1	6	16	5:00 PM	0	0	0	0	0
5:15 PM	0	6	0	3	9	5:15 PM	0	0	1	0	1
5:30 PM	0	6	1	4	11	5:30 PM	0	0	0	0	0
5:45 PM	0	4	0	0	4	5:45 PM	0	0	0	0	0
Count Total	0	61	4	31	96	Count Total	2	0	5	0	7
Peak Hour	0	31	2	18	51	Peak Hour	0	0	3	0	3



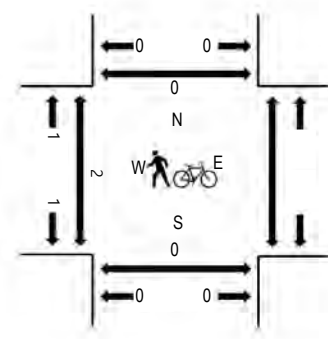
(303) 216-2439
www.alltrafficdata.net

Location: #57 US 78 & Haynes Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.4%	0.75
WB		
NB	1.4%	0.93
SB	0.9%	0.93
All	1.2%	0.99

Traffic Counts - All Vehicles

Interval Start Time	Haynes Dr Eastbound				Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	8	0	4					1	3	440	0	0	0	402	3	861	3,317
4:15 PM	0	7	0	1					5	3	376	0	5	0	340	5	742	3,380
4:30 PM	0	5	0	3					2	2	434	0	8	0	348	2	804	3,545
4:45 PM	0	5	0	8					1	4	578	0	4	0	304	6	910	3,666
5:00 PM	0	13	0	10					0	6	516	0	2	0	374	3	924	3,653
5:15 PM	0	8	0	8					1	7	548	0	3	0	329	3	907	
5:30 PM	0	8	0	9					3	4	500	0	8	0	390	3	925	
5:45 PM	0	2	0	2					2	7	472	0	32	0	372	8	897	
Count Total	0	56	0	45					15	36	3,864	0	62	0	2,859	33	6,970	
Peak Hour	0	34	0	35					5	21	2,142	0	17	0	1,397	15	3,666	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

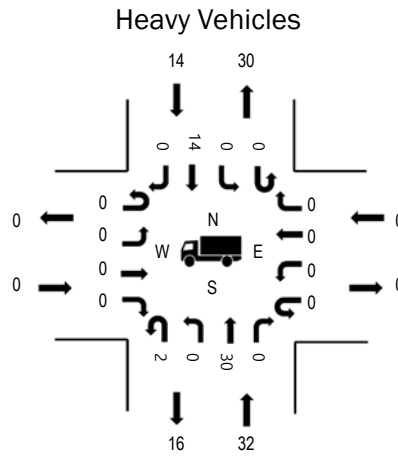
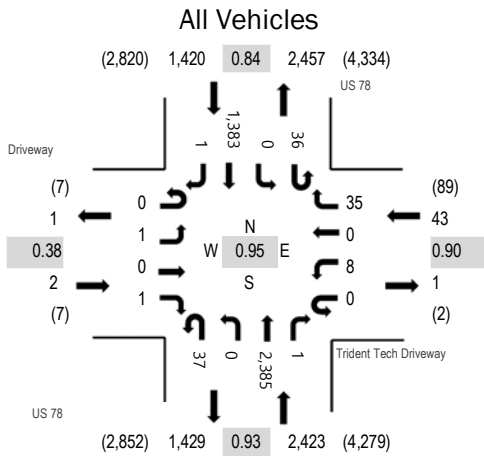
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	14		4	18	4:00 PM	2	0		0	2
4:15 PM	0	9		6	15	4:15 PM	0	0		0	0
4:30 PM	1	5		5	11	4:30 PM	2	0		0	2
4:45 PM	1	9		5	15	4:45 PM	0	0		0	0
5:00 PM	0	9		3	12	5:00 PM	0	0		0	0
5:15 PM	0	5		3	8	5:15 PM	2	0		0	2
5:30 PM	0	8		2	10	5:30 PM	0	0		0	0
5:45 PM	0	3		0	3	5:45 PM	1	0		0	1
Count Total	2	62		28	92	Count Total	7	0		0	7
Peak Hour	1	31		13	45	Peak Hour	2	0		0	2



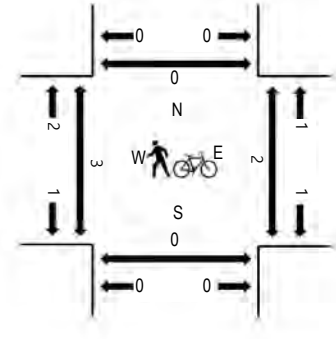
(303) 216-2439
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Location: #58 US 78 & Trident Tech Driveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.38
WB	0.0%	0.90
NB	1.3%	0.93
SB	1.0%	0.84
All	1.2%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Trident Tech Driveway Westbound				US 78 Northbound				US 78 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	4	0	5	0	7	11	0	469	0	2	0	382	3	883	3,435
4:15 PM	0	0	0	1	0	1	0	10	16	1	387	0	5	0	361	0	782	3,574
4:30 PM	0	0	0	0	0	3	0	10	11	0	440	0	2	0	331	2	799	3,724
4:45 PM	0	0	0	1	0	6	0	9	11	0	639	0	3	0	302	0	971	3,888
5:00 PM	0	1	0	0	0	1	0	14	9	0	569	0	13	0	414	1	1,022	3,760
5:15 PM	0	0	0	0	0	1	0	5	9	0	583	0	8	0	326	0	932	
5:30 PM	0	0	0	0	0	0	0	7	8	0	594	1	12	0	341	0	963	
5:45 PM	0	0	0	0	0	2	0	8	7	0	513	1	24	0	288	0	843	
Count Total	0	1	0	6	0	19	0	70	82	1	4,194	2	69	0	2,745	6	7,195	
Peak Hour	0	1	0	1	0	8	0	35	37	0	2,385	1	36	0	1,383	1	3,888	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

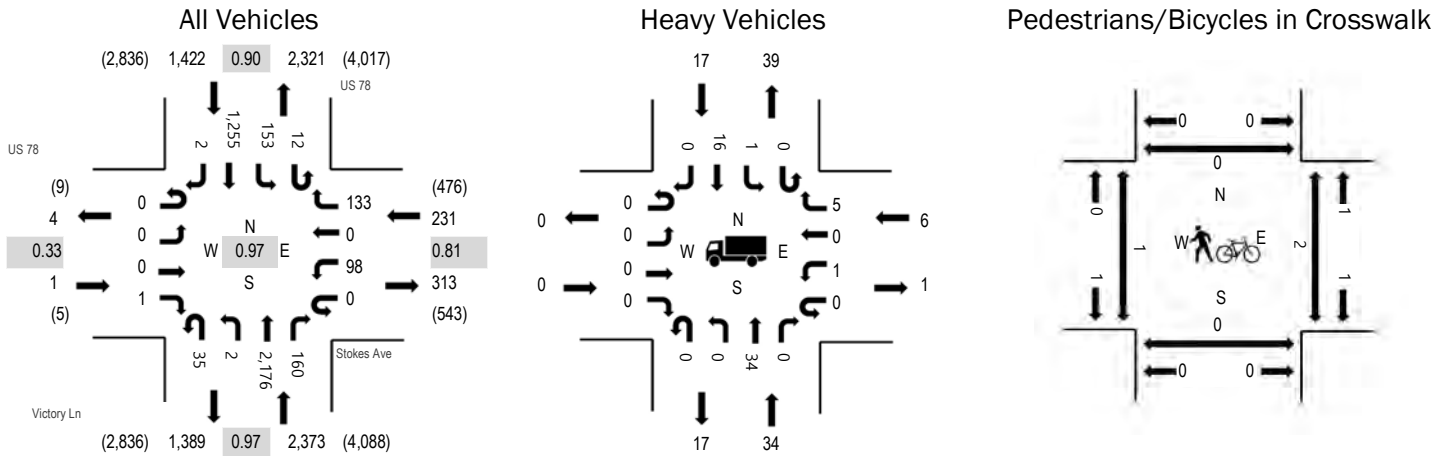
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	12	0	4	16	4:00 PM	2	1	1	0	4
4:15 PM	0	7	0	9	16	4:15 PM	0	0	1	0	1
4:30 PM	0	6	0	3	9	4:30 PM	1	1	3	0	5
4:45 PM	0	9	0	5	14	4:45 PM	0	0	0	0	0
5:00 PM	0	10	0	5	15	5:00 PM	0	0	0	0	0
5:15 PM	0	7	0	3	10	5:15 PM	3	0	1	0	4
5:30 PM	0	6	0	1	7	5:30 PM	0	0	1	0	1
5:45 PM	0	3	0	2	5	5:45 PM	0	0	1	0	1
Count Total	0	60	0	32	92	Count Total	6	2	8	0	16
Peak Hour	0	32	0	14	46	Peak Hour	3	0	2	0	5



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Location: #59 Victory Ln & Stokes Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.33
WB	2.6%	0.81
NB	1.4%	0.97
SB	1.2%	0.90
All	1.4%	0.97

Traffic Counts - All Vehicles

Interval Start Time	US 78 Eastbound				Stokes Ave Westbound				Victory Ln Northbound				US 78 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	1	0	23	0	22	7	1	452	26	3	19	349	0	903	3,552
4:15 PM	0	0	0	0	0	19	0	45	11	0	344	26	1	4	333	0	783	3,687
4:30 PM	2	0	0	1	0	52	0	50	6	0	337	35	0	22	353	0	858	3,874
4:45 PM	0	0	0	0	0	32	0	56	10	2	566	26	0	23	293	0	1,008	4,027
5:00 PM	0	0	0	0	0	36	0	42	13	0	508	40	3	37	357	2	1,038	3,853
5:15 PM	0	0	0	1	0	18	0	17	8	0	551	39	6	40	290	0	970	
5:30 PM	0	0	0	0	0	12	0	18	4	0	551	55	3	53	315	0	1,011	
5:45 PM	0	0	0	0	0	21	0	13	6	0	424	40	5	58	265	2	834	
Count Total	2	0	0	3	0	213	0	263	65	3	3,733	287	21	256	2,555	4	7,405	
Peak Hour	0	0	0	1	0	98	0	133	35	2	2,176	160	12	153	1,255	2	4,027	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	15	1	3	19	4:00 PM	2	0	1	0	3
4:15 PM	0	6	3	8	17	4:15 PM	0	0	0	0	0
4:30 PM	0	5	1	4	10	4:30 PM	0	0	0	0	0
4:45 PM	0	11	2	3	16	4:45 PM	0	0	0	0	0
5:00 PM	0	11	2	6	19	5:00 PM	0	0	0	0	0
5:15 PM	0	6	0	4	10	5:15 PM	0	0	1	0	1
5:30 PM	0	6	2	4	12	5:30 PM	1	0	1	0	2
5:45 PM	0	3	0	0	3	5:45 PM	1	0	0	0	1
Count Total	0	63	11	32	106	Count Total	4	0	3	0	7
Peak Hour	0	34	6	17	57	Peak Hour	1	0	2	0	3



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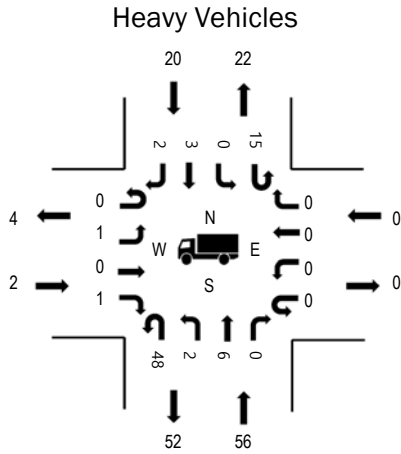
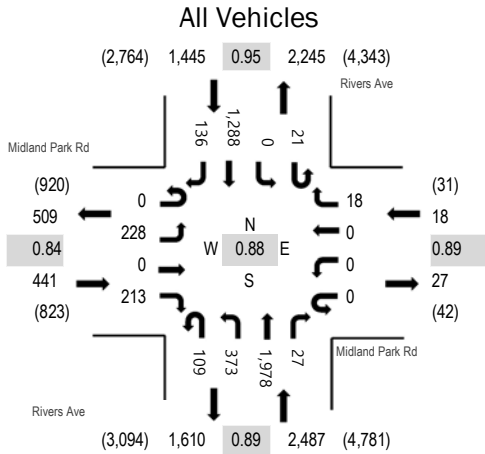
Location: #60 Rivers Ave & Midland Park Rd PM

Date: Wednesday, November 7, 2018

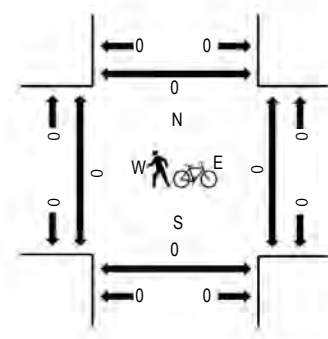
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.84
WB	0.0%	0.89
NB	2.3%	0.89
SB	1.4%	0.95
All	1.8%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Midland Park Rd Eastbound				Midland Park Rd Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	50	0	34	0	0	1	1	19	67	507	0	1	1	381	21	1,083	4,332
4:15 PM	0	49	0	53	0	0	0	0	27	72	428	0	3	0	334	25	991	4,344
4:30 PM	0	67	0	49	0	0	0	0	22	79	394	8	6	0	367	24	1,016	4,391
4:45 PM	0	68	0	69	0	0	0	4	31	123	573	5	5	0	322	42	1,242	4,352
5:00 PM	0	52	0	51	0	0	0	7	32	90	513	8	4	0	303	35	1,095	4,067
5:15 PM	0	41	0	44	0	0	0	7	24	81	498	6	6	0	296	35	1,038	
5:30 PM	0	51	0	42	0	0	0	7	42	84	484	7	5	0	223	32	977	
5:45 PM	0	60	0	43	0	0	0	4	26	83	441	7	7	0	260	26	957	
Count Total	0	438	0	385	0	0	1	30	223	679	3,838	41	37	1	2,486	240	8,399	
Peak Hour	0	228	0	213	0	0	0	18	109	373	1,978	27	21	0	1,288	136	4,391	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

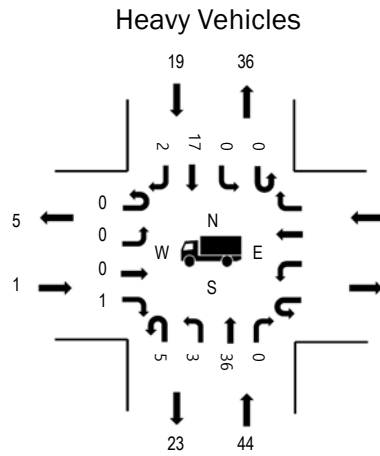
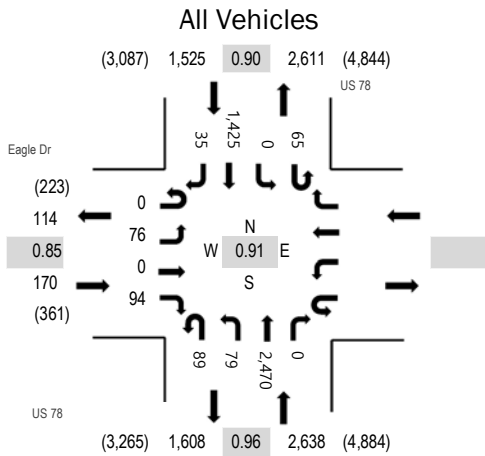
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	1	20	0	2	23		4:00 PM	0	0	0	0	0	0
4:15 PM	0	31	0	6	37		4:15 PM	0	0	0	0	0	0
4:30 PM	0	17	0	5	22		4:30 PM	0	0	0	0	0	0
4:45 PM	1	20	0	6	27		4:45 PM	0	0	0	0	0	0
5:00 PM	0	10	0	3	13		5:00 PM	0	0	0	0	0	0
5:15 PM	1	9	0	6	16		5:15 PM	0	0	0	0	0	0
5:30 PM	2	21	0	2	25		5:30 PM	0	0	0	0	0	0
5:45 PM	0	8	0	3	11		5:45 PM	0	0	0	0	0	0
Count Total	5	136	0	33	174		Count Total	0	0	0	0	0	0
Peak Hour	2	56	0	20	78		Peak Hour	0	0	0	0	0	0



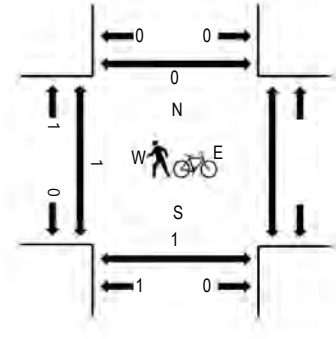
(303) 216-2439
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Location: #61 US 78 & Eagle Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.6%	0.85
WB		
NB	1.7%	0.96
SB	1.2%	0.90
All	1.5%	0.91

Traffic Counts - All Vehicles

Interval Start Time	Eagle Dr Eastbound				Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	27	0	31					17	26	611	0	14	0	357	12	1,095	4,102
4:15 PM	0	23	0	21					24	17	479	0	17	0	395	6	982	4,194
4:30 PM	0	26	0	27					28	25	409	0	10	0	402	8	935	4,228
4:45 PM	0	14	0	29					31	30	625	0	10	0	342	9	1,090	4,333
5:00 PM	0	27	0	29					25	18	627	0	18	0	436	7	1,187	4,230
5:15 PM	0	16	0	21					20	19	610	0	9	0	312	9	1,016	
5:30 PM	0	19	0	15					13	12	608	0	28	0	335	10	1,040	
5:45 PM	0	12	0	24					14	10	586	0	19	0	317	5	987	
Count Total	0	164	0	197					172	157	4,555	0	125	0	2,896	66	8,332	
Peak Hour	0	76	0	94					89	79	2,470	0	65	0	1,425	35	4,333	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

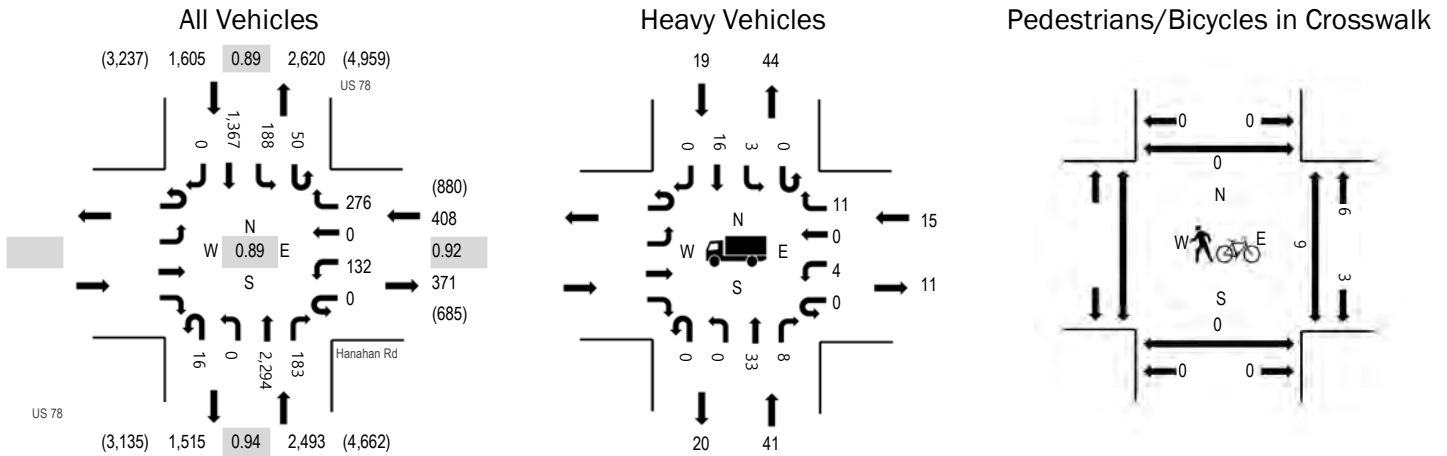
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	17		7	27	4:00 PM	1	0		0	1
4:15 PM	3	17		10	30	4:15 PM	0	1		4	5
4:30 PM	0	9		9	18	4:30 PM	0	0		0	0
4:45 PM	0	16		4	20	4:45 PM	0	0		0	0
5:00 PM	0	8		4	12	5:00 PM	0	0		0	0
5:15 PM	1	11		8	20	5:15 PM	1	1		0	2
5:30 PM	0	9		3	12	5:30 PM	0	0		0	0
5:45 PM	2	5		2	9	5:45 PM	0	0		0	0
Count Total	9	92		47	148	Count Total	2	2		4	8
Peak Hour	1	44		19	64	Peak Hour	1	1		0	2



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Location: #62 US 78 & Hanahan Rd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	3.7%	0.92
NB	1.6%	0.94
SB	1.2%	0.89
All	1.7%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Hanahan Rd Westbound				US 78 Northbound				US 78 Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	57	0	87	8	0	581	35	10	35	353	0	1,166	4,393
4:15 PM					0	50	0	66	7	0	490	33	9	66	378	0	1,099	4,496
4:30 PM					0	61	0	83	4	0	368	30	11	55	378	0	990	4,438
4:45 PM					0	42	0	84	8	0	574	45	12	39	334	0	1,138	4,506
5:00 PM					0	37	0	69	4	0	612	48	17	65	417	0	1,269	4,386
5:15 PM					0	22	0	65	2	0	550	45	10	41	306	0	1,041	
5:30 PM					0	31	0	58	2	0	558	45	11	43	310	0	1,058	
5:45 PM					0	26	0	42	5	0	578	30	14	30	293	0	1,018	
Count Total					0	326	0	554	40	0	4,311	311	94	374	2,769	0	8,779	
Peak Hour					0	132	0	276	16	0	2,294	183	50	188	1,367	0	4,506	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

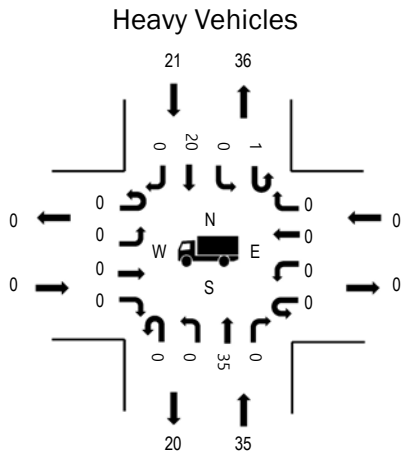
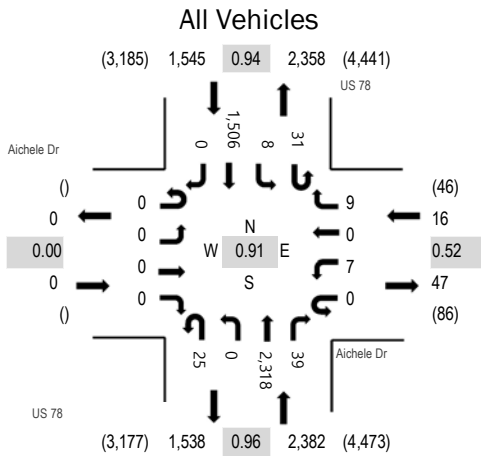
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	14	7	11		32	4:00 PM	0	0	0		0
4:15 PM	19	6	8		33	4:15 PM	0	2	0		2
4:30 PM	7	2	7		16	4:30 PM	0	0	0		0
4:45 PM	14	6	5		25	4:45 PM	0	0	0		0
5:00 PM	10	2	3		15	5:00 PM	0	4	0		4
5:15 PM	10	6	10		26	5:15 PM	0	3	0		3
5:30 PM	7	1	1		9	5:30 PM	0	2	0		2
5:45 PM	3	1	2		6	5:45 PM	0	3	0		3
Count Total	84	31	47		162	Count Total	0	14	0		14
Peak Hour	41	15	19		75	Peak Hour	0	9	0		9



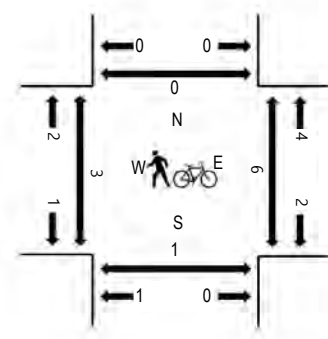
(303) 216-2439
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Location: #63 US 78 & Aichele Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	0.0%	0.52
NB	1.5%	0.96
SB	1.4%	0.94
All	1.4%	0.91

Traffic Counts - All Vehicles

Interval Start Time	Aichele Dr Eastbound				Aichele Dr Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	0	0	3	0	3	4	0	594	6	9	1	422	0	1,042	3,867
4:15 PM	0	0	0	0	0	9	0	7	10	0	477	8	9	3	413	0	936	3,910
4:30 PM	0	0	0	0	0	1	0	4	7	0	445	5	9	2	449	0	922	3,908
4:45 PM	0	0	0	0	0	3	0	3	10	0	540	20	7	3	381	0	967	3,943
5:00 PM	0	0	0	0	0	1	0	3	3	0	607	8	13	3	447	0	1,085	3,837
5:15 PM	0	0	0	0	0	3	0	3	9	0	568	7	3	1	340	0	934	
5:30 PM	0	0	0	0	0	0	0	0	3	0	603	4	8	1	338	0	957	
5:45 PM	0	0	0	0	0	2	0	1	5	0	519	11	6	3	314	0	861	
Count Total	0	0	0	0	0	22	0	24	51	0	4,353	69	64	17	3,104	0	7,704	
Peak Hour	0	0	0	0	0	7	0	9	25	0	2,318	39	31	8	1,506	0	3,943	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

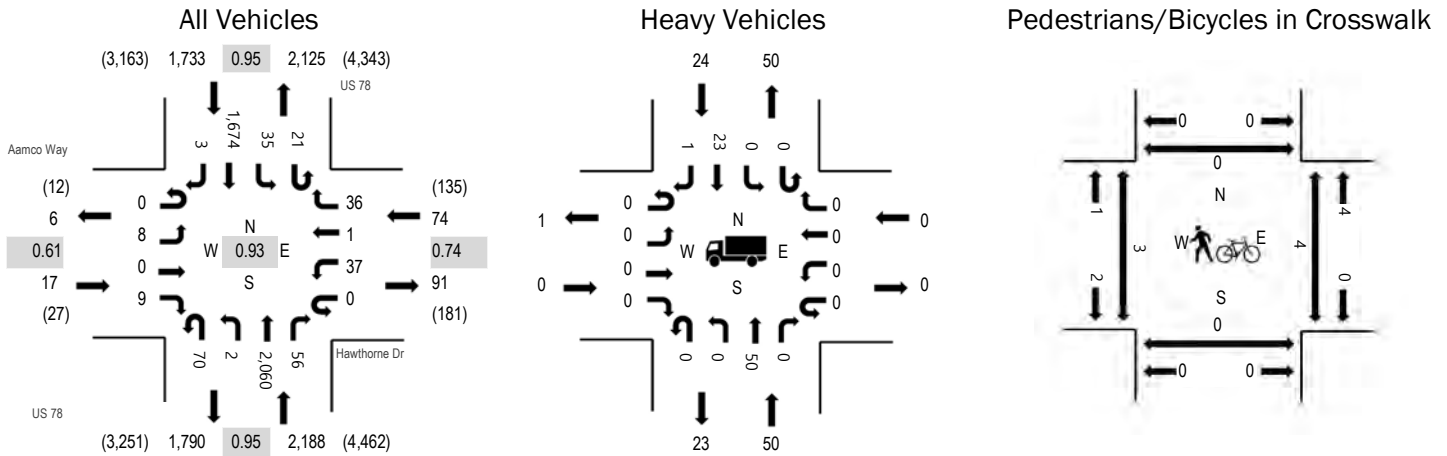
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	16	0	11	27	4:00 PM	1	0	0	0	1
4:15 PM	0	21	0	7	28	4:15 PM	0	0	0	0	0
4:30 PM	0	8	1	7	16	4:30 PM	0	0	1	0	1
4:45 PM	0	12	0	5	17	4:45 PM	1	0	0	0	1
5:00 PM	0	10	0	3	13	5:00 PM	2	1	3	0	6
5:15 PM	0	8	0	11	19	5:15 PM	0	0	1	0	1
5:30 PM	0	5	0	2	7	5:30 PM	0	0	2	0	2
5:45 PM	0	3	0	2	5	5:45 PM	0	0	0	0	0
Count Total	0	83	1	48	132	Count Total	4	1	7	0	12
Peak Hour	0	35	0	21	56	Peak Hour	3	1	6	0	10



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Location: #64 US 78 & Hawthorne Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.61
WB	0.0%	0.74
NB	2.3%	0.95
SB	1.4%	0.95
All	1.8%	0.93

Traffic Counts - All Vehicles

Interval Start Time	Aamco Way Eastbound				Hawthorne Dr Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	3	0	8	0	9	15	0	595	18	2	8	411	0	1,069	4,004
4:15 PM	0	4	0	1	0	8	0	8	16	0	489	15	7	12	401	1	962	4,012
4:30 PM	0	0	0	1	0	9	1	9	14	0	498	12	6	9	441	2	1,002	3,982
4:45 PM	0	3	0	4	0	8	0	6	19	0	517	13	6	10	385	0	971	3,893
5:00 PM	0	1	0	3	0	12	0	13	21	2	556	16	2	4	447	0	1,077	3,783
5:15 PM	0	0	0	4	0	6	0	9	10	3	534	18	3	8	337	0	932	
5:30 PM	0	0	0	1	0	7	0	9	14	1	526	10	9	5	331	0	913	
5:45 PM	0	0	0	2	0	6	0	7	6	1	513	10	2	13	300	1	861	
Count Total	0	8	0	19	0	64	1	70	115	7	4,228	112	37	69	3,053	4	7,787	
Peak Hour	0	8	0	9	0	37	1	36	70	2	2,060	56	21	35	1,674	3	4,012	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

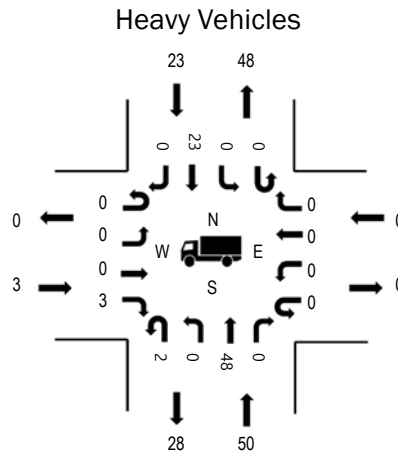
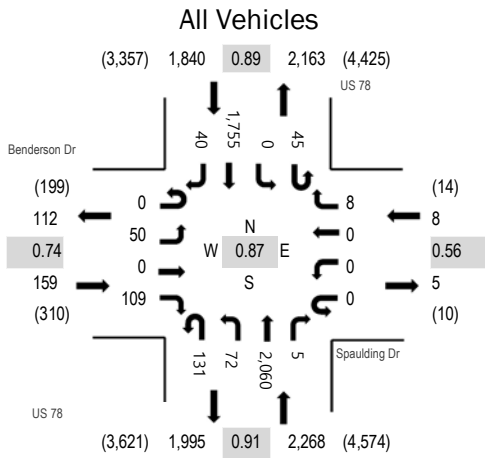
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	17	0	12	29	4:00 PM	1	0	0	0	1
4:15 PM	0	20	0	7	27	4:15 PM	1	0	1	0	2
4:30 PM	0	10	0	7	17	4:30 PM	0	0	1	0	1
4:45 PM	0	12	0	7	19	4:45 PM	1	0	0	0	1
5:00 PM	0	8	0	3	11	5:00 PM	1	0	2	0	3
5:15 PM	0	9	0	10	19	5:15 PM	0	0	2	0	2
5:30 PM	0	5	0	2	7	5:30 PM	1	0	0	1	2
5:45 PM	0	2	0	3	5	5:45 PM	0	0	0	0	0
Count Total	0	83	0	51	134	Count Total	5	0	6	1	12
Peak Hour	0	50	0	24	74	Peak Hour	3	0	4	0	7



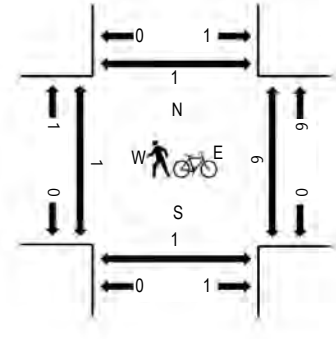
(303) 216-2439
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Location: #65 US 78 & Spaulding Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.9%	0.74
WB	0.0%	0.56
NB	2.2%	0.91
SB	1.3%	0.89
All	1.8%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Benderson Dr Eastbound				Spaulding Dr Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	15	0	30	0	0	0	2	31	22	509	1	20	0	426	10	1,066	4,112
4:15 PM	0	15	0	23	0	0	0	1	32	11	489	0	7	0	434	10	1,022	4,275
4:30 PM	0	12	0	23	0	0	0	0	36	17	489	3	15	0	440	8	1,043	4,251
4:45 PM	0	5	0	27	0	0	0	3	37	21	475	2	9	0	392	10	981	4,220
5:00 PM	0	18	0	36	0	0	0	4	26	23	607	0	14	0	489	12	1,229	4,143
5:15 PM	0	9	0	15	0	0	0	1	28	4	555	1	19	0	357	9	998	
5:30 PM	0	15	0	41	0	0	0	1	22	14	546	1	10	0	348	14	1,012	
5:45 PM	0	10	0	16	1	0	0	1	23	6	542	1	7	0	289	8	904	
Count Total	0	99	0	211	1	0	0	13	235	118	4,212	9	101	0	3,175	81	8,255	
Peak Hour	0	50	0	109	0	0	0	8	131	72	2,060	5	45	0	1,755	40	4,275	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

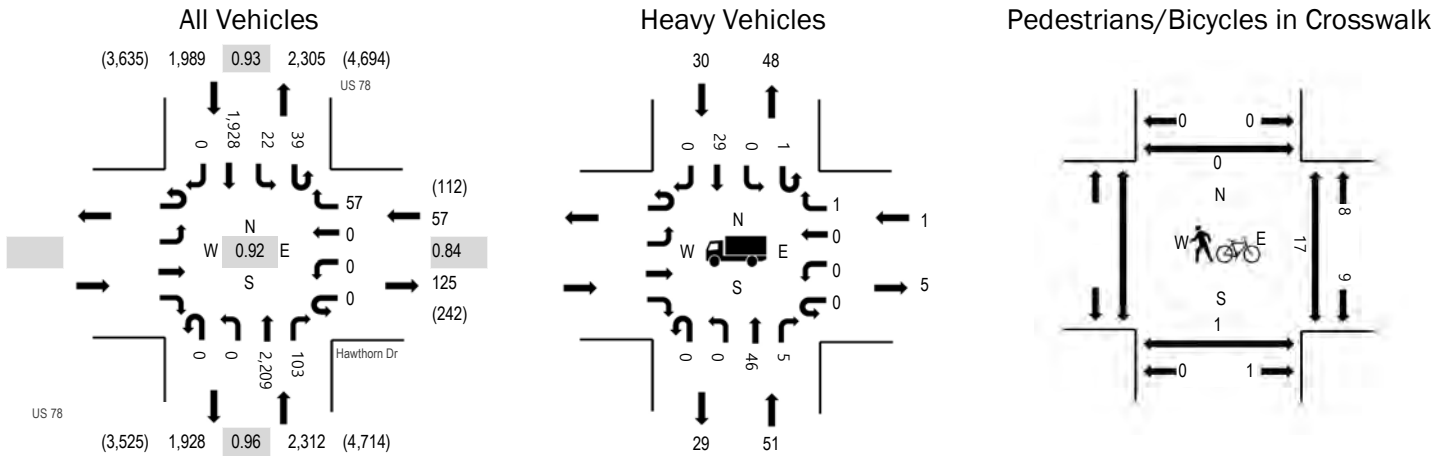
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	1	14	0	12	27		4:00 PM	1	0	2	0	3	
4:15 PM	1	19	0	5	25		4:15 PM	0	1	2	1	4	
4:30 PM	0	10	0	7	17		4:30 PM	0	0	1	0	1	
4:45 PM	1	13	0	7	21		4:45 PM	0	0	0	0	0	
5:00 PM	1	8	0	4	13		5:00 PM	1	0	3	0	4	
5:15 PM	0	8	0	8	16		5:15 PM	0	0	2	1	3	
5:30 PM	0	6	0	5	11		5:30 PM	1	0	0	0	1	
5:45 PM	0	3	0	2	5		5:45 PM	0	0	0	0	0	
Count Total	4	81	0	50	135		Count Total	3	1	10	2	16	
Peak Hour	3	50	0	23	76		Peak Hour	1	1	6	1	9	



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Location: #66 US 78 & Hawthorn Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	1.8%	0.84
NB	2.2%	0.96
SB	1.5%	0.93
All	1.9%	0.92

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Hawthorn Dr Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM					0	0	0	8	0	0	551	11	8	4	459	0	1,041	4,216
4:15 PM					0	0	0	15	0	0	535	30	10	7	495	0	1,092	4,358
4:30 PM					0	0	0	8	0	0	547	25	9	4	466	0	1,059	4,286
4:45 PM					0	0	0	14	0	0	514	30	8	6	452	0	1,024	4,266
5:00 PM					0	0	0	20	0	0	613	18	12	5	515	0	1,183	4,245
5:15 PM					0	0	0	16	0	0	565	26	6	6	401	0	1,020	
5:30 PM					0	0	0	14	0	0	580	23	8	6	408	0	1,039	
5:45 PM					0	0	0	17	0	0	610	36	6	5	329	0	1,003	
Count Total					0	0	0	112	0	0	4,515	199	67	43	3,525	0	8,461	
Peak Hour					0	0	0	57	0	0	2,209	103	39	22	1,928	0	4,358	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

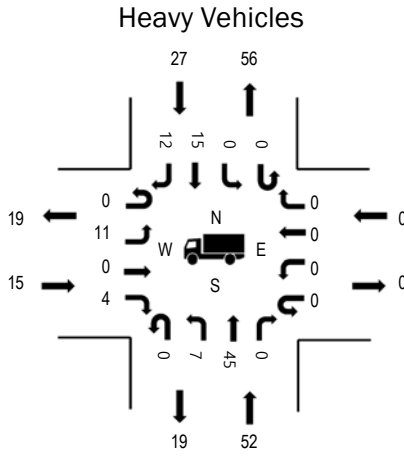
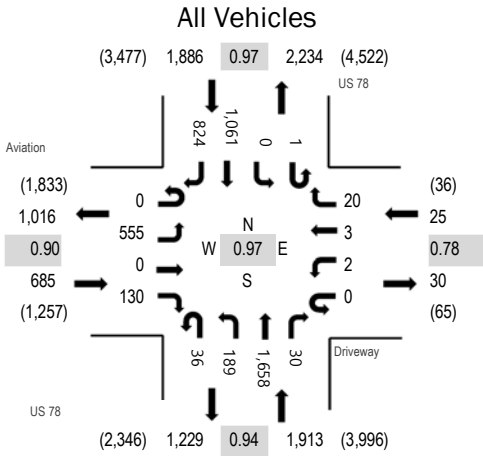
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	15	1	12		28	4:00 PM	0	0	0	0	0
4:15 PM	18	1	7		26	4:15 PM	0	7	0	0	7
4:30 PM	11	0	7		18	4:30 PM	0	5	0	0	5
4:45 PM	15	0	10		25	4:45 PM	1	2	0	0	3
5:00 PM	7	0	6		13	5:00 PM	0	3	0	0	3
5:15 PM	12	0	8		20	5:15 PM	0	3	0	0	3
5:30 PM	7	1	5		13	5:30 PM	0	4	0	0	4
5:45 PM	3	0	2		5	5:45 PM	0	1	0	0	1
Count Total	88	3	57		148	Count Total	1	25	0	0	26
Peak Hour	51	1	30		82	Peak Hour	1	17	0	0	18



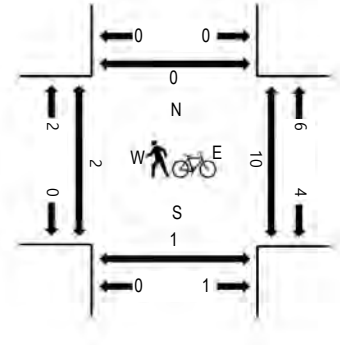
(303) 216-2439
www.alltrafficdata.net

Location: #67 US 78 & Driveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.2%	0.90
WB	0.0%	0.78
NB	2.7%	0.94
SB	1.4%	0.97
All	2.1%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Aviation Eastbound				Driveway Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	93	0	51	0	0	0	3	6	45	412	8	0	0	263	198	1,079	4,423
4:15 PM	0	129	0	33	0	1	0	7	11	44	391	6	1	0	274	213	1,110	4,509
4:30 PM	0	130	0	37	0	0	2	3	9	47	420	10	0	0	275	189	1,122	4,477
4:45 PM	0	135	0	30	0	1	0	6	9	48	426	6	0	0	273	178	1,112	4,427
5:00 PM	0	161	0	30	0	0	1	4	7	50	421	8	0	0	239	244	1,165	4,343
5:15 PM	1	136	0	26	0	0	0	1	13	45	441	6	0	0	241	168	1,078	
5:30 PM	0	91	0	27	0	0	0	5	16	45	479	11	0	0	236	162	1,072	
5:45 PM	0	124	0	23	0	0	0	2	11	35	500	10	1	0	204	118	1,028	
Count Total	1	999	0	257	0	2	3	31	82	359	3,490	65	2	0	2,005	1,470	8,766	
Peak Hour	0	555	0	130	0	2	3	20	36	189	1,658	30	1	0	1,061	824	4,509	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

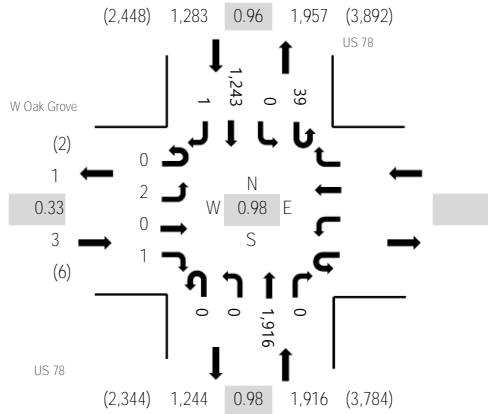
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	17	0	12	33	4:00 PM	0	0	3	0	3
4:15 PM	4	19	0	7	30	4:15 PM	0	0	1	0	1
4:30 PM	2	16	0	6	24	4:30 PM	0	0	1	0	1
4:45 PM	6	11	0	9	26	4:45 PM	1	0	3	0	4
5:00 PM	3	6	0	5	14	5:00 PM	1	1	5	0	7
5:15 PM	4	10	0	7	21	5:15 PM	1	1	0	1	3
5:30 PM	1	8	0	4	13	5:30 PM	0	2	4	0	6
5:45 PM	2	3	0	2	7	5:45 PM	0	0	4	0	4
Count Total	26	90	0	52	168	Count Total	3	4	21	1	29
Peak Hour	15	52	0	27	94	Peak Hour	2	1	10	0	13



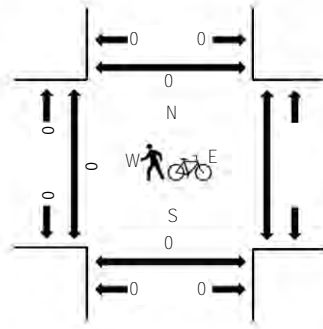
(303) 216-2439
www.alltrafficdata.net

Location: #68 US 78 & W Oak Grove PM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	W Oak Grove Eastbound				Westbound				US 78 Northbound				US 78 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1					0	0	487	0	15	0	318	0	821	3,202	0	0	0	
4:15 PM	0	0	0	0					0	0	479	0	10	0	311	1	801	3,180	0	0	0	
4:30 PM	0	1	0	0					0	0	482	0	6	0	319	0	808	3,166	0	0	0	
4:45 PM	0	1	0	0					0	0	468	0	8	0	295	0	772	3,096	0	0	0	
5:00 PM	0	0	0	0					0	0	467	0	23	0	308	1	799	3,036	2	0	0	
5:15 PM	0	0	0	0					0	0	473	0	9	0	305	0	787		1	0	0	
5:30 PM	0	0	0	3					0	0	450	0	15	0	270	0	738		0	0	0	
5:45 PM	0	0	0	0					0	0	478	0	20	0	214	0	712		0	0	0	

Peak Rolling Hour Flow Rates

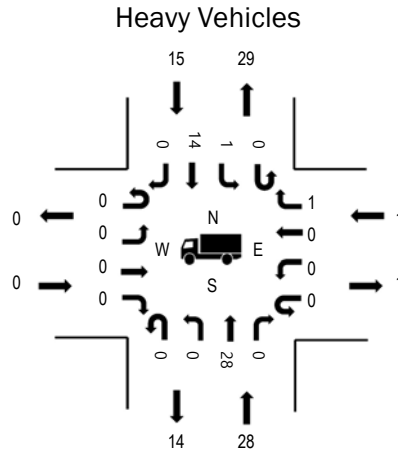
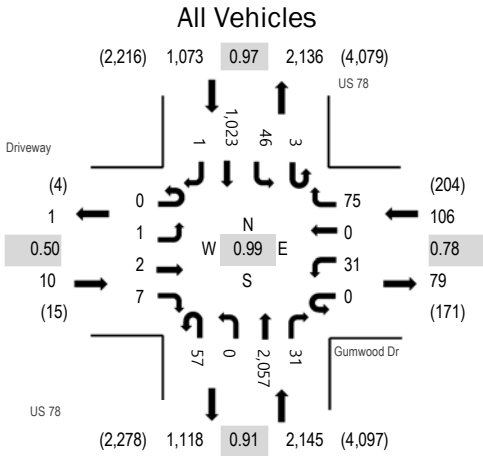
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	15	0	0	0	9	0	24
Lights	0	2	0	1					0	0	1,854	0	39	0	1,213	1	3,110
Mediums	0	0	0	0					0	0	47	0	0	0	21	0	68
Total	0	2	0	1					0	0	1,916	0	39	0	1,243	1	3,202



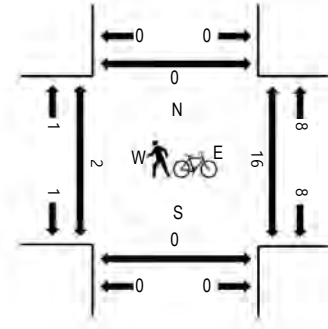
(303) 216-2439
www.alltrafficdata.net

Location: #69 US 78 & Gumwood Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.9%	0.78
NB	1.3%	0.91
SB	1.4%	0.97
All	1.3%	0.99

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Gumwood Dr Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	0	0	0	10	1	12	9	0	482	7	0	17	275	1	815	3,198
4:15 PM	0	0	0	1	0	4	0	19	16	0	471	10	1	8	274	0	804	3,207
4:30 PM	0	0	0	1	0	5	0	11	12	1	471	9	2	22	263	0	797	3,244
4:45 PM	0	1	0	1	0	6	0	30	16	0	440	8	2	11	267	0	782	3,283
5:00 PM	0	0	2	3	0	6	0	18	10	0	483	6	1	9	285	1	824	3,334
5:15 PM	0	0	0	0	0	8	0	13	21	0	504	5	0	14	276	0	841	
5:30 PM	0	0	0	0	0	10	0	28	7	0	510	9	0	14	258	0	836	
5:45 PM	0	1	0	4	0	7	0	16	19	0	560	11	2	9	204	0	833	
Count Total	0	3	2	10	0	56	1	147	110	1	3,921	65	8	104	2,102	2	6,532	
Peak Hour	0	1	2	7	0	31	0	75	57	0	2,057	31	3	46	1,023	1	3,334	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

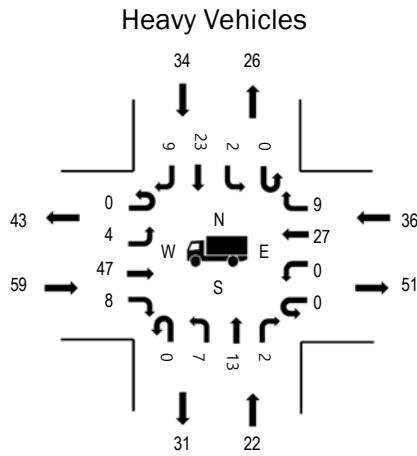
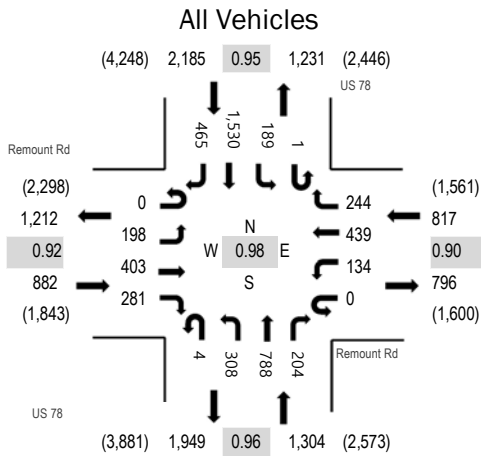
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	19	2	10	31	4:00 PM	0	0	9	0	9
4:15 PM	0	19	0	5	24	4:15 PM	2	0	3	0	5
4:30 PM	0	15	0	5	20	4:30 PM	0	0	7	0	7
4:45 PM	0	11	0	4	15	4:45 PM	0	0	7	0	7
5:00 PM	0	7	0	5	12	5:00 PM	0	0	6	0	6
5:15 PM	0	9	1	5	15	5:15 PM	2	0	5	0	7
5:30 PM	0	6	0	4	10	5:30 PM	0	0	2	0	2
5:45 PM	0	6	0	1	7	5:45 PM	0	0	3	0	3
Count Total	0	92	3	39	134	Count Total	4	0	42	0	46
Peak Hour	0	28	1	15	44	Peak Hour	2	0	16	0	18



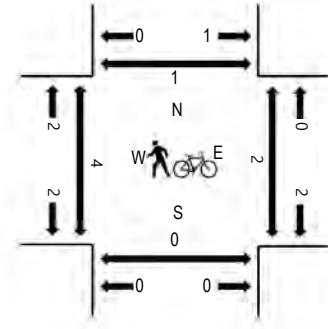
(303) 216-2439
www.alltrafficdata.net

Location: #70 US 78 & Remount Rd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	6.7%	0.92
WB	4.4%	0.90
NB	1.7%	0.96
SB	1.6%	0.95
All	2.9%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Remount Rd Eastbound				Remount Rd Westbound				US 78 Northbound			US 78 Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	40	87	59	0	38	103	55	0	92	218	40	0	61	374	91	1,258	5,103
4:15 PM	0	62	133	75	0	30	83	62	0	71	225	39	0	50	375	85	1,290	5,156
4:30 PM	0	56	113	76	0	38	88	47	1	73	213	33	0	45	354	115	1,252	5,116
4:45 PM	0	62	106	76	0	33	121	52	0	70	216	49	0	39	344	135	1,303	5,188
5:00 PM	0	46	109	79	0	32	105	66	0	79	196	66	1	48	371	113	1,311	5,122
5:15 PM	0	44	80	62	0	34	84	63	1	85	196	41	0	47	405	108	1,250	
5:30 PM	0	46	108	64	0	35	129	63	3	74	180	48	0	55	410	109	1,324	
5:45 PM	0	53	112	95	0	41	114	45	0	85	139	40	0	51	376	86	1,237	
Count Total	0	409	848	586	0	281	827	453	5	629	1,583	356	1	396	3,009	842	10,225	
Peak Hour	0	198	403	281	0	134	439	244	4	308	788	204	1	189	1,530	465	5,188	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

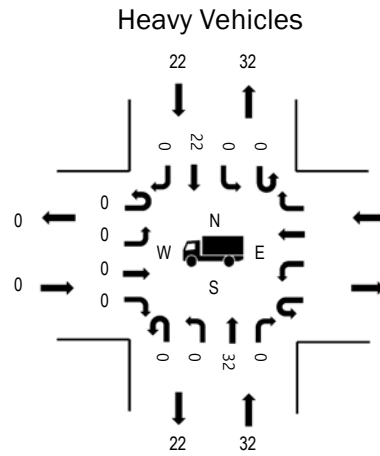
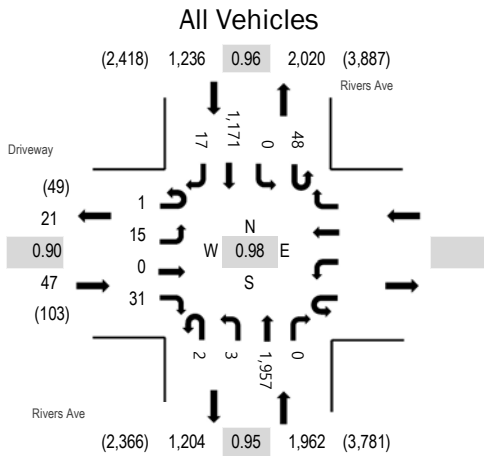
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	12	12	16	18	58	4:00 PM	1	0	0	0	1
4:15 PM	24	7	13	18	62	4:15 PM	3	0	1	0	4
4:30 PM	18	4	12	13	47	4:30 PM	0	0	2	0	2
4:45 PM	18	6	15	10	49	4:45 PM	3	0	0	0	3
5:00 PM	11	4	9	10	34	5:00 PM	1	0	0	1	2
5:15 PM	12	9	4	10	35	5:15 PM	0	0	2	0	2
5:30 PM	18	3	8	4	33	5:30 PM	0	0	0	0	0
5:45 PM	15	1	9	2	27	5:45 PM	0	0	0	0	0
Count Total	128	46	86	85	345	Count Total	8	0	5	1	14
Peak Hour	59	22	36	34	151	Peak Hour	4	0	2	1	7



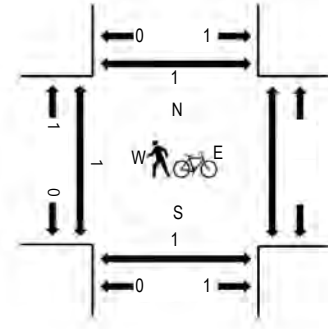
(303) 216-2439
www.alltrafficdata.net

Location: #71 Rivers Ave & Driveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.90
WB		
NB	1.6%	0.95
SB	1.8%	0.96
All	1.7%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	10	0	11					1	3	465	0	4	0	287	6	787	3,170
4:15 PM	0	7	0	6					1	1	436	0	9	0	323	5	788	3,182
4:30 PM	0	4	0	4					2	2	459	0	9	0	305	5	790	3,223
4:45 PM	1	3	0	3					2	1	474	0	11	0	304	6	805	3,245
5:00 PM	0	4	0	9					0	0	467	0	17	0	300	2	799	3,132
5:15 PM	0	6	0	6					0	0	516	0	9	0	289	3	829	
5:30 PM	0	2	0	13					0	2	500	0	11	0	278	6	812	
5:45 PM	0	7	0	7					1	2	446	0	11	0	214	4	692	
Count Total	1	43	0	59					7	11	3,763	0	81	0	2,300	37	6,302	
Peak Hour	1	15	0	31					2	3	1,957	0	48	0	1,171	17	3,245	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

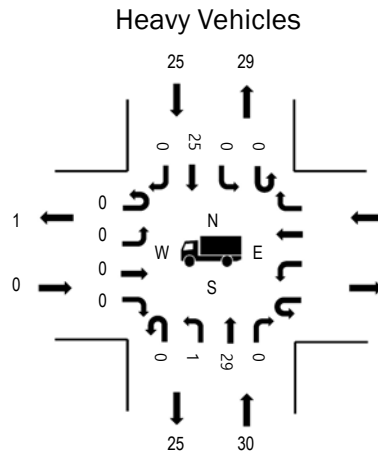
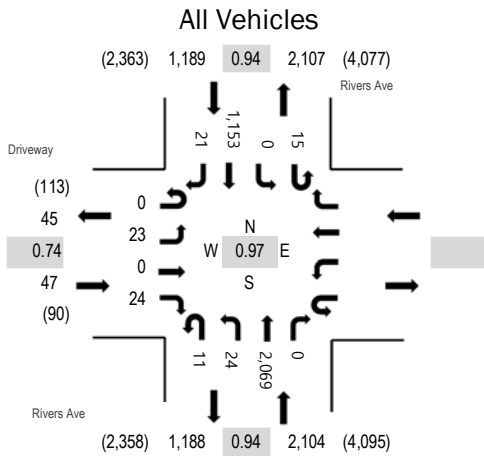
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	13		11	24	4:00 PM	0	0		0	0
4:15 PM	1	15		4	20	4:15 PM	3	0		1	4
4:30 PM	0	12		7	19	4:30 PM	0	0		1	1
4:45 PM	0	10		5	15	4:45 PM	0	0		1	1
5:00 PM	0	9		5	14	5:00 PM	0	1		0	1
5:15 PM	0	8		5	13	5:15 PM	1	0		0	1
5:30 PM	0	5		7	12	5:30 PM	0	0		0	0
5:45 PM	0	1		3	4	5:45 PM	0	0		0	0
Count Total	1	73		47	121	Count Total	4	1		3	8
Peak Hour	0	32		22	54	Peak Hour	1	1		1	3



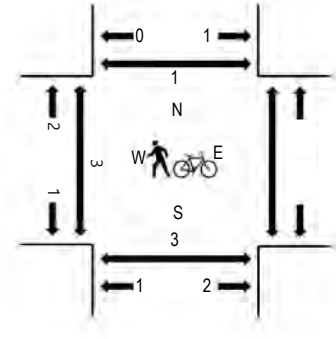
(303) 216-2439
www.alltrafficdata.net

Location: #72 Rivers Ave & Driveway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.74
WB		
NB	1.4%	0.94
SB	2.1%	0.94
All	1.6%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	4	0	5					4	7	473	0	4	0	299	5	801	3,266
4:15 PM	0	3	0	7					3	7	462	0	1	0	328	5	816	3,284
4:30 PM	0	7	0	10					5	13	480	0	5	0	290	13	823	3,302
4:45 PM	0	8	0	11					3	4	507	0	2	0	281	10	826	3,340
5:00 PM	0	3	0	5					1	10	484	0	5	0	304	7	819	3,282
5:15 PM	0	8	0	4					3	5	522	0	4	0	286	2	834	
5:30 PM	0	4	0	4					4	5	556	0	4	0	282	2	861	
5:45 PM	0	5	0	2					3	10	524	0	2	0	214	8	768	
Count Total	0	42	0	48					26	61	4,008	0	27	0	2,284	52	6,548	
Peak Hour	0	23	0	24					11	24	2,069	0	15	0	1,153	21	3,340	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

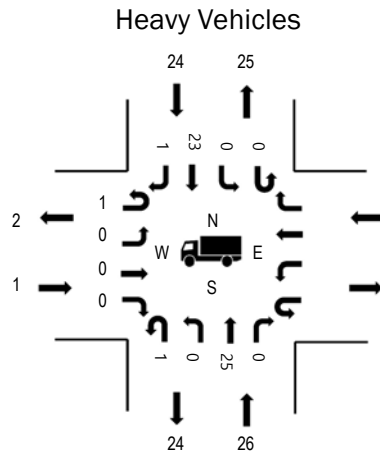
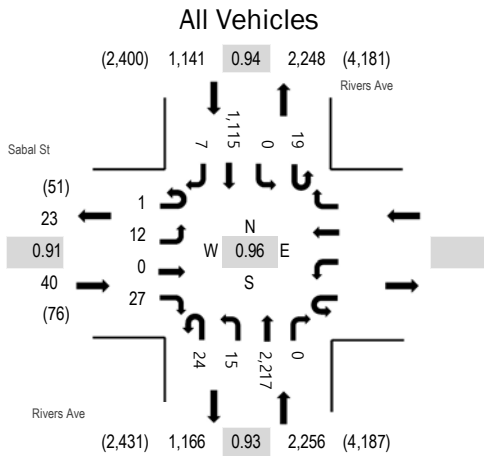
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	12		10	22	4:00 PM	1	0		0	1
4:15 PM	0	14		5	19	4:15 PM	1	0		0	1
4:30 PM	0	12		6	18	4:30 PM	0	0		1	1
4:45 PM	0	8		5	13	4:45 PM	0	0		0	0
5:00 PM	0	10		8	18	5:00 PM	1	1		0	2
5:15 PM	0	8		5	13	5:15 PM	2	0		1	3
5:30 PM	0	4		7	11	5:30 PM	0	2		0	2
5:45 PM	1	4		3	8	5:45 PM	0	0		0	0
Count Total	1	72		49	122	Count Total	5	3		2	10
Peak Hour	0	30		25	55	Peak Hour	3	3		1	7



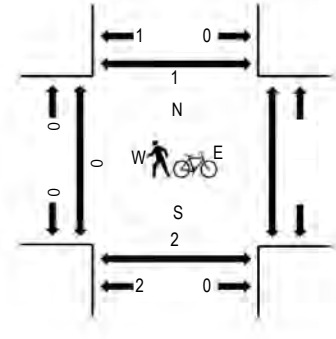
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Location: #73 Rivers Ave & Sabal St PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.5%	0.91
WB		
NB	1.2%	0.93
SB	2.1%	0.94
All	1.5%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Sabal St Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	7	0	4					10	0	463	0	8	0	305	4	801	3,226
4:15 PM	0	3	0	4					5	3	459	0	9	0	329	2	814	3,315
4:30 PM	0	5	0	3					7	6	475	0	6	0	302	2	806	3,345
4:45 PM	0	7	0	3					7	9	487	0	4	0	286	2	805	3,430
5:00 PM	0	5	0	5					5	6	536	0	8	0	320	5	890	3,437
5:15 PM	1	2	0	5					6	2	529	0	7	0	291	1	844	
5:30 PM	0	2	0	9					7	5	592	0	3	0	272	1	891	
5:45 PM	0	3	0	8					6	2	560	0	1	0	232	0	812	
Count Total	1	34	0	41					53	33	4,101	0	46	0	2,337	17	6,663	
Peak Hour	1	12	0	27					24	15	2,217	0	19	0	1,115	7	3,437	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

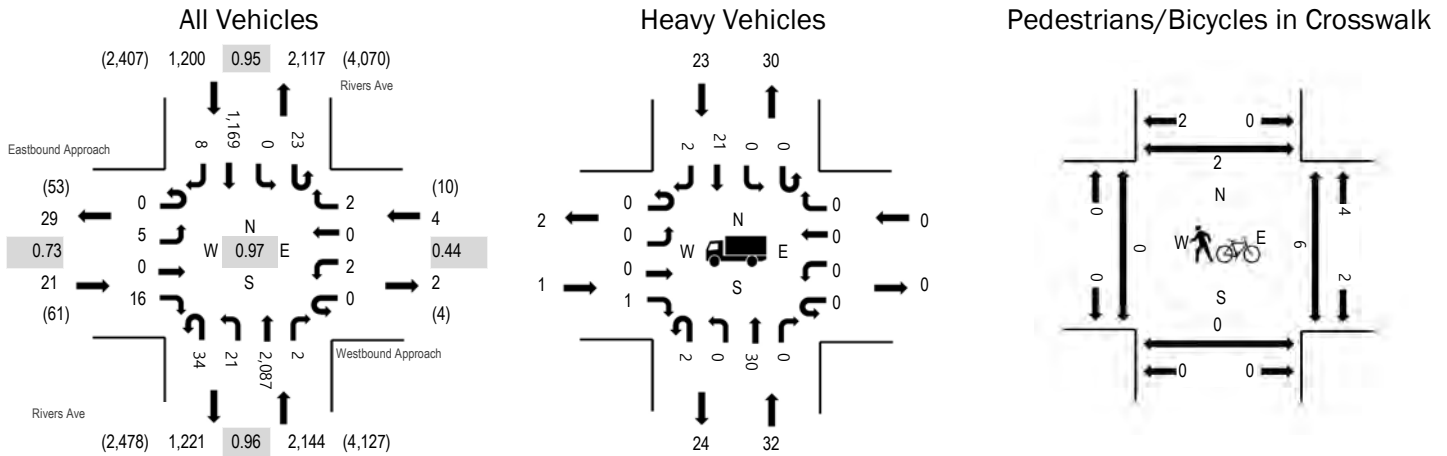
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	14		10	24	4:00 PM	0	0		0	0
4:15 PM	0	16		6	22	4:15 PM	0	0		0	0
4:30 PM	0	15		6	21	4:30 PM	0	0		0	0
4:45 PM	0	8		4	12	4:45 PM	0	0		0	0
5:00 PM	0	7		9	16	5:00 PM	0	1		1	2
5:15 PM	1	9		5	15	5:15 PM	0	0		0	0
5:30 PM	0	5		7	12	5:30 PM	0	0		0	0
5:45 PM	0	5		3	8	5:45 PM	0	1		0	1
Count Total	1	79		50	130	Count Total	0	2		1	3
Peak Hour	1	26		24	51	Peak Hour	0	2		1	3



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Location: #74 Rivers Ave & Westbound Approach PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	4.8%	0.73
WB	0.0%	0.44
NB	1.5%	0.96
SB	1.9%	0.95
All	1.7%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Eastbound Approach Eastbound				Westbound Approach Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	2	1	5	0	1	0	0	9	8	473	0	3	1	319	2	824	3,262
4:15 PM	0	3	0	9	0	1	0	3	13	3	455	0	4	0	322	2	815	3,289
4:30 PM	0	5	0	8	0	0	0	1	12	1	494	0	3	0	303	0	827	3,346
4:45 PM	0	1	0	4	0	0	0	1	6	6	488	1	2	0	285	2	796	3,369
5:00 PM	0	2	0	5	0	1	0	0	9	2	510	1	4	0	315	2	851	3,343
5:15 PM	0	0	0	3	0	0	0	1	9	8	545	0	7	0	297	2	872	
5:30 PM	0	2	0	4	0	1	0	0	10	5	544	0	10	0	272	2	850	
5:45 PM	0	1	0	6	0	0	0	0	7	5	503	0	3	0	242	3	770	
Count Total	0	16	1	44	0	4	0	6	75	38	4,012	2	36	1	2,355	15	6,605	
Peak Hour	0	5	0	16	0	2	0	2	34	21	2,087	2	23	0	1,169	8	3,369	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

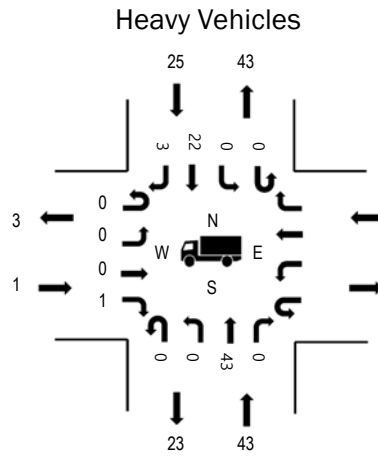
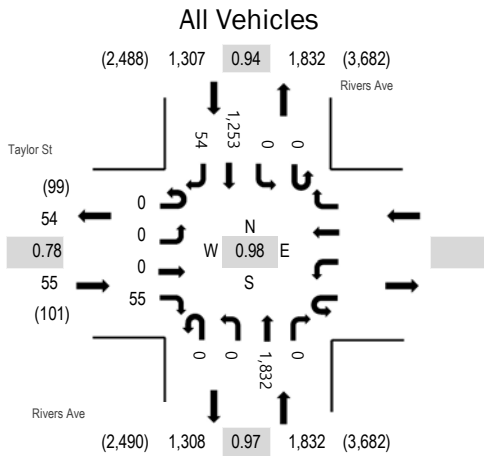
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	13	0	11	24	4:00 PM	0	0	0	0	0
4:15 PM	0	15	0	4	19	4:15 PM	1	0	1	0	2
4:30 PM	0	16	0	6	22	4:30 PM	0	0	2	3	5
4:45 PM	0	8	0	4	12	4:45 PM	0	0	3	0	3
5:00 PM	0	8	0	7	15	5:00 PM	0	0	3	2	5
5:15 PM	0	11	0	5	16	5:15 PM	0	0	0	0	0
5:30 PM	1	5	0	7	13	5:30 PM	0	0	0	0	0
5:45 PM	0	3	0	4	7	5:45 PM	0	0	1	0	1
Count Total	1	79	0	48	128	Count Total	1	0	10	5	16
Peak Hour	1	32	0	23	56	Peak Hour	0	0	6	2	8



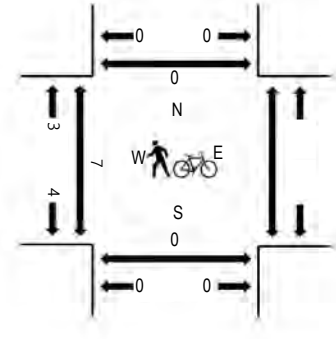
(303) 216-2439
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Location: #75 Rivers Ave & Taylor St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.78
WB		
NB	2.3%	0.97
SB	1.9%	0.94
All	2.2%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Taylor St Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	10					0	0	467	0	0	0	311	20	808	3,194
4:15 PM	0	0	0	18					0	0	444	0	0	0	330	19	811	3,178
4:30 PM	0	0	0	13					0	0	471	0	0	0	320	9	813	3,162
4:45 PM	0	0	0	14					0	0	450	0	0	0	292	6	762	3,127
5:00 PM	0	0	0	11					0	0	455	0	0	0	317	9	792	3,077
5:15 PM	0	0	0	17					0	0	472	0	0	0	298	8	795	
5:30 PM	0	0	0	10					0	0	475	0	0	0	278	15	778	
5:45 PM	0	0	0	8					0	0	448	0	0	0	243	13	712	
Count Total	0	0	0	101					0	0	3,682	0	0	0	2,389	99	6,271	
Peak Hour	0	0	0	55					0	0	1,832	0	0	0	1,253	54	3,194	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

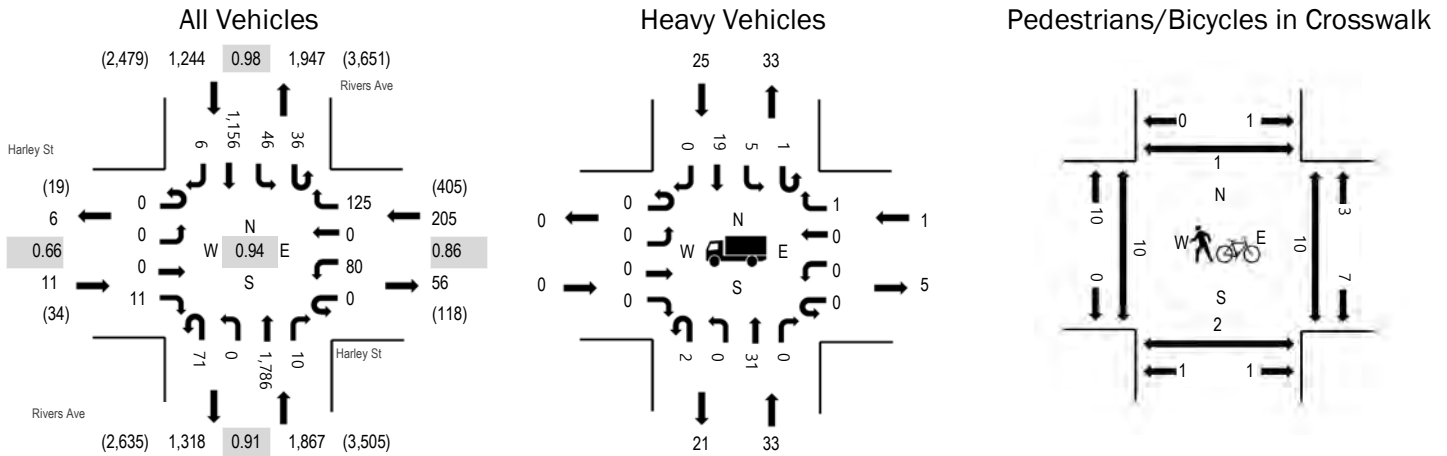
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk						
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		
4:00 PM	0	13			11	24	4:00 PM	3	0			0	3
4:15 PM	1	13			5	19	4:15 PM	2	0			0	2
4:30 PM	0	11			6	17	4:30 PM	2	0			0	2
4:45 PM	0	6			3	9	4:45 PM	0	0			0	0
5:00 PM	0	7			7	14	5:00 PM	3	0			1	4
5:15 PM	0	8			6	14	5:15 PM	3	0			0	3
5:30 PM	0	2			9	11	5:30 PM	2	0			0	2
5:45 PM	1	0			4	5	5:45 PM	2	0			0	2
Count Total	2	60			51	113	Count Total	17	0			1	18
Peak Hour	1	43			25	69	Peak Hour	7	0			0	7



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Location: #76 Rivers Ave & Harley St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.66
WB	0.5%	0.86
NB	1.8%	0.91
SB	2.0%	0.98
All	1.8%	0.94

Traffic Counts - All Vehicles

Interval Start Time	Harley St Eastbound				Harley St Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	8	0	20	0	30	19	0	400	3	3	16	306	3	808	3,114
4:15 PM	0	0	0	5	0	24	0	36	20	0	342	4	11	15	302	4	763	3,169
4:30 PM	0	0	0	5	0	16	0	26	14	0	390	3	9	9	309	3	784	3,288
4:45 PM	0	0	0	3	0	15	0	27	22	0	375	3	10	9	294	1	759	3,327
5:00 PM	0	0	0	1	0	23	0	38	23	0	452	0	6	14	305	1	863	3,309
5:15 PM	0	0	0	4	0	23	0	21	18	0	502	2	14	9	288	1	882	
5:30 PM	0	0	0	3	0	19	0	39	8	0	457	5	6	14	269	3	823	
5:45 PM	0	0	0	5	0	23	0	25	16	0	427	0	5	12	225	3	741	
Count Total	0	0	0	34	0	163	0	242	140	0	3,345	20	64	98	2,298	19	6,423	
Peak Hour	0	0	0	11	0	80	0	125	71	0	1,786	10	36	46	1,156	6	3,327	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

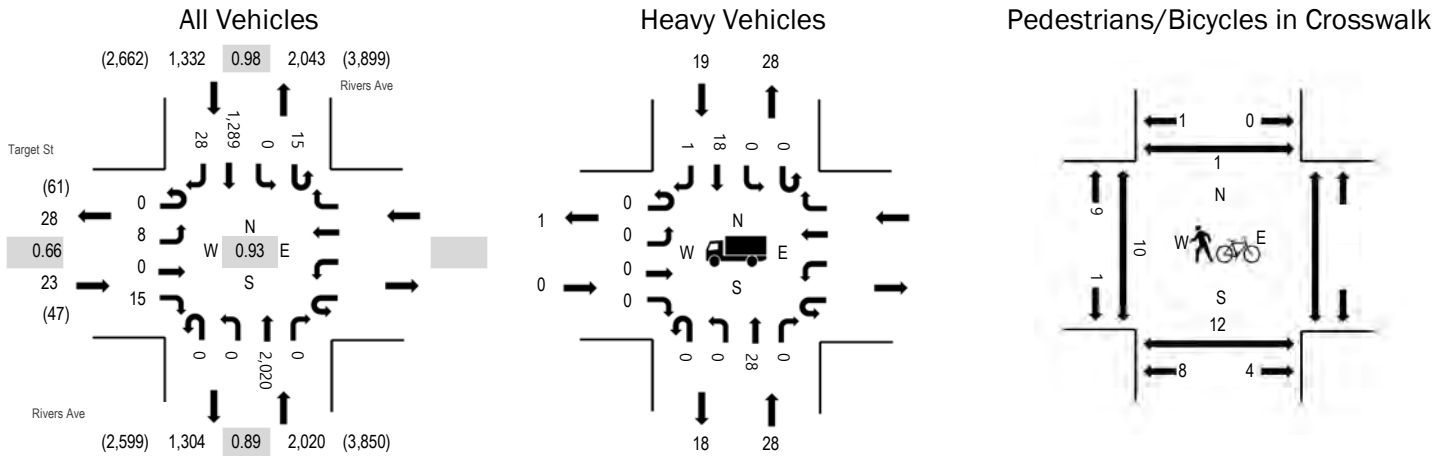
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB				EB	NB	WB	SB		
4:00 PM	0	18	0	9	27		4:00 PM	6	1	1	0	8	
4:15 PM	0	15	1	6	22		4:15 PM	5	0	3	0	8	
4:30 PM	0	15	0	6	21		4:30 PM	2	0	2	0	4	
4:45 PM	0	7	1	2	10		4:45 PM	2	2	9	1	14	
5:00 PM	0	9	0	10	19		5:00 PM	3	0	1	0	4	
5:15 PM	0	13	0	5	18		5:15 PM	4	0	0	0	4	
5:30 PM	0	4	0	8	12		5:30 PM	1	0	0	0	1	
5:45 PM	0	3	0	4	7		5:45 PM	1	0	0	0	1	
Count Total	0	84	2	50	136		Count Total	24	3	16	1	44	
Peak Hour	0	33	1	25	59		Peak Hour	10	2	10	1	23	



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Location: #77 Rivers Ave & Target St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.66
WB		
NB	1.4%	0.89
SB	1.4%	0.98
All	1.4%	0.93

Traffic Counts - All Vehicles

Interval Start Time	Target St Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	2	0	3					0	0	489	0	4	0	335	9	842	3,255
4:15 PM	0	2	0	9					0	0	440	0	14	0	325	10	800	3,268
4:30 PM	0	1	0	3					0	0	454	0	3	0	350	3	814	3,371
4:45 PM	0	4	0	5					0	0	449	0	5	0	328	8	799	3,375
5:00 PM	0	1	0	1					0	0	496	0	4	0	348	5	855	3,304
5:15 PM	0	2	0	7					0	0	565	0	4	0	317	8	903	
5:30 PM	0	1	0	2					0	0	510	0	2	0	296	7	818	
5:45 PM	0	0	0	4					0	0	447	0	0	0	266	11	728	
Count Total	0	13	0	34					0	0	3,850	0	36	0	2,565	61	6,559	
Peak Hour	0	8	0	15					0	0	2,020	0	15	0	1,289	28	3,375	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

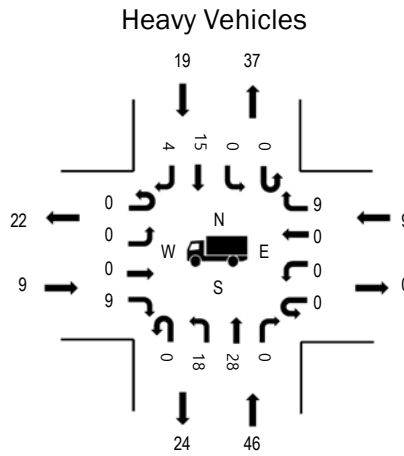
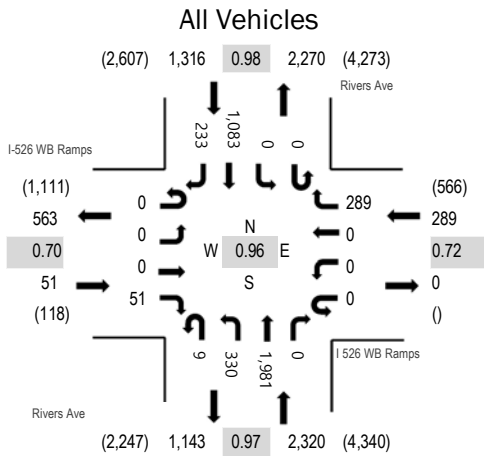
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	16		10	26	4:00 PM	6	1		0	7
4:15 PM	0	13		7	20	4:15 PM	7	0		0	7
4:30 PM	1	13		6	20	4:30 PM	4	1		0	5
4:45 PM	0	7		3	10	4:45 PM	3	0		0	3
5:00 PM	0	7		6	13	5:00 PM	2	4		1	7
5:15 PM	0	10		3	13	5:15 PM	3	6		0	9
5:30 PM	0	4		7	11	5:30 PM	2	2		0	4
5:45 PM	0	4		5	9	5:45 PM	1	3		0	4
Count Total	1	74		47	122	Count Total	28	17		1	46
Peak Hour	0	28		19	47	Peak Hour	10	12		1	23



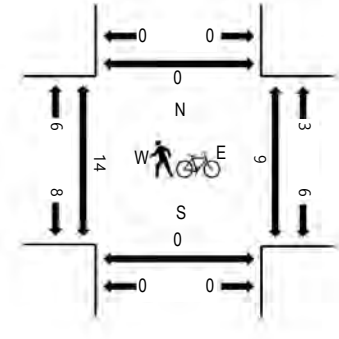
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Location: #78 Rivers Ave & I 526 WB Ramps PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	17.6%	0.70
WB	3.1%	0.72
NB	2.0%	0.97
SB	1.4%	0.98
All	2.1%	0.96

Traffic Counts - All Vehicles

Interval Start Time	I-526 WB Ramps Eastbound				I 526 WB Ramps Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	22	0	0	0	70	0	78	451	0	0	0	260	72	953	3,712
4:15 PM	0	0	0	16	0	0	0	46	0	62	411	0	0	0	259	78	872	3,737
4:30 PM	0	0	0	11	0	0	0	32	3	69	470	0	0	0	287	64	936	3,896
4:45 PM	0	0	0	13	0	0	0	24	2	73	495	0	0	0	291	53	951	3,976
5:00 PM	0	0	0	6	0	0	0	40	4	104	486	0	0	0	263	75	978	3,919
5:15 PM	0	0	0	12	0	0	0	89	1	87	511	0	0	0	275	56	1,031	
5:30 PM	0	0	0	20	0	0	0	136	2	66	489	0	0	0	254	49	1,016	
5:45 PM	0	0	0	18	0	0	0	129	2	80	394	0	0	0	226	45	894	
Count Total	0	0	0	118	0	0	0	566	14	619	3,707	0	0	0	2,115	492	7,631	
Peak Hour	0	0	0	51	0	0	0	289	9	330	1,981	0	0	0	1,083	233	3,976	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	12	19	3	7	41	4:00 PM	6	0	1	0	7
4:15 PM	10	20	1	9	40	4:15 PM	1	0	6	0	7
4:30 PM	7	15	4	5	31	4:30 PM	6	0	8	2	16
4:45 PM	4	15	1	4	24	4:45 PM	7	0	2	0	9
5:00 PM	2	8	1	3	14	5:00 PM	2	0	2	0	4
5:15 PM	1	13	4	5	23	5:15 PM	3	0	2	0	5
5:30 PM	2	10	3	7	22	5:30 PM	2	0	3	0	5
5:45 PM	4	5	5	5	19	5:45 PM	4	0	5	0	9
Count Total	42	105	22	45	214	Count Total	31	0	29	2	62
Peak Hour	9	46	9	19	83	Peak Hour	14	0	9	0	23



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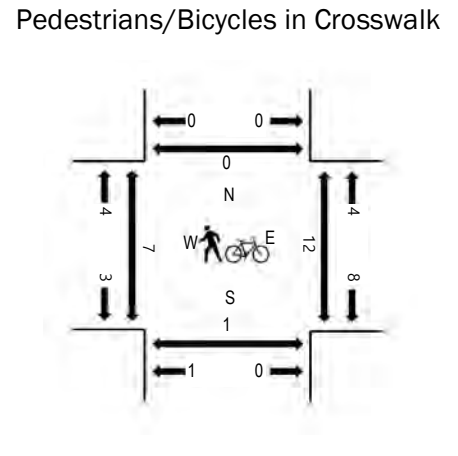
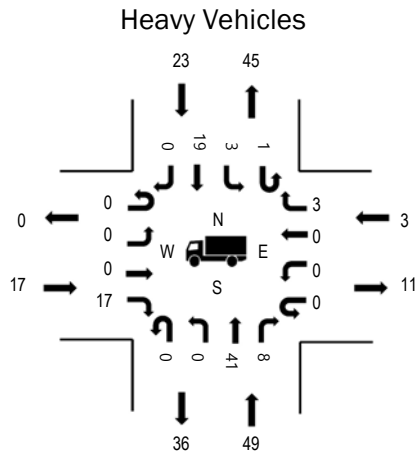
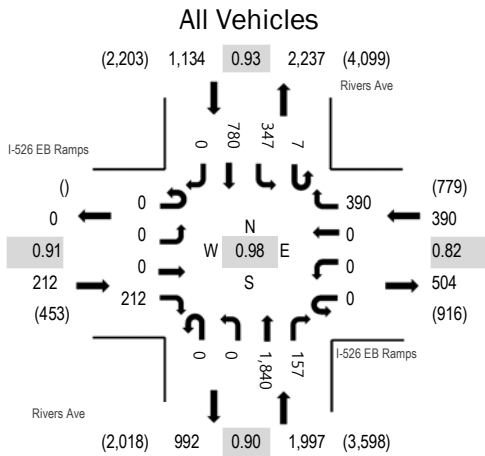
Location: #79 Rivers Ave & I-526 EB Ramps PM

Date: Wednesday, November 7, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	8.0%	0.91
WB	0.8%	0.82
NB	2.5%	0.90
SB	2.0%	0.93
All	2.5%	0.98

Traffic Counts - All Vehicles

Interval Start Time	I-526 EB Ramps Eastbound				I-526 EB Ramps Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	53	0	0	0	82	0	0	355	35	0	60	210	0	795	3,376
4:15 PM	0	0	0	71	0	0	0	89	0	0	315	34	0	68	200	0	777	3,530
4:30 PM	0	0	0	71	0	0	0	105	0	0	374	42	0	90	201	0	883	3,687
4:45 PM	0	0	0	60	0	0	0	96	0	0	422	37	0	71	235	0	921	3,733
5:00 PM	0	0	0	57	0	0	0	69	0	0	510	44	1	96	172	0	949	3,657
5:15 PM	0	0	0	40	0	0	0	101	0	0	473	45	4	90	181	0	934	
5:30 PM	0	0	0	55	0	0	0	124	0	0	435	31	2	90	192	0	929	
5:45 PM	0	0	0	46	0	0	0	113	0	0	428	18	1	65	174	0	845	
Count Total	0	0	0	453	0	0	0	779	0	0	3,312	286	8	630	1,565	0	7,033	
Peak Hour	0	0	0	212	0	0	0	390	0	0	1,840	157	7	347	780	0	3,733	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

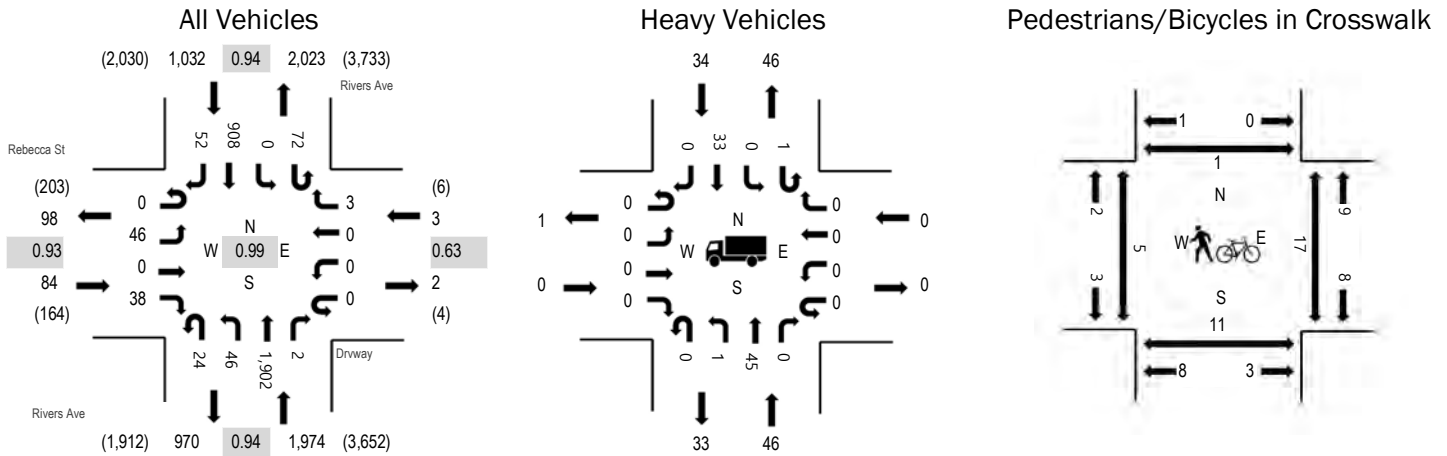
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	22	3	19	49	4:00 PM	1	0	1	0	2
4:15 PM	5	22	3	13	43	4:15 PM	1	0	6	0	7
4:30 PM	3	13	3	10	29	4:30 PM	4	0	9	0	13
4:45 PM	3	15	3	5	26	4:45 PM	3	0	4	0	7
5:00 PM	7	11	0	4	22	5:00 PM	1	1	4	0	6
5:15 PM	1	12	0	7	20	5:15 PM	1	0	2	0	3
5:30 PM	6	11	0	7	24	5:30 PM	2	0	2	0	4
5:45 PM	3	4	0	7	14	5:45 PM	1	0	5	0	6
Count Total	33	110	12	72	227	Count Total	14	1	33	0	48
Peak Hour	17	49	3	23	92	Peak Hour	7	1	12	0	20



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Location: #80 Rivers Ave & Drvway PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.93
WB	0.0%	0.63
NB	2.3%	0.94
SB	3.3%	0.94
All	2.6%	0.99

Traffic Counts - All Vehicles

Interval Start Time	Rebecca St Eastbound				Drvway Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	5	0	6	0	0	0	0	13	8	404	1	11	0	240	20	708	2,926
4:15 PM	0	9	0	15	0	0	0	2	3	12	366	1	20	0	234	9	671	3,001
4:30 PM	0	9	0	13	0	0	0	1	10	11	454	0	24	0	244	13	779	3,093
4:45 PM	0	12	0	10	0	0	0	1	5	13	433	0	20	0	259	15	768	3,024
5:00 PM	0	13	0	8	0	0	0	1	6	8	512	0	19	0	201	15	783	2,926
5:15 PM	0	12	0	7	0	0	0	0	3	14	503	2	9	0	204	9	763	
5:30 PM	0	10	0	9	0	0	0	0	4	11	429	0	16	0	211	20	710	
5:45 PM	0	14	0	12	0	0	0	1	4	9	413	0	10	0	191	16	670	
Count Total	0	84	0	80	0	0	0	6	48	86	3,514	4	129	0	1,784	117	5,852	
Peak Hour	0	46	0	38	0	0	0	3	24	46	1,902	2	72	0	908	52	3,093	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

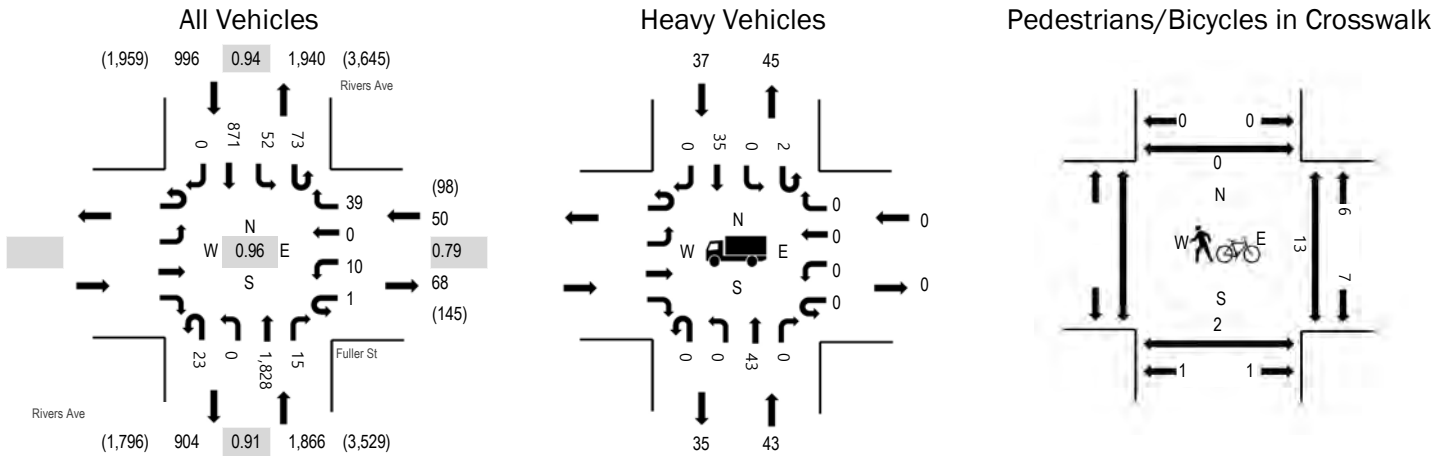
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	20	0	22	43	4:00 PM	0	1	2	0	3
4:15 PM	2	19	1	15	37	4:15 PM	0	0	5	0	5
4:30 PM	0	14	0	12	26	4:30 PM	3	3	9	0	15
4:45 PM	0	13	0	7	20	4:45 PM	2	5	2	1	10
5:00 PM	0	7	0	10	17	5:00 PM	0	3	4	0	7
5:15 PM	0	12	0	5	17	5:15 PM	0	0	2	0	2
5:30 PM	0	7	0	14	21	5:30 PM	0	5	1	0	6
5:45 PM	1	3	0	12	16	5:45 PM	0	4	2	0	6
Count Total	4	95	1	97	197	Count Total	5	21	27	1	54
Peak Hour	0	46	0	34	80	Peak Hour	5	11	17	1	34



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Location: #81 Rivers Ave & Fuller St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.79
NB	2.3%	0.91
SB	3.7%	0.94
All	2.7%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Fuller St Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	4	7	0	445	5	9	5	234	0	709	2,781
4:15 PM					0	3	0	10	7	0	351	5	22	11	234	0	643	2,830
4:30 PM					0	0	0	9	2	0	424	3	18	13	239	0	708	2,912
4:45 PM					0	6	0	12	7	0	410	3	24	21	238	0	721	2,898
5:00 PM					1	1	0	9	3	0	514	2	20	10	198	0	758	2,805
5:15 PM					0	3	0	9	11	0	480	7	11	8	196	0	725	
5:30 PM					0	3	0	13	12	0	435	6	10	21	194	0	694	
5:45 PM					0	0	0	15	7	0	380	3	11	21	191	0	628	
Count Total					1	16	0	81	56	0	3,439	34	125	110	1,724	0	5,586	
Peak Hour					1	10	0	39	23	0	1,828	15	73	52	871	0	2,912	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

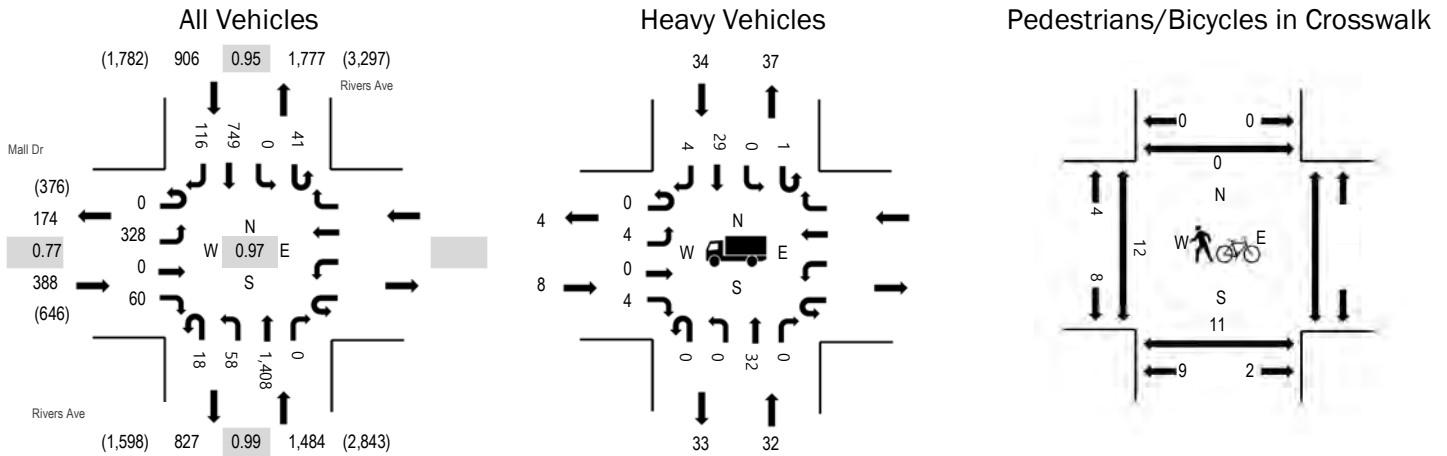
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM						4:00 PM					
4:15 PM						4:15 PM					
4:30 PM						4:30 PM					
4:45 PM						4:45 PM					
5:00 PM						5:00 PM					
5:15 PM						5:15 PM					
5:30 PM						5:30 PM					
5:45 PM						5:45 PM					
Count Total						Count Total					
Peak Hour						Peak Hour					



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Location: #82 Rivers Ave & Mall Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.77
WB		
NB	2.2%	0.99
SB	3.8%	0.95
All	2.7%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Mall Dr Eastbound				Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	47	0	20					3	10	384	0	9	0	184	35	692	2,745
4:15 PM	0	48	0	13					7	13	318	0	10	0	192	39	640	2,746
4:30 PM	0	75	0	11					6	18	342	0	12	0	200	32	696	2,778
4:45 PM	0	72	0	16					2	11	362	0	12	0	213	29	717	2,704
5:00 PM	0	101	0	25					4	16	347	0	10	0	166	24	693	2,526
5:15 PM	0	80	0	8					6	13	357	0	7	0	170	31	672	
5:30 PM	0	77	0	10					5	14	311	0	9	0	160	36	622	
5:45 PM	0	34	0	9					6	19	269	0	4	0	162	36	539	
Count Total	0	534	0	112					39	114	2,690	0	73	0	1,447	262	5,271	
Peak Hour	0	328	0	60					18	58	1,408	0	41	0	749	116	2,778	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

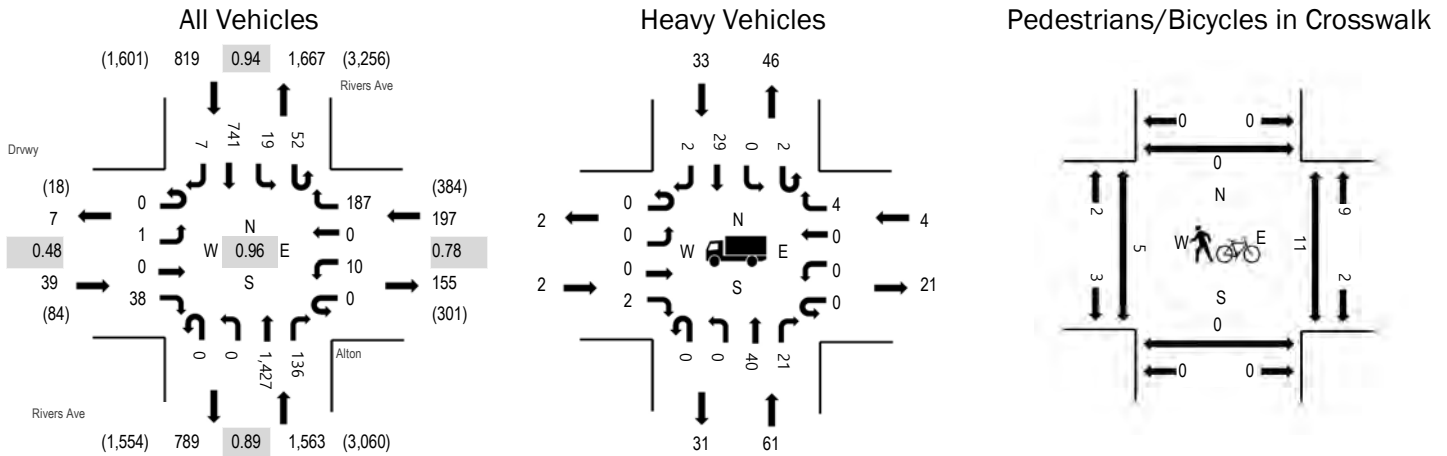
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	16		20	39	4:00 PM	3	5		0	8
4:15 PM	1	25		15	41	4:15 PM	0	3		0	3
4:30 PM	2	8		12	22	4:30 PM	5	3		0	8
4:45 PM	1	17		7	25	4:45 PM	2	3		0	5
5:00 PM	3	2		9	14	5:00 PM	1	0		0	1
5:15 PM	2	5		6	13	5:15 PM	4	5		0	9
5:30 PM	0	4		12	16	5:30 PM	3	1		0	4
5:45 PM	1	2		10	13	5:45 PM	1	2		0	3
Count Total	13	79		91	183	Count Total	19	22		0	41
Peak Hour	8	32		34	74	Peak Hour	12	11		0	23



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Location: #83 Rivers Ave & Alton PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.1%	0.48
WB	2.0%	0.78
NB	3.9%	0.89
SB	4.0%	0.94
All	3.8%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Drwvy Eastbound				Alton Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	32	0	2	0	51	0	0	358	41	8	4	200	5	701	2,592
4:15 PM	0	0	0	8	0	1	0	36	0	0	304	27	14	1	203	4	598	2,575
4:30 PM	0	1	0	9	0	2	0	43	0	0	339	30	15	9	184	1	633	2,618
4:45 PM	0	0	0	11	0	2	0	49	0	0	329	35	13	1	217	3	660	2,604
5:00 PM	0	0	0	10	0	4	0	32	0	0	401	46	14	3	172	2	684	2,537
5:15 PM	0	0	0	8	0	2	0	63	0	0	358	25	10	6	168	1	641	
5:30 PM	0	0	0	5	0	1	0	49	0	0	358	27	12	5	161	1	619	
5:45 PM	0	0	0	0	0	1	0	46	0	0	348	34	5	7	151	1	593	
Count Total	0	1	0	83	0	15	0	369	0	0	2,795	265	91	36	1,456	18	5,129	
Peak Hour	0	1	0	38	0	10	0	187	0	0	1,427	136	52	19	741	7	2,618	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

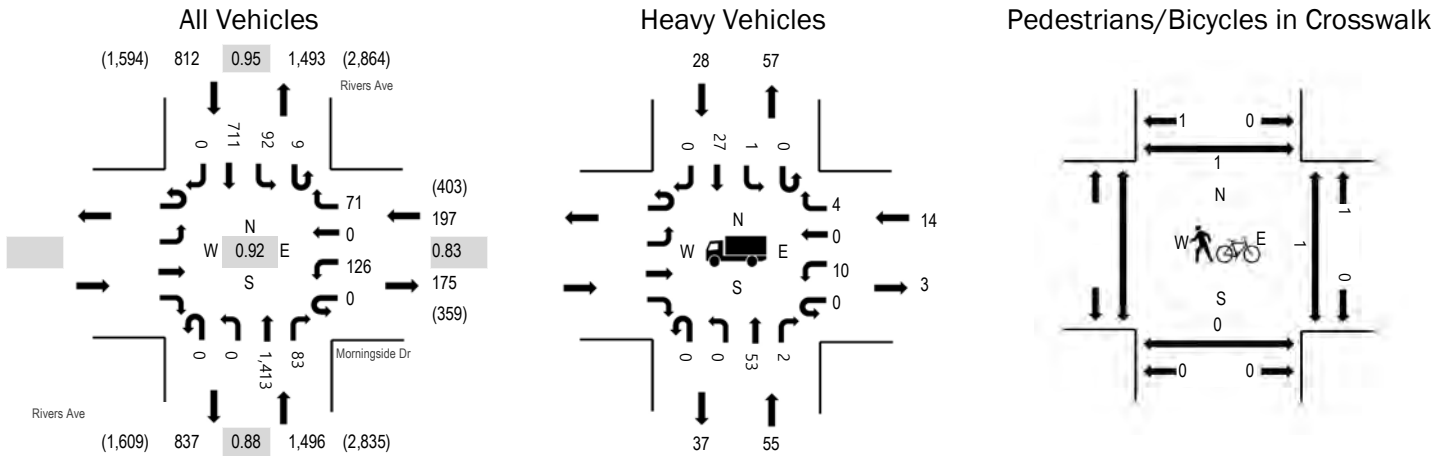
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	18	5	19	42	4:00 PM	2	0	2	0	4
4:15 PM	0	24	1	15	40	4:15 PM	1	0	4	0	5
4:30 PM	0	18	1	12	31	4:30 PM	2	0	3	0	5
4:45 PM	1	22	1	6	30	4:45 PM	2	0	1	0	3
5:00 PM	0	13	0	10	23	5:00 PM	0	0	4	0	4
5:15 PM	1	8	2	5	16	5:15 PM	1	0	3	0	4
5:30 PM	1	11	1	10	23	5:30 PM	0	0	0	0	0
5:45 PM	0	5	0	8	13	5:45 PM	1	0	0	0	1
Count Total	3	119	11	85	218	Count Total	9	0	17	0	26
Peak Hour	2	61	4	33	100	Peak Hour	5	0	11	0	16



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Location: #84 Rivers Ave & Morningside Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	7.1%	0.83
NB	3.7%	0.88
SB	3.4%	0.95
All	3.9%	0.92

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Morningside Dr Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM					0	30	0	21	0	0	346	13	11	25	196	0	642	2,458
4:15 PM					0	36	0	27	0	0	275	18	4	42	180	0	582	2,494
4:30 PM					0	36	0	14	0	0	334	12	3	24	175	0	598	2,505
4:45 PM					0	25	0	11	0	0	344	20	1	22	213	0	636	2,487
5:00 PM					0	39	0	22	0	0	397	31	4	14	171	0	678	2,374
5:15 PM					0	26	0	24	0	0	338	20	1	32	152	0	593	
5:30 PM					0	33	0	19	0	0	331	23	4	24	146	0	580	
5:45 PM					0	25	0	15	0	0	318	15	0	24	126	0	523	
Count Total					0	250	0	153	0	0	2,683	152	28	207	1,359	0	4,832	
Peak Hour					0	126	0	71	0	0	1,413	83	9	92	711	0	2,505	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

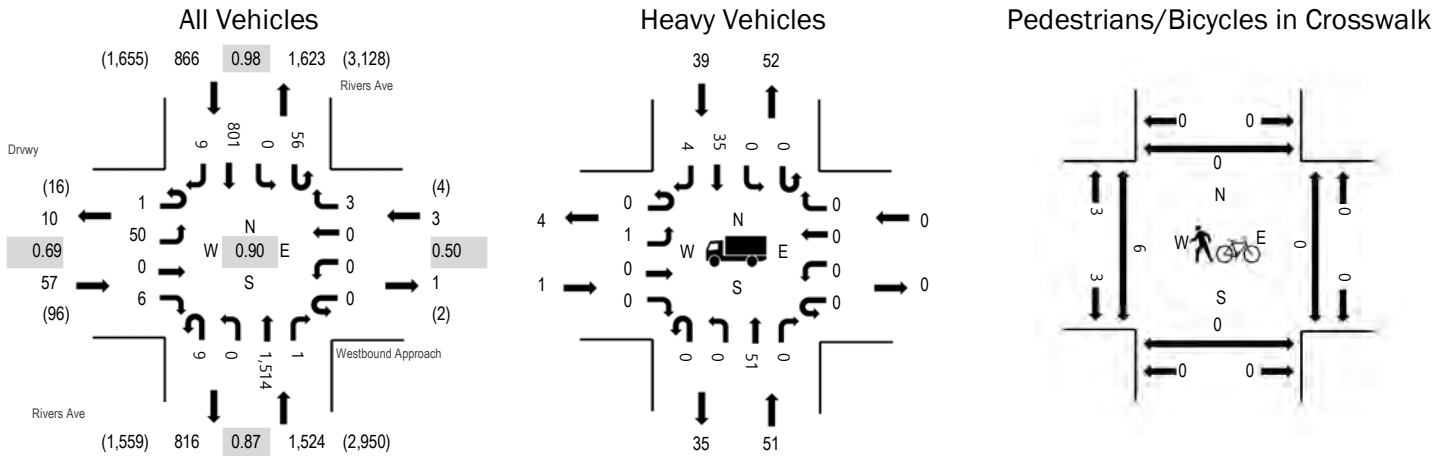
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	21	3	20		44	4:00 PM	0	0	0		0
4:15 PM	21	4	16		41	4:15 PM	0	1	0		1
4:30 PM	15	5	11		31	4:30 PM	0	1	1		2
4:45 PM	20	5	6		31	4:45 PM	0	0	0		0
5:00 PM	13	2	6		21	5:00 PM	0	0	0		0
5:15 PM	7	2	5		14	5:15 PM	0	0	0		0
5:30 PM	15	1	11		27	5:30 PM	0	0	0		0
5:45 PM	5	0	7		12	5:45 PM	0	0	0		0
Count Total	117	22	82		221	Count Total	0	2	1		3
Peak Hour	55	14	28		97	Peak Hour	0	1	1		2



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Location: #85 Rivers Ave & Westbound Approach PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.69
WB	0.0%	0.50
NB	3.3%	0.87
SB	4.5%	0.98
All	3.7%	0.90

Traffic Counts - All Vehicles

Interval Start Time	Drwly Eastbound				Westbound Approach Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	11	0	2	0	0	0	0	3	1	344	0	29	0	202	2	594	2,324
4:15 PM	0	3	0	1	0	0	0	0	4	1	308	1	14	0	201	1	534	2,414
4:30 PM	1	3	0	2	0	0	0	0	3	0	344	1	13	0	217	4	588	2,450
4:45 PM	0	6	0	1	0	0	0	0	2	0	364	0	12	0	223	0	608	2,426
5:00 PM	0	22	0	2	0	0	0	1	1	0	452	0	17	0	187	2	684	2,381
5:15 PM	0	19	0	1	0	0	0	2	3	0	354	0	14	0	174	3	570	
5:30 PM	0	13	0	1	0	0	0	1	1	0	366	0	9	0	173	0	564	
5:45 PM	0	7	0	1	0	0	0	0	2	0	395	0	5	0	152	1	563	
Count Total	1	84	0	11	0	0	0	4	19	2	2,927	2	113	0	1,529	13	4,705	
Peak Hour	1	50	0	6	0	0	0	3	9	0	1,514	1	56	0	801	9	2,450	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

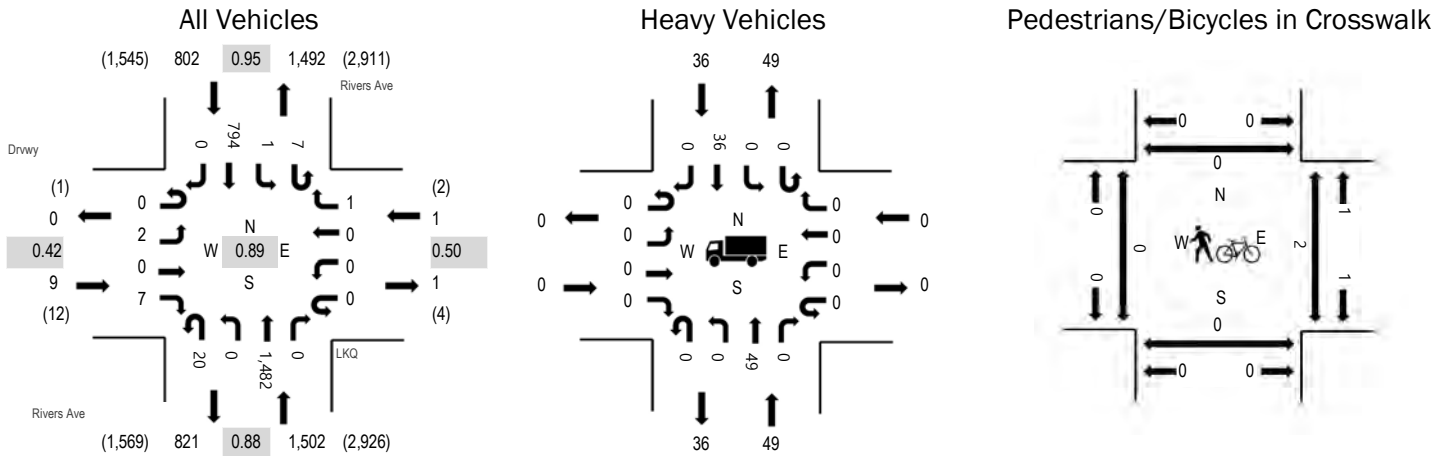
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	22	0	17	39	4:00 PM	2	0	0	0	2
4:15 PM	0	26	0	20	46	4:15 PM	0	0	0	0	0
4:30 PM	0	14	0	14	28	4:30 PM	1	0	0	0	1
4:45 PM	1	17	0	8	26	4:45 PM	2	0	0	0	2
5:00 PM	0	12	0	9	21	5:00 PM	1	0	0	0	1
5:15 PM	0	8	0	8	16	5:15 PM	2	0	0	0	2
5:30 PM	1	13	0	14	28	5:30 PM	2	0	0	0	2
5:45 PM	1	5	0	8	14	5:45 PM	0	0	0	0	0
Count Total	3	117	0	98	218	Count Total	10	0	0	0	10
Peak Hour	1	51	0	39	91	Peak Hour	6	0	0	0	6



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Location: #86 Rivers Ave & LKQ PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.42
WB	0.0%	0.50
NB	3.3%	0.88
SB	4.5%	0.95
All	3.7%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Drwly Eastbound				LKQ Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	2	0	0	0	0	0	1	4	0	342	1	6	1	214	1	572	2,216
4:15 PM	0	0	0	0	0	0	0	0	3	0	308	0	2	1	191	0	505	2,294
4:30 PM	0	0	0	0	0	0	0	1	1	0	350	0	7	1	208	0	568	2,314
4:45 PM	0	0	0	1	0	0	0	0	4	0	341	0	0	0	225	0	571	2,312
5:00 PM	0	1	0	5	0	0	0	0	9	0	440	0	0	0	195	0	650	2,269
5:15 PM	0	1	0	1	0	0	0	0	6	0	351	0	0	0	166	0	525	
5:30 PM	0	0	0	1	0	0	0	0	4	0	384	0	0	0	177	0	566	
5:45 PM	0	0	0	0	0	0	0	0	4	0	374	0	0	0	150	0	528	
Count Total	0	4	0	8	0	0	0	2	35	0	2,890	1	15	3	1,526	1	4,485	
Peak Hour	0	2	0	7	0	0	0	1	20	0	1,482	0	7	1	794	0	2,314	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

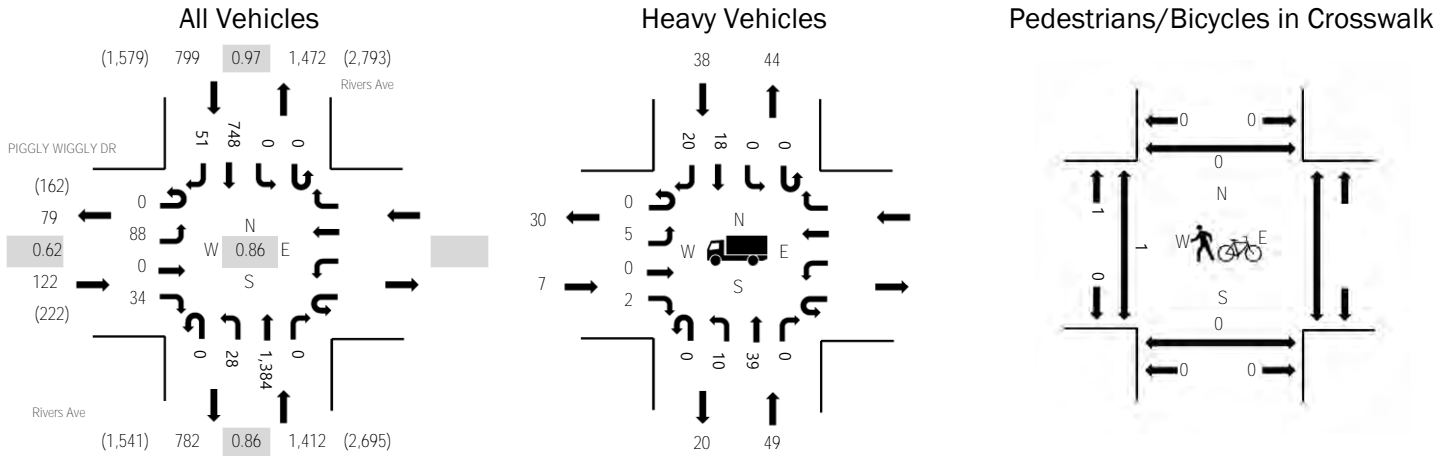
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	25	0	18	43	4:00 PM	2	0	2	1	5
4:15 PM	0	25	0	16	41	4:15 PM	1	0	1	0	2
4:30 PM	0	14	0	12	26	4:30 PM	0	0	1	0	1
4:45 PM	0	16	0	9	25	4:45 PM	0	0	0	0	0
5:00 PM	0	12	0	12	24	5:00 PM	0	0	1	0	1
5:15 PM	0	7	0	3	10	5:15 PM	0	0	0	0	0
5:30 PM	0	10	0	13	23	5:30 PM	2	1	1	0	4
5:45 PM	0	6	0	6	12	5:45 PM	0	0	2	0	2
Count Total	0	115	0	89	204	Count Total	5	1	8	1	15
Peak Hour	0	49	0	36	85	Peak Hour	0	0	2	0	2



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Location: #87 Rivers Ave & PIGGLY WIGGLY DR PM
Date and Start Time: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.7%	0.62
WB		
NB	3.5%	0.86
SB	4.8%	0.97
All	4.0%	0.86

Traffic Counts - All Vehicles

Interval Start Time	PIGGLY WIGGLY DR Eastbound				Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	21	0	12					1	9	307	0	1	0	185	14	550	2,192
4:15 PM	0	19	0	4					0	8	285	0	0	0	200	13	529	2,322
4:30 PM	0	12	0	4					0	4	317	0	1	0	198	7	543	2,329
4:45 PM	0	20	0	8					0	10	313	0	0	0	207	12	570	2,333
5:00 PM	0	38	0	11					0	6	414	0	0	0	201	10	680	2,304
5:15 PM	0	15	0	10					0	7	316	0	0	0	176	12	536	
5:30 PM	0	15	0	5					0	5	341	0	0	0	164	17	547	
5:45 PM	0	20	0	8					0	14	338	0	0	0	147	14	541	
Count Total	0	160	0	62					1	63	2,631	0	2	0	1,478	99	4,496	
Peak Hour	0	88	0	34					0	28	1,384	0	0	0	748	51	2,333	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

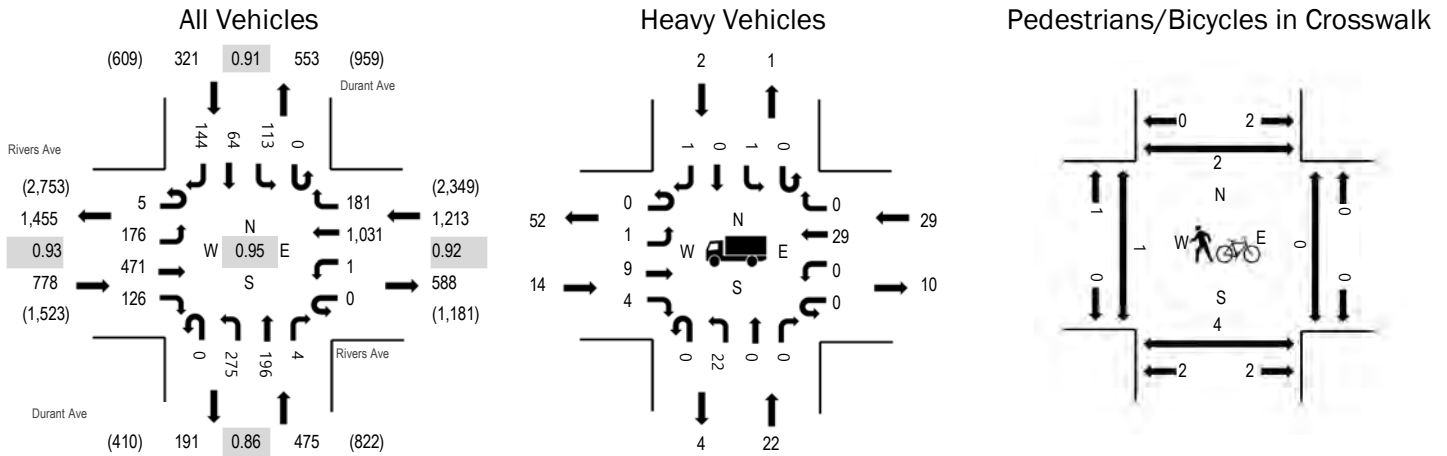
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	22		18	42	4:00 PM	1	0		0	1
4:15 PM	2	26		19	47	4:15 PM	0	0		0	0
4:30 PM	0	15		12	27	4:30 PM	0	0		0	0
4:45 PM	0	19		8	27	4:45 PM	0	0		0	0
5:00 PM	3	13		11	27	5:00 PM	0	0		0	0
5:15 PM	3	9		6	18	5:15 PM	0	0		0	0
5:30 PM	1	8		13	22	5:30 PM	1	0		0	1
5:45 PM	2	5		7	14	5:45 PM	0	0		0	0
Count Total	13	117		94	224	Count Total	2	0		0	2
Peak Hour	7	49		38	94	Peak Hour	1	0		0	1



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Location: #88 Durant Ave & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.8%	0.93
WB	2.4%	0.92
NB	4.6%	0.86
SB	0.6%	0.91
All	2.4%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Durant Ave Northbound			Durant Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	2	23	145	37	0	3	238	47	0	52	25	0	0	36	20	25	653	2,595
4:15 PM	0	33	119	33	0	0	222	49	0	48	31	4	0	22	12	22	595	2,679
4:30 PM	0	24	137	47	0	2	231	44	0	58	23	1	0	28	22	34	651	2,745
4:45 PM	2	28	152	38	0	0	251	43	0	72	43	0	0	29	14	24	696	2,787
5:00 PM	2	53	101	30	0	1	271	50	0	85	53	0	0	28	15	48	737	2,708
5:15 PM	0	55	121	30	0	0	226	38	0	49	51	1	0	28	15	47	661	
5:30 PM	1	40	97	28	0	0	283	50	0	69	49	3	0	28	20	25	693	
5:45 PM	0	34	84	27	0	1	258	41	0	72	32	1	0	16	15	36	617	
Count Total	7	290	956	270	0	7	1,980	362	0	505	307	10	0	215	133	261	5,303	
Peak Hour	5	176	471	126	0	1	1,031	181	0	275	196	4	0	113	64	144	2,787	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

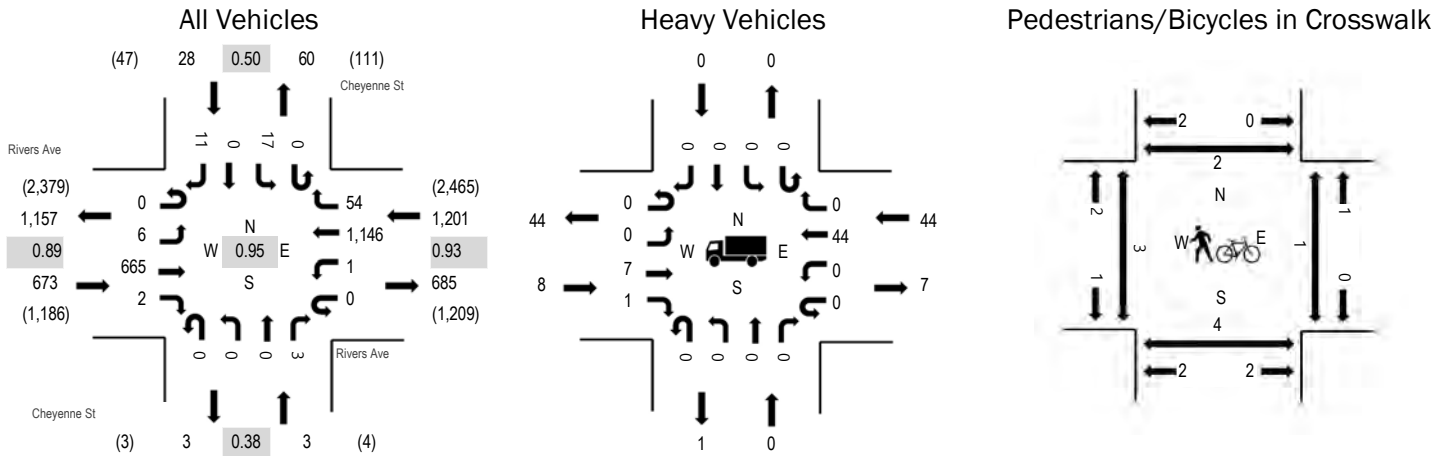
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	12	9	11	2	34	4:00 PM	1	0	0	0	1
4:15 PM	10	11	13	1	35	4:15 PM	0	0	0	2	2
4:30 PM	9	10	8	2	29	4:30 PM	1	0	0	0	1
4:45 PM	3	7	11	1	22	4:45 PM	1	4	0	2	7
5:00 PM	2	11	6	0	19	5:00 PM	0	0	0	0	0
5:15 PM	3	3	5	0	11	5:15 PM	0	0	0	0	0
5:30 PM	6	1	7	1	15	5:30 PM	0	0	0	0	0
5:45 PM	3	3	2	0	8	5:45 PM	0	0	0	1	1
Count Total	48	55	63	7	173	Count Total	3	4	0	5	12
Peak Hour	14	22	29	2	67	Peak Hour	1	4	0	2	7



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Location: #89 Cheyenne St & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.2%	0.89
WB	3.7%	0.93
NB	0.0%	0.38
SB	0.0%	0.50
All	2.7%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Cheyenne St Northbound			Cheyenne St Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	0	178	0	0	0	299	13	0	0	0	2	0	3	0	4	499	1,905
4:15 PM	0	4	141	1	0	0	276	14	0	0	0	0	0	3	0	1	440	1,874
4:30 PM	0	2	157	1	0	0	275	13	0	0	0	1	0	9	0	5	463	1,871
4:45 PM	0	0	189	0	0	1	296	14	0	0	0	0	0	2	0	1	503	1,870
5:00 PM	1	1	124	0	0	0	323	15	0	0	0	0	0	3	0	1	468	1,797
5:15 PM	0	1	149	0	0	0	269	14	0	0	0	1	0	2	0	1	437	
5:30 PM	0	0	133	0	0	0	320	7	0	0	0	0	0	1	0	1	462	
5:45 PM	0	0	104	0	0	0	303	13	0	0	0	0	0	7	0	3	430	
Count Total	1	8	1,175	2	0	1	2,361	103	0	0	0	4	0	30	0	17	3,702	
Peak Hour	0	6	665	2	0	1	1,146	54	0	0	0	3	0	17	0	11	1,905	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

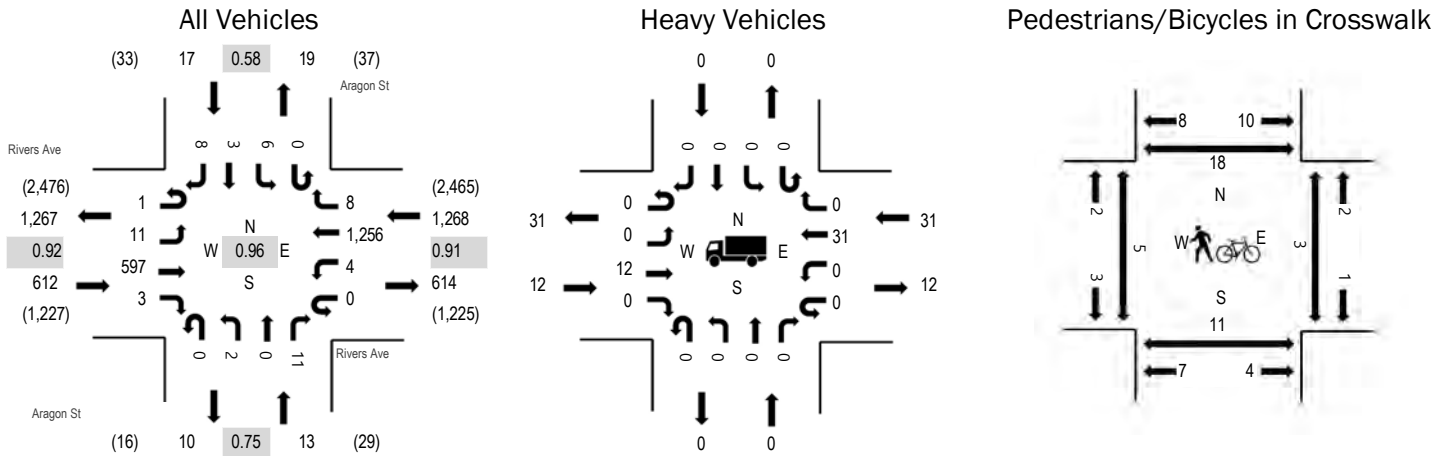
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	0	12	0	15	4:00 PM	0	0	0	0	0
4:15 PM	1	0	13	0	14	4:15 PM	0	2	0	2	4
4:30 PM	2	0	8	0	10	4:30 PM	1	1	1	0	3
4:45 PM	2	0	11	0	13	4:45 PM	2	1	0	0	3
5:00 PM	2	0	6	0	8	5:00 PM	1	1	2	4	8
5:15 PM	2	0	5	0	7	5:15 PM	0	2	1	2	5
5:30 PM	5	0	8	0	13	5:30 PM	3	1	0	0	4
5:45 PM	1	0	3	0	4	5:45 PM	0	1	0	0	1
Count Total	18	0	66	0	84	Count Total	7	9	4	8	28
Peak Hour	8	0	44	0	52	Peak Hour	3	4	1	2	10



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Location: #90 Aragon St & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.92
WB	2.4%	0.91
NB	0.0%	0.75
SB	0.0%	0.58
All	2.3%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Aragon St Northbound			Aragon St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	1	2	180	0	1	2	303	1	0	1	0	4	0	0	0	2	497	1,898
4:15 PM	1	3	146	1	0	1	279	4	0	3	0	0	0	0	0	2	440	1,900
4:30 PM	1	3	164	1	0	0	282	3	0	2	0	1	0	1	0	8	466	1,893
4:45 PM	0	2	184	1	0	2	297	0	0	0	0	4	0	2	2	1	495	1,910
5:00 PM	0	3	130	1	0	1	351	4	0	1	0	4	0	1	0	3	499	1,856
5:15 PM	1	2	148	1	0	0	276	1	0	0	0	1	0	0	1	2	433	
5:30 PM	0	4	135	0	0	1	332	3	0	1	0	2	0	3	0	2	483	
5:45 PM	0	1	111	0	0	1	319	1	0	3	0	2	0	1	0	2	441	
Count Total	4	20	1,198	5	1	8	2,439	17	0	11	0	18	0	8	3	22	3,754	
Peak Hour	1	11	597	3	0	4	1,256	8	0	2	0	11	0	6	3	8	1,910	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

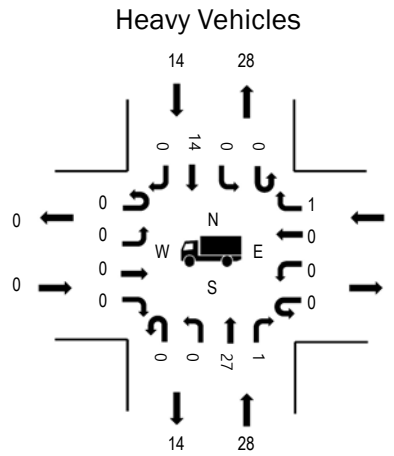
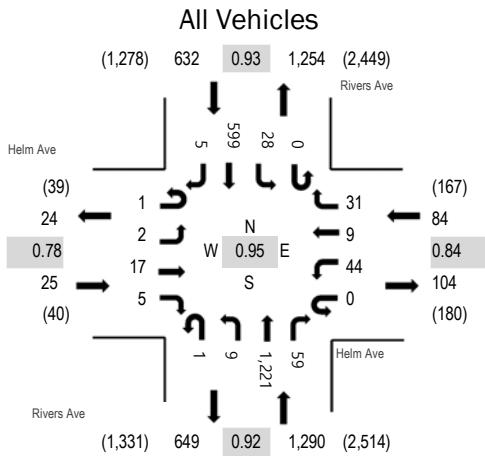
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	0	13	0	16	4:00 PM	0	1	0	5	6
4:15 PM	1	0	13	0	14	4:15 PM	0	5	0	4	9
4:30 PM	1	0	7	0	8	4:30 PM	2	2	2	2	8
4:45 PM	2	0	11	0	13	4:45 PM	0	5	0	5	10
5:00 PM	2	0	6	0	8	5:00 PM	1	1	0	5	7
5:15 PM	3	0	6	0	9	5:15 PM	1	3	1	6	11
5:30 PM	5	0	8	0	13	5:30 PM	3	2	2	2	9
5:45 PM	1	0	2	0	3	5:45 PM	3	1	0	0	4
Count Total	18	0	66	0	84	Count Total	10	20	5	29	64
Peak Hour	12	0	31	0	43	Peak Hour	5	11	3	18	37



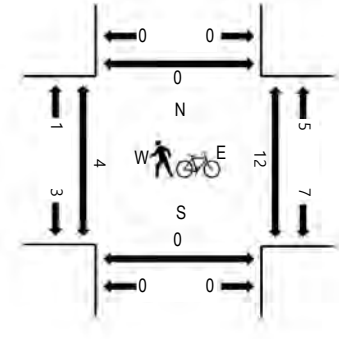
(303) 216-2439
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Location: #91 Rivers Ave & Helm Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.78
WB	1.2%	0.84
NB	2.2%	0.92
SB	2.2%	0.93
All	2.1%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Helm Ave Eastbound				Helm Ave Westbound				Rivers Ave Northbound			Rivers Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	1	4	0	12	1	7	0	2	278	7	0	8	177	1	498	1,995
4:15 PM	0	1	1	2	0	15	4	4	0	2	289	13	0	6	136	0	473	2,030
4:30 PM	0	0	2	0	0	11	0	9	0	1	286	15	0	2	184	0	510	2,020
4:45 PM	0	0	3	1	0	11	0	6	1	1	302	11	0	6	172	0	514	2,031
5:00 PM	1	1	6	0	0	10	3	9	0	2	321	12	0	7	159	2	533	2,004
5:15 PM	0	0	3	2	0	15	4	7	0	4	264	18	0	6	138	2	463	
5:30 PM	0	1	5	2	0	8	2	9	0	2	334	18	0	9	130	1	521	
5:45 PM	0	1	1	2	0	12	2	6	0	1	314	16	0	4	127	1	487	
Count Total	1	4	22	13	0	94	16	57	1	15	2,388	110	0	48	1,223	7	3,999	
Peak Hour	1	2	17	5	0	44	9	31	1	9	1,221	59	0	28	599	5	2,031	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

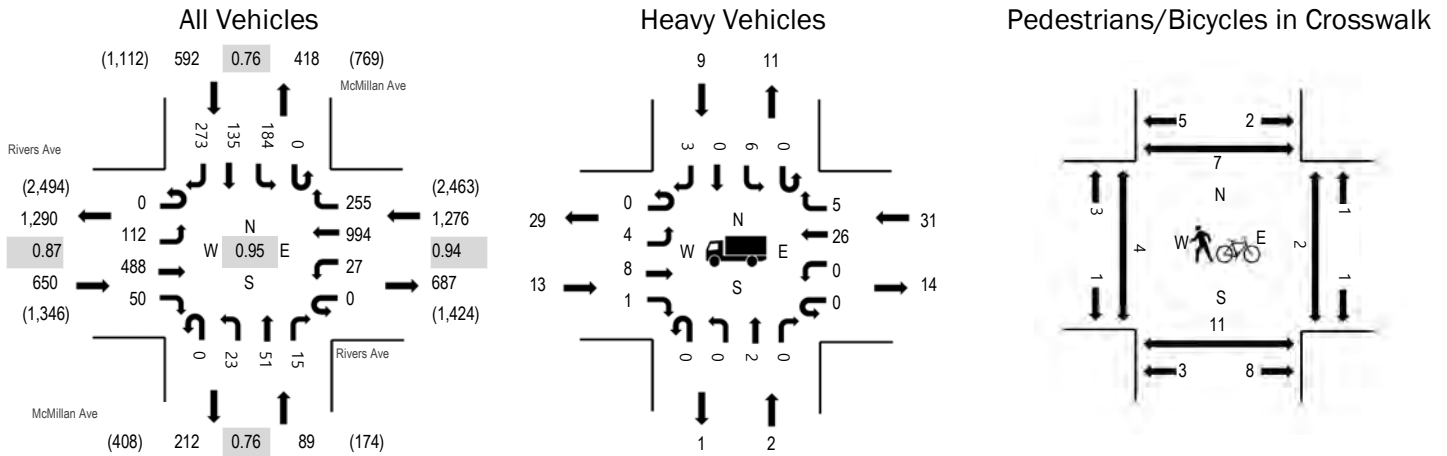
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	11	2	4	17	4:00 PM	0	0	5	0	5
4:15 PM	0	14	1	1	16	4:15 PM	1	1	5	0	7
4:30 PM	0	10	1	2	13	4:30 PM	0	0	7	0	7
4:45 PM	0	7	1	2	10	4:45 PM	1	0	9	0	10
5:00 PM	0	7	0	4	11	5:00 PM	1	0	1	0	2
5:15 PM	0	7	0	3	10	5:15 PM	1	0	1	0	2
5:30 PM	0	7	0	5	12	5:30 PM	1	0	1	0	2
5:45 PM	0	3	0	1	4	5:45 PM	4	0	4	0	8
Count Total	0	66	5	22	93	Count Total	9	1	33	0	43
Peak Hour	0	28	1	14	43	Peak Hour	4	0	12	0	16



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Location: #92 McMillan Ave & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.87
WB	2.4%	0.94
NB	2.2%	0.76
SB	1.5%	0.76
All	2.1%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				McMillan Ave Northbound			McMillan Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	29	135	12	0	9	225	42	0	7	9	9	0	47	36	63	623	2,545
4:15 PM	0	29	111	13	0	5	227	45	0	3	11	7	0	40	35	57	583	2,593
4:30 PM	0	25	176	10	0	10	237	60	0	2	13	4	0	35	23	57	652	2,604
4:45 PM	0	36	143	14	0	11	272	56	0	9	19	4	0	41	25	57	687	2,607
5:00 PM	0	27	130	15	0	7	241	59	0	7	10	4	0	54	40	77	671	2,550
5:15 PM	0	29	110	16	0	3	241	73	0	4	12	3	0	38	20	45	594	
5:30 PM	0	20	105	5	0	6	240	67	0	3	10	4	0	51	50	94	655	
5:45 PM	0	16	127	13	0	9	259	59	0	5	13	2	0	44	21	62	630	
Count Total	0	211	1,037	98	0	60	1,942	461	0	40	97	37	0	350	250	512	5,095	
Peak Hour	0	112	488	50	0	27	994	255	0	23	51	15	0	184	135	273	2,607	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

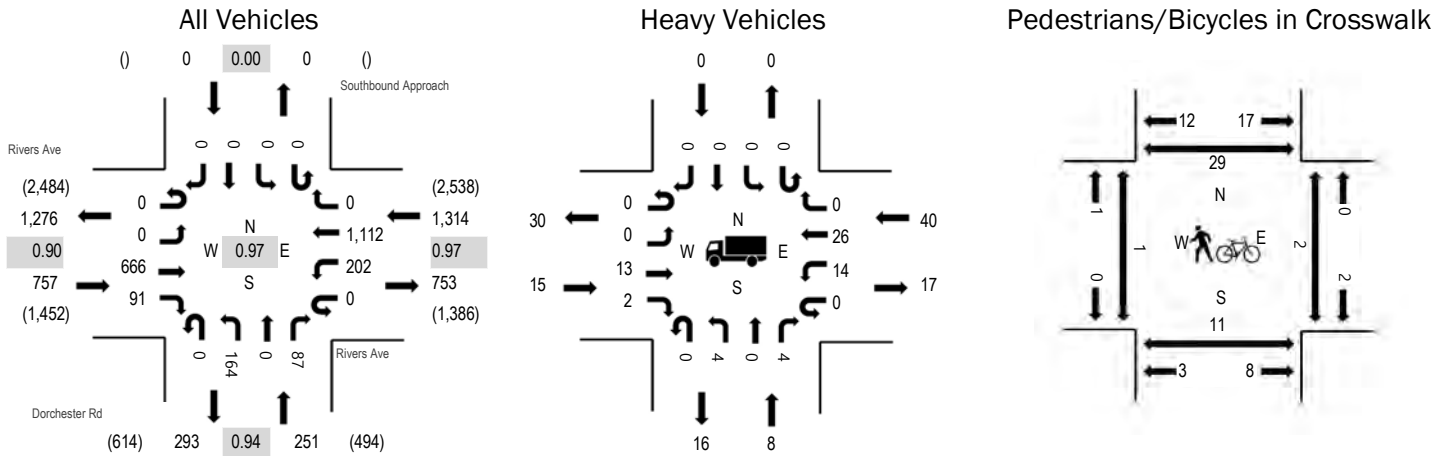
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	1	16	10	33	4:00 PM	1	10	1	3	15
4:15 PM	1	1	10	7	19	4:15 PM	0	5	0	6	11
4:30 PM	4	0	7	3	14	4:30 PM	0	2	1	17	20
4:45 PM	3	0	11	4	18	4:45 PM	1	2	0	1	4
5:00 PM	3	1	7	1	12	5:00 PM	1	2	1	2	6
5:15 PM	3	1	6	3	13	5:15 PM	0	3	0	4	7
5:30 PM	4	0	7	1	12	5:30 PM	2	4	1	0	7
5:45 PM	3	0	3	2	8	5:45 PM	0	2	0	5	7
Count Total	27	4	67	31	129	Count Total	5	30	4	38	77
Peak Hour	13	2	31	9	55	Peak Hour	4	11	2	7	24



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Location: #93 Dorchester Rd & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.90
WB	3.0%	0.97
NB	3.2%	0.94
SB	0.0%	0.00
All	2.7%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Dorchester Rd Northbound			Southbound Approach Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	163	33	0	42	242	0	0	36	0	18	0	0	0	0	534	2,232
4:15 PM	0	0	136	27	0	44	257	0	0	41	0	25	0	0	0	0	530	2,295
4:30 PM	0	0	190	22	0	52	286	0	0	27	0	18	0	0	0	0	595	2,322
4:45 PM	0	0	169	20	0	45	271	0	0	46	0	22	0	0	0	0	573	2,252
5:00 PM	0	0	164	33	0	63	263	0	0	52	0	22	0	0	0	0	597	2,252
5:15 PM	0	0	143	16	0	42	292	0	0	39	0	25	0	0	0	0	557	
5:30 PM	0	0	102	46	0	44	261	0	0	58	0	14	0	0	0	0	525	
5:45 PM	0	0	154	34	0	51	283	0	0	30	0	21	0	0	0	0	573	
Count Total	0	0	1,221	231	0	383	2,155	0	0	329	0	165	0	0	0	0	4,484	
Peak Hour	0	0	666	91	0	202	1,112	0	0	164	0	87	0	0	0	0	2,322	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

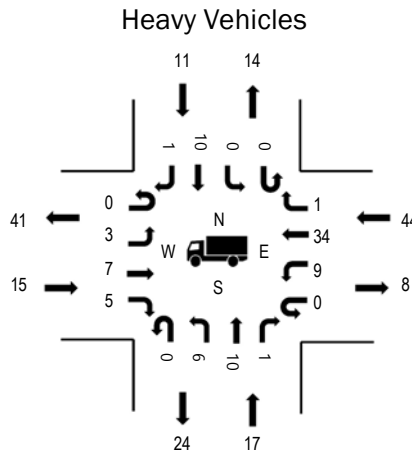
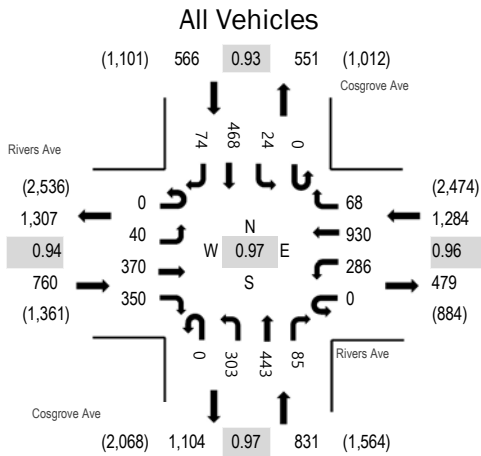
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	5	2	16	0	23	4:00 PM	0	1	0	8	9
4:15 PM	3	2	13	0	18	4:15 PM	0	3	2	9	14
4:30 PM	5	2	9	0	16	4:30 PM	0	4	0	11	15
4:45 PM	5	3	12	0	20	4:45 PM	0	5	0	9	14
5:00 PM	3	2	9	0	14	5:00 PM	1	1	0	5	7
5:15 PM	2	1	10	0	13	5:15 PM	0	1	2	4	7
5:30 PM	3	1	7	0	11	5:30 PM	0	3	1	2	6
5:45 PM	3	1	3	0	7	5:45 PM	0	2	1	2	5
Count Total	29	14	79	0	122	Count Total	1	20	6	50	77
Peak Hour	15	8	40	0	63	Peak Hour	1	11	2	29	43



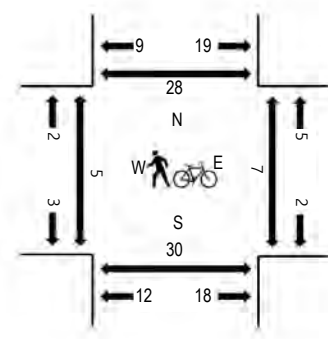
(303) 216-2439
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Location: #94 Cosgrove Ave & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.0%	0.94
WB	3.4%	0.96
NB	2.0%	0.97
SB	1.9%	0.93
All	2.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Cosgrove Ave Northbound			Cosgrove Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	12	82	87	0	69	222	12	0	53	68	18	0	1	145	13	782	3,239
4:15 PM	0	11	81	57	0	73	214	9	0	74	79	18	0	7	120	15	758	3,346
4:30 PM	0	14	102	86	0	62	224	14	0	75	109	20	0	7	127	16	856	3,441
4:45 PM	0	7	105	91	0	70	240	15	0	65	93	17	0	6	112	22	843	3,321
5:00 PM	0	12	73	94	0	84	226	23	0	77	130	19	0	5	121	25	889	3,261
5:15 PM	0	7	90	79	0	70	240	16	0	86	111	29	0	6	108	11	853	
5:30 PM	0	6	58	52	0	54	222	21	0	84	101	22	0	4	93	19	736	
5:45 PM	0	7	84	64	0	49	224	21	0	77	114	25	0	5	101	12	783	
Count Total	0	76	675	610	0	531	1,812	131	0	591	805	168	0	41	927	133	6,500	
Peak Hour	0	40	370	350	0	286	930	68	0	303	443	85	0	24	468	74	3,441	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

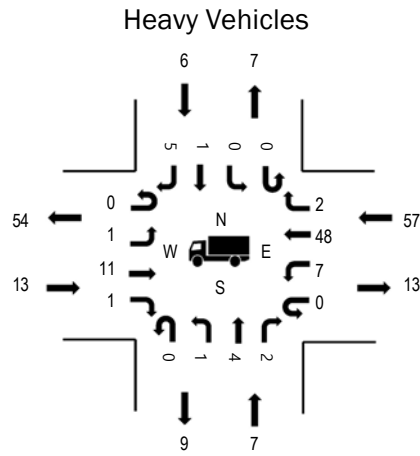
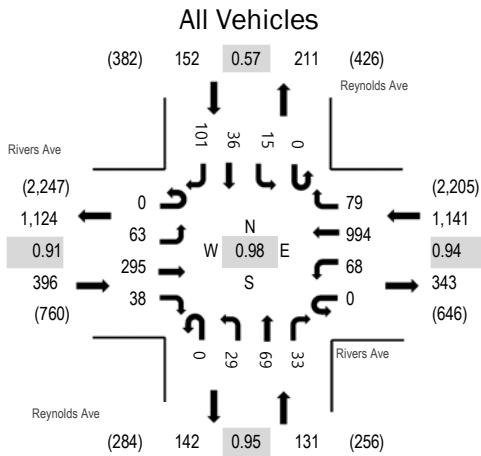
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	5	19	3	33	4:00 PM	5	10	4	18	37
4:15 PM	5	7	11	5	28	4:15 PM	5	4	1	12	22
4:30 PM	3	3	11	4	21	4:30 PM	0	5	1	7	13
4:45 PM	5	4	12	4	25	4:45 PM	4	6	1	16	27
5:00 PM	4	4	11	1	20	5:00 PM	1	6	2	1	10
5:15 PM	3	6	10	2	21	5:15 PM	0	13	3	4	20
5:30 PM	2	5	2	0	9	5:30 PM	0	8	0	5	13
5:45 PM	4	5	1	4	14	5:45 PM	6	4	0	12	22
Count Total	32	39	77	23	171	Count Total	21	56	12	75	164
Peak Hour	15	17	44	11	87	Peak Hour	5	30	7	28	70



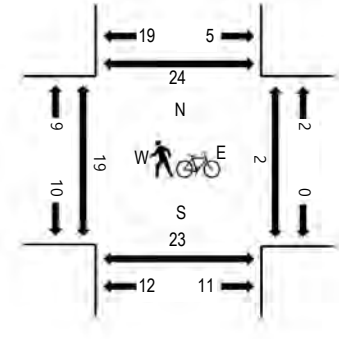
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Location: #95 Reynolds Ave & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.3%	0.91
WB	5.0%	0.94
NB	5.3%	0.95
SB	3.9%	0.57
All	4.6%	0.98

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Reynolds Ave Northbound			Reynolds Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	24	63	9	0	20	247	11	0	5	19	20	0	3	6	26	453	1,820
4:15 PM	0	6	68	11	0	15	264	26	0	11	14	2	0	4	10	29	460	1,781
4:30 PM	0	20	82	7	0	16	240	22	0	4	14	5	0	0	16	18	444	1,781
4:45 PM	0	13	82	11	0	17	243	20	0	9	22	6	0	8	4	28	463	1,793
5:00 PM	0	14	66	11	0	15	228	14	0	9	17	6	0	1	14	19	414	1,783
5:15 PM	0	14	63	5	0	16	259	25	0	10	17	10	0	9	6	26	460	
5:30 PM	0	22	58	10	0	15	239	24	0	9	16	9	0	5	10	39	456	
5:45 PM	0	26	65	10	0	15	198	16	0	5	10	7	0	4	15	82	453	
Count Total	0	139	547	74	0	129	1,918	158	0	62	129	65	0	34	81	267	3,603	
Peak Hour	0	63	295	38	0	68	994	79	0	29	69	33	0	15	36	101	1,820	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

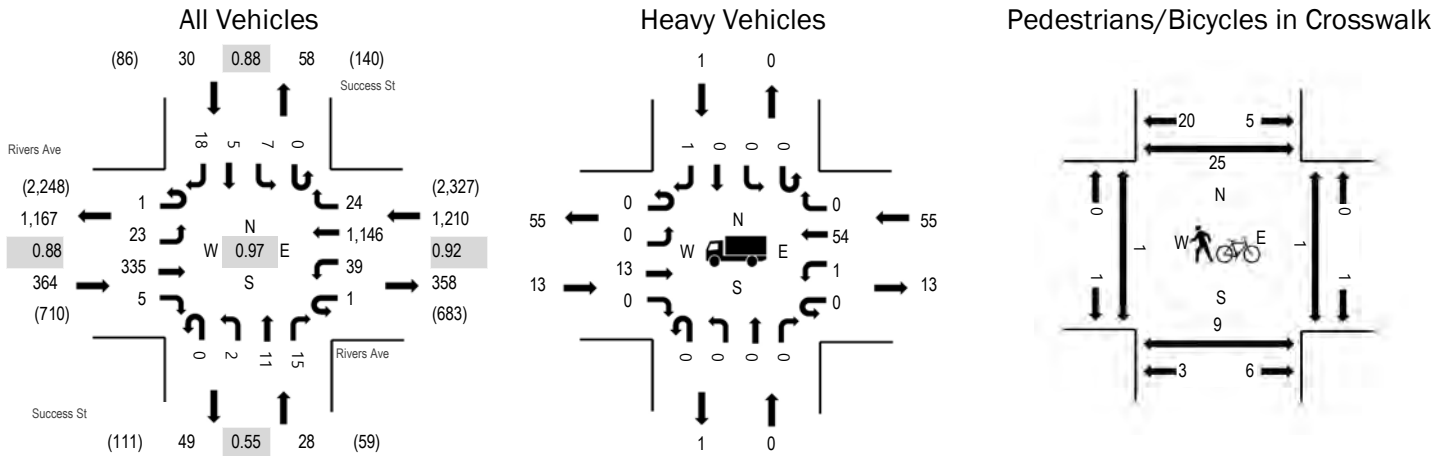
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	5	3	19	1	28	4:00 PM	6	3	0	9	18		
4:15 PM	2	2	12	1	17	4:15 PM	2	10	0	7	19		
4:30 PM	1	1	17	1	20	4:30 PM	5	3	2	6	16		
4:45 PM	5	1	9	3	18	4:45 PM	6	7	0	2	15		
5:00 PM	2	0	7	2	11	5:00 PM	11	6	0	2	19		
5:15 PM	2	2	9	1	14	5:15 PM	8	4	0	2	14		
5:30 PM	2	0	2	0	4	5:30 PM	6	5	0	0	11		
5:45 PM	3	0	1	2	6	5:45 PM	10	7	1	0	18		
Count Total	22	9	76	11	118	Count Total	54	45	3	28	130		
Peak Hour	13	7	57	6	83	Peak Hour	19	23	2	24	68		



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Location: #96 Success St & Rivers Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.6%	0.88
WB	4.5%	0.92
NB	0.0%	0.55
SB	3.3%	0.88
All	4.2%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Rivers Ave Eastbound				Rivers Ave Westbound				Success St Northbound			Success St Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	8	84	0	0	8	285	7	0	0	2	7	0	0	0	7	408	1,632
4:15 PM	0	5	72	1	1	8	313	8	0	0	0	4	0	4	1	3	420	1,610
4:30 PM	0	3	88	0	0	14	259	6	0	1	3	2	0	2	4	5	387	1,604
4:45 PM	1	7	91	4	0	9	289	3	0	1	6	2	0	1	0	3	417	1,613
5:00 PM	0	8	67	1	0	10	272	7	0	0	2	5	0	5	2	7	386	1,550
5:15 PM	0	11	80	1	0	10	286	8	0	0	5	0	0	4	5	4	414	
5:30 PM	0	12	74	3	0	9	270	7	0	0	2	3	0	2	8	6	396	
5:45 PM	0	10	77	2	0	9	225	4	0	1	6	7	0	1	2	10	354	
Count Total	1	64	633	12	1	77	2,199	50	0	3	26	30	0	19	22	45	3,182	
Peak Hour	1	23	335	5	1	39	1,146	24	0	2	11	15	0	7	5	18	1,632	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

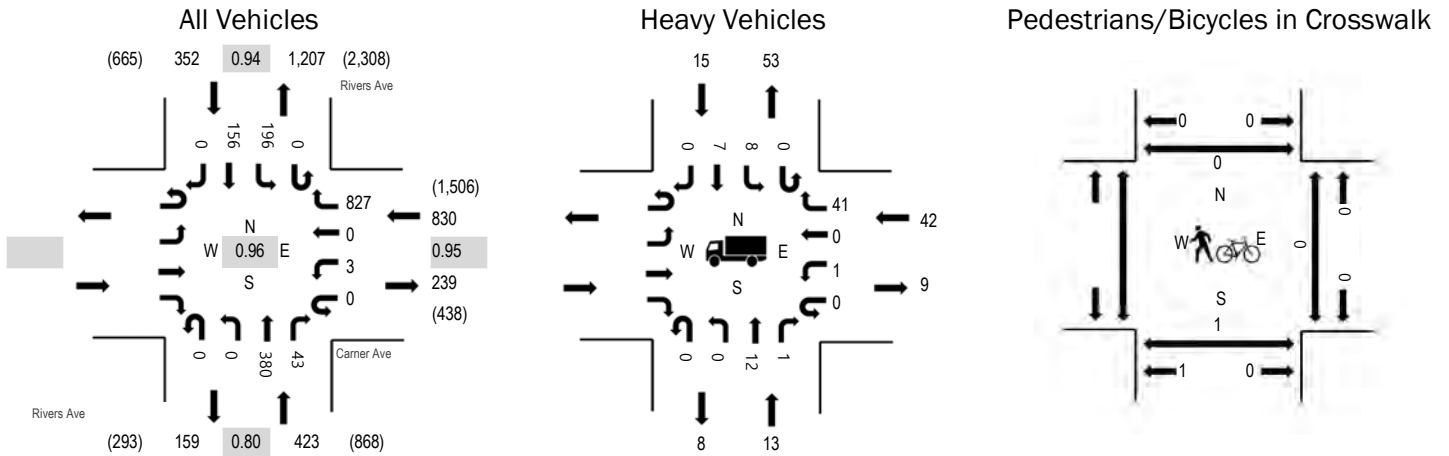
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	0	20	0	27	4:00 PM	0	2	1	13	16
4:15 PM	1	0	13	0	14	4:15 PM	1	1	0	6	8
4:30 PM	2	0	14	0	16	4:30 PM	0	1	0	3	4
4:45 PM	3	0	8	1	12	4:45 PM	0	5	0	3	8
5:00 PM	1	0	7	0	8	5:00 PM	0	3	1	1	5
5:15 PM	3	0	9	0	12	5:15 PM	1	0	0	3	4
5:30 PM	2	0	2	0	4	5:30 PM	0	3	1	1	5
5:45 PM	2	0	1	0	3	5:45 PM	0	2	0	0	2
Count Total	21	0	74	1	96	Count Total	2	17	3	30	52
Peak Hour	13	0	55	1	69	Peak Hour	1	9	1	25	36



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Location: #97 Rivers Ave & Carner Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	5.1%	0.95
NB	3.1%	0.80
SB	4.3%	0.94
All	4.4%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Carner Ave Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	192	0	0	107	4	0	62	29	0	394	1,605
4:15 PM					0	0	0	225	0	0	106	10	0	48	31	0	420	1,577
4:30 PM					0	3	0	200	0	0	75	21	0	39	49	0	387	1,542
4:45 PM					0	0	0	210	0	0	92	8	0	47	47	0	404	1,521
5:00 PM					1	3	0	209	0	0	71	8	0	48	26	0	366	1,434
5:15 PM					0	0	0	176	0	0	127	3	0	40	39	0	385	
5:30 PM					0	0	0	147	0	0	137	3	0	48	31	0	366	
5:45 PM					0	1	0	139	0	0	95	1	0	47	34	0	317	
Count Total					1	7	0	1,498	0	0	810	58	0	379	286	0	3,039	
Peak Hour					0	3	0	827	0	0	380	43	0	196	156	0	1,605	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

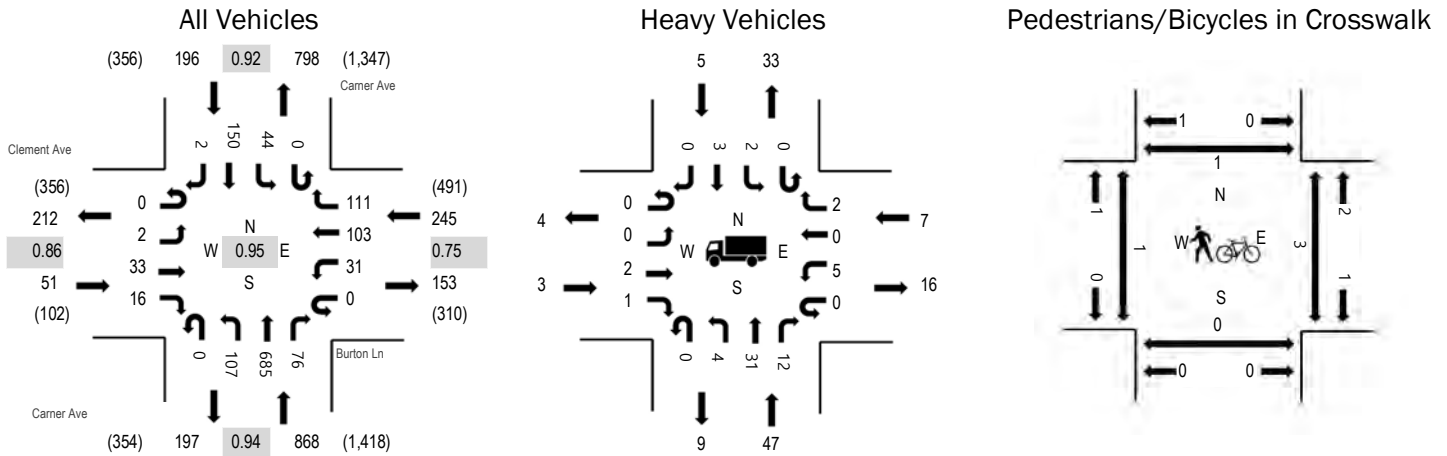
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	4	13	9		26	4:00 PM	0	0	0		0
4:15 PM	4	9	1		14	4:15 PM	0	0	0		0
4:30 PM	4	12	2		18	4:30 PM	0	0	0		0
4:45 PM	1	8	3		12	4:45 PM	1	0	0		1
5:00 PM	2	5	1		8	5:00 PM	0	2	1		3
5:15 PM	0	7	3		10	5:15 PM	0	0	1		1
5:30 PM	1	2	1		4	5:30 PM	0	0	0		0
5:45 PM	0	1	3		4	5:45 PM	0	0	0		0
Count Total	16	57	23		96	Count Total	1	2	2		5
Peak Hour	13	42	15		70	Peak Hour	1	0	0		1



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Location: #98 Carner Ave & Burton Ln PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	5.9%	0.86
WB	2.9%	0.75
NB	5.4%	0.94
SB	2.6%	0.92
All	4.6%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Clement Ave Eastbound				Burton Ln Westbound				Carner Ave Northbound			Carner Ave Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	0	8	8	0	8	41	46	0	7	101	17	0	21	23	1	281	1,301
4:15 PM	0	1	12	3	0	11	27	25	0	26	188	16	0	13	33	2	357	1,360
4:30 PM	0	1	9	3	0	7	32	37	0	31	152	22	0	8	40	0	342	1,260
4:45 PM	0	0	3	7	0	5	19	26	0	30	165	19	0	13	34	0	321	1,180
5:00 PM	0	0	9	3	0	8	25	23	0	20	180	19	0	10	43	0	340	1,066
5:15 PM	0	0	10	4	0	10	19	16	1	9	130	21	0	6	31	0	257	
5:30 PM	0	0	7	5	0	9	23	26	0	19	113	19	0	14	27	0	262	
5:45 PM	0	0	5	4	0	4	12	32	0	13	85	15	0	14	23	0	207	
Count Total	0	2	63	37	0	62	198	231	1	155	1,114	148	0	99	254	3	2,367	
Peak Hour	0	2	33	16	0	31	103	111	0	107	685	76	0	44	150	2	1,360	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

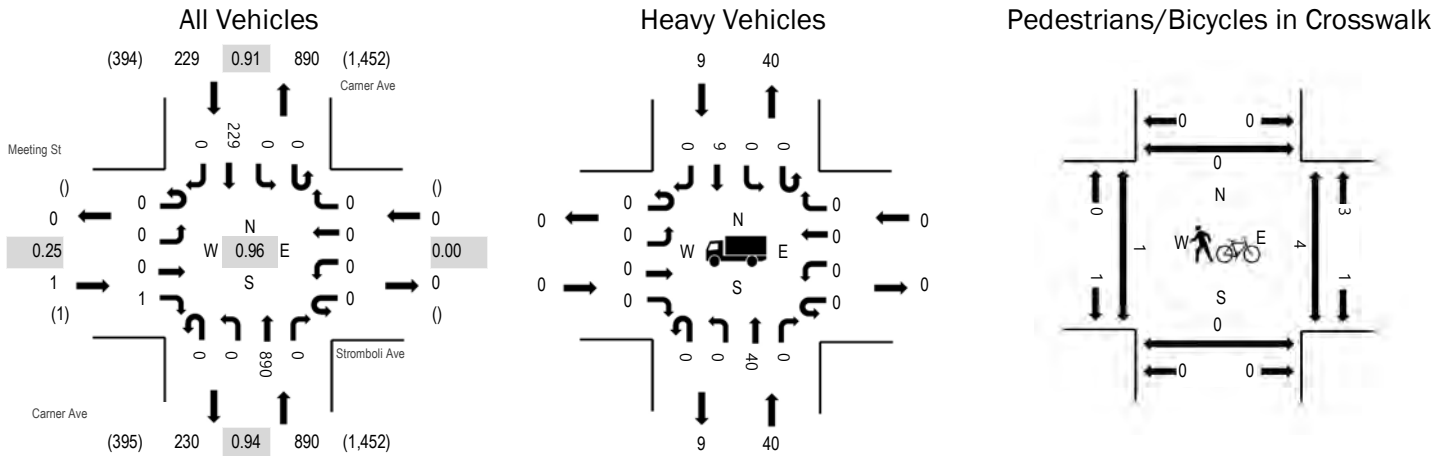
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	0	10	1	3	14	4:00 PM	0	2	2	0	4		
4:15 PM	0	15	1	0	16	4:15 PM	0	0	2	0	2		
4:30 PM	0	15	1	3	19	4:30 PM	0	0	0	1	1		
4:45 PM	1	9	2	1	13	4:45 PM	1	0	1	0	2		
5:00 PM	2	8	3	1	14	5:00 PM	0	0	0	0	0		
5:15 PM	1	8	0	2	11	5:15 PM	0	1	0	0	1		
5:30 PM	0	1	1	1	3	5:30 PM	0	0	0	2	2		
5:45 PM	0	1	0	3	4	5:45 PM	0	0	1	0	1		
Count Total	4	67	9	14	94	Count Total	1	3	6	3	13		
Peak Hour	3	47	7	5	62	Peak Hour	1	0	3	1	5		



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Location: #99 Carner Ave & Stromboli Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.25
WB	0.0%	0.00
NB	4.5%	0.94
SB	3.9%	0.91
All	4.4%	0.96

Traffic Counts - All Vehicles

Interval Start Time	Meeting St Eastbound				Stromboli Ave Westbound				Carner Ave Northbound			Carner Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	0	0	0	0	0	0	0	137	0	0	0	48	0	185	1,025
4:15 PM	0	0	0	1	0	0	0	0	0	0	237	0	0	0	53	0	291	1,120
4:30 PM	0	0	0	0	0	0	0	0	0	0	211	0	0	0	63	0	274	1,032
4:45 PM	0	0	0	0	0	0	0	0	0	0	220	0	0	0	55	0	275	951
5:00 PM	0	0	0	0	0	0	0	0	0	0	222	0	0	0	58	0	280	822
5:15 PM	0	0	0	0	0	0	0	0	0	0	159	0	0	0	44	0	203	
5:30 PM	0	0	0	0	0	0	0	0	0	0	150	0	0	0	43	0	193	
5:45 PM	0	0	0	0	0	0	0	0	0	0	116	0	0	0	30	0	146	
Count Total	0	0	0	1	0	0	0	0	0	0	1,452	0	0	0	394	0	1,847	
Peak Hour	0	0	0	1	0	0	0	0	0	0	890	0	0	0	229	0	1,120	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

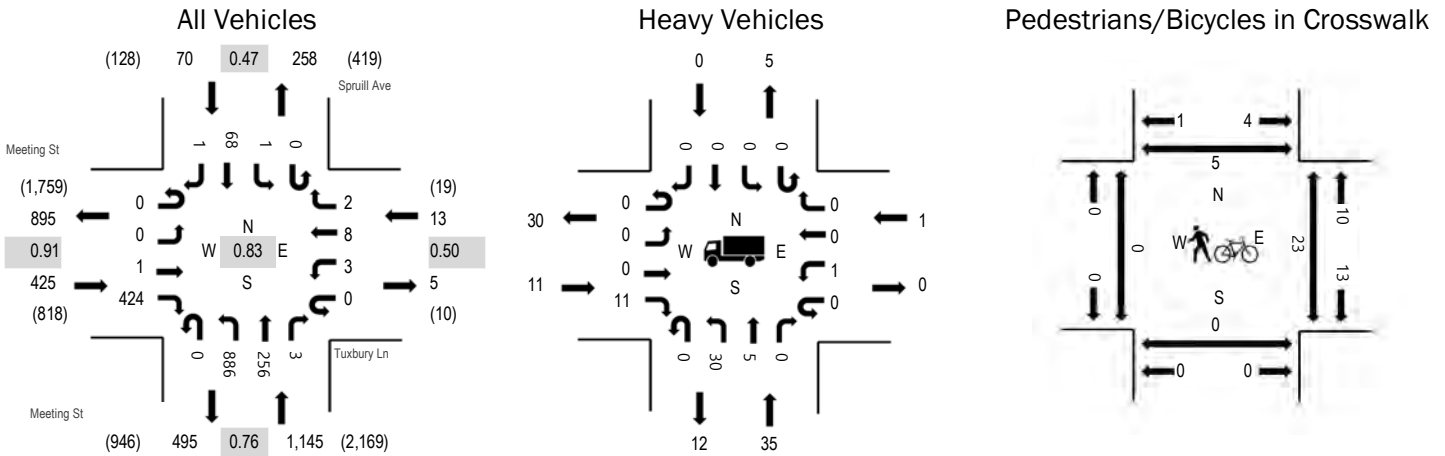
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	12	0	3	15	4:00 PM	0	0	0	0	0
4:15 PM	0	10	0	1	11	4:15 PM	0	0	2	0	2
4:30 PM	0	14	0	4	18	4:30 PM	0	0	1	0	1
4:45 PM	0	8	0	1	9	4:45 PM	0	0	1	0	1
5:00 PM	0	8	0	3	11	5:00 PM	1	0	0	0	1
5:15 PM	0	9	0	3	12	5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	0	1
5:45 PM	0	1	0	3	4	5:45 PM	0	0	1	0	1
Count Total	0	62	0	18	80	Count Total	1	0	7	0	8
Peak Hour	0	40	0	9	49	Peak Hour	1	0	4	0	5



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Location: #100 Meeting St & Tuxbury Ln PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.6%	0.91
WB	7.7%	0.50
NB	3.1%	0.76
SB	0.0%	0.47
All	2.8%	0.83

Traffic Counts - All Vehicles

Interval Start Time	Meeting St Eastbound				Tuxbury Ln Westbound				Meeting St Northbound			Spruill Ave Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	123	0	1	0	0	0	203	0	2	0	0	0	1	330	1,525
4:15 PM	0	0	0	123	0	0	2	0	0	260	0	1	0	0	0	0	386	1,608
4:30 PM	0	0	0	114	0	0	1	1	0	283	0	1	0	0	0	0	400	1,556
4:45 PM	0	0	0	118	0	0	0	0	0	291	0	0	0	0	0	0	409	1,653
5:00 PM	0	0	1	135	0	0	1	0	0	275	0	1	0	0	0	0	413	1,609
5:15 PM	0	0	0	128	0	2	3	0	0	198	0	1	0	1	0	1	334	
5:30 PM	0	0	0	43	0	1	4	2	0	122	256	1	0	0	68	0	497	
5:45 PM	0	0	1	32	0	1	0	0	0	114	160	0	0	0	57	0	365	
Count Total	0	0	2	816	0	5	11	3	0	1,746	416	7	0	1	125	2	3,134	
Peak Hour	0	0	1	424	0	3	8	2	0	886	256	3	0	1	68	1	1,653	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

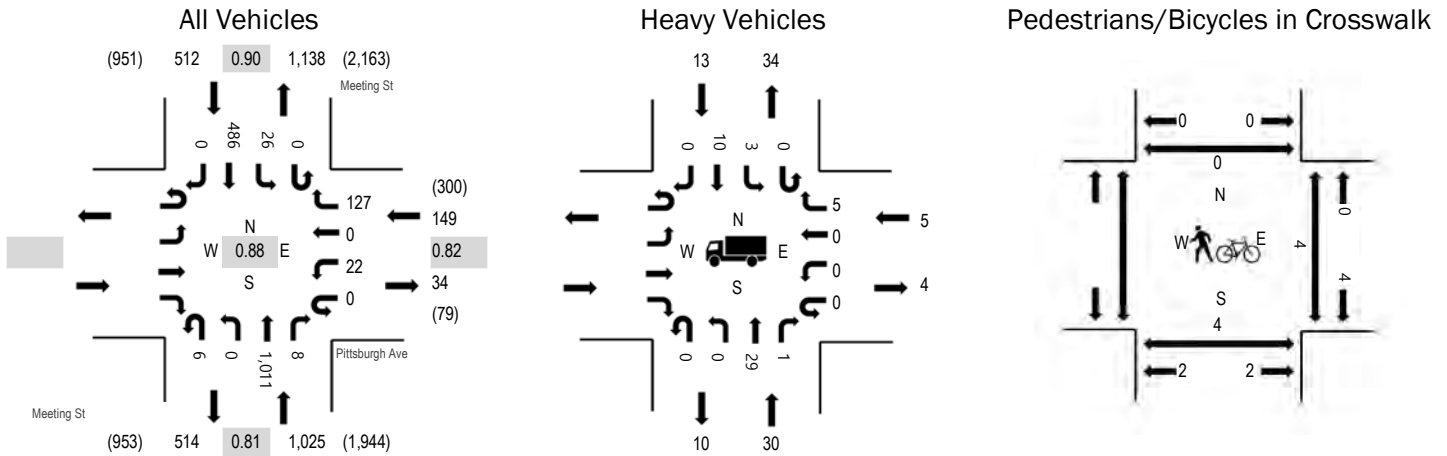
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	10	19	0	0	29	4:00 PM	0	0	0	0	0
4:15 PM	6	10	1	0	17	4:15 PM	0	0	1	1	2
4:30 PM	4	17	0	0	21	4:30 PM	0	0	0	0	0
4:45 PM	2	11	0	0	13	4:45 PM	0	0	2	2	4
5:00 PM	2	12	0	0	14	5:00 PM	0	0	2	1	3
5:15 PM	7	7	1	0	15	5:15 PM	0	0	12	2	14
5:30 PM	0	5	0	0	5	5:30 PM	0	0	7	0	7
5:45 PM	5	11	0	1	17	5:45 PM	0	0	1	0	1
Count Total	36	92	2	1	131	Count Total	0	0	25	6	31
Peak Hour	11	35	1	0	47	Peak Hour	0	0	23	5	28



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Location: #101 Meeting St & Pittsburgh Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	3.4%	0.82
NB	2.9%	0.81
SB	2.5%	0.90
All	2.8%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Pittsburgh Ave Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	7	0	25	0	0	194	2	0	8	109	0	345	1,568
4:15 PM					0	13	0	38	0	0	237	6	0	7	117	0	418	1,644
4:30 PM					0	4	0	27	1	0	234	3	0	6	104	0	379	1,586
4:45 PM					0	4	0	28	1	0	268	3	0	5	117	0	426	1,686
5:00 PM					0	2	0	30	1	0	255	2	0	4	127	0	421	1,627
5:15 PM					0	6	0	32	2	0	177	1	0	12	130	0	360	
5:30 PM					0	10	0	37	2	0	311	2	0	5	112	0	479	
5:45 PM					0	5	0	32	0	0	238	4	0	9	79	0	367	
Count Total					0	51	0	249	7	0	1,914	23	0	56	895	0	3,195	
Peak Hour					0	22	0	127	6	0	1,011	8	0	26	486	0	1,686	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

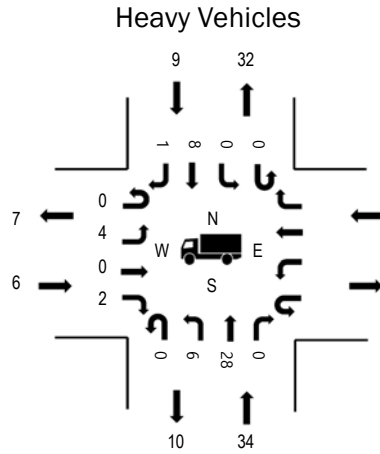
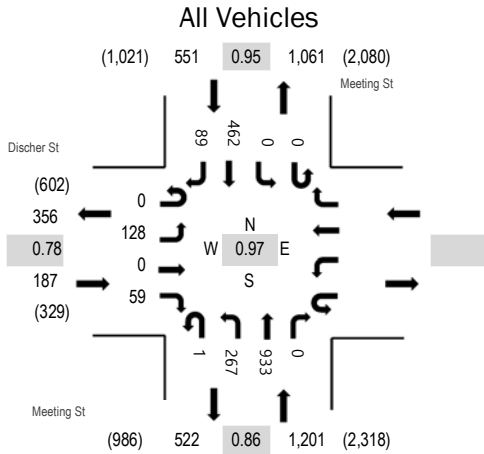
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM						4:00 PM					
4:15 PM	16	5	12	33	4:15 PM	0	0	0	0	0	
4:30 PM	13	3	6	22	4:30 PM	0	0	0	0	0	
4:45 PM	14	3	5	22	4:30 PM	1	0	0	0	1	
4:45 PM	9	2	3	14	4:45 PM	0	2	0	0	2	
5:00 PM	11	3	2	16	5:00 PM	4	1	0	0	5	
5:15 PM	6	0	6	12	5:15 PM	0	1	0	0	1	
5:30 PM	4	0	2	6	5:30 PM	0	0	0	0	0	
5:45 PM	9	2	6	17	5:45 PM	0	0	0	0	0	
Count Total	82	18	42	142	Count Total	5	4	0	0	9	
Peak Hour	30	5	13	48	Peak Hour	4	4	0	0	8	



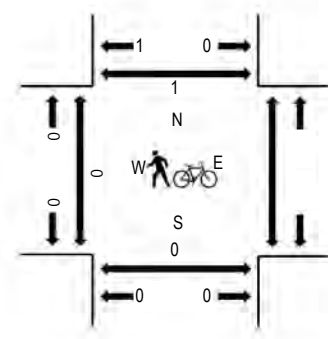
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Location: #102 Meeting St & Discher St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.2%	0.78
WB		
NB	2.8%	0.86
SB	1.6%	0.95
All	2.5%	0.97

Traffic Counts - All Vehicles

Interval Start Time	Discher St Eastbound				Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	28	0	15					1	28	209	0	0	0	112	6	399	1,842
4:15 PM	0	23	0	11					0	61	248	0	0	0	127	25	495	1,919
4:30 PM	0	32	0	11					0	58	231	0	0	0	100	14	446	1,887
4:45 PM	0	47	0	22					1	56	239	0	0	0	113	24	502	1,939
5:00 PM	0	50	0	19					0	47	221	0	0	0	116	23	476	1,826
5:15 PM	0	16	0	13					0	92	197	0	0	0	126	19	463	
5:30 PM	0	15	0	5					0	72	276	0	0	0	107	23	498	
5:45 PM	0	12	0	10					0	45	236	0	0	0	77	9	389	
Count Total	0	223	0	106					2	459	1,857	0	0	0	878	143	3,668	
Peak Hour	0	128	0	59					1	267	933	0	0	0	462	89	1,939	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	3	20		10	33	4:00 PM	0	0		0	0
4:15 PM	4	12		7	23	4:15 PM	0	0		0	0
4:30 PM	4	13		4	21	4:30 PM	0	0		0	0
4:45 PM	0	7		3	10	4:45 PM	0	0		0	0
5:00 PM	3	11		0	14	5:00 PM	0	0		0	0
5:15 PM	2	7		5	14	5:15 PM	0	0		0	0
5:30 PM	1	9		1	11	5:30 PM	0	0		1	1
5:45 PM	0	8		4	12	5:45 PM	0	0		0	0
Count Total	17	87		34	138	Count Total	0	0		1	1
Peak Hour	6	34		9	49	Peak Hour	0	0		1	1



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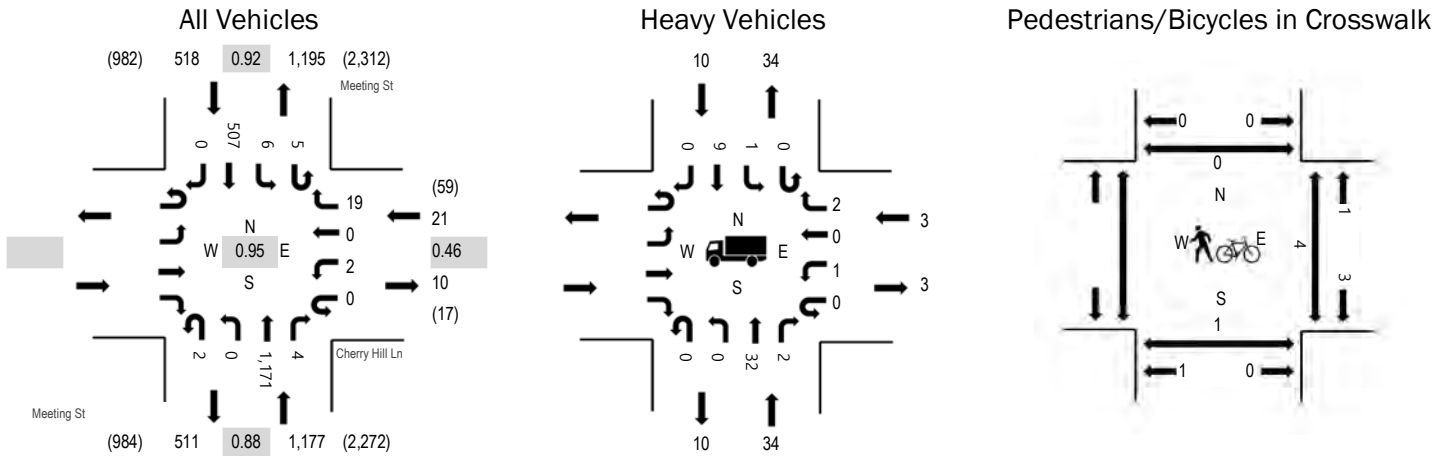
Location: #103 Meeting St & Cherry Hill Ln PM

Date: Wednesday, November 7, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	14.3%	0.46
NB	2.9%	0.88
SB	1.9%	0.92
All	2.7%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cherry Hill Ln Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM					0	5	0	14	1	0	229	0	0	2	125	0	376	1,661
4:15 PM					0	3	0	5	0	0	298	1	0	1	135	0	443	1,682
4:30 PM					0	2	0	4	0	0	291	2	1	0	112	0	412	1,678
4:45 PM					0	1	0	1	1	0	291	1	1	1	133	0	430	1,716
5:00 PM					0	1	0	4	1	0	260	0	3	3	125	0	397	1,652
5:15 PM					0	0	0	8	0	0	287	2	1	2	139	0	439	
5:30 PM					0	0	0	6	0	0	333	1	0	0	110	0	450	
5:45 PM					0	2	0	3	0	0	272	1	0	0	88	0	366	
Count Total					0	14	0	45	3	0	2,261	8	6	9	967	0	3,313	
Peak Hour					0	2	0	19	2	0	1,171	4	5	6	507	0	1,716	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

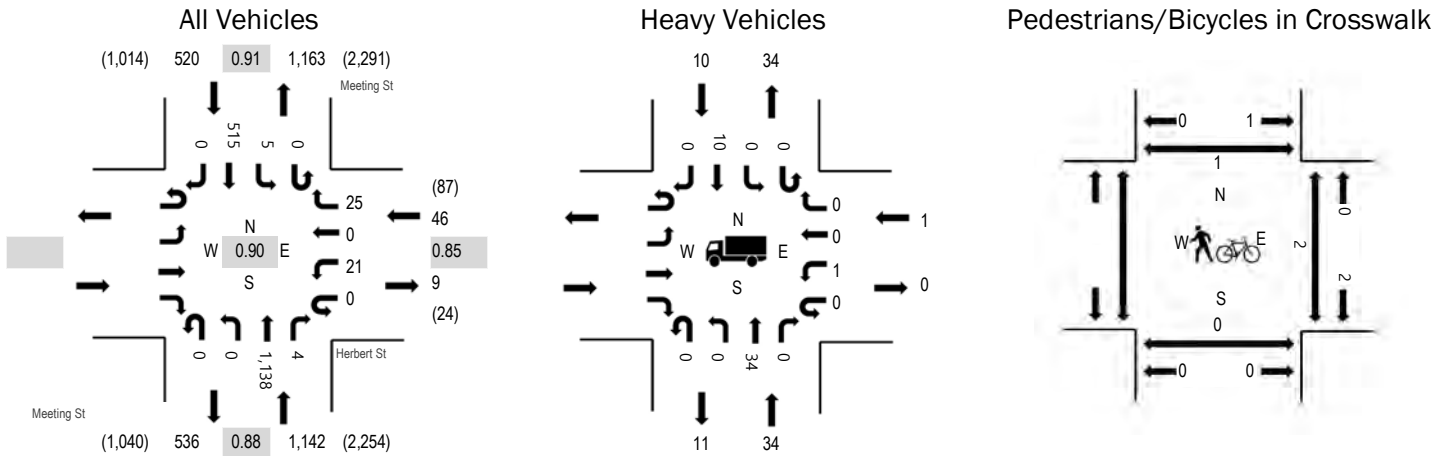
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	19	1	8		28	4:00 PM	0	1	0		1
4:15 PM	7	1	5		13	4:15 PM	0	0	0		0
4:30 PM	13	1	4		18	4:30 PM	0	0	0		0
4:45 PM	6	1	2		9	4:45 PM	0	0	0		0
5:00 PM	11	0	1		12	5:00 PM	1	2	0		3
5:15 PM	9	0	6		15	5:15 PM	0	2	0		2
5:30 PM	8	2	1		11	5:30 PM	0	0	0		0
5:45 PM	7	0	2		9	5:45 PM	0	0	0		0
Count Total	80	6	29		115	Count Total	1	5	0		6
Peak Hour	34	3	10		47	Peak Hour	1	4	0		5



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Location: #104 Meeting St & Herbert St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	2.2%	0.85
NB	3.0%	0.88
SB	1.9%	0.91
All	2.6%	0.90

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Herbert St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	5	0	7	0	0	231	0	0	7	131	0	381	1,683
4:15 PM					0	6	0	7	0	0	307	0	0	3	144	0	467	1,693
4:30 PM					0	10	0	4	0	0	286	3	0	0	117	0	420	1,701
4:45 PM					0	4	0	13	0	0	266	0	0	3	129	0	415	1,708
5:00 PM					0	8	0	6	0	0	251	1	0	1	124	0	391	1,672
5:15 PM					0	2	0	2	0	0	328	2	0	0	141	0	475	
5:30 PM					0	7	0	4	0	0	293	1	0	1	121	0	427	
5:45 PM					0	0	0	2	0	0	284	1	0	1	91	0	379	
Count Total					0	42	0	45	0	0	2,246	8	0	16	998	0	3,355	
Peak Hour					0	21	0	25	0	0	1,138	4	0	5	515	0	1,708	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

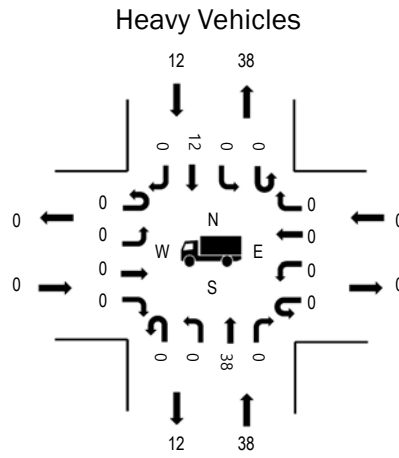
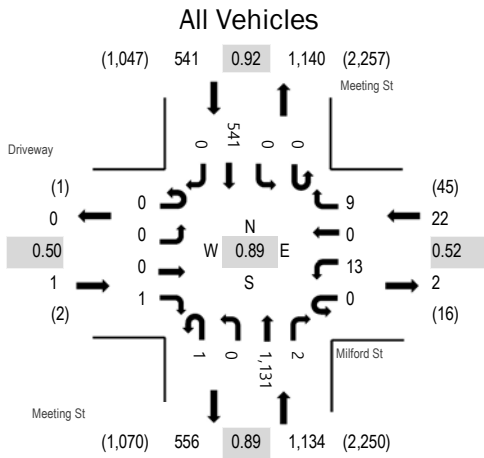
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	18	1	7		26	4:00 PM		0	1	0	1
4:15 PM	12	1	4		17	4:15 PM		0	0	0	0
4:30 PM	13	0	3		16	4:30 PM		0	0	0	0
4:45 PM	6	0	3		9	4:45 PM		0	1	0	1
5:00 PM	11	0	0		11	5:00 PM		0	1	0	1
5:15 PM	11	1	6		18	5:15 PM		0	0	1	1
5:30 PM	6	0	1		7	5:30 PM		0	0	0	0
5:45 PM	8	0	2		10	5:45 PM		0	0	0	0
Count Total	85	3	26		114	Count Total		0	3	1	4
Peak Hour	34	1	10		45	Peak Hour		0	2	1	3



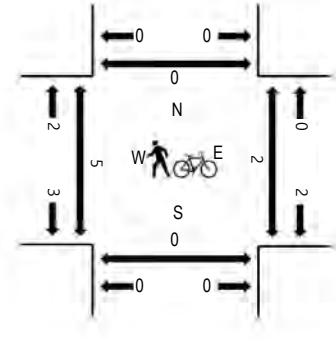
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Location: #105 Meeting St & Milford St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.50
WB	0.0%	0.52
NB	3.4%	0.89
SB	2.2%	0.92
All	2.9%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Driveway Eastbound				Milford St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	3	0	10	1	0	226	2	0	1	134	0	377	1,666
4:15 PM	0	0	0	0	0	1	0	3	2	1	302	3	1	1	148	0	462	1,678
4:30 PM	0	0	0	1	0	1	0	2	0	0	284	6	0	0	131	0	425	1,693
4:45 PM	0	0	0	0	0	3	0	4	0	0	261	1	0	0	133	0	402	1,698
5:00 PM	0	0	0	1	0	4	0	5	0	0	249	0	0	0	130	0	389	1,678
5:15 PM	0	0	0	0	0	3	0	0	0	0	326	0	0	0	148	0	477	
5:30 PM	0	0	0	0	0	3	0	0	1	0	295	1	0	0	130	0	430	
5:45 PM	0	0	0	0	0	2	0	1	0	0	288	1	0	0	90	0	382	
Count Total	0	0	0	2	0	20	0	25	4	1	2,231	14	1	2	1,044	0	3,344	
Peak Hour	0	0	0	1	0	13	0	9	1	0	1,131	2	0	0	541	0	1,698	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

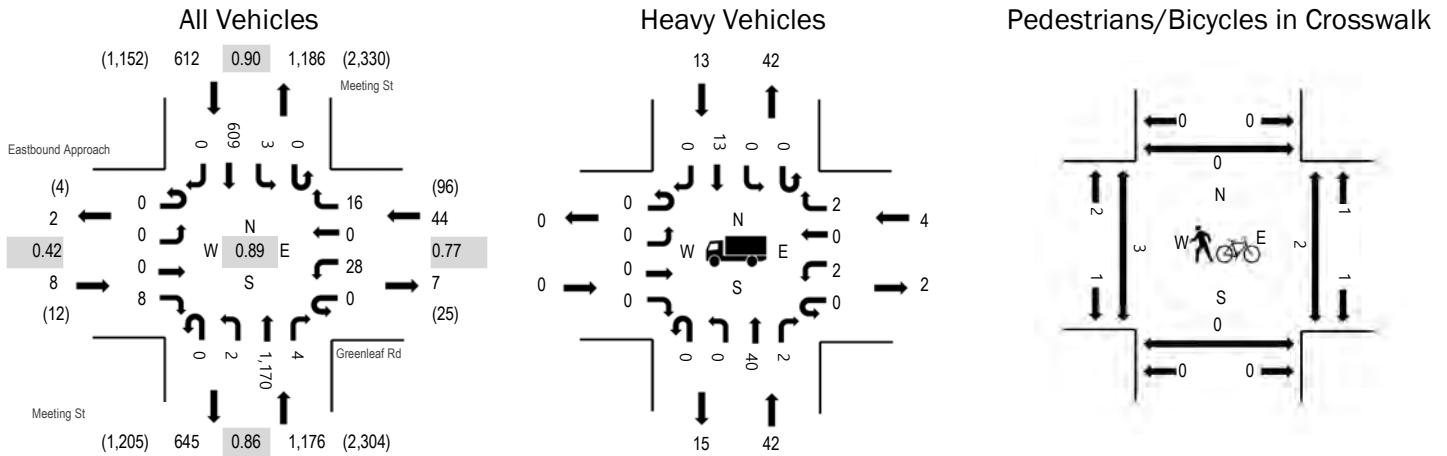
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	16	2	6	24	4:00 PM	0	0	1	0	1
4:15 PM	0	10	0	5	15	4:15 PM	0	0	0	0	0
4:30 PM	0	13	1	3	17	4:30 PM	0	0	1	0	1
4:45 PM	0	6	0	3	9	4:45 PM	0	0	1	0	1
5:00 PM	0	13	0	1	14	5:00 PM	0	0	1	0	1
5:15 PM	0	11	0	7	18	5:15 PM	5	0	0	0	5
5:30 PM	0	8	0	1	9	5:30 PM	0	0	0	0	0
5:45 PM	0	6	0	2	8	5:45 PM	0	0	0	0	0
Count Total	0	83	3	28	114	Count Total	5	0	4	0	9
Peak Hour	0	38	0	12	50	Peak Hour	5	0	2	0	7



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Location: #106 Meeting St & Greenleaf Rd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.42
WB	9.1%	0.77
NB	3.6%	0.86
SB	2.1%	0.90
All	3.2%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Eastbound Approach Eastbound				Greenleaf Rd Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	1	0	8	0	13	0	2	223	2	0	4	142	0	395	1,809
4:15 PM	0	0	0	1	0	8	0	6	0	0	328	4	0	4	146	0	497	1,821
4:30 PM	0	0	0	0	0	10	0	6	0	0	309	0	0	1	144	0	470	1,840
4:45 PM	0	0	0	2	0	8	0	6	0	1	280	3	0	2	145	0	447	1,819
5:00 PM	0	0	0	6	0	5	0	4	0	1	241	0	0	0	150	0	407	1,755
5:15 PM	0	0	0	0	0	5	0	0	0	0	340	1	0	0	170	0	516	
5:30 PM	0	2	0	0	0	7	0	4	0	0	286	3	0	1	146	0	449	
5:45 PM	0	0	0	0	0	4	0	2	0	0	280	0	0	0	97	0	383	
Count Total	0	2	0	10	0	55	0	41	0	4	2,287	13	0	12	1,140	0	3,564	
Peak Hour	0	0	0	8	0	28	0	16	0	2	1,170	4	0	3	609	0	1,840	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

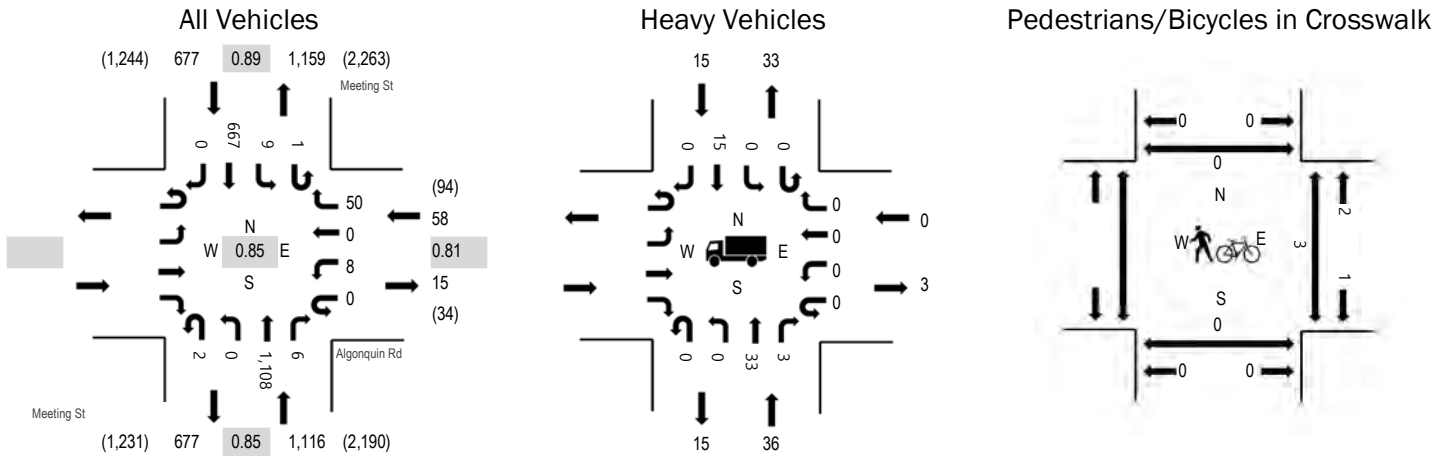
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	13	3	5	21	4:00 PM	0	0	0	0	0
4:15 PM	0	12	0	7	19	4:15 PM	1	0	0	0	1
4:30 PM	0	15	1	3	19	4:30 PM	0	0	1	0	1
4:45 PM	0	7	0	3	10	4:45 PM	0	0	0	0	0
5:00 PM	0	10	2	0	12	5:00 PM	2	0	1	0	3
5:15 PM	0	10	1	7	18	5:15 PM	1	0	0	0	1
5:30 PM	0	8	2	1	11	5:30 PM	0	0	0	0	0
5:45 PM	0	6	0	2	8	5:45 PM	0	0	0	0	0
Count Total	0	81	9	28	118	Count Total	4	0	2	0	6
Peak Hour	0	42	4	13	59	Peak Hour	3	0	2	0	5



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Location: #107 Meeting St & Algonquin Rd PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.81
NB	3.2%	0.85
SB	2.2%	0.89
All	2.8%	0.85

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Algonquin Rd Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	1	0	9	0	0	199	1	0	9	127	0	346	1,704
4:15 PM					0	0	0	10	0	0	299	2	1	1	159	0	472	1,777
4:30 PM					0	4	0	10	1	0	281	2	1	1	164	0	464	1,851
4:45 PM					0	1	0	12	1	0	253	2	0	4	149	0	422	1,843
5:00 PM					0	2	0	11	0	0	238	1	0	0	167	0	419	1,824
5:15 PM					0	1	0	17	0	0	336	1	0	4	187	0	546	
5:30 PM					0	2	0	4	0	0	294	1	0	1	154	0	456	
5:45 PM					0	0	0	10	0	0	277	1	1	3	111	0	403	
Count Total					0	11	0	83	2	0	2,177	11	3	23	1,218	0	3,528	
Peak Hour					0	8	0	50	2	0	1,108	6	1	9	667	0	1,851	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

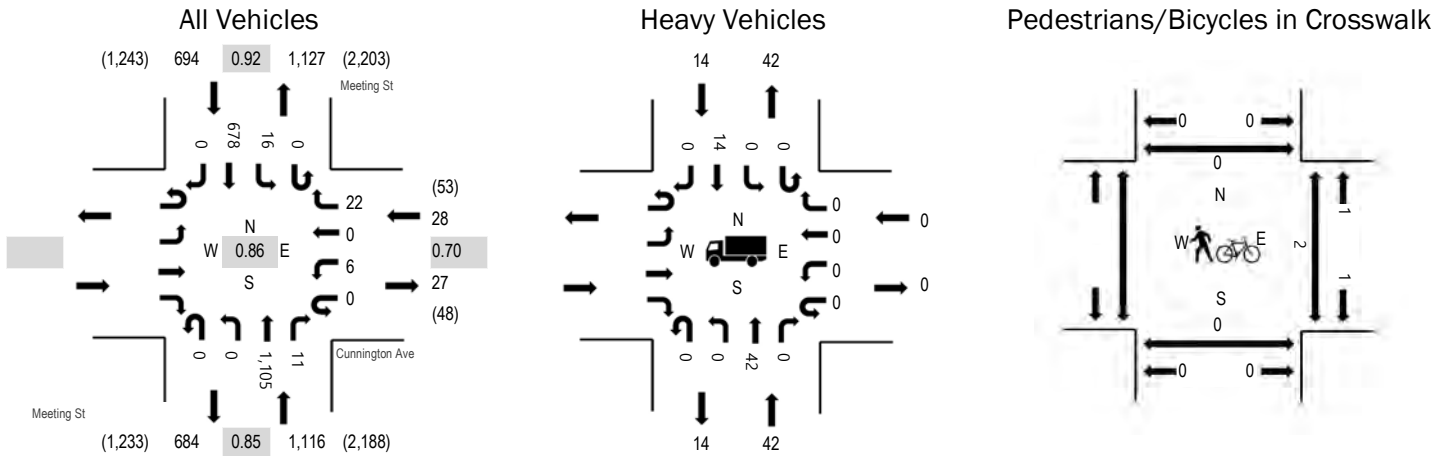
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM						4:00 PM					
4:15 PM	13	0	5		18	4:15 PM	0	1	0		1
4:30 PM	11	0	6		17	4:30 PM	0	0	0		0
4:45 PM	11	0	3		14	4:45 PM	0	1	0		1
4:45 PM	8	0	3		11	4:45 PM	0	0	0		0
5:00 PM	8	0	1		9	5:00 PM	0	2	0		2
5:15 PM	9	0	8		17	5:15 PM	0	0	0		0
5:30 PM	6	0	2		8	5:30 PM	0	0	0		0
5:45 PM	3	0	2		5	5:45 PM	0	0	0		0
Count Total	69	0	30		99	Count Total	0	4	0		4
Peak Hour	36	0	15		51	Peak Hour	0	3	0		3



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Location: #108 Meeting St & Cunnington Ave PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.70
NB	3.8%	0.85
SB	2.0%	0.92
All	3.0%	0.86

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cunnington Ave Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	7	0	0	189	2	0	0	122	0	320	1,673
4:15 PM					0	7	0	0	0	0	299	2	0	1	162	0	471	1,772
4:30 PM					0	1	0	9	0	0	275	4	0	0	174	0	463	1,838
4:45 PM					0	0	0	3	0	0	251	1	0	5	159	0	419	1,828
5:00 PM					0	2	0	6	0	0	240	3	0	3	165	0	419	1,811
5:15 PM					0	3	0	4	0	0	339	3	0	8	180	0	537	
5:30 PM					0	0	0	5	0	0	289	5	0	2	152	0	453	
5:45 PM					0	4	0	2	0	0	285	1	0	8	102	0	402	
Count Total					0	17	0	36	0	0	2,167	21	0	27	1,216	0	3,484	
Peak Hour					0	6	0	22	0	0	1,105	11	0	16	678	0	1,838	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

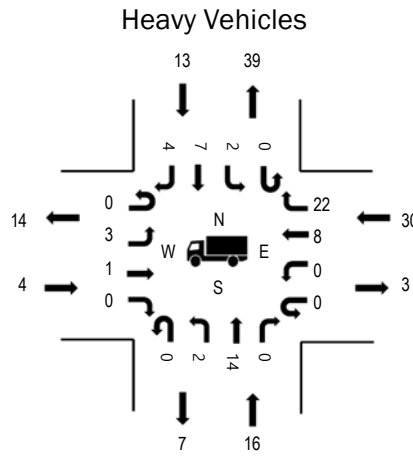
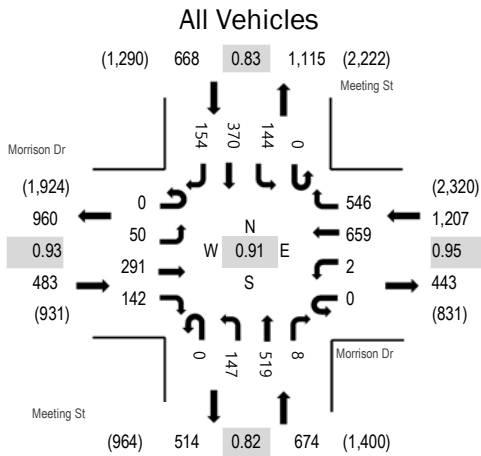
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	13	1	6		20	4:00 PM		1	1	0	2
4:15 PM	13	0	5		18	4:15 PM		0	0	0	0
4:30 PM	13	0	4		17	4:30 PM		0	0	0	0
4:45 PM	8	0	3		11	4:45 PM		0	0	0	0
5:00 PM	11	0	1		12	5:00 PM		0	2	0	2
5:15 PM	10	0	6		16	5:15 PM		0	0	0	0
5:30 PM	8	0	2		10	5:30 PM		0	0	0	0
5:45 PM	4	0	2		6	5:45 PM		0	0	0	0
Count Total	80	1	29		110	Count Total		1	3	0	4
Peak Hour	42	0	14		56	Peak Hour		0	2	0	2



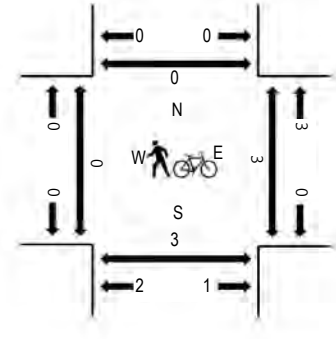
(303) 216-2439
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Location: #109 Meeting St & Morrison Dr PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.8%	0.93
WB	2.5%	0.95
NB	2.4%	0.82
SB	1.9%	0.83
All	2.1%	0.91

Traffic Counts - All Vehicles

Interval Start Time	Morrison Dr Eastbound				Morrison Dr Westbound				Meeting St Northbound			Meeting St Southbound			Total	Rolling Hour		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right
4:00 PM	0	11	63	37	0	1	156	91	0	38	155	6	0	12	51	71	692	2,936
4:15 PM	0	13	69	30	0	1	185	138	0	55	137	3	0	40	125	44	840	2,989
4:30 PM	0	14	75	36	0	2	133	130	0	40	129	2	0	26	88	54	729	2,981
4:45 PM	0	13	82	36	0	1	131	118	0	21	107	3	0	38	95	30	675	3,032
5:00 PM	0	9	70	40	0	1	195	124	0	37	113	1	0	36	81	38	745	3,005
5:15 PM	0	10	68	29	0	0	164	159	0	42	171	1	0	42	101	45	832	
5:30 PM	0	18	71	37	0	0	169	145	0	47	128	3	0	28	93	41	780	
5:45 PM	0	11	62	27	0	2	130	144	0	25	134	2	0	28	50	33	648	
Count Total	0	99	560	272	0	8	1,263	1,049	0	305	1,074	21	0	250	684	356	5,941	
Peak Hour	0	50	291	142	0	2	659	546	0	147	519	8	0	144	370	154	3,032	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

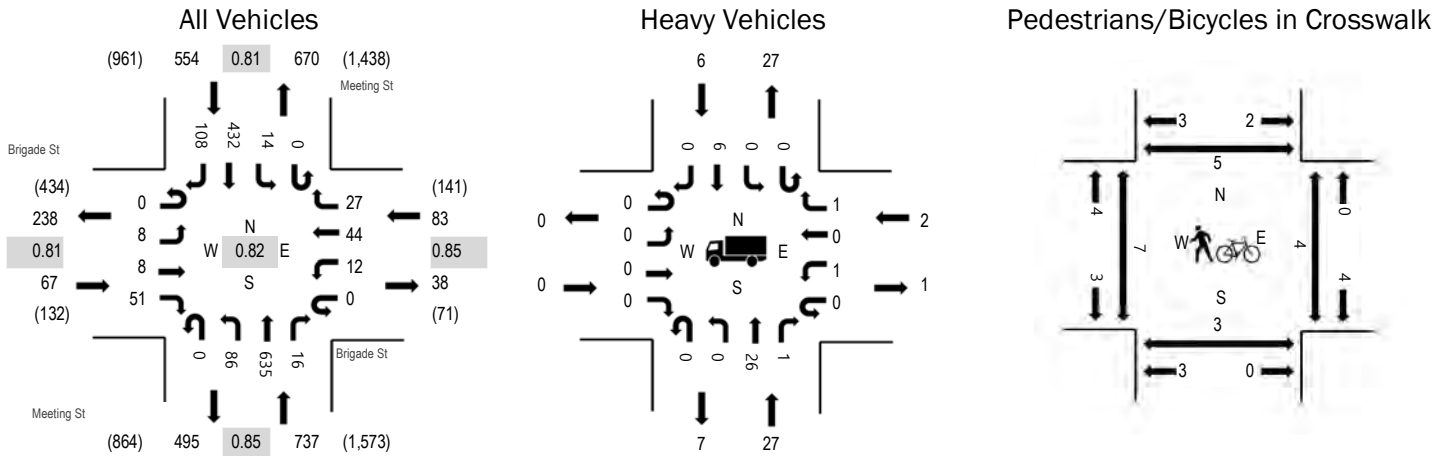
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	6	11	8	7	32	4:00 PM	0	0	2	0	2
4:15 PM	2	8	13	7	30	4:15 PM	0	0	0	0	0
4:30 PM	3	7	8	4	22	4:30 PM	1	0	0	0	1
4:45 PM	2	5	6	3	16	4:45 PM	0	0	0	0	0
5:00 PM	1	6	7	1	15	5:00 PM	0	2	0	0	2
5:15 PM	1	3	8	7	19	5:15 PM	0	0	1	0	1
5:30 PM	0	2	9	2	13	5:30 PM	0	1	2	0	3
5:45 PM	0	3	6	3	12	5:45 PM	0	0	0	0	0
Count Total	15	45	65	34	159	Count Total	1	3	5	0	9
Peak Hour	4	16	30	13	63	Peak Hour	0	3	3	0	6



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Location: #110 Meeting St & Brigade St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.81
WB	2.4%	0.85
NB	3.7%	0.85
SB	1.1%	0.81
All	2.4%	0.82

Traffic Counts - All Vehicles

Interval Start Time	Brigade St Eastbound				Brigade St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	0	12	0	6	10	7	0	20	192	0	0	0	60	13	321	1,429
4:15 PM	0	3	4	11	0	4	8	14	0	21	202	3	0	5	123	42	440	1,441
4:30 PM	0	1	2	14	0	5	12	5	0	25	139	8	0	4	105	17	337	1,397
4:45 PM	0	1	2	14	0	3	10	4	0	22	139	3	0	2	105	26	331	1,406
5:00 PM	0	3	0	12	0	0	14	4	0	18	155	2	0	3	99	23	333	1,378
5:15 PM	0	4	0	18	0	0	4	6	0	24	208	4	0	1	101	26	396	
5:30 PM	0	4	6	5	0	1	6	3	0	19	167	7	0	1	92	35	346	
5:45 PM	0	3	6	6	0	2	11	2	0	19	171	5	0	3	66	9	303	
Count Total	0	20	20	92	0	21	75	45	0	168	1,373	32	0	19	751	191	2,807	
Peak Hour	0	8	8	51	0	12	44	27	0	86	635	16	0	14	432	108	1,441	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	1	11	1	6	19	4:00 PM	0	1	1	0	2
4:15 PM	0	11	2	2	15	4:15 PM	3	0	0	1	4
4:30 PM	0	5	0	1	6	4:30 PM	1	1	2	2	6
4:45 PM	0	5	0	3	8	4:45 PM	2	2	0	0	4
5:00 PM	0	6	0	0	6	5:00 PM	1	0	2	2	5
5:15 PM	0	3	0	3	6	5:15 PM	1	1	3	0	5
5:30 PM	0	2	0	2	4	5:30 PM	0	0	3	0	3
5:45 PM	0	3	0	3	6	5:45 PM	2	0	5	0	7
Count Total	1	46	3	20	70	Count Total	10	5	16	5	36
Peak Hour	0	27	2	6	35	Peak Hour	7	3	4	5	19



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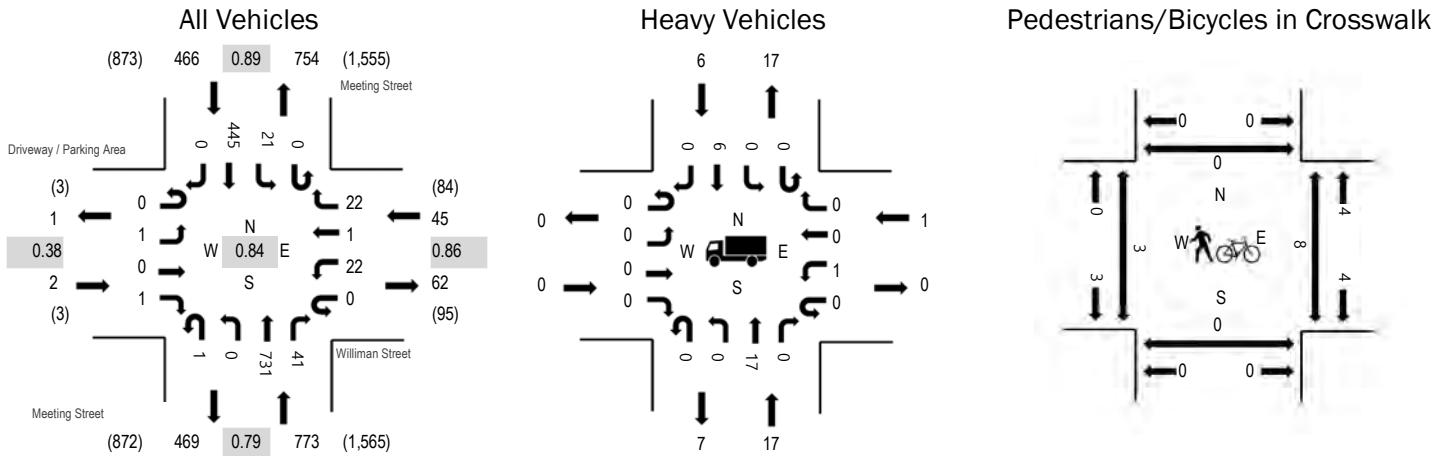
Location: 111 Meeting Street & Williman Street PM

Date: Wednesday, November 7, 2018

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.38
WB	2.2%	0.86
NB	2.2%	0.79
SB	1.3%	0.89
All	1.9%	0.84

Traffic Counts - All Vehicles

Interval Start Time	Driveway / Parking Area Eastbound				Williman Street Westbound				Meeting Street Northbound				Meeting Street Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	1	0	3	0	0	214	3	1	3	71	0	296	1,274
4:15 PM	0	1	0	0	0	1	0	9	0	1	216	12	0	4	136	0	380	1,275
4:30 PM	0	0	0	0	0	3	0	8	0	1	156	1	0	3	118	0	290	1,280
4:45 PM	0	0	0	0	0	6	0	5	0	0	162	10	0	5	120	0	308	1,286
5:00 PM	0	1	0	1	0	7	1	6	0	0	159	9	0	3	110	0	297	1,251
5:15 PM	0	0	0	0	0	7	0	5	1	0	232	16	0	8	116	0	385	
5:30 PM	0	0	0	0	0	2	0	6	0	0	178	6	0	5	99	0	296	
5:45 PM	0	0	0	0	0	6	0	8	0	0	185	3	0	4	67	0	273	
Count Total	0	2	0	1	0	33	1	50	1	2	1,502	60	1	35	837	0	2,525	
Peak Hour	0	1	0	1	0	22	1	22	1	0	731	41	0	21	445	0	1,286	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

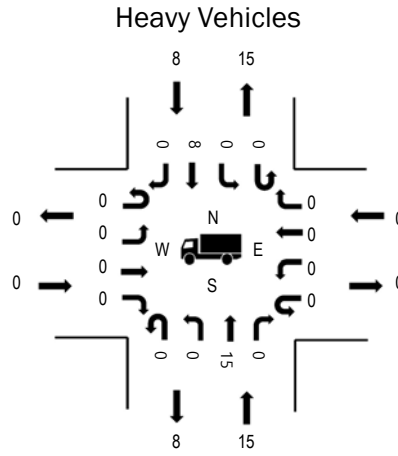
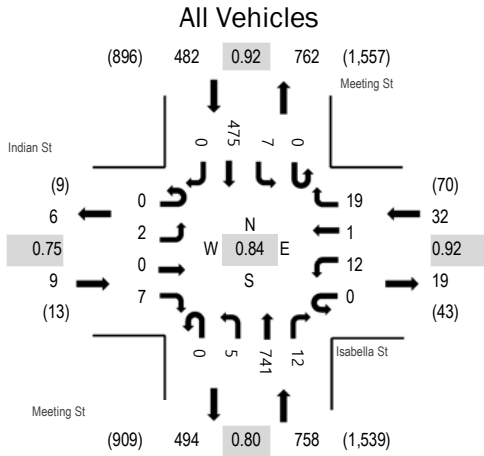
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	11	0	8	19	4:00 PM	2	0	0	0	2
4:15 PM	0	12	0	2	14	4:15 PM	2	0	0	0	2
4:30 PM	0	5	0	1	6	4:30 PM	0	0	0	0	0
4:45 PM	0	5	0	3	8	4:45 PM	0	0	1	0	1
5:00 PM	0	7	0	0	7	5:00 PM	2	0	1	0	3
5:15 PM	0	3	0	1	4	5:15 PM	1	0	2	0	3
5:30 PM	0	2	1	2	5	5:30 PM	0	0	4	0	4
5:45 PM	0	5	0	3	8	5:45 PM	4	0	0	0	4
Count Total	0	50	1	20	71	Count Total	11	0	8	0	19
Peak Hour	0	17	1	6	24	Peak Hour	3	0	8	0	11



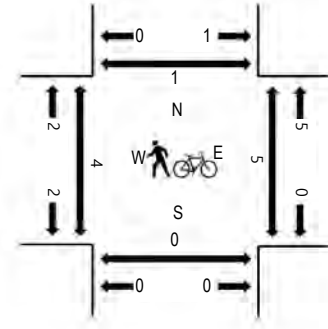
(303) 216-2439
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Location: #112 Meeting St & Isabella St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.75
WB	0.0%	0.92
NB	2.0%	0.80
SB	1.7%	0.92
All	1.8%	0.84

Traffic Counts - All Vehicles

Interval Start Time	Indian St Eastbound				Isabella St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	1	0	0	0	2	0	6	1	0	215	1	0	4	69	1	300	1,262
4:15 PM	0	0	0	0	0	3	0	9	0	0	213	5	0	6	132	1	369	1,259
4:30 PM	0	0	0	1	0	5	0	6	0	0	148	5	0	2	123	0	290	1,273
4:45 PM	0	0	0	3	0	2	0	9	0	1	158	3	0	1	126	0	303	1,281
5:00 PM	0	0	0	2	0	5	1	4	0	1	161	3	0	0	120	0	297	1,256
5:15 PM	0	1	0	0	0	3	0	4	0	2	240	4	0	2	127	0	383	
5:30 PM	0	1	0	2	0	2	0	2	0	1	182	2	0	4	102	0	298	
5:45 PM	0	1	0	1	0	4	0	3	0	0	192	1	1	0	74	1	278	
Count Total	0	4	0	9	0	26	1	43	1	5	1,509	24	1	19	873	3	2,518	
Peak Hour	0	2	0	7	0	12	1	19	0	5	741	12	0	7	475	0	1,281	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

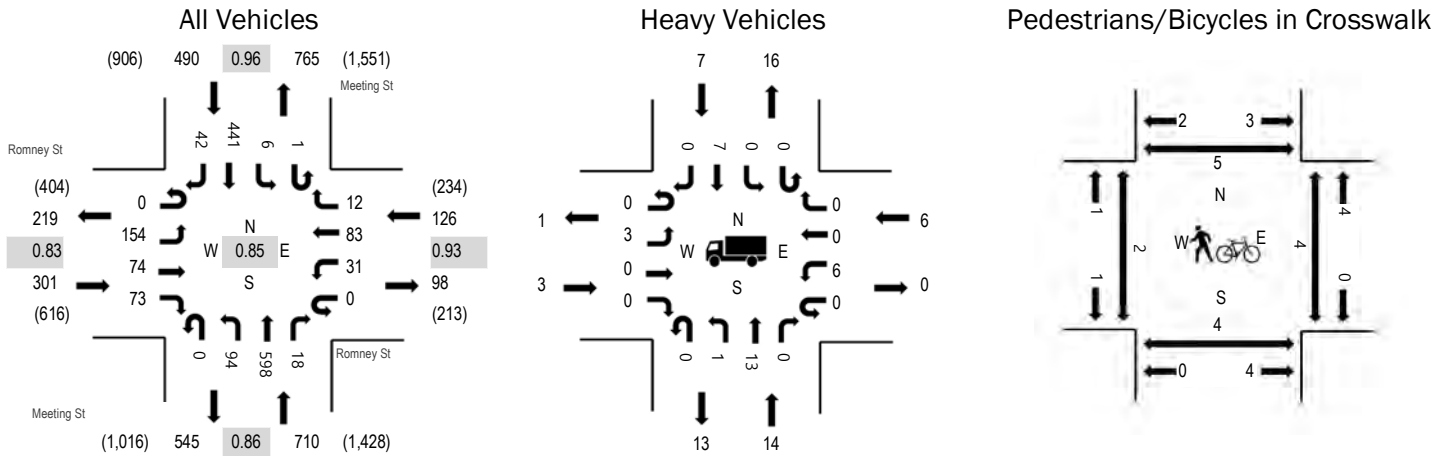
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	7	0	8	15	4:00 PM	2	0	0	1	3
4:15 PM	0	12	1	3	16	4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	1	5	4:30 PM	1	0	0	0	1
4:45 PM	0	4	0	3	7	4:45 PM	0	0	1	0	1
5:00 PM	0	7	0	0	7	5:00 PM	0	0	1	1	2
5:15 PM	0	3	0	1	4	5:15 PM	2	0	1	0	3
5:30 PM	0	1	0	4	5	5:30 PM	2	0	2	0	4
5:45 PM	0	5	0	3	8	5:45 PM	3	0	0	0	3
Count Total	0	43	1	23	67	Count Total	10	0	5	2	17
Peak Hour	0	15	0	8	23	Peak Hour	4	0	5	1	10



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Location: #113 Meeting St & Romney St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.0%	0.83
WB	4.8%	0.93
NB	2.0%	0.86
SB	1.4%	0.96
All	1.8%	0.85

Traffic Counts - All Vehicles

Interval Start Time	Romney St Eastbound				Romney St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	62	20	14	0	7	10	7	0	18	154	6	0	5	60	7	370	1,578
4:15 PM	0	45	19	18	0	7	18	9	0	27	166	10	0	2	122	11	454	1,591
4:30 PM	0	34	18	19	0	8	19	3	0	16	113	4	0	2	119	5	360	1,613
4:45 PM	0	37	14	20	0	11	15	1	0	26	127	8	0	3	119	13	394	1,627
5:00 PM	0	32	21	19	0	4	23	4	0	25	132	3	0	1	112	7	383	1,606
5:15 PM	0	53	26	15	0	9	22	3	0	23	193	4	0	0	118	10	476	
5:30 PM	0	32	13	19	0	7	23	4	0	20	146	3	1	2	92	12	374	
5:45 PM	0	23	21	22	0	2	17	1	0	29	169	6	0	2	73	8	373	
Count Total	0	318	152	146	0	55	147	32	0	184	1,200	44	1	17	815	73	3,184	
Peak Hour	0	154	74	73	0	31	83	12	0	94	598	18	1	6	441	42	1,627	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

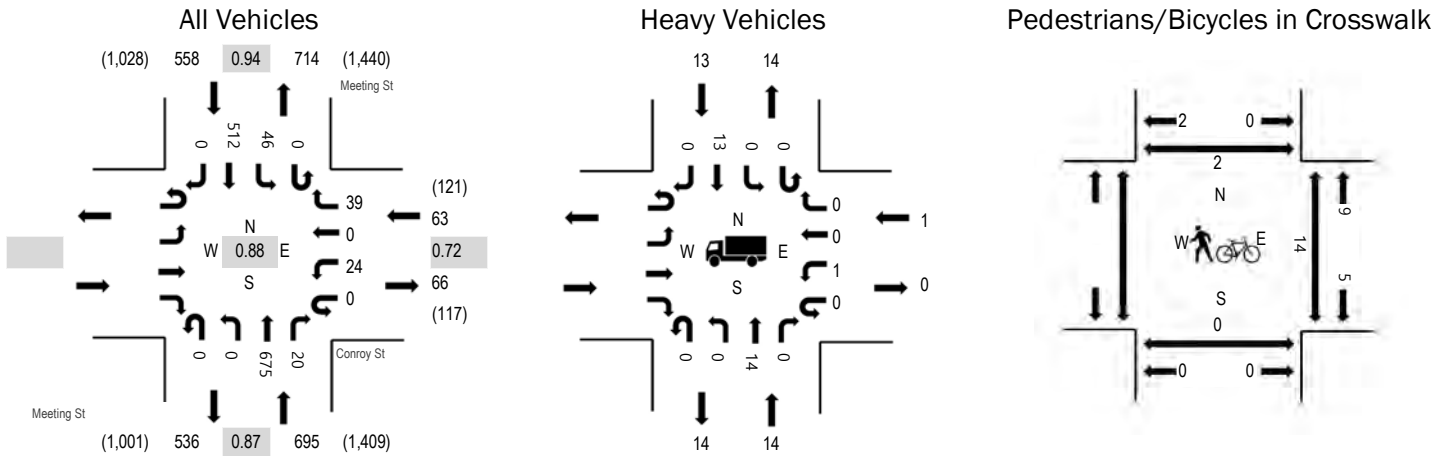
Interval Start Time	Heavy Vehicles					Total	Interval Start Time	Pedestrians/Bicycles on Crosswalk					Total
	EB	NB	WB	SB	EB			NB	WB	SB			
4:00 PM	1	9	1	8	19	4:00 PM	0	5	0	0	5		
4:15 PM	6	10	2	2	20	4:15 PM	1	2	0	0	3		
4:30 PM	0	4	2	1	7	4:30 PM	2	0	0	1	3		
4:45 PM	1	5	2	3	11	4:45 PM	0	1	1	1	3		
5:00 PM	1	6	1	0	8	5:00 PM	1	3	0	2	6		
5:15 PM	1	2	1	1	5	5:15 PM	1	0	1	2	4		
5:30 PM	0	1	2	3	6	5:30 PM	0	0	2	0	2		
5:45 PM	1	1	0	3	5	5:45 PM	2	2	1	1	6		
Count Total	11	38	11	21	81	Count Total	7	13	5	7	32		
Peak Hour	3	14	6	7	30	Peak Hour	2	4	4	5	15		



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Location: #114 Meeting St & Conroy St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	1.6%	0.72
NB	2.0%	0.87
SB	2.3%	0.94
All	2.1%	0.88

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Conroy St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	6	0	6	0	0	179	4	0	10	71	0	276	1,251
4:15 PM					0	9	0	4	0	0	197	4	0	5	143	0	362	1,285
4:30 PM					0	10	0	9	0	0	124	2	0	7	137	0	289	1,297
4:45 PM					0	4	0	13	0	0	149	3	0	10	145	0	324	1,316
5:00 PM					0	6	0	4	0	0	159	5	0	12	124	0	310	1,307
5:15 PM					0	6	0	8	0	0	209	5	0	6	140	0	374	
5:30 PM					0	8	0	14	0	0	158	7	0	18	103	0	308	
5:45 PM					0	5	0	9	0	0	198	6	0	13	84	0	315	
Count Total					0	54	0	67	0	0	1,373	36	0	81	947	0	2,558	
Peak Hour					0	24	0	39	0	0	675	20	0	46	512	0	1,316	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

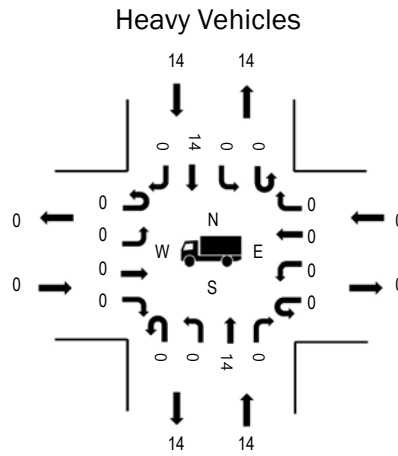
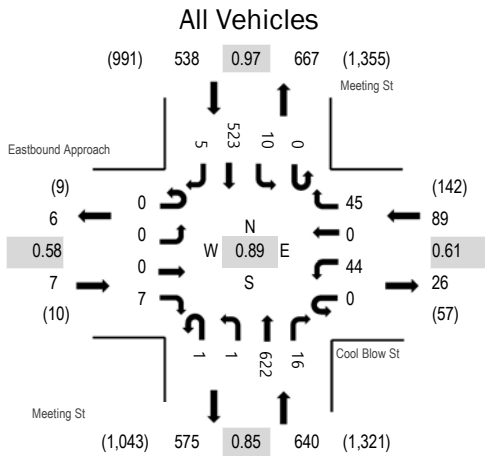
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	7	0	9		16	4:00 PM		0	3	1	4
4:15 PM	9	0	2		11	4:15 PM		0	1	1	2
4:30 PM	4	0	3		7	4:30 PM		0	5	1	6
4:45 PM	5	0	5		10	4:45 PM		0	1	1	2
5:00 PM	6	0	1		7	5:00 PM		0	0	1	1
5:15 PM	2	1	2		5	5:15 PM		0	2	0	2
5:30 PM	1	0	5		6	5:30 PM		0	11	0	11
5:45 PM	2	0	3		5	5:45 PM		0	2	2	4
Count Total	36	1	30		67	Count Total		0	25	7	32
Peak Hour	14	1	13		28	Peak Hour		0	14	2	16



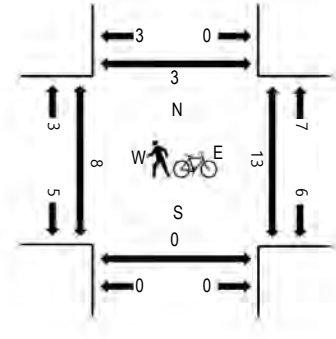
(303) 216-2439
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Location: #115 Meeting St & Cool Blow St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.58
WB	0.0%	0.61
NB	2.2%	0.85
SB	2.6%	0.97
All	2.2%	0.89

Traffic Counts - All Vehicles

Interval Start Time	Eastbound Approach Eastbound				Cool Blow St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM	0	0	0	0	0	3	0	6	0	2	179	3	0	3	72	0	268	1,210
4:15 PM	0	0	0	1	0	9	0	7	0	0	182	5	0	2	143	1	350	1,242
4:30 PM	0	0	0	1	0	3	0	5	1	0	119	5	0	5	143	0	282	1,250
4:45 PM	0	0	0	2	0	7	0	9	1	0	142	2	0	0	146	1	310	1,274
5:00 PM	0	0	0	1	0	8	0	12	0	1	141	4	0	5	127	1	300	1,254
5:15 PM	0	0	0	1	0	6	0	9	0	0	195	6	0	3	136	2	358	
5:30 PM	0	0	0	3	0	23	0	15	0	0	144	4	0	2	114	1	306	
5:45 PM	0	0	0	1	0	11	0	9	0	0	181	4	0	4	80	0	290	
Count Total	0	0	0	10	0	70	0	72	2	3	1,283	33	0	24	961	6	2,464	
Peak Hour	0	0	0	7	0	44	0	45	1	1	622	16	0	10	523	5	1,274	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

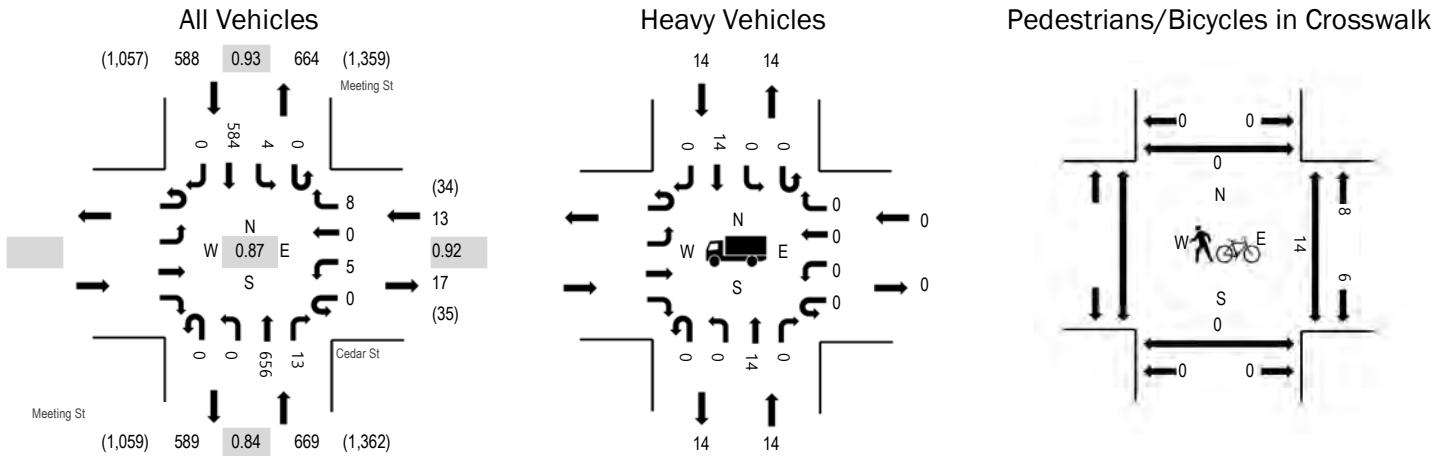
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	7	0	8	15	4:00 PM	0	7	3	0	10
4:15 PM	0	9	0	2	11	4:15 PM	3	1	1	0	5
4:30 PM	0	3	0	3	6	4:30 PM	3	0	2	0	5
4:45 PM	0	5	0	5	10	4:45 PM	2	0	6	0	8
5:00 PM	0	6	0	1	7	5:00 PM	3	0	0	0	3
5:15 PM	0	2	0	3	5	5:15 PM	1	0	3	2	6
5:30 PM	0	1	0	5	6	5:30 PM	2	0	4	1	7
5:45 PM	0	0	0	3	3	5:45 PM	1	2	2	5	10
Count Total	0	33	0	30	63	Count Total	15	10	21	8	54
Peak Hour	0	14	0	14	28	Peak Hour	8	0	13	3	24



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Location: #116 Meeting St & Cedar St PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.92
NB	2.1%	0.84
SB	2.4%	0.93
All	2.2%	0.87

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				Cedar St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	4	0	0	182	3	0	1	73	0	263	1,204
4:15 PM					0	3	0	3	0	0	187	6	0	1	155	0	355	1,231
4:30 PM					0	3	0	3	0	0	124	1	0	3	141	0	275	1,241
4:45 PM					0	4	0	2	0	0	142	4	0	2	157	0	311	1,270
5:00 PM					0	0	0	3	0	0	154	3	0	0	130	0	290	1,249
5:15 PM					0	0	0	2	0	0	211	1	0	0	151	0	365	
5:30 PM					0	1	0	1	0	0	149	5	0	2	146	0	304	
5:45 PM					0	1	0	4	0	0	188	2	0	1	94	0	290	
Count Total					0	12	0	22	0	0	1,337	25	0	10	1,047	0	2,453	
Peak Hour					0	5	0	8	0	0	656	13	0	4	584	0	1,270	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

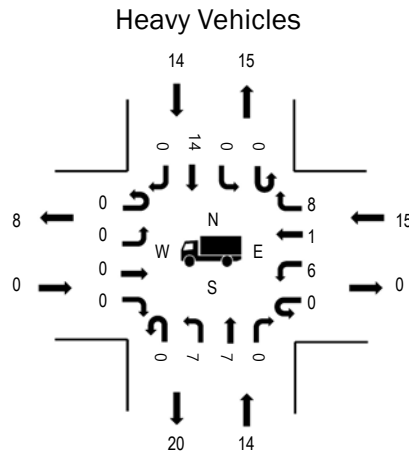
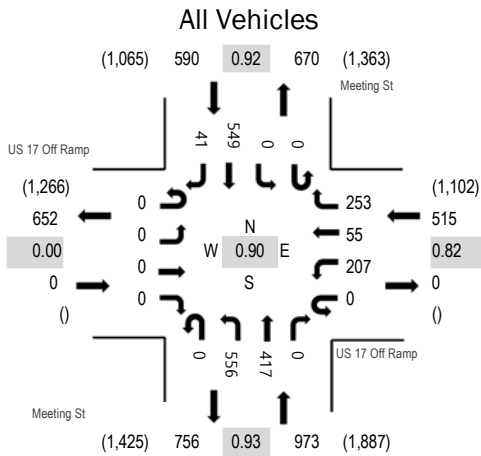
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM						4:00 PM					
4:15 PM	7	0	8	15	4:15 PM	0	1	0	1		
4:30 PM	11	0	3	14	4:30 PM	0	0	0	0		
4:45 PM	3	0	3	6	4:45 PM	0	2	0	2		
4:45 PM	5	0	5	10	4:45 PM	0	5	0	5		
5:00 PM	6	0	1	7	5:00 PM	0	1	0	1		
5:15 PM	2	0	2	4	5:15 PM	0	3	0	3		
5:30 PM	1	0	6	7	5:30 PM	0	5	0	5		
5:45 PM	0	0	3	3	5:45 PM	0	1	0	1		
Count Total	35	0	31	66	Count Total	0	18	0	18		
Peak Hour	14	0	14	28	Peak Hour	0	14	0	14		



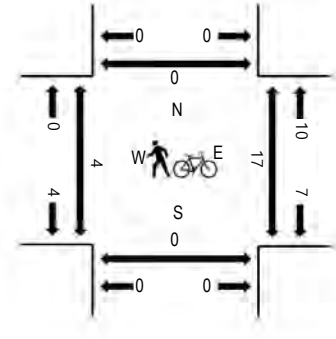
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Location: #117 Meeting St & US 17 Off Ramp PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.00
WB	2.9%	0.82
NB	1.4%	0.93
SB	2.4%	0.92
All	2.1%	0.90

Traffic Counts - All Vehicles

Interval Start Time	US 17 Off Ramp Eastbound				US 17 Off Ramp Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	0	0	0	0	54	3	90	0	129	96	0	0	0	71	4	447	1,977
4:15 PM	0	0	0	0	0	55	16	108	0	114	87	0	0	0	150	9	539	2,028
4:30 PM	0	0	0	0	0	50	5	36	0	173	87	0	0	0	136	8	495	2,066
4:45 PM	0	0	0	0	0	52	12	66	0	125	80	0	0	0	154	7	496	2,078
5:00 PM	0	0	0	0	0	42	5	51	0	162	110	0	0	0	116	12	498	2,077
5:15 PM	0	0	0	0	0	52	16	86	0	148	123	0	0	0	143	9	577	
5:30 PM	0	0	0	0	0	61	22	50	0	121	104	0	0	0	136	13	507	
5:45 PM	0	0	0	0	0	68	7	95	0	134	94	0	0	0	85	12	495	
Count Total	0	0	0	0	0	434	86	582	0	1,106	781	0	0	0	991	74	4,054	
Peak Hour	0	0	0	0	0	207	55	253	0	556	417	0	0	0	549	41	2,078	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

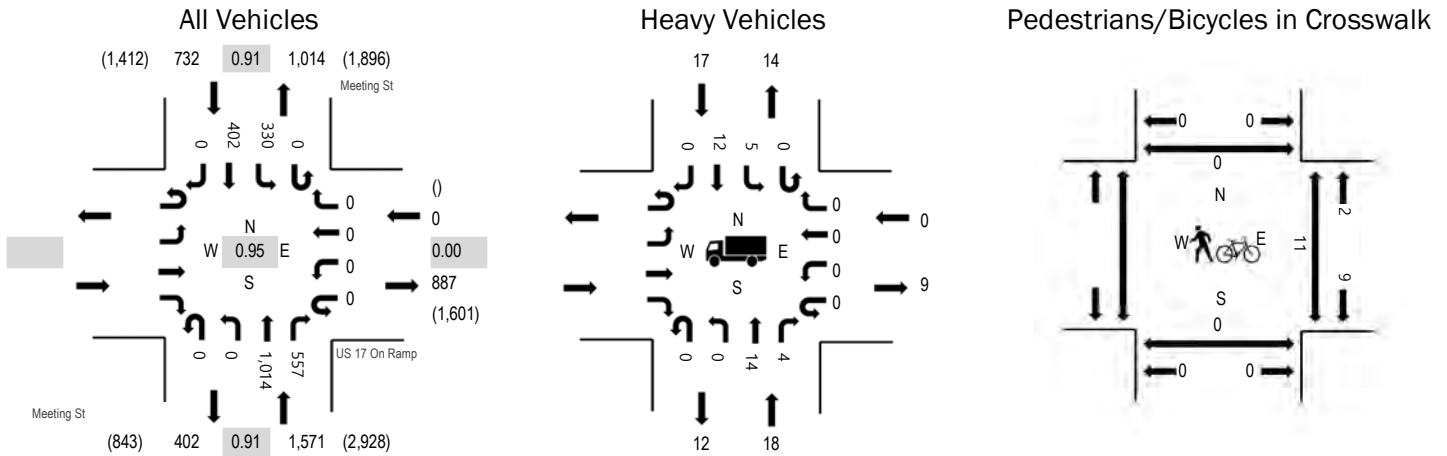
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	0	1	6	7	14	4:00 PM	0	0	1	0	1
4:15 PM	0	10	7	4	21	4:15 PM	2	0	1	0	3
4:30 PM	0	6	1	3	10	4:30 PM	2	0	2	1	5
4:45 PM	0	1	5	4	10	4:45 PM	1	0	6	0	7
5:00 PM	0	5	6	2	13	5:00 PM	1	0	1	0	2
5:15 PM	0	2	2	2	6	5:15 PM	1	0	5	0	6
5:30 PM	0	6	2	6	14	5:30 PM	1	0	5	0	6
5:45 PM	0	2	2	3	7	5:45 PM	0	0	2	0	2
Count Total	0	33	31	31	95	Count Total	8	0	23	1	32
Peak Hour	0	14	15	14	43	Peak Hour	4	0	17	0	21



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Location: #118 Meeting St & US 17 On Ramp PM
Date: Wednesday, November 7, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB		
WB	0.0%	0.00
NB	1.1%	0.91
SB	2.3%	0.91
All	1.5%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Eastbound				US 17 On Ramp Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
4:00 PM					0	0	0	0	0	0	229	102	0	49	75	0	455	2,084
4:15 PM					0	0	0	0	0	0	198	110	0	87	115	0	510	2,209
4:30 PM					0	0	0	0	0	0	259	140	0	75	99	0	573	2,303
4:45 PM					0	0	0	0	0	0	200	138	0	101	107	0	546	2,285
5:00 PM					0	0	0	0	0	0	281	150	0	61	88	0	580	2,256
5:15 PM					0	0	0	0	0	0	274	129	0	93	108	0	604	
5:30 PM					0	0	0	0	0	0	226	129	0	63	137	0	555	
5:45 PM					0	0	0	0	0	0	229	134	0	40	114	0	517	
Count Total					0	0	0	0	0	0	1,896	1,032	0	569	843	0	4,340	
Peak Hour					0	0	0	0	0	0	1,014	557	0	330	402	0	2,303	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

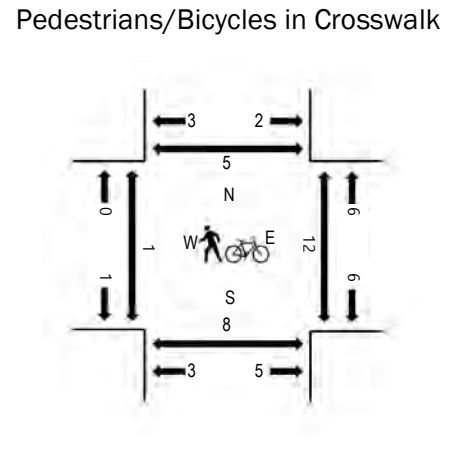
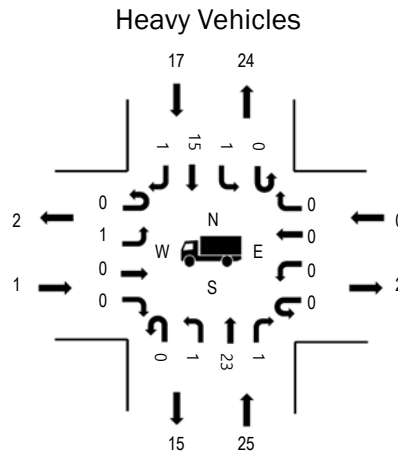
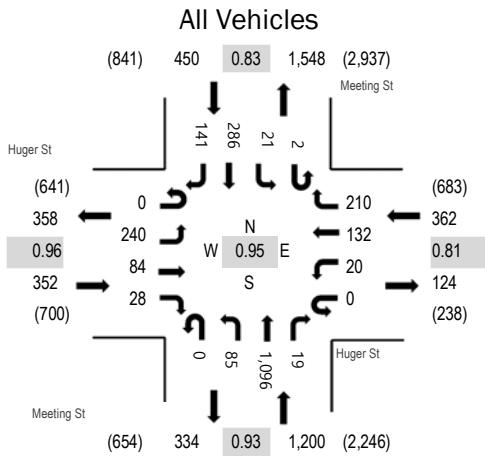
Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM						4:00 PM					
4:15 PM						4:15 PM					
4:30 PM						4:30 PM					
4:45 PM						4:45 PM					
5:00 PM						5:00 PM					
5:15 PM						5:15 PM					
5:30 PM						5:30 PM					
5:45 PM						5:45 PM					
Count Total						Count Total					
Peak Hour						Peak Hour					



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Location: #119 Meeting St & Huger St PM
Date: Wednesday, November 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.3%	0.96
WB	0.0%	0.81
NB	2.1%	0.93
SB	3.8%	0.83
All	1.8%	0.95

Traffic Counts - All Vehicles

Interval Start Time	Huger St Eastbound				Huger St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right
4:00 PM	0	55	18	5	0	3	33	34	0	14	246	3	0	3	46	23	483	2,106
4:15 PM	0	47	25	15	0	3	37	40	0	17	222	1	0	7	82	22	518	2,244
4:30 PM	0	66	21	10	0	3	24	63	0	19	273	4	1	1	69	29	583	2,319
4:45 PM	0	57	19	10	0	2	25	54	0	12	231	4	0	8	72	28	522	2,317
5:00 PM	0	59	23	11	0	5	42	70	0	19	301	2	0	3	64	22	621	2,364
5:15 PM	0	67	23	5	0	4	28	58	0	16	275	6	1	6	71	33	593	
5:30 PM	0	56	23	3	0	5	32	53	0	25	245	3	0	10	80	46	581	
5:45 PM	0	58	15	9	0	6	30	29	0	25	275	8	1	2	71	40	569	
Count Total	0	465	167	68	0	31	251	401	0	147	2,068	31	3	40	555	243	4,470	
Peak Hour	0	240	84	28	0	20	132	210	0	85	1,096	19	2	21	286	141	2,364	

Traffic Counts - Heavy Vehicles and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
4:00 PM	2	2	0	4	8	4:00 PM	2	2	2	0	6
4:15 PM	2	11	1	3	17	4:15 PM	1	5	0	2	8
4:30 PM	0	7	0	4	11	4:30 PM	0	2	2	0	4
4:45 PM	0	1	0	3	4	4:45 PM	1	1	0	0	2
5:00 PM	1	6	0	4	11	5:00 PM	0	2	2	3	7
5:15 PM	0	5	0	1	6	5:15 PM	1	1	3	0	5
5:30 PM	0	8	0	8	16	5:30 PM	0	3	4	0	7
5:45 PM	0	6	0	4	10	5:45 PM	0	2	3	2	7
Count Total	5	46	1	31	83	Count Total	5	18	16	7	46
Peak Hour	1	25	0	17	43	Peak Hour	1	8	12	5	26

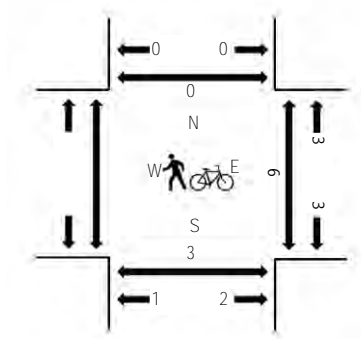
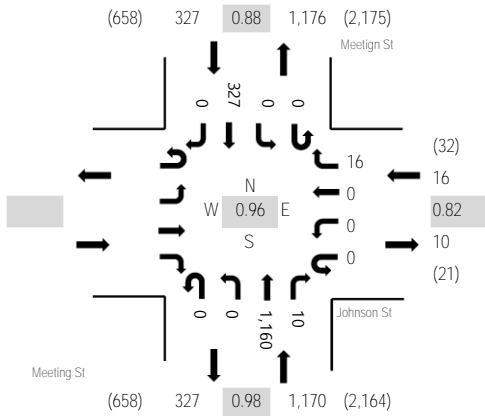


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Location: #120 Meeting St & Johnson St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Johnson St Westbound				Meeting St Northbound				Meitign St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	0	0	5	0	0	0	248	4	0	0	68	0	325	1,419	1	0	0
4:15 PM					0	0	0	7	0	0	0	260	3	0	0	83	0	353	1,474	3	1	1
4:30 PM					0	0	0	7	0	0	0	296	2	0	0	88	0	393	1,513	2	0	0
4:45 PM					0	0	0	4	0	0	0	274	4	0	0	66	0	348	1,468	1	0	0
5:00 PM					0	0	0	5	0	0	0	297	1	0	0	77	0	380	1,435	0	0	0
5:15 PM					0	0	0	0	0	0	0	293	3	0	0	96	0	392	1,435	1	0	0
5:30 PM					0	0	0	2	0	0	0	263	3	0	0	80	0	348	1,435	3	1	0
5:45 PM					0	0	0	2	0	0	0	212	1	0	0	100	0	315	1,435	0	1	0

Peak Rolling Hour Flow Rates

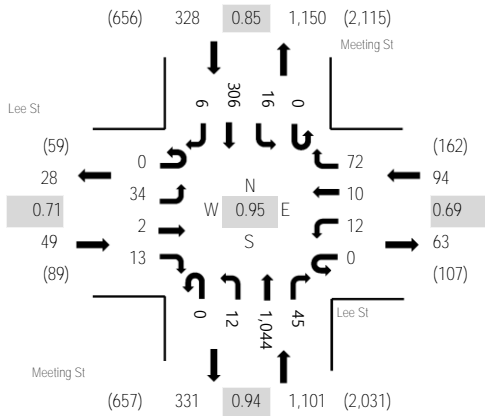
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	0	0	16	0	0	1,139	9	0	0	313	0	1,477
Mediums					0	0	0	0	0	0	21	1	0	0	14	0	36
Total					0	0	0	16	0	0	1,160	10	0	0	327	0	1,513



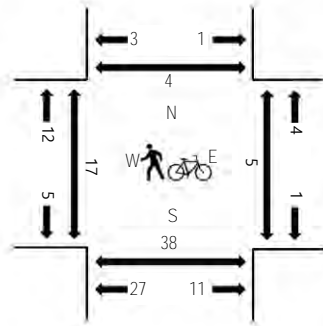
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Location: #121 Meeting St & Lee St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Lee St Eastbound				Lee St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	1	4	0	2	2	12	0	2	231	8	0	1	65	0	338	1,471	6	1	7	0
4:15 PM	0	9	0	2	0	4	5	14	0	10	236	8	0	4	71	5	368	1,533	2	0	4	0
4:30 PM	0	14	1	3	0	4	1	17	0	5	256	19	0	6	86	2	414	1,572	10	0	11	0
4:45 PM	0	3	1	2	0	1	2	17	0	4	245	9	0	2	63	2	351	1,500	3	0	9	1
5:00 PM	0	11	0	8	0	4	6	27	0	2	258	10	0	5	68	1	400	1,467	2	2	10	2
5:15 PM	0	6	0	0	0	3	1	11	0	1	285	7	0	3	89	1	407		2	2	7	1
5:30 PM	0	8	0	0	0	5	0	7	0	3	234	6	0	2	75	2	342		4	0	16	0
5:45 PM	0	6	0	0	0	2	0	15	0	1	183	8	0	6	96	1	318		9	0	23	0

Peak Rolling Hour Flow Rates

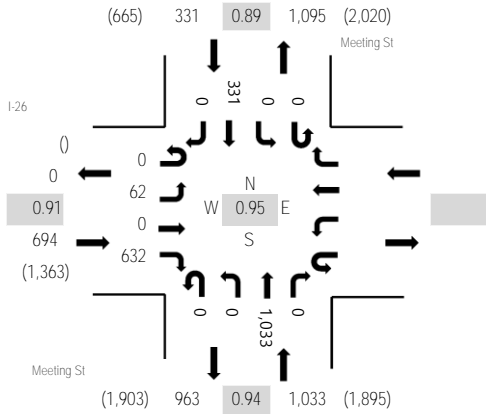
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	34	2	13	0	10	10	70	0	12	1,024	45	0	16	291	6	1,533
Mediums	0	0	0	0	0	2	0	2	0	0	20	0	0	0	15	0	39
Total	0	34	2	13	0	12	10	72	0	12	1,044	45	0	16	306	6	1,572



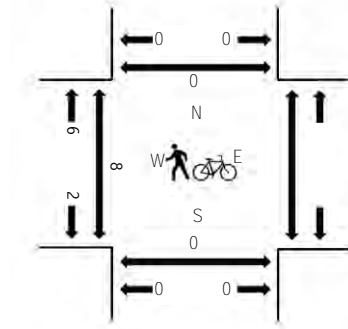
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Location: #122 Meeting St & I-26 PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	I-26 Eastbound				I-26 Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	0	131					0	0	227	0	0	0	79	0	449	1,913	3	0	0	
4:15 PM	0	15	0	136					0	0	237	0	0	0	76	0	464	1,980	0	0	0	
4:30 PM	0	21	0	150					0	0	261	0	0	0	92	0	524	2,058	2	0	0	
4:45 PM	0	15	0	157					0	0	237	0	0	0	67	0	476	2,033	2	0	0	
5:00 PM	0	9	0	166					0	0	261	0	0	0	80	0	516	2,010	3	0	0	
5:15 PM	0	17	0	159					0	0	274	0	0	0	92	0	542		1	0	0	
5:30 PM	0	23	0	177					0	0	219	0	0	0	80	0	499		3	0	0	
5:45 PM	0	13	0	162					0	0	179	0	0	0	99	0	453		4	0	0	

Peak Rolling Hour Flow Rates

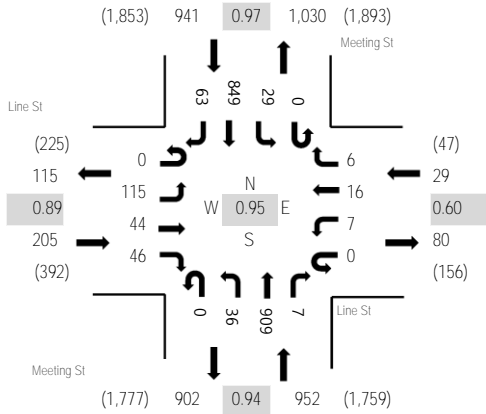
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	61	0	627					0	0	1,015	0	0	0	315	0	2,018
Mediums	0	1	0	5					0	0	18	0	0	0	16	0	40
Total	0	62	0	632					0	0	1,033	0	0	0	331	0	2,058



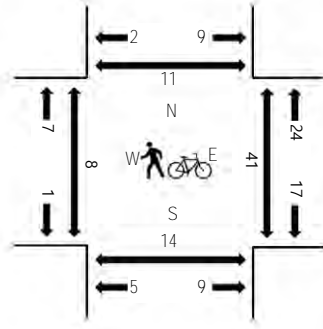
(303) 216-2439
www.alltrafficdata.net

Location: #123 Meeting St & Line St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Line St Eastbound				Line St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	19	8	18	0	1	5	1	0	7	208	3	0	6	187	13	476	1,957	2	14	2	4
4:15 PM	0	24	9	11	0	2	2	0	0	3	204	2	0	7	191	9	464	2,041	3	23	3	4
4:30 PM	0	26	13	13	0	0	5	0	0	3	245	3	0	8	205	21	542	2,127	0	6	5	2
4:45 PM	0	25	10	9	0	0	1	2	0	7	199	1	0	5	206	10	475	2,099	2	10	3	4
5:00 PM	0	35	10	8	0	3	7	2	0	12	240	2	0	7	217	17	560	2,094	1	13	1	3
5:15 PM	0	29	11	16	0	4	3	2	0	14	225	1	0	9	221	15	550		3	11	2	1
5:30 PM	0	34	12	14	0	1	1	0	0	9	190	7	0	5	215	26	514		3	15	3	3
5:45 PM	0	22	8	8	0	2	3	0	0	11	161	2	0	7	225	21	470		6	8	2	3

Peak Rolling Hour Flow Rates

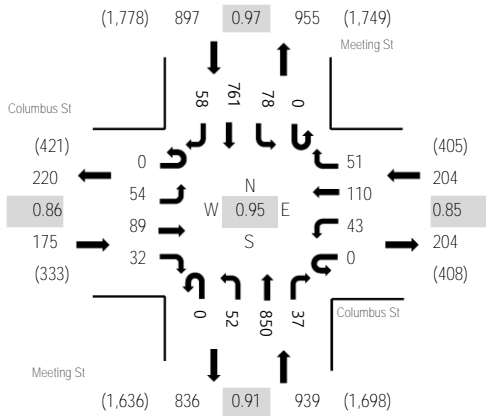
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	114	44	46	0	7	16	6	0	36	893	7	0	29	830	61	2,089
Mediums	0	1	0	0	0	0	0	0	0	0	16	0	0	0	19	2	38
Total	0	115	44	46	0	7	16	6	0	36	909	7	0	29	849	63	2,127



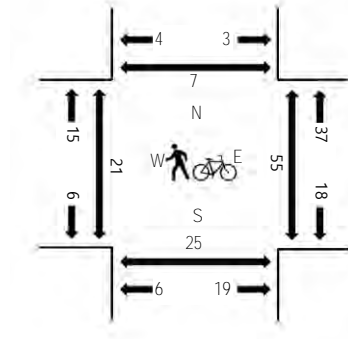
(303) 216-2439
www.alltrafficdata.net

Location: #124 Meeting St & Columbus St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Columbus St Eastbound				Columbus St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	18	9	0	10	22	19	0	7	193	9	0	26	179	6	508	2,041	9	16	6	7
4:15 PM	0	12	21	6	0	6	24	10	0	6	176	4	0	15	173	10	463	2,118	2	16	1	2
4:30 PM	0	13	25	14	0	7	26	14	0	13	239	6	0	22	186	9	574	2,215	5	16	11	1
4:45 PM	0	15	21	5	0	8	23	8	0	10	181	8	0	16	182	19	496	2,163	6	17	7	1
5:00 PM	0	17	23	7	0	17	37	13	0	11	221	12	0	18	196	13	585	2,173	3	9	4	3
5:15 PM	0	9	20	6	0	11	24	16	0	18	209	11	0	22	197	17	560		6	13	2	1
5:30 PM	0	18	19	6	0	15	25	17	0	11	165	14	0	21	184	27	522		5	22	5	6
5:45 PM	0	9	19	11	0	6	35	12	0	8	153	13	0	25	195	20	506		5	7	9	2

Peak Rolling Hour Flow Rates

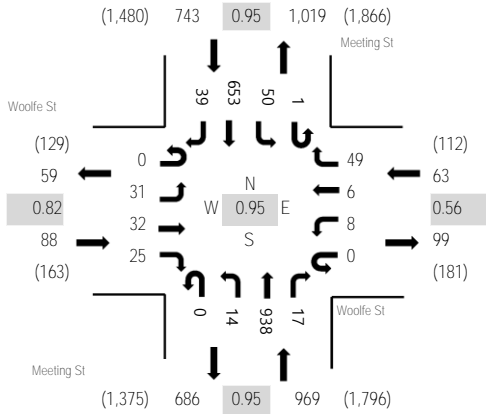
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	53	87	30	0	40	110	50	0	50	835	37	0	78	742	58	2,170
Mediums	0	1	2	2	0	3	0	1	0	2	15	0	0	0	19	0	45
Total	0	54	89	32	0	43	110	51	0	52	850	37	0	78	761	58	2,215



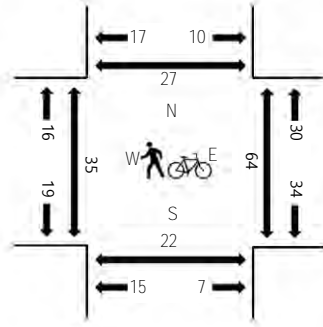
(303) 216-2439
www.alltrafficdata.net

Location: #125 Meeting St & Woolfe St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Woolfe St Eastbound				Woolfe St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	2	4	0	2	2	12	0	2	212	3	0	9	161	11	425	1,721	10	10	6	3
4:15 PM	0	8	5	3	0	3	4	7	0	5	196	3	0	10	155	10	409	1,781	4	9	11	2
4:30 PM	0	7	6	8	0	2	0	8	0	4	247	3	0	10	160	8	463	1,863	6	21	3	9
4:45 PM	0	5	10	5	0	1	3	7	0	2	203	5	1	10	165	7	424	1,825	6	6	3	0
5:00 PM	0	10	9	4	0	4	2	22	0	4	244	4	0	12	157	13	485	1,830	14	18	11	8
5:15 PM	0	9	7	8	0	1	1	12	0	4	244	5	0	18	171	11	491		9	16	5	9
5:30 PM	0	4	7	8	0	2	0	5	0	5	205	7	0	9	163	10	425		4	23	4	10
5:45 PM	0	10	10	9	0	4	2	6	0	5	177	7	0	10	175	14	429		12	19	7	2

Peak Rolling Hour Flow Rates

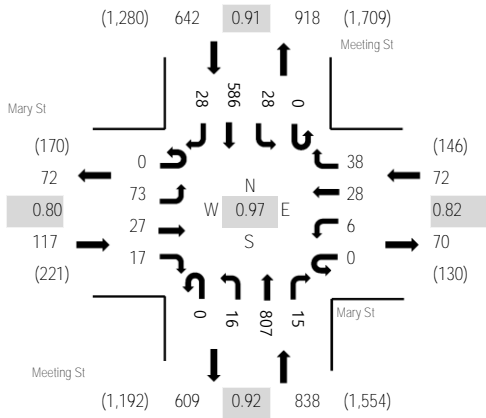
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	31	32	25	0	8	6	49	0	14	914	17	1	48	631	39	1,815
Mediums	0	0	0	0	0	0	0	0	0	0	24	0	0	2	22	0	48
Total	0	31	32	25	0	8	6	49	0	14	938	17	1	50	653	39	1,863



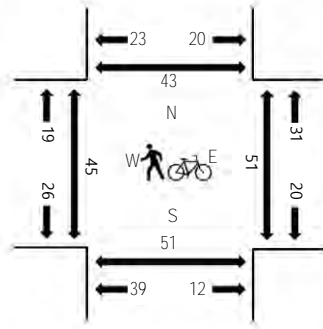
(303) 216-2439
www.alltrafficdata.net

Location: #126 Meeting St & Mary St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Mary St Eastbound				Mary St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	25	11	5	0	0	7	11	0	5	173	1	0	7	130	14	389	1,581	2	18	13	5
4:15 PM	0	17	6	3	0	2	8	9	0	5	176	1	0	7	136	10	380	1,618	8	13	16	6
4:30 PM	0	24	2	3	0	1	5	13	0	4	198	8	0	11	137	4	410	1,669	12	12	10	13
4:45 PM	0	20	10	6	0	2	2	13	0	8	166	2	0	9	156	8	402	1,638	11	12	12	11
5:00 PM	0	19	8	5	0	2	15	7	0	2	222	3	0	3	130	10	426	1,620	13	10	21	15
5:15 PM	0	10	7	3	0	1	6	5	0	2	221	2	0	5	163	6	431		8	15	7	2
5:30 PM	0	12	5	3	0	1	6	7	0	4	184	2	0	5	142	8	379		9	7	13	6
5:45 PM	0	7	5	5	0	2	9	12	0	7	158	0	0	10	154	15	384		11	4	6	11

Peak Rolling Hour Flow Rates

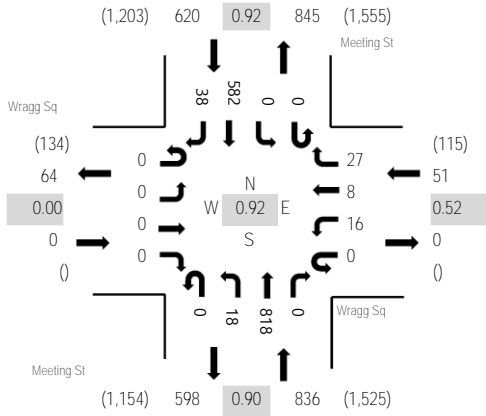
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	66	24	16	0	6	28	37	0	16	792	15	0	28	565	28	1,621
Mediums	0	7	3	1	0	0	0	1	0	0	15	0	0	0	21	0	48
Total	0	73	27	17	0	6	28	38	0	16	807	15	0	28	586	28	1,669



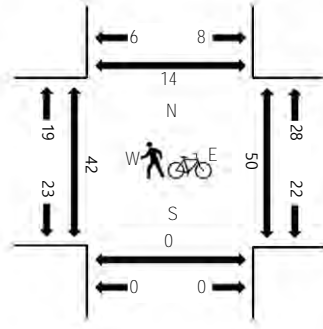
(303) 216-2439
www.alltrafficdata.net

Location: #127 Meeting St & Wragg Sq PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Wragg Sq Eastbound				Wragg Sq Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	0	0	0	4	3	6	0	1	172	0	0	0	0	130	8	324	1,370	3	15	1	3
4:15 PM	0	0	0	0	0	0	2	6	0	8	175	0	0	0	0	127	10	328	1,426	5	7	1	2
4:30 PM	0	0	0	0	0	7	3	7	0	2	202	0	0	0	0	141	7	369	1,507	9	10	0	4
4:45 PM	0	0	0	0	0	3	4	9	0	3	166	0	0	0	0	151	13	349	1,482	14	9	0	2
5:00 PM	0	0	0	0	0	3	0	6	0	10	221	0	0	0	0	133	7	380	1,473	8	17	0	5
5:15 PM	0	0	0	0	0	3	1	5	0	3	229	0	0	0	0	157	11	409		9	13	0	2
5:30 PM	0	0	0	0	0	6	2	24	0	5	161	0	0	0	0	136	10	344		9	4	0	2
5:45 PM	0	0	0	0	0	1	1	9	0	10	157	0	0	0	0	152	10	340		7	3	0	0

Peak Rolling Hour Flow Rates

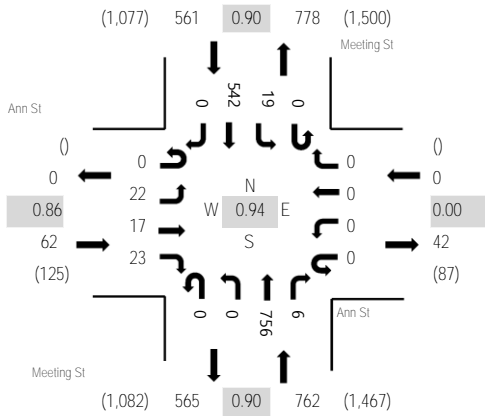
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	16	8	27	0	16	802	0	0	0	567	31	1,467
Mediums	0	0	0	0	0	0	0	0	0	2	16	0	0	0	15	7	40
Total	0	0	0	0	0	16	8	27	0	18	818	0	0	0	582	38	1,507



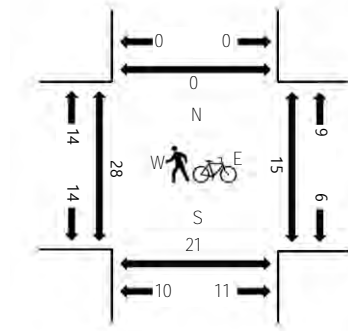
(303) 216-2439
www.alltrafficdata.net

Location: #128 Meeting St & Ann St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ann St Eastbound				Ann St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	6	3	0	0	0	0	0	0	175	2	0	4	126	0	321	1,284	0	13	7	0
4:15 PM	0	8	1	6	0	0	0	0	0	0	172	0	0	4	115	0	306	1,317	1	4	8	0
4:30 PM	0	7	6	6	0	0	0	0	0	0	190	4	0	7	124	0	344	1,381	8	4	6	0
4:45 PM	0	4	5	6	0	0	0	0	0	0	161	1	0	5	131	0	313	1,362	10	3	3	0
5:00 PM	0	8	3	5	0	0	0	0	0	0	216	0	0	4	118	0	354	1,385	6	9	8	0
5:15 PM	0	3	6	4	0	0	0	0	0	0	221	0	0	5	131	0	370		8	6	6	0
5:30 PM	0	4	4	6	0	0	0	0	0	0	161	2	0	6	142	0	325		5	0	3	0
5:45 PM	0	7	4	8	0	0	0	0	0	0	158	4	0	4	151	0	336		8	0	4	0

Peak Rolling Hour Flow Rates

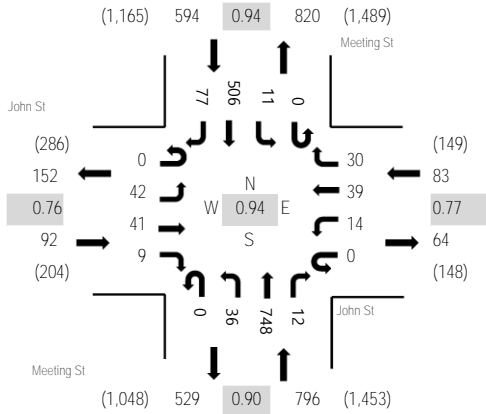
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	22	17	23	0	0	0	0	0	0	756	6	0	19	542	0	1,385
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	22	17	23	0	0	0	0	0	0	756	6	0	19	542	0	1,385



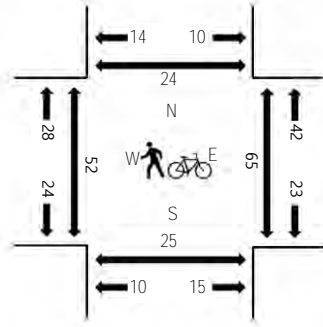
(303) 216-2439
www.alltrafficdata.net

Location: #129 Meeting St & John St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	John St Eastbound				John St Westbound				Meeting St Northbound				Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	12	16	6	0	6	10	8	0	7	151	6	0	3	110	22	357	1,447	11	14	4	10
4:15 PM	0	9	12	6	0	4	6	5	0	4	158	7	0	1	114	15	341	1,506	14	10	3	6
4:30 PM	0	7	8	3	0	8	10	7	0	6	199	3	0	2	119	22	394	1,565	9	14	4	9
4:45 PM	0	15	8	2	0	3	10	5	0	6	142	5	0	4	138	17	355	1,513	21	8	3	3
5:00 PM	0	16	12	2	0	0	13	15	0	12	206	2	0	3	121	14	416	1,524	11	20	13	5
5:15 PM	0	4	13	2	0	3	6	3	0	12	201	2	0	2	128	24	400		11	20	5	6
5:30 PM	0	11	7	1	0	4	7	1	0	6	151	6	0	3	120	25	342		11	7	4	3
5:45 PM	0	9	12	11	0	1	8	6	0	8	148	5	0	6	136	16	366		15	9	4	7

Peak Rolling Hour Flow Rates

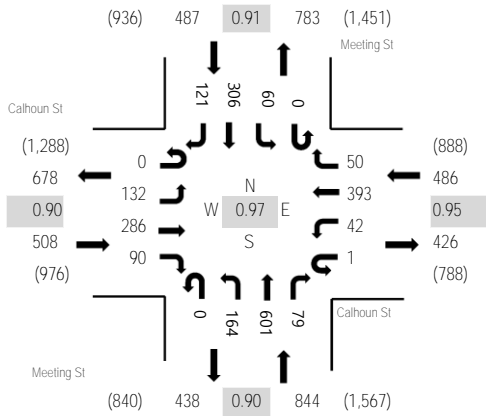
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	42	41	9	0	14	39	29	0	30	735	12	0	10	493	71	1,525
Mediums	0	0	0	0	0	0	0	1	0	6	13	0	0	1	13	6	40
Total	0	42	41	9	0	14	39	30	0	36	748	12	0	11	506	77	1,565



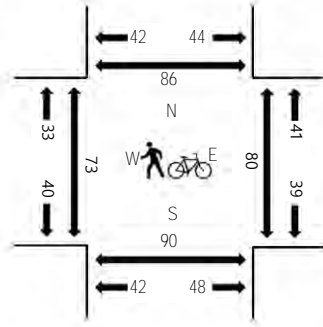
(303) 216-2439
www.alltrafficdata.net

Location: #130 Meeting St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Meeting St Northbound			Meeting St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	33	61	18	0	6	80	9	0	35	131	27	0	8	78	28	514	2,194	19	11	14	21
4:15 PM	0	38	64	24	0	6	80	12	0	43	126	11	0	8	69	29	510	2,257	5	16	10	13
4:30 PM	0	40	70	24	0	9	88	15	0	41	159	25	0	12	73	45	601	2,325	16	16	20	21
4:45 PM	0	37	82	25	0	12	108	8	0	34	114	15	0	20	80	34	569	2,239	16	17	17	25
5:00 PM	0	29	70	15	0	12	101	16	0	46	166	22	0	11	68	21	577	2,173	17	26	20	19
5:15 PM	0	26	64	26	1	9	96	11	0	43	162	17	0	17	85	21	578		23	20	32	19
5:30 PM	0	30	68	19	0	6	101	10	1	44	118	18	0	11	58	31	515		15	7	13	23
5:45 PM	0	35	54	24	0	7	71	14	0	38	112	19	0	13	86	30	503		10	7	8	17

Peak Rolling Hour Flow Rates

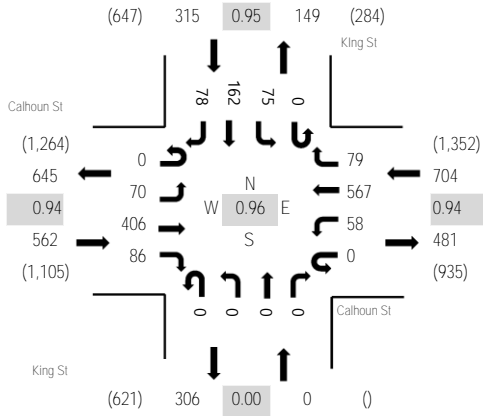
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	126	280	89	1	40	392	44	0	163	593	79	0	60	301	113	2,281
Mediums	0	6	6	1	0	2	1	6	0	1	8	0	0	0	5	8	44
Total	0	132	286	90	1	42	393	50	0	164	601	79	0	60	306	121	2,325



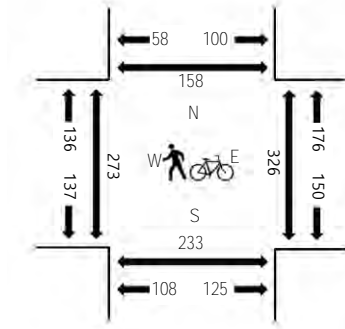
(303) 216-2439
www.alltrafficdata.net

Location: #131 King St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	15	103	19	0	10	137	14	0	0	0	0	0	13	41	27	379	1,549	33	45	19	34
4:15 PM	0	17	100	34	0	13	129	15	0	0	0	0	0	18	39	25	390	1,568	33	65	54	29
4:30 PM	0	10	111	19	0	15	148	18	0	0	0	0	0	18	39	27	405	1,573	56	65	71	38
4:45 PM	0	16	106	8	0	14	145	12	0	0	0	0	0	23	35	16	375	1,581	39	67	45	39
5:00 PM	0	19	100	26	0	13	137	25	0	0	0	0	0	14	46	18	398	1,555	84	63	63	48
5:15 PM	0	16	92	30	0	16	131	24	0	0	0	0	0	24	42	20	395		85	118	87	36
5:30 PM	0	19	108	22	0	15	154	18	0	0	0	0	0	14	39	24	413		64	76	37	34
5:45 PM	0	22	74	19	0	20	105	24	0	0	0	0	0	17	47	21	349		90	48	42	17

Peak Rolling Hour Flow Rates

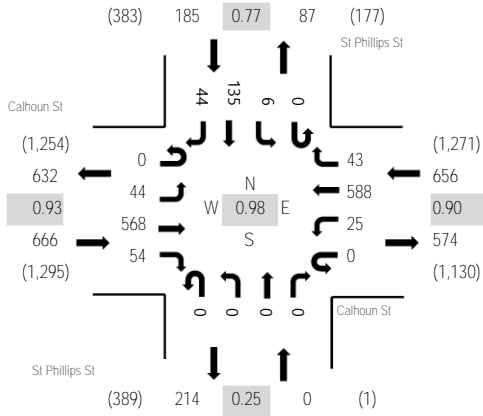
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	67	393	86	0	57	558	79	0	0	0	0	0	75	157	75	1,547
Mediums	0	2	13	0	0	1	9	0	0	0	0	0	0	0	5	3	33
Total	0	70	406	86	0	58	567	79	0	0	0	0	0	75	162	78	1,581



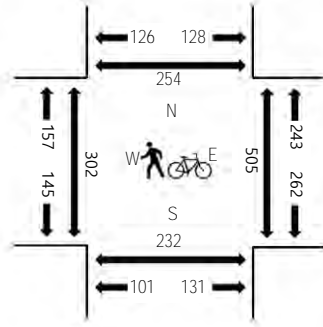
(303) 216-2439
www.alltrafficdata.net

Location: #132 St Phillips St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				St Phillips St Northbound				St Phillips St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	138	14	0	5	152	9	0	0	0	0	0	1	43	7	383	1,507	86	103	61	64
4:15 PM	0	8	149	10	0	8	132	13	0	0	0	0	0	1	32	10	363	1,497	77	124	57	70
4:30 PM	0	11	153	15	0	7	150	9	0	0	0	0	0	0	31	9	385	1,477	61	130	60	64
4:45 PM	0	11	128	15	0	5	154	12	0	0	0	0	0	4	29	18	376	1,500	73	148	54	55
5:00 PM	0	8	134	12	0	6	139	9	0	0	0	0	0	8	28	29	373	1,443	77	92	40	41
5:15 PM	0	11	131	13	0	6	137	8	0	0	0	0	0	4	23	10	343		45	113	70	39
5:30 PM	0	15	151	12	0	8	158	18	1	0	0	0	0	4	27	14	408		38	95	59	28
5:45 PM	0	14	116	12	0	6	113	7	0	0	0	0	0	8	21	22	319		65	108	46	48

Peak Rolling Hour Flow Rates

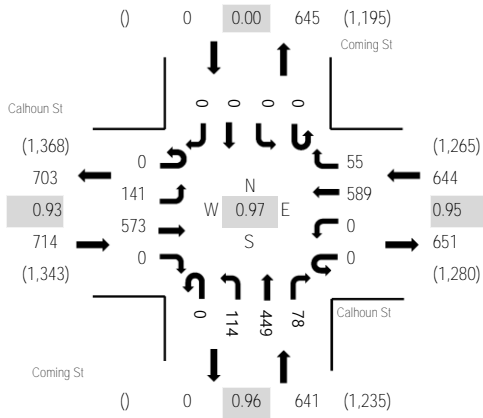
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	44	551	54	0	25	576	41	0	0	0	0	0	6	129	44	1,470
Mediums	0	0	17	0	0	0	12	2	0	0	0	0	0	0	6	0	37
Total	0	44	568	54	0	25	588	43	0	0	0	0	0	6	135	44	1,507



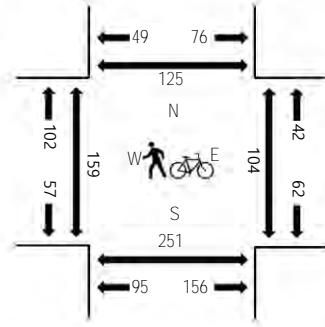
(303) 216-2439
www.alltrafficdata.net

Location: #133 Coming St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Coming St Northbound				Coming St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	32	129	0	0	0	157	9	0	19	106	30	0	0	0	0	482	1,952	52	24	60	32
4:15 PM	0	26	140	0	0	0	133	14	0	24	108	24	0	0	0	0	469	1,984	42	44	101	33
4:30 PM	0	30	162	0	0	0	147	8	0	31	106	20	0	0	0	0	504	1,999	42	18	61	29
4:45 PM	0	37	132	0	0	0	155	19	0	22	115	17	0	0	0	0	497	1,989	46	36	62	40
5:00 PM	0	35	137	0	0	0	155	17	0	33	118	19	0	0	0	0	514	1,891	26	32	52	24
5:15 PM	0	39	142	0	0	0	132	11	0	28	110	22	0	0	0	0	484		42	17	76	31
5:30 PM	0	24	131	0	0	0	160	13	0	23	111	32	0	0	0	0	494		30	18	50	24
5:45 PM	0	18	129	0	0	0	123	12	0	26	77	14	0	0	0	0	399		48	19	58	25

Peak Rolling Hour Flow Rates

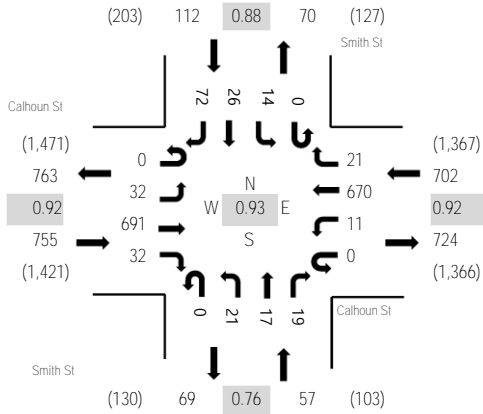
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	141	562	0	0	0	578	53	0	114	447	74	0	0	0	0	1,969
Mediums	0	0	10	0	0	0	11	2	0	0	2	4	0	0	0	0	29
Total	0	141	573	0	0	0	589	55	0	114	449	78	0	0	0	0	1,999



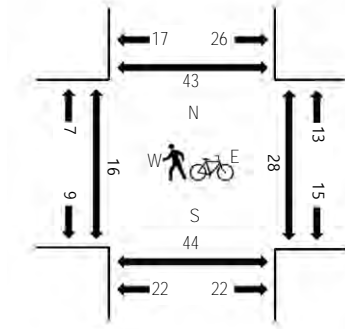
(303) 216-2439
www.alltrafficdata.net

Location: #134 Smith St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Smith St Northbound				Smith St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	160	7	0	1	162	2	0	2	8	5	0	4	4	21	387	1,584	0	8	5	7
4:15 PM	0	5	167	7	0	7	156	2	0	4	3	5	0	2	3	6	367	1,601	3	10	11	8
4:30 PM	0	11	187	7	0	2	173	6	0	7	7	6	0	4	4	21	435	1,626	2	2	11	12
4:45 PM	0	7	163	5	0	1	167	6	0	6	3	5	0	2	8	22	395	1,582	9	10	12	15
5:00 PM	0	9	160	8	0	6	176	2	0	4	6	3	0	1	10	19	404	1,510	2	10	14	9
5:15 PM	0	5	181	12	0	2	154	7	0	4	1	5	0	7	4	10	392		3	6	6	7
5:30 PM	0	6	143	9	0	4	183	8	0	2	6	5	0	4	6	15	391		7	8	13	12
5:45 PM	0	6	141	4	0	3	137	0	0	5	0	1	0	5	6	15	323		2	7	9	9

Peak Rolling Hour Flow Rates

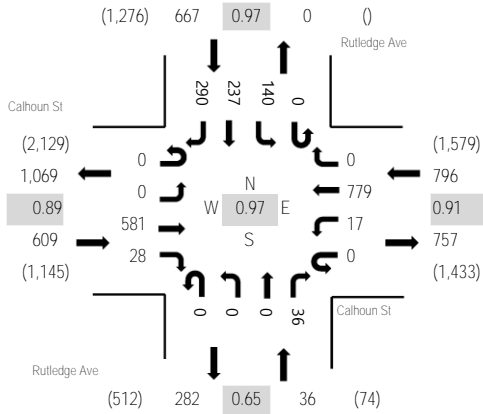
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	32	680	32	0	11	660	21	0	21	17	19	0	13	26	72	1,604
Mediums	0	0	11	0	0	0	10	0	0	0	0	0	0	0	0	0	21
Total	0	32	691	32	0	11	670	21	0	21	17	19	0	14	26	72	1,626



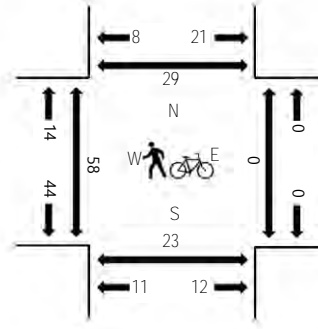
(303) 216-2439
www.alltrafficdata.net

Location: #135 Rutledge Ave & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Rutledge Ave Northbound				Rutledge Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	136	4	0	6	189	0	0	0	0	7	0	29	49	78	498	2,061	8	0	6	9
4:15 PM	0	0	134	4	0	2	188	0	0	0	0	10	0	34	44	79	495	2,080	13	0	9	5
4:30 PM	0	0	162	9	0	5	197	0	0	0	0	15	0	31	50	72	541	2,108	16	0	8	7
4:45 PM	0	0	131	5	0	6	208	0	0	0	0	7	0	33	51	86	527	2,094	17	0	3	8
5:00 PM	0	0	137	6	0	3	196	0	0	0	0	7	0	33	59	76	517	2,013	18	0	8	9
5:15 PM	0	0	151	8	0	3	178	0	0	0	0	7	0	43	77	56	523		6	0	3	3
5:30 PM	0	0	119	8	0	3	221	0	0	0	0	10	0	38	54	74	527		4	0	3	9
5:45 PM	0	0	123	8	0	4	170	0	0	0	0	11	0	25	44	61	446		1	0	6	7

Peak Rolling Hour Flow Rates

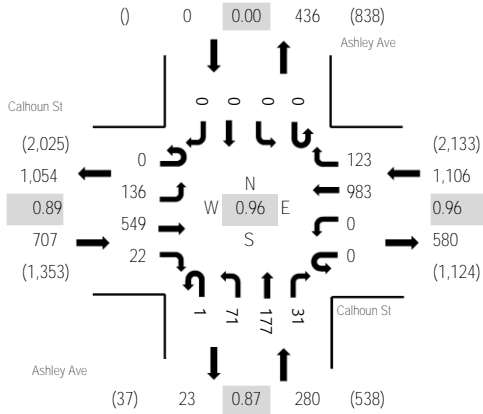
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	571	28	0	17	767	0	0	0	0	36	0	139	236	286	2,080
Mediums	0	0	9	0	0	0	12	0	0	0	0	0	0	1	1	4	27
Total	0	0	581	28	0	17	779	0	0	0	0	36	0	140	237	290	2,108



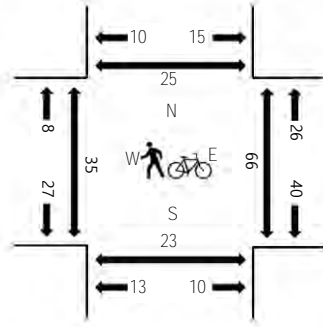
(303) 216-2439
www.alltrafficdata.net

Location: #136 Ashley Ave & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Ashley Ave Northbound				Ashley Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	33	135	2	0	0	225	38	0	19	36	8	0	0	0	0	496	2,082	6	23	4	3
4:15 PM	0	27	129	6	0	0	247	29	0	14	51	6	0	0	0	0	509	2,093	6	12	9	2
4:30 PM	0	35	165	6	0	0	239	30	0	23	42	7	0	0	0	0	547	2,089	10	17	4	7
4:45 PM	0	47	124	2	0	0	252	36	0	21	39	9	0	0	0	0	530	2,041	6	13	2	5
5:00 PM	0	27	131	8	0	0	245	28	1	13	45	9	0	0	0	0	507	1,942	13	23	8	10
5:15 PM	0	38	142	5	0	0	212	24	0	23	45	16	0	0	0	0	505		2	11	3	3
5:30 PM	0	29	109	4	0	1	262	29	0	19	37	9	0	0	0	0	499		4	17	1	5
5:45 PM	0	27	120	2	0	0	201	35	0	10	31	5	0	0	0	0	431		4	14	3	4

Peak Rolling Hour Flow Rates

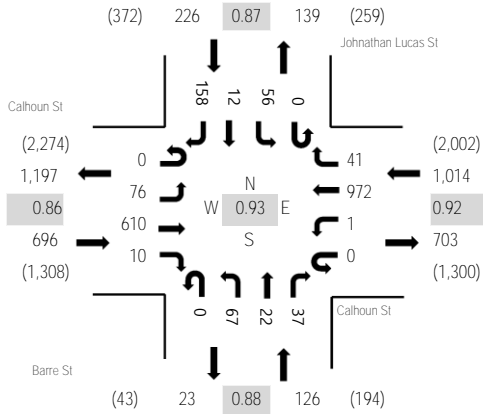
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	126	538	22	0	0	967	120	1	71	176	31	0	0	0	0	2,052				
Mediums	0	10	11	0	0	0	16	3	0	0	1	0	0	0	0	0	41				
Total	0	136	549	22	0	0	983	123	1	71	177	31	0	0	0	0	2,093				



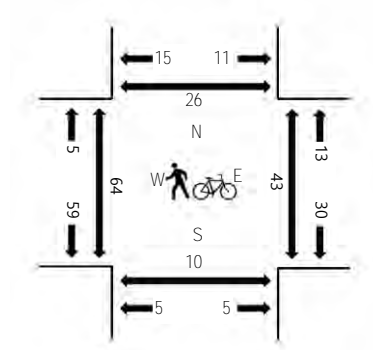
(303) 216-2439
www.alltrafficdata.net

Location: #137 Barre St & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Barre St Northbound				Johnathan Lucas St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	15	146	2	0	0	230	9	0	13	5	2	0	14	3	33	472	2,021	20	21	5	10
4:15 PM	0	16	148	4	0	0	235	19	0	12	5	3	0	10	3	27	482	2,055	26	19	4	7
4:30 PM	0	28	173	4	0	0	242	13	0	18	7	8	0	15	3	44	555	2,062	21	12	3	12
4:45 PM	0	24	141	3	0	0	258	15	0	13	3	9	0	9	4	33	512	1,983	13	13	4	4
5:00 PM	0	13	145	2	0	0	235	10	0	19	6	11	0	15	3	47	506	1,855	17	12	1	4
5:15 PM	0	11	151	1	0	1	237	3	0	17	6	9	0	17	2	34	489		12	6	1	4
5:30 PM	0	17	129	0	0	0	271	12	0	7	4	4	0	9	2	21	476		11	6	1	2
5:45 PM	0	12	121	2	0	1	207	4	0	6	2	5	0	6	3	15	384		10	4	2	7

Peak Rolling Hour Flow Rates

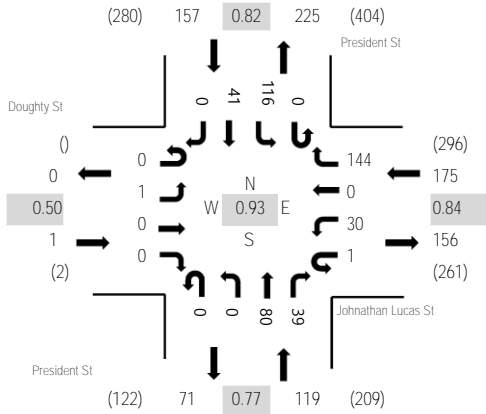
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
Lights	0	58	587	8	0	1	965	35	0	67	22	37	0	55	11	154	2,000
Mediums	0	18	22	2	0	0	7	6	0	0	0	0	0	1	1	3	60
Total	0	76	610	10	0	1	972	41	0	67	22	37	0	56	12	158	2,062



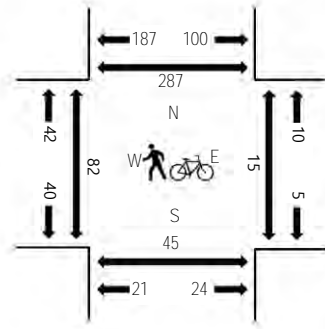
(303) 216-2439
www.alltrafficdata.net

Location: #138 President St & Johnathan Lucas St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Doughty St Eastbound				Johnathan Lucas St Westbound				President St Northbound				President St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	0	26	0	0	29	6	0	26	11	0	100	448	18	6	12	80
4:15 PM	0	0	0	0	0	5	0	47	0	0	29	10	0	25	5	0	121	452	21	0	9	57
4:30 PM	0	0	0	0	0	7	0	41	0	0	12	5	0	36	12	0	113	419	24	8	13	70
4:45 PM	0	0	0	0	1	10	0	33	0	0	19	10	0	27	14	0	114	389	24	3	12	71
5:00 PM	0	1	0	0	0	8	0	23	0	0	20	14	0	28	10	0	104	339	12	4	9	86
5:15 PM	0	1	0	0	1	8	0	26	0	0	13	8	0	19	12	0	88		6	1	9	72
5:30 PM	0	0	0	0	0	1	0	34	0	0	12	2	0	23	11	0	83		6	1	12	42
5:45 PM	0	0	0	0	0	2	0	21	0	0	17	3	0	17	4	0	64		3	3	7	30

Peak Rolling Hour Flow Rates

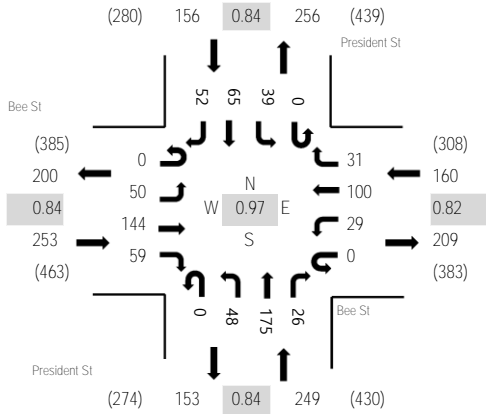
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	1	0	0	1	30	0	114	0	0	80	39	0	105	41	0	411
Mediums	0	0	0	0	0	0	0	30	0	0	0	0	0	10	0	0	40
Total	0	1	0	0	1	30	0	144	0	0	80	39	0	116	41	0	452



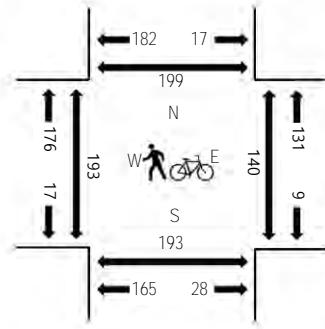
(303) 216-2439
www.alltrafficdata.net

Location: #139 President St & Bee St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Bee St Eastbound				Bee St Westbound				President St Northbound				President St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	29	18	0	5	34	9	0	16	44	4	0	7	15	11	206	818	57	37	47	45
4:15 PM	0	13	31	12	0	7	17	6	0	16	50	8	0	12	9	13	194	792	40	33	42	62
4:30 PM	0	10	35	13	0	9	29	9	0	4	46	5	0	10	23	15	208	787	47	40	65	55
4:45 PM	0	13	49	16	0	8	20	7	0	12	35	9	0	10	18	13	210	737	48	30	37	37
5:00 PM	0	11	42	12	0	4	23	5	0	4	41	2	0	7	19	10	180	663	54	37	40	46
5:15 PM	0	7	41	13	0	8	34	8	0	10	27	5	0	8	12	16	189		43	42	43	67
5:30 PM	0	8	30	11	0	4	27	2	0	11	33	2	0	6	13	11	158		30	13	28	24
5:45 PM	0	5	22	8	0	6	23	4	0	9	32	5	0	4	11	7	136		23	22	16	29

Peak Rolling Hour Flow Rates

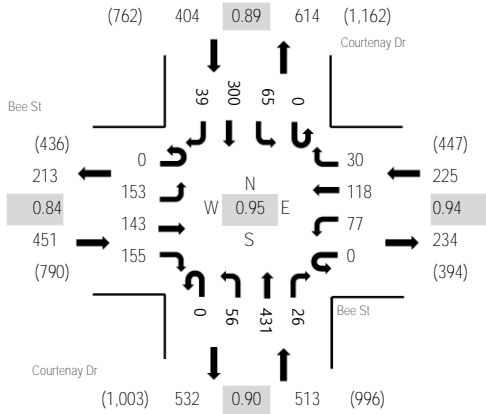
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	50	142	52	0	27	96	31	0	44	150	26	0	39	64	52	773
Mediums	0	0	2	7	0	2	4	0	0	4	25	0	0	0	1	0	45
Total	0	50	144	59	0	29	100	31	0	48	175	26	0	39	65	52	818



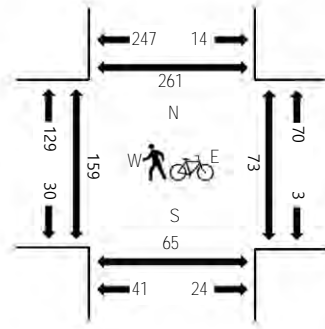
(303) 216-2439
www.alltrafficdata.net

Location: #140 Courtenay Dr & Bee St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Bee St Eastbound				Bee St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	31	24	29	0	18	40	5	0	23	122	6	0	13	60	13	384	1,590	47	16	28	66
4:15 PM	0	40	41	43	0	20	33	5	0	12	111	3	0	12	74	12	406	1,593	35	22	15	60
4:30 PM	0	26	28	26	0	14	31	13	0	20	101	7	0	19	88	8	381	1,564	38	18	13	54
4:45 PM	0	48	48	38	0	22	25	12	0	11	118	8	0	21	59	9	419	1,522	41	9	13	50
5:00 PM	0	39	26	48	0	21	29	0	0	13	101	8	0	13	79	10	387	1,405	43	23	21	97
5:15 PM	0	25	23	47	0	19	34	5	0	8	105	7	0	16	73	15	377		44	23	13	72
5:30 PM	0	35	22	30	0	17	28	15	0	15	94	7	0	9	60	7	339		37	13	9	55
5:45 PM	0	27	15	31	0	15	22	4	0	10	80	6	0	12	72	8	302		29	4	8	44

Peak Rolling Hour Flow Rates

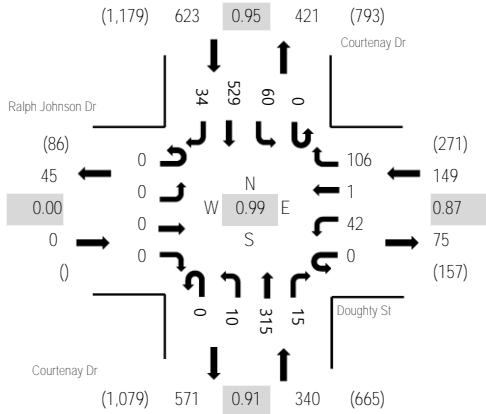
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
Lights	0	151	141	153	0	77	112	30	0	54	422	25	0	61	294	38	1,558
Mediums	0	1	2	2	0	0	6	0	0	2	8	1	0	4	6	1	33
Total	0	153	143	155	0	77	118	30	0	56	431	26	0	65	300	39	1,593



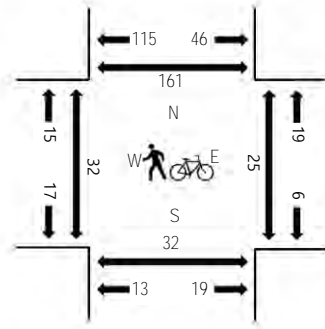
(303) 216-2439
www.alltrafficdata.net

Location: #141 Courtenay Dr & Doughty St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ralph Johnson Dr Eastbound				Doughty St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	15	1	32	0	1	71	9	0	13	107	12	261	1,093	8	5	4	52
4:15 PM	0	0	0	0	0	13	0	21	0	1	74	8	0	13	146	5	281	1,111	8	4	3	44
4:30 PM	0	0	0	0	0	9	0	35	0	0	78	3	0	12	127	12	276	1,112	9	5	9	40
4:45 PM	0	0	0	0	0	10	0	31	0	3	76	6	0	18	121	10	275	1,064	13	3	10	39
5:00 PM	0	0	0	0	0	14	0	25	0	2	77	2	0	11	141	7	279	1,022	7	14	7	27
5:15 PM	0	0	0	0	0	9	1	15	0	5	84	4	0	19	140	5	282		2	2	5	54
5:30 PM	0	0	0	0	0	9	0	14	0	2	66	3	0	14	110	10	228		7	2	8	28
5:45 PM	0	0	0	0	0	6	0	11	0	4	83	3	0	19	102	5	233		1	1	7	22

Peak Rolling Hour Flow Rates

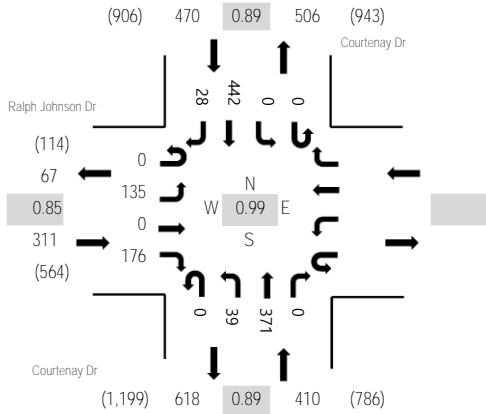
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	0	0	0	0	41	1	106	0	10	306	15	0	59	500	32	1,070
Mediums	0	0	0	0	0	1	0	0	0	0	8	0	0	1	29	2	41
Total	0	0	0	0	0	42	1	106	0	10	315	15	0	60	529	34	1,112



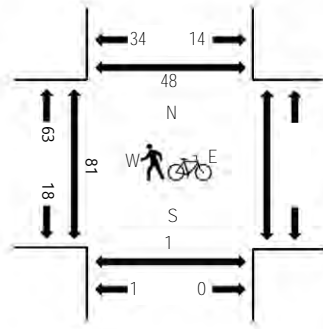
(303) 216-2439
www.alltrafficdata.net

Location: #141-A Courtenay Dr & Ralph Johnson Dr
PM Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Ralph Johnson Dr Eastbound				Westbound			Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
4:00 PM	0	39	0	55					0	8	94	0	0	0	85	6	287	1,178	17	1	13
4:15 PM	0	33	0	48					0	11	83	0	0	0	117	9	301	1,191	20	0	7
4:30 PM	0	35	0	42					0	9	96	0	0	0	107	7	296	1,182	19	0	9
4:45 PM	0	29	0	40					0	12	105	0	0	0	105	3	294	1,145	21	0	17
5:00 PM	0	38	0	46					0	7	87	0	0	0	113	9	300	1,078	18	1	14
5:15 PM	0	19	0	41					0	10	88	0	0	0	126	8	292		18	0	9
5:30 PM	0	21	0	42					0	4	82	0	0	0	107	3	259		9	0	9
5:45 PM	0	11	0	25					0	7	83	0	0	0	100	1	227		11	0	7

Peak Rolling Hour Flow Rates

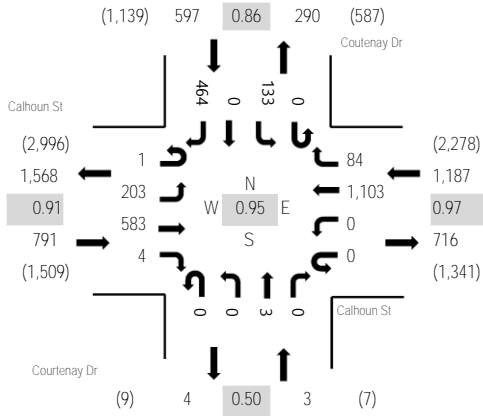
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	133	0	154					0	39	358	0	0	0	433	28	1,145
Mediums	0	2	0	22					0	0	12	0	0	0	9	0	45
Total	0	135	0	176					0	39	371	0	0	0	442	28	1,191



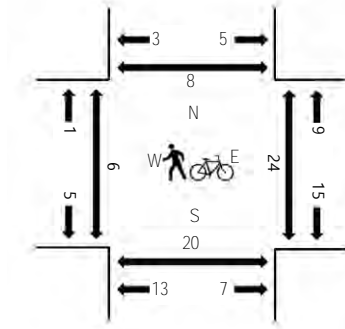
(303) 216-2439
www.alltrafficdata.net

Location: #142 Courtenay Dr & Calhoun St PM
Date and Start Time: Tuesday, December 4, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Calhoun St Eastbound				Calhoun St Westbound				Courtenay Dr Northbound				Courtenay Dr Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	54	140	0	0	0	247	21	0	0	0	0	0	0	25	0	108	595	2,532	1	3	6	3
4:15 PM	1	52	135	1	0	0	255	24	0	0	1	0	0	38	0	121	628	2,556	0	2	5	0	
4:30 PM	0	51	171	0	0	0	288	19	0	0	0	0	0	40	0	106	675	2,578	0	4	3	3	
4:45 PM	0	53	147	0	0	0	268	26	0	0	0	0	0	31	0	109	634	2,510	1	7	1	1	
5:00 PM	0	42	134	1	0	0	288	15	0	0	1	0	0	23	0	115	619	2,401	2	4	7	2	
5:15 PM	1	57	131	3	0	0	259	24	0	0	2	0	0	39	0	134	650		1	7	8	0	
5:30 PM	0	43	118	3	0	0	272	28	0	0	3	0	0	29	0	111	607		2	2	2	0	
5:45 PM	0	55	116	0	0	0	228	16	0	0	0	0	0	24	1	85	525		4	2	1	0	

Peak Rolling Hour Flow Rates

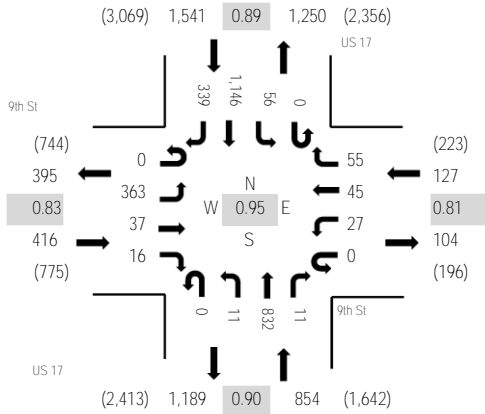
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	1	197	559	4	0	0	1,095	81	0	0	3	0	0	114	0	451	2,505
Mediums	0	5	23	0	0	0	8	3	0	0	0	0	0	19	0	13	71
Total	1	203	583	4	0	0	1,103	84	0	0	3	0	0	133	0	464	2,578



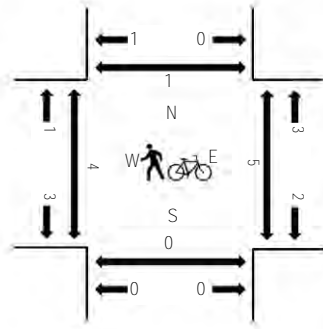
(303) 216-2439
www.alltrafficdata.net

Location: #143 US 17 & 9th St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	9th St Eastbound				9th St Westbound				US 17 Northbound				US 17 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	97	6	2	0	4	10	10	0	4	232	5	0	10	259	58	697	2,855	0	0	0	0
4:15 PM	0	73	5	9	0	2	12	6	0	7	188	2	0	11	304	73	692	2,934	1	1	0	0
4:30 PM	0	94	5	11	0	7	10	8	0	4	220	5	0	9	305	88	766	2,938	2	1	0	0
4:45 PM	0	111	15	4	0	5	11	15	0	4	182	0	0	10	259	84	700	2,927	0	0	0	0
5:00 PM	0	87	9	0	0	9	12	18	0	1	232	4	0	20	293	91	776	2,854	1	2	0	0
5:15 PM	0	71	8	1	0	6	12	14	0	2	198	2	0	17	289	76	696		0	0	0	1
5:30 PM	0	82	7	3	0	3	10	12	0	5	179	7	0	18	344	85	755		0	0	0	0
5:45 PM	0	63	9	3	0	5	14	8	0	0	156	3	0	9	286	71	627		0	1	0	0

Peak Rolling Hour Flow Rates

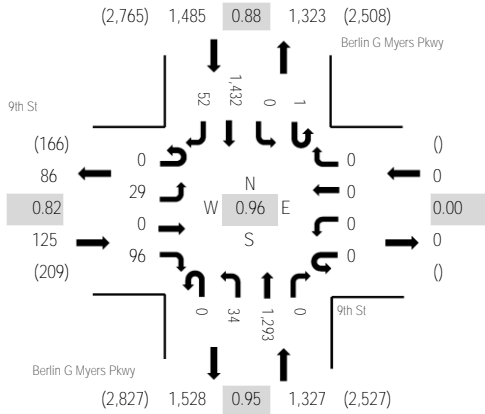
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	6
Lights	0	363	37	16	0	27	45	55	0	11	820	11	0	56	1,136	338	2,915
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0	17
Total	0	363	37	16	0	27	45	55	0	11	832	11	0	56	1,146	339	2,938



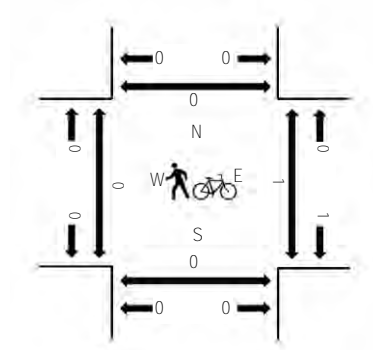
(303) 216-2439
www.alltrafficdata.net

Location: #144 Berlin G Myers Pkwy & 9th St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	9th St Eastbound				9th St Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
4:00 PM	0	5	0	15	0	0	0	0	0	0	7	261	0	0	0	0	282	11	581	2,598	0	1	0	0
4:15 PM	0	3	0	15	0	0	0	0	0	0	9	301	0	0	0	0	320	13	661	2,756	0	0	0	0
4:30 PM	0	6	0	13	0	0	0	0	0	0	7	306	0	0	0	0	327	12	671	2,845	0	0	0	0
4:45 PM	0	5	0	22	0	0	0	0	0	0	10	317	0	0	0	0	315	16	685	2,937	0	0	0	0
5:00 PM	0	9	0	29	0	0	0	0	0	0	11	337	0	0	0	0	343	10	739	2,903	0	0	0	0
5:15 PM	0	9	0	22	0	0	0	0	0	0	8	330	0	0	0	0	367	14	750		0	1	0	0
5:30 PM	0	6	0	23	0	0	0	0	0	0	5	309	0	1	0	0	407	12	763		0	0	0	0
5:45 PM	0	7	0	20	0	0	0	0	0	0	14	295	0	1	0	0	307	7	651		0	0	0	0

Peak Rolling Hour Flow Rates

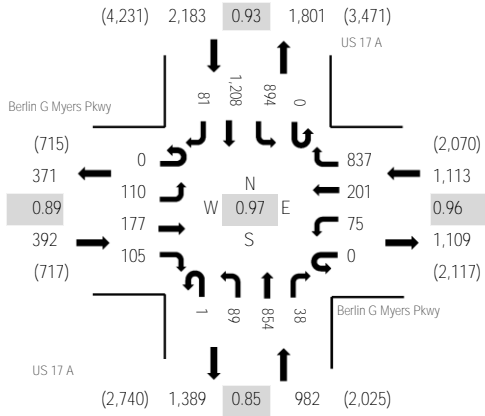
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	1	6
Lights	0	28	0	96	0	0	0	0	0	34	1,276	0	1	0	1,419	51	2,905
Mediums	0	1	0	0	0	0	0	0	0	0	15	0	0	0	10	0	26
Total	0	29	0	96	0	0	0	0	0	34	1,293	0	1	0	1,432	52	2,937



(303) 216-2439
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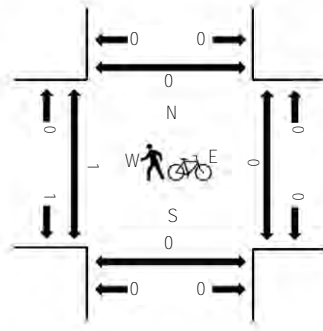
Location: #145 US 17 A & Berlin G Myers Pkwy PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Berlin G Myers Pkwy Eastbound				Berlin G Myers Pkwy Westbound				US 17 A Northbound				US 17 A Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	20	37	18	0	16	32	149	0	33	261	11	0	2	169	257	10	1,015	4,373	0	0	0	0
4:15 PM	0	19	41	21	0	33	40	174	0	23	187	10	0	0	217	312	21	1,098	4,537	0	0	0	0
4:30 PM	0	18	49	22	0	17	55	187	0	19	250	9	0	0	180	334	13	1,153	4,613	0	0	0	1
4:45 PM	0	25	42	13	0	15	51	188	0	32	190	18	0	0	225	293	15	1,107	4,664	0	1	0	0
5:00 PM	0	36	47	24	0	22	57	198	0	24	234	10	0	0	221	292	14	1,179	4,670	0	0	0	0
5:15 PM	0	30	48	32	0	20	53	218	1	23	179	6	0	0	239	298	27	1,174		0	0	0	0
5:30 PM	0	19	39	22	0	17	42	209	0	22	230	10	0	0	243	334	17	1,204		1	0	0	0
5:45 PM	0	25	43	27	0	16	49	212	0	20	211	12	0	0	191	284	23	1,113		0	0	0	0

Peak Rolling Hour Flow Rates

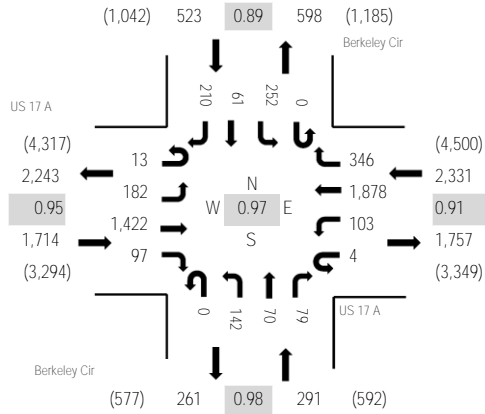
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	5	0	0	3	0	0	8	2	0	20
Lights	0	108	177	105	0	74	201	822	1	89	844	38	0	878	1,202	81	4,620
Mediums	0	0	0	0	0	1	0	10	0	0	7	0	0	8	4	0	30
Total	0	110	177	105	0	75	201	837	1	89	854	38	0	894	1,208	81	4,670



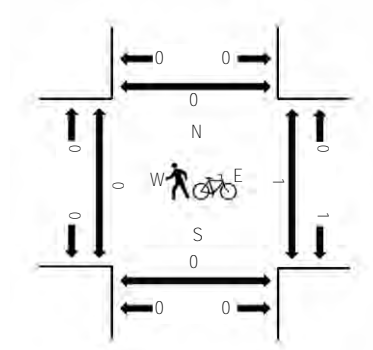
(303) 216-2439
www.alltrafficdata.net

Location: #146 Berkeley Cir & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Berkeley Cir Northbound			Berkeley Cir Southbound			Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left			Thru	Right	West	East	South	North
4:00 PM	1	47	302	39	5	38	387	64	0	38	19	16	0	67	23	39	1,085	4,569	0	1	0	0
4:15 PM	4	45	311	24	4	30	451	70	0	41	27	10	0	40	18	52	1,127	4,677	0	0	0	0
4:30 PM	3	43	339	17	3	30	466	88	0	43	17	12	0	79	16	43	1,199	4,797	1	0	0	0
4:45 PM	3	52	324	26	2	29	409	93	0	37	22	19	0	59	26	57	1,158	4,848	0	0	1	0
5:00 PM	3	45	357	22	2	26	419	86	0	40	16	19	0	77	17	64	1,193	4,859	0	0	0	0
5:15 PM	3	26	397	24	1	21	502	74	0	34	22	20	0	59	14	50	1,247		0	1	0	0
5:30 PM	3	52	337	25	1	25	518	95	0	38	19	21	0	56	14	46	1,250		0	0	0	0
5:45 PM	4	59	331	26	0	31	439	91	0	30	13	19	0	60	16	50	1,169		0	0	0	0

Peak Rolling Hour Flow Rates

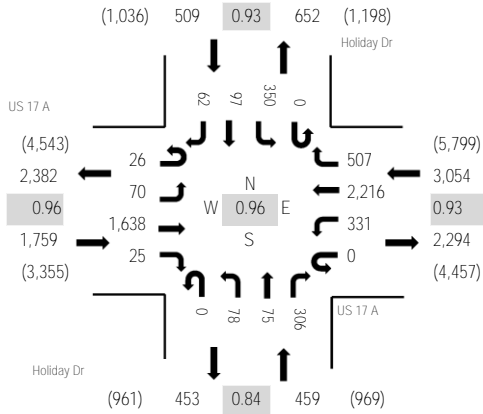
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	8	0	0	2	10	0	0	0	0	0	0	1	0	0	21
Lights	13	182	1,394	97	4	101	1,856	346	0	141	70	79	0	251	61	210	4,805
Mediums	0	0	20	0	0	0	12	0	0	1	0	0	0	0	0	0	33
Total	13	182	1,422	97	4	103	1,878	346	0	142	70	79	0	252	61	210	4,859



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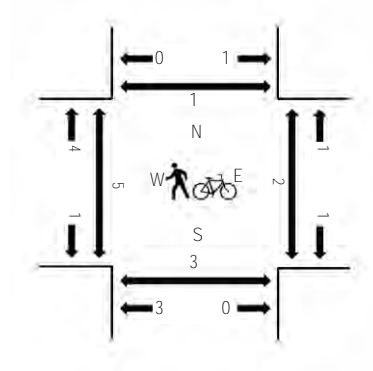
Location: #147 Holiday Dr & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Holiday Dr Northbound			Holiday Dr Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	7	13	334	12	0	78	432	101	0	36	16	99	0	98	33	18	1,277	5,378	3	0	0	0
4:15 PM	6	14	374	12	0	74	515	101	0	27	15	75	0	82	22	20	1,337	5,467	1	0	1	0
4:30 PM	4	10	392	16	0	83	511	104	0	20	16	86	0	74	25	10	1,351	5,635	1	1	0	0
4:45 PM	9	9	374	10	0	108	505	133	0	23	14	83	0	92	35	18	1,413	5,776	0	0	0	0
5:00 PM	8	12	399	6	0	90	501	93	0	25	23	80	0	93	19	17	1,366	5,781	2	1	2	0
5:15 PM	6	15	432	3	0	91	576	147	0	13	13	75	0	97	25	12	1,505		3	1	1	0
5:30 PM	4	24	398	4	0	83	607	131	0	18	19	75	0	82	26	21	1,492		0	0	0	0
5:45 PM	8	19	409	12	0	67	532	136	0	22	20	76	0	78	27	12	1,418		0	0	0	0

Peak Rolling Hour Flow Rates

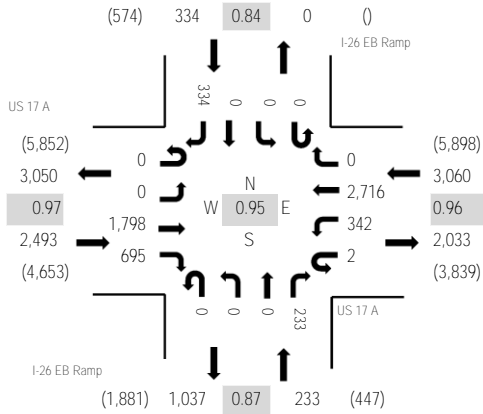
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	1	12	1	0	0	0	1	0	1	0	0	25
Lights	26	69	1,614	25	0	329	2,192	503	0	78	75	303	0	346	97	61	5,718
Mediums	0	1	15	0	0	1	12	3	0	0	0	2	0	3	0	1	38
Total	26	70	1,638	25	0	331	2,216	507	0	78	75	306	0	350	97	62	5,781



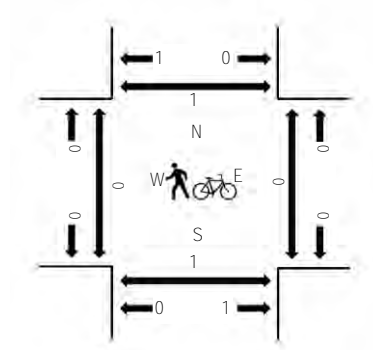
(303) 216-2439
www.alltrafficdata.net

Location: #148 I-26 EB Ramp & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				I-26 EB Ramp Northbound				I-26 EB Ramp Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	399	127	0	77	575	0	0	0	0	54	0	0	0	70	1,302	5,452	0	0	1	0
4:15 PM	1	0	416	140	0	46	636	0	0	0	0	60	0	0	0	68	1,367	5,671	0	0	2	0
4:30 PM	0	0	384	153	0	87	658	0	0	0	0	58	0	0	0	48	1,388	5,913	0	0	1	0
4:45 PM	0	0	393	147	0	67	692	0	0	0	0	42	0	0	0	54	1,395	6,049	0	0	0	0
5:00 PM	0	0	465	169	0	81	689	0	0	0	0	60	0	0	0	57	1,521	6,120	0	0	1	0
5:15 PM	0	0	476	167	2	103	699	0	0	0	0	63	0	0	0	99	1,609		0	0	0	0
5:30 PM	0	0	425	197	0	73	677	0	0	0	0	67	0	0	0	85	1,524		0	0	0	0
5:45 PM	0	0	432	162	0	85	651	0	0	0	0	43	0	0	0	93	1,466		0	0	0	0

Peak Rolling Hour Flow Rates

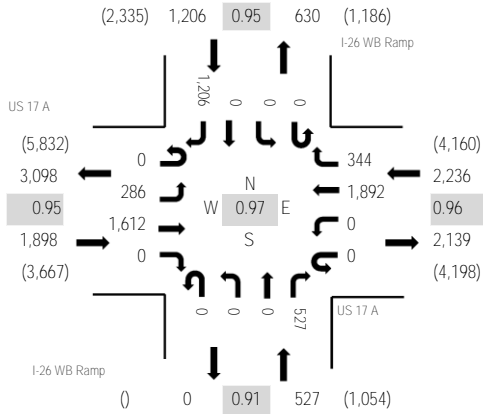
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	5	0	2	7	0	0	0	0	6	0	0	0	8	35
Lights	0	0	1,768	684	2	334	2,696	0	0	0	0	206	0	0	0	321	6,011
Mediums	0	0	23	6	0	6	13	0	0	0	0	21	0	0	0	5	74
Total	0	0	1,798	695	2	342	2,716	0	0	0	0	233	0	0	0	334	6,120



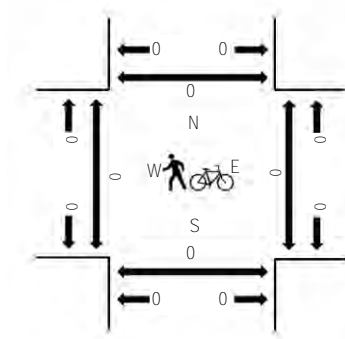
(303) 216-2439
www.alltrafficdata.net

Location: #149 I-26 WB Ramp & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				I-26 WB Ramp Northbound				I-26 WB Ramp Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	70	391	0	0	0	373	65	0	0	0	135	0	0	0	265	1,299	5,465	0	0	3	0
4:15 PM	0	54	375	0	0	0	388	98	0	0	0	163	0	0	0	296	1,374	5,679	0	0	0	0
4:30 PM	3	60	382	0	0	0	437	87	0	0	0	100	0	0	0	302	1,371	5,815	0	0	2	0
4:45 PM	0	71	391	0	0	0	468	79	0	0	0	117	0	0	0	295	1,421	5,867	0	0	0	0
5:00 PM	0	75	421	0	0	0	486	100	0	0	0	134	0	0	0	297	1,513	5,751	0	0	0	0
5:15 PM	0	77	426	0	0	0	497	86	0	0	0	128	0	0	0	296	1,510		0	0	0	0
5:30 PM	0	63	374	0	0	0	441	79	0	0	0	148	0	0	0	318	1,423		0	0	0	0
5:45 PM	0	50	384	0	0	0	404	72	0	0	0	129	0	0	0	266	1,305		0	0	0	0

Peak Rolling Hour Flow Rates

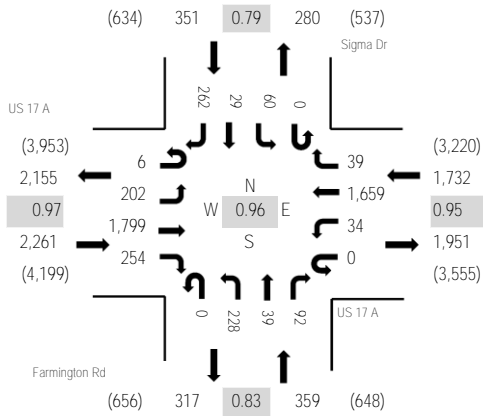
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	11	0	0	0	6	15	0	0	0	15	0	0	0	6	56
Lights	0	283	1,568	0	0	0	1,874	324	0	0	0	499	0	0	0	1,197	5,745
Mediums	0	0	33	0	0	0	12	5	0	0	0	13	0	0	0	3	66
Total	0	286	1,612	0	0	0	1,892	344	0	0	0	527	0	0	0	1,206	5,867



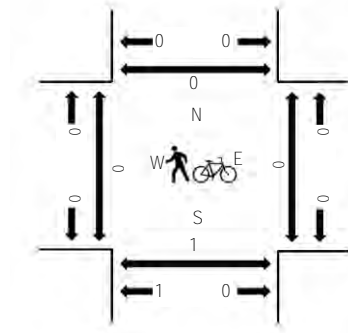
(303) 216-2439
www.alltrafficdata.net

Location: #150 Farmington Rd & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Farmington Rd Northbound				Sigma Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	2	54	391	73	0	8	310	6	0	44	10	22	0	14	7	56	997	3,998	0	0	0	0
4:15 PM	0	48	364	70	0	13	351	7	0	41	10	11	0	16	13	45	989	4,225	0	0	0	0
4:30 PM	4	48	355	47	0	10	354	12	0	61	9	14	0	8	11	42	975	4,450	0	0	3	0
4:45 PM	1	41	373	67	0	12	398	7	0	46	5	16	0	20	8	43	1,037	4,617	0	0	3	0
5:00 PM	1	51	468	59	0	8	424	12	0	74	9	25	0	13	13	67	1,224	4,703	0	0	0	0
5:15 PM	0	44	448	67	0	12	437	8	0	48	11	27	0	26	6	80	1,214		0	0	0	0
5:30 PM	1	57	453	70	0	6	396	8	0	49	6	20	0	8	3	65	1,142		0	0	0	0
5:45 PM	4	50	430	58	0	8	402	11	0	57	13	20	0	13	7	50	1,123		0	0	0	0

Peak Rolling Hour Flow Rates

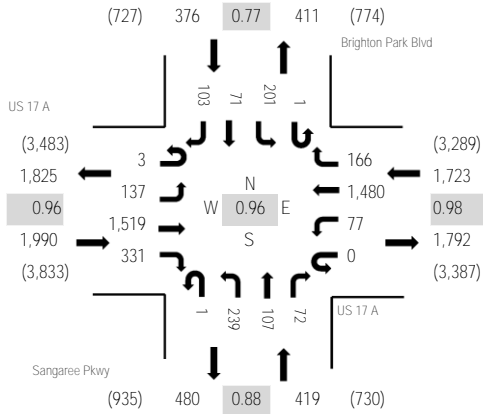
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	14	7	0	2	9	0	0	12	0	0	0	2	0	0	46
Lights	6	202	1,771	222	0	22	1,635	37	0	215	38	91	0	58	27	260	4,584
Mediums	0	0	14	25	0	10	15	2	0	1	1	1	0	0	2	2	73
Total	6	202	1,799	254	0	34	1,659	39	0	228	39	92	0	60	29	262	4,703



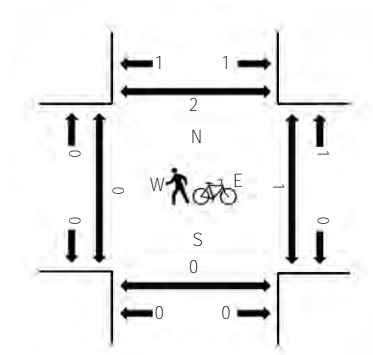
(303) 216-2439
www.alltrafficdata.net

Location: #151 Sangaree Pkwy & US 17 A PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US 17 A Eastbound				US 17 A Westbound				Sangaree Pkwy Northbound				Brighton Park Blvd Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	27	365	90	0	12	307	31	0	36	16	11	0	35	11	24	966	4,071	0	0	0	1
4:15 PM	0	38	312	76	0	16	310	34	0	48	23	11	0	48	37	38	991	4,273	0	0	0	1
4:30 PM	1	39	368	82	0	18	364	34	0	46	27	10	0	28	16	32	1,065	4,443	0	0	1	0
4:45 PM	0	25	350	69	0	17	372	51	0	50	18	15	0	42	11	29	1,049	4,442	0	0	0	0
5:00 PM	0	30	405	83	0	18	395	37	0	60	26	16	0	59	20	19	1,168	4,508	0	0	0	1
5:15 PM	2	34	388	75	0	20	382	49	0	69	33	17	0	50	16	26	1,161		0	0	0	0
5:30 PM	0	34	341	91	0	24	353	41	0	48	24	15	0	45	15	33	1,064		0	0	0	0
5:45 PM	1	39	385	82	0	15	350	39	1	62	24	24	1	47	20	25	1,115		0	0	0	0

Peak Rolling Hour Flow Rates

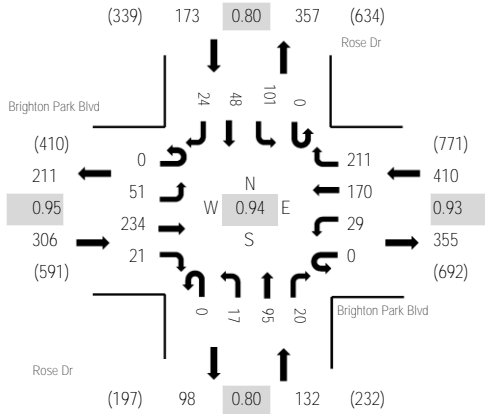
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	4	0	1	10	0	0	1	0	0	0	0	0	0	19
Lights	3	136	1,507	317	0	70	1,444	164	1	236	107	70	1	199	69	103	4,427
Mediums	0	1	9	10	0	6	26	2	0	2	0	2	0	2	2	0	62
Total	3	137	1,519	331	0	77	1,480	166	1	239	107	72	1	201	71	103	4,508



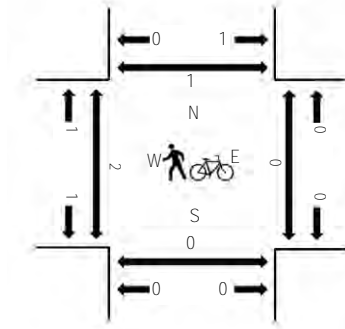
(303) 216-2439
www.alltrafficdata.net

Location: #152 Rose Dr & Brighton Park Blvd PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Brighton Park Blvd Eastbound				Brighton Park Blvd Westbound				Rose Dr Northbound				Rose Dr Southbound				Total	Rolling Hour	Pedestrian Crossings					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North		
4:00 PM	0	10	53	4	4	2	4	28	30	0	2	15	0	0	0	20	10	6	184	912	0	0	0	0
4:15 PM	0	12	65	9	0	14	41	52	0	6	16	3	1	35	9	4	4	267	971	0	0	0	0	
4:30 PM	1	8	44	5	0	10	43	47	0	9	20	7	0	26	11	7	7	238	976	0	0	0	0	
4:45 PM	0	9	56	9	0	6	42	42	0	6	15	1	0	25	8	4	4	223	984	0	0	1	0	
5:00 PM	0	13	61	7	0	11	37	48	0	4	21	5	0	25	5	6	6	243	1,021	0	0	0	1	
5:15 PM	0	17	60	6	0	4	58	48	0	7	26	7	0	23	10	6	6	272		1	0	0	0	
5:30 PM	0	11	60	6	0	9	36	59	0	3	16	2	0	26	15	3	3	246		1	0	0	0	
5:45 PM	0	10	53	2	0	5	39	56	0	3	32	6	0	27	18	9	9	260		0	0	0	0	

Peak Rolling Hour Flow Rates

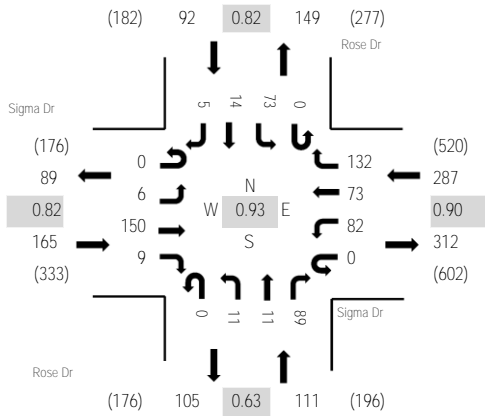
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	51	229	20	0	28	169	208	0	17	95	20	0	101	48	24	1,010
Mediums	0	0	5	1	0	1	1	3	0	0	0	0	0	0	0	0	11
Total	0	51	234	21	0	29	170	211	0	17	95	20	0	101	48	24	1,021



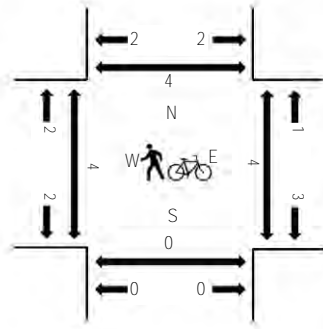
(303) 216-2439
www.alltrafficdata.net

Location: #153 Rose Dr & Sigma Dr PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Sigma Dr Eastbound				Sigma Dr Westbound				Rose Dr Northbound				Rose Dr Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	45	2	0	12	18	29	0	2	1	14	0	13	3	1	143	576	1	0	0	0
4:15 PM	0	2	35	3	0	16	16	26	0	1	6	14	0	29	1	2	151	608	0	1	0	0
4:30 PM	0	2	31	3	0	11	19	31	0	4	1	20	0	14	4	3	143	633	1	0	0	0
4:45 PM	0	1	38	3	0	11	20	24	0	0	2	20	0	17	2	1	139	639	0	0	0	0
5:00 PM	0	2	46	2	0	17	14	32	0	6	3	38	0	14	1	0	175	655	0	0	0	0
5:15 PM	0	2	53	1	0	17	21	34	0	2	1	22	0	18	2	3	176		1	0	0	0
5:30 PM	0	1	29	3	0	23	23	26	0	1	2	13	0	18	8	2	149		2	2	0	4
5:45 PM	0	1	22	3	0	25	15	40	0	2	5	16	0	23	3	0	155		0	2	0	0

Peak Rolling Hour Flow Rates

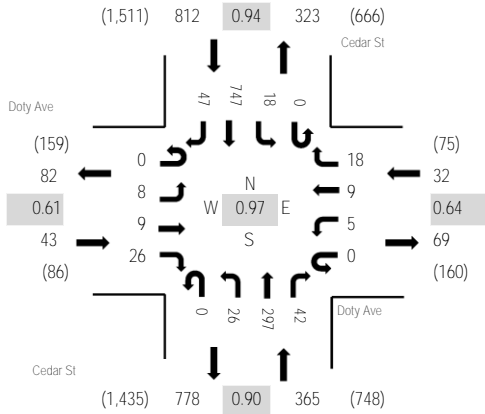
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	6	146	9	0	82	70	132	0	11	11	89	0	72	14	5	647
Mediums	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	7
Total	0	6	150	9	0	82	73	132	0	11	11	89	0	73	14	5	655



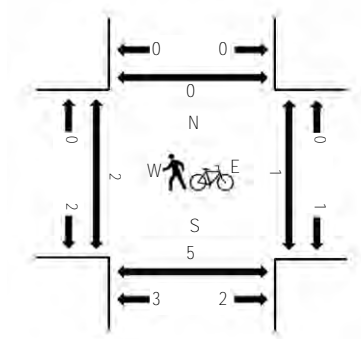
(303) 216-2439
www.alltrafficdata.net

Location: #154 Cedar St & Doty Ave PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Doty Ave Eastbound				Doty Ave Westbound				Cedar St Northbound				Cedar St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	3	9	0	1	2	4	0	4	92	9	0	11	156	5	302	1,232	0	0	2	0
4:15 PM	0	2	1	10	0	2	3	3	0	5	77	9	0	5	175	8	300	1,252	0	0	1	0
4:30 PM	0	3	1	2	0	1	1	6	0	4	77	11	0	7	199	10	322	1,242	2	0	1	0
4:45 PM	0	1	2	4	0	1	4	6	0	8	65	9	0	0	197	11	308	1,176	0	0	1	0
5:00 PM	0	2	5	10	0	1	1	3	0	9	78	13	0	6	176	18	322	1,188	0	0	2	0
5:15 PM	0	3	1	5	0	2	3	5	0	6	71	13	0	5	164	12	290		0	0	0	0
5:30 PM	0	4	1	6	0	3	2	5	0	4	69	10	0	5	132	15	256		0	1	1	0
5:45 PM	0	1	0	4	0	4	4	8	0	7	75	23	0	10	171	13	320		0	0	1	0

Peak Rolling Hour Flow Rates

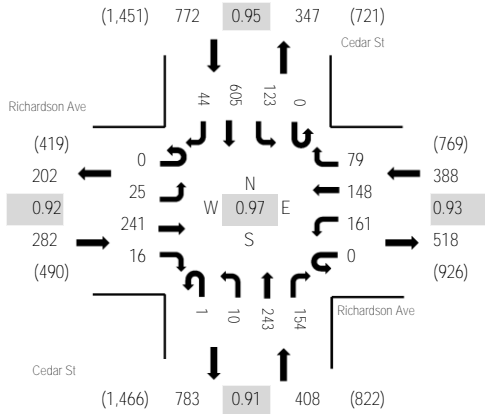
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	8	9	26	0	5	9	18	0	26	296	42	0	18	741	47	1,245
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5	0	6
Total	0	8	9	26	0	5	9	18	0	26	297	42	0	18	747	47	1,252



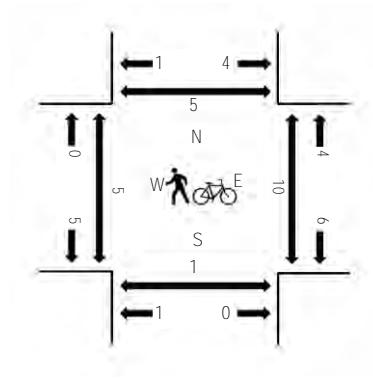
(303) 216-2439
www.alltrafficdata.net

Location: #155 Cedar St & Richardson Ave PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Richardson Ave Eastbound				Richardson Ave Westbound				Cedar St Northbound				Cedar St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	18	37	7	0	41	35	26	1	3	61	38	0	32	127	7	433	1,780	2	1	1	0
4:15 PM	0	7	39	5	0	38	33	15	0	7	61	44	0	37	135	18	439	1,823	0	1	1	1
4:30 PM	0	10	60	4	0	31	29	24	0	1	58	39	0	40	149	11	456	1,850	2	2	0	0
4:45 PM	0	5	53	2	0	39	36	17	1	2	61	28	0	29	165	14	452	1,763	0	2	1	4
5:00 PM	0	4	63	4	0	50	39	20	0	3	64	38	0	30	151	10	476	1,752	0	3	0	0
5:15 PM	0	6	65	6	0	41	44	18	0	4	60	49	0	24	140	9	466		3	1	0	0
5:30 PM	0	7	44	5	0	30	35	21	0	3	61	21	0	27	107	8	369		0	1	0	1
5:45 PM	0	7	28	4	0	42	44	21	0	3	69	42	0	19	141	21	441		2	0	2	3

Peak Rolling Hour Flow Rates

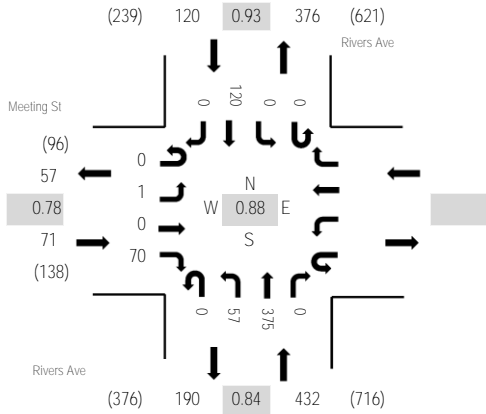
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	3
Lights	0	25	238	15	0	161	143	79	1	10	243	152	0	122	601	44	1,834
Mediums	0	0	3	0	0	0	4	0	0	0	0	1	0	1	4	0	13
Total	0	25	241	16	0	161	148	79	1	10	243	154	0	123	605	44	1,850



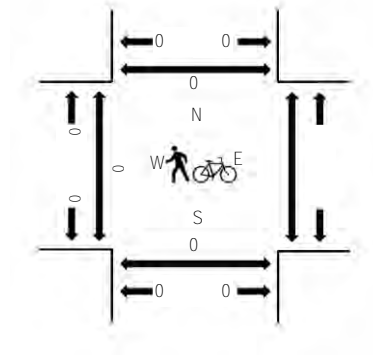
(303) 216-2439
www.alltrafficdata.net

Location: #156 Rivers Ave & Meeting St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Meeting St Eastbound				Meeting St Westbound				Rivers Ave Northbound				Rivers Ave Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	15	0	0	0	0	0	6	42	0	0	0	0	27	0	90	470	0	0	0
4:15 PM	0	0	0	17	0	0	0	0	0	11	61	0	0	0	0	36	0	125	537	0	0	0
4:30 PM	0	0	0	14	0	0	0	0	0	11	69	0	0	0	0	22	0	116	558	1	0	0
4:45 PM	0	0	0	21	0	0	0	0	0	11	73	0	0	0	0	34	0	139	620	0	0	0
5:00 PM	0	1	0	18	0	0	0	0	0	9	99	0	0	0	0	30	0	157	623	0	0	0
5:15 PM	0	0	0	27	0	0	0	0	0	12	76	0	0	0	0	31	0	146	0	0	0	
5:30 PM	0	0	0	17	0	0	0	0	0	20	109	0	0	0	0	32	0	178	0	0	0	
5:45 PM	0	0	0	8	0	0	0	0	0	16	91	0	0	0	0	27	0	142	0	0	0	

Peak Rolling Hour Flow Rates

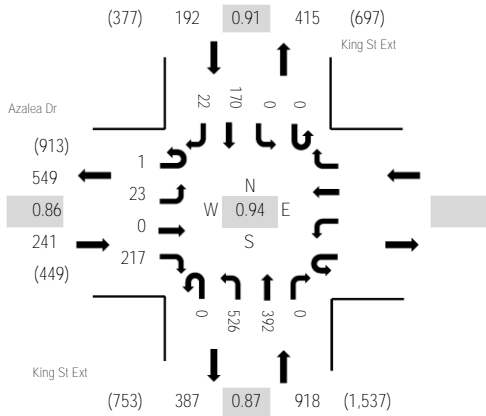
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	4
Lights	0	0	0	68	0	0	0	0	0	55	370	0	0	0	117	0	610
Mediums	0	0	0	2	0	0	0	0	0	2	4	0	0	0	1	0	9
Total	0	1	0	70	0	0	0	0	0	57	375	0	0	0	120	0	623



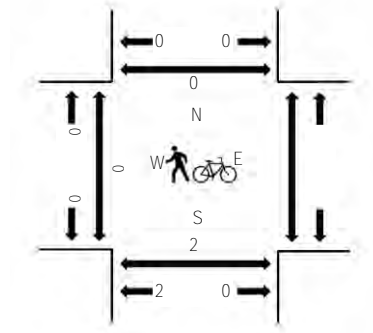
(303) 216-2439
www.alltrafficdata.net

Location: #157 King St Ext & Azalea Dr PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Azalea Dr Eastbound				Westbound				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	0	51					0	73	46	0	0	0	0	42	2	220	1,012	0	0	0
4:15 PM	0	3	0	58					0	84	67	0	0	0	49	4	265	1,138	1	0	0	0
4:30 PM	0	5	0	42					0	87	81	0	0	0	32	3	250	1,203	0	0	0	0
4:45 PM	0	1	0	42					0	108	73	0	0	0	50	3	277	1,313	0	0	0	0
5:00 PM	0	5	0	50					0	137	103	0	0	0	44	7	346	1,351	0	0	0	0
5:15 PM	1	2	0	65					0	124	81	0	0	0	52	5	330		0	0	0	0
5:30 PM	0	5	0	43					0	152	113	0	0	0	41	6	360		0	0	0	0
5:45 PM	0	11	0	59					0	113	95	0	0	0	33	4	315		0	2	0	0

Peak Rolling Hour Flow Rates

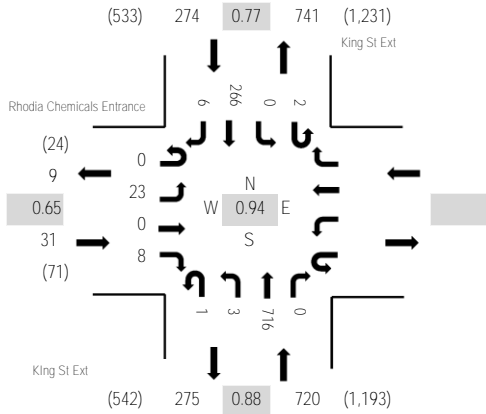
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	1	0	3					0	11	2	0	0	0	1	2	21
Lights	0	21	0	207					0	508	385	0	0	0	166	20	1,307
Mediums	0	1	0	7					0	7	5	0	0	0	3	0	23
Total	1	23	0	217					0	526	392	0	0	0	170	22	1,351



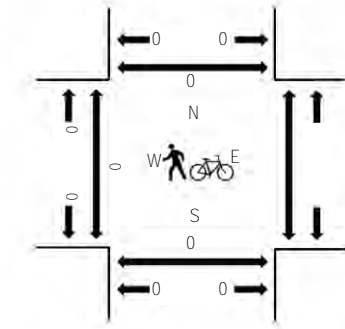
(303) 216-2439
www.alltrafficdata.net

Location: #158 King St Ext & Rhodia Chemicals Entrance PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Rhodia Chemicals Entrance				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	6	0	1	102	0	0	0	0	49	1	162	772	0	0	0
4:15 PM	0	4	0	2	0	2	115	0	0	0	0	87	3	213	881	1	0	0
4:30 PM	0	3	0	4	0	1	121	0	0	0	0	51	3	183	929	0	0	0
4:45 PM	0	12	0	6	0	1	130	0	0	0	0	62	3	214	1,018	0	0	0
5:00 PM	0	13	0	3	0	3	183	0	0	0	0	69	0	271	1,025	0	0	0
5:15 PM	0	2	0	1	1	0	173	0	0	0	0	83	1	261		0	0	0
5:30 PM	0	6	0	2	0	0	204	0	1	0	0	57	2	272		0	0	0
5:45 PM	0	2	0	2	0	0	156	0	1	0	0	57	3	221		0	0	0

Peak Rolling Hour Flow Rates

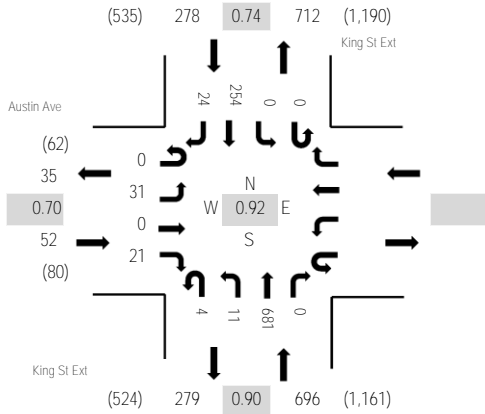
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	0	9	0	0	0	1	0	11
Lights	0	21	0	8					1	3	700	0	2	0	258	6	999
Mediums	0	1	0	0					0	0	7	0	0	0	7	0	15
Total	0	23	0	8					1	3	716	0	2	0	266	6	1,025



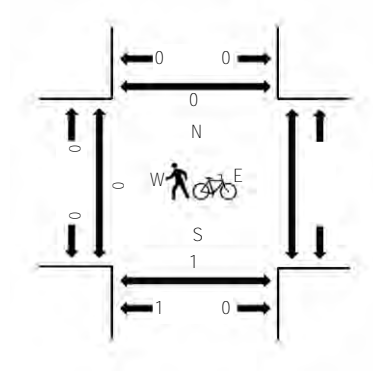
(303) 216-2439
www.alltrafficdata.net

Location: #159 King St Ext & Austin Ave PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Austin Ave Eastbound				Westbound				King St Ext Northbound				King St Ext Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	7	0	2					0	3	99	0	0	0	0	53	3	167	750	1	0	1
4:15 PM	0	5	0	2					0	3	106	0	0	0	0	78	7	201	844	0	0	0
4:30 PM	0	3	0	2					0	2	123	0	0	0	0	48	4	182	922	0	0	0
4:45 PM	0	7	0	0					0	1	128	0	0	0	0	60	4	200	1,007	0	0	0
5:00 PM	0	6	0	12					0	8	175	0	0	0	0	55	5	261	1,026	0	0	0
5:15 PM	0	12	0	8					4	2	159	0	0	0	0	85	9	279		0	1	0
5:30 PM	0	10	0	1					0	1	193	0	0	0	0	57	5	267		0	0	0
5:45 PM	0	3	0	0					0	0	154	0	0	0	0	57	5	219		0	0	0

Peak Rolling Hour Flow Rates

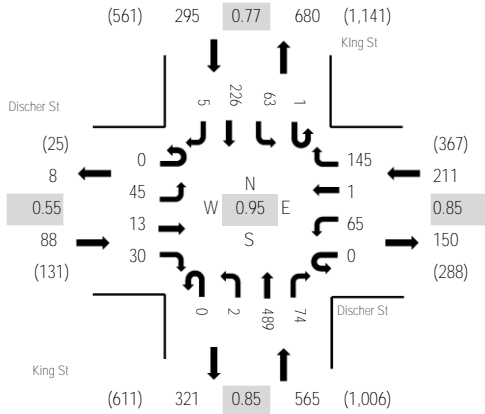
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0					0	2	6	0	0	0	1	0	10
Lights	0	28	0	21					4	9	667	0	0	0	246	23	998
Mediums	0	2	0	0					0	0	8	0	0	0	7	1	18
Total	0	31	0	21					4	11	681	0	0	0	254	24	1,026



(303) 216-2439
www.alltrafficdata.net

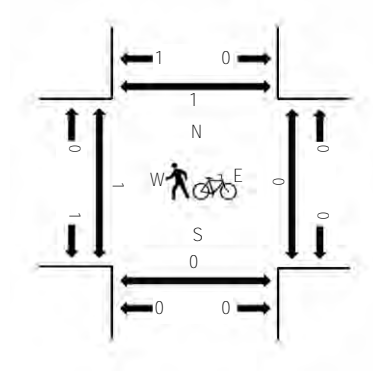
Location: #160 King St & Discher St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Discher St Eastbound				Discher St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	7	2	8	0	26	3	17	0	2	80	18	0	15	50	1	229	906	1	0	0	0
4:15 PM	0	6	0	0	0	15	3	15	0	1	90	20	0	20	61	2	233	981	0	0	0	0
4:30 PM	0	3	2	1	0	15	2	24	0	2	94	15	0	11	48	1	218	1,040	0	0	0	0
4:45 PM	0	4	4	6	0	15	0	21	0	0	100	19	0	12	45	0	226	1,128	0	0	0	0
5:00 PM	0	21	4	15	0	16	0	34	0	1	119	23	0	23	48	0	304	1,159	0	0	0	0
5:15 PM	0	10	5	1	0	15	0	28	0	0	120	17	1	22	69	4	292		0	0	0	0
5:30 PM	0	11	1	6	0	17	1	38	0	1	146	19	0	10	56	0	306		0	0	0	0
5:45 PM	0	3	3	8	0	17	0	45	0	0	104	15	0	8	53	1	257		0	0	0	0

Peak Rolling Hour Flow Rates

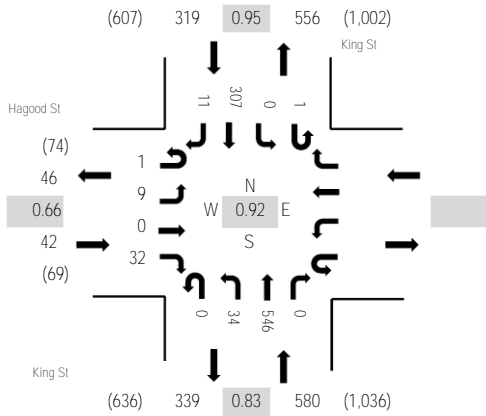
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	7	0	0	2	1	0	0	2	0	13
Lights	0	45	13	29	0	65	1	137	0	2	479	72	1	62	219	4	1,129
Mediums	0	0	0	0	0	0	0	1	0	0	8	1	0	1	5	1	17
Total	0	45	13	30	0	65	1	145	0	2	489	74	1	63	226	5	1,159



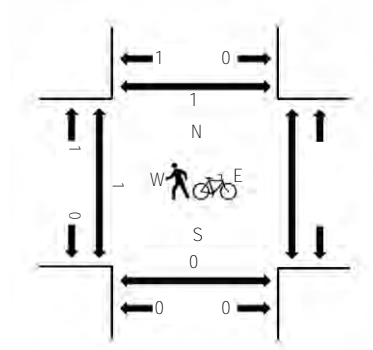
(303) 216-2439
www.alltrafficdata.net

Location: #161 King St & Hagood St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hagood St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	4					0	6	97	0	0	0	79	4	195	779	0	0	1	
4:15 PM	0	2	0	4					0	3	113	0	0	0	71	2	198	831	0	0	0	
4:30 PM	0	0	0	7					0	7	113	0	0	0	67	0	196	866	0	0	1	
4:45 PM	0	5	0	3					0	3	114	0	0	0	62	3	190	929	0	0	1	
5:00 PM	0	5	0	11					0	13	135	0	0	0	78	2	247	948	0	0	0	
5:15 PM	1	0	0	10					0	4	132	0	0	0	78	6	233		0	0	0	
5:30 PM	0	1	0	4					0	9	166	0	1	0	77	1	259		0	0	1	
5:45 PM	0	3	0	7					0	8	113	0	0	0	74	2	209		1	0	0	

Peak Rolling Hour Flow Rates

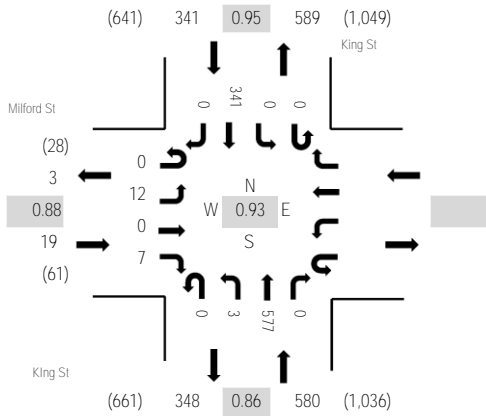
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	2	0	0	0	2	0	4
Lights	1	9	0	31					0	33	534	0	1	0	301	11	928
Mediums	0	0	0	1					0	1	10	0	0	0	4	0	16
Total	1	9	0	32					0	34	546	0	1	0	307	11	948



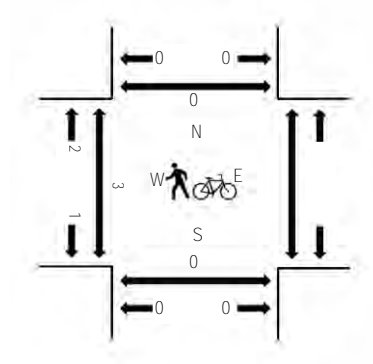
(303) 216-2439
www.alltrafficdata.net

Location: #162 King St & Milford St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Milford St Eastbound				Westbound			King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru	Right	West			East	South	North	
4:00 PM	0	3	0	8				0	7	101	0	0	0	81	2	202	798	5	0	0	
4:15 PM	0	4	0	6				0	6	114	0	0	0	75	2	207	848	0	0	0	
4:30 PM	0	7	0	5				0	0	114	0	0	0	70	5	201	872	1	0	0	
4:45 PM	0	5	0	4				0	2	112	0	0	0	64	1	188	920	1	0	0	
5:00 PM	0	5	0	6				0	2	149	0	0	0	90	0	252	940	0	0	0	
5:15 PM	0	4	0	1				0	0	137	0	0	0	89	0	231		1	0	0	
5:30 PM	0	1	0	0				0	0	168	0	0	0	80	0	249		0	0	0	
5:45 PM	0	2	0	0				0	1	123	0	0	0	82	0	208		0	0	0	

Peak Rolling Hour Flow Rates

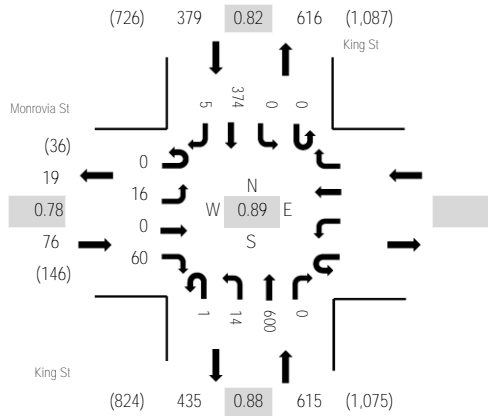
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	3	0	0	0	0	0	3
Lights	0	12	0	7					0	2	561	0	0	0	334	0	916
Mediums	0	0	0	0					0	1	13	0	0	0	7	0	21
Total	0	12	0	7					0	3	577	0	0	0	341	0	940



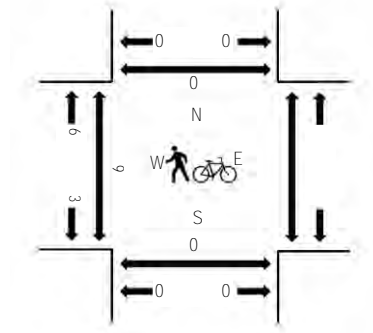
(303) 216-2439
www.alltrafficdata.net

Location: #163 King St & Monrovia St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Monrovia St Eastbound				Westbound			King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	15				0	4	106	0	0	0	99	3	229	877	2	0	0	
4:15 PM	0	5	0	6				0	2	117	0	0	0	83	2	215	947	2	0	0	
4:30 PM	0	5	0	15				0	2	110	0	0	0	78	1	211	998	3	0	0	
4:45 PM	0	7	0	15				0	0	119	0	0	0	78	3	222	1,060	0	0	0	
5:00 PM	0	6	0	23				1	6	148	0	0	0	114	1	299	1,070	2	0	0	
5:15 PM	0	5	0	15				0	2	148	0	0	0	95	1	266		0	0	0	
5:30 PM	0	3	0	14				0	3	171	0	0	0	80	2	273		0	0	0	
5:45 PM	0	2	0	8				0	3	133	0	0	0	85	1	232		2	0	0	

Peak Rolling Hour Flow Rates

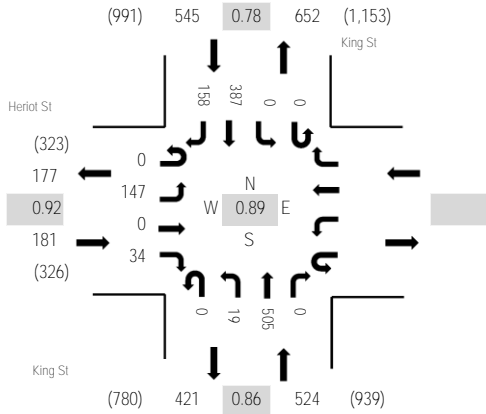
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	4	0	0	0	1	0	5
Lights	0	16	0	60					1	14	587	0	0	0	367	5	1,050
Mediums	0	0	0	0					0	0	9	0	0	0	6	0	15
Total	0	16	0	60					1	14	600	0	0	0	374	5	1,070



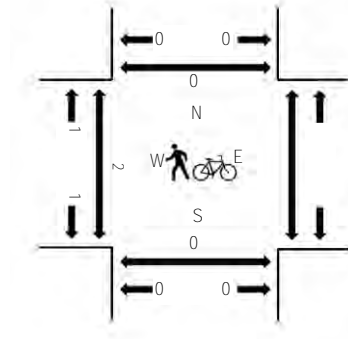
(303) 216-2439
www.alltrafficdata.net

Location: #164 King St & Heriot St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Heriot St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	31	0	9					0	4	90	0	0	0	85	37	256	1,006	1	0	2	
4:15 PM	0	23	0	6					0	9	109	0	0	0	80	20	247	1,101	3	0	0	
4:30 PM	0	29	0	8					0	8	90	0	0	0	81	31	247	1,174	0	0	0	
4:45 PM	0	30	0	9					0	6	99	0	0	0	81	31	256	1,243	2	0	0	
5:00 PM	0	37	0	14					0	4	122	0	0	0	113	61	351	1,250	0	0	0	
5:15 PM	0	42	0	8					0	7	120	0	0	0	96	47	320		0	0	0	
5:30 PM	0	42	0	5					0	7	145	0	0	0	90	27	316		0	0	0	
5:45 PM	0	26	0	7					0	1	118	0	0	0	88	23	263		1	0	0	

Peak Rolling Hour Flow Rates

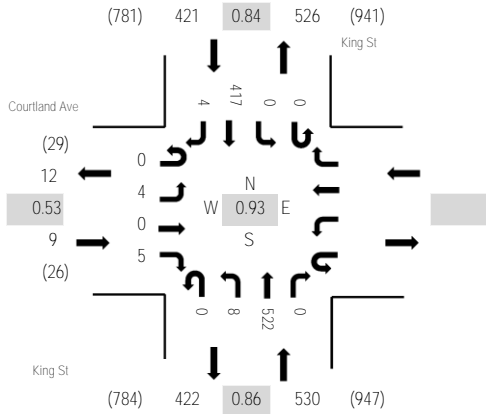
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0					0	0	1	0	0	0	0	1	4
Lights	0	143	0	32					0	19	497	0	0	0	383	156	1,230
Mediums	0	2	0	2					0	0	7	0	0	0	4	1	16
Total	0	147	0	34					0	19	505	0	0	0	387	158	1,250



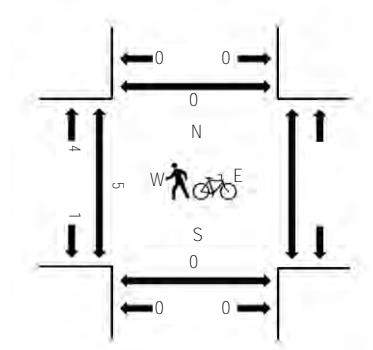
(303) 216-2439
www.alltrafficdata.net

Location: #165 King St & Courtland Ave PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Courtland Ave Eastbound				Westbound			King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	2	0	1					0	4	97	0	0	0	0	87	4	195	794	1	0	0
4:15 PM	0	3	0	5					0	1	110	0	0	0	0	90	2	211	856	3	0	0
4:30 PM	0	0	0	3					0	2	98	0	0	0	0	81	2	186	879	1	0	0
4:45 PM	0	2	0	1					0	2	103	0	0	0	0	94	0	202	947	0	0	0
5:00 PM	0	1	0	1					0	2	127	0	0	0	0	124	2	257	960	0	0	0
5:15 PM	0	0	0	2					0	1	126	0	0	0	0	104	1	234		0	0	0
5:30 PM	0	1	0	0					0	3	151	0	0	0	0	99	0	254		0	0	0
5:45 PM	0	2	0	2					0	2	118	0	0	0	0	90	1	215		2	0	0

Peak Rolling Hour Flow Rates

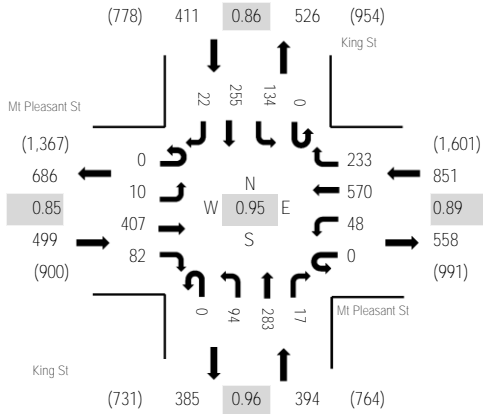
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	2	0	0	0	0	0	2
Lights	0	4	0	5					0	8	514	0	0	0	411	4	946
Mediums	0	0	0	0					0	0	6	0	0	0	6	0	12
Total	0	4	0	5					0	8	522	0	0	0	417	4	960



(303) 216-2439
www.alltrafficdata.net

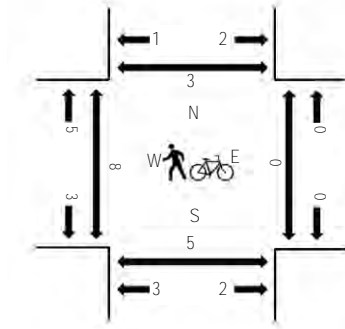
Location: #166 King St & Mt Pleasant St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Mt Pleasant St Eastbound				Mt Pleasant St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	70	26	0	10	143	47	0	27	51	8	0	29	58	6	478	1,888	1	0	1	0
4:15 PM	0	4	81	24	0	10	122	48	0	26	62	5	0	32	48	13	475	1,979	0	0	0	0
4:30 PM	0	1	72	11	0	7	140	47	0	27	60	3	0	24	47	14	453	2,040	2	3	3	1
4:45 PM	0	3	77	29	0	16	121	39	0	36	63	2	0	30	60	6	482	2,128	0	0	0	1
5:00 PM	0	1	76	27	0	11	176	51	0	24	78	6	0	36	75	8	569	2,155	0	0	0	0
5:15 PM	0	2	94	15	0	18	147	60	0	28	66	5	0	36	60	5	536		0	0	2	0
5:30 PM	0	6	110	21	0	9	126	65	0	23	83	3	0	28	60	7	541		1	0	2	0
5:45 PM	0	1	127	19	0	10	121	57	0	19	56	3	0	34	60	2	509		3	0	0	1

Peak Rolling Hour Flow Rates

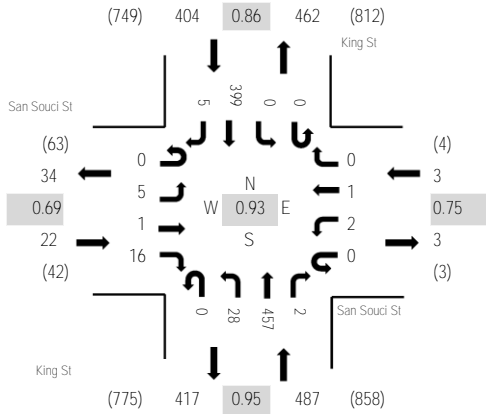
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	3	1	0	1	1	0	0	0	0	0	8
Lights	0	10	403	81	0	47	563	227	0	90	280	17	0	132	253	21	2,124
Mediums	0	0	2	1	0	1	4	5	0	3	2	0	0	2	2	1	23
Total	0	10	407	82	0	48	570	233	0	94	283	17	0	134	255	22	2,155



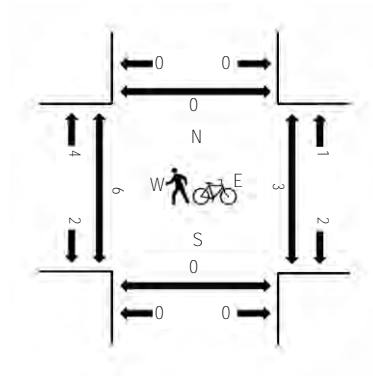
(303) 216-2439
www.alltrafficdata.net

Location: #167 King St & San Souci St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	San Souci St Eastbound				San Souci St Westbound				King St Northbound			King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	0	0	5	0	0	0	0	0	6	83	0	1	0	94	0	189	770	0	0	0	0
4:15 PM	0	0	0	4	0	0	0	0	0	3	91	0	0	0	87	3	188	828	2	0	1	0
4:30 PM	0	0	0	5	0	0	0	0	0	7	93	0	0	0	71	1	177	857	0	0	0	0
4:45 PM	0	2	0	5	0	1	0	0	0	6	102	0	0	0	99	1	216	916	0	1	0	0
5:00 PM	0	0	1	2	0	1	0	0	0	7	119	0	0	0	116	1	247	883	2	0	0	0
5:15 PM	0	0	0	4	0	0	0	0	0	9	117	2	0	0	84	1	217		0	0	0	0
5:30 PM	0	3	0	5	0	0	1	0	0	6	119	0	0	0	100	2	236		0	0	0	0
5:45 PM	0	1	0	5	0	1	0	0	0	7	81	0	0	0	86	2	183		4	1	0	0

Peak Rolling Hour Flow Rates

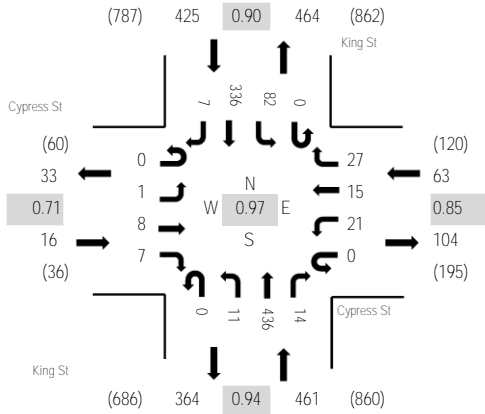
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	5	1	16	0	2	1	0	0	28	448	2	0	0	392	5	900
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	5	1	16	0	2	1	0	0	28	457	2	0	0	399	5	916



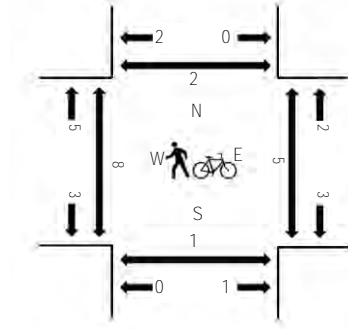
(303) 216-2439
www.alltrafficdata.net

Location: #168 King St & Cypress St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Cypress St Eastbound				Cypress St Westbound				King St Northbound			King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	0	5	1	0	5	2	5	0	2	92	7	2	17	76	0	214	869	0	0	0	1
4:15 PM	0	3	3	1	0	7	4	5	0	2	91	8	0	18	74	0	216	903	2	0	1	0
4:30 PM	0	0	1	0	0	1	2	9	0	3	100	5	0	7	71	2	201	920	0	0	0	0
4:45 PM	0	0	3	3	0	4	4	4	0	2	101	4	0	15	95	3	238	965	0	2	0	0
5:00 PM	0	0	1	1	0	4	2	7	0	3	111	1	0	27	91	0	248	934	2	2	1	2
5:15 PM	0	1	2	2	0	4	4	10	0	2	111	4	0	19	73	1	233		1	0	0	0
5:30 PM	0	0	2	1	0	9	5	6	0	4	113	5	0	21	77	3	246		2	0	0	0
5:45 PM	0	0	6	0	0	2	8	7	0	2	84	3	0	11	84	0	207		3	1	0	1

Peak Rolling Hour Flow Rates

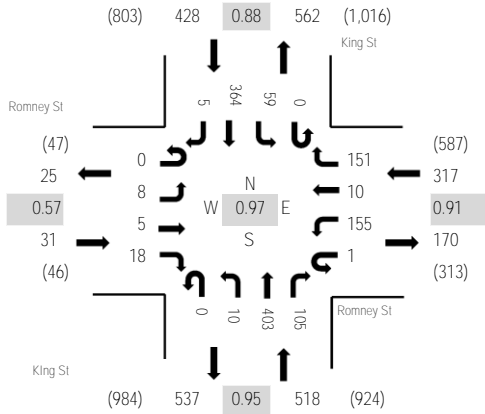
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	1	8	7	0	21	15	27	0	11	430	14	0	82	329	7	952
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Total	0	1	8	7	0	21	15	27	0	11	436	14	0	82	336	7	965



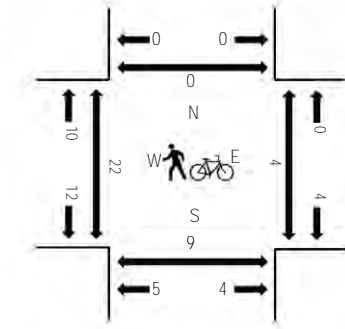
(303) 216-2439
www.alltrafficdata.net

Location: #169 King St & Romney St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Romney St Eastbound				Romney St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	28	2	24	0	1	75	19	0	14	79	1	244	1,103	6	0	3	1
4:15 PM	0	3	1	1	0	30	2	24	0	2	86	24	0	21	77	1	272	1,191	9	1	6	0
4:30 PM	0	3	0	1	0	36	2	31	0	2	90	14	0	10	66	3	258	1,237	3	2	0	0
4:45 PM	0	1	2	1	1	40	3	34	0	1	97	28	0	17	103	1	329	1,294	2	0	5	0
5:00 PM	0	0	1	4	0	45	1	43	0	3	101	32	0	13	88	1	332	1,257	6	1	0	0
5:15 PM	0	3	0	5	0	31	6	38	0	2	108	22	0	13	87	3	318		4	2	2	0
5:30 PM	0	4	2	8	0	39	0	36	0	4	97	23	0	16	86	0	315		4	1	2	0
5:45 PM	0	1	3	1	0	42	6	43	0	0	74	19	0	18	85	0	292		4	0	5	0

Peak Rolling Hour Flow Rates

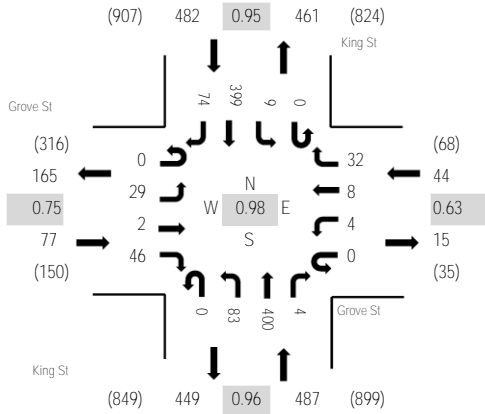
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	8	5	18	1	155	10	151	0	10	397	105	0	59	356	5	1,280
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	8	0	12
Total	0	8	5	18	1	155	10	151	0	10	403	105	0	59	364	5	1,294



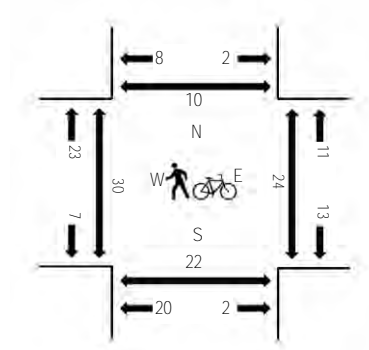
(303) 216-2439
www.alltrafficdata.net

Location: #170 King St & Grove St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Grove St Eastbound				Grove St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	0	13	0	1	1	3	0	15	73	0	0	3	81	17	213	957	6	2	1	1
4:15 PM	0	7	2	15	0	0	1	3	0	24	88	2	0	5	82	14	243	1,022	7	3	1	0
4:30 PM	0	5	0	12	0	1	3	6	0	19	86	1	0	3	75	14	225	1,047	3	3	1	0
4:45 PM	0	8	2	20	0	3	5	12	0	19	89	3	0	3	96	16	276	1,090	11	5	7	2
5:00 PM	0	7	0	6	0	0	1	11	0	20	107	0	0	1	105	20	278	1,067	5	5	7	0
5:15 PM	0	4	0	12	0	0	1	7	0	20	101	1	0	4	100	18	268		10	1	7	1
5:30 PM	0	10	0	8	0	1	1	2	0	24	103	0	0	1	98	20	268		3	5	1	6
5:45 PM	0	5	0	8	0	2	2	1	0	23	80	1	0	3	110	18	253		3	0	0	2

Peak Rolling Hour Flow Rates

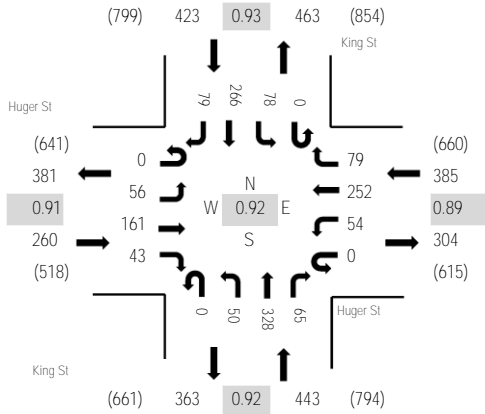
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	29	2	46	0	4	8	32	0	82	394	4	0	6	395	74	1,076
Mediums	0	0	0	0	0	0	0	0	0	1	5	0	0	3	4	0	13
Total	0	29	2	46	0	4	8	32	0	83	400	4	0	9	399	74	1,090



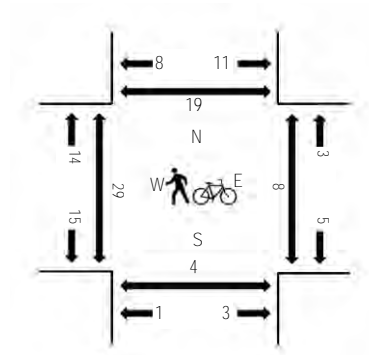
(303) 216-2439
www.alltrafficdata.net

Location: #171 King St & Huger St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Huger St Eastbound				Huger St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	9	41	4	0	6	31	13	0	5	58	16	0	16	50	17	266	1,260	5	7	0	3
4:15 PM	0	17	49	9	0	10	40	26	0	6	69	5	0	15	64	16	326	1,405	6	2	3	2
4:30 PM	0	9	49	5	0	12	62	13	0	7	75	10	0	19	53	11	325	1,437	7	6	1	5
4:45 PM	0	13	43	10	0	5	39	18	0	9	71	20	0	28	70	17	343	1,487	9	2	2	2
5:00 PM	0	17	49	11	0	15	78	15	0	18	83	20	0	21	68	16	411	1,511	11	0	0	9
5:15 PM	0	11	44	11	0	12	46	16	0	14	86	11	0	16	65	26	358		8	3	1	4
5:30 PM	0	17	33	8	0	13	66	28	0	11	84	15	0	19	61	20	375		3	2	1	1
5:45 PM	0	11	35	13	0	14	62	20	0	7	75	19	0	22	72	17	367		3	2	1	3

Peak Rolling Hour Flow Rates

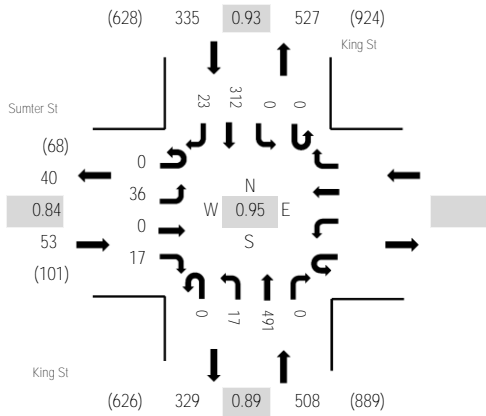
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	56	159	41	0	54	251	79	0	49	323	65	0	76	262	79	1,494
Mediums	0	0	2	2	0	0	1	0	0	1	3	0	0	2	4	0	15
Total	0	56	161	43	0	54	252	79	0	50	328	65	0	78	266	79	1,511



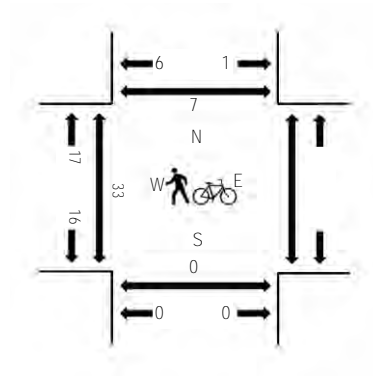
(303) 216-2439
www.alltrafficdata.net

Location: #172 King St & Sumter St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Sumter St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	0	7					0	2	80	0	0	0	0	56	3	154	735	14	1	3
4:15 PM	0	11	0	2					0	3	91	0	0	0	70	3	180	817	10	0	1	
4:30 PM	0	5	0	5					0	4	99	0	0	0	65	6	184	860	12	3	2	
4:45 PM	0	7	0	4					0	3	113	0	0	0	89	1	217	896	8	0	1	
5:00 PM	0	9	0	2					0	7	135	0	0	0	74	9	236	883	7	0	2	
5:15 PM	0	9	0	6					0	2	121	0	0	0	77	8	223		8	0	0	
5:30 PM	0	11	0	5					0	5	122	0	0	0	72	5	220		6	0	3	
5:45 PM	0	5	0	7					0	2	100	0	0	0	85	5	204		5	0	4	

Peak Rolling Hour Flow Rates

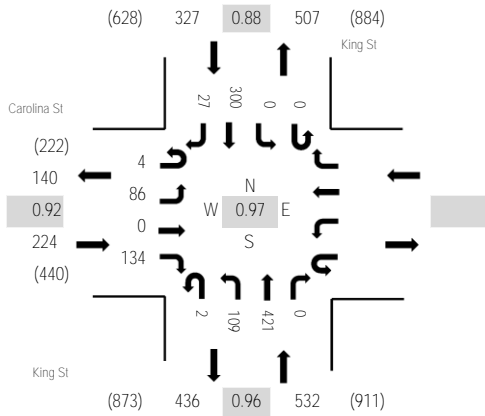
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	36	0	17					0	17	486	0	0	0	306	23	885
Mediums	0	0	0	0					0	0	4	0	0	0	6	0	10
Total	0	36	0	17					0	17	491	0	0	0	312	23	896



(303) 216-2439
www.alltrafficdata.net

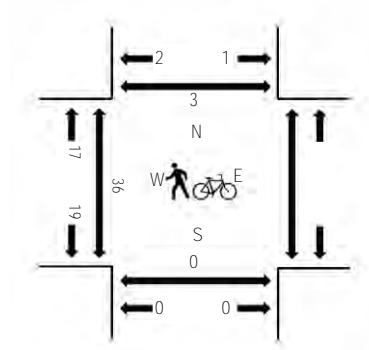
Location: #173 King St & Carolina St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Carolina St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	10	0	39					1	11	71	0	0	0	58	7	198	904	12	0	1	
4:15 PM	0	18	0	41					0	11	80	0	0	0	66	6	222	985	12	1	1	
4:30 PM	0	16	0	35					0	23	82	0	0	0	68	3	227	1,043	10	0	1	
4:45 PM	1	17	0	23					0	18	107	0	0	0	88	3	257	1,083	11	0	1	
5:00 PM	1	25	0	34					0	26	111	0	0	0	71	11	279	1,075	6	0	2	
5:15 PM	1	21	0	43					0	31	107	0	0	0	68	9	280		11	0	0	
5:30 PM	1	23	0	34					2	34	96	0	0	0	73	4	267		5	0	0	
5:45 PM	0	19	0	37					0	19	81	0	0	0	92	1	249		5	0	0	

Peak Rolling Hour Flow Rates

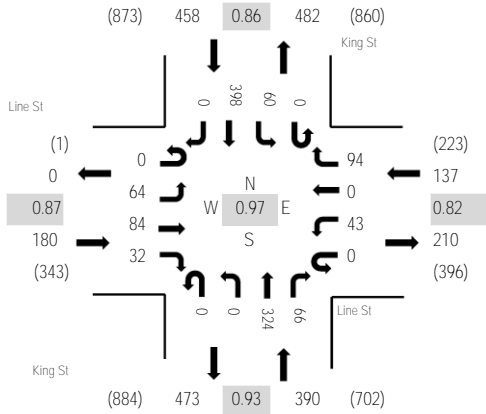
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	4	85	0	134					2	109	415	0	0	0	294	27	1,070
Mediums	0	1	0	0					0	0	5	0	0	0	6	0	12
Total	4	86	0	134					2	109	421	0	0	0	300	27	1,083



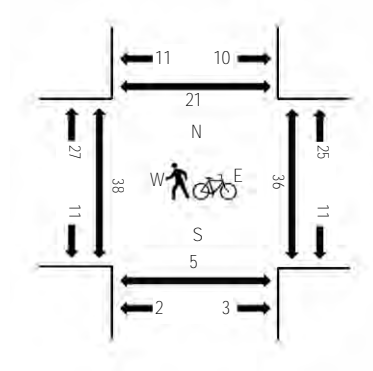
(303) 216-2439
www.alltrafficdata.net

Location: #174 King St & Line St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Line St Eastbound				Line St Westbound				King St Northbound			King St Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
4:00 PM	0	16	26	9	0	10	0	11	0	0	55	7	0	17	84	0	235	976	17	8	1	4
4:15 PM	0	8	15	5	0	9	0	7	0	1	74	7	0	20	87	0	233	1,034	9	14	4	3
4:30 PM	0	18	19	7	0	15	0	14	0	0	58	10	0	18	84	0	243	1,102	1	25	4	4
4:45 PM	0	19	15	6	0	7	0	13	0	0	85	15	0	17	88	0	265	1,151	2	13	4	3
5:00 PM	0	19	21	8	0	8	0	26	0	0	93	15	0	14	89	0	293	1,165	13	5	2	8
5:15 PM	0	17	26	10	0	6	0	22	0	0	92	19	0	14	95	0	301		4	9	1	5
5:30 PM	0	16	24	4	0	14	0	28	0	0	77	16	0	18	95	0	292		14	9	2	3
5:45 PM	0	12	13	10	0	15	0	18	0	0	62	16	0	14	119	0	279		7	8	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	64	84	30	0	43	0	94	0	0	319	65	0	60	393	0	1,152
Mediums	0	0	0	2	0	0	0	0	0	0	4	1	0	0	5	0	12
Total	0	64	84	32	0	43	0	94	0	0	324	66	0	60	398	0	1,165

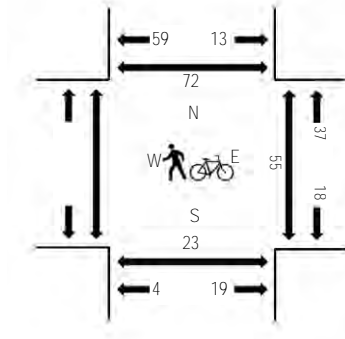
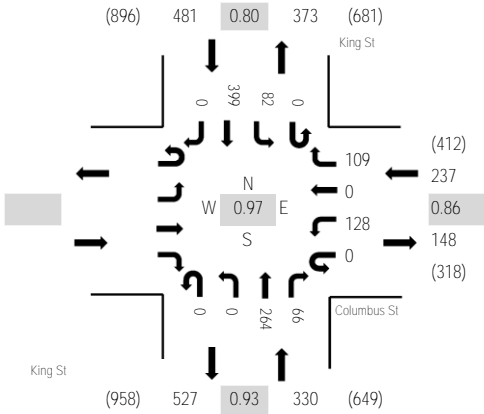


(303) 216-2439
www.alltrafficdata.net

Location: #175 King St & Columbus St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Columbus St				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings						
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North			
4:00 PM					0	16	0	17	0	0	47	18	0	20	90	0	208	909	8	4	3
4:15 PM					0	19	0	21	0	0	61	23	0	13	83	0	220	965	19	4	7
4:30 PM					0	22	0	22	0	0	41	29	0	21	87	0	222	1,014	23	0	9
4:45 PM					0	27	0	31	0	0	68	32	0	14	87	0	259	1,039	14	1	14
5:00 PM					0	32	0	22	0	0	79	17	0	22	92	0	264	1,048	12	3	37
5:15 PM					0	37	0	32	0	0	80	15	0	14	91	0	269		12	5	13
5:30 PM					0	28	0	27	0	0	63	17	0	22	90	0	247		9	8	9
5:45 PM					0	31	0	28	0	0	42	17	0	24	126	0	268		16	5	13

Peak Rolling Hour Flow Rates

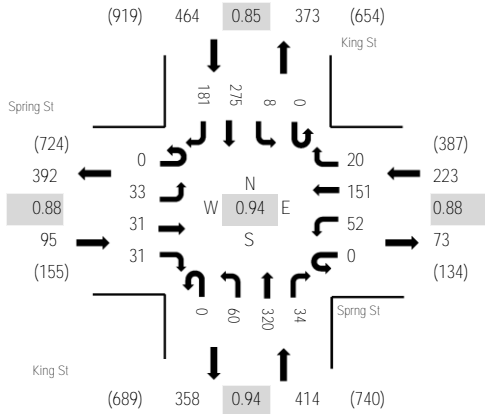
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	0	0	1
Lights					0	127	0	106	0	0	261	64	0	78	396	0	1,032
Mediums					0	1	0	3	0	0	2	2	0	4	3	0	15
Total					0	128	0	109	0	0	264	66	0	82	399	0	1,048



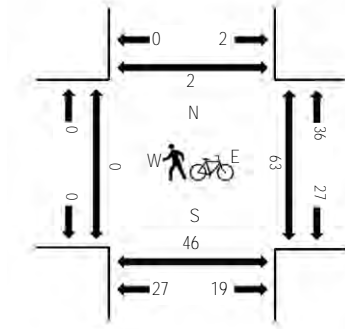
(303) 216-2439
www.alltrafficdata.net

Location: #176 King St & Sprng St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Spring St Eastbound				Sprng St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	6	4	0	2	34	2	0	21	58	7	0	2	63	36	241	1,014	4	14	2	0
4:15 PM	0	6	5	3	0	9	24	4	0	16	74	2	0	4	79	25	251	1,075	6	24	8	0
4:30 PM	0	14	1	6	0	11	31	7	0	10	53	13	0	3	59	37	245	1,142	2	21	12	0
4:45 PM	0	12	7	5	0	11	27	8	0	11	79	7	0	2	68	40	277	1,196	0	21	8	0
5:00 PM	0	7	8	7	0	11	40	3	0	17	82	10	0	3	71	43	302	1,187	0	13	10	1
5:15 PM	0	8	8	6	0	17	38	5	0	13	83	14	0	1	65	60	318		0	13	10	1
5:30 PM	0	6	8	13	0	13	46	4	0	19	76	3	0	2	71	38	299		0	14	17	0
5:45 PM	0	3	2	4	0	5	30	5	0	9	49	14	0	2	86	59	268		0	30	13	0

Peak Rolling Hour Flow Rates

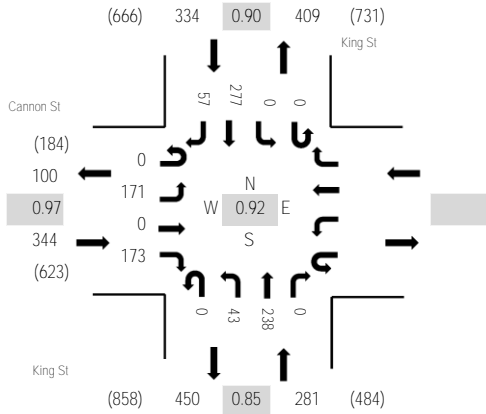
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	33	29	31	0	46	149	20	0	59	316	34	0	8	271	179	1,175
Mediums	0	0	2	0	0	6	2	0	0	1	3	0	0	0	4	2	20
Total	0	33	31	31	0	52	151	20	0	60	320	34	0	8	275	181	1,196



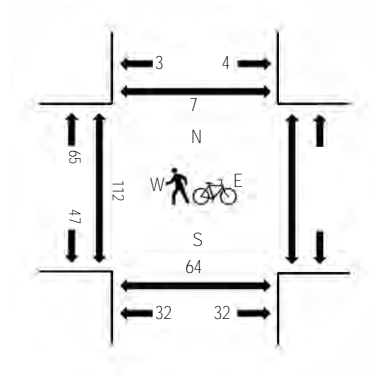
(303) 216-2439
www.alltrafficdata.net

Location: #177 King St & Cannon St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Cannon St Eastbound				Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	32	0	33					0	4	52	0	0	0	54	16	191	822	32	16	4	
4:15 PM	0	40	0	27					0	7	45	0	0	0	76	16	211	891	25	11	3	
4:30 PM	0	44	0	35					0	9	35	0	0	0	62	11	196	915	27	34	6	
4:45 PM	0	52	0	37					0	10	44	0	0	0	72	9	224	959	33	12	4	
5:00 PM	0	42	0	47					0	11	72	0	0	0	69	19	260	951	26	21	0	
5:15 PM	0	44	0	44					0	11	59	0	0	0	61	16	235		19	18	1	
5:30 PM	0	33	0	45					0	11	63	0	0	0	75	13	240		32	13	2	
5:45 PM	0	29	0	39					0	6	45	0	0	0	82	15	216		21	13	6	

Peak Rolling Hour Flow Rates

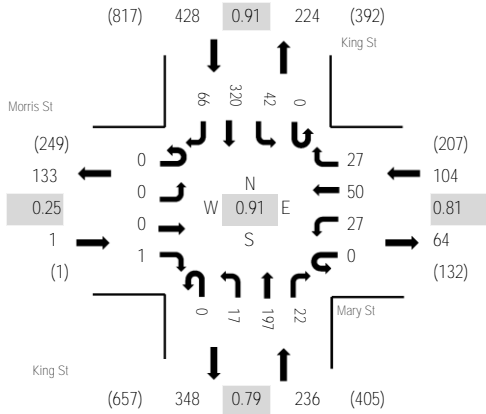
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	169	0	170					0	43	234	0	0	0	268	56	940
Mediums	0	2	0	3					0	0	3	0	0	0	9	1	18
Total	0	171	0	173					0	43	238	0	0	0	277	57	959



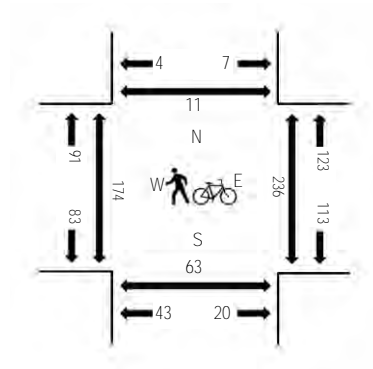
(303) 216-2439
www.alltrafficdata.net

Location: #178 King St & Mary St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Morris St Eastbound				Mary St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	2	9	12	0	5	37	7	0	13	63	11	159	661	48	40	10	3
4:15 PM	0	0	0	0	0	7	17	5	0	1	38	5	0	12	83	13	181	713	31	58	10	7
4:30 PM	0	0	0	0	0	7	17	5	0	2	26	2	0	14	74	9	156	710	33	35	8	6
4:45 PM	0	0	0	0	0	3	14	5	0	1	40	5	0	10	70	17	165	744	32	55	6	4
5:00 PM	0	0	0	1	0	8	19	9	0	4	65	6	0	10	73	16	211	769	51	67	22	2
5:15 PM	0	0	0	0	0	4	10	5	0	1	46	5	0	10	82	15	178		24	55	5	0
5:30 PM	0	0	0	0	0	8	8	6	0	5	52	6	0	10	77	18	190		35	52	20	2
5:45 PM	0	0	0	0	0	7	13	7	0	7	34	5	0	12	88	17	190		63	61	16	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	1	0	27	50	26	0	17	195	21	0	41	311	66	755
Mediums	0	0	0	0	0	0	0	1	0	0	2	1	0	1	9	0	14
Total	0	0	0	1	0	27	50	27	0	17	197	22	0	42	320	66	769

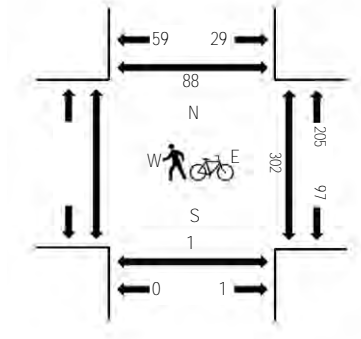
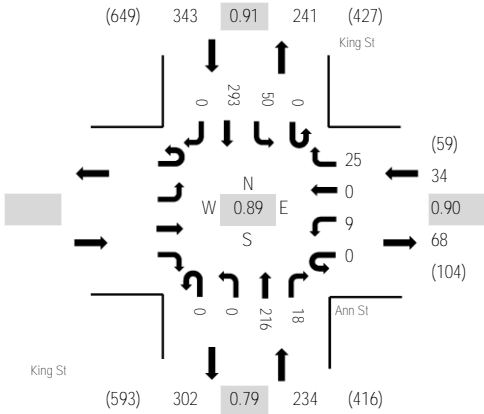


(303) 216-2439
www.alltrafficdata.net

Location: #179 King St & Ann St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				Ann St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM					0	0	0	2	0	0	50	3	0	6	58	0	119	513	49	3	10	
4:15 PM					0	5	0	1	0	0	47	1	0	8	81	0	143	565	65	2	23	
4:30 PM					0	5	0	5	0	0	29	4	0	6	76	0	125	563	39	1	14	
4:45 PM					0	3	0	4	0	0	48	0	0	8	63	0	126	593	43	2	21	
5:00 PM					0	2	0	7	0	0	71	5	0	14	72	0	171	611	77	0	20	
5:15 PM					0	4	0	6	0	0	45	2	0	10	74	0	141		93	0	21	
5:30 PM					0	2	0	6	0	0	62	6	0	13	66	0	155		65	1	23	
5:45 PM					0	1	0	6	0	0	38	5	0	13	81	0	144		67	0	23	

Peak Rolling Hour Flow Rates

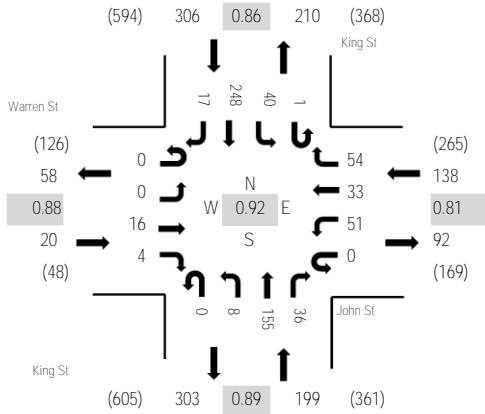
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	9	0	24	0	0	214	18	0	45	289	0	599
Mediums					0	0	0	1	0	0	2	0	0	5	4	0	12
Total					0	9	0	25	0	0	216	18	0	50	293	0	611



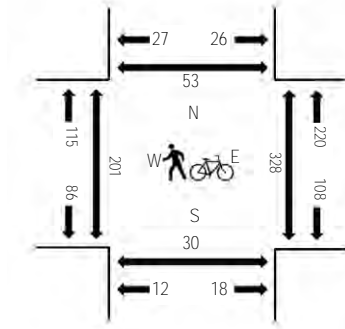
(303) 216-2439
www.alltrafficdata.net

Location: #180 King St & John St PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Warren St Eastbound				John St Westbound				King St Northbound				King St Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	3	1	0	17	13	7	0	0	35	10	0	8	50	3	150	605	55	60	11	9
4:15 PM	0	1	7	0	0	15	7	5	0	6	36	6	0	5	72	6	166	635	46	54	7	32
4:30 PM	0	1	6	1	0	14	11	6	0	2	22	4	0	7	70	4	148	620	60	53	18	22
4:45 PM	0	2	3	0	0	9	11	12	0	2	28	11	0	7	53	3	141	633	42	45	6	22
5:00 PM	0	0	7	0	0	13	12	18	0	3	49	4	0	10	60	4	180	663	53	69	12	9
5:15 PM	0	0	2	2	0	11	3	10	0	1	39	8	0	2	69	4	151		49	113	9	9
5:30 PM	0	0	4	2	0	12	16	16	0	0	35	8	1	9	55	3	161		49	76	3	19
5:45 PM	0	0	3	0	0	15	2	10	0	4	32	16	0	19	64	6	171		49	70	5	16

Peak Rolling Hour Flow Rates

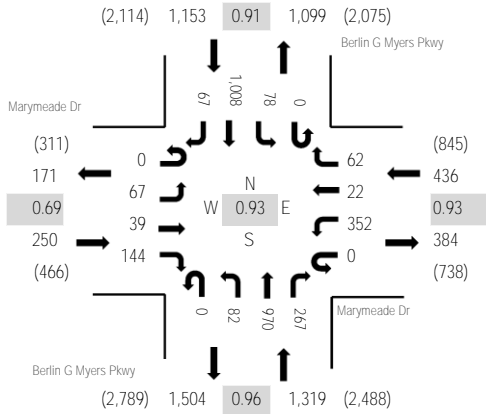
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	16	4	0	45	29	54	0	8	151	36	1	40	245	17	646
Mediums	0	0	0	0	0	6	4	0	0	0	4	0	0	0	3	0	17
Total	0	0	16	4	0	51	33	54	0	8	155	36	1	40	248	17	663



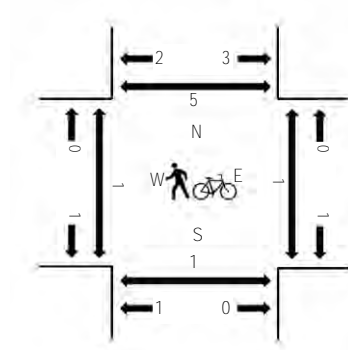
(303) 216-2439
www.alltrafficdata.net

Location: #181 Berlin G Myers Pkwy & Marymeade Dr PM
Date and Start Time: Tuesday, December 04, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

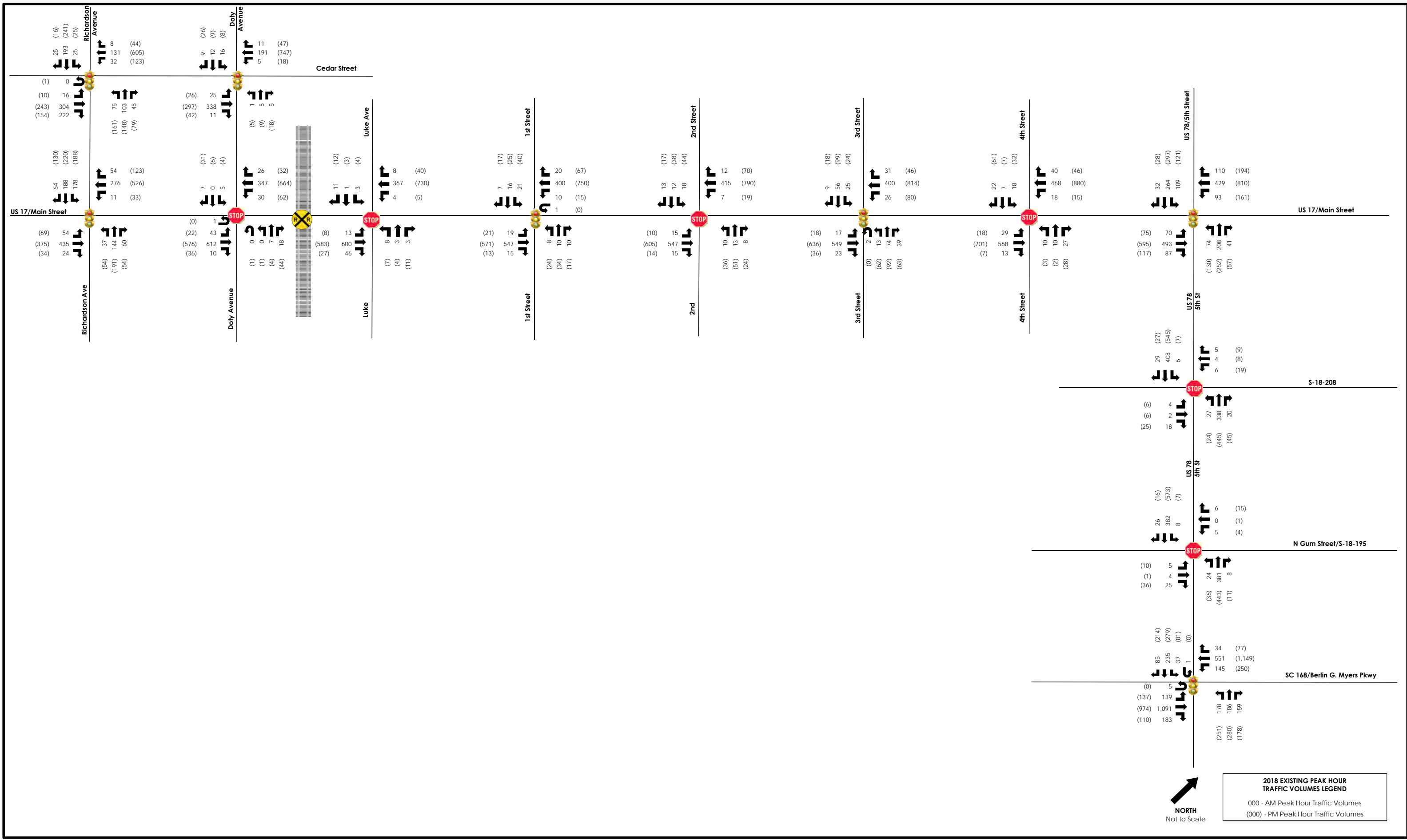
Interval Start Time	Marymeade Dr Eastbound				Marymeade Dr Westbound				Berlin G Myers Pkwy Northbound				Berlin G Myers Pkwy Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	12	42	0	73	4	7	0	18	178	66	0	19	180	10	623	2,775	0	0	0	0
4:15 PM	0	16	6	30	0	76	5	24	0	21	215	59	0	25	225	18	720	2,947	0	0	0	0
4:30 PM	0	13	8	28	0	89	7	18	0	13	225	73	0	10	219	11	714	3,021	0	0	0	0
4:45 PM	0	16	9	29	0	74	5	11	0	17	224	73	0	22	226	12	718	3,158	1	0	0	2
5:00 PM	0	16	12	37	0	87	7	17	0	17	253	74	0	17	236	22	795	3,138	0	1	1	2
5:15 PM	0	6	3	31	0	93	6	15	0	29	254	57	0	22	260	18	794		0	0	0	1
5:30 PM	0	29	15	47	0	98	4	19	0	19	239	63	0	17	286	15	851		0	0	0	0
5:45 PM	0	18	6	23	0	87	8	11	0	11	237	53	0	17	213	14	698		0	0	0	0

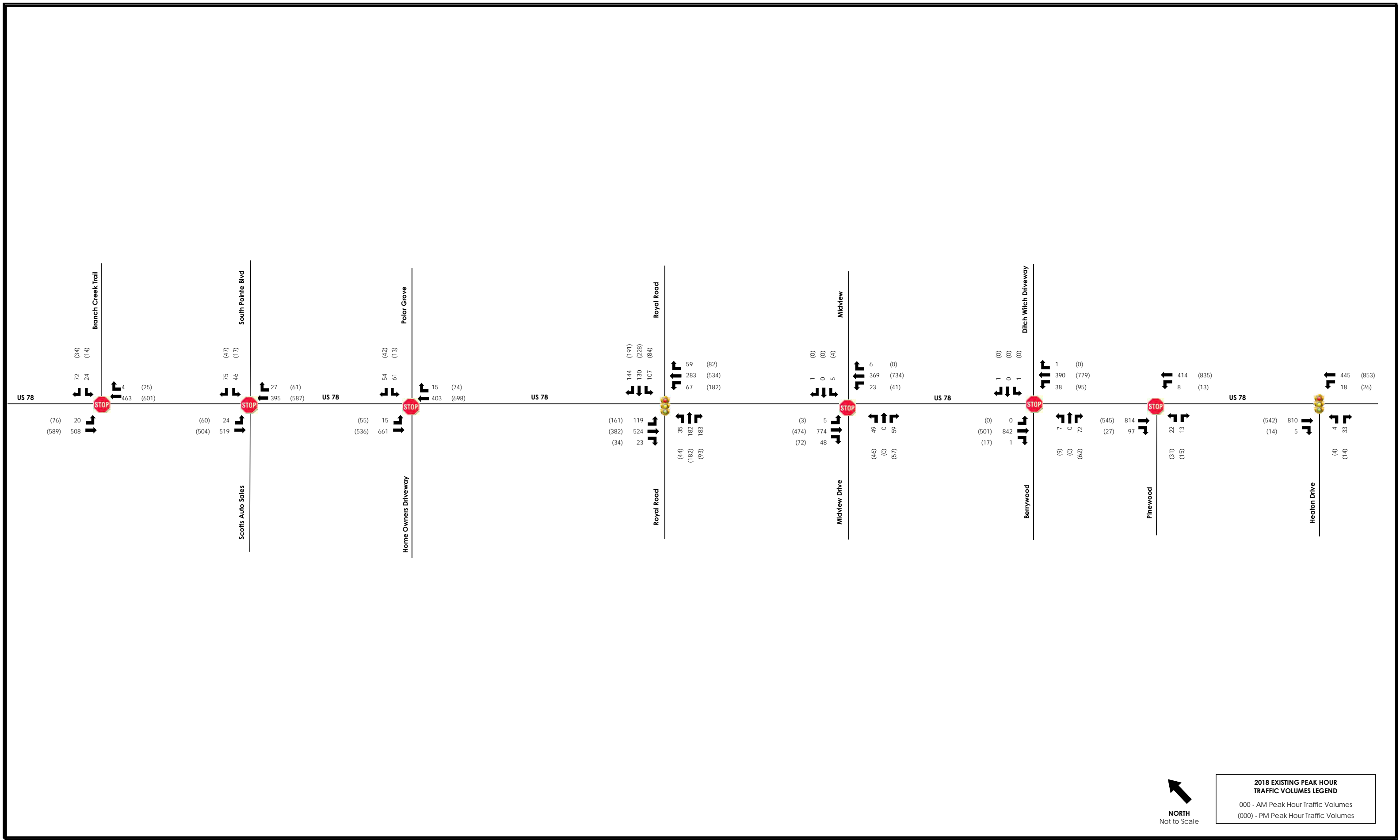
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	2	0	2	4	0	11
Lights	0	66	39	144	0	349	22	59	0	81	957	261	0	76	994	67	3,115
Mediums	0	1	0	0	0	2	0	2	0	0	13	4	0	0	10	0	32
Total	0	67	39	144	0	352	22	62	0	82	970	267	0	78	1,008	67	3,158

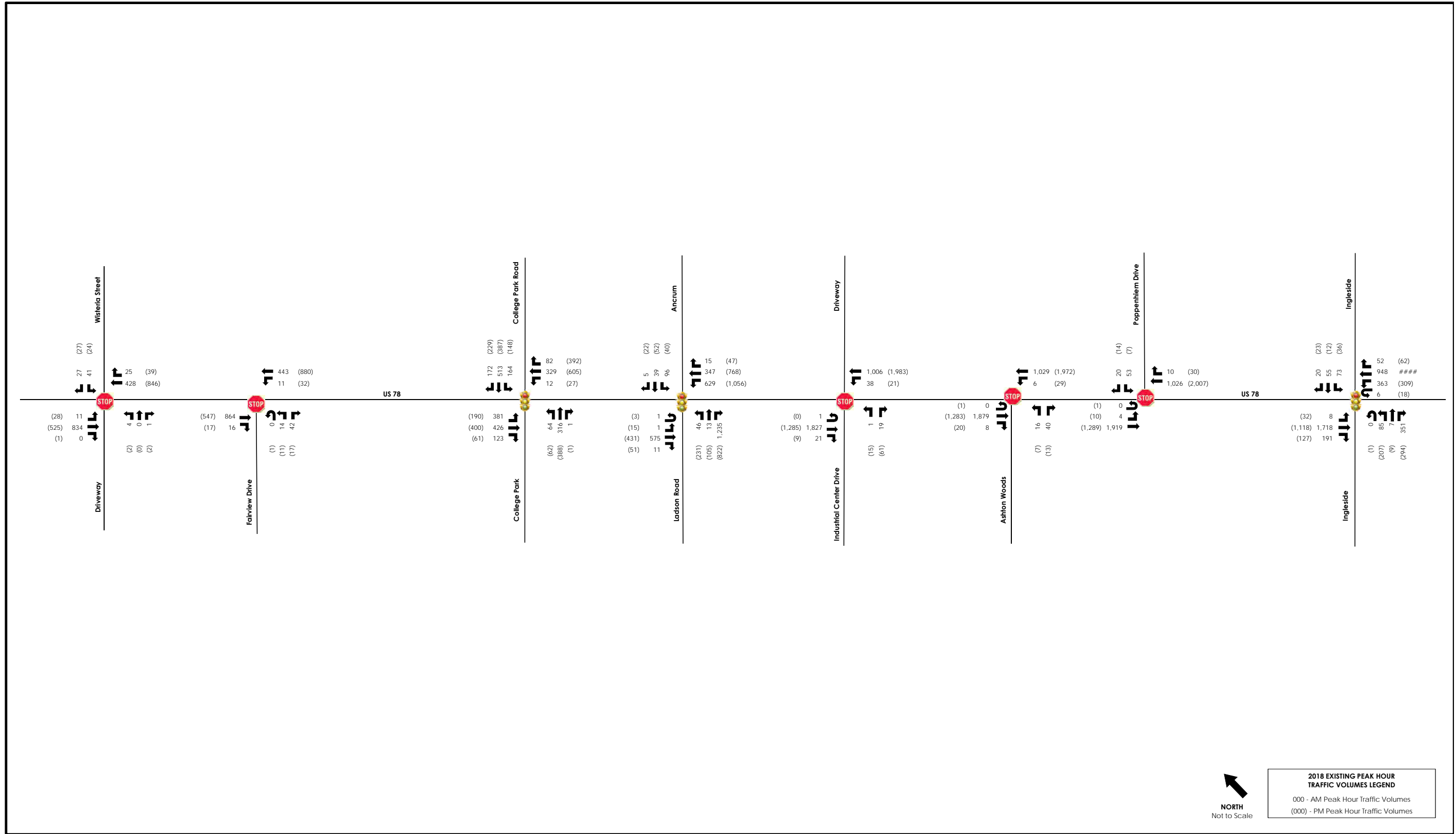
APPENDIX C

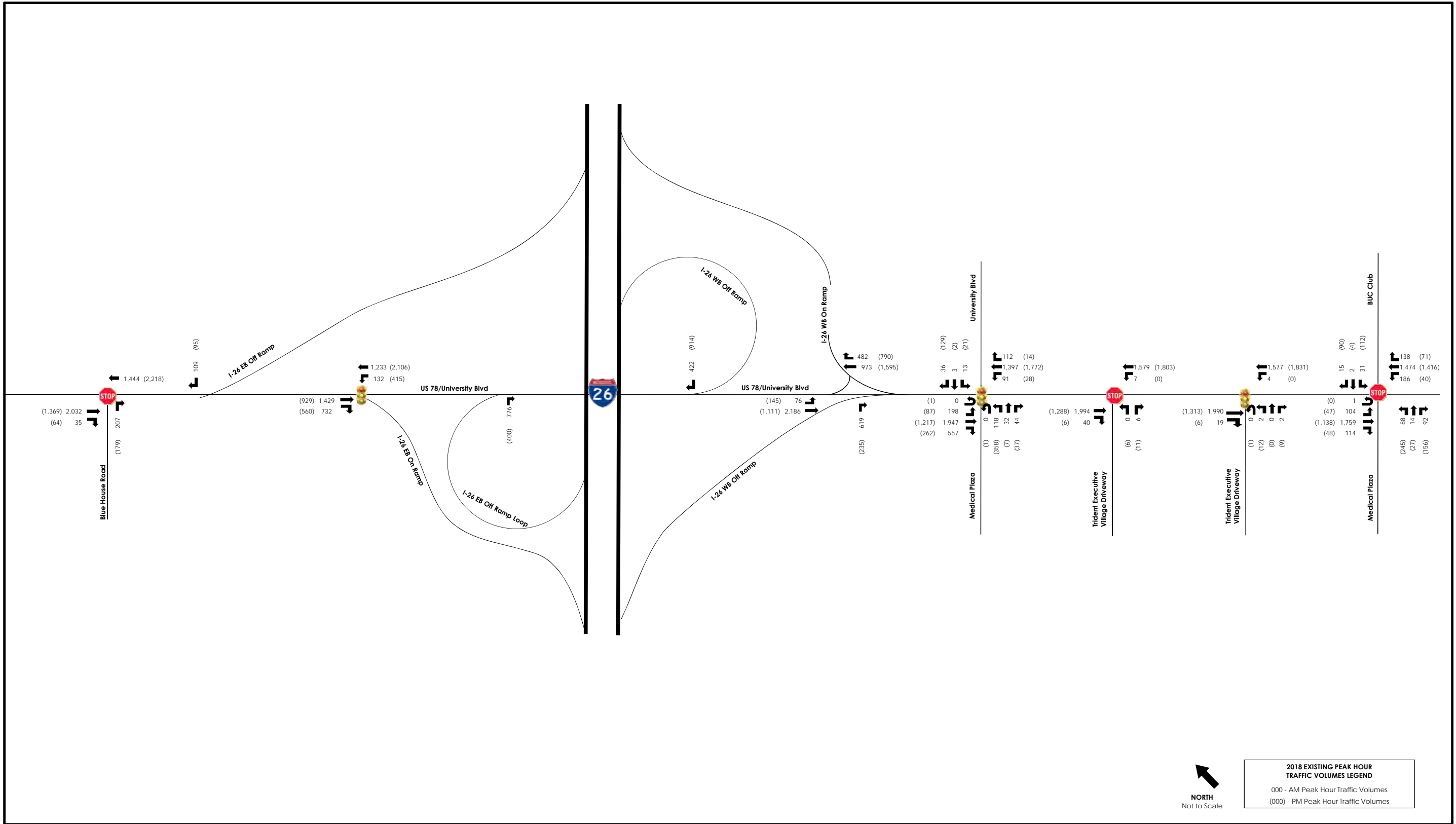
2018 Existing Peak Hour Volumes

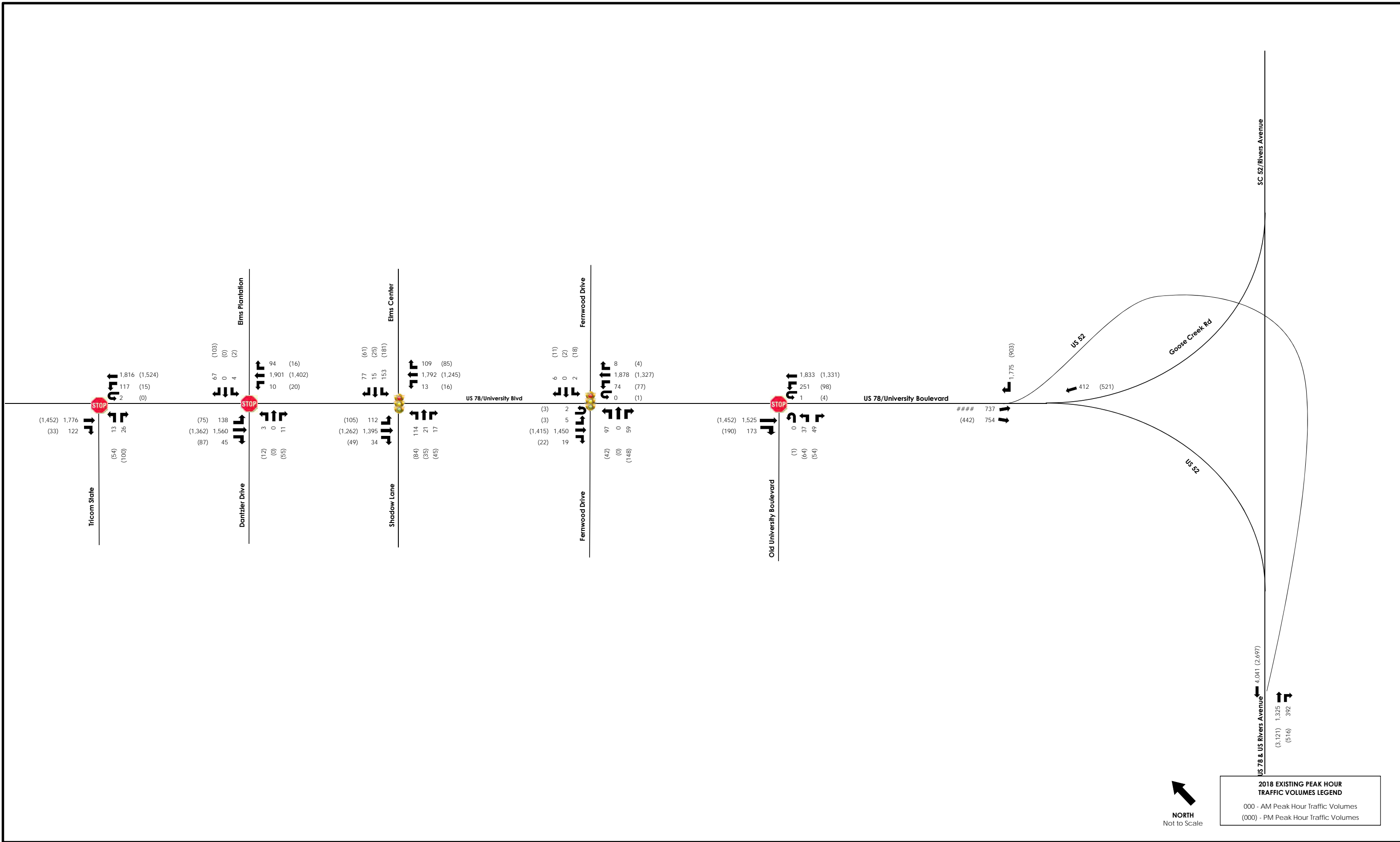


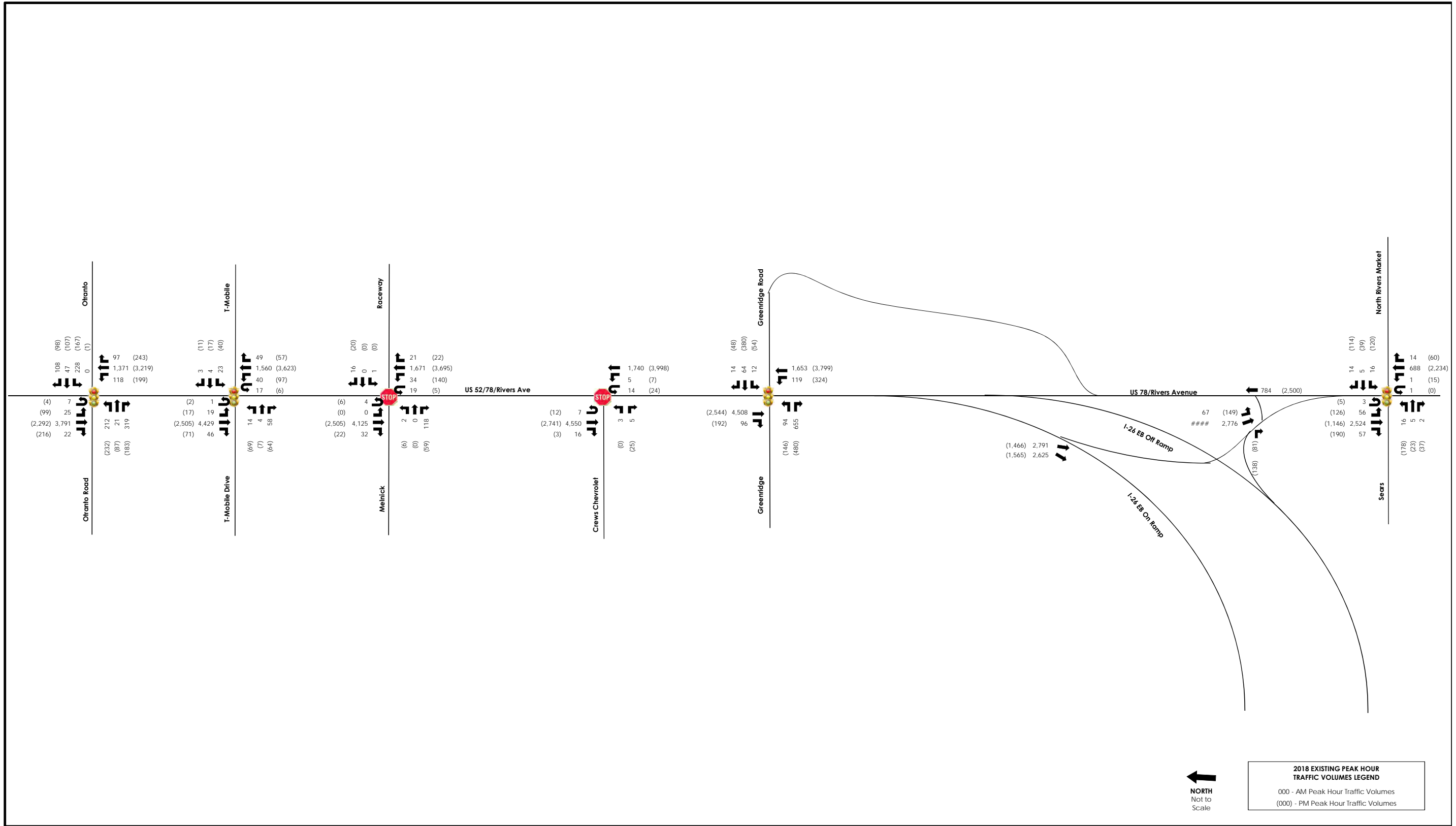


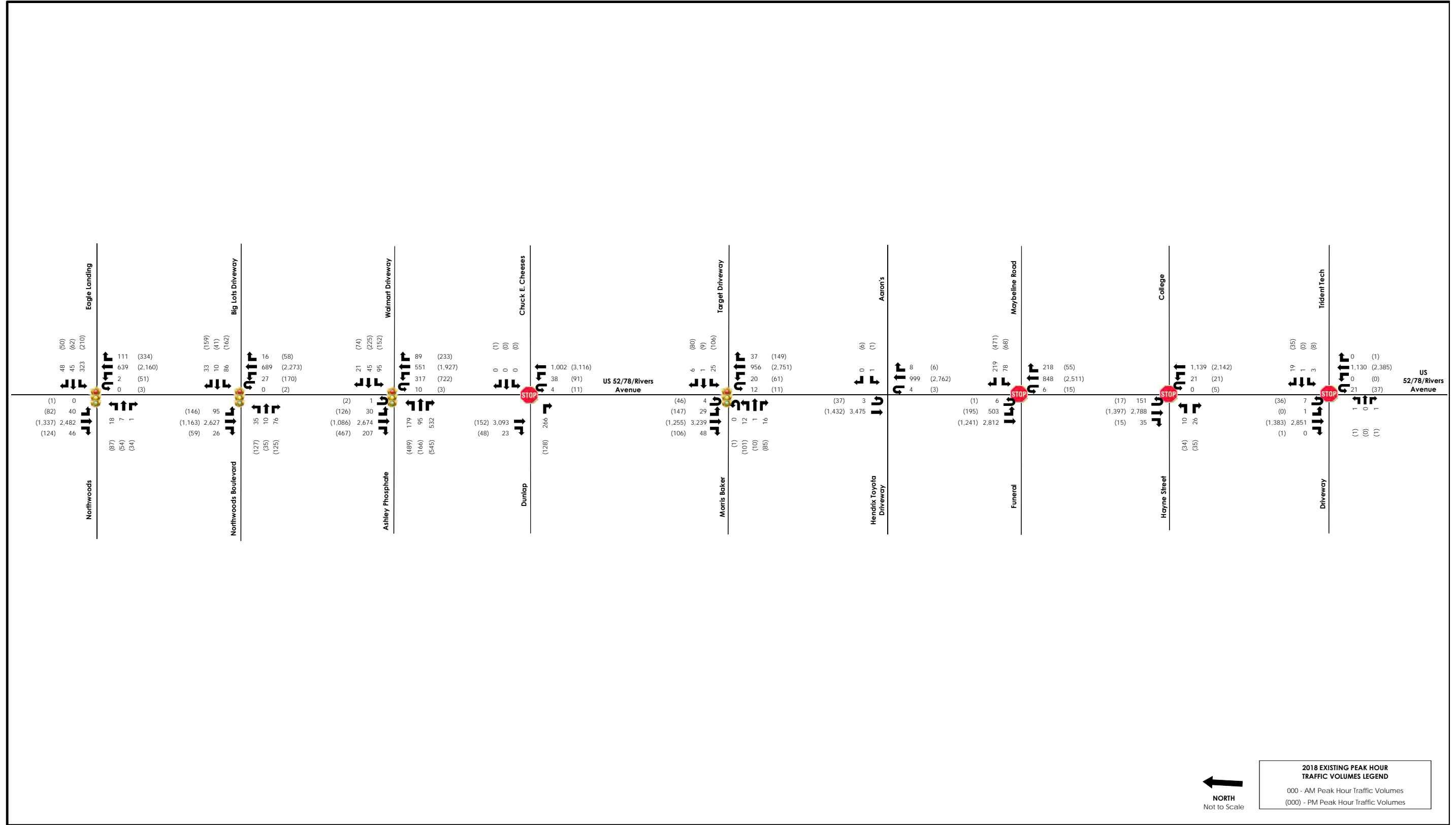
2018 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND
 000 - AM Peak Hour Traffic Volumes
 (000) - PM Peak Hour Traffic Volumes

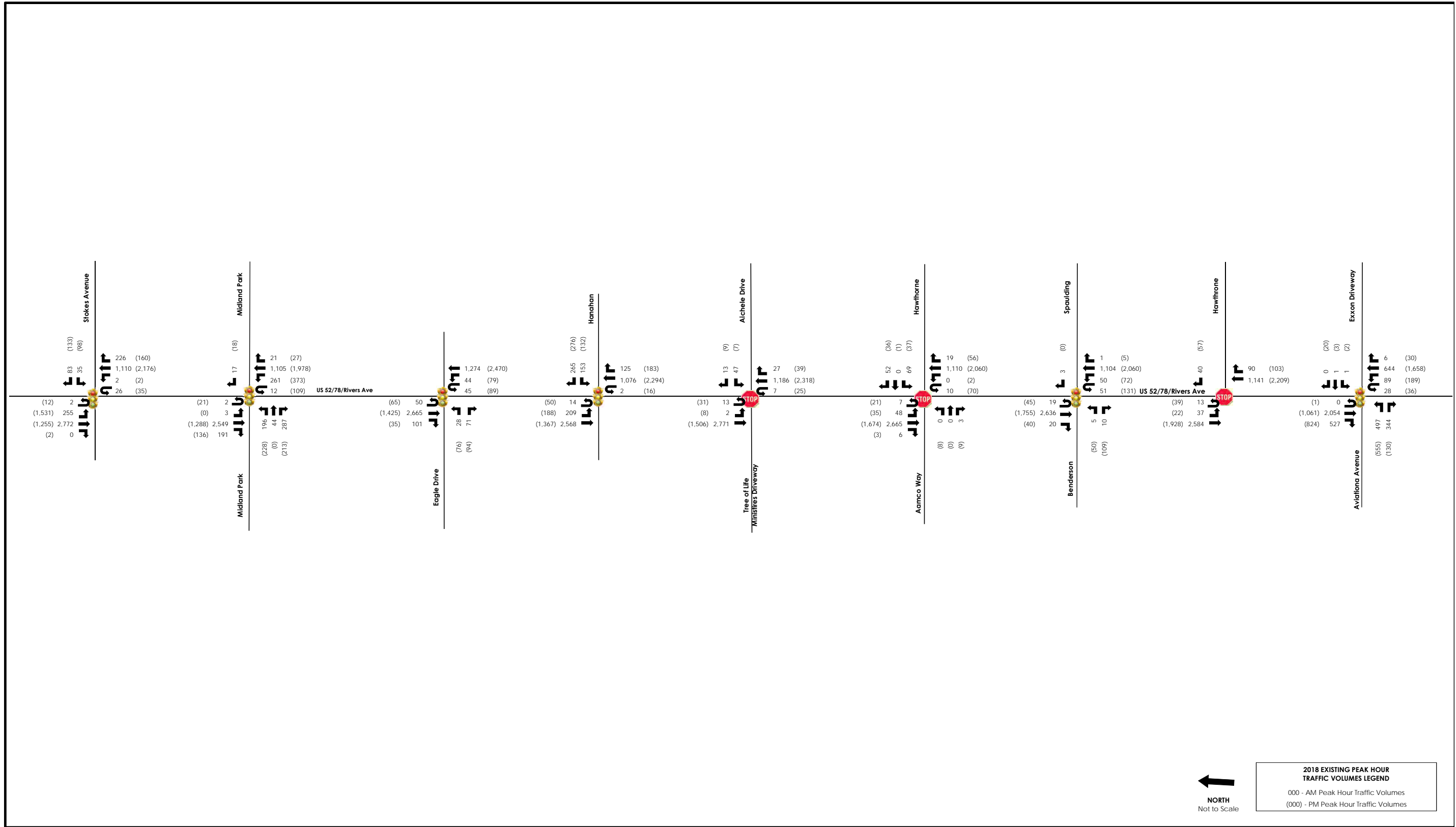


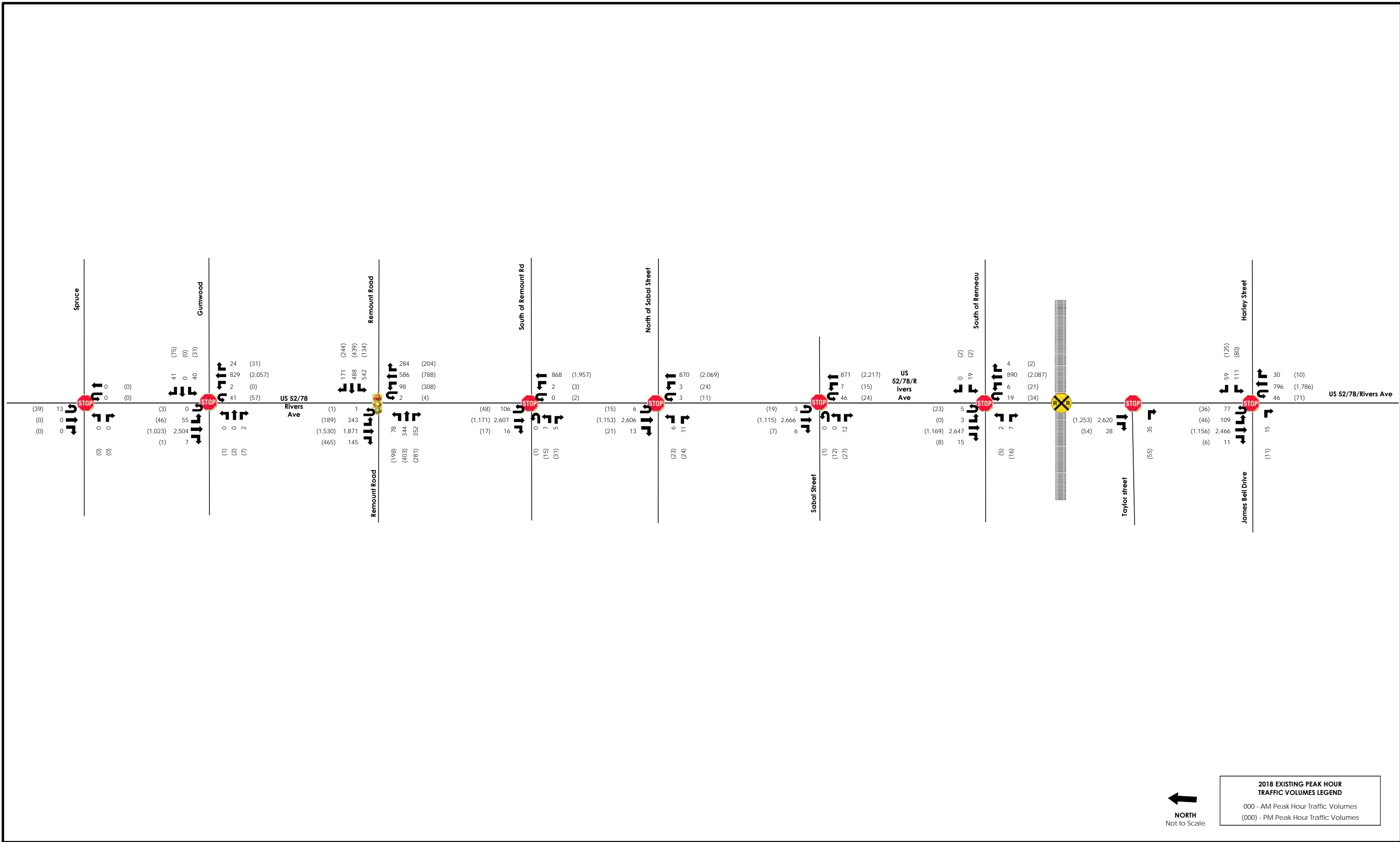


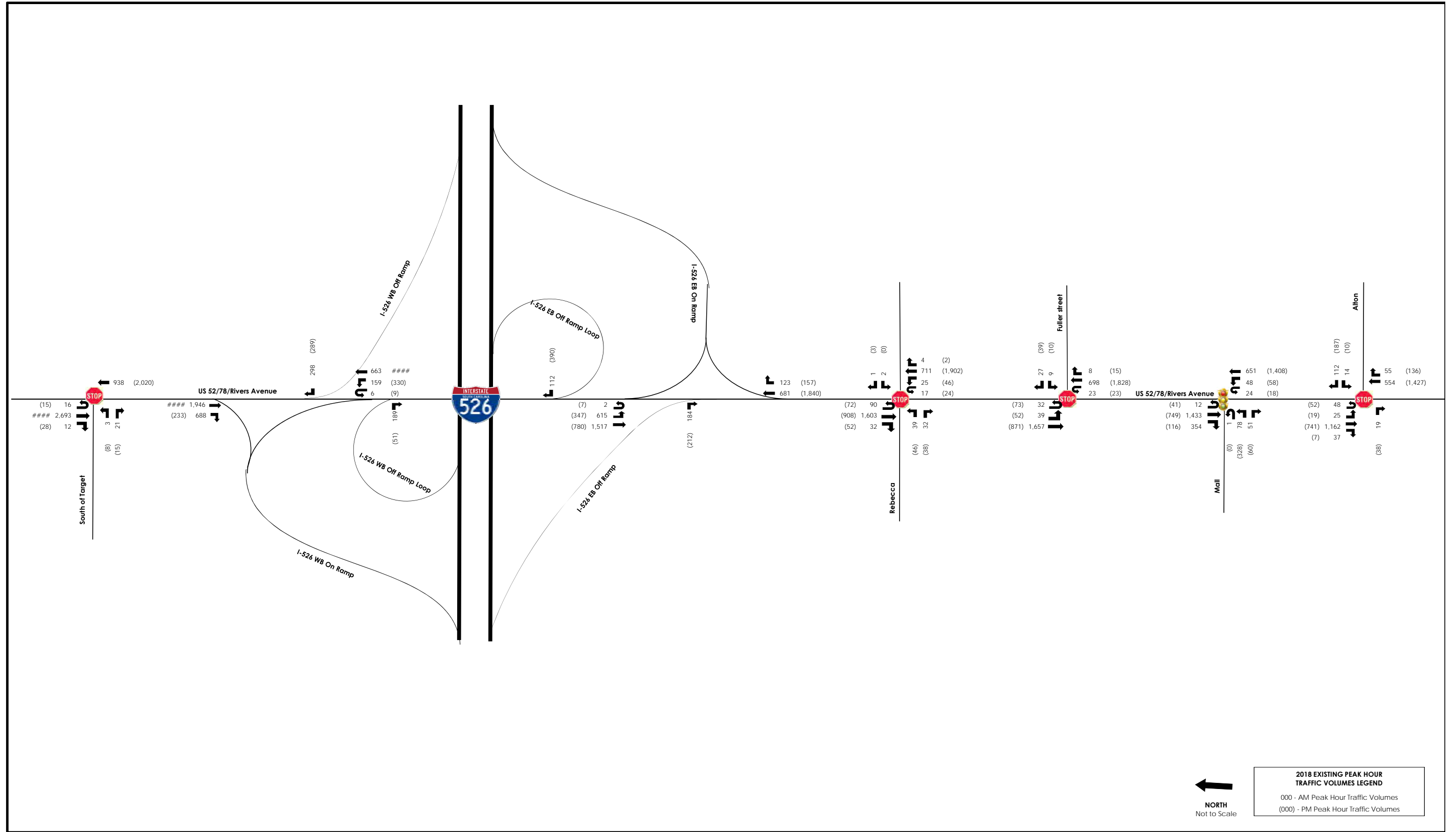


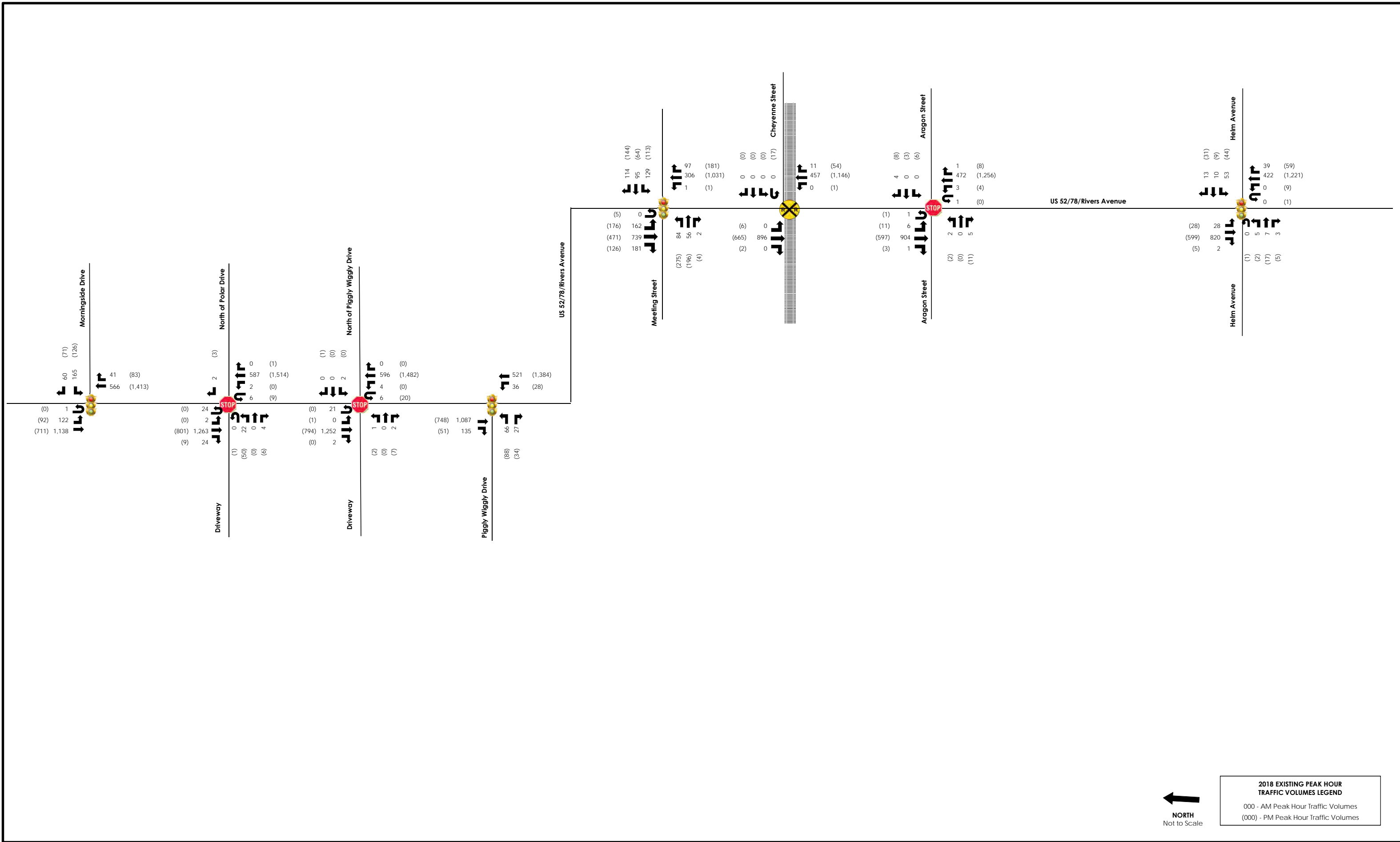








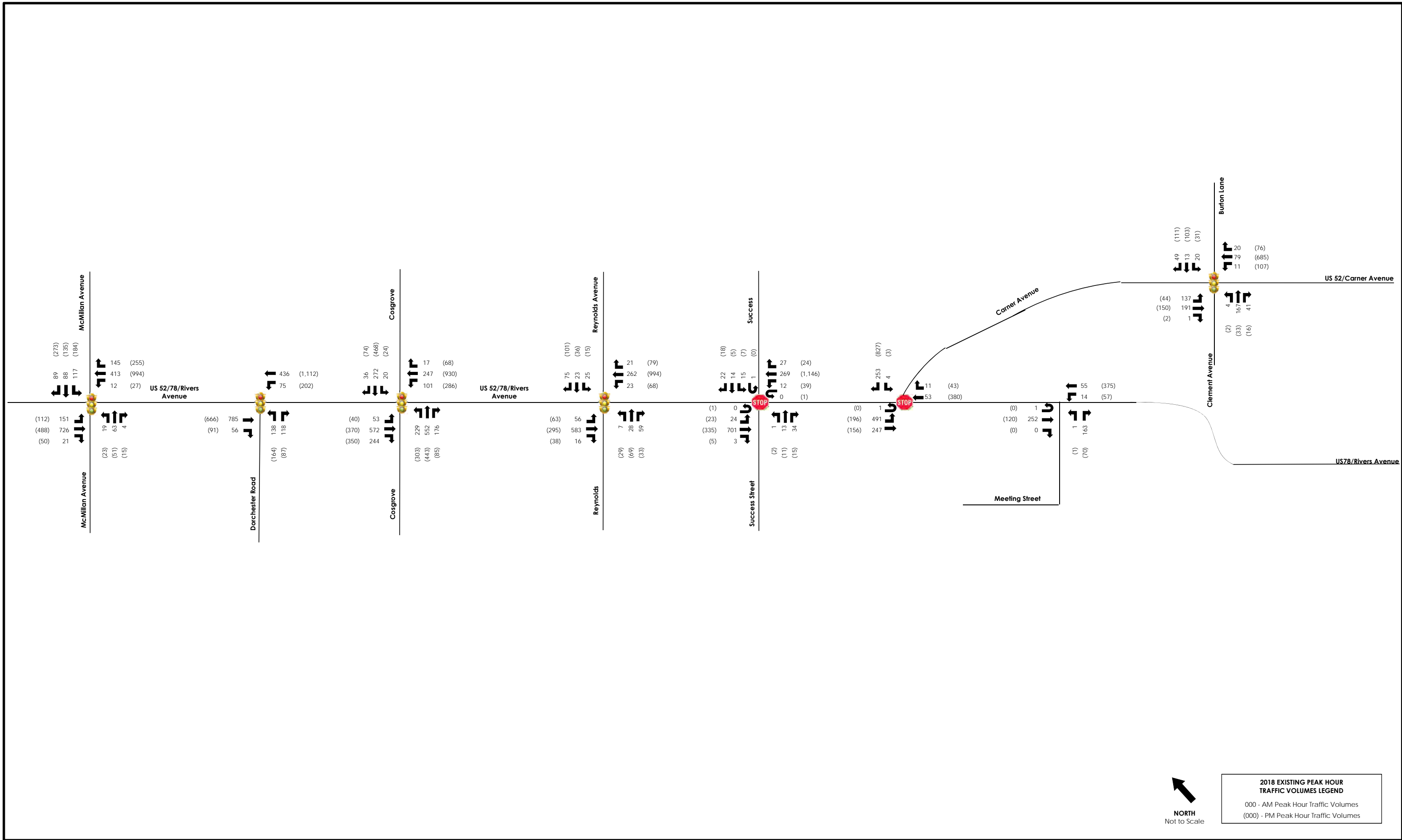


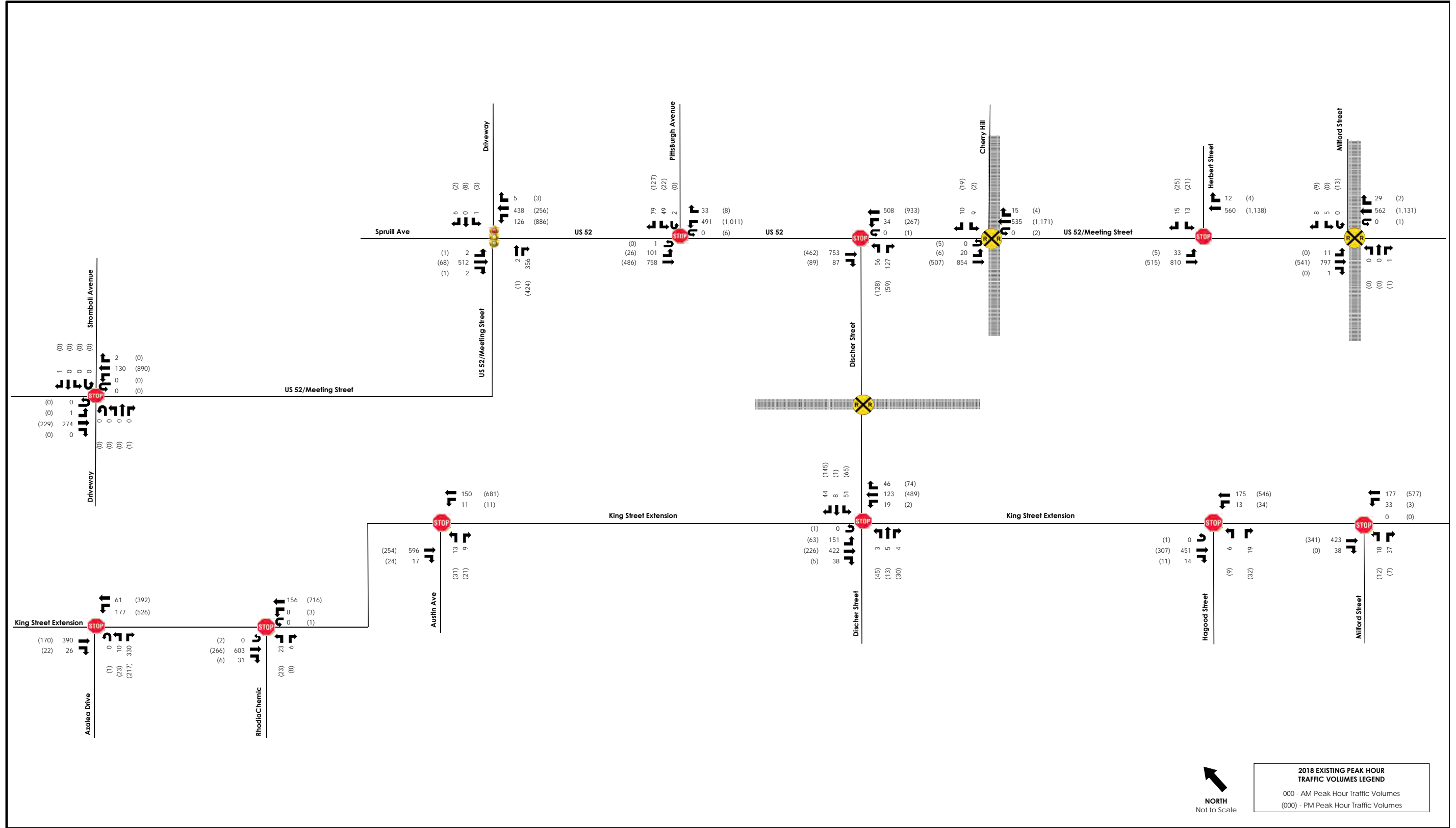


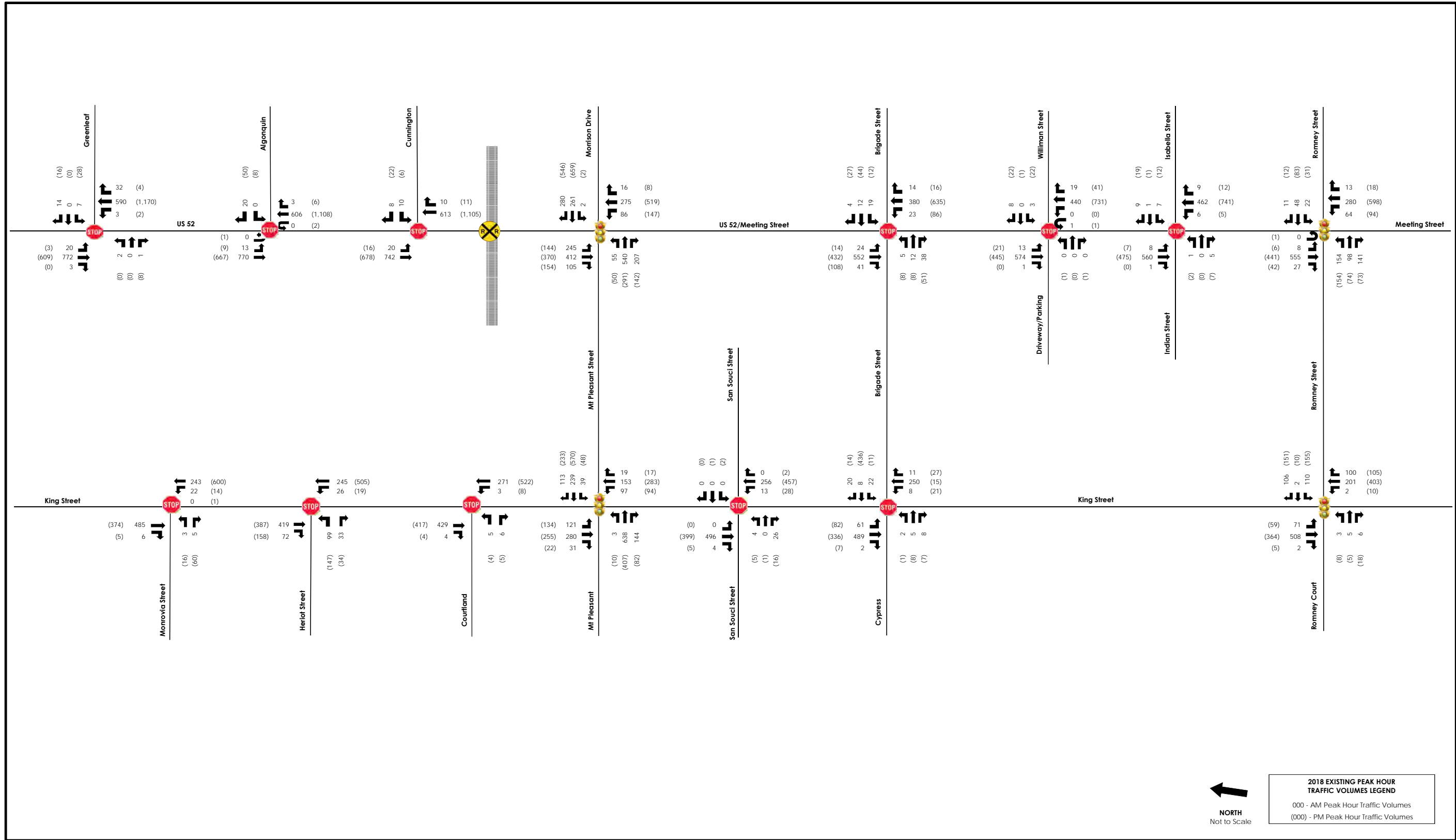
2018 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

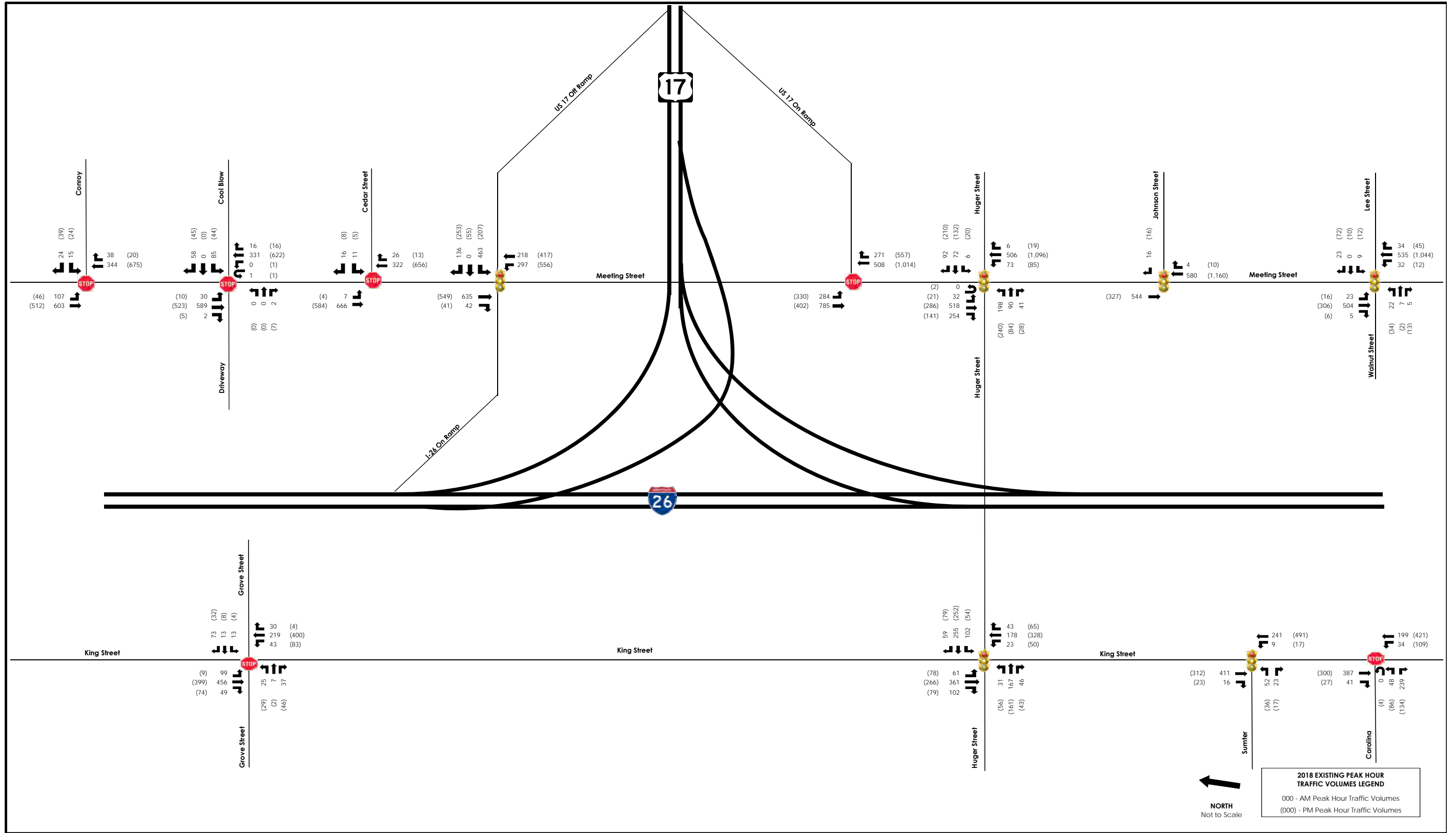
000 - AM Peak Hour Traffic Volumes
 (000) - PM Peak Hour Traffic Volumes

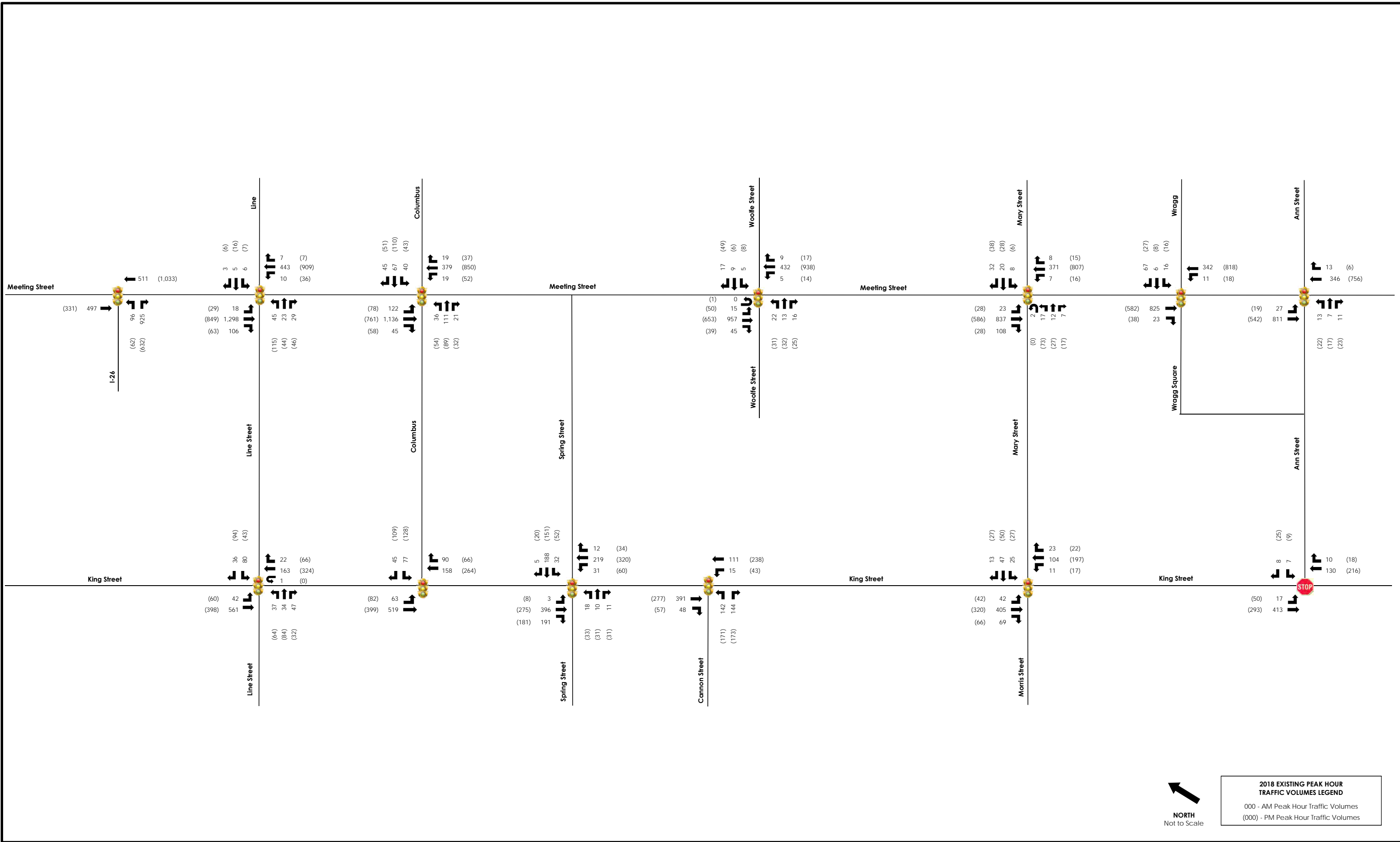
NORTH
 Not to Scale

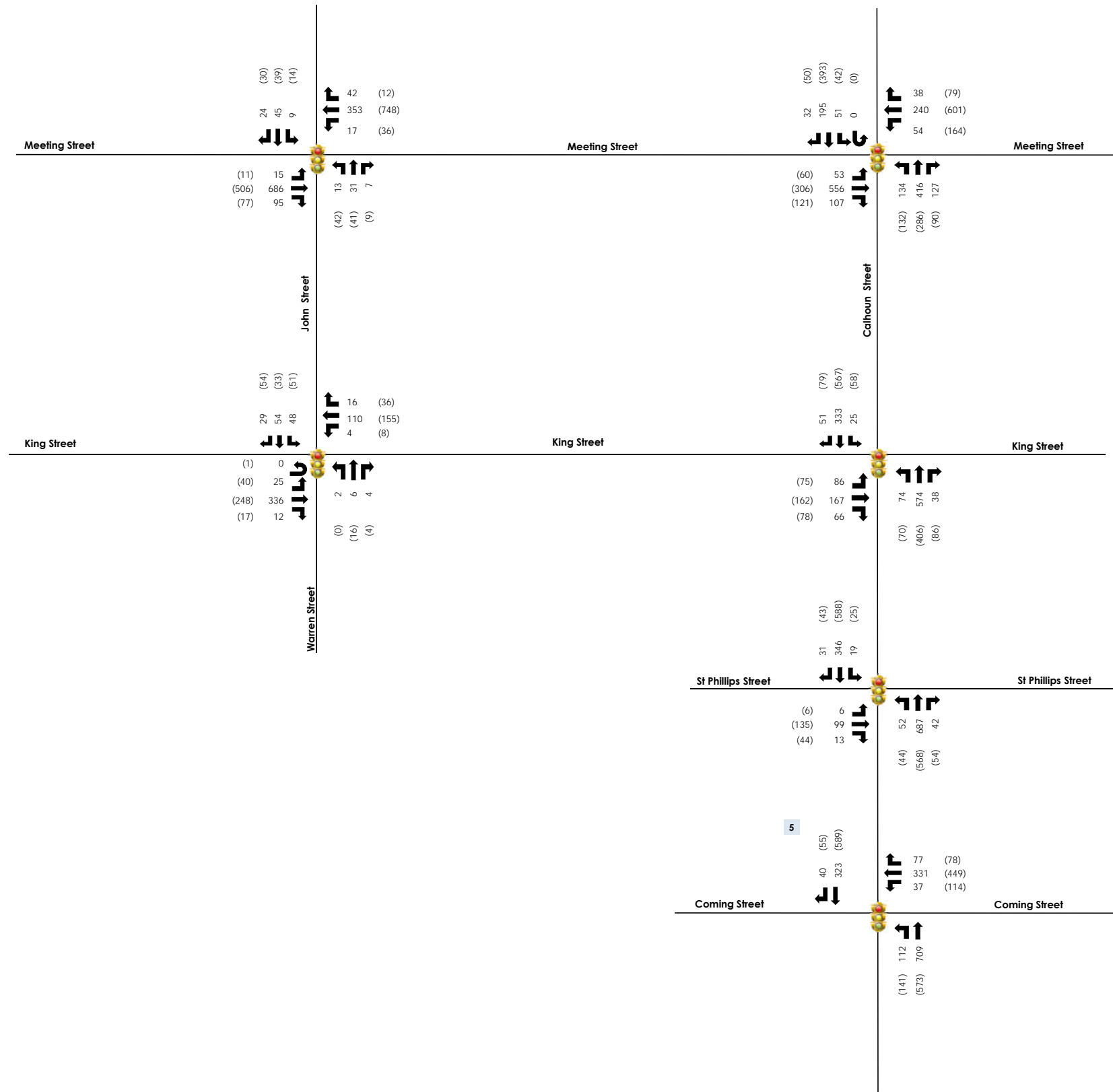








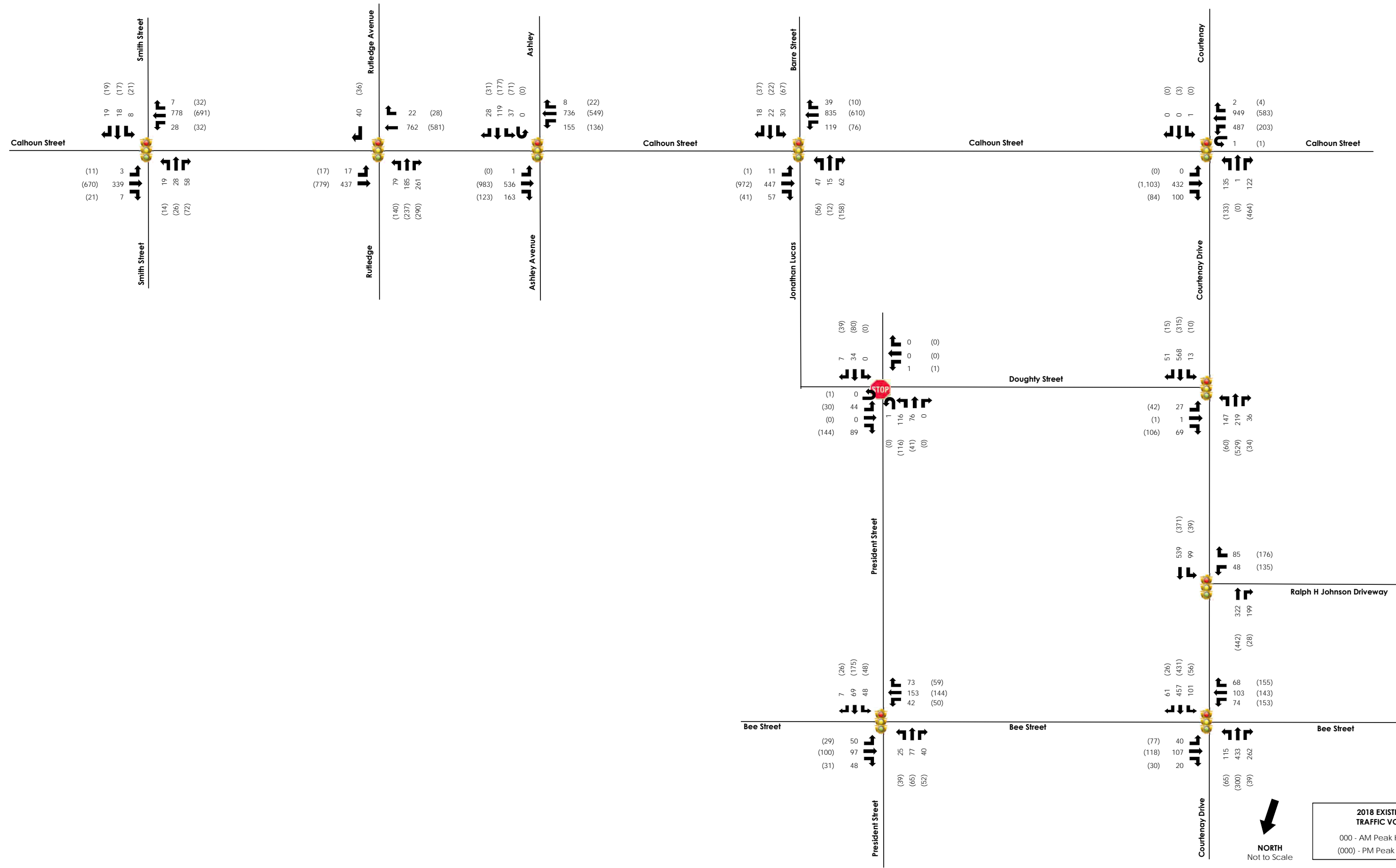


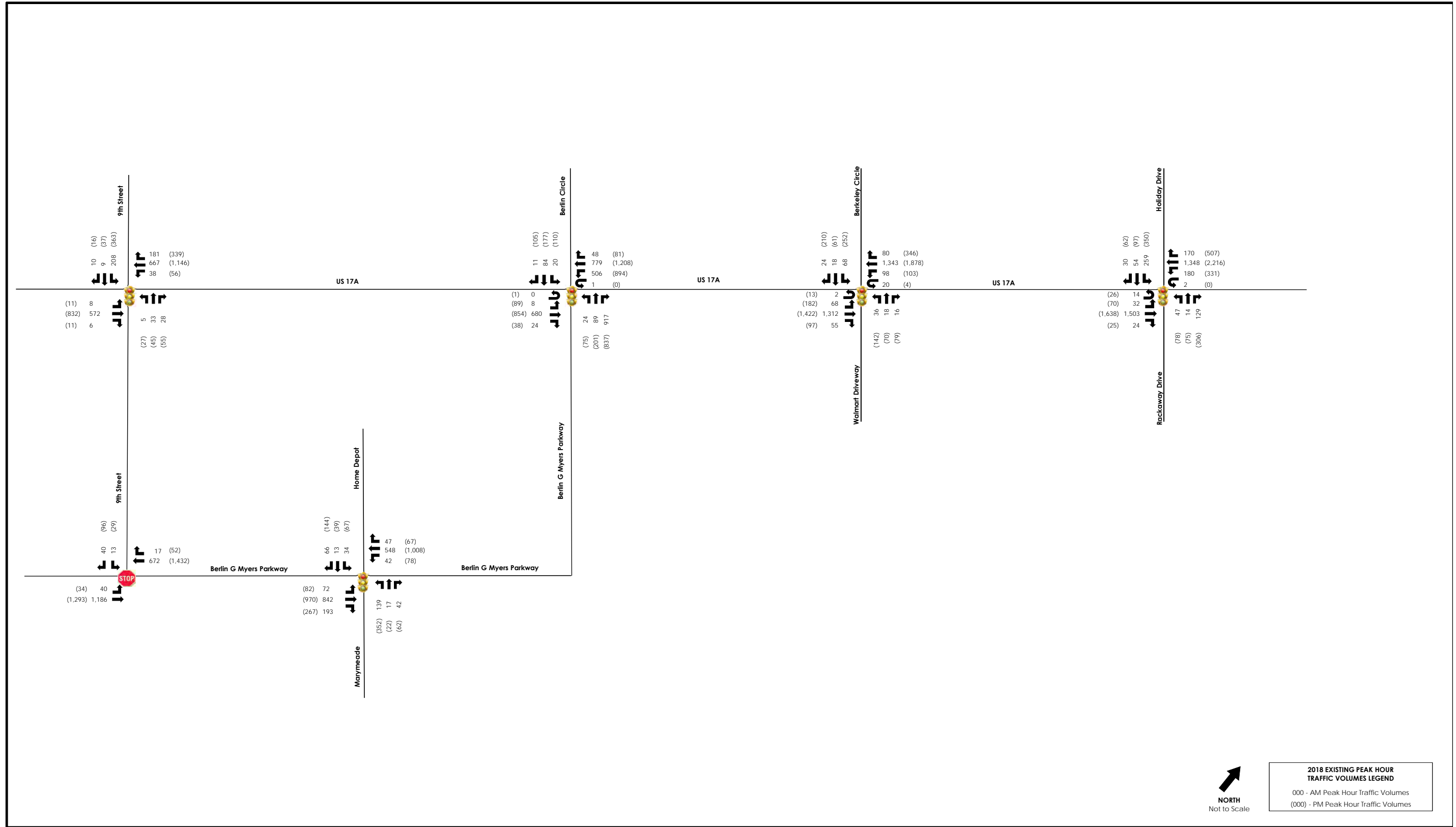


2018 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM Peak Hour Traffic Volumes
 (000) - PM Peak Hour Traffic Volumes

NORTH
 Not to Scale

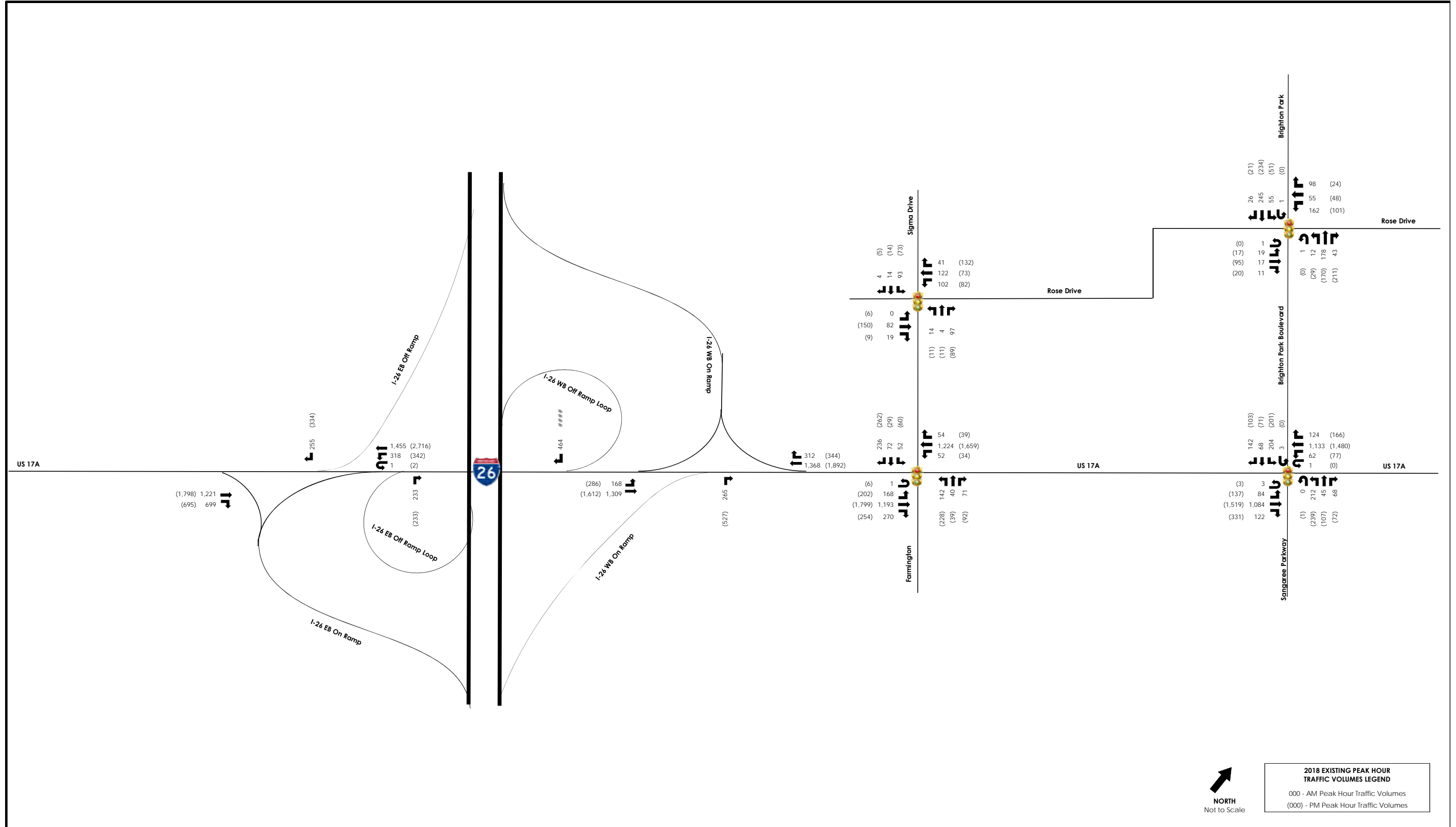




2018 EXISTING PEAK HOUR TRAFFIC VOLUMES LEGEND

000 - AM Peak Hour Traffic Volumes
 (000) - PM Peak Hour Traffic Volumes

NORTH
 Not to Scale



























APPENDIX D

Analysis Worksheets (AM Peak Hour)

HCM 2010 Signalized Intersection Summary
1: US 17 A & Richardson Ave

2018 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	188	64	37	144	60	54	435	24	11	276	54
Future Volume (veh/h)	178	188	64	37	144	60	54	435	24	11	276	54
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1827	1827	1827	1827	1827	1827	1845	1845	1845	1845	1845	1845
Adj Flow Rate, veh/h	184	194	66	38	148	62	56	448	25	11	285	56
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	279	494	420	139	513	229	532	1123	954	511	928	789
Arrive On Green	0.06	0.27	0.27	0.15	0.15	0.15	0.05	0.61	0.61	0.17	0.17	0.17
Sat Flow, veh/h	1740	1827	1553	1093	3471	1553	1757	1845	1568	908	1845	1568
Grp Volume(v), veh/h	184	194	66	38	148	62	56	448	25	11	285	56
Grp Sat Flow(s),veh/h/ln	1740	1827	1553	1093	1736	1553	1757	1845	1568	908	1845	1568
Q Serve(g_s), s	0.0	8.7	3.2	3.4	3.8	3.5	1.4	12.6	0.6	1.0	13.6	1.9
Cycle Q Clear(g_c), s	0.0	8.7	3.2	12.0	3.8	3.5	1.4	12.6	0.6	3.0	13.6	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	494	420	139	513	229	532	1123	954	511	928	789
V/C Ratio(X)	0.66	0.39	0.16	0.27	0.29	0.27	0.11	0.40	0.03	0.02	0.31	0.07
Avail Cap(c_a), veh/h	361	767	652	251	868	388	558	1123	954	511	928	789
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	29.8	27.8	45.7	37.9	37.8	10.8	10.1	7.8	22.8	26.4	8.9
Incr Delay (d2), s/veh	2.1	0.4	0.1	0.8	0.2	0.5	0.1	1.1	0.1	0.1	0.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	4.4	1.4	1.1	1.8	1.5	0.7	6.7	0.3	0.3	7.2	0.9
LnGrp Delay(d),s/veh	43.8	30.1	27.9	46.5	38.2	38.3	10.9	11.2	7.8	22.9	27.2	9.1
LnGrp LOS	D	C	C	D	D	D	B	B	A	C	C	A
Approach Vol, veh/h		444			248			529			352	
Approach Delay, s/veh		35.5			39.5			11.0			24.2	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		66.7		33.3	10.5	56.1	12.3	21.1				
Change Period (Y+Rc), s		* 5.8		* 6.3	* 5.8	* 5.8	* 6.3	* 6.3				
Max Green Setting (Gmax), s		* 46		* 42	* 6.2	* 34	* 11	* 25				
Max Q Clear Time (g_c+I1), s		14.6		10.7	3.4	15.6	2.0	14.0				
Green Ext Time (p_c), s		2.5		1.1	0.0	1.4	0.2	0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				25.3								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection													
Int Delay, s/veh	0.8												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕	↗			↕	
Traffic Vol, veh/h	5	0	7	0	7	18	1	43	612	10	30	347	26
Future Vol, veh/h	5	0	7	0	7	18	1	43	612	10	30	347	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	4	4	4
Mvmt Flow	5	0	7	0	7	18	1	44	624	10	31	354	27

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1160	1154	368	1150	1162	629	-	381	0	0	634	0	0
Stage 1	430	430	-	717	719	-	-	-	-	-	-	-	-
Stage 2	730	724	-	433	443	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	4.13	-	-	4.14	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	2.227	-	-	2.236	-	-
Pot Cap-1 Maneuver	172	197	677	175	195	482	-	1172	-	-	939	-	-
Stage 1	603	583	-	421	433	-	-	-	-	-	-	-	-
Stage 2	414	430	-	601	576	-	-	-	-	-	-	-	-
Platoon blocked, %													
Mov Cap-1 Maneuver	155	189	677	168	187	482	-	-46	-	-	939	-	-
Mov Cap-2 Maneuver	155	189	-	168	187	-	-	-	-	-	-	-	-
Stage 1	603	559	-	421	433	-	-	-	-	-	-	-	-
Stage 2	392	430	-	570	552	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	18.2		16.7					0.7		
HCM LOS	C		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	155	677	334	939	-	-
HCM Lane V/C Ratio	-	-	-	0.033	0.011	0.076	0.033	-	-
HCM Control Delay (s)	-	-	-	29	10.4	16.7	9	0	-
HCM Lane LOS	-	-	-	D	B	C	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	0	0.2	0.1	-	-

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Vol, veh/h	3	1	11	8	3	3	13	600	46	4	367	8
Future Vol, veh/h	3	1	11	8	3	3	13	600	46	4	367	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	40	40	40	2	2	2	3	3	3	3	3	3
Mvmt Flow	3	1	11	8	3	3	13	612	47	4	374	8



















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1047	1067	374	1054	1052	636	382	0	0	659	0	0
Stage 1	382	382	-	662	662	-	-	-	-	-	-	-
Stage 2	665	685	-	392	390	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.9	6.6	7.12	6.52	6.22	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.5	5.9	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.9	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.86	4.36	3.66	3.518	4.018	3.318	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	175	190	596	204	227	478	1171	-	-	924	-	-
Stage 1	570	551	-	451	459	-	-	-	-	-	-	-
Stage 2	393	395	-	633	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	169	186	596	196	222	478	1171	-	-	924	-	-
Mov Cap-2 Maneuver	169	186	-	196	222	-	-	-	-	-	-	-
Stage 1	560	549	-	443	451	-	-	-	-	-	-	-
Stage 2	381	388	-	617	606	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.4		21.6		0.2		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1171	-	-	361	231	924	-
HCM Lane V/C Ratio	0.011	-	-	0.042	0.062	0.004	-
HCM Control Delay (s)	8.1	0	-	15.4	21.6	8.9	-
HCM Lane LOS	A	A	-	C	C	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

Lanes, Volumes, Timings
4: US 17 A & 1st St

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	16	7	8	10	10	19	547	15	1	10	400
Future Volume (vph)	21	16	7	8	10	10	19	547	15	1	10	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0		100	
Storage Lanes	0		0	0		0	1		0		1	
Taper Length (ft)	25			25			25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.979			0.952			0.996				0.993
Flt Protected		0.977			0.986		0.950				0.950	
Satd. Flow (prot)	0	1782	0	0	1715	0	1752	3491	0	0	1736	3447
Flt Permitted		0.834			0.888		0.505				0.439	
Satd. Flow (perm)	0	1521	0	0	1544	0	932	3491	0	0	802	3447
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)		7			10			5				9
Link Speed (mph)		30			30			30				30
Link Distance (ft)		191			219			454				538
Travel Time (s)		4.3			5.0			10.3				12.2
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	3%	3%	3%	4%	4%	4%
Adj. Flow (vph)	21	16	7	8	10	10	19	553	15	1	10	404
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	28	0	19	568	0	0	11	424
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		0			0			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane								Yes				Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2		1	2		1	2		1	1	2
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Left	Thru
Leading Detector (ft)	20	100		20	100		20	100		20	20	100
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	Perm	NA
Protected Phases		4			8			2				6

Lanes, Volumes, Timings
4: US 17 A & 1st St

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.99
Heavy Vehicles (%)	4%
Adj. Flow (vph)	20
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
4: US 17 A & 1st St

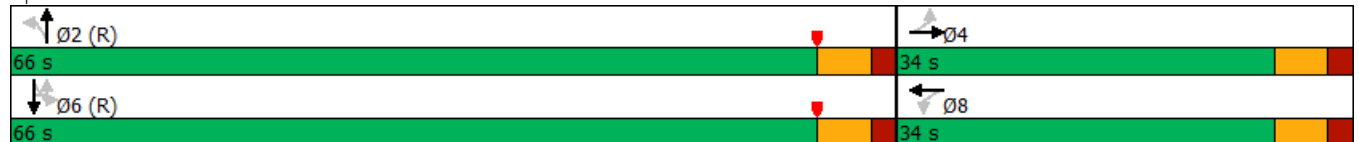
2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	4			8			2			6	6	
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	24.0	24.0		24.0	24.0		26.0	26.0		26.0	26.0	26.0
Total Split (s)	34.0	34.0		34.0	34.0		66.0	66.0		66.0	66.0	66.0
Total Split (%)	34.0%	34.0%		34.0%	34.0%		66.0%	66.0%		66.0%	66.0%	66.0%
Maximum Green (s)	28.0	28.0		28.0	28.0		60.0	60.0		60.0	60.0	60.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0		0.0	0.0			0.0	0.0
Total Lost Time (s)		6.0			6.0		6.0	6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		8.8			8.8		87.2	87.2			87.2	87.2
Actuated g/C Ratio		0.09			0.09		0.87	0.87			0.87	0.87
v/c Ratio		0.32			0.19		0.02	0.19			0.02	0.14
Control Delay		43.3			33.9		2.1	1.6			0.7	0.8
Queue Delay		0.0			0.0		0.0	0.0			0.0	0.0
Total Delay		43.3			33.9		2.1	1.6			0.7	0.8
LOS		D			C		A	A			A	A
Approach Delay		43.3			33.9			1.6				0.8
Approach LOS		D			C			A				A

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 30 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.32
 Intersection Signal Delay: 3.8 Intersection LOS: A
 Intersection Capacity Utilization 33.3% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: US 17 A & 1st St





Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	





















HCM 2010 Signalized Intersection Summary
5: US 17 A & 2nd St

2018 Existing Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	18	12	13	10	13	8	15	547	15	7	415	12
Future Volume (veh/h)	18	12	13	10	13	8	15	547	15	7	415	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1776	1900	1845	1845	1900	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	19	13	14	11	14	8	16	576	16	7	437	13
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	7	7	7	3	3	3	3	3	3	3	3	3
Cap, veh/h	82	45	33	180	78	45	822	2818	78	730	2811	84
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	441	631	469	1364	1103	630	928	3483	97	814	3476	103
Grp Volume(v), veh/h	46	0	0	11	0	22	16	290	302	7	220	230
Grp Sat Flow(s),veh/h/ln	1541	0	0	1364	0	1733	928	1752	1828	814	1752	1826
Q Serve(g_s), s	0.7	0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	0.6	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.41		0.30	1.00		0.36	1.00		0.05	1.00		0.06
Lane Grp Cap(c), veh/h	160	0	0	180	0	123	822	1418	1478	730	1418	1477
V/C Ratio(X)	0.29	0.00	0.00	0.06	0.00	0.18	0.02	0.20	0.20	0.01	0.16	0.16
Avail Cap(c_a), veh/h	470	0	0	465	0	485	822	1418	1478	730	1418	1477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.99	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	44.4	0.0	0.0	43.4	0.0	43.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.1	0.0	0.7	0.0	0.3	0.3	0.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	0.3	0.0	0.6	0.0	0.1	0.1	0.0	0.1	0.1
LnGrp Delay(d),s/veh	45.3	0.0	0.0	43.6	0.0	44.4	0.0	0.3	0.3	0.0	0.2	0.2
LnGrp LOS	D			D		D	A	A	A	A	A	A
Approach Vol, veh/h		46			33			608			457	
Approach Delay, s/veh		45.3			44.1			0.3			0.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.9		13.1		86.9		13.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		28.0		60.0		28.0				
Max Q Clear Time (g_c+I1), s		2.0		4.7		2.0		3.2				
Green Ext Time (p_c), s		4.2		0.2		3.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				3.3								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
6: US 17 A & 3rd St

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	25	56	9	2	13	74	39	17	549	23	26	400
Future Volume (vph)	25	56	9	2	13	74	39	17	549	23	26	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		100		100		0	100		0	100	
Storage Lanes	1		1		1		0	1		0	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.980				0.948			0.994			0.989
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	1825	0	0	1736	1732	0	1736	3450	0	1752	3466
Flt Permitted	0.660				0.713			0.492			0.427	
Satd. Flow (perm)	1229	1825	0	0	1303	1732	0	899	3450	0	788	3466
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		9				30			6			12
Link Speed (mph)		30				30			30			30
Link Distance (ft)		292				335			526			525
Travel Time (s)		6.6				7.6			12.0			11.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	4%	3%	3%
Adj. Flow (vph)	26	58	9	2	14	77	41	18	572	24	27	417
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	67	0	0	16	118	0	18	596	0	27	449
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				0			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane									Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2		1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100		20	100
Trailing Detector (ft)	0	0		0	0	0		0	0		0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0		0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Perm	NA		Perm	Perm	NA		Perm	NA		Perm	NA
Protected Phases		4				8			2			6













Lanes, Volumes, Timings
6: US 17 A & 3rd St

2018 Existing Conditions
AM Peak Hour

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	31
Future Volume (vph)	31
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	3%
Adj. Flow (vph)	32
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
6: US 17 A & 3rd St

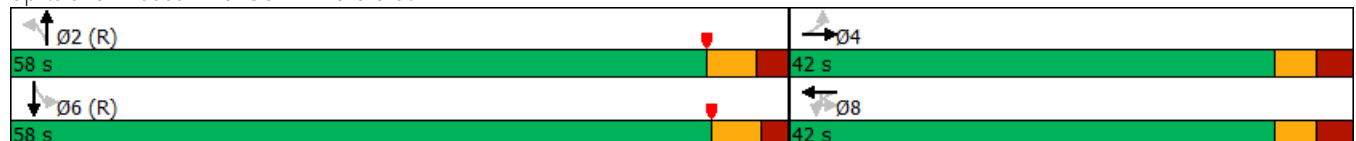
2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	4			8	8			2			6	
Detector Phase	4	4		8	8	8		2	2		6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0		20.0	20.0		20.0	20.0
Minimum Split (s)	28.9	28.9		28.9	28.9	28.9		27.2	27.2		28.9	28.9
Total Split (s)	42.0	42.0		42.0	42.0	42.0		58.0	58.0		58.0	58.0
Total Split (%)	42.0%	42.0%		42.0%	42.0%	42.0%		58.0%	58.0%		58.0%	58.0%
Maximum Green (s)	36.1	36.1		36.1	36.1	36.1		51.8	51.8		52.1	52.1
Yellow Time (s)	3.1	3.1		3.1	3.1	3.1		3.7	3.7		3.7	3.7
All-Red Time (s)	2.8	2.8		2.8	2.8	2.8		2.5	2.5		2.2	2.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	5.9	5.9			5.9	5.9		6.2	6.2		5.9	5.9
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.5	3.5		3.5	3.5
Recall Mode	None	None		None	None	None		C-Max	C-Max		C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)	16.0	16.0		16.0	16.0	16.0		14.0	14.0		16.0	16.0
Pedestrian Calls (#/hr)	0	0		0	0	0		0	0		0	0
Act Effct Green (s)	11.0	11.0			11.0	11.0		76.9	76.9		77.2	77.2
Actuated g/C Ratio	0.11	0.11			0.11	0.11		0.77	0.77		0.77	0.77
v/c Ratio	0.19	0.32			0.11	0.54		0.03	0.22		0.04	0.17
Control Delay	42.3	39.1			40.0	40.1		1.1	1.4		1.3	1.1
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	42.3	39.1			40.0	40.1		1.1	1.4		1.3	1.1
LOS	D	D			D	D		A	A		A	A
Approach Delay		40.0				40.1			1.4			1.1
Approach LOS		D				D			A			A

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 63 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 8.0 Intersection LOS: A
 Intersection Capacity Utilization 39.5% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 6: US 17 A & 3rd St





Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	18	7	22	10	10	27	29	568	13	18	468	40
Future Vol, veh/h	18	7	22	10	10	27	29	568	13	18	468	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	3	3	3
Mvmt Flow	19	7	23	10	10	28	30	586	13	19	482	41























Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	899	1200	262	936	1214	300	523	0	0	599	0	0
Stage 1	541	541	-	653	653	-	-	-	-	-	-	-
Stage 2	358	659	-	283	561	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.18	-	-	4.16	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.24	-	-	2.23	-	-
Pot Cap-1 Maneuver	234	184	737	220	180	696	1026	-	-	967	-	-
Stage 1	493	519	-	423	462	-	-	-	-	-	-	-
Stage 2	633	459	-	700	508	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	206	175	737	199	171	696	1026	-	-	967	-	-
Mov Cap-2 Maneuver	206	175	-	199	171	-	-	-	-	-	-	-
Stage 1	479	509	-	411	449	-	-	-	-	-	-	-
Stage 2	576	446	-	656	498	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.4		18.3		0.4		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1026	-	-	299	319	967	-
HCM Lane V/C Ratio	0.029	-	-	0.162	0.152	0.019	-
HCM Control Delay (s)	8.6	-	-	19.4	18.3	8.8	-
HCM Lane LOS	A	-	-	C	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0.1	-

HCM 2010 Signalized Intersection Summary
8: US 17 A & 5th St

2018 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	264	32	74	208	41	70	493	87	93	429	110
Future Volume (veh/h)	109	264	32	74	208	41	70	493	87	93	429	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1776	1776	1900	1776	1776	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	117	284	34	80	224	44	75	530	94	100	461	118
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	7	7	7	7	3	3	3	2	2	2
Cap, veh/h	292	324	39	254	290	57	432	1099	194	423	1049	267
Arrive On Green	0.10	0.21	0.21	0.09	0.20	0.20	0.09	0.37	0.37	0.09	0.38	0.38
Sat Flow, veh/h	1691	1556	186	1691	1442	283	1757	2978	526	1774	2796	711
Grp Volume(v), veh/h	117	0	318	80	0	268	75	311	313	100	291	288
Grp Sat Flow(s),veh/h/ln	1691	0	1743	1691	0	1726	1757	1752	1752	1774	1770	1737
Q Serve(g_s), s	5.2	0.0	17.7	3.5	0.0	14.7	2.4	13.6	13.7	3.2	12.3	12.4
Cycle Q Clear(g_c), s	5.2	0.0	17.7	3.5	0.0	14.7	2.4	13.6	13.7	3.2	12.3	12.4
Prop In Lane	1.00		0.11	1.00		0.16	1.00		0.30	1.00		0.41
Lane Grp Cap(c), veh/h	292	0	362	254	0	347	432	647	647	423	664	652
V/C Ratio(X)	0.40	0.00	0.88	0.31	0.00	0.77	0.17	0.48	0.48	0.24	0.44	0.44
Avail Cap(c_a), veh/h	298	0	488	273	0	483	454	647	647	434	664	652
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	27.7	0.0	38.4	28.0	0.0	37.8	16.2	24.2	24.2	16.4	23.3	23.4
Incr Delay (d2), s/veh	0.9	0.0	13.0	0.7	0.0	5.1	0.2	2.6	2.6	0.3	1.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	9.8	1.7	0.0	7.5	1.2	7.0	7.1	1.6	6.3	6.3
LnGrp Delay(d),s/veh	28.6	0.0	51.4	28.7	0.0	42.9	16.4	26.7	26.8	16.6	25.3	25.4
LnGrp LOS	C		D	C		D	B	C	C	B	C	C
Approach Vol, veh/h		435			348			699			679	
Approach Delay, s/veh		45.3			39.6			25.7			24.1	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.4	42.9	14.9	26.8	14.8	43.5	15.6	26.1				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	10.0	28.0	10.0	28.0	10.0	28.0	10.0	28.0				
Max Q Clear Time (g_c+I1), s	5.2	15.7	5.5	19.7	4.4	14.4	7.2	16.7				
Green Ext Time (p_c), s	0.1	3.1	0.1	1.1	0.1	2.9	0.1	1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			31.4									
HCM 2010 LOS			C									

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	408	29	27	338	20	4	2	18	6	4	5
Future Vol, veh/h	6	408	29	27	338	20	4	2	18	6	4	5
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	5	5	5	6	6	6	8	8	8	2	2	2
Mvmt Flow	7	464	33	31	384	23	5	2	20	7	5	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	407	0	0	497	0	0	752	964	481	964	969	204
Stage 1	-	-	-	-	-	-	495	495	-	458	458	-
Stage 2	-	-	-	-	-	-	257	469	-	506	511	-
Critical Hdwy	4.175	-	-	4.19	-	-	7.42	6.62	6.32	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.22	5.62	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.62	5.62	-	6.13	5.53	-
Follow-up Hdwy	2.2475	-	-	2.257	-	-	3.576	4.076	3.376	3.519	4.019	3.319
Pot Cap-1 Maneuver	1131	-	-	1041	-	-	303	247	569	222	253	803
Stage 1	-	-	-	-	-	-	542	533	-	553	566	-
Stage 2	-	-	-	-	-	-	711	547	-	548	536	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1131	-	-	1041	-	-	286	235	569	205	241	803
Mov Cap-2 Maneuver	-	-	-	-	-	-	286	235	-	205	241	-
Stage 1	-	-	-	-	-	-	537	528	-	548	544	-
Stage 2	-	-	-	-	-	-	673	526	-	521	531	-

Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.1			0.7			13.7			18.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1	
Capacity (veh/h)	443	1131	-	-	1041	-	-	288	
HCM Lane V/C Ratio	0.062	0.006	-	-	0.029	-	-	0.059	
HCM Control Delay (s)	13.7	8.2	0	-	8.6	0.1	-	18.3	
HCM Lane LOS		B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	0.2	

Intersection												
Int Delay, s/veh	1.1											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	382	26	24	381	8	5	4	25	5	0	6
Future Vol, veh/h	8	382	26	24	381	8	5	4	25	5	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	9	429	29	27	428	9	6	4	28	6	0	7























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	437	0	0	458	0	0	952	953	444	965	963	433
Stage 1	-	-	-	-	-	-	462	462	-	487	487	-
Stage 2	-	-	-	-	-	-	490	491	-	478	476	-
Critical Hdwy	4.15	-	-	4.16	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.245	-	-	2.254	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1107	-	-	1082	-	-	239	259	614	234	256	623
Stage 1	-	-	-	-	-	-	580	565	-	562	550	-
Stage 2	-	-	-	-	-	-	560	548	-	568	557	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1107	-	-	1082	-	-	228	248	614	213	245	623
Mov Cap-2 Maneuver	-	-	-	-	-	-	228	248	-	213	245	-
Stage 1	-	-	-	-	-	-	574	559	-	556	532	-
Stage 2	-	-	-	-	-	-	536	530	-	532	551	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.2			0.5			14.1			16.3		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	432	1082	-	-	1107	-	332
HCM Lane V/C Ratio	0.088	0.025	-	-	0.008	-	0.037
HCM Control Delay (s)	14.1	8.4	0	-	8.3	0	16.3
HCM Lane LOS	B	A	A	-	A	A	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	0.1

Lanes, Volumes, Timings
11: Berlin Pkwy & US 78

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	37	235	85	178	186	159	5	139	1091	183	145
Future Volume (vph)	1	37	235	85	178	186	159	5	139	1091	183	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		250	350		160		225		0	350
Storage Lanes		1		1	2		0		2		0	1
Taper Length (ft)		100			100				100			100
Lane Util. Factor	1.00	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Frt				0.850			0.850			0.978		
Flt Protected		0.950			0.950				0.950			0.950
Satd. Flow (prot)	0	1703	1792	1524	3367	1827	1553	0	1770	3461	0	1752
Flt Permitted		0.631			0.950				0.301			0.128
Satd. Flow (perm)	0	1131	1792	1524	3367	1827	1553	0	561	3461	0	236
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				193			153			24		
Link Speed (mph)			35			40				45		
Link Distance (ft)			733			831				439		
Travel Time (s)			14.3			14.2				6.7		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	6%	6%	6%	6%	4%	4%	4%	2%	2%	2%	2%	3%
Adj. Flow (vph)	1	40	255	92	193	202	173	5	151	1186	199	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	255	92	193	202	173	0	156	1385	0	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)			24			24				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane						Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	15
Number of Detectors	1	1	2	1	1	2	1	1	1	2		1
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru		Left
Leading Detector (ft)	20	20	100	20	20	100	20	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94			94				94		
Detector 2 Size(ft)			6			6				6		
Detector 2 Type			Cl+Ex			Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0				0.0		
Turn Type	Prot	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	pm+pt	NA		pm+pt
Protected Phases	1	1	6		5	2	3	7	7	4		3

Lanes, Volumes, Timings
11: Berlin Pkwy & US 78

2018 Existing Conditions
AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↓	
Traffic Volume (vph)	551	34
Future Volume (vph)	551	34
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	3473	0
Flt Permitted		
Satd. Flow (perm)	3473	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	7	
Link Speed (mph)	45	
Link Distance (ft)	1970	
Travel Time (s)	29.8	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	599	37
Shared Lane Traffic (%)		
Lane Group Flow (vph)	636	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	CI+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	8	

Lanes, Volumes, Timings
11: Berlin Pkwy & US 78

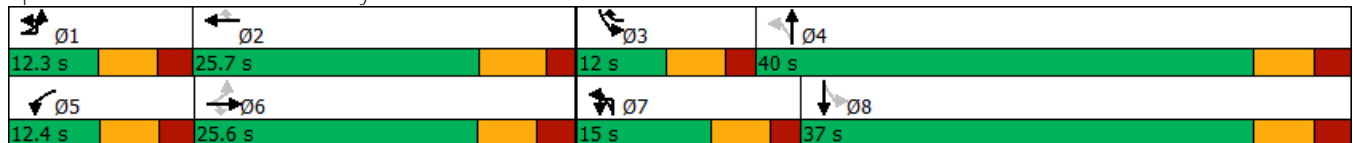
2018 Existing Conditions
AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Permitted Phases		6		6			2		4			8
Detector Phase	1	1	6	6	5	2	3	7	7	4		3
Switch Phase												
Minimum Initial (s)	6.0	6.0	8.0	8.0	6.0	15.0	6.0	6.0	6.0	8.0		6.0
Minimum Split (s)	12.3	12.3	24.6	24.6	12.3	24.5	12.0	12.0	12.0	24.6		12.0
Total Split (s)	12.3	12.3	25.6	25.6	12.4	25.7	12.0	15.0	15.0	40.0		12.0
Total Split (%)	13.7%	13.7%	28.4%	28.4%	13.8%	28.6%	13.3%	16.7%	16.7%	44.4%		13.3%
Maximum Green (s)	6.0	6.0	19.0	19.0	6.1	19.2	6.0	9.0	9.0	33.4		6.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.3	2.3	2.6	2.6	2.3	2.0	2.0	2.0	2.0	2.6		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)		6.3	6.6	6.6	6.3	6.5	6.0		6.0	6.6		6.0
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	2.5	2.5	3.0	3.0	2.5	4.0	2.5	2.5	2.5	3.0		2.5
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2	2.3	0.2	0.2	0.2	0.2		0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0		0.0
Recall Mode	None	None	None	None	None	Max	None	None	None	None		None
Walk Time (s)			7.0	7.0		7.0				7.0		
Flash Dont Walk (s)			11.0	11.0		11.0				11.0		
Pedestrian Calls (#/hr)			0	0		0				0		
Act Effct Green (s)		22.8	16.5	16.5	6.1	21.8	34.4		42.2	33.4		37.9
Actuated g/C Ratio		0.26	0.19	0.19	0.07	0.25	0.39		0.48	0.38		0.43
v/c Ratio		0.12	0.76	0.21	0.82	0.44	0.25		0.41	1.04		0.77
Control Delay		20.7	48.6	1.1	69.2	33.2	5.8		14.9	62.9		41.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay		20.7	48.6	1.1	69.2	33.2	5.8		14.9	62.9		41.4
LOS		C	D	A	E	C	A		B	E		D
Approach Delay			34.4			37.1				58.0		
Approach LOS			C			D				E		

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	87.6
Natural Cycle:	90
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	44.3
Intersection Capacity Utilization:	82.7%
Analysis Period (min):	15
Intersection LOS:	D
ICU Level of Service:	E

Splits and Phases: 11: Berlin Pkwy & US 78



Lanes, Volumes, Timings
 11: Berlin Pkwy & US 78

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	8.0	
Minimum Split (s)	24.6	
Total Split (s)	37.0	
Total Split (%)	41.1%	
Maximum Green (s)	30.4	
Yellow Time (s)	4.0	
All-Red Time (s)	2.6	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.6	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Minimum Gap (s)	0.2	
Time Before Reduce (s)	0.0	
Time To Reduce (s)	0.0	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	31.3	
Actuated g/C Ratio	0.36	
v/c Ratio	0.51	
Control Delay	24.3	
Queue Delay	0.0	
Total Delay	24.3	
LOS	C	
Approach Delay	27.7	
Approach LOS	C	
Intersection Summary		

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	20	508	463	4	24	72
Future Vol, veh/h	20	508	463	4	24	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	22	558	509	4	26	79

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	513	0	-	0	1111 509
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	602 -
Critical Hdwy	4.16	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.254	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1032	-	-	-	231 564
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	547 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1032	-	-	-	226 564
Mov Cap-2 Maneuver	-	-	-	-	422 -
Stage 1	-	-	-	-	591 -
Stage 2	-	-	-	-	547 -

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1032	-	-	-	422	564
HCM Lane V/C Ratio	0.021	-	-	-	0.062	0.14
HCM Control Delay (s)	8.6	-	-	-	14.1	12.4
HCM Lane LOS	A	-	-	-	B	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.5

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	24	519	395	27	46	75
Future Vol, veh/h	24	519	395	27	46	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	6	6	4	4	2	2
Mvmt Flow	27	583	444	30	52	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	474	0	-	0	1096 459
Stage 1	-	-	-	-	459 -
Stage 2	-	-	-	-	637 -
Critical Hdwy	4.16	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.254	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1067	-	-	-	236 602
Stage 1	-	-	-	-	636 -
Stage 2	-	-	-	-	527 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1067	-	-	-	227 602
Mov Cap-2 Maneuver	-	-	-	-	227 -
Stage 1	-	-	-	-	612 -
Stage 2	-	-	-	-	527 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1067	-	-	-	227	602
HCM Lane V/C Ratio	0.025	-	-	-	0.228	0.14
HCM Control Delay (s)	8.5	0	-	-	25.5	12
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.5

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↘
Traffic Vol, veh/h	15	661	403	15	61	54
Future Vol, veh/h	15	661	403	15	61	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	6	6	2	2
Mvmt Flow	16	718	438	16	66	59





















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	454	0	-	0	1188 438
Stage 1	-	-	-	-	438 -
Stage 2	-	-	-	-	750 -
Critical Hdwy	4.14	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.236	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1096	-	-	-	208 619
Stage 1	-	-	-	-	651 -
Stage 2	-	-	-	-	467 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1096	-	-	-	205 619
Mov Cap-2 Maneuver	-	-	-	-	389 -
Stage 1	-	-	-	-	641 -
Stage 2	-	-	-	-	467 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1096	-	-	-	471
HCM Lane V/C Ratio	0.015	-	-	-	0.265
HCM Control Delay (s)	8.3	-	-	-	15.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	1.1

HCM 2010 Signalized Intersection Summary
 15: Von Ohsen Rd/Royle Rd & US 78

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	524	23	67	283	59	35	182	183	107	130	144
Future Volume (veh/h)	119	524	23	67	283	59	35	182	183	107	130	144
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1827	1827	1900	1792	1792	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	132	582	26	74	314	66	39	202	203	119	144	160
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	397	766	34	242	634	133	358	310	311	279	293	325
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	980	1736	78	779	1437	302	1071	854	858	976	807	897
Grp Volume(v), veh/h	132	0	608	74	0	380	39	0	405	119	0	304
Grp Sat Flow(s),veh/h/ln	980	0	1813	779	0	1739	1071	0	1711	976	0	1704
Q Serve(g_s), s	6.8	0.0	17.2	5.4	0.0	9.6	1.8	0.0	12.1	7.1	0.0	8.5
Cycle Q Clear(g_c), s	16.4	0.0	17.2	22.6	0.0	9.6	10.3	0.0	12.1	19.2	0.0	8.5
Prop In Lane	1.00		0.04	1.00		0.17	1.00		0.50	1.00		0.53
Lane Grp Cap(c), veh/h	397	0	800	242	0	767	358	0	621	279	0	618
V/C Ratio(X)	0.33	0.00	0.76	0.31	0.00	0.50	0.11	0.00	0.65	0.43	0.00	0.49
Avail Cap(c_a), veh/h	397	0	800	242	0	767	425	0	727	340	0	724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	14.4	23.9	0.0	12.2	19.1	0.0	16.3	24.3	0.0	15.1
Incr Delay (d2), s/veh	2.2	0.0	6.7	3.3	0.0	2.3	0.1	0.0	1.6	0.9	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	9.9	1.4	0.0	5.0	0.5	0.0	5.9	2.0	0.0	4.1
LnGrp Delay(d),s/veh	20.3	0.0	21.1	27.1	0.0	14.5	19.2	0.0	17.8	25.2	0.0	15.7
LnGrp LOS	C		C	C		B	B		B	C		B
Approach Vol, veh/h		740			454			444			423	
Approach Delay, s/veh		20.9			16.6			18.0			18.4	
Approach LOS		C			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		28.2		33.0		28.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		26.0		27.0		26.0				
Max Q Clear Time (g_c+I1), s		19.2		21.2		24.6		14.1				
Green Ext Time (p_c), s		3.4		1.0		0.8		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				18.8								
HCM 2010 LOS				B								

Intersection												
Int Delay, s/veh	4											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	774	48	23	369	6	49	0	59	5	0	1
Future Vol, veh/h	5	774	48	23	369	6	49	0	59	5	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	4	4	4	7	7	7	5	5	5	2	2	2
Mvmt Flow	5	823	51	24	393	6	52	0	63	5	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	399	0	0	874	0	0	1304	1306	849	1334	1328	396
Stage 1	-	-	-	-	-	-	859	859	-	444	444	-
Stage 2	-	-	-	-	-	-	445	447	-	890	884	-
Critical Hdwy	4.14	-	-	4.17	-	-	7.15	6.55	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.55	-	6.12	5.52	-
Follow-up Hdwy	2.236	-	-	2.263	-	-	3.545	4.045	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	1149	-	-	751	-	-	135	158	356	131	155	653
Stage 1	-	-	-	-	-	-	347	369	-	593	575	-
Stage 2	-	-	-	-	-	-	586	568	-	337	363	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1149	-	-	751	-	-	130	150	356	104	147	653
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	150	-	104	147	-
Stage 1	-	-	-	-	-	-	344	366	-	588	551	-
Stage 2	-	-	-	-	-	-	561	545	-	275	360	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	0.6	45.2	36.4
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	199	751	-	-	1149	-	121
HCM Lane V/C Ratio	0.577	0.033	-	-	0.005	-	0.053
HCM Control Delay (s)	45.2	10	0	-	8.1	0	36.4
HCM Lane LOS	E	A	A	-	A	A	E
HCM 95th %tile Q(veh)	3.2	0.1	-	-	0	-	0.2

Intersection

Int Delay, s/veh 1.7

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔		↔				↔	
Traffic Vol, veh/h	0	842	1	38	390	1	7	0	72	1	0	1
Future Vol, veh/h	0	842	1	38	390	1	7	0	72	1	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	7	7	7	5	5	5	2	2	2
Mvmt Flow	0	915	1	41	424	1	8	0	78	1	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	916	0	0	1423	-	916	1462	1423	425
Stage 1	-	-	-	-	-	-	916	-	-	507	507	-
Stage 2	-	-	-	-	-	-	507	-	-	955	916	-
Critical Hdwy	-	-	-	4.17	-	-	7.15	-	6.25	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.263	-	-	3.545	-	3.345	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	724	-	-	112	0	326	107	136	629
Stage 1	0	-	-	-	-	-	322	0	-	548	539	-
Stage 2	0	-	-	-	-	-	543	0	-	310	351	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	724	-	-	106	-	326	77	126	629
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	-	-	77	126	-
Stage 1	-	-	-	-	-	-	322	-	-	548	499	-
Stage 2	-	-	-	-	-	-	502	-	-	236	351	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0			0.9			23.9			31.7		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SET	SERSWLn1
Capacity (veh/h)	275	724	-	-	-	137
HCM Lane V/C Ratio	0.312	0.057	-	-	-	0.016
HCM Control Delay (s)	23.9	10.3	0	-	-	31.7
HCM Lane LOS	C	B	A	-	-	D
HCM 95th %tile Q(veh)	1.3	0.2	-	-	-	0

Intersection						
Int Delay, s/veh	0.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	814	97	8	414	22	13
Future Vol, veh/h	814	97	8	414	22	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	6	6	3	3
Mvmt Flow	875	104	9	445	24	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	979	0	1390 927
Stage 1	-	-	-	-	927 -
Stage 2	-	-	-	-	463 -
Critical Hdwy	-	-	4.16	-	6.43 6.23
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.254	-	3.527 3.327
Pot Cap-1 Maneuver	-	-	689	-	156 324
Stage 1	-	-	-	-	384 -
Stage 2	-	-	-	-	632 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	689	-	153 324
Mov Cap-2 Maneuver	-	-	-	-	153 -
Stage 1	-	-	-	-	377 -
Stage 2	-	-	-	-	632 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	28.6
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	190	689	-	-	-
HCM Lane V/C Ratio	0.198	0.012	-	-	-
HCM Control Delay (s)	28.6	10.3	0	-	-
HCM Lane LOS	D	B	A	-	-
HCM 95th %tile Q(veh)	0.7	0	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔		↔		↔	
Traffic Vol, veh/h	810	5	18	445	4	33
Future Vol, veh/h	810	5	18	445	4	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	6	6	8	8
Mvmt Flow	853	5	19	468	4	35

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	858	0	1362
Stage 1	-	-	-	-	856
Stage 2	-	-	-	-	506
Critical Hdwy	-	-	4.16	-	6.48
Critical Hdwy Stg 1	-	-	-	-	5.48
Critical Hdwy Stg 2	-	-	-	-	5.48
Follow-up Hdwy	-	-	2.254	-	3.572
Pot Cap-1 Maneuver	-	-	766	-	158
Stage 1	-	-	-	-	406
Stage 2	-	-	-	-	593
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	766	-	153
Mov Cap-2 Maneuver	-	-	-	-	153
Stage 1	-	-	-	-	392
Stage 2	-	-	-	-	593

Approach	SE	NW	NE
HCM Control Delay, s	0	0.4	18.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	307	766	-	-	-
HCM Lane V/C Ratio	0.127	0.025	-	-	-
HCM Control Delay (s)	18.4	9.8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.4	0.1	-	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	11	834	0	0	428	25	4	0	1	41	0	27
Future Vol, veh/h	11	834	0	0	428	25	4	0	1	41	0	27
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	6	6	6	2	2	2	2	2	2
Mvmt Flow	12	907	0	0	465	27	4	0	1	45	0	29

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	492	0	0	-	-	0	1424	1423	907	1411	-	479
Stage 1	-	-	-	-	-	-	931	931	-	479	-	-
Stage 2	-	-	-	-	-	-	493	492	-	932	-	-
Critical Hdwy	4.15	-	-	-	-	-	7.12	6.52	6.22	7.12	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	-	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.518	4.018	3.318	3.518	-	3.318
Pot Cap-1 Maneuver	1056	-	-	0	-	-	113	136	334	116	0	587
Stage 1	-	-	-	0	-	-	320	346	-	568	0	-
Stage 2	-	-	-	0	-	-	558	548	-	320	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1056	-	-	-	-	-	105	133	334	114	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-	105	133	-	114	-	-
Stage 1	-	-	-	-	-	-	313	338	-	555	-	-
Stage 2	-	-	-	-	-	-	530	548	-	312	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.1	0	35.9	42.3
HCM LOS			E	E

Minor Lane/Major Mvmt	NELn1	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	122	-	-	1056	-	168
HCM Lane V/C Ratio	0.045	-	-	0.011	-	0.44
HCM Control Delay (s)	35.9	-	-	8.4	0	42.3
HCM Lane LOS	E	-	-	A	A	E
HCM 95th %tile Q(veh)	0.1	-	-	0	-	2

Intersection						
Int Delay, s/veh	1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔			↔	↔	↔
Traffic Vol, veh/h	864	16	11	443	14	42
Future Vol, veh/h	864	16	11	443	14	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	30
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	6	6	7	7
Mvmt Flow	929	17	12	476	15	45























Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	946	0	1438 938
Stage 1	-	-	-	-	938 -
Stage 2	-	-	-	-	500 -
Critical Hdwy	-	-	4.16	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.254	-	3.563 3.363
Pot Cap-1 Maneuver	-	-	709	-	143 314
Stage 1	-	-	-	-	373 -
Stage 2	-	-	-	-	599 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	709	-	140 314
Mov Cap-2 Maneuver	-	-	-	-	140 -
Stage 1	-	-	-	-	364 -
Stage 2	-	-	-	-	599 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	22.3
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	140	314	709	-	-	-
HCM Lane V/C Ratio	0.108	0.144	0.017	-	-	-
HCM Control Delay (s)	33.8	18.4	10.2	0	-	-
HCM Lane LOS	D	C	B	A	-	-
HCM 95th %tile Q(veh)	0.4	0.5	0.1	-	-	-






















HCM 2010 Signalized Intersection Summary
22: College Park Rd & US 78

2018 Existing Conditions
AM Peak Hour

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	64	316	1	164	513	172	381	426	123	12	329	82
Future Volume (veh/h)	64	316	1	164	513	172	381	426	123	12	329	82
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1792	1792	1900	1827	1827	1827	1810	1810	1900	1776	1776	1900
Adj Flow Rate, veh/h	65	322	1	167	523	176	389	435	126	12	336	84
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	7	7	7
Cap, veh/h	169	494	2	322	556	683	483	1300	373	304	827	204
Arrive On Green	0.06	0.28	0.28	0.08	0.30	0.30	0.14	0.49	0.49	0.31	0.31	0.31
Sat Flow, veh/h	1707	1786	6	1740	1827	1553	1723	2638	757	806	2684	662
Grp Volume(v), veh/h	65	0	323	167	523	176	389	282	279	12	210	210
Grp Sat Flow(s),veh/h/ln	1707	0	1791	1740	1827	1553	1723	1719	1676	806	1687	1659
Q Serve(g_s), s	3.4	0.0	20.7	8.8	36.3	9.3	17.6	12.9	13.2	1.4	12.8	13.1
Cycle Q Clear(g_c), s	3.4	0.0	20.7	8.8	36.3	9.3	17.6	12.9	13.2	1.4	12.8	13.1
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.45	1.00		0.40
Lane Grp Cap(c), veh/h	169	0	495	322	556	683	483	847	826	304	520	511
V/C Ratio(X)	0.39	0.00	0.65	0.52	0.94	0.26	0.81	0.33	0.34	0.04	0.40	0.41
Avail Cap(c_a), veh/h	179	0	511	345	586	708	483	847	826	304	520	511
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	34.6	0.0	41.5	31.4	44.0	23.0	28.2	20.0	20.1	31.6	35.5	35.6
Incr Delay (d2), s/veh	1.4	0.0	2.8	1.3	22.8	0.2	9.7	1.1	1.1	0.2	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	10.6	4.3	21.8	4.0	5.8	6.4	6.3	0.3	6.3	6.3
LnGrp Delay(d),s/veh	36.1	0.0	44.3	32.7	66.8	23.2	37.9	21.1	21.2	31.8	37.8	38.0
LnGrp LOS	D		D	C	E	C	D	C	C	C	D	D
Approach Vol, veh/h		388			866			950			432	
Approach Delay, s/veh		42.9			51.4			28.0			37.8	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		70.5	13.6	45.9	24.0	46.5	17.3	42.3				
Change Period (Y+Rc), s		6.4	6.4	6.3	6.4	6.4	6.4	6.3				
Max Green Setting (Gmax), s		61.2	8.0	41.7	17.6	37.2	12.6	37.1				
Max Q Clear Time (g_c+I1), s		15.2	5.4	38.3	19.6	15.1	10.8	22.7				
Green Ext Time (p_c), s		3.4	0.0	1.3	0.0	2.3	0.1	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			39.5									
HCM 2010 LOS			D									

Lanes, Volumes, Timings
23: US 78 & Ladson Rd/Ancrum Rd

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	46	13	1235	96	39	5	1	1	575	11	629	347
Future Volume (vph)	46	13	1235	96	39	5	1	1	575	11	629	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	180		0		250		0	275	
Storage Lanes	2		2	1		0		1		0	2	
Taper Length (ft)	100			80				125			100	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.97	0.95
Frt			0.850		0.984				0.997			0.994
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	1719	1810	2707	1719	1781	0	0	1703	3395	0	3400	3484
Flt Permitted	0.950			0.950							0.950	
Satd. Flow (perm)	1719	1810	2707	1719	1781	0	0	1792	3395	0	3400	3484
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			498		4				1			3
Link Speed (mph)		30			30				45			45
Link Distance (ft)		546			500				1049			647
Travel Time (s)		12.4			11.4				15.9			9.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	6%	6%	6%	6%	3%	3%
Adj. Flow (vph)	48	14	1300	101	41	5	1	1	605	12	662	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	14	1300	101	46	0	0	2	617	0	662	381
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		12			12				24			24
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane		Yes			Yes				Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2		1	1	2		1	2
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru		Left	Thru
Leading Detector (ft)	20	100	20	20	100		20	20	100		20	100
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Split	NA	pt+ov	Split	NA		custom	Prot	NA		Prot	NA
Protected Phases	8	8	8 1	4	4				5	2	1	6

Lanes, Volumes, Timings
 23: US 78 & Ladson Rd/Ancrum Rd

2018 Existing Conditions
 AM Peak Hour



Lane Group	NWR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	3%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
23: US 78 & Ladson Rd/Ancrum Rd

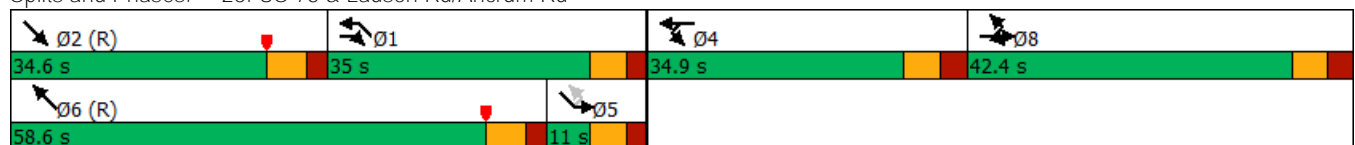
2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWL	NWT
Permitted Phases							5					
Detector Phase	8	8	8 1	4	4		5	5	2		1	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		6.0	6.0		4.0	4.0	16.0		4.0	16.0
Minimum Split (s)	16.9	16.9		34.9	34.9		10.3	10.3	34.6		10.3	22.6
Total Split (s)	42.4	42.4		34.9	34.9		11.0	11.0	34.6		35.0	58.6
Total Split (%)	28.9%	28.9%		23.8%	23.8%		7.5%	7.5%	23.6%		23.8%	39.9%
Maximum Green (s)	35.5	35.5		28.0	28.0		4.7	4.7	28.0		28.7	52.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.3		4.0	4.3
All-Red Time (s)	2.9	2.9		2.9	2.9		2.3	2.3	2.3		2.3	2.3
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	6.9	6.9		6.9	6.9			6.3	6.6		6.3	6.6
Lead/Lag							Lag	Lag	Lead		Lag	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	4.0		3.0	4.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	120.0	120.0		120.0	120.0		0.0	0.0	20.0		120.0	20.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	10.0		0.0	10.0
Recall Mode	None	None		None	None		None	None	C-Max		None	C-Max
Walk Time (s)				7.0	7.0				7.0			
Flash Dont Walk (s)				21.0	21.0				21.0			
Pedestrian Calls (#/hr)				0	0				0			
Act Effct Green (s)	34.5	34.5	62.6	14.0	14.0			4.7	43.0		28.7	75.8
Actuated g/C Ratio	0.23	0.23	0.43	0.10	0.10			0.03	0.29		0.20	0.52
v/c Ratio	0.12	0.03	0.90	0.62	0.27			0.04	0.62		1.00	0.21
Control Delay	41.4	38.8	23.7	79.3	58.7			70.5	50.1		92.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	41.4	38.8	23.7	79.3	58.7			70.5	50.1		92.6	22.5
LOS	D	D	C	E	E			E	D		F	C
Approach Delay		24.5			72.9				50.2			67.0
Approach LOS		C			E				D			E

Intersection Summary

Area Type: Other
 Cycle Length: 146.9
 Actuated Cycle Length: 146.9
 Offset: 120 (82%), Referenced to phase 2:SET and 6:NWT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 45.7
 Intersection Capacity Utilization 81.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 23: US 78 & Ladson Rd/Ancrum Rd





Lane Group	NWR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection							
Int Delay, s/veh	0.4						
Movement	SEU	SET	SER	NWL	NWT	NEL	NER
Lane Configurations		↔↔		↔	↔↔	↔	↔
Traffic Vol, veh/h	1	1827	21	38	1006	1	19
Future Vol, veh/h	1	1827	21	38	1006	1	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0	0
Veh in Median Storage, #	-	0	-	-	0	2	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93	93
Heavy Vehicles, %	4	4	4	5	5	22	22
Mvmt Flow	1	1965	23	41	1082	1	20

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	1082	0	0	1988	0	2602	994
Stage 1	-	-	-	-	-	1979	-
Stage 2	-	-	-	-	-	623	-
Critical Hdwy	6.48	-	-	4.2	-	7.24	7.34
Critical Hdwy Stg 1	-	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	-	6.24	-
Follow-up Hdwy	2.54	-	-	2.25	-	3.72	3.52
Pot Cap-1 Maneuver	289	-	-	275	-	15	211
Stage 1	-	-	-	-	-	74	-
Stage 2	-	-	-	-	-	446	-
Platoon blocked, %		-	-		-		
Mov Cap-1 Maneuver	289	-	-	275	-	13	211
Mov Cap-2 Maneuver	-	-	-	-	-	59	-
Stage 1	-	-	-	-	-	63	-
Stage 2	-	-	-	-	-	446	-

Approach	SE	NW	NE
HCM Control Delay, s	0	0.7	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	59	211	275	-	-	-
HCM Lane V/C Ratio	0.018	0.097	0.149	-	-	-
HCM Control Delay (s)	67.1	23.9	20.4	-	0	-
HCM Lane LOS	F	C	C	-	A	-
HCM 95th %tile Q(veh)	0.1	0.3	0.5	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑↓		↖	↑↑	↖	↗
Traffic Vol, veh/h	1879	8	6	1029	16	40
Future Vol, veh/h	1879	8	6	1029	16	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	50
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	2042	9	7	1118	17	43

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2051	0	2620
Stage 1	-	-	-	-	2047
Stage 2	-	-	-	-	573
Critical Hdwy	-	-	4.2	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.25	-	3.52
Pot Cap-1 Maneuver	-	-	259	-	20
Stage 1	-	-	-	-	86
Stage 2	-	-	-	-	527
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	259	-	19
Mov Cap-2 Maneuver	-	-	-	-	79
Stage 1	-	-	-	-	84
Stage 2	-	-	-	-	527

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	35.2
HCM LOS			E

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	79	232	259	-	-	-
HCM Lane V/C Ratio	0.22	0.187	0.025	-	-	-
HCM Control Delay (s)	63	24.1	19.3	-	-	-
HCM Lane LOS	F	C	C	-	-	-
HCM 95th %tile Q(veh)	0.8	0.7	0.1	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↑↑	↑↑		↘	
Traffic Vol, veh/h	4	1919	1026	10	53	20
Future Vol, veh/h	4	1919	1026	10	53	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	5	5	2	2
Mvmt Flow	4	2109	1127	11	58	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1138	0	-	0	2196 569
Stage 1	-	-	-	-	1133 -
Stage 2	-	-	-	-	1063 -
Critical Hdwy	4.18	-	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	2.24	-	-	-	3.52 3.32
Pot Cap-1 Maneuver	598	-	-	-	- 38 465
Stage 1	-	-	-	-	269 -
Stage 2	-	-	-	-	293 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	598	-	-	-	- 38 465
Mov Cap-2 Maneuver	-	-	-	-	187 -
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	293 -























Approach	SE	NW	SW
HCM Control Delay, s	0	0	29.8
HCM LOS			D

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	598	- 224
HCM Lane V/C Ratio	-	-	0.007	- 0.358
HCM Control Delay (s)	-	-	11.1	- 29.8
HCM Lane LOS	-	-	B	- D
HCM 95th %tile Q(veh)	-	-	0	- 1.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	1718	191	6	363	948	52	85	7	351	73	55
Future Volume (vph)	8	1718	191	6	363	948	52	85	7	351	73	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250		400		0	150		325	100	
Storage Lanes	1		1		2		0	1		2	1	
Taper Length (ft)	100				100			100			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	0.95	0.97	1.00	0.88	1.00	1.00
Frt			0.850			0.992				0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1752	3505	1568	0	3400	3477	0	3335	1810	2707	1752	1845
Flt Permitted	0.205				0.667			0.950			0.950	
Satd. Flow (perm)	378	3505	1568	0	2387	3477	0	3335	1810	2707	1752	1845
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			143			5				191		
Link Speed (mph)		45				45			30			30
Link Distance (ft)		2406				2013			637			317
Travel Time (s)		36.5				30.5			14.5			7.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	5%	5%	5%	3%	3%
Adj. Flow (vph)	9	1867	208	7	395	1030	57	92	8	382	79	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1867	208	0	402	1087	0	92	8	382	79	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		24				24			24			24
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane		Yes				Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2		1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	Prot	NA		Prot	NA	Prot	Prot	NA
Protected Phases	5	2			1	6		3	8	8	7	4

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
AM Peak Hour

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	20
Future Volume (vph)	20
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Fr _t	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	153
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	3%
Adj. Flow (vph)	22
Shared Lane Traffic (%)	
Lane Group Flow (vph)	22
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1								
Detector Phase	5	2	2	1	1	6		3	8	8	7	4
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	15.0		6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	12.0	53.8	53.8	12.0	12.0	44.8		12.0	41.7	41.7	12.0	40.7
Total Split (s)	12.0	54.3	54.3	12.0	12.0	54.3		13.0	41.7	41.7	12.0	40.7
Total Split (%)	10.0%	45.3%	45.3%	10.0%	10.0%	45.3%		10.8%	34.8%	34.8%	10.0%	33.9%
Maximum Green (s)	6.0	46.5	46.5	6.0	6.0	46.5		7.0	35.0	35.0	6.0	34.0
Yellow Time (s)	3.0	4.8	4.8	3.0	3.0	4.8		3.0	3.7	3.7	3.0	3.7
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.8	7.8		6.0	7.8		6.0	6.7	6.7	6.0	6.7
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max		None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0			7.0	7.0		7.0
Flash Dont Walk (s)		39.0	39.0			30.0			28.0	28.0		27.0
Pedestrian Calls (#/hr)		0	0			0			0	0		0
Act Effct Green (s)	54.3	46.5	46.5		6.0	56.2		6.8	16.5	16.5	6.0	18.1
Actuated g/C Ratio	0.53	0.46	0.46		0.06	0.55		0.07	0.16	0.16	0.06	0.18
v/c Ratio	0.03	1.16	0.26		2.87	0.56		0.41	0.03	0.64	0.77	0.18
Control Delay	9.4	108.3	6.8		877.2	17.1		51.6	35.7	24.7	89.8	39.1
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	108.3	6.8		877.2	17.1		51.6	35.7	24.7	89.8	39.1
LOS	A	F	A		F	B		D	D	C	F	D
Approach Delay		97.7				249.3			30.0			58.7
Approach LOS		F				F			C			E

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 101.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.87
 Intersection Signal Delay: 142.0 Intersection LOS: F
 Intersection Capacity Utilization 97.6% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 27: Ingleside Blvd & US 78





Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	40.7
Total Split (s)	40.7
Total Split (%)	33.9%
Maximum Green (s)	34.0
Yellow Time (s)	3.7
All-Red Time (s)	3.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.7
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	27.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.1
Actuated g/C Ratio	0.18
v/c Ratio	0.05
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	7.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑↑		↑
Traffic Vol, veh/h	2032	35	0	1444	0	207
Future Vol, veh/h	2032	35	0	1444	0	207
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	4	4	2	2
Mvmt Flow	2162	37	0	1536	0	220

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	1100
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	- 207
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	- 207
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	129.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	207	-	-	-
HCM Lane V/C Ratio	1.064	-	-	-
HCM Control Delay (s)	129.1	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	10	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

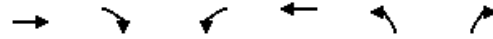
Lanes, Volumes, Timings
29: I-26 EB On Ramp & US 78

2018 Existing Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘↙	↑↑		
Traffic Volume (vph)	1429	732	132	1233	0	0
Future Volume (vph)	1429	732	132	1233	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	250		0	0
Storage Lanes		1	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	3471	1553	3400	3505	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3471	1553	3400	3505	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		206				
Link Speed (mph)	45			45	30	
Link Distance (ft)	375			399	481	
Travel Time (s)	5.7			6.0	10.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.92	0.92
Heavy Vehicles (%)	4%	4%	3%	3%	2%	2%
Adj. Flow (vph)	1458	747	135	1258	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1458	747	135	1258	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2		
Detector Template	Thru	Right	Left	Thru		
Leading Detector (ft)	100	20	20	100		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6		
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	Prot	NA		
Protected Phases	2		1	Free		

Lanes, Volumes, Timings
 29: I-26 EB On Ramp & US 78

2018 Existing Conditions
 AM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		2				
Detector Phase	2	2	1			
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0			
Minimum Split (s)	16.0	16.0	12.9			
Total Split (s)	154.0	154.0	26.0			
Total Split (%)	85.6%	85.6%	14.4%			
Maximum Green (s)	148.1	148.1	19.1			
Yellow Time (s)	3.8	3.8	4.9			
All-Red Time (s)	2.1	2.1	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	5.9	5.9	6.9			
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0			
Recall Mode	C-Max	C-Max	None			
Act Effct Green (s)	154.7	154.7	12.5	180.0		
Actuated g/C Ratio	0.86	0.86	0.07	1.00		
v/c Ratio	0.49	0.55	0.57	0.36		
Control Delay	3.8	4.0	90.5	0.3		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	3.8	4.0	90.5	0.3		
LOS	A	A	F	A		
Approach Delay	3.9			9.0		
Approach LOS	A			A		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 177 (98%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 94.2%
 Analysis Period (min) 15



















Intersection LOS: A
 ICU Level of Service F

Splits and Phases: 29: I-26 EB On Ramp & US 78
























Lanes, Volumes, Timings
 30: I-26 WB Off ramp & US 78 & I-26 WB On Ramp

2018 Existing Conditions
 AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER	
Lane Configurations		 			 						
Traffic Volume (vph)	76	2186	0	0	973	482	0	0	0	619	
Future Volume (vph)	76	2186	0	0	973	482	0	0	0	619	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	300		0	0		300	0	0	0	0	
Storage Lanes	1		0	0		1	0	0	0	1	
Taper Length (ft)	25			25			25		25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	
Frt						0.850				0.865	
Flt Protected	0.950										
Satd. Flow (prot)	1752	3505	0	0	3471	1553	0	0	0	1611	
Flt Permitted	0.950										
Satd. Flow (perm)	1752	3505	0	0	3471	1553	0	0	0	1611	
Link Speed (mph)		45			45		30		30		
Link Distance (ft)		322			640		283		329		
Travel Time (s)		4.9			9.7		6.4		7.5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	
Adj. Flow (vph)	82	2351	0	0	1046	518	0	0	0	666	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	82	2351	0	0	1046	518	0	0	0	666	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(ft)		12			12		0		0		
Link Offset(ft)		0			0		0		0		
Crosswalk Width(ft)		16			16		16		16		
Two way Left Turn Lane					Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15	9	15	9	
Sign Control		Free			Free		Stop		Free		
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	105.4%					ICU Level of Service G					
Analysis Period (min)	15										

Lanes, Volumes, Timings
31: Medical Plaza Dr/University Blvd & US 78

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	1947	557	91	1397	112	118	32	44	13	3	36
Future Volume (vph)	198	1947	557	91	1397	112	118	32	44	13	3	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	350		0	250		0	0		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	100			100			100			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Fr _t			0.850		0.989			0.932			0.861	
Fl _t Protected	0.950			0.950			0.950	0.989		0.950		
Satd. Flow (prot)	1770	3539	1583	1736	3433	0	1681	1631	0	1770	1604	0
Fl _t Permitted	0.950			0.950			0.950	0.989		0.950		
Satd. Flow (perm)	1770	3539	1583	1736	3433	0	1681	1631	0	1770	1604	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273		6			18			39	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		640			248			761			584	
Travel Time (s)		9.7			3.8			17.3			13.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	213	2094	599	98	1502	120	127	34	47	14	3	39
Shared Lane Traffic (%)							17%					
Lane Group Flow (vph)	213	2094	599	98	1622	0	105	103	0	14	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	

Lanes, Volumes, Timings
 31: Medical Plaza Dr/University Blvd & US 78

2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			2									
Detector Phase	5	2	2	1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	6.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.7	24.1	24.1	11.7	23.1		27.9	27.9		27.9	27.9	
Total Split (s)	32.8	117.1	117.1	17.0	101.3		27.9	27.9		27.9	27.9	
Total Split (%)	17.3%	61.7%	61.7%	9.0%	53.3%		14.7%	14.7%		14.7%	14.7%	
Maximum Green (s)	27.1	111.0	111.0	11.3	95.2		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.0	4.3	4.3	3.0	4.3		3.2	3.2		3.2	3.2	
All-Red Time (s)	2.7	1.8	1.8	2.7	1.8		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.1	6.1	5.7	6.1		5.9	5.9		5.9	5.9	
Lead/Lag	Lead	Lead	Lead	Lag	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	2.5	3.9	3.9	2.5	3.9		2.1	2.1		2.1	2.1	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		5.0	5.0		5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)		13.0	13.0		12.0		17.0	17.0		17.0	17.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	28.4	131.9	131.9	11.3	114.8		16.3	16.3		10.0	10.0	
Actuated g/C Ratio	0.15	0.69	0.69	0.06	0.60		0.09	0.09		0.05	0.05	
v/c Ratio	0.81	0.85	0.51	0.95	0.78		0.73	0.66		0.15	0.35	
Control Delay	99.9	27.9	9.1	160.9	34.0		111.3	88.3		89.8	32.5	
Queue Delay	0.0	0.0	0.0	0.0	1.9		0.0	0.0		0.0	0.0	
Total Delay	99.9	27.9	9.1	160.9	35.9		111.3	88.3		89.8	32.5	
LOS	F	C	A	F	D		F	F		F	C	
Approach Delay		29.3			43.0			99.9			46.9	
Approach LOS		C			D			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 189.9
 Actuated Cycle Length: 189.9
 Offset: 166 (87%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 37.3
 Intersection Capacity Utilization 85.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 31: Medical Plaza Dr/University Blvd & US 78



Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓			↑↑	↑↓	
Traffic Vol, veh/h	1994	40	7	1579	0	6
Future Vol, veh/h	1994	40	7	1579	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	2121	43	7	1680	0	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2164	0	2997 1082
Stage 1	-	-	-	-	2143 -
Stage 2	-	-	-	-	854 -
Critical Hdwy	-	-	4.16	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.23	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	240	-	11 213
Stage 1	-	-	-	-	76 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	240	-	6 213
Mov Cap-2 Maneuver	-	-	-	-	36 -
Stage 1	-	-	-	-	43 -
Stage 2	-	-	-	-	377 -

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	213	-	-	240	-
HCM Lane V/C Ratio	0.03	-	-	0.031	-
HCM Control Delay (s)	22.4	-	-	20.5	4.4
HCM Lane LOS	C	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓			↑↓	↑↓	
Traffic Vol, veh/h	1990	19	4	1577	2	2
Future Vol, veh/h	1990	19	4	1577	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	2095	20	4	1660	2	2





















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	2115	0	2943
Stage 1	-	-	-	-	2105
Stage 2	-	-	-	-	838
Critical Hdwy	-	-	4.16	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.23	-	3.52
Pot Cap-1 Maneuver	-	-	251	-	12
Stage 1	-	-	-	-	79
Stage 2	-	-	-	-	385
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	251	-	10
Mov Cap-2 Maneuver	-	-	-	-	59
Stage 1	-	-	-	-	63
Stage 2	-	-	-	-	385

Approach	EB	WB	NB
HCM Control Delay, s	0	2	45.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	93	-	-	251	-
HCM Lane V/C Ratio	0.045	-	-	0.017	-
HCM Control Delay (s)	45.5	-	-	19.6	2
HCM Lane LOS	E	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings
34: Medical Plaza Dr/BUC Club Blvd & US 78

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	104	1759	114	186	1474	138	88	14	92	31	2
Future Volume (vph)	1	104	1759	114	186	1474	138	88	14	92	31	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150		0	200		0	125		0	150	
Storage Lanes		1		0	1		0	1		0	1	
Taper Length (ft)		100			100			75			25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.987			0.870			0.867
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3507	0	1752	3459	0	1719	1574	0	1736	1584
Flt Permitted		0.049			0.038			0.746			0.172	
Satd. Flow (perm)	0	91	3507	0	70	3459	0	1350	1574	0	314	1584
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			4			6			97			16
Link Speed (mph)			45			45			30			30
Link Distance (ft)			360			1036			288			425
Travel Time (s)			5.5			15.7			6.5			9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%	4%	4%
Adj. Flow (vph)	1	109	1852	120	196	1552	145	93	15	97	33	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	1972	0	196	1697	0	93	112	0	33	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane			Yes			Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA
Protected Phases		5	2		1	6			3			4

Lanes, Volumes, Timings
 34: Medical Plaza Dr/BUC Club Blvd & US 78

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	15
Future Volume (vph)	15
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	4%
Adj. Flow (vph)	16
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
 34: Medical Plaza Dr/BUC Club Blvd & US 78

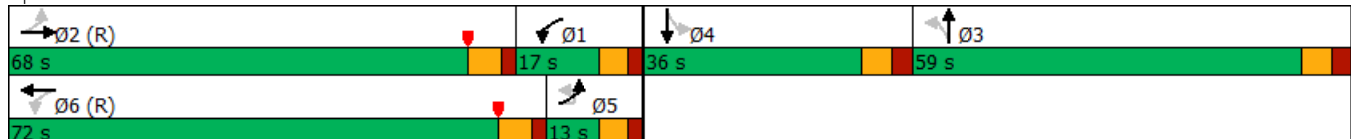
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	5	2			6			3			4	
Detector Phase	5	5	2		1	6		3	3		4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	18.0		6.0	14.0		8.0	8.0		8.0	8.0
Minimum Split (s)	12.0	12.0	27.4		12.0	39.4		14.8	14.8		34.8	34.8
Total Split (s)	13.0	13.0	68.0		17.0	72.0		59.0	59.0		36.0	36.0
Total Split (%)	7.2%	7.2%	37.8%		9.4%	40.0%		32.8%	32.8%		20.0%	20.0%
Maximum Green (s)	7.0	7.0	61.6		11.0	65.6		52.2	52.2		29.2	29.2
Yellow Time (s)	4.0	4.0	4.4		4.0	4.4		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.8	2.8		2.8	2.8
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		6.0	6.4		6.0	6.4		6.8	6.8		6.8	6.8
Lead/Lag	Lag	Lag	Lead		Lag	Lead		Lag	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	2.0	2.0	4.0		2.0	4.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None
Walk Time (s)			7.0			7.0					7.0	7.0
Flash Dont Walk (s)			14.0			26.0					21.0	21.0
Pedestrian Calls (#/hr)			0			0					0	0
Act Effct Green (s)		110.7	103.3		118.7	107.3		17.8	17.8		26.1	26.1
Actuated g/C Ratio		0.62	0.57		0.66	0.60		0.10	0.10		0.14	0.14
v/c Ratio		0.91	0.98		1.32	0.82		0.70	0.46		0.73	0.07
Control Delay		114.5	53.7		213.0	25.3		103.6	22.8		142.0	27.2
Queue Delay		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		114.5	53.7		213.0	25.3		103.6	22.8		142.0	27.2
LOS		F	D		F	C		F	C		F	C
Approach Delay			57.0			44.7			59.5			101.5
Approach LOS			E			D			E			F

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 164 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 52.1 Intersection LOS: D
 Intersection Capacity Utilization 90.1% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 34: Medical Plaza Dr/BUC Club Blvd & US 78





Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection							
Int Delay, s/veh	1.3						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↓	↓
Traffic Vol, veh/h	1776	122	2	117	1816	13	26
Future Vol, veh/h	1776	122	2	117	1816	13	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	2	2	2	8	8
Mvmt Flow	1812	124	2	119	1853	13	27

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	1937	1936	0	3043	968
Stage 1	-	-	-	-	-	1874	-
Stage 2	-	-	-	-	-	1169	-
Critical Hdwy	-	-	6.44	4.14	-	6.96	7.06
Critical Hdwy Stg 1	-	-	-	-	-	5.96	-
Critical Hdwy Stg 2	-	-	-	-	-	5.96	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.58	3.38
Pot Cap-1 Maneuver	-	-	82	300	-	~ 9	243
Stage 1	-	-	-	-	-	100	-
Stage 2	-	-	-	-	-	246	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	285	285	-	~ 5	243
Mov Cap-2 Maneuver	-	-	-	-	-	49	-
Stage 1	-	-	-	-	-	58	-
Stage 2	-	-	-	-	-	246	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	49
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	49	243	-	-	285	-
HCM Lane V/C Ratio	0.271	0.109	-	-	0.426	-
HCM Control Delay (s)	103.8	21.6	-	-	26.7	-
HCM Lane LOS	F	C	-	-	D	-
HCM 95th %tile Q(veh)	0.9	0.4	-	-	2	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗			↕	↗
Traffic Vol, veh/h	138	1560	45	10	1901	94	3	0	11	4	0	67
Future Vol, veh/h	138	1560	45	10	1901	94	3	0	11	4	0	67
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	3	3	3
Mvmt Flow	141	1592	46	10	1940	96	3	0	11	4	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2036	0	0	1638	0	0	2887	3953	819	3086	3928	1018
Stage 1	-	-	-	-	-	-	1897	1897	-	2008	2008	-
Stage 2	-	-	-	-	-	-	990	2056	-	1078	1920	-
Critical Hdwy	4.16	-	-	4.14	-	-	7.54	6.54	6.94	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.56	5.56	-
Follow-up Hdwy	2.23	-	-	2.22	-	-	3.52	4.02	3.32	3.53	4.03	3.33
Pot Cap-1 Maneuver	270	-	-	392	-	-	7	3	319	5	3	233
Stage 1	-	-	-	-	-	-	72	116	-	60	101	-
Stage 2	-	-	-	-	-	-	264	97	-	232	112	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	270	-	-	392	-	-	-3	1	319	-3	1	233
Mov Cap-2 Maneuver	-	-	-	-	-	-	-3	1	-	-3	1	-
Stage 1	-	-	-	-	-	-	34	55	-	29	98	-
Stage 2	-	-	-	-	-	-	182	94	-	107	54	-






















Approach	EB			WB			NB			SB		
HCM Control Delay, s	2.5			0.1			\$ 610.4			146.2		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	14	270	-	-	392	-	-	3	233
HCM Lane V/C Ratio	1.02	0.522	-	-	0.026	-	-	1.361	0.293
HCM Control Delay (s)	\$ 610.4	32	-	-	14.4	-	-	\$ 2147.1	26.7
HCM Lane LOS	F	D	-	-	B	-	-	F	D
HCM 95th %tile Q(veh)	2.3	2.8	-	-	0.1	-	-	1.3	1.2

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon






















HCM 2010 Signalized Intersection Summary
 37: Elms Center Rd & US 78

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1395	34	13	1792	109	114	21	17	153	15	77
Future Volume (veh/h)	112	1395	34	13	1792	109	114	21	17	153	15	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1845	1845	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	115	1438	35	13	1847	112	118	22	18	158	15	79
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	2	2	2
Cap, veh/h	339	2553	62	281	2184	131	172	146	120	222	40	210
Arrive On Green	0.19	1.00	1.00	0.03	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1757	3497	85	1757	3360	202	1297	949	777	1362	259	1363
Grp Volume(v), veh/h	115	720	753	13	954	1005	118	0	40	158	0	94
Grp Sat Flow(s),veh/h/ln	1757	1752	1830	1757	1752	1809	1297	0	1726	1362	0	1622
Q Serve(g_s), s	0.0	0.0	0.0	0.5	0.0	0.0	16.2	0.0	3.6	20.5	0.0	9.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.5	0.0	0.0	25.6	0.0	3.6	24.1	0.0	9.4
Prop In Lane	1.00		0.05	1.00		0.11	1.00		0.45	1.00		0.84
Lane Grp Cap(c), veh/h	339	1280	1336	281	1139	1176	172	0	266	222	0	250
V/C Ratio(X)	0.34	0.56	0.56	0.05	0.84	0.85	0.69	0.00	0.15	0.71	0.00	0.38
Avail Cap(c_a), veh/h	339	1280	1336	311	1139	1176	196	0	297	247	0	279
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	12.4	0.0	0.0	79.9	0.0	66.0	76.4	0.0	68.4
Incr Delay (d2), s/veh	0.6	1.8	1.7	0.0	5.2	5.7	8.1	0.0	0.3	8.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.6	0.6	0.2	1.7	1.9	6.2	0.0	1.7	8.2	0.0	4.3
LnGrp Delay(d),s/veh	15.4	1.8	1.7	12.4	5.2	5.7	88.0	0.0	66.2	84.5	0.0	69.3
LnGrp LOS	B	A	A	B	A	A	F		E	F		E
Approach Vol, veh/h	1588			1972			158			252		
Approach Delay, s/veh	2.7			5.5			82.5			78.9		
Approach LOS	A			A			F			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	8.9	137.4	33.7		23.3	123.0	33.7					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	6.0	125.0	31.0		14.0	117.0	31.0					
Max Q Clear Time (g_c+I1), s	2.5	2.0	26.1		2.0	2.0	27.6					
Green Ext Time (p_c), s	0.0	14.3	0.4		0.2	30.6	0.2					
Intersection Summary												
HCM 2010 Ctrl Delay				12.1								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
38: Fernwood Dr & US 78

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	5	1450	19	74	1878	8	97	0	59	2	0
Future Volume (vph)	2	5	1450	19	74	1878	8	97	0	59	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250		0	250		300	100		100	100	
Storage Lanes		1		0	1		1	1		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998				0.850			0.850		
Flt Protected		0.950			0.950			0.950				0.950
Satd. Flow (prot)	0	1752	3498	0	1770	3539	1583	1752	1845	1568	0	1770
Flt Permitted		0.086			0.128			0.757				0.757
Satd. Flow (perm)	0	159	3498	0	238	3539	1583	1396	1845	1568	0	1410
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			2				61			116		
Link Speed (mph)			45			45			30			30
Link Distance (ft)			1096			1325			285			340
Travel Time (s)			16.6			20.1			6.5			7.7
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	3%	3%	3%	2%	2%
Adj. Flow (vph)	2	5	1495	20	76	1936	8	100	0	61	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	1515	0	76	1936	8	100	0	61	0	2
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane			Yes			Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100		20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6		20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA		pm+pt	NA	Perm	Perm		Perm	Perm	NA
Protected Phases		5	2		1	6			8			4

Lanes, Volumes, Timings
38: Fernwood Dr & US 78

2018 Existing Conditions
AM Peak Hour

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	93
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Heavy Vehicles (%)	2%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
38: Fernwood Dr & US 78

2018 Existing Conditions
AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	5	2			6		6	8		8	4	
Detector Phase	5	5	2		1	6	6	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0		6.0	15.0	15.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	12.0	12.0	28.2		12.0	25.2	25.2	29.9	29.9	29.9	26.9	26.9
Total Split (s)	12.0	12.0	136.0		12.0	136.0	136.0	32.0	32.0	32.0	32.0	32.0
Total Split (%)	6.7%	6.7%	75.6%		6.7%	75.6%	75.6%	17.8%	17.8%	17.8%	17.8%	17.8%
Maximum Green (s)	6.0	6.0	129.8		6.0	129.8	129.8	25.1	25.1	25.1	25.1	25.1
Yellow Time (s)	3.0	3.0	4.4		3.0	4.4	4.4	3.6	3.6	3.6	3.6	3.6
All-Red Time (s)	3.0	3.0	1.8		3.0	1.8	1.8	3.3	3.3	3.3	3.3	3.3
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.0	6.2		6.0	6.2	6.2	6.9	6.9	6.9		6.9
Lead/Lag	Lag	Lag	Lag		Lead	Lead	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes					
Vehicle Extension (s)	2.5	2.5	3.9		2.5	3.9	3.9	2.1	2.1	2.1	2.1	2.1
Minimum Gap (s)	0.2	0.2	2.5		0.2	2.5	2.5	0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0		0.0	16.0	16.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max		None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)			17.0			14.0	14.0	18.0	18.0	18.0	15.0	15.0
Pedestrian Calls (#/hr)			0			0	0	0	0	0	0	0
Act Effct Green (s)		137.4	137.2		147.4	147.2	147.2	17.3		17.3		17.3
Actuated g/C Ratio		0.76	0.76		0.82	0.82	0.82	0.10		0.10		0.10
v/c Ratio		0.04	0.57		0.31	0.67	0.01	0.75		0.24		0.01
Control Delay		3.9	4.5		7.6	10.0	0.0	109.4		2.2		69.5
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0		0.0
Total Delay		3.9	4.5		7.6	10.0	0.0	109.4		2.2		69.5
LOS		A	A		A	A	A	F		A		E
Approach Delay			4.5			9.9			68.8			17.5
Approach LOS			A			A			E			B

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 21 (12%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 94.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service F

Splits and Phases: 38: Fernwood Dr & US 78



Lanes, Volumes, Timings
 38: Fernwood Dr & US 78

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	10.0
Minimum Split (s)	26.9
Total Split (s)	32.0
Total Split (%)	17.8%
Maximum Green (s)	25.1
Yellow Time (s)	3.6
All-Red Time (s)	3.3
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.9
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	2.1
Minimum Gap (s)	0.2
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	5.0
Flash Dont Walk (s)	15.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	17.3
Actuated g/C Ratio	0.10
v/c Ratio	0.03
Control Delay	0.2
Queue Delay	0.0
Total Delay	0.2
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Intersection							
Int Delay, s/veh	21.2						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑	↔	↔
Traffic Vol, veh/h	1525	173	1	251	1833	37	49
Future Vol, veh/h	1525	173	1	251	1833	37	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	400	-	100	-	350	0
Veh in Median Storage, #	0	-	-	-	0	2	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	2	2	2	2	2
Mvmt Flow	1572	178	1	259	1890	38	51

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1278 1750
Stage 1	-	-	- - 1661 -
Stage 2	-	-	- - 1276 -
Critical Hdwy	-	-	5.64 5.34 - 5.74 7.14
Critical Hdwy Stg 1	-	-	- - 6.64 -
Critical Hdwy Stg 2	-	-	- - 6.04 -
Follow-up Hdwy	-	-	2.32 3.12 - 3.82 3.92
Pot Cap-1 Maneuver	-	-	308 ~ 167 - ~ 28 251
Stage 1	-	-	- - 94 -
Stage 2	-	-	- - 202 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	167 ~ 167 - 0 251
Mov Cap-2 Maneuver	-	-	- - 0 -
Stage 1	-	-	- - 0 -
Stage 2	-	-	- - 202 -


















Approach	EB	WB	NB
HCM Control Delay, s	0	39.4	
HCM LOS			-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	251	-	-	~ 167	-
HCM Lane V/C Ratio	-	0.201	-	-	1.556	-
HCM Control Delay (s)	-	22.9	-	-	\$ 325.9	-
HCM Lane LOS	-	C	-	-	F	-
HCM 95th %tile Q(veh)	-	0.7	-	-	17.2	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
40: US 78 & NAD Road

2018 Existing Conditions
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR	
Lane Configurations		 			 						
Traffic Volume (vph)	0	737	754	0	412	0	0	0	0	1775	
Future Volume (vph)	0	737	754	0	412	0	0	0	0	1775	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	
Fr _t		0.957	0.850							0.865	
Flt Protected											
Satd. Flow (prot)	0	3213	1427	0	3471	0	0	0	0	1611	
Flt Permitted											
Satd. Flow (perm)	0	3213	1427	0	3471	0	0	0	0	1611	
Link Speed (mph)		45			45		45		45		
Link Distance (ft)		1127			744		2166		1226		
Travel Time (s)		17.1			11.3		32.8		18.6		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	2%	
Adj. Flow (vph)	0	768	785	0	429	0	0	0	0	1849	
Shared Lane Traffic (%)			39%								
Lane Group Flow (vph)	0	1074	479	0	429	0	0	0	0	1849	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	Right	
Median Width(ft)		12			12		0		0		
Link Offset(ft)		0			0		0		0		
Crosswalk Width(ft)		16			16		16		16		
Two way Left Turn Lane		Yes			Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15	9	15	9	
Sign Control		Free			Free		Free		Free		











Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	128.0%
ICU Level of Service	H
Analysis Period (min)	15

Lanes, Volumes, Timings

2018 Existing Conditions

41: US 52/78/Rivers Ave/US 52/Rivers Ave & US 78 Eastbound & US 78 Westbound AM Peak Hour
























										
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR
Lane Configurations		↑↑↑	↗		↑↑↑			↗		
Traffic Volume (vph)	0	1325	392	0	4041	0	0	754	0	0
Future Volume (vph)	0	1325	392	0	4041	0	0	754	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00
Fr _t			0.850					0.865		
Flt Protected										
Satd. Flow (prot)	0	4988	1553	0	5085	0	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	4988	1553	0	5085	0	0	1611	0	0
Link Speed (mph)		45			45		45		45	
Link Distance (ft)		1024			791		531		2059	
Travel Time (s)		15.5			12.0		8.0		31.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	1410	417	0	4299	0	0	802	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1410	417	0	4299	0	0	802	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)		12			12		0		0	
Link Offset(ft)		0			0		30		-30	
Crosswalk Width(ft)		16			16		16		16	
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	9
Sign Control		Free			Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	131.4%
ICU Level of Service	H
Analysis Period (min)	15

Lanes, Volumes, Timings
42: US 52/78/Rivers Ave & Otranto Rd

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	212	21	319	228	47	108	118	1371	97	7	25	3791
Future Volume (vph)	212	21	319	228	47	108	118	1371	97	7	25	3791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)			175	90		200	350		375		250	
Storage Lanes	1		1	1		1	1		1		1	
Taper Length (ft)	25			25			100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.86	1.00	0.86
Frt			0.850			0.850			0.850			0.999
Flt Protected	0.950			0.950			0.950				0.950	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1719	6225	1538	0	1770	6401
Flt Permitted	0.000			0.000			0.950				0.950	
Satd. Flow (perm)	0	1863	1583	0	1863	1583	1719	6225	1538	0	1770	6401
Right Turn on Red			Yes			Yes			Yes			
Satd. Flow (RTOR)			130			170			104			1
Link Speed (mph)		30			30			45				45
Link Distance (ft)		368			478			716				1024
Travel Time (s)		8.4			10.9			10.8				15.5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	228	23	343	245	51	116	127	1474	104	8	27	4076
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	23	343	245	51	116	127	1474	104	0	35	4100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	R NA	Left	Left
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	9	15	
Number of Detectors	1	2	1	1	2	1	1	2	1	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	pm+ov	Prot	Prot	NA
Protected Phases	3	8	1	7	4		1	6	7	5	5	2

Lanes, Volumes, Timings
 42: US 52/78/Rivers Ave & Otranto Rd

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBR
Lite Configurations	
Traffic Volume (vph)	22
Future Volume (vph)	22
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.86
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	2%
Adj. Flow (vph)	24
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
42: US 52/78/Rivers Ave & Otranto Rd

2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Permitted Phases	8		8	4		4			6			
Detector Phase	3	8	1	7	4	4	1	6	7	5	5	2
Switch Phase												
Minimum Initial (s)	6.0	8.0	6.0	6.0	8.0	8.0	6.0	15.0	6.0	6.0	6.0	15.0
Minimum Split (s)	12.0	14.0	12.0	12.0	14.0	14.0	12.0	42.5	12.0	12.0	12.0	42.5
Total Split (s)	23.0	14.0	27.0	23.0	14.0	14.0	27.0	128.0	23.0	15.0	15.0	116.0
Total Split (%)	12.8%	7.8%	15.0%	12.8%	7.8%	7.8%	15.0%	71.1%	12.8%	8.3%	8.3%	64.4%
Maximum Green (s)	17.0	8.0	21.0	17.0	8.0	8.0	21.0	121.5	17.0	9.0	9.0	109.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.0	4.0	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.5	6.0		6.0	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	3.0	3.0	3.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.6	0.2	0.2	0.2	2.6
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	15.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	None	C-Max
Walk Time (s)								7.0				7.0
Flash Dont Walk (s)								29.0				29.0
Pedestrian Calls (#/hr)								0				0
Act Effct Green (s)	17.0	8.0	25.8	22.6	8.0	8.0	21.0	124.8	155.1		8.1	109.5
Actuated g/C Ratio	0.09	0.04	0.14	0.13	0.04	0.04	0.12	0.69	0.86		0.04	0.61
v/c Ratio	1.37	0.28	1.01	1.10	0.62	0.50	0.64	0.34	0.08		0.44	1.05
Control Delay	252.8	92.1	89.8	155.9	114.6	8.6	76.8	7.4	0.7		103.4	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	252.8	92.1	89.8	155.9	114.6	8.6	76.8	7.4	0.7		103.4	62.6
LOS	F	F	F	F	F	A	E	A	A		F	E
Approach Delay		152.4			109.3			12.1				62.9
Approach LOS		F			F			B				E

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 126 (70%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.37
 Intersection Signal Delay: 60.8
 Intersection Capacity Utilization 103.1%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 42: US 52/78/Rivers Ave & Otranto Rd

























Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's

2018 Existing Conditions
 AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	14	4	58	23	4	3	17	40	1560	49	1	19
Future Volume (vph)	14	4	58	23	4	3	17	40	1560	49	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0		275		75		200
Storage Lanes	0		1	1		0		1		1		1
Taper Length (ft)	25			25				125				75
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	0.86	1.00	0.86	1.00
Frt			0.850		0.936					0.850		
Flt Protected		0.962		0.950				0.950				0.950
Satd. Flow (prot)	0	1618	1429	1752	1727	0	0	1736	6285	1553	0	1770
Flt Permitted		0.767		0.745				0.950				0.950
Satd. Flow (perm)	0	1290	1429	1374	1727	0	0	1736	6285	1553	0	1770
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			93		3					61		
Link Speed (mph)		30			30				45			
Link Distance (ft)		220			219				904			
Travel Time (s)		5.0			5.0				13.7			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	13%	13%	3%	3%	3%	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	15	4	60	24	4	3	18	42	1625	51	1	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	19	60	24	7	0	0	60	1625	51	0	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		8			4		1	1	6		5	5

Lanes, Volumes, Timings
 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↗
Traffic Volume (vph)	4429	46
Future Volume (vph)	4429	46
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		250
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.86	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	6408	1583
Flt Permitted		
Satd. Flow (perm)	6408	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		61
Link Speed (mph)	45	
Link Distance (ft)	716	
Travel Time (s)	10.8	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	4614	48
Shared Lane Traffic (%)		
Lane Group Flow (vph)	4614	48
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	

Lanes, Volumes, Timings
 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's

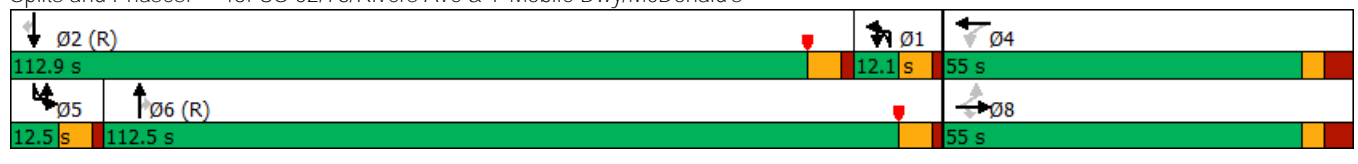
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8		8	4						6		
Detector Phase	8	8	8	4	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0		6.0	6.0	15.0	15.0	6.0	6.0
Minimum Split (s)	55.0	55.0	55.0	55.0	55.0		12.1	12.1	22.1	22.1	12.1	12.1
Total Split (s)	55.0	55.0	55.0	55.0	55.0		12.1	12.1	112.5	112.5	12.5	12.5
Total Split (%)	30.6%	30.6%	30.6%	30.6%	30.6%		6.7%	6.7%	62.5%	62.5%	6.9%	6.9%
Maximum Green (s)	48.0	48.0	48.0	48.0	48.0		6.0	6.0	106.4	106.4	6.4	6.4
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	4.0	4.0	4.0	4.0	4.0		1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	7.0	7.0				6.1	6.1	6.1	6.1
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5	6.0	6.0	2.5	2.5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	20.0	20.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	20.0	20.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0				4.0	4.0		
Flash Dont Walk (s)	41.0	41.0	41.0	41.0	41.0				12.0	12.0		
Pedestrian Calls (#/hr)	0	0	0	0	0				0	0		
Act Effct Green (s)		9.1	9.1	9.1	9.1			6.0	149.2	149.2		7.4
Actuated g/C Ratio		0.05	0.05	0.05	0.05			0.03	0.83	0.83		0.04
v/c Ratio		0.29	0.38	0.35	0.08			1.05	0.31	0.04		0.29
Control Delay		93.4	9.5	95.8	63.3			201.2	3.9	0.6		93.7
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay		93.4	9.5	95.8	63.3			201.2	3.9	0.6		93.7
LOS		F	A	F	E			F	A	A		F
Approach Delay		29.7			88.5				10.6			
Approach LOS		C			F				B			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 143 (79%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 94.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service F

Splits and Phases: 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's



Lanes, Volumes, Timings
 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	6.0	6.0
Minimum Split (s)	12.1	12.1
Total Split (s)	112.9	112.9
Total Split (%)	62.7%	62.7%
Maximum Green (s)	106.8	106.8
Yellow Time (s)	4.5	4.5
All-Red Time (s)	1.6	1.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.1	6.1
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.5	2.5
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	C-Max	C-Max
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	145.7	145.7
Actuated g/C Ratio	0.81	0.81
v/c Ratio	0.89	0.04
Control Delay	5.9	0.0
Queue Delay	0.5	0.0
Total Delay	6.5	0.0
LOS	A	A
Approach Delay	6.8	
Approach LOS	A	
Intersection Summary		

44: US 52/78/Rivers Ave & Melnick Dr/Driveway

AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection														
Int Delay, s/veh	34.8													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕↕↕			↕	↕↕↕	↕
Traffic Vol, veh/h	2	0	118	1	0	16	19	34	1671	21	4	0	4125	32
Future Vol, veh/h	2	0	118	1	0	16	19	34	1671	21	4	0	4125	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	0	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	5	5	5	4	4	4	4	2	2	2	2
Mvmt Flow	2	0	127	1	0	17	20	37	1797	23	4	0	4435	34

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	5276	6377	2218	3705	6400	910	3238	4469	0	0	1328	1820	0	0
Stage 1	4443	4443	-	1923	1923	-	-	-	-	-	-	-	-	-
Stage 2	833	1934	-	1782	4477	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.5	6.6	7.2	5.68	5.38	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.4	5.6	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.8	5.6	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.85	4.05	3.95	2.34	3.14	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	0	0	~ 30	5	0	233	22	~ 6	-	-	288	154	-	-
Stage 1	~ 1	5	-	42	109	-	-	-	-	-	-	-	-	-
Stage 2	298	111	-	72	4	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	0	0	~ 30	-	0	233	~ -14	~ -14	-	-	268	268	-	-
Mov Cap-2 Maneuver	0	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	~ 1	5	-	42	109	-	-	-	-	-	-	-	-	-
Stage 2	276	111	-	-	4	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, \$ 1753.1				0
HCM LOS	F	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	+	-	-	30	-	268	-	-
HCM Lane V/C Ratio	-	-	-	4.301	-	0.016	-	-
HCM Control Delay (s)	-	-	-	\$ 1753.1	-	18.7	-	-
HCM Lane LOS	-	-	-	F	-	C	-	-
HCM 95th %tile Q(veh)	-	-	-	15.5	-	0	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
45: US 52/78/Rivers Ave & Crews Chevrolet

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection								
Int Delay, s/veh	4.9							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔			↔	↑↑↑		↑↑↑	
Traffic Vol, veh/h	3	5	14	5	1740	7	4550	16
Future Vol, veh/h	3	5	14	5	1740	7	4550	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	150	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	4	4	4	1	1	1
Mvmt Flow	3	5	15	5	1813	7	4740	17

Major/Minor	Minor2	Major1			Major2			
Conflicting Flow All	5528	2379	3472	4757	0	1323	-	0
Stage 1	4763	-	-	-	-	-	-	-
Stage 2	765	-	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.68	5.38	-	5.62	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.34	3.14	-	2.31	-	-
Pot Cap-1 Maneuver	~ 1	23	16	~ 4	-	293	-	-
Stage 1	~ 1	-	-	-	-	-	-	-
Stage 2	381	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	0	23	~ 8	8	-	293	-	-
Mov Cap-2 Maneuver	0	-	-	-	-	-	-	-
Stage 1	0	-	-	-	-	-	-	-
Stage 2	381	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	232.8	16.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	8	-	23	-	-
HCM Lane V/C Ratio	2.474	-	0.362	-	-
HCM Control Delay (s)	\$ 1530.2	-	232.8	0	-
HCM Lane LOS	F	-	F	A	-
HCM 95th %tile Q(veh)	3.6	-	1.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon







HCM 2010 Signalized Intersection Summary
 46: US 52/78/Rivers Ave & Greenridge Rd

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	0	655	12	64	14	119	1653	0	0	4508	96
Future Volume (veh/h)	94	0	655	12	64	14	119	1653	0	0	4508	96
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	0	1863	1900	1759	1900	1827	1827	0	0	1863	1863
Adj Flow Rate, veh/h	100	0	697	13	68	15	127	1759	0	0	4796	102
Adj No. of Lanes	1	0	2	0	2	0	1	4	0	0	4	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	0	2	8	8	8	4	4	0	0	2	2
Cap, veh/h	0	0	0	37	199	45	193	5308	0	0	4643	1147
Arrive On Green	0.00	0.00	0.00	0.08	0.08	0.08	0.08	0.84	0.00	0.00	1.00	1.00
Sat Flow, veh/h		0		447	2404	548	1740	6540	0	0	6669	1583
Grp Volume(v), veh/h		0.0		50	0	46	127	1759	0	0	4796	102
Grp Sat Flow(s),veh/h/ln				1737	0	1663	1740	1571	0	0	1602	1583
Q Serve(g_s), s				4.9	0.0	4.6	7.7	10.9	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				4.9	0.0	4.6	7.7	10.9	0.0	0.0	0.0	0.0
Prop In Lane				0.26		0.33	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				144	0	137	193	5308	0	0	4643	1147
V/C Ratio(X)				0.35	0.00	0.33	0.66	0.33	0.00	0.00	1.03	0.09
Avail Cap(c_a), veh/h				145	0	139	193	5308	0	0	4643	1147
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				78.0	0.0	77.9	61.5	3.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				2.1	0.0	2.0	9.0	0.2	0.0	0.0	22.8	0.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.2	6.5	4.7	0.0	0.0	7.3	0.0
LnGrp Delay(d),s/veh				80.1	0.0	79.9	70.5	3.2	0.0	0.0	22.8	0.2
LnGrp LOS				F		E	E	A			F	A
Approach Vol, veh/h					96			1886			4898	
Approach Delay, s/veh					80.0			7.7			22.3	
Approach LOS					E			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	136.9					158.5		21.5				
Change Period (Y+Rc), s	6.6	6.5				6.5		6.6				
Max Green Setting (Gmax), s	105.3					126.9		15.0				
Max Q Clear Time (g_c+19), s	2.0					12.9		6.9				
Green Ext Time (p_c), s	0.2	102.6				21.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay					19.1							
HCM 2010 LOS					B							

Lanes, Volumes, Timings
 47: I-26 EB On Ramp & US 52/78/Rivers Avenue/I-26 WB Off Ramp

2018 Existing Conditions
 AM Peak Hour

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations			↑↑	↑↑		
Traffic Volume (vph)	0	0	2791	2625	0	0
Future Volume (vph)	0	0	2791	2625	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		329	791		706	
Travel Time (s)		5.0	12.0		10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	2877	2706	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2877	2706	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		50	50		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	95.2%		ICU Level of Service F			
Analysis Period (min)	15					





















Lanes, Volumes, Timings
 48: US 52/78/Rivers Avenue & US 52/78/Rivers

2018 Existing Conditions
 AM Peak Hour

	↙	↑	↘	↙	↘
Lane Group	EBR	NBT	NBR	SEL	SER
Lane Configurations	↗	↑↑↑	↗	↗	↗↗
Traffic Volume (vph)	0	784	0	0	2791
Future Volume (vph)	0	784	0	0	2791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225	0
Storage Lanes	1		1	1	2
Taper Length (ft)				100	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.88
Frt					0.850
Flt Protected					
Satd. Flow (prot)	1845	5036	1845	1863	2787
Flt Permitted					
Satd. Flow (perm)	1845	5036	1845	1863	2787
Link Speed (mph)		45		45	
Link Distance (ft)		403		511	
Travel Time (s)		6.1		7.7	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	3%	3%	3%	2%	2%
Adj. Flow (vph)	0	862	0	0	3067
Shared Lane Traffic (%)					
Lane Group Flow (vph)	0	862	0	0	3067
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Right
Median Width(ft)		30		30	
Link Offset(ft)		0		15	
Crosswalk Width(ft)		16		16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	15	45
Sign Control		Free		Free	
Intersection Summary					
Area Type:	Other				
Control Type:	Unsignalized				
Intersection Capacity Utilization	107.6%		ICU Level of Service G		
Analysis Period (min)	15				

Lanes, Volumes, Timings
49: US 52/78/Rivers Avenue & North Rivers Market Place

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	16	5	2	16	5	14	1	1	688	14	3	56
Future Volume (vph)	16	5	2	16	5	14	1	1	688	14	3	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		250		250		250
Storage Lanes	1		0	1		1		1		1		0
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt		0.957				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1656	1668	0	1770	1863	1583	0	1736	4988	1553	0	1770
Flt Permitted	0.754			0.753				0.044				0.349
Satd. Flow (perm)	1314	1668	0	1403	1863	1583	0	80	4988	1553	0	650
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		2				78				73		
Link Speed (mph)		30			30				45			
Link Distance (ft)		306			302				863			
Travel Time (s)		7.0			6.9				13.1			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	9%	9%	9%	2%	2%	2%	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	17	5	2	17	5	15	1	1	717	15	3	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	7	0	17	5	15	0	2	717	15	0	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Perm	NA	Perm	Perm	Perm	NA	Perm	Prot	pm+pt
Protected Phases		8			4				6		5	5

Lanes, Volumes, Timings
 49: US 52/78/Rivers Avenue & North Rivers Market Place

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	
Traffic Volume (vph)	2524	57
Future Volume (vph)	2524	57
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.91	0.91
Frt	0.997	
Flt Protected		
Satd. Flow (prot)	5070	0
Flt Permitted		
Satd. Flow (perm)	5070	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	8	
Link Speed (mph)	45	
Link Distance (ft)	403	
Travel Time (s)	6.1	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2629	59
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2688	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	CI+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	2	

Lanes, Volumes, Timings
 49: US 52/78/Rivers Avenue & North Rivers Market Place

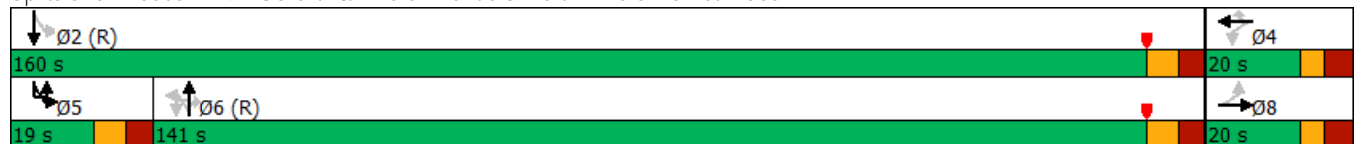
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8			4		4	6	6		6		2
Detector Phase	8	8		4	4	4	6	6	6	6	5	5
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	15.2	15.2		15.2	15.2	15.2	22.9	22.9	22.9	22.9	13.9	13.9
Total Split (s)	20.0	20.0		20.0	20.0	20.0	141.0	141.0	141.0	141.0	19.0	19.0
Total Split (%)	11.1%	11.1%		11.1%	11.1%	11.1%	78.3%	78.3%	78.3%	78.3%	10.6%	10.6%
Maximum Green (s)	12.8	12.8		12.8	12.8	12.8	133.1	133.1	133.1	133.1	11.1	11.1
Yellow Time (s)	3.1	3.1		3.1	3.1	3.1	4.4	4.4	4.4	4.4	4.4	4.4
All-Red Time (s)	4.1	4.1		4.1	4.1	4.1	3.5	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2	7.2		7.9	7.9	7.9		7.9
Lead/Lag							Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	6.0	6.0	6.0	6.0	3.0	3.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	2.5	2.5	2.5	2.5	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	20.0	20.0	20.0	20.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	30.0	30.0	30.0	30.0	0.0	0.0
Recall Mode	None	None		None	None	None	C-Max	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	8.8	8.8		8.8	8.8	8.8		147.9	147.9	147.9		162.2
Actuated g/C Ratio	0.05	0.05		0.05	0.05	0.05		0.82	0.82	0.82		0.90
v/c Ratio	0.27	0.08		0.25	0.05	0.10		0.03	0.18	0.01		0.10
Control Delay	92.3	69.7		90.9	82.0	1.3		1.5	0.5	0.0		0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	92.3	69.7		90.9	82.0	1.3		1.5	0.5	0.0		0.3
LOS	F	E		F	F	A		A	A	A		A
Approach Delay		85.7			53.4				0.5			
Approach LOS		F			D				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 103 (57%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 1.5 Intersection LOS: A
 Intersection Capacity Utilization 70.2% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 49: US 52/78/Rivers Avenue & North Rivers Market Place



Lanes, Volumes, Timings
 49: US 52/78/Rivers Avenue & North Rivers Market Place





























2018 Existing Conditions
 AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		
Detector Phase	2	
Switch Phase		
Minimum Initial (s)	15.0	
Minimum Split (s)	22.9	
Total Split (s)	160.0	
Total Split (%)	88.9%	
Maximum Green (s)	152.1	
Yellow Time (s)	4.4	
All-Red Time (s)	3.5	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	7.9	
Lead/Lag		
Lead-Lag Optimize?		
Vehicle Extension (s)	6.0	
Minimum Gap (s)	2.5	
Time Before Reduce (s)	20.0	
Time To Reduce (s)	30.0	
Recall Mode	C-Max	
Act Effct Green (s)	165.3	
Actuated g/C Ratio	0.92	
v/c Ratio	0.58	
Control Delay	0.3	
Queue Delay	0.0	
Total Delay	0.3	
LOS	A	
Approach Delay	0.3	
Approach LOS	A	
Intersection Summary		

Lanes, Volumes, Timings
50: US 52/78/Rivers Avenue & Eagles Landing Blvd

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 				  			  	
Traffic Volume (vph)	18	7	1	323	45	48	2	639	111	40	2482	46
Future Volume (vph)	18	7	1	323	45	48	2	639	111	40	2482	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0	225		260	250		0
Storage Lanes	1		0	2		1	1		1	1		1
Taper Length (ft)	25			50			75			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt		0.981				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1792	0	3433	1863	1583	1736	4988	1553	1770	5085	1583
Flt Permitted	0.950			0.950			0.034			0.361		
Satd. Flow (perm)	1736	1792	0	3433	1863	1583	62	4988	1553	672	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				102			114			101
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		226			356			969			863	
Travel Time (s)		5.1			8.1			14.7			13.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	4%	4%	4%	2%	2%	2%
Adj. Flow (vph)	19	7	1	333	46	49	2	659	114	41	2559	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	8	0	333	46	49	2	659	114	41	2559	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	3	3		4	4	5	1	6		5	2	

Lanes, Volumes, Timings
50: US 52/78/Rivers Avenue & Eagles Landing Blvd

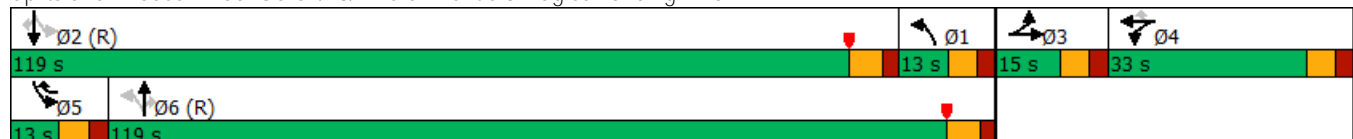
2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						4	6		6	2		2
Detector Phase	3	3		4	4	5	1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	6.0	6.0	15.0	15.0	6.0	15.0	15.0
Minimum Split (s)	14.5	14.5		14.5	14.5	12.5	12.5	21.7	21.7	12.5	21.7	21.7
Total Split (s)	15.0	15.0		33.0	33.0	13.0	13.0	119.0	119.0	13.0	119.0	119.0
Total Split (%)	8.3%	8.3%		18.3%	18.3%	7.2%	7.2%	66.1%	66.1%	7.2%	66.1%	66.1%
Maximum Green (s)	8.5	8.5		26.5	26.5	6.5	6.5	112.3	112.3	6.5	112.3	112.3
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	4.5
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.2	2.2	2.5	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5	6.5	6.7	6.7	6.5	6.7	6.7
Lead/Lag	Lead	Lead		Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	2.5	2.5	4.0	4.0	2.5	4.0	4.0
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	2.6	2.6	0.2	2.6	2.6
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	30.0	30.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	15.0	15.0	0.0	15.0	15.0
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	8.2	8.2		22.4	22.4	35.1	125.5	125.3	125.3	133.1	132.9	132.9
Actuated g/C Ratio	0.05	0.05		0.12	0.12	0.20	0.70	0.70	0.70	0.74	0.74	0.74
v/c Ratio	0.24	0.10		0.78	0.20	0.13	0.02	0.19	0.10	0.08	0.68	0.04
Control Delay	90.5	78.1		89.4	71.6	0.7	9.5	6.6	0.3	3.2	3.4	0.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	78.1		89.4	71.6	0.7	9.5	6.6	0.3	3.2	3.4	0.0
LOS	F	E		F	E	A	A	A	A	A	A	A
Approach Delay		86.8			77.4			5.7			3.4	
Approach LOS		F			E			A			A	

Intersection Summary
























Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 12.6 Intersection LOS: B
 Intersection Capacity Utilization 74.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 50: US 52/78/Rivers Avenue & Eagles Landing Blvd



Lanes, Volumes, Timings
51: US 52/78/Rivers Avenue & Northwoods Blvd

2018 Existing Conditions
AM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	35	10	76	86	10	33	27	689	16	95	2627	26	
Future Volume (vph)	35	10	76	86	10	33	27	689	16	95	2627	26	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100		200	0		0	250		250	250		0	
Storage Lanes	0		1	0		0	1		1	1		0	
Taper Length (ft)	25			25			25			25			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.91	1.00	1.00	0.91	0.91	
Frt			0.850		0.962				0.850		0.999		
Flt Protected	0.950				0.968		0.950			0.950			
Satd. Flow (prot)	1719	1810	1538	0	3296	0	1752	5036	1568	1770	5080	0	
Flt Permitted	0.427				0.786		0.033			0.339			
Satd. Flow (perm)	773	1810	1538	0	2676	0	61	5036	1568	631	5080	0	
Right Turn on Red			Yes			Yes			Yes			Yes	
Satd. Flow (RTOR)			91		23				91		2		
Link Speed (mph)		30			30			45			45		
Link Distance (ft)		362			406			1807			969		
Travel Time (s)		8.2			9.2			27.4			14.7		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Heavy Vehicles (%)	5%	5%	5%	2%	2%	2%	3%	3%	3%	2%	2%	2%	
Adj. Flow (vph)	37	11	80	91	11	35	28	725	17	100	2765	27	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	37	11	80	0	137	0	28	725	17	100	2792	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	
Median Width(ft)		12			12			24			24		
Link Offset(ft)		0			0			0			0		
Crosswalk Width(ft)		16			16			16			16		
Two way Left Turn Lane								Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15		9	15		9	
Number of Detectors	1	2	1	1	2		1	2	1	1	2		
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru		
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100		
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0		
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)		94			94			94			94		
Detector 2 Size(ft)		6			6			6			6		
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex		
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		
Protected Phases	3	8	1	7	4		1	6		5	2		

Lanes, Volumes, Timings
51: US 52/78/Rivers Avenue & Northwoods Blvd

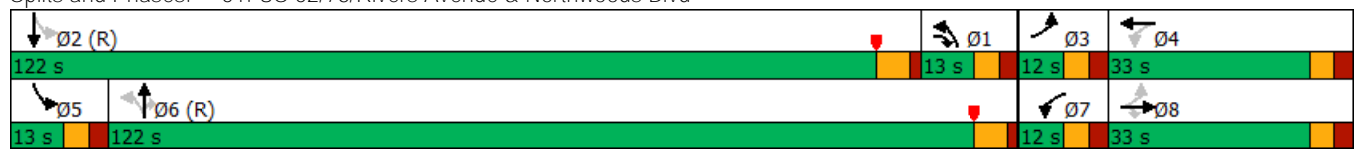
2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6		6	2		
Detector Phase	3	8	1	7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0	6.0	6.0	8.0		6.0	15.0	15.0	6.0	15.0	
Minimum Split (s)	12.0	33.0	12.0	12.0	14.0		12.0	33.0	33.0	12.0	25.0	
Total Split (s)	12.0	33.0	13.0	12.0	33.0		13.0	122.0	122.0	13.0	122.0	
Total Split (%)	6.7%	18.3%	7.2%	6.7%	18.3%		7.2%	67.8%	67.8%	7.2%	67.8%	
Maximum Green (s)	6.0	27.0	7.0	6.0	27.0		7.0	116.0	116.0	7.0	116.0	
Yellow Time (s)	3.5	3.2	3.5	3.5	3.2		3.5	4.5	4.5	3.5	4.5	
All-Red Time (s)	2.5	2.8	2.5	2.5	2.8		2.5	1.5	1.5	2.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0		6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.5	3.0	2.5	2.5	3.0		2.5	4.0	4.0	2.5	4.0	
Minimum Gap (s)	2.5	3.0	2.5	2.5	3.0		2.5	2.3	2.3	2.5	2.3	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	30.0	30.0	0.0	30.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	30.0	30.0	0.0	30.0	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		7.0									5.0	
Flash Dont Walk (s)		20.0									14.0	
Pedestrian Calls (#/hr)		0									0	
Act Effct Green (s)	23.0	23.0	36.0		13.4		130.9	130.9	130.9	132.0	132.0	
Actuated g/C Ratio	0.13	0.13	0.20		0.07		0.73	0.73	0.73	0.73	0.73	
v/c Ratio	0.28	0.05	0.21		0.62		0.25	0.20	0.01	0.19	0.75	
Control Delay	72.1	65.2	8.0		79.0		27.7	2.7	0.1	2.9	4.6	
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	72.1	65.2	8.0		79.0		27.7	2.7	0.1	2.9	4.7	
LOS	E	E	A		E		C	A	A	A	A	
Approach Delay		31.4			79.0			3.5			4.6	
Approach LOS		C			E			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 84 (47%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 7.9 Intersection LOS: A
 Intersection Capacity Utilization 82.8% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 51: US 52/78/Rivers Avenue & Northwoods Blvd



Lanes, Volumes, Timings

2018 Existing Conditions

52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway

AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	179	95	532	95	45	21	10	317	551	89	1	30
Future Volume (vph)	179	95	532	95	45	21	10	317	551	89	1	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	100		0		0		140		250
Storage Lanes	1		1	1		0		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.91	0.97	0.91	1.00	0.91	0.97
Frt			0.850		0.951					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	1863	1583	1770	3366	0	0	3400	5036	1568	0	3433
Flt Permitted	0.950							0.950				0.950
Satd. Flow (perm)	3433	1863	1583	1863	3366	0	0	3400	5036	1568	0	3433
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			154		22					139		
Link Speed (mph)		30			30				45			
Link Distance (ft)		528			476				594			
Travel Time (s)		12.0			10.8				9.0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	2%	2%
Adj. Flow (vph)	185	98	548	98	46	22	10	327	568	92	1	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	98	548	98	68	0	0	337	568	92	0	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	pm+pt	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	3	8		7	4		1	1	6		5	5

Lanes, Volumes, Timings
 52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	2674	207
Future Volume (vph)	2674	207
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		230
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		110
Link Speed (mph)	45	
Link Distance (ft)	1807	
Travel Time (s)	27.4	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	2757	213
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2757	213
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	3

Lanes, Volumes, Timings

2018 Existing Conditions

52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway

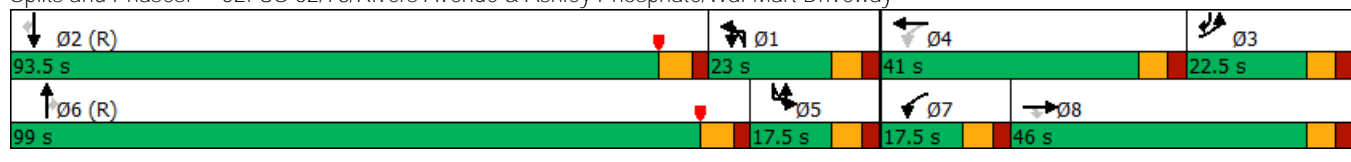
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases			8	4						6		
Detector Phase	3	8	8	7	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	11.0	13.0	13.0	11.0	13.0		11.0	11.0	20.0	20.0	11.0	11.0
Minimum Split (s)	17.5	36.5	36.5	17.5	19.5		17.5	17.5	40.7	40.7	17.5	17.5
Total Split (s)	22.5	46.0	46.0	17.5	41.0		23.0	23.0	99.0	99.0	17.5	17.5
Total Split (%)	12.5%	25.6%	25.6%	9.7%	22.8%		12.8%	12.8%	55.0%	55.0%	9.7%	9.7%
Maximum Green (s)	16.0	39.5	39.5	11.0	34.5		16.5	16.5	92.3	92.3	11.0	11.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.5	4.5	4.0	4.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5		2.5	2.5	2.2	2.2	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0				0.0	0.0		0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5				6.5	6.7	6.7	6.5
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.0	3.0	2.5	3.0		2.5	2.5	4.0	4.0	2.5	2.5
Minimum Gap (s)	0.2	0.2	0.2	0.2	0.2		0.2	0.2	2.6	2.6	0.2	0.2
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)		7.0	7.0						7.0	7.0		
Flash Dont Walk (s)		23.0	23.0						27.0	27.0		
Pedestrian Calls (#/hr)		0	0						0	0		
Act Effct Green (s)	37.5	39.5	39.5	13.0	13.0				16.5	95.8	95.8	11.0
Actuated g/C Ratio	0.21	0.22	0.22	0.07	0.07				0.09	0.53	0.53	0.06
v/c Ratio	0.26	0.24	1.17	0.73	0.26				1.08	0.21	0.10	0.15
Control Delay	60.8	59.8	140.0	110.6	56.1				147.5	23.1	0.6	64.9
Queue Delay	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0	0.0
Total Delay	60.8	59.8	140.0	110.6	56.1				147.5	23.1	0.6	64.9
LOS	E	E	F	F	E				F	C	A	E
Approach Delay		112.9			88.3				63.1			
Approach LOS		F			F				E			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 72 (40%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.17
 Intersection Signal Delay: 87.7
 Intersection Capacity Utilization 124.9%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service H

Splits and Phases: 52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway



















Lanes, Volumes, Timings
 52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway

2018 Existing Conditions
 AM Peak Hour

Lane Group	↓	↙
Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	3
Switch Phase		
Minimum Initial (s)	20.0	11.0
Minimum Split (s)	47.7	17.5
Total Split (s)	93.5	22.5
Total Split (%)	51.9%	12.5%
Maximum Green (s)	86.8	16.0
Yellow Time (s)	4.5	4.0
All-Red Time (s)	2.2	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.5
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	3.5
Minimum Gap (s)	2.6	0.2
Time Before Reduce (s)	30.0	0.0
Time To Reduce (s)	15.0	0.0
Recall Mode	C-Max	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	34.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	86.8	131.0
Actuated g/C Ratio	0.48	0.73
v/c Ratio	1.12	0.18
Control Delay	95.5	5.1
Queue Delay	0.0	0.0
Total Delay	95.5	5.1
LOS	F	A
Approach Delay	88.8	
Approach LOS	F	
Intersection Summary		





















Lanes, Volumes, Timings
 53: US 52/78/Rivers Avenue & Dunlap St

2018 Existing Conditions
 AM Peak Hour

							
Lane Group	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations					   	   	
Traffic Volume (vph)	0	266	4	38	1002	3093	23
Future Volume (vph)	0	266	4	38	1002	3093	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		350			0
Storage Lanes	0	1		0			0
Taper Length (ft)	25			25			
Lane Util. Factor	1.00	1.00	0.81	0.81	0.81	0.91	0.91
Frt		0.865				0.999	
Flt Protected					0.998		
Satd. Flow (prot)	0	1611	0	0	7456	5080	0
Flt Permitted					0.998		
Satd. Flow (perm)	0	1611	0	0	7456	5080	0
Link Speed (mph)	30				45	45	
Link Distance (ft)	334				562	594	
Travel Time (s)	7.6				8.5	9.0	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	3%	3%	3%	2%	2%
Adj. Flow (vph)	0	269	4	38	1012	3124	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	269	0	0	1054	3147	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	0				30	30	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15			9
Sign Control	Stop				Free	Free	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	83.4%			ICU Level of Service E			
Analysis Period (min)	15						

Lanes, Volumes, Timings
54: US 52/78/Rivers Avenue & Morris Baker Blvd

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	12	1	16	25	1	6	12	20	956	37	4	29
Future Volume (vph)	12	1	16	25	1	6	12	20	956	37	4	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		300		250		300
Storage Lanes	1		0	1		0		2		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frt		0.858			0.871					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1752	1583	0	1703	1561	0	0	3367	4988	1553	0	3433
Flt Permitted	0.753			0.746				0.950				0.950
Satd. Flow (perm)	1389	1583	0	1337	1561	0	0	3367	4988	1553	0	3433
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		17			6					60		
Link Speed (mph)		30			30				45			
Link Distance (ft)		251			224				472			
Travel Time (s)		5.7			5.1				7.2			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	6%	6%	6%	4%	4%	4%	4%	2%	2%
Adj. Flow (vph)	13	1	17	26	1	6	13	21	996	39	4	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	18	0	26	7	0	0	34	996	39	0	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Perm	NA		Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		8			4		1	1	6		5	5

Lanes, Volumes, Timings
 54: US 52/78/Rivers Avenue & Morris Baker Blvd

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	3239	48
Future Volume (vph)	3239	48
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		250
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		60
Link Speed (mph)	45	
Link Distance (ft)	692	
Travel Time (s)	10.5	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	3374	50
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3374	50
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	

Lanes, Volumes, Timings
 54: US 52/78/Rivers Avenue & Morris Baker Blvd

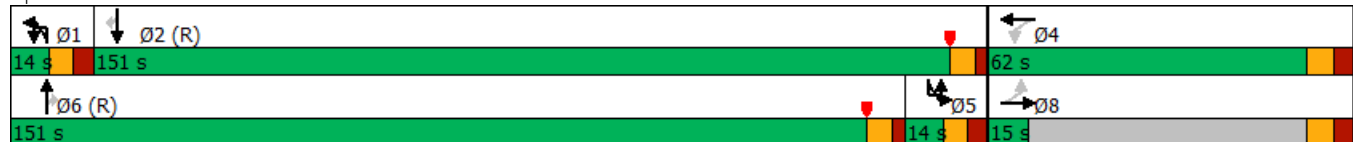
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases	8			4						6		
Detector Phase	8	8		4	4		1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	15.0	15.0	6.0	6.0
Minimum Split (s)	14.0	14.0		62.0	62.0		13.5	13.5	30.5	30.5	13.5	13.5
Total Split (s)	15.0	15.0		62.0	62.0		14.0	14.0	151.0	151.0	14.0	14.0
Total Split (%)	6.6%	6.6%		27.3%	27.3%		6.2%	6.2%	66.5%	66.5%	6.2%	6.2%
Maximum Green (s)	7.0	7.0		54.0	54.0		6.5	6.5	144.5	144.5	6.5	6.5
Yellow Time (s)	4.5	4.5		4.5	4.5		4.0	4.0	4.5	4.5	4.0	4.0
All-Red Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	2.0	2.0	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Lost Time (s)	8.0	8.0		8.0	8.0			7.5	6.5	6.5		7.5
Lead/Lag							Lead	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.8	3.8	3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Max	C-Max	None	None
Walk Time (s)				7.0	7.0				7.0	7.0		
Flash Dont Walk (s)				47.0	47.0				17.0	17.0		
Pedestrian Calls (#/hr)				0	0				0	0		
Act Effct Green (s)	9.9	9.9		9.9	9.9			7.8	195.5	195.5		6.4
Actuated g/C Ratio	0.04	0.04		0.04	0.04			0.03	0.86	0.86		0.03
v/c Ratio	0.22	0.21		0.45	0.09			0.30	0.23	0.03		0.35
Control Delay	111.4	42.4		128.0	58.0			113.1	3.8	0.3		118.4
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	111.4	42.4		128.0	58.0			113.1	3.8	0.3		118.4
LOS	F	D		F	E			F	A	A		F
Approach Delay	71.3			113.1			7.1					
Approach LOS	E			F			A					

Intersection Summary

Area Type: Other
 Cycle Length: 227
 Actuated Cycle Length: 227
 Offset: 104 (46%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 12.1 Intersection LOS: B
 Intersection Capacity Utilization 82.7% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 54: US 52/78/Rivers Avenue & Morris Baker Blvd



Lanes, Volumes, Timings
 54: US 52/78/Rivers Avenue & Morris Baker Blvd

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	32.5	32.5
Total Split (s)	151.0	151.0
Total Split (%)	66.5%	66.5%
Maximum Green (s)	144.5	144.5
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.5	6.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.8	3.8
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	19.0	19.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	194.1	194.1
Actuated g/C Ratio	0.86	0.86
v/c Ratio	0.78	0.04
Control Delay	11.3	0.6
Queue Delay	0.0	0.0
Total Delay	11.3	0.6
LOS	B	A
Approach Delay	12.2	
Approach LOS	B	
Intersection Summary		

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	0	0	5	0	0	0	0	0	3	3475	0
Future Vol, veh/h	0	0	0	5	0	0	0	0	0	3	3475	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	1	1	1
Mvmt Flow	0	0	0	5	0	0	0	0	0	3	3546	0

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	3552	1773	1424	3552	-	-	0	0	0
Stage 1	-	3552	-	0	0	-	-	-	-	-
Stage 2	-	0	-	1424	3552	-	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	-	5.32	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	-	3.11	-	-
Pot Cap-1 Maneuver	0	6	62	143	6	0	-	-	-	0
Stage 1	0	15	-	-	-	0	-	-	-	0
Stage 2	0	-	-	127	15	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	6	62	143	6	-	-	-	-	-
Mov Cap-2 Maneuver	-	6	-	143	6	-	-	-	-	-
Stage 1	-	15	-	-	-	-	-	-	-	-
Stage 2	-	-	-	127	15	-	-	-	-	-

Approach	EB		WB				SB		
HCM Control Delay, s	0		31.1						
HCM LOS	A		D						

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT
Capacity (veh/h)	- 143		-	-
HCM Lane V/C Ratio	- 0.036		-	-
HCM Control Delay (s)	0	31.1	-	-
HCM Lane LOS	A	D	-	-
HCM 95th %tile Q(veh)	- 0.1		-	-

HCM 2010 TWSC
 55B: US 52/78/Rivers Avenue & N of Trident Tech Major Driveway

2018 Existing Conditions
 AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵				↵		↵	↵↵↵				
Traffic Vol, veh/h	3	0	0	0	1	0	4	999	8	0	0	0
Future Vol, veh/h	3	0	0	0	1	0	4	999	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	98	98	98	98	98	98	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	3	0	0	0	1	0	4	1019	8	0	0	0

Major/Minor	Minor2	Minor1			Major1				
Conflicting Flow All	416	-	-	-	1031	514	0	0	0
Stage 1	0	-	-	-	1031	-	-	-	-
Stage 2	416	-	-	-	0	-	-	-	-
Critical Hdwy	6.44	-	-	-	6.54	7.14	5.36	-	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	-	-	4.02	3.92	3.13	-	-
Pot Cap-1 Maneuver	554	0	0	0	232	433	-	-	-
Stage 1	-	0	0	0	309	-	-	-	-
Stage 2	535	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	552	-	-	-	232	433	-	-	-
Mov Cap-2 Maneuver	552	-	-	-	232	-	-	-	-
Stage 1	-	-	-	-	309	-	-	-	-
Stage 2	533	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	11.6	20.6	
HCM LOS	B	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	552	232
HCM Lane V/C Ratio	-	-	-	0.006	0.004
HCM Control Delay (s)	-	-	-	11.6	20.6
HCM Lane LOS	-	-	-	B	C
HCM 95th %tile Q(veh)	-	-	-	0	0

Lanes, Volumes, Timings
 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway

2018 Existing Conditions
 AM Peak Hour

	→	↙	↘	↖	↗
Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↙	↘	↑↑↑	↗
Traffic Volume (vph)	503	78	219	848	218
Future Volume (vph)	503	78	219	848	218
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Fr _t			0.850	0.969	
Flt Protected		0.950			
Satd. Flow (prot)	1863	1770	1583	4928	0
Flt Permitted		0.950			
Satd. Flow (perm)	1863	1770	1583	4928	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			221	37	
Link Speed (mph)	30			45	
Link Distance (ft)	258			282	
Travel Time (s)	5.9			4.3	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	508	79	221	857	220
Shared Lane Traffic (%)					
Lane Group Flow (vph)	508	79	221	1077	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	15.0	

Lanes, Volumes, Timings
 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway

2018 Existing Conditions
 AM Peak Hour

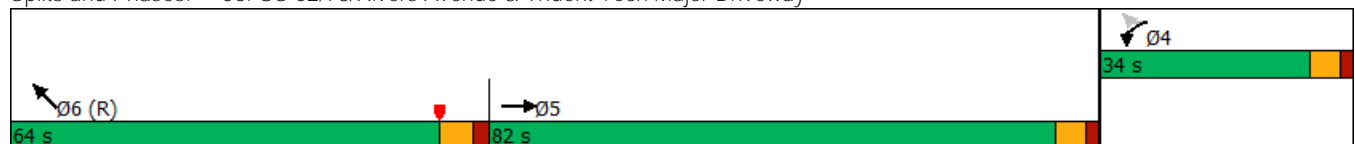


Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Split (s)	12.0	12.0	12.0	38.5	
Total Split (s)	82.0	34.0	34.0	64.0	
Total Split (%)	45.6%	18.9%	18.9%	35.6%	
Maximum Green (s)	76.0	28.0	28.0	57.5	
Yellow Time (s)	4.0	4.0	4.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.5	
Lead/Lag	Lag			Lead	
Lead-Lag Optimize?	Yes			Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	
Recall Mode	None	None	None	C-Max	
Walk Time (s)					7.0
Flash Dont Walk (s)					25.0
Pedestrian Calls (#/hr)					0
Act Effect Green (s)	54.8	10.8	10.8	95.9	
Actuated g/C Ratio	0.30	0.06	0.06	0.53	
v/c Ratio	0.90	0.75	0.73	0.41	
Control Delay	78.5	119.9	23.1	17.0	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	78.5	119.9	23.1	17.0	
LOS	E	F	C	B	
Approach Delay	78.5			17.0	
Approach LOS	E			B	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 67 (37%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 38.6
 Intersection Capacity Utilization 65.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻					↻	↻↻	
Traffic Vol, veh/h	0	10	26	0	21	0	0	0	0	151	2788	35
Future Vol, veh/h	0	10	26	0	21	0	0	0	0	151	2788	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	11	27	0	22	0	0	0	0	159	2935	37

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	3272	1486		0	0	0
Stage 1	-	3272	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.56	7.16		5.34	-	-
Critical Hdwy Stg 1	-	5.56	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.03	3.93		3.12	-	-
Pot Cap-1 Maneuver	0	~ 9	96		-	-	-
Stage 1	0	21	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	96		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	65.1	
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	96	-	-	-
HCM Lane V/C Ratio	0.395	-	-	-
HCM Control Delay (s)	65.1	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	1.6	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↑↑↑				
Traffic Vol, veh/h	8	1	0	0	4	19	21	1130	0	0	0	0
Future Vol, veh/h	8	1	0	0	4	19	21	1130	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1	0	0	4	19	21	1153	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	1195	577	0	0
Stage 1	-	1195	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.54	7.14	5.34	-
Critical Hdwy Stg 1	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12	-
Pot Cap-1 Maneuver	0	185	394	-	0
Stage 1	0	258	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	394	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBTWBLn1WBLn2
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
59: US 52/78/Rivers Avenue & Stokes Avenue

2018 Existing Conditions
AM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↑	↑	↑↑↑	↑
Traffic Volume (vph)	255	35	83	1110	226
Future Volume (vph)	255	35	83	1110	226
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00
Fr t			0.850		0.850
Flt Protected		0.950			
Satd. Flow (prot)	1863	1671	1495	5085	1583
Flt Permitted		0.593			
Satd. Flow (perm)	1863	1043	1495	5085	1583
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			88		222
Link Speed (mph)	30			45	
Link Distance (ft)	194			209	
Travel Time (s)	4.4			3.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	8%	8%	2%	2%
Adj. Flow (vph)	271	37	88	1181	240
Shared Lane Traffic (%)					
Lane Group Flow (vph)	271	37	88	1181	240
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	1
Detector Template	Thru	Left	Right	Thru	Right
Leading Detector (ft)	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Perm	Perm	NA	Perm
Protected Phases	5			6	
Permitted Phases		4	4		6
Detector Phase	5	4	4	6	6
Switch Phase					

Lanes, Volumes, Timings
 59: US 52/78/Rivers Avenue & Stokes Avenue

2018 Existing Conditions
 AM Peak Hour

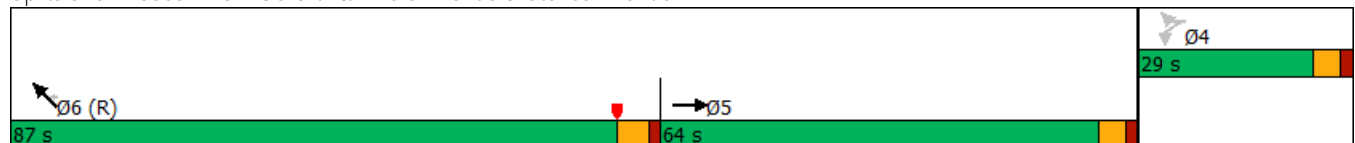


Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	13.3	13.6	13.6	20.7	20.7
Total Split (s)	64.0	29.0	29.0	87.0	87.0
Total Split (%)	35.6%	16.1%	16.1%	48.3%	48.3%
Maximum Green (s)	58.7	23.4	23.4	81.3	81.3
Yellow Time (s)	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	1.7	2.0	2.0	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.6	5.6	5.7	5.7
Lead/Lag	Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	2.5	2.5	2.5	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	29.7	10.3	10.3	123.4	123.4
Actuated g/C Ratio	0.16	0.06	0.06	0.69	0.69
v/c Ratio	0.89	0.63	0.52	0.34	0.21
Control Delay	101.9	123.0	24.8	12.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	101.9	123.0	24.8	12.8	2.4
LOS	F	F	C	B	A
Approach Delay	101.9			11.0	
Approach LOS	F			B	

Intersection Summary













Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 68 (38%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 27.5
 Intersection Capacity Utilization 50.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 59: US 52/78/Rivers Avenue & Stokes Avenue



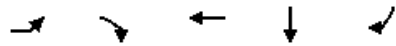
Lanes, Volumes, Timings
60: Midland Park Road

2018 Existing Conditions
AM Peak Hour

					
Lane Group	EBL	EBR	WBT	SBT	SBR
Lane Configurations				  	
Traffic Volume (vph)	196	287	261	2549	191
Future Volume (vph)	196	287	261	2549	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0	275			60
Storage Lanes	1	1			1
Taper Length (ft)	25				
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00
Frt		0.850			0.850
Flt Protected	0.950				
Satd. Flow (prot)	1770	1583	1863	5085	1583
Flt Permitted	0.950				
Satd. Flow (perm)	1770	1583	1863	5085	1583
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		244			75
Link Speed (mph)			30	45	
Link Distance (ft)			191	134	
Travel Time (s)			4.3	2.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	312	284	2771	208
Shared Lane Traffic (%)					
Lane Group Flow (vph)	213	312	284	2771	208
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	1
Detector Template	Left	Right	Thru	Thru	Right
Leading Detector (ft)	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			Cl+Ex	Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	8		1	2	
Permitted Phases		8			2

Lanes, Volumes, Timings
60: Midland Park Road

2018 Existing Conditions
AM Peak Hour



Lane Group	EBL	EBR	WBT	SBT	SBR
Detector Phase	8	8	1	2	2
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.6	20.7	20.7
Total Split (s)	19.0	19.0	23.4	67.6	67.6
Total Split (%)	17.3%	17.3%	21.3%	61.5%	61.5%
Maximum Green (s)	14.0	14.0	17.8	61.9	61.9
Yellow Time (s)	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	1.4	1.4	2.0	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.6	5.7	5.7
Lead/Lag			Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	2.5	2.5	2.5	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	13.8	13.8	17.4	62.5	62.5
Actuated g/C Ratio	0.13	0.13	0.16	0.57	0.57
v/c Ratio	0.96	0.76	0.97	0.96	0.22
Control Delay	100.2	24.5	92.1	32.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	100.2	24.5	92.1	32.8	8.1
LOS	F	C	F	C	A
Approach Delay			92.1	31.0	
Approach LOS			F	C	

Intersection Summary












Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 80 (73%), Referenced to phase 2:SBT and 6:, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 39.0
 Intersection Capacity Utilization 86.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 60: Midland Park Road



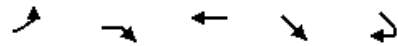
Lanes, Volumes, Timings
61: US 52/78/Rivers Avenue & Eagle Road

2018 Existing Conditions
AM Peak Hour

					
Lane Group	EBL	EBR	WBT	SET	SER
Lane Configurations				  	
Traffic Volume (vph)	28	71	44	2665	101
Future Volume (vph)	28	71	44	2665	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0	80			0
Storage Lanes	1	1			0
Taper Length (ft)	25				
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Frt		0.850		0.995	
Flt Protected	0.950				
Satd. Flow (prot)	1736	1553	1863	5060	0
Flt Permitted	0.950				
Satd. Flow (perm)	1736	1553	1863	5060	0
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		83		12	
Link Speed (mph)			30	45	
Link Distance (ft)			167	161	
Travel Time (s)			3.8	2.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	2%	2%	2%
Adj. Flow (vph)	29	75	46	2805	106
Shared Lane Traffic (%)					
Lane Group Flow (vph)	29	75	46	2911	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	
Detector Template	Left	Right	Thru	Thru	
Leading Detector (ft)	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	20	20	6	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			CI+Ex	CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	8		1	2	

Lanes, Volumes, Timings
 61: US 52/78/Rivers Avenue & Eagle Road

2018 Existing Conditions
 AM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Permitted Phases		8			
Detector Phase	8	8	1	2	
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	
Minimum Split (s)	13.7	13.7	13.4	21.0	
Total Split (s)	14.4	14.4	13.8	81.8	
Total Split (%)	13.1%	13.1%	12.5%	74.4%	
Maximum Green (s)	8.7	8.7	8.4	75.8	
Yellow Time (s)	3.0	3.0	3.0	4.4	
All-Red Time (s)	2.7	2.7	2.4	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.7	5.4	6.0	
Lead/Lag			Lead	Lag	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	6.0	
Minimum Gap (s)	0.2	0.2	0.2	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	30.0	
Recall Mode	None	None	None	C-Max	
Act Effct Green (s)	8.1	8.1	8.2	83.1	
Actuated g/C Ratio	0.07	0.07	0.07	0.76	
v/c Ratio	0.23	0.39	0.33	0.76	
Control Delay	52.4	15.5	45.4	1.6	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	52.4	15.5	45.4	1.6	
LOS	D	B	D	A	
Approach Delay			45.4	1.6	
Approach LOS			D	A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 3.1
 Intersection Capacity Utilization 70.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 61: US 52/78/Rivers Avenue & Eagle Road



Lanes, Volumes, Timings
62: US 52/78/Rivers Avenue & Hanahan Road

2018 Existing Conditions
AM Peak Hour



Lane Group	EBL	NWT	NWR	SWL	SWR2
Lane Configurations					
Traffic Volume (vph)	209	1076	125	153	265
Future Volume (vph)	209	1076	125	153	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00
Fr _t			0.850		0.850
Fl _t Protected	0.950			0.950	
Satd. Flow (prot)	1752	5085	1583	1719	1538
Fl _t Permitted	0.950			0.950	
Satd. Flow (perm)	1752	5085	1583	1719	1538
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			132		279
Link Speed (mph)	30	45		30	
Link Distance (ft)	225	240		702	
Travel Time (s)	5.1	3.6		16.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	2%	2%	5%	5%
Adj. Flow (vph)	220	1133	132	161	279
Shared Lane Traffic (%)					
Lane Group Flow (vph)	220	1133	132	161	279
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12	0		12	
Link Offset(ft)	0	0		0	
Crosswalk Width(ft)	16	16		16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9
Number of Detectors	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			
Detector 2 Size(ft)		6			
Detector 2 Type		Cl+Ex			
Detector 2 Channel					
Detector 2 Extend (s)		0.0			
Turn Type	Prot	NA	Perm	Prot	Perm
Protected Phases	5	6		4	
Permitted Phases			6		4
Detector Phase	5	6	6	4	4
Switch Phase					

Lanes, Volumes, Timings
 62: US 52/78/Rivers Avenue & Hanahan Road

2018 Existing Conditions
 AM Peak Hour

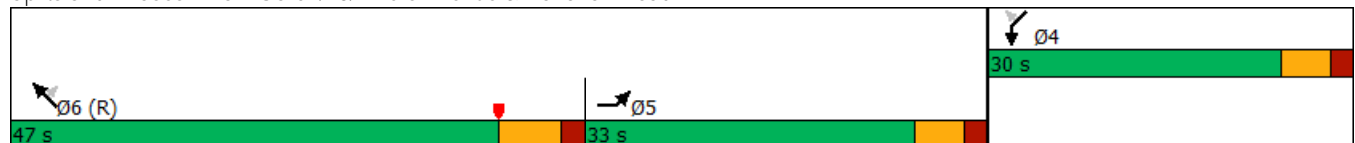


Lane Group	EBL	NWT	NWR	SWL	SWR2
Minimum Initial (s)	8.0	15.0	15.0	8.0	8.0
Minimum Split (s)	14.0	30.0	30.0	14.0	14.0
Total Split (s)	33.0	47.0	47.0	30.0	30.0
Total Split (%)	30.0%	42.7%	42.7%	27.3%	27.3%
Maximum Green (s)	27.0	40.0	40.0	24.0	24.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0	7.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None
Walk Time (s)		7.0	7.0		
Flash Dont Walk (s)		16.0	16.0		
Pedestrian Calls (#/hr)		0	0		
Act Effect Green (s)	19.0	55.4	55.4	16.6	16.6
Actuated g/C Ratio	0.17	0.50	0.50	0.15	0.15
v/c Ratio	0.73	0.44	0.15	0.62	0.59
Control Delay	66.4	19.7	4.1	53.6	10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	66.4	19.7	4.1	53.6	10.2
LOS	E	B	A	D	B
Approach Delay	66.4	18.0		26.1	
Approach LOS	E	B		C	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 40 (36%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 25.4
 Intersection LOS: C
 Intersection Capacity Utilization 56.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 62: US 52/78/Rivers Avenue & Hanahan Road



Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔↔↔				
Traffic Vol, veh/h	13	2	0	0	47	13	7	1186	27	0	0	0
Future Vol, veh/h	13	2	0	0	47	13	7	1186	27	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	2	0	0	49	14	7	1248	28	0	0	0

Major/Minor	Minor1			Major1		
Conflicting Flow All	-	1276	638	0	0	0
Stage 1	-	1276	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	0	165	359	-	-	-
Stage 1	0	236	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	359	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	17.2	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	359
HCM Lane V/C Ratio	-	-	0.176
HCM Control Delay (s)	-	-	17.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

Intersection												
Int Delay, s/veh	0											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↵	↑↑↑						↵			↑	↵
Traffic Vol, veh/h	0	1110	19	0	0	0	7	48	0	0	69	52
Future Vol, veh/h	0	1110	19	0	0	0	7	48	0	0	69	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1156	20	0	0	0	7	50	0	0	72	54

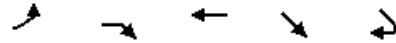
Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	1166	588
Stage 1	-	-	-	-	1166	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	-	0	193
Stage 1	-	-	-	-	0	266
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	0	387
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-

Approach	NB	SW
HCM Control Delay, s	0	
HCM LOS		-

Minor Lane/Major Mvmt	NBL	NBT	NBR	SWLn1	SWLn2
Capacity (veh/h)	-	-	-	-	387
HCM Lane V/C Ratio	-	-	-	-	0.14
HCM Control Delay (s)	0	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	-	0.5

Lanes, Volumes, Timings
65: US 52/78/Rivers Avenue & Benderson Drive

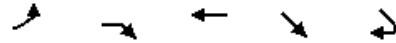
2018 Existing Conditions
AM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Lane Configurations					
Traffic Volume (vph)	5	10	50	2636	20
Future Volume (vph)	5	10	50	2636	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.91	0.91
Fr _t		0.850		0.999	
Flt Protected	0.950				
Satd. Flow (prot)	1687	1509	3539	5031	0
Flt Permitted	0.950				
Satd. Flow (perm)	1687	1509	3539	5031	0
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		89		2	
Link Speed (mph)			30	45	
Link Distance (ft)			139	216	
Travel Time (s)			3.2	3.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	7%	7%	2%	3%	3%
Adj. Flow (vph)	5	11	53	2775	21
Shared Lane Traffic (%)					
Lane Group Flow (vph)	5	11	53	2796	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	
Detector Template	Left	Right	Thru	Thru	
Leading Detector (ft)	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	20	20	6	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			CI+Ex	CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	8		1	2	
Permitted Phases		8			
Detector Phase	8	8	1	2	
Switch Phase					

Lanes, Volumes, Timings
 65: US 52/78/Rivers Avenue & Benderson Drive

2018 Existing Conditions
 AM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Minimum Initial (s)	8.0	8.0	8.0	15.0	
Minimum Split (s)	13.6	13.6	13.8	21.2	
Total Split (s)	13.8	13.8	14.1	82.1	
Total Split (%)	12.5%	12.5%	12.8%	74.6%	
Maximum Green (s)	8.2	8.2	8.3	75.9	
Yellow Time (s)	3.0	3.0	3.0	4.6	
All-Red Time (s)	2.6	2.6	2.8	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.8	6.2	
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	6.0	
Minimum Gap (s)	0.2	0.2	0.2	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	30.0	
Recall Mode	None	None	None	C-Max	
Act Effect Green (s)	8.0	8.0	8.1	88.5	
Actuated g/C Ratio	0.07	0.07	0.07	0.80	
v/c Ratio	0.04	0.06	0.20	0.69	
Control Delay	48.4	0.6	38.5	8.2	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	48.4	0.6	38.5	8.2	
LOS	D	A	D	A	
Approach Delay			38.5	8.2	
Approach LOS			D	A	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 74 (67%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 65: US 52/78/Rivers Avenue & Benderson Drive



66: US 52/78/Rivers Avenue & Hawthorne Drive

AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↔↔↔				
Traffic Vol, veh/h	13	37	0	0	0	40	0	1141	90	0	0	0
Future Vol, veh/h	13	37	0	0	0	40	0	1141	90	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	3	3	3	2	2	2
Mvmt Flow	14	40	0	0	0	43	0	1227	97	0	0	0











Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	491	1324	-	-	-	662	-	0
Stage 1	0	0	-	-	-	-	-	-
Stage 2	491	1324	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	-	-	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	-	-	-	3.92	-	-
Pot Cap-1 Maneuver	500	153	0	0	0	347	0	-
Stage 1	-	-	0	0	0	-	0	-
Stage 2	480	222	0	0	0	-	0	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	438	153	-	-	-	347	-	-
Mov Cap-2 Maneuver	438	153	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	421	222	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	32.4	16.8	0
HCM LOS	D	C	

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	184	347
HCM Lane V/C Ratio	-	-	0.292	0.124
HCM Control Delay (s)	-	-	32.4	16.8
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	1.2	0.4

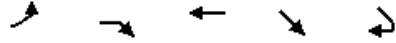
Lanes, Volumes, Timings
67: US 52/78/Rivers Avenue & Aviation Avenue

2018 Existing Conditions
AM Peak Hour

						
Lane Group	EBL	EBR	WBT	SET	SER	Ø6
Lane Configurations						
Traffic Volume (vph)	497	344	89	2054	527	
Future Volume (vph)	497	344	89	2054	527	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	0.95	0.86	1.00	
Frt		0.850			0.850	
Flt Protected	0.950					
Satd. Flow (prot)	3367	1553	3471	6346	1568	
Flt Permitted	0.950					
Satd. Flow (perm)	3367	1553	3471	6346	1568	
Right Turn on Red		Yes			Yes	
Satd. Flow (RTOR)		145			549	
Link Speed (mph)			30	45		
Link Distance (ft)			140	321		
Travel Time (s)			3.2	4.9		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	4%	4%	4%	3%	3%	
Adj. Flow (vph)	518	358	93	2140	549	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	518	358	93	2140	549	
Enter Blocked Intersection	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	
Median Width(ft)			24	0		
Link Offset(ft)			0	0		
Crosswalk Width(ft)			16	16		
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9			9	
Number of Detectors	1	1	2	2	1	
Detector Template	Left	Right	Thru	Thru	Right	
Leading Detector (ft)	20	20	100	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94	94		
Detector 2 Size(ft)			6	6		
Detector 2 Type			Cl+Ex	Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)			0.0	0.0		
Turn Type	Prot	Perm	NA	NA	Perm	
Protected Phases	8		1	2		6
Permitted Phases		8			2	
Detector Phase	8	8	1	2	2	
Switch Phase						

Lanes, Volumes, Timings
 67: US 52/78/Rivers Avenue & Aviation Avenue

2018 Existing Conditions
 AM Peak Hour

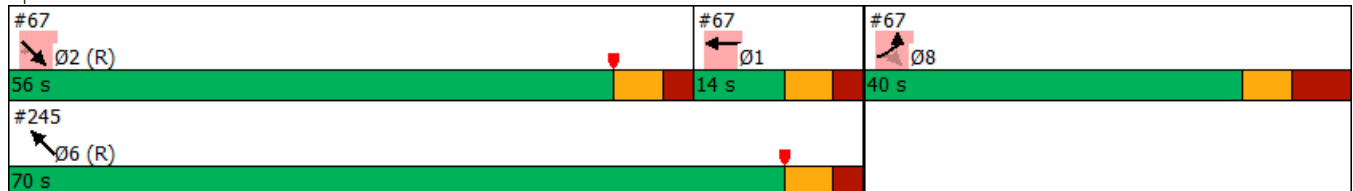


Lane Group	EBL	EBR	WBT	SET	SER	Ø6
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	12.0
Minimum Split (s)	16.0	16.0	13.5	33.5	33.5	18.5
Total Split (s)	40.0	40.0	14.0	56.0	56.0	70.0
Total Split (%)	36.4%	36.4%	12.7%	50.9%	50.9%	64%
Maximum Green (s)	31.0	31.0	7.5	49.5	49.5	63.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	5.0	5.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	9.0	9.0	6.5	6.5	6.5	
Lead/Lag			Lag	Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0
Minimum Gap (s)	0.2	0.2	0.2	2.5	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	15.0	15.0	15.0
Time To Reduce (s)	0.0	0.0	0.0	30.0	30.0	30.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				20.0	20.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	23.9	23.9	7.4	59.4	59.4	
Actuated g/C Ratio	0.22	0.22	0.07	0.54	0.54	
v/c Ratio	0.71	0.80	0.40	0.62	0.50	
Control Delay	44.9	36.8	54.5	20.2	3.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	44.9	36.8	54.5	20.2	3.3	
LOS	D	D	D	C	A	
Approach Delay			54.5	16.7		
Approach LOS			D	B		

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 106 (96%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 23.6
 Intersection Capacity Utilization 64.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 67: US 52/78/Rivers Avenue & Aviation Avenue



Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶								↷↷↷		
Traffic Vol, veh/h	0	0	3	0	0	0	0	0	0	13	2418	2
Future Vol, veh/h	0	0	3	0	0	0	0	0	0	13	2418	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	67	67	67	2	2	2	2	2	2	4	4	4
Mvmt Flow	0	0	3	0	0	0	0	0	0	14	2545	2

Major/Minor	Minor2		Major2			
Conflicting Flow All	-	2574	1274	0	0	0
Stage 1	-	2574	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	7.84	8.44	5.38	-	-
Critical Hdwy Stg 1	-	6.84	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.67	4.57	3.14	-	-
Pot Cap-1 Maneuver	0	10	80	-	-	-
Stage 1	0	20	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	0	80	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	51.8	
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	80	-	-	-
HCM Lane V/C Ratio	0.039	-	-	-
HCM Control Delay (s)	51.8	-	-	-
HCM Lane LOS	F	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑↑		
Traffic Vol, veh/h	13	0	0	674	0	0
Future Vol, veh/h	13	0	0	674	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	67	67	4	4	2	2
Mvmt Flow	14	0	0	709	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	284	-	0
Stage 1	0	-	-
Stage 2	284	-	-
Critical Hdwy	7.04	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	7.34	-	-
Follow-up Hdwy	4.47	-	-
Pot Cap-1 Maneuver	548	0	0
Stage 1	-	0	0
Stage 2	536	0	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	548	-	-
Mov Cap-2 Maneuver	548	-	-
Stage 1	-	-	-
Stage 2	536	-	-

Approach	EB	NB
HCM Control Delay, s	11.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	548
HCM Lane V/C Ratio	-	0.025
HCM Control Delay (s)	-	11.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.1

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	0	55	0	0	40	41	43	829	24	0	0	0
Future Vol, veh/h	0	55	0	0	40	41	43	829	24	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	3	3	3
Mvmt Flow	0	58	0	0	42	43	45	873	25	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	460	988	-	-	976	449	0	0	0	
Stage 1	0	0	-	-	976	-	-	-	-	
Stage 2	460	988	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.38	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.14	-	-	
Pot Cap-1 Maneuver	523	246	0	0	250	477	-	-	-	
Stage 1	-	-	0	0	327	-	-	-	-	
Stage 2	503	323	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	414	246	-	-	250	477	-	-	-	
Mov Cap-2 Maneuver	414	246	-	-	250	-	-	-	-	
Stage 1	-	-	-	-	327	-	-	-	-	
Stage 2	399	323	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	24.1		19.7			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	246	329
HCM Lane V/C Ratio	-	-	-	0.235	0.259
HCM Control Delay (s)	-	-	-	24.1	19.7
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.9	1

HCM 2010 TWSC
69B: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	0	2	81	2	0	0	0	0	55	2504	7
Future Vol, veh/h	0	0	2	81	2	0	0	0	0	55	2504	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	3	3	3
Mvmt Flow	0	0	2	85	2	0	0	0	0	58	2636	7

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	2756	1322	1170	2759	-	0	0	0
Stage 1	-	2756	-	0	0	-	-	-	-
Stage 2	-	0	-	1170	2759	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.36	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.13	-	-
Pot Cap-1 Maneuver	0	19	126	203	19	0	-	-	-
Stage 1	0	42	-	-	-	0	-	-	-
Stage 2	0	-	-	184	41	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	19	126	200	19	-	-	-	-
Mov Cap-2 Maneuver	-	19	-	200	19	-	-	-	-
Stage 1	-	42	-	-	-	-	-	-	-
Stage 2	-	-	-	181	41	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	34.1		50.1					
HCM LOS	D		F					























Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	126	163	-	-	-
HCM Lane V/C Ratio	0.017	0.536	-	-	-
HCM Control Delay (s)	34.1	50.1	-	-	-
HCM Lane LOS	D	F	-	-	-
HCM 95th %tile Q(veh)	0.1	2.7	-	-	-

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	542	488	171	78	344	352	1	343	1871	145	2	98
Future Volume (vph)	542	488	171	78	344	352	1	343	1871	145	2	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		145		260		460		430
Storage Lanes	1		1	1		1		2		1		2
Taper Length (ft)	95			25				290				300
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Fr			0.850			0.850				0.850		
Flt Protected	0.950	0.985		0.950	0.999			0.950				0.950
Satd. Flow (prot)	1550	3213	1524	1564	3290	1538	0	3303	4893	1524	0	3367
Flt Permitted	0.950	0.985		0.950	0.999			0.950				0.950
Satd. Flow (perm)	1550	3213	1524	1564	3290	1538	0	3303	4893	1524	0	3367
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			207			207				92		
Link Speed (mph)		30			30				45			
Link Distance (ft)		795			779				395			
Travel Time (s)		18.1			17.7				6.0			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	6%	6%	6%	6%	4%	4%
Adj. Flow (vph)	559	503	176	80	355	363	1	354	1929	149	2	101
Shared Lane Traffic (%)	38%			10%								
Lane Group Flow (vph)	347	715	176	72	363	363	0	355	1929	149	0	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	Prot	NA	pm+ov	Prot	Prot
Protected Phases	3	3		4	4		1	1	6	4	5	5

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

AM Peak Hour

Lane Group	SBT	SBR
Label Configurations	↑↑↑	↑
Traffic Volume (vph)	586	284
Future Volume (vph)	586	284
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		800
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4988	1553
Flt Permitted		
Satd. Flow (perm)	4988	1553
Right Turn on Red		Yes
Satd. Flow (RTOR)		149
Link Speed (mph)	45	
Link Distance (ft)	956	
Travel Time (s)	14.5	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	604	293
Shared Lane Traffic (%)		
Lane Group Flow (vph)	604	293
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	3

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

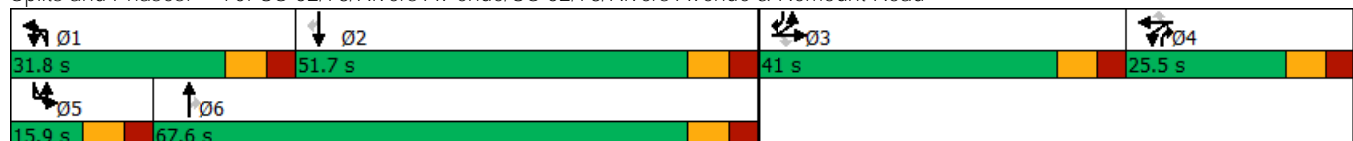
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases			3			4				6		
Detector Phase	3	3	3	4	4	4	1	1	6	4	5	5
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	15.0	8.0	8.0	8.0
Minimum Split (s)	15.7	15.7	15.7	15.7	15.7	15.7	15.9	15.9	51.9	15.7	15.9	15.9
Total Split (s)	41.0	41.0	41.0	25.5	25.5	25.5	31.8	31.8	67.6	25.5	15.9	15.9
Total Split (%)	27.3%	27.3%	27.3%	17.0%	17.0%	17.0%	21.2%	21.2%	45.1%	17.0%	10.6%	10.6%
Maximum Green (s)	33.3	33.3	33.3	17.8	17.8	17.8	23.9	23.9	59.7	17.8	8.0	8.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.6	4.6	4.4	4.6	4.6
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	7.7	7.7	7.7	7.7	7.7	7.7			7.9	7.9		7.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	2.5	2.5	2.5
Recall Mode	None	None	None	None	None	None	None	None	Max	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									37.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)	33.3	33.3	33.3	17.8	17.8	17.8		20.4	59.7	77.7		8.0
Actuated g/C Ratio	0.22	0.22	0.22	0.12	0.12	0.12		0.14	0.40	0.52		0.05
v/c Ratio	1.01	1.00	0.35	0.39	0.93	1.00		0.79	0.99	0.18		0.58
Control Delay	107.7	91.8	4.9	67.9	95.9	74.0		75.7	62.9	4.8		82.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	107.7	91.8	4.9	67.9	95.9	74.0		75.7	62.9	4.8		82.5
LOS	F	F	A	E	F	E		E	E	A		F
Approach Delay		83.9			83.4				61.2			
Approach LOS		F			F				E			

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 65.0 Intersection LOS: E
 Intersection Capacity Utilization 110.1% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road



Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	3
Switch Phase		
Minimum Initial (s)	15.0	8.0
Minimum Split (s)	47.9	15.7
Total Split (s)	51.7	41.0
Total Split (%)	34.5%	27.3%
Maximum Green (s)	43.8	33.3
Yellow Time (s)	4.6	4.4
All-Red Time (s)	3.3	3.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.9	7.7
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	Max	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	33.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	47.3	88.5
Actuated g/C Ratio	0.32	0.59
v/c Ratio	0.38	0.30
Control Delay	41.4	8.3
Queue Delay	0.0	0.0
Total Delay	41.4	8.3
LOS	D	A
Approach Delay	35.9	
Approach LOS	D	
Intersection Summary		

HCM 2010 TWSC
71A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶↷	↶↷	
Traffic Vol, veh/h	0	7	5	2	0	0	0	0	0	106	2607	16
Future Vol, veh/h	0	7	5	2	0	0	0	0	0	106	2607	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	0	7	5	2	0	0	0	0	0	109	2688	16

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	2914	1352	1297	2922	-	0	0	0
Stage 1	-	2914	-	0	0	-	-	-	-
Stage 2	-	0	-	1297	2922	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.38	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.14	-	-
Pot Cap-1 Maneuver	0	15	120	170	15	0	-	-	-
Stage 1	0	34	-	-	-	0	-	-	-
Stage 2	0	-	-	153	34	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	15	120	101	15	-	-	-	-
Mov Cap-2 Maneuver	-	15	-	101	15	-	-	-	-
Stage 1	-	34	-	-	-	-	-	-	-
Stage 2	-	-	-	115	34	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	262		41.4					
HCM LOS	F		E					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	24	101	-	-	-
HCM Lane V/C Ratio	0.515	0.02	-	-	-
HCM Control Delay (s)	262	41.4	-	-	-
HCM Lane LOS	F	E	-	-	-
HCM 95th %tile Q(veh)	1.5	0.1	-	-	-

HCM 2010 TWSC
71B: US 78/Rivers Avenue

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↵↵↵		
Traffic Vol, veh/h	111	0	2	868	0	0
Future Vol, veh/h	111	0	2	868	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	114	0	2	895	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	362	-	0
Stage 1	0	-	-
Stage 2	362	-	-
Critical Hdwy	5.74	-	5.42
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	-	3.16
Pot Cap-1 Maneuver	637	0	-
Stage 1	-	0	-
Stage 2	618	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	637	-	-
Mov Cap-2 Maneuver	637	-	-
Stage 1	-	-	-
Stage 2	618	-	-

Approach	EB	NB
HCM Control Delay, s	11.9	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	637
HCM Lane V/C Ratio	-	-	0.18
HCM Control Delay (s)	-	-	11.9
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.7

HCM 2010 TWSC
72A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻					↻	↻↻	↻
Traffic Vol, veh/h	0	6	11	3	3	0	0	0	0	6	2606	13
Future Vol, veh/h	0	6	11	3	3	0	0	0	0	6	2606	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	0	6	11	3	3	0	0	0	0	6	2632	13

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	2651	1323	1068	2657	-	0	0	0
Stage 1	-	2651	-	0	0	-	-	-	-
Stage 2	-	0	-	1068	2657	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.38	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.14	-	-
Pot Cap-1 Maneuver	0	23	126	233	22	0	-	-	-
Stage 1	0	47	-	-	-	0	-	-	-
Stage 2	0	-	-	213	47	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	23	126	169	22	-	-	-	-
Mov Cap-2 Maneuver	-	23	-	169	22	-	-	-	-
Stage 1	-	47	-	-	-	-	-	-	-
Stage 2	-	-	-	169	47	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	113.8		113.6					
HCM LOS	F		F					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	49	39	-	-	-
HCM Lane V/C Ratio	0.35	0.155	-	-	-
HCM Control Delay (s)	113.8	113.6	-	-	-
HCM Lane LOS	F	F	-	-	-
HCM 95th %tile Q(veh)	1.2	0.5	-	-	-

HCM 2010 TWSC
72B: US 78/Rivers Avenue

2018 Existing Conditions
AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵		↵	↑↑↑		
Traffic Vol, veh/h	12	0	6	870	0	0
Future Vol, veh/h	12	0	6	870	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	2	2	6	6	2	2
Mvmt Flow	12	0	6	879	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	364	-	0
Stage 1	0	-	-
Stage 2	364	-	-
Critical Hdwy	5.74	-	5.42
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	-	3.16
Pot Cap-1 Maneuver	636	0	-
Stage 1	-	0	-
Stage 2	617	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	636	-	-
Mov Cap-2 Maneuver	636	-	-
Stage 1	-	-	-
Stage 2	617	-	-

Approach	EB	NB
HCM Control Delay, s	10.8	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	636
HCM Lane V/C Ratio	-	-	0.019
HCM Control Delay (s)	-	-	10.8
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	0	12	46	7	0	0	0	0	3	2666	6
Future Vol, veh/h	0	0	12	46	7	0	0	0	0	3	2666	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	185	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	8	8	8	2	2	2	2	2	2	4	4	4
Mvmt Flow	0	0	12	47	7	0	0	0	0	3	2720	6

Major/Minor	Minor2		Major2			
Conflicting Flow All	-	2729	1363	0	0	0
Stage 1	-	2729	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.66	7.26	5.38	-	-
Critical Hdwy Stg 1	-	5.66	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.08	3.98	3.14	-	-
Pot Cap-1 Maneuver	0	18	112	-	-	-
Stage 1	0	39	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	0	112	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	41.1	
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	112	-	-	-
HCM Lane V/C Ratio	0.109	-	-	-
HCM Control Delay (s)	41.1	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶	↷↶↷	
Traffic Vol, veh/h	0	2	7	38	6	0	0	0	0	8	2647	15
Future Vol, veh/h	0	2	7	38	6	0	0	0	0	8	2647	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	0	2	7	38	6	0	0	0	0	8	2674	15

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	2698	1345		0	0	0
Stage 1	-	2698	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.54	7.14		5.38	-	-
Critical Hdwy Stg 1	-	5.54	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.02	3.92		3.14	-	-
Pot Cap-1 Maneuver	0	21	121		-	-	-
Stage 1	0	45	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	121		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	37.2	
HCM LOS	E	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	121	-	-	-
HCM Lane V/C Ratio	0.075	-	-	-
HCM Control Delay (s)	37.2	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	
Traffic Vol, veh/h	0	35	0	0	2620	28
Future Vol, veh/h	0	35	0	0	2620	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	0	38	0	0	2848	30

Major/Minor	Minor2	Major2
Conflicting Flow All	- 1439	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 7.14	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.92	- -
Pot Cap-1 Maneuver	0 105	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 105	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	57.6	0
HCM LOS	F	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	105	-	-
HCM Lane V/C Ratio	0.362	-	-
HCM Control Delay (s)	57.6	-	-
HCM Lane LOS	F	-	-
HCM 95th %tile Q(veh)	1.5	-	-

Lanes, Volumes, Timings
76: US 78/Rivers Avenue & Harley Street

2018 Existing Conditions
AM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↑	↑	↑↑↑	
Traffic Volume (vph)	109	111	59	796	30
Future Volume (vph)	109	111	59	796	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Frt			0.850	0.995	
Flt Protected		0.950			
Satd. Flow (prot)	1827	1687	1509	4915	0
Flt Permitted		0.950			
Satd. Flow (perm)	1827	1687	1509	4915	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			188	13	
Link Speed (mph)	30			30	
Link Distance (ft)	253			198	
Travel Time (s)	5.8			4.5	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	7%	7%	5%	5%
Adj. Flow (vph)	110	112	60	804	30
Shared Lane Traffic (%)					
Lane Group Flow (vph)	110	112	60	834	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	-15			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					

Lanes, Volumes, Timings
 76: US 78/Rivers Avenue & Harley Street

2018 Existing Conditions
 AM Peak Hour

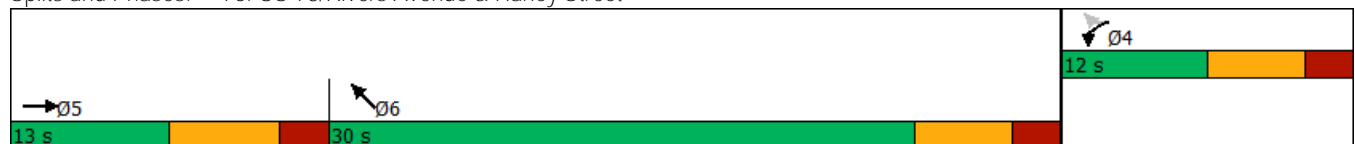


Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Initial (s)	6.0	6.0	6.0	15.0	
Minimum Split (s)	12.5	12.0	12.0	29.0	
Total Split (s)	13.0	12.0	12.0	30.0	
Total Split (%)	23.6%	21.8%	21.8%	54.5%	
Maximum Green (s)	6.5	6.0	6.0	24.0	
Yellow Time (s)	4.5	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.0	6.0	6.0	
Lead/Lag	Lead			Lag	
Lead-Lag Optimize?	Yes			Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	
Recall Mode	None	None	None	Max	
Walk Time (s)				7.0	
Flash Dont Walk (s)				16.0	
Pedestrian Calls (#/hr)				0	
Act Effect Green (s)	6.2	6.0	6.0	29.1	
Actuated g/C Ratio	0.12	0.11	0.11	0.55	
v/c Ratio	0.51	0.58	0.18	0.31	
Control Delay	32.2	38.5	1.1	9.5	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	32.2	38.5	1.1	9.5	
LOS	C	D	A	A	
Approach Delay	32.2			9.5	
Approach LOS	C			A	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	52.8
Natural Cycle:	55
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	14.2
Intersection Capacity Utilization:	37.2%
Analysis Period (min):	15
Intersection LOS:	B
ICU Level of Service:	A

Splits and Phases: 76: US 78/Rivers Avenue & Harley Street



Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶								↷ ↶↷		
Traffic Vol, veh/h	0	3	21	0	0	0	0	0	0	16	2693	12
Future Vol, veh/h	0	3	21	0	0	0	0	0	0	16	2693	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	3	22	0	0	0	0	0	0	16	2776	12

Major/Minor

	Minor2		Major2			
Conflicting Flow All	-	2814	1394	0	0	0
Stage 1	-	2814	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	7.14	5.36	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.13	-	-
Pot Cap-1 Maneuver	0	18	112	-	-	-
Stage 1	0	39	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	0	112	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach













EB SB
 HCM Control Delay, s 46
 HCM LOS E

Minor Lane/Major Mvmt

	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	112	-	-	-
HCM Lane V/C Ratio	0.221	-	-	-
HCM Control Delay (s)	46	-	-	-
HCM Lane LOS	E	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

HCM 2010 Signalized Intersection Summary
78: US 52/78/Rivers Avenue

2018 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑						↑↑↑	
Traffic Volume (veh/h)	0	0	0	6	159	0	0	0	0	0	1946	0
Future Volume (veh/h)	0	0	0	6	159	0	0	0	0	0	1946	0
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1776	0				0	1827	0
Adj Flow Rate, veh/h				6	164	0				0	2006	0
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %				7	7	0				0	4	0
Cap, veh/h				107	563	0				0	2602	0
Arrive On Green				0.17	0.17	0.00				0.00	0.52	0.00
Sat Flow, veh/h				47	3330	0				0	5316	0
Grp Volume(v), veh/h				92	78	0				0	2006	0
Grp Sat Flow(s),veh/h/ln				1761	1535	0				0	1663	0
Q Serve(g_s), s				0.0	1.7	0.0				0.0	12.5	0.0
Cycle Q Clear(g_c), s				1.7	1.7	0.0				0.0	12.5	0.0
Prop In Lane				0.07		0.00				0.00		0.00
Lane Grp Cap(c), veh/h				404	266	0				0	2602	0
V/C Ratio(X)				0.23	0.29	0.00				0.00	0.77	0.00
Avail Cap(c_a), veh/h				462	317	0				0	2602	0
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	0.00
Uniform Delay (d), s/veh				13.9	13.9	0.0				0.0	7.4	0.0
Incr Delay (d2), s/veh				0.3	0.6	0.0				0.0	2.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.9	0.8	0.0				0.0	6.1	0.0
LnGrp Delay(d),s/veh				14.2	14.5	0.0				0.0	9.7	0.0
LnGrp LOS				B	B						A	
Approach Vol, veh/h					170						2006	
Approach Delay, s/veh					14.4						9.7	
Approach LOS					B						A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		26.1		12.6								
Change Period (Y+Rc), s		5.9		5.9								
Max Green Setting (Gmax), s		20.2		8.0								
Max Q Clear Time (g_c+I1), s		14.5		3.7								
Green Ext Time (p_c), s		5.3		0.3								
Intersection Summary												
HCM 2010 Ctrl Delay				10.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
79: US 78/Rivers Avenue

2018 Existing Conditions
AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕↕				
Traffic Volume (veh/h)	2	615	0	0	0	0	0	681	0	0	0	0
Future Volume (veh/h)	2	615	0	0	0	0	0	681	0	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1810	0				0	1727	0			
Adj Flow Rate, veh/h	2	628	0				0	695	0			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98			
Percent Heavy Veh, %	5	5	0				0	10	0			
Cap, veh/h	91	674	0				0	2405	0			
Arrive On Green	0.20	0.20	0.00				0.00	0.51	0.00			
Sat Flow, veh/h	3	3452	0				0	5026	0			
Grp Volume(v), veh/h	338	292	0				0	695	0			
Grp Sat Flow(s),veh/h/ln	1808	1564	0				0	1572	0			
Q Serve(g_s), s	1.8	7.3	0.0				0.0	3.4	0.0			
Cycle Q Clear(g_c), s	7.4	7.3	0.0				0.0	3.4	0.0			
Prop In Lane	0.01		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	452	313	0				0	2405	0			
V/C Ratio(X)	0.75	0.93	0.00				0.00	0.29	0.00			
Avail Cap(c_a), veh/h	452	313	0				0	2405	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	15.7	15.7	0.0				0.0	5.6	0.0			
Incr Delay (d2), s/veh	6.7	33.8	0.0				0.0	0.3	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	6.1	0.0				0.0	1.5	0.0			
LnGrp Delay(d),s/veh	22.5	49.6	0.0				0.0	5.9	0.0			
LnGrp LOS	C	D						A				
Approach Vol, veh/h		630						695				
Approach Delay, s/veh		35.0						5.9				
Approach LOS		D						A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						26.3		13.7				
Change Period (Y+Rc), s						5.9		5.7				
Max Green Setting (Gmax), s						20.4		8.0				
Max Q Clear Time (g_c+I1), s						5.4		9.4				
Green Ext Time (p_c), s						5.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶	↷↶↷	
Traffic Vol, veh/h	0	39	32	19	25	0	0	0	0	90	1603	32
Future Vol, veh/h	0	39	32	19	25	0	0	0	0	90	1603	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	7	7	7
Mvmt Flow	0	41	33	20	26	0	0	0	0	94	1670	33

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	1875	852		0	0	0
Stage 1	-	1875	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.56	7.16		5.44	-	-
Critical Hdwy Stg 1	-	5.56	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.03	3.93		3.17	-	-
Pot Cap-1 Maneuver	0	70	258		-	-	-
Stage 1	0	118	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	258		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	24.5	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	258	-	-	-
HCM Lane V/C Ratio	0.287	-	-	-
HCM Control Delay (s)	24.5	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	1.1	-	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔↔↔				
Traffic Vol, veh/h	32	39	0	0	9	27	23	698	8	0	0	0
Future Vol, veh/h	32	39	0	0	9	27	23	698	8	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	7	7	7	2	2	2	9	9	9	2	2	2
Mvmt Flow	33	40	0	0	9	28	23	712	8	0	0	0














Major/Minor	Minor1	Major1		
Conflicting Flow All	-	762	360	0
Stage 1	-	762	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	6.54	7.14	5.48
Critical Hdwy Stg 1	-	5.54	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.19
Pot Cap-1 Maneuver	0	333	544	-
Stage 1	0	412	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	0	544	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s	12.1	
HCM LOS	B	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	544
HCM Lane V/C Ratio	-	-	0.068
HCM Control Delay (s)	-	-	12.1
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Lanes, Volumes, Timings
82: US 52/78/Rivers Avenue & Mall Drive

2018 Existing Conditions
AM Peak Hour

						
Lane Group	EBL2	EBL	EBR	WBT	SET	SER
Lane Configurations					  	
Traffic Volume (vph)	1	78	51	48	1433	354
Future Volume (vph)	1	78	51	48	1433	354
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	160			0
Storage Lanes		1	1			1
Taper Length (ft)		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt			0.850			0.850
Flt Protected		0.950				
Satd. Flow (prot)	0	1656	1482	1743	4803	1495
Flt Permitted		0.723				
Satd. Flow (perm)	0	1260	1482	1743	4803	1495
Right Turn on Red			Yes			Yes
Satd. Flow (RTOR)			109			385
Link Speed (mph)				30	45	
Link Distance (ft)				338	259	
Travel Time (s)				7.7	3.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	9%	9%	9%	9%	8%	8%
Adj. Flow (vph)	1	85	55	52	1558	385
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	86	55	52	1558	385
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right
Median Width(ft)				12	0	
Link Offset(ft)				0	0	
Crosswalk Width(ft)				16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Left	Right	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	20	6	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				CI+Ex	CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Perm	Prot	Perm	NA	NA	Perm
Protected Phases		8		1	2	

Lanes, Volumes, Timings
 82: US 52/78/Rivers Avenue & Mall Drive

2018 Existing Conditions
 AM Peak Hour



Lane Group	EBL2	EBL	EBR	WBT	SET	SER
Permitted Phases	8		8			2
Detector Phase	8	8	8	1	2	2
Switch Phase						
Minimum Initial (s)	8.0	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	15.0	15.0	15.0	15.0	32.2	32.2
Total Split (s)	20.0	20.0	20.0	17.0	53.0	53.0
Total Split (%)	22.2%	22.2%	22.2%	18.9%	58.9%	58.9%
Maximum Green (s)	14.2	14.2	14.2	11.1	46.9	46.9
Yellow Time (s)	3.0	3.0	3.0	3.0	4.2	4.2
All-Red Time (s)	2.8	2.8	2.8	2.9	1.9	1.9
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.8	5.8	5.9	6.1	6.1
Lead/Lag				Lag	Lead	Lead
Lead-Lag Optimize?				Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	6.0	6.0
Recall Mode	None	None	None	None	C-Max	C-Max
Walk Time (s)					7.0	7.0
Flash Dont Walk (s)					19.0	19.0
Pedestrian Calls (#/hr)					0	0
Act Effct Green (s)		11.3	11.3	8.8	61.6	61.6
Actuated g/C Ratio		0.13	0.13	0.10	0.68	0.68
v/c Ratio		0.54	0.20	0.31	0.47	0.34
Control Delay		49.3	2.2	35.6	10.5	2.1
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		49.3	2.2	35.6	10.5	2.1
LOS		D	A	D	B	A
Approach Delay				35.6	8.9	
Approach LOS				D	A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 29 (32%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 47.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 82: US 52/78/Rivers Avenue & Mall Drive



Lanes, Volumes, Timings
83: US 78/Rivers Avenue & Alton

2018 Existing Conditions
AM Peak Hour



Lane Group	EBT	WBL	WBR	NBT	NBR
Lane Configurations	↑	↵	↶	↑↑↑	↷
Traffic Volume (vph)	25	14	112	554	55
Future Volume (vph)	25	14	112	554	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Fr t			0.850	0.986	
Flt Protected		0.950			
Satd. Flow (prot)	1759	1752	1568	4526	0
Flt Permitted		0.950			
Satd. Flow (perm)	1759	1752	1568	4526	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			120	22	
Link Speed (mph)	30			30	
Link Distance (ft)	267			471	
Travel Time (s)	6.1			10.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	8%	3%	3%	13%	13%
Adj. Flow (vph)	27	15	120	596	59
Shared Lane Traffic (%)					
Lane Group Flow (vph)	27	15	120	655	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					

Lanes, Volumes, Timings
 83: US 78/Rivers Avenue & Alton

2018 Existing Conditions
 AM Peak Hour

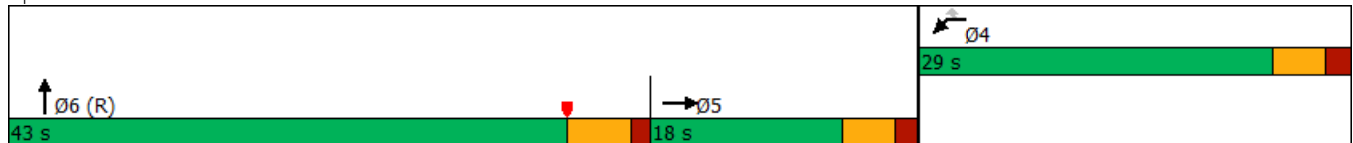


Lane Group	EBT	WBL	WBR	NBT	NBR
Minimum Initial (s)	6.0	8.0	8.0	15.0	
Minimum Split (s)	11.2	13.4	13.4	20.6	
Total Split (s)	18.0	29.0	29.0	43.0	
Total Split (%)	20.0%	32.2%	32.2%	47.8%	
Maximum Green (s)	12.8	23.6	23.6	37.4	
Yellow Time (s)	3.6	3.6	3.6	4.3	
All-Red Time (s)	1.6	1.8	1.8	1.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.2	5.4	5.4	5.6	
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	0.2	0.2	0.2	4.0	
Minimum Gap (s)	2.5	0.2	0.2	2.6	
Time Before Reduce (s)	0.0	0.0	0.0	30.0	
Time To Reduce (s)	0.0	0.0	0.0	15.0	
Recall Mode	None	None	None	C-Max	
Act Effct Green (s)	6.0	8.0	8.0	66.4	
Actuated g/C Ratio	0.07	0.09	0.09	0.74	
v/c Ratio	0.23	0.10	0.48	0.20	
Control Delay	31.3	39.2	14.7	0.4	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	31.3	39.2	14.7	0.4	
LOS	C	D	B	A	
Approach Delay	31.3			0.4	
Approach LOS	C			A	

Intersection Summary












Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 27 (30%), Referenced to phase 2: and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 28.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 83: US 78/Rivers Avenue & Alton



Lanes, Volumes, Timings
 84: US 78/Rivers Avenue & Morningside Drive

2018 Existing Conditions
 AM Peak Hour

						
Lane Group	EBL	EBT	WBL	WBR	NBT	NBR
Lane Configurations						
Traffic Volume (vph)	1	122	165	60	566	41
Future Volume (vph)	1	122	165	60	566	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120
Storage Lanes	0		1	1		1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt				0.850		0.850
Flt Protected			0.950			
Satd. Flow (prot)	0	1727	1641	1468	4510	1404
Flt Permitted			0.950			
Satd. Flow (perm)	0	1727	1641	1468	4510	1404
Right Turn on Red	Yes			Yes		Yes
Satd. Flow (RTOR)		95		99		95
Link Speed (mph)		30			30	
Link Distance (ft)		169			214	
Travel Time (s)		3.8			4.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	10%	10%	10%	10%	15%	15%
Adj. Flow (vph)	1	134	181	66	622	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	135	181	66	622	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12			0	
Link Offset(ft)		0			0	
Crosswalk Width(ft)		16			16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15	9		9
Number of Detectors	1	2	1	1	2	1
Detector Template	Left	Thru	Left	Right	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94	
Detector 2 Size(ft)		6			6	
Detector 2 Type		CI+Ex			CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0			0.0	
Turn Type	Perm	NA	Prot	Perm	NA	Perm
Protected Phases		5	4		6	

Lanes, Volumes, Timings
 84: US 78/Rivers Avenue & Morningside Drive

2018 Existing Conditions
 AM Peak Hour



Lane Group	EBL	EBT	WBL	WBR	NBT	NBR
Permitted Phases	5			4		6
Detector Phase	5	5	4	4	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	8.0	8.0	15.0	15.0
Minimum Split (s)	11.6	11.6	13.2	13.2	20.6	20.6
Total Split (s)	23.0	23.0	32.0	32.0	35.0	35.0
Total Split (%)	25.6%	25.6%	35.6%	35.6%	38.9%	38.9%
Maximum Green (s)	17.4	17.4	26.8	26.8	29.4	29.4
Yellow Time (s)	3.6	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	1.6	1.6	1.3	1.3
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.6	5.2	5.2	5.6	5.6
Lead/Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effct Green (s)		7.0	13.0	13.0	53.5	53.5
Actuated g/C Ratio		0.08	0.14	0.14	0.59	0.59
v/c Ratio		0.61	0.76	0.22	0.23	0.05
Control Delay		18.9	56.8	4.6	5.1	0.7
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		18.9	56.8	4.6	5.1	0.7
LOS		B	E	A	A	A
Approach Delay		18.9			4.8	
Approach LOS		B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 16 (18%), Referenced to phase 2: and 6:NBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 15.6
 Intersection Capacity Utilization 40.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 84: US 78/Rivers Avenue & Morningside Drive



Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶	↷↶↷	
Traffic Vol, veh/h	0	22	4	6	2	2	0	0	0	26	1263	24
Future Vol, veh/h	0	22	4	6	2	2	0	0	0	26	1263	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	12	12	12	14	14	14	2	2	2	10	10	10
Mvmt Flow	0	23	4	6	2	2	0	0	0	28	1344	26

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	1413	685		0	0	0
Stage 1	-	1413	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.74	7.34		5.5	-	-
Critical Hdwy Stg 1	-	5.74	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.12	4.02		3.2	-	-
Pot Cap-1 Maneuver	0	125	317		-	-	-
Stage 1	0	185	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	317		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	17.4	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	317	-	-	-
HCM Lane V/C Ratio	0.087	-	-	-
HCM Control Delay (s)	17.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

HCM 2010 TWSC
 86A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
 AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶	↷↶↷	
Traffic Vol, veh/h	0	1	2	8	4	0	0	0	0	21	1252	2
Future Vol, veh/h	0	1	2	8	4	0	0	0	0	21	1252	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	67	67	67	2	2	2	2	2	2	10	10	10
Mvmt Flow	0	1	2	8	4	0	0	0	0	22	1318	2

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1363	660	572	1364	-	0	0	0
Stage 1	-	1363	-	0	0	-	-	-	-
Stage 2	-	0	-	572	1364	-	-	-	-
Critical Hdwy	-	7.84	8.44	6.44	6.54	-	5.5	-	-
Critical Hdwy Stg 1	-	6.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.67	4.57	3.82	4.02	-	3.2	-	-
Pot Cap-1 Maneuver	0	84	248	452	146	0	-	-	-
Stage 1	0	123	-	-	-	0	-	-	-
Stage 2	0	-	-	431	214	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	84	248	444	146	-	-	-	-
Mov Cap-2 Maneuver	-	84	-	444	146	-	-	-	-
Stage 1	-	123	-	-	-	-	-	-	-
Stage 2	-	-	-	424	214	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	29.5		19.3			
HCM LOS	D		C			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	150	264	-	-	-
HCM Lane V/C Ratio	0.021	0.048	-	-	-
HCM Control Delay (s)	29.5	19.3	-	-	-
HCM Lane LOS	D	C	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

HCM 2010 TWSC
 86B: US 78/Rivers Avenue & LKQ Driveway

2018 Existing Conditions
 AM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔↔↔				
Traffic Vol, veh/h	22	0	0	0	2	0	10	596	0	0	0	0
Future Vol, veh/h	22	0	0	0	2	0	10	596	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	67	67	67	2	2	2	15	15	15	2	2	2
Mvmt Flow	23	0	0	0	2	0	11	627	0	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	274	649	-	-	649	314	0	0	0		
Stage 1	0	0	-	-	649	-	-	-	-		
Stage 2	274	649	-	-	0	-	-	-	-		
Critical Hdwy	7.74	7.84	-	-	6.54	7.14	5.6	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-		
Critical Hdwy Stg 2	8.04	6.84	-	-	-	-	-	-	-		
Follow-up Hdwy	4.47	4.67	-	-	4.02	3.92	3.25	-	-		
Pot Cap-1 Maneuver	527	277	0	0	387	582	-	-	-		
Stage 1	-	-	0	0	464	-	-	-	-		
Stage 2	515	332	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	525	277	-	-	387	582	-	-	-		
Mov Cap-2 Maneuver	525	277	-	-	387	-	-	-	-		
Stage 1	-	-	-	-	464	-	-	-	-		
Stage 2	513	332	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	12.2		14.4				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	525	387
HCM Lane V/C Ratio	-	-	-	0.044	0.005
HCM Control Delay (s)	-	-	-	12.2	14.4
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.1	0

HCM 2010 Signalized Intersection Summary
87: Piggly Wiggly Drive & US 78/Rivers Avenue

2018 Existing Conditions
AM Peak Hour

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑	↑	↓	↑↑↑	↓	↑		
Traffic Volume (veh/h)	1087	135	36	521	66	27		
Future Volume (veh/h)	1087	135	36	521	66	27		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.88	0.88		
Adj Sat Flow, veh/h/ln	1712	1712	1712	1712	1863	1863		
Adj Flow Rate, veh/h	1132	141	38	543	69	0		
Adj No. of Lanes	3	1	1	3	1	1		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	11	11	11	11	2	2		
Cap, veh/h	2855	889	273	2855	396	354		
Arrive On Green	0.61	0.61	0.61	0.61	0.25	0.00		
Sat Flow, veh/h	4827	1455	398	4827	1561	1393		
Grp Volume(v), veh/h	1132	141	38	543	69	0		
Grp Sat Flow(s),veh/h/ln	1558	1455	398	1558	1561	1393		
Q Serve(g_s), s	11.2	3.8	4.9	4.6	3.1	0.0		
Cycle Q Clear(g_c), s	11.2	3.8	16.1	4.6	3.1	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2855	889	273	2855	396	354		
V/C Ratio(X)	0.40	0.16	0.14	0.19	0.17	0.00		
Avail Cap(c_a), veh/h	2855	889	273	2855	396	354		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	9.0	7.6	13.1	7.7	26.3	0.0		
Incr Delay (d2), s/veh	0.4	0.4	1.1	0.1	1.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.9	1.6	0.6	2.0	1.4	0.0		
LnGrp Delay(d),s/veh	9.4	7.9	14.2	7.9	27.2	0.0		
LnGrp LOS	A	A	B	A	C			
Approach Vol, veh/h	1273			581	69			
Approach Delay, s/veh	9.3			8.3	27.2			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		61.2				61.2		29.0
Change Period (Y+Rc), s		* 6.1				* 6.1		6.1
Max Green Setting (Gmax), s		* 55				* 55		22.9
Max Q Clear Time (g_c+I1), s		13.2				18.1		5.1
Green Ext Time (p_c), s		16.7				1.2		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			9.6					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 88: Meeting Street/Durant Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	162	739	181	1	306	97	84	56	2	129	95	114
Future Volume (veh/h)	162	739	181	1	306	97	84	56	2	129	95	114
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1776	1776	1776	1900	1776	1900	1520	1520	1900	1845	1845	1845
Adj Flow Rate, veh/h	165	754	185	1	312	99	86	57	2	132	97	116
Adj No. of Lanes	1	2	1	0	3	0	1	1	0	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	7	7	7	7	7	7	25	25	25	3	3	3
Cap, veh/h	655	1973	972	41	998	299	241	407	14	240	276	235
Arrive On Green	0.32	0.78	0.78	0.28	0.28	0.28	0.06	0.28	0.28	0.15	0.15	0.15
Sat Flow, veh/h	1691	3374	1509	2	3592	1075	1448	1460	51	1325	1845	1568
Grp Volume(v), veh/h	165	754	185	154	127	131	86	0	59	132	97	116
Grp Sat Flow(s),veh/h/ln	1691	1687	1509	1772	1470	1426	1448	0	1511	1325	1845	1568
Q Serve(g_s), s	0.0	6.4	0.0	0.0	6.2	6.6	0.0	0.0	2.6	8.8	4.2	6.1
Cycle Q Clear(g_c), s	0.0	6.4	0.0	6.2	6.2	6.6	0.0	0.0	2.6	11.4	4.2	6.1
Prop In Lane	1.00		1.00	0.01		0.75	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	655	1973	972	533	408	396	241	0	421	240	276	235
V/C Ratio(X)	0.25	0.38	0.19	0.29	0.31	0.33	0.36	0.00	0.14	0.55	0.35	0.49
Avail Cap(c_a), veh/h	655	1973	972	533	408	396	309	0	616	375	465	395
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	4.9	3.3	25.7	25.7	25.9	36.7	0.0	24.4	38.7	34.3	35.1
Incr Delay (d2), s/veh	0.1	0.5	0.4	1.4	2.0	2.2	0.3	0.0	0.1	0.7	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.0	1.0	3.2	2.7	2.8	2.0	0.0	1.1	3.2	2.2	2.7
LnGrp Delay(d),s/veh	16.1	5.4	3.7	27.1	27.7	28.1	37.0	0.0	24.4	39.4	34.6	35.7
LnGrp LOS	B	A	A	C	C	C	D		C	D	C	D
Approach Vol, veh/h		1104			412			145			345	
Approach Delay, s/veh		6.7			27.6			31.9			36.8	
Approach LOS		A			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		58.6	11.6	19.8	27.6	31.0		31.4				
Change Period (Y+Rc), s		6.0	* 6.3	* 6.3	6.0	* 6		* 6.3				
Max Green Setting (Gmax), s		41.0	* 9.5	* 23	11.5	* 25		* 37				
Max Q Clear Time (g_c+I1), s		8.4	2.0	13.4	2.0	8.6		4.6				
Green Ext Time (p_c), s		1.1	0.0	0.1	0.0	0.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay					18.0							
HCM 2010 LOS					B							
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↵	↑↑		↵	↑↵	
Traffic Vol, veh/h	0	0	0	6	0	0	0	896	0	0	457	11
Future Vol, veh/h	0	0	0	6	0	0	0	896	0	0	457	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	7	7	7
Mvmt Flow	0	0	0	6	0	0	0	914	0	0	466	11

Major/Minor	Minor1			Minor2			Major1			Major2		
Conflicting Flow All	1147	1391	457	929	1386	239	477	0	-	914	0	0
Stage 1	914	914	-	472	472	-	-	-	-	-	-	-
Stage 2	233	477	-	457	914	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.24	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.27	-	-
Pot Cap-1 Maneuver	154	141	551	222	142	762	1061	-	0	711	-	-
Stage 1	294	350	-	542	557	-	-	-	0	-	-	-
Stage 2	749	554	-	553	350	-	-	-	0	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	141	551	222	142	762	1061	-	-	711	-	-
Mov Cap-2 Maneuver	154	141	-	222	142	-	-	-	-	-	-	-
Stage 1	294	350	-	542	557	-	-	-	-	-	-	-
Stage 2	749	554	-	553	350	-	-	-	-	-	-	-

Approach	EB			WB			SE			NW		
HCM Control Delay, s	0			21.7			0			0		
HCM LOS	A			C								

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET
Capacity (veh/h)	711	-	-	-	222	1061	-
HCM Lane V/C Ratio	-	-	-	-	0.028	-	-
HCM Control Delay (s)	0	-	-	0	21.7	0	-
HCM Lane LOS	A	-	-	A	C	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

Intersection														
Int Delay, s/veh	0.3													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR
Lane Configurations		↕			↕				↕			↕	↕	
Traffic Vol, veh/h	2	0	5	0	0	4	1	6	904	1	1	3	472	1
Future Vol, veh/h	2	0	5	0	0	4	1	6	904	1	1	3	472	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	7	7	7	7
Mvmt Flow	2	0	5	0	0	4	1	6	922	1	1	3	482	1













Major/Minor	Minor1		Minor2		Major1			Major2						
Conflicting Flow All	1186	1428	462	966	1428	242	483	483	0	0	923	923	0	0
Stage 1	937	937	-	491	491	-	-	-	-	-	-	-	-	-
Stage 2	249	491	-	475	937	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.5	4.2	-	-	6.54	4.24	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.55	2.25	-	-	2.57	2.27	-	-
Pot Cap-1 Maneuver	144	134	547	209	134	759	697	1055	-	-	358	705	-	-
Stage 1	285	342	-	528	546	-	-	-	-	-	-	-	-	-
Stage 2	733	546	-	539	342	-	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	141	131	547	204	131	759	982	982	-	-	566	566	-	-
Mov Cap-2 Maneuver	141	131	-	394	289	-	-	-	-	-	-	-	-	-
Stage 1	281	337	-	520	542	-	-	-	-	-	-	-	-	-
Stage 2	724	542	-	526	337	-	-	-	-	-	-	-	-	-

Approach	EB		WB		SE		NW	
HCM Control Delay, s	17.3		9.8		0.2		0.1	
HCM LOS	C		A					

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	566	-	-	300	759	982	-	-
HCM Lane V/C Ratio	0.007	-	-	0.024	0.005	0.006	-	-
HCM Control Delay (s)	11.4	-	-	17.3	9.8	8.7	0.1	-
HCM Lane LOS	B	-	-	C	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0	-	-

HCM 2010 Signalized Intersection Summary
 91: US 78/Rivers Avenue & Helm Avenue

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	5	7	3	53	10	13	0	422	39	28	820	2
Future Volume (veh/h)	5	7	3	53	10	13	0	422	39	28	820	2
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1776	1900	1900	1863	1900	1792	1792	1900	1827	1827	1900
Adj Flow Rate, veh/h	5	7	3	55	10	14	0	440	41	29	854	2
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	2	2	2	6	6	6	4	4	4
Cap, veh/h	150	133	42	260	48	35	174	1756	163	607	1980	5
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	263	1038	325	877	377	270	618	3151	292	893	3553	8
Grp Volume(v), veh/h	15	0	0	79	0	0	0	237	244	29	417	439
Grp Sat Flow(s),veh/h/ln	1627	0	0	1524	0	0	618	1703	1741	893	1736	1825
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.0	3.0	3.0	0.7	5.8	5.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	1.9	0.0	0.0	0.0	3.0	3.0	3.7	5.8	5.8
Prop In Lane	0.33		0.20	0.70		0.18	1.00		0.17	1.00		0.00
Lane Grp Cap(c), veh/h	324	0	0	343	0	0	174	949	970	607	967	1017
V/C Ratio(X)	0.05	0.00	0.00	0.23	0.00	0.00	0.00	0.25	0.25	0.05	0.43	0.43
Avail Cap(c_a), veh/h	1397	0	0	1370	0	0	174	949	970	607	967	1017
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	16.5	0.0	0.0	0.0	4.7	4.7	5.7	5.3	5.3
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.0	0.6	0.6	0.1	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	0.8	0.0	0.0	0.0	1.5	1.6	0.2	3.0	3.2
LnGrp Delay(d),s/veh	15.9	0.0	0.0	16.8	0.0	0.0	0.0	5.3	5.3	5.8	6.7	6.7
LnGrp LOS	B			B				A	A	A	A	A
Approach Vol, veh/h		15			79			481			885	
Approach Delay, s/veh		15.9			16.8			5.3			6.7	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.5		11.8		29.5		11.8				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		23.0		34.0		23.0		34.0				
Max Q Clear Time (g_c+I1), s		7.8		3.9		5.0		2.3				
Green Ext Time (p_c), s		4.2		0.4		2.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				6.9								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 92: US 78/Rivers Avenue & McMillan Avenue

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕	↗	↖	↕	↗	↖	↕	↗
Traffic Volume (veh/h)	19	63	4	117	88	89	12	413	145	151	726	21
Future Volume (veh/h)	19	63	4	117	88	89	12	413	145	151	726	21
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1900	1900	1759	1759	1810	1810	1810	1827	1827	1827
Adj Flow Rate, veh/h	20	67	4	124	94	95	13	439	154	161	772	22
Adj No. of Lanes	0	2	0	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	4	4	4	8	8	8	5	5	5	4	4	4
Cap, veh/h	92	341	22	201	114	300	445	1897	848	585	2316	1036
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.55	0.55	0.55	0.07	0.67	0.67
Sat Flow, veh/h	126	1699	108	687	568	1495	661	3438	1538	1740	3471	1553
Grp Volume(v), veh/h	30	0	61	218	0	95	13	439	154	161	772	22
Grp Sat Flow(s),veh/h/ln	289	0	1644	1255	0	1495	661	1719	1538	1740	1736	1553
Q Serve(g_s), s	0.6	0.0	2.8	12.8	0.0	4.9	0.8	5.9	4.5	3.3	8.6	0.4
Cycle Q Clear(g_c), s	16.1	0.0	2.8	15.5	0.0	4.9	0.8	5.9	4.5	3.3	8.6	0.4
Prop In Lane	0.67		0.07	0.57		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	0	330	315	0	300	445	1897	848	585	2316	1036
V/C Ratio(X)	0.24	0.00	0.19	0.69	0.00	0.32	0.03	0.23	0.18	0.28	0.33	0.02
Avail Cap(c_a), veh/h	343	0	601	550	0	547	445	1897	848	732	2316	1036
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	29.9	35.9	0.0	30.7	9.2	10.4	10.1	6.9	6.4	5.1
Incr Delay (d2), s/veh	0.4	0.0	0.1	1.0	0.0	0.2	0.1	0.3	0.5	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	1.3	5.4	0.0	2.0	0.2	2.9	2.0	1.6	4.2	0.2
LnGrp Delay(d),s/veh	32.8	0.0	30.0	37.0	0.0	30.9	9.3	10.6	10.5	7.0	6.8	5.1
LnGrp LOS	C		C	D		C	A	B	B	A	A	A
Approach Vol, veh/h		91			313			606			955	
Approach Delay, s/veh		30.9			35.1			10.6			6.8	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.8		24.2	10.4	55.4		24.2				
Change Period (Y+Rc), s		* 5.8		6.1	4.5	* 5.8		6.1				
Max Green Setting (Gmax), s		* 45		32.9	13.5	* 27		32.9				
Max Q Clear Time (g_c+I1), s		10.6		17.5	5.3	7.9		18.1				
Green Ext Time (p_c), s		1.2		0.2	0.0	0.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				13.6								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























HCM 2010 Signalized Intersection Summary
 93: SC 642/Dorchester Road & US 78/Rivers Avenue

2018 Existing Conditions
 AM Peak Hour

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑		
Traffic Volume (veh/h)	785	56	75	436	138	118		
Future Volume (veh/h)	785	56	75	436	138	118		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1827	1827	1776	1776	1792	1792		
Adj Flow Rate, veh/h	793	57	76	440	139	119		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Percent Heavy Veh, %	4	4	7	7	6	6		
Cap, veh/h	1111	497	563	2473	187	167		
Arrive On Green	0.32	0.32	0.67	1.00	0.11	0.11		
Sat Flow, veh/h	3563	1553	1691	3463	1707	1524		
Grp Volume(v), veh/h	793	57	76	440	139	119		
Grp Sat Flow(s),veh/h/ln	1736	1553	1691	1687	1707	1524		
Q Serve(g_s), s	18.1	2.3	1.5	0.0	7.1	6.8		
Cycle Q Clear(g_c), s	18.1	2.3	1.5	0.0	7.1	6.8		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1111	497	563	2473	187	167		
V/C Ratio(X)	0.71	0.11	0.14	0.18	0.74	0.71		
Avail Cap(c_a), veh/h	1111	497	563	2473	588	525		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.95	0.95	0.91	0.91	1.00	1.00		
Uniform Delay (d), s/veh	27.0	21.6	10.3	0.0	38.9	38.7		
Incr Delay (d2), s/veh	3.7	0.4	0.1	0.1	5.8	5.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.3	1.1	0.7	0.0	3.7	3.1		
LnGrp Delay(d),s/veh	30.7	22.0	10.4	0.1	44.6	44.3		
LnGrp LOS	C	C	B	A	D	D		
Approach Vol, veh/h	850			516	258			
Approach Delay, s/veh	30.1			1.6	44.5			
Approach LOS	C			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	37.2	36.0				73.2		16.8
Change Period (Y+Rc), s	7.2	* 7.2				* 7.2		7.0
Max Green Setting (Gmax), s	30.8	* 29				* 45		31.0
Max Q Clear Time (g_c+I), s	20.1					2.0		9.1
Green Ext Time (p_c), s	0.0	3.7				3.3		0.8
Intersection Summary								
HCM 2010 Ctrl Delay			23.4					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 94: Cosgrove Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	572	244	101	247	17	229	552	176	20	272	36
Future Volume (veh/h)	53	572	244	101	247	17	229	552	176	20	272	36
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1810	1810	1810	1743	1743	1743	1827	1827	1900	1759	1759	1900
Adj Flow Rate, veh/h	55	596	254	105	257	18	239	575	183	21	283	38
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	5	5	5	9	9	9	4	4	4	8	8	8
Cap, veh/h	391	1001	653	537	1899	849	339	772	245	145	356	47
Arrive On Green	0.58	0.58	0.58	0.44	1.00	1.00	0.13	0.30	0.30	0.12	0.12	0.12
Sat Flow, veh/h	1068	3438	1538	1660	3312	1482	1740	2594	823	665	2967	394
Grp Volume(v), veh/h	55	596	254	105	257	18	239	384	374	21	158	163
Grp Sat Flow(s),veh/h/ln	1068	1719	1538	1660	1656	1482	1740	1736	1682	665	1671	1690
Q Serve(g_s), s	2.2	10.0	2.4	0.0	0.0	0.0	10.4	18.0	18.1	2.7	8.3	8.4
Cycle Q Clear(g_c), s	2.2	10.0	2.4	0.0	0.0	0.0	10.4	18.0	18.1	4.7	8.3	8.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.49	1.00		0.23
Lane Grp Cap(c), veh/h	391	1001	653	537	1899	849	339	517	501	145	201	203
VC Ratio(X)	0.14	0.60	0.39	0.20	0.14	0.02	0.70	0.74	0.75	0.15	0.79	0.80
Avail Cap(c_a), veh/h	391	1001	653	537	1899	849	339	814	788	258	487	492
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	15.4	3.4	14.5	0.0	0.0	28.2	28.5	28.5	37.9	38.5	38.6
Incr Delay (d2), s/veh	0.7	2.4	1.6	0.1	0.1	0.0	5.6	0.8	0.8	0.2	2.6	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.0	1.4	1.4	0.0	0.0	5.5	8.7	8.4	0.5	4.0	4.1
LnGrp Delay(d),s/veh	14.5	17.8	5.0	14.5	0.1	0.0	33.7	29.3	29.4	38.0	41.1	41.4
LnGrp LOS	B	B	A	B	A	A	C	C	C	D	D	D
Approach Vol, veh/h		905			380			997			342	
Approach Delay, s/veh		14.0			4.1			30.4			41.0	
Approach LOS		B			A			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	25.4	32.0	16.0	16.6		57.4		32.6				
Change Period (Y+Rc), s	5.8	* 5.8	4.0	* 5.8		* 5.8		* 5.8				
Max Green Setting (Gmax), s	6	* 26	12.0	* 26		* 36		* 42				
Max Q Clear Time (g_c+I), s	12.0	12.0	12.4	10.4		2.0		20.1				
Green Ext Time (p_c), s	0.0	0.8	0.0	0.4		0.4		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay					22.3							
HCM 2010 LOS					C							
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 95: Reynolds Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	583	16	23	262	21	7	28	59	25	23	75
Future Volume (veh/h)	56	583	16	23	262	21	7	28	59	25	23	75
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1810	1810	1900	1743	1743	1900	1900	1696	1900	1900	1743	1900
Adj Flow Rate, veh/h	60	620	17	24	279	22	7	30	63	27	24	80
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	5	5	5	9	9	9	12	12	12	9	9	9
Cap, veh/h	996	2660	73	332	1062	83	48	54	101	72	40	99
Arrive On Green	0.76	1.00	1.00	0.34	0.34	0.34	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1723	3418	94	737	3112	244	52	524	980	228	384	961
Grp Volume(v), veh/h	60	312	325	24	148	153	100	0	0	131	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1793	737	1656	1700	1556	0	0	1573	0	0
Q Serve(g_s), s	0.0	0.0	0.0	2.0	5.8	5.9	0.0	0.0	0.0	1.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	2.0	5.8	5.9	5.6	0.0	0.0	7.2	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.14	0.07		0.63	0.21		0.61
Lane Grp Cap(c), veh/h	996	1337	1395	332	565	580	203	0	0	210	0	0
V/C Ratio(X)	0.06	0.23	0.23	0.07	0.26	0.26	0.49	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	996	1337	1395	332	565	580	571	0	0	571	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	2.5	0.0	0.0	20.2	21.4	21.5	38.7	0.0	0.0	39.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.4	1.1	1.1	0.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.4	2.8	2.9	2.4	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	2.5	0.4	0.4	20.6	22.6	22.6	39.4	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A	A	A	C	C	C	D			D		
Approach Vol, veh/h		697			325			100			131	
Approach Delay, s/veh		0.6			22.4			39.4			40.5	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		75.3		14.7	39.3	36.0		14.7				
Change Period (Y+Rc), s		* 5.3		5.4	* 5.3	* 5.3		5.4				
Max Green Setting (Gmax), s		* 48		31.6	* 13	* 31		31.6				
Max Q Clear Time (g_c+I1), s		2.0		9.2	2.0	7.9		7.6				
Green Ext Time (p_c), s		0.7		0.1	0.0	0.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay					13.5							
HCM 2010 LOS					B							
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection													
Int Delay, s/veh	1.5												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations	↵	↕↗		↵	↕↗			↕↗				↕↗	
Traffic Vol, veh/h	24	701	3	12	269	27	1	13	34	1	15	14	22
Future Vol, veh/h	24	701	3	12	269	27	1	13	34	1	15	14	22
Conflicting Peds, #/hr	0	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	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	2	-	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	8	8	8	2	2	2	12	12	12	12
Mvmt Flow	27	779	3	13	299	30	1	14	38	1	17	16	24

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	329	0	0	782	0	0	1019	1190	391	0	791	1176	165
Stage 1	-	-	-	-	-	-	835	835	-	0	340	340	-
Stage 2	-	-	-	-	-	-	184	355	-	0	451	836	-
Critical Hdwy	4.2	-	-	4.26	-	-	7.54	6.54	6.94	-	7.74	6.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	-	6.74	5.74	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	6.74	5.74	-
Follow-up Hdwy	2.25	-	-	2.28	-	-	3.52	4.02	3.32	-	3.62	4.12	3.42
Pot Cap-1 Maneuver	1206	-	-	794	-	-	191	186	608	0	263	176	820
Stage 1	-	-	-	-	-	-	328	381	-	0	621	613	-
Stage 2	-	-	-	-	-	-	800	628	-	0	532	358	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1206	-	-	794	-	-	173	179	608	0	231	169	820
Mov Cap-2 Maneuver	-	-	-	-	-	-	297	330	-	0	394	304	-
Stage 1	-	-	-	-	-	-	321	373	-	0	607	603	-
Stage 2	-	-	-	-	-	-	744	618	-	0	469	350	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.3	0.4	13.3	13.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	486	794	-	-	1206	-	460
HCM Lane V/C Ratio	0.11	0.017	-	-	0.022	-	0.123
HCM Control Delay (s)	13.3	9.6	-	-	8.1	-	13.9
HCM Lane LOS	B	A	-	-	A	-	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0.1	-	0.4

Lanes, Volumes, Timings
 97: US 78/Rivers Avenue & US 52/Carner Avenue

2018 Existing Conditions
 AM Peak Hour

	↑	↗	↖	↘	↓	↙	↕
Lane Group	NBT	NBR	SBU	SBL	SBT	NWL	NWR
Lane Configurations	↑↑			↘	↑↑	↙	
Traffic Volume (vph)	53	11	1	491	247	4	253
Future Volume (vph)	53	11	1	491	247	4	253
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		150		0	0
Storage Lanes		0		1		1	0
Taper Length (ft)				50		25	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.974					0.867	
Flt Protected				0.950		0.999	
Satd. Flow (prot)	3414	0	0	1736	3471	1510	0
Flt Permitted				0.950		0.999	
Satd. Flow (perm)	3414	0	0	1736	3471	1510	0
Link Speed (mph)	30				30	35	
Link Distance (ft)	622				202	2270	
Travel Time (s)	14.1				4.6	44.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	4%	4%	4%	9%	9%
Adj. Flow (vph)	58	12	1	534	268	4	275
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	0	0	535	268	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	12				12	4	
Link Offset(ft)	0				0	30	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane	Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	9	15		15	9
Sign Control	Free				Free	Yield	
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	56.5%			ICU Level of Service B			
Analysis Period (min)	15						

HCM 2010 Signalized Intersection Summary
 98: US 52/Carner Avenue & Clement Avenue/Burton Lane

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	4	167	41	20	13	49	11	79	20	137	191	1
Future Volume (veh/h)	4	167	41	20	13	49	11	79	20	137	191	1
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1900	1900	1681	1681	1696	1696	1696	1792	1792	1900
Adj Flow Rate, veh/h	4	188	46	22	15	55	12	89	22	154	215	1
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	13	13	13	12	12	12	6	6	6
Cap, veh/h	102	297	72	304	161	301	607	785	668	728	825	4
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	11	1411	341	703	767	1429	1057	1696	1442	1229	1783	8
Grp Volume(v), veh/h	238	0	0	37	0	55	12	89	22	154	0	216
Grp Sat Flow(s),veh/h/ln	762	0	0	1471	0	1429	1057	1696	1442	1229	0	1791
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.2	0.3	1.1	0.3	3.0	0.0	2.7
Cycle Q Clear(g_c), s	4.5	0.0	0.0	0.7	0.0	1.2	3.0	1.1	0.3	4.1	0.0	2.7
Prop In Lane	0.02		0.19	0.59		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	470	0	0	466	0	301	607	785	668	728	0	829
V/C Ratio(X)	0.51	0.00	0.00	0.08	0.00	0.18	0.02	0.11	0.03	0.21	0.00	0.26
Avail Cap(c_a), veh/h	627	0	0	575	0	428	607	785	668	728	0	829
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	11.7	0.0	11.9	6.9	5.6	5.4	6.7	0.0	6.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.1	0.0	0.3	0.1	0.3	0.1	0.7	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.3	0.0	0.5	0.1	0.6	0.1	1.1	0.0	1.5
LnGrp Delay(d),s/veh	14.1	0.0	0.0	11.8	0.0	12.2	7.0	5.9	5.5	7.4	0.0	6.8
LnGrp LOS	B			B		B	A	A	A	A		A
Approach Vol, veh/h		238			92			123			370	
Approach Delay, s/veh		14.1			12.0			5.9			7.0	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.0		13.7		23.0		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		11.0		17.0		11.0				
Max Q Clear Time (g_c+I1), s		6.1		3.2		5.0		6.5				
Green Ext Time (p_c), s		1.3		0.2		0.4		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				9.5								
HCM 2010 LOS				A								

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	130	2	1	274	0
Future Vol, veh/h	0	0	0	0	0	1	0	130	2	1	274	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	13	13	13	8	8	8
Mvmt Flow	0	0	0	0	0	1	0	137	2	1	288	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	359	429	144	284	428	70	288	0	0	139	0	0
Stage 1	290	290	-	138	138	-	-	-	-	-	-	-
Stage 2	69	139	-	146	290	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.36	-	-	4.26	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.33	-	-	2.28	-	-
Pot Cap-1 Maneuver	572	517	877	646	518	978	1195	-	-	1399	-	-
Stage 1	694	671	-	851	781	-	-	-	-	-	-	-
Stage 2	933	781	-	842	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	571	516	877	645	517	978	1195	-	-	1399	-	-
Mov Cap-2 Maneuver	649	610	-	645	517	-	-	-	-	-	-	-
Stage 1	694	670	-	851	781	-	-	-	-	-	-	-
Stage 2	932	781	-	841	670	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	0		8.7			0		0		
HCM LOS	A		A							





















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	-	-	978	1399	-
HCM Lane V/C Ratio	-	-	-	-	0.001	0.001	-	-
HCM Control Delay (s)	0	-	-	0	8.7	7.6	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

HCM 2010 Signalized Intersection Summary

2018 Existing Conditions

100: US 52/Meeting Street/Spruill Avenue & Tuxbury Lane/Meeting Street

AM Peak Hour

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	126	438	5	2	512	2	0	2	356	1	0	6
Future Volume (veh/h)	126	438	5	2	512	2	0	2	356	1	0	6
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1696	1696	1900	1743	1743	1900	0	1696	1696	1900	1667	1900
Adj Flow Rate, veh/h	135	471	5	2	551	0	0	0	384	1	0	6
Adj No. of Lanes	2	1	0	1	1	0	0	1	2	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	12	12	12	9	9	9	0	12	12	14	14	14
Cap, veh/h	405	982	10	414	639	0	0	235	400	3	0	20
Arrive On Green	0.13	0.59	0.59	0.37	0.37	0.00	0.00	0.00	0.14	0.02	0.00	0.02
Sat Flow, veh/h	3134	1676	18	856	1743	0	0	1696	2884	206	0	1233
Grp Volume(v), veh/h	135	0	476	2	551	0	0	0	384	7	0	0
Grp Sat Flow(s),veh/h/ln	1567	0	1693	856	1743	0	0	1696	1442	1439	0	0
Q Serve(g_s), s	2.8	0.0	11.7	0.1	21.1	0.0	0.0	0.0	9.6	0.3	0.0	0.0
Cycle Q Clear(g_c), s	2.8	0.0	11.7	0.1	21.1	0.0	0.0	0.0	9.6	0.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.00	0.00		1.00	0.14		0.86
Lane Grp Cap(c), veh/h	405	0	992	414	639	0	0	235	400	23	0	0
V/C Ratio(X)	0.33	0.00	0.48	0.00	0.86	0.00	0.00	0.00	0.96	0.30	0.00	0.00
Avail Cap(c_a), veh/h	434	0	992	414	639	0	0	235	400	179	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.6	0.0	8.6	14.5	21.2	0.0	0.0	0.0	30.9	35.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.0	14.3	0.0	0.0	0.0	34.8	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	5.9	0.0	12.6	0.0	0.0	0.0	9.1	0.2	0.0	0.0
LnGrp Delay(d),s/veh	29.0	0.0	10.3	14.5	35.5	0.0	0.0	0.0	65.7	43.4	0.0	0.0
LnGrp LOS	C		B	B	D				E	D		
Approach Vol, veh/h		611			553			384				7
Approach Delay, s/veh		14.4			35.4			65.7				43.4
Approach LOS		B			D			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.8	33.0		6.9		48.8		16.5				
Change Period (Y+Rc), s	6.5	6.5		* 5.7		6.5		6.5				
Max Green Setting (Gmax), s	10.0	25.8		* 9		42.3		10.0				
Max Q Clear Time (g_c+I1), s	4.8	23.1		2.3		13.7		11.6				
Green Ext Time (p_c), s	0.1	0.8		0.0		2.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection							
Int Delay, s/veh	2.2						
Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↔		↕			↕	↕
Traffic Vol, veh/h	49	79	491	33	1	101	758
Future Vol, veh/h	49	79	491	33	1	101	758
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	90	90	90	90	90	90	90
Heavy Vehicles, %	29	29	7	7	9	9	9
Mvmt Flow	54	88	546	37	1	112	842

Major/Minor	Minor1	Major1	Major2				
Conflicting Flow All	1212	292	0	0	582	583	0
Stage 1	565	-	-	-	-	-	-
Stage 2	647	-	-	-	-	-	-
Critical Hdwy	7.38	7.48	-	-	6.58	4.28	-
Critical Hdwy Stg 1	6.38	-	-	-	-	-	-
Critical Hdwy Stg 2	6.38	-	-	-	-	-	-
Follow-up Hdwy	3.79	3.59	-	-	2.59	2.29	-
Pot Cap-1 Maneuver	140	630	-	-	587	941	-
Stage 1	463	-	-	-	-	-	-
Stage 2	416	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	123	630	-	-	933	933	-
Mov Cap-2 Maneuver	254	-	-	-	-	-	-
Stage 1	407	-	-	-	-	-	-
Stage 2	416	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	402	933
HCM Lane V/C Ratio	-	-	0.354	0.121
HCM Control Delay (s)	-	-	18.8	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.4

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	56	127	34	508	753	87
Future Vol, veh/h	56	127	34	508	753	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	12	12	7	7	9	9
Mvmt Flow	64	144	39	577	856	99

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1273	478	955	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	7.04	7.14	4.24	-	-	-
Critical Hdwy Stg 1	6.04	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-
Follow-up Hdwy	3.62	3.42	2.27	-	-	-
Pot Cap-1 Maneuver	146	507	686	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	507	686	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0.7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	407	-	-
HCM Lane V/C Ratio	0.056	-	0.511	-	-
HCM Control Delay (s)	10.6	-	22.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	2.8	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↶	↕↔		↵	↕↔
Traffic Vol, veh/h	9	10	535	15	20	854
Future Vol, veh/h	9	10	535	15	20	854
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	50	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	42	42	6	6	8	8
Mvmt Flow	10	11	615	17	23	982

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1161	316	0	0	632
Stage 1	624	-	-	-	-
Stage 2	537	-	-	-	-
Critical Hdwy	7.64	7.74	-	-	4.26
Critical Hdwy Stg 1	6.64	-	-	-	-
Critical Hdwy Stg 2	6.64	-	-	-	-
Follow-up Hdwy	3.92	3.72	-	-	2.28
Pot Cap-1 Maneuver	138	575	-	-	907
Stage 1	400	-	-	-	-
Stage 2	450	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	135	575	-	-	907
Mov Cap-2 Maneuver	300	-	-	-	-
Stage 1	390	-	-	-	-
Stage 2	450	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	300	575	907
HCM Lane V/C Ratio	-	-	0.034	0.02	0.025
HCM Control Delay (s)	-	-	17.4	11.4	9.1
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕		↔	↕
Traffic Vol, veh/h	13	15	560	12	33	810
Future Vol, veh/h	13	15	560	12	33	810
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	36	36	7	7	8	8
Mvmt Flow	15	17	629	13	37	910

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1165	321	0	0	642
Stage 1	636	-	-	-	-
Stage 2	529	-	-	-	-
Critical Hdwy	7.52	7.62	-	-	4.26
Critical Hdwy Stg 1	6.52	-	-	-	-
Critical Hdwy Stg 2	6.52	-	-	-	-
Follow-up Hdwy	3.86	3.66	-	-	2.28
Pot Cap-1 Maneuver	143	584	-	-	899
Stage 1	407	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	137	584	-	-	899
Mov Cap-2 Maneuver	302	-	-	-	-
Stage 1	390	-	-	-	-
Stage 2	469	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	899
HCM Lane V/C Ratio	-	-	0.077	0.041
HCM Control Delay (s)	-	-	14.6	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	5	0	8	0	562	29	11	797	1
Future Vol, veh/h	0	0	1	5	0	8	0	562	29	11	797	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	69	69	69	6	6	6	9	9	9
Mvmt Flow	0	0	1	6	0	9	0	646	33	13	916	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1266	1622	459	1147	1606	340	917	0	0	679	0	0
Stage 1	943	943	-	663	663	-	-	-	-	-	-	-
Stage 2	323	679	-	484	943	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.88	7.88	8.28	4.22	-	-	4.28	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.88	6.88	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.88	6.88	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.19	4.69	3.99	2.26	-	-	2.29	-	-
Pot Cap-1 Maneuver	126	102	549	92	54	495	715	-	-	864	-	-
Stage 1	282	339	-	289	323	-	-	-	-	-	-	-
Stage 2	663	449	-	390	220	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	121	99	549	90	52	495	715	-	-	864	-	-
Mov Cap-2 Maneuver	121	99	-	90	52	-	-	-	-	-	-	-
Stage 1	282	328	-	289	323	-	-	-	-	-	-	-
Stage 2	651	449	-	377	213	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.6		26.7		0		0.2	
HCM LOS	B		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	715	-	-	549	181	864	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.083	0.015	-	-
HCM Control Delay (s)	0	-	-	11.6	26.7	9.2	0.1	-
HCM Lane LOS	A	-	-	B	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	1	7	0	14	3	590	32	20	772	3
Future Vol, veh/h	2	0	1	7	0	14	3	590	32	20	772	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	48	48	48	6	6	6	8	8	8
Mvmt Flow	2	0	1	8	0	16	3	670	36	23	877	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1266	1637	440	1179	1620	353	880	0	0	706	0	0
Stage 1	925	925	-	694	694	-	-	-	-	-	-	-
Stage 2	341	712	-	485	926	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	8.46	7.46	7.86	4.22	-	-	4.26	-	-
Critical Hdwy Stg 1	6.54	5.54	-	7.46	6.46	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	7.46	6.46	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.98	4.48	3.78	2.26	-	-	2.28	-	-
Pot Cap-1 Maneuver	126	100	565	101	65	527	739	-	-	849	-	-
Stage 1	290	346	-	308	345	-	-	-	-	-	-	-
Stage 2	647	434	-	428	257	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	117	94	565	96	61	527	739	-	-	849	-	-
Mov Cap-2 Maneuver	117	94	-	96	61	-	-	-	-	-	-	-
Stage 1	288	328	-	306	343	-	-	-	-	-	-	-
Stage 2	623	431	-	405	243	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s	28.1		24.2		0		0.4		
HCM LOS	D		C						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	739	-	-	159	211	849	-	-
HCM Lane V/C Ratio	0.005	-	-	0.021	0.113	0.027	-	-
HCM Control Delay (s)	9.9	0	-	28.1	24.2	9.4	0.2	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	20	606	3	13	770
Future Vol, veh/h	0	20	606	3	13	770
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	5	5	8	8
Mvmt Flow	0	23	697	3	15	885

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1172	350	0	0	700
Stage 1	699	-	-	-	-
Stage 2	473	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.26
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.28
Pot Cap-1 Maneuver	185	646	-	-	854
Stage 1	454	-	-	-	-
Stage 2	593	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	179	646	-	-	854
Mov Cap-2 Maneuver	179	-	-	-	-
Stage 1	438	-	-	-	-
Stage 2	593	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.8	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	646	854
HCM Lane V/C Ratio	-	-	0.036	0.017
HCM Control Delay (s)	-	-	10.8	9.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	10	8	613	10	20	742
Future Vol, veh/h	10	8	613	10	20	742
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	9	9
Mvmt Flow	11	9	697	11	23	843

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1171	354	0	0	708
Stage 1	703	-	-	-	-
Stage 2	468	-	-	-	-
Critical Hdwy	6.92	7.02	-	-	4.28
Critical Hdwy Stg 1	5.92	-	-	-	-
Critical Hdwy Stg 2	5.92	-	-	-	-
Follow-up Hdwy	3.56	3.36	-	-	2.29
Pot Cap-1 Maneuver	180	631	-	-	841
Stage 1	442	-	-	-	-
Stage 2	585	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	171	631	-	-	841
Mov Cap-2 Maneuver	171	-	-	-	-
Stage 1	419	-	-	-	-
Stage 2	585	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	253	841
HCM Lane V/C Ratio	-	-	0.081	0.027
HCM Control Delay (s)	-	-	20.5	9.4
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

HCM 2010 Signalized Intersection Summary

2018 Existing Conditions

109: Meeting Street/US 52/Meeting Street & Mt Pleasant Drive/Morrison Drive

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	540	207	2	261	280	86	275	16	245	412	105
Future Volume (veh/h)	55	540	207	2	261	280	86	275	16	245	412	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1900	1810	1810	1810	1810	1900	1743	1743	1743
Adj Flow Rate, veh/h	65	635	244	2	307	329	101	324	0	288	485	124
Adj No. of Lanes	1	2	0	0	2	1	1	2	0	1	2	1
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
Percent Heavy Veh, %	3	3	3	5	5	5	5	5	5	9	9	9
Cap, veh/h	218	673	259	34	884	661	126	1206	0	263	1444	646
Arrive On Green	0.54	0.54	0.54	0.27	0.27	0.27	0.07	0.35	0.00	0.16	0.44	0.44
Sat Flow, veh/h	781	2478	951	3	3253	1538	1723	3529	0	1660	3312	1482
Grp Volume(v), veh/h	65	449	430	161	148	329	101	324	0	288	485	124
Grp Sat Flow(s),veh/h/ln	781	1752	1677	1691	1564	1538	1723	1719	0	1660	1656	1482
Q Serve(g_s), s	6.7	26.4	26.4	0.2	8.4	0.0	6.3	7.4	0.0	17.4	10.6	5.7
Cycle Q Clear(g_c), s	15.1	26.4	26.4	26.6	8.4	0.0	6.3	7.4	0.0	17.4	10.6	5.7
Prop In Lane	1.00		0.57	0.01		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	218	476	456	493	425	661	126	1206	0	263	1444	646
V/C Ratio(X)	0.30	0.94	0.94	0.33	0.35	0.50	0.80	0.27	0.00	1.10	0.34	0.19
Avail Cap(c_a), veh/h	226	494	473	510	441	677	207	1206	0	263	1444	646
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	24.3	24.3	32.0	32.2	22.7	50.2	25.6	0.0	46.3	20.5	19.1
Incr Delay (d2), s/veh	0.5	19.9	20.6	0.4	0.5	0.6	8.5	0.5	0.0	83.9	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	15.1	14.5	3.9	3.7	7.3	3.3	3.6	0.0	14.1	5.0	2.4
LnGrp Delay(d),s/veh	25.3	44.2	44.9	32.4	32.7	23.3	58.7	26.1	0.0	130.2	21.1	19.7
LnGrp LOS	C	D	D	C	C	C	E	C		F	C	B
Approach Vol, veh/h		944			638			425			897	
Approach Delay, s/veh		43.2			27.8			33.9			55.9	
Approach LOS		D			C			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	26.1	47.3		36.6	16.7	56.7		36.6				
Change Period (Y+Rc), s	8.7	8.7		6.7	8.7	8.7		6.7				
Max Green Setting (Gmax), s	16.3	38.6		31.0	13.2	41.7		31.0				
Max Q Clear Time (g_c+I1), s	19.4	9.4		28.4	8.3	12.6		28.6				
Green Ext Time (p_c), s	0.0	2.2		1.5	0.1	3.6		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				42.4								
HCM 2010 LOS				D								

Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	12	38	19	12	4	23	380	14	24	552	41
Future Vol, veh/h	5	12	38	19	12	4	23	380	14	24	552	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	85	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	6	6	6	4	4	4	8	8	8
Mvmt Flow	6	14	45	23	14	5	27	452	17	29	657	49

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1264	1263	682	1284	1279	461	706	0	0	469	0	0
Stage 1	740	740	-	515	515	-	-	-	-	-	-	-
Stage 2	524	523	-	769	764	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.16	6.56	6.26	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.554	4.054	3.354	2.236	-	-	2.272	-	-
Pot Cap-1 Maneuver	146	170	450	139	163	592	883	-	-	1062	-	-
Stage 1	409	423	-	535	528	-	-	-	-	-	-	-
Stage 2	537	530	-	388	407	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	156	450	109	149	592	883	-	-	1062	-	-
Mov Cap-2 Maneuver	126	156	-	109	149	-	-	-	-	-	-	-
Stage 1	392	404	-	513	506	-	-	-	-	-	-	-
Stage 2	496	508	-	322	389	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	20.8		42.7		0.5		0.3	
HCM LOS	C		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	883	-	-	126	310	122	592	1062	-	-
HCM Lane V/C Ratio	0.031	-	-	0.047	0.192	0.302	0.008	0.027	-	-
HCM Control Delay (s)	9.2	0	-	35	19.4	46.8	11.1	8.5	0	-
HCM Lane LOS	A	A	-	E	C	E	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	1.2	0	0.1	-	-

Intersection													
Int Delay, s/veh	0.3												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↕			↕			↕			
Traffic Vol, veh/h	0	0	0	3	0	8	1	0	440	19	13	574	1
Future Vol, veh/h	0	0	0	3	0	8	1	0	440	19	13	574	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	9	9	9	5	5	5	5	8	8	8
Mvmt Flow	0	0	0	4	0	10	1	0	524	23	15	683	1

Major/Minor	Minor1		Major1			Major2				
Conflicting Flow All	1250	1252	536	-	684	0	0	547	0	0
Stage 1	536	538	-	-	-	-	-	-	-	-
Stage 2	714	714	-	-	-	-	-	-	-	-
Critical Hdwy	6.49	6.59	6.29	-	4.15	-	-	4.18	-	-
Critical Hdwy Stg 1	5.49	5.59	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.49	5.59	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	-	2.245	-	-	2.272	-	-
Pot Cap-1 Maneuver	185	167	531	-	895	-	-	993	-	-
Stage 1	573	511	-	-	-	-	-	-	-	-
Stage 2	473	425	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	181	0	531	-	-	-	-	993	-	-
Mov Cap-2 Maneuver	181	0	-	-	-	-	-	-	-	-
Stage 1	559	0	-	-	-	-	-	-	-	-
Stage 2	473	0	-	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7		0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	348	993	-
HCM Lane V/C Ratio	-	-	-	0.038	0.016	-
HCM Control Delay (s)	-	-	-	15.7	8.7	0
HCM Lane LOS	-	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1	0	-

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	5	7	1	9	6	462	9	8	560	1
Future Vol, veh/h	1	0	5	7	1	9	6	462	9	8	560	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	8	8	8
Mvmt Flow	1	0	6	8	1	11	7	544	11	9	659	1





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1248	1248	660	1246	1243	551	660	0	0	556	0	0
Stage 1	678	678	-	565	565	-	-	-	-	-	-	-
Stage 2	570	570	-	681	678	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.18	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.272	-	-
Pot Cap-1 Maneuver	150	173	463	151	174	534	919	-	-	985	-	-
Stage 1	442	452	-	510	508	-	-	-	-	-	-	-
Stage 2	506	505	-	440	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	143	169	463	146	169	533	919	-	-	984	-	-
Mov Cap-2 Maneuver	143	169	-	146	169	-	-	-	-	-	-	-
Stage 1	437	446	-	504	502	-	-	-	-	-	-	-
Stage 2	489	499	-	428	446	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.9		21.4		0.1		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	919	-	-	337	240	984	-
HCM Lane V/C Ratio	0.008	-	-	0.021	0.083	0.01	-
HCM Control Delay (s)	8.9	0	-	15.9	21.4	8.7	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-

HCM 2010 Signalized Intersection Summary
 113: Meeting Street & Romney Street

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	154	98	141	22	48	11	64	280	13	8	555	27
Future Volume (veh/h)	154	98	141	22	48	11	64	280	13	8	555	27
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1667	1667	1900	1900	1827	1900	1900	1776	1900
Adj Flow Rate, veh/h	171	109	157	24	53	12	71	311	14	9	617	30
Adj No. of Lanes	1	1	0	1	1	0	0	2	0	0	2	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
Percent Heavy Veh, %	3	3	3	14	14	14	4	4	4	7	7	7
Cap, veh/h	281	135	195	110	260	59	335	1557	74	46	2206	106
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	1.00	1.00	1.00	0.69	0.69	0.69
Sat Flow, veh/h	1318	685	986	992	1316	298	417	2245	106	17	3181	153
Grp Volume(v), veh/h	171	0	266	24	0	65	179	0	217	345	0	311
Grp Sat Flow(s),veh/h/ln	1318	0	1671	992	0	1614	1125	0	1644	1762	0	1589
Q Serve(g_s), s	13.7	0.0	16.7	2.6	0.0	3.7	1.4	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	17.4	0.0	16.7	19.3	0.0	3.7	9.7	0.0	0.0	8.1	0.0	8.2
Prop In Lane	1.00		0.59	1.00		0.18	0.40		0.06	0.03		0.10
Lane Grp Cap(c), veh/h	281	0	330	110	0	319	826	0	1140	1256	0	1102
V/C Ratio(X)	0.61	0.00	0.81	0.22	0.00	0.20	0.22	0.00	0.19	0.27	0.00	0.28
Avail Cap(c_a), veh/h	548	0	668	311	0	646	826	0	1140	1256	0	1102
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	0.0	42.1	51.4	0.0	36.9	0.2	0.0	0.0	6.4	0.0	6.4
Incr Delay (d2), s/veh	2.1	0.0	4.7	1.0	0.0	0.3	0.6	0.0	0.4	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.0	8.1	0.7	0.0	1.7	0.6	0.0	0.1	4.1	0.0	3.7
LnGrp Delay(d),s/veh	46.3	0.0	46.8	52.3	0.0	37.2	0.8	0.0	0.4	7.0	0.0	7.1
LnGrp LOS	D		D	D		D	A		A	A		A
Approach Vol, veh/h		437			89			396			656	
Approach Delay, s/veh		46.6			41.3			0.6			7.0	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.3		27.7		82.3		27.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		44.0		54.0		44.0				
Max Q Clear Time (g_c+I1), s		11.7		19.4		10.2		21.3				
Green Ext Time (p_c), s		3.0		2.2		4.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				18.3								
HCM 2010 LOS				B								

Intersection						
Int Delay, s/veh	1.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	24	344	38	107	603
Future Vol, veh/h	15	24	344	38	107	603
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	3	3	7	7
Mvmt Flow	17	28	400	44	124	701

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1021	222	0	0	444	0
Stage 1	422	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.24	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.27	-
Pot Cap-1 Maneuver	232	782	-	-	1078	-
Stage 1	629	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	188	782	-	-	1078	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	1078
HCM Lane V/C Ratio	-	-	0.128	0.115
HCM Control Delay (s)	-	-	16.7	8.8
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0.4

Intersection													
Int Delay, s/veh	3.2												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			↔	
Traffic Vol, veh/h	0	0	2	85	0	58	1	0	331	16	30	589	2
Future Vol, veh/h	0	0	2	85	0	58	1	0	331	16	30	589	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	4	8	8	8
Mvmt Flow	0	0	2	97	0	66	1	0	376	18	34	669	2

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	928	1134	336	790	1126	197	672	671	0	0	394	0	0
Stage 1	738	738	-	387	387	-	-	-	-	-	-	-	-
Stage 2	190	396	-	403	739	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.48	4.18	-	-	4.26	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.54	2.24	-	-	2.28	-	-
Pot Cap-1 Maneuver	223	201	660	281	203	811	531	902	-	-	1119	-	-
Stage 1	376	422	-	608	608	-	-	-	-	-	-	-	-
Stage 2	794	602	-	595	422	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	197	191	660	269	193	811	529	529	-	-	1119	-	-
Mov Cap-2 Maneuver	197	191	-	269	193	-	-	-	-	-	-	-	-
Stage 1	375	402	-	607	607	-	-	-	-	-	-	-	-
Stage 2	728	601	-	564	402	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.5		22.2		0			0.6		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	529	-	-	660	369	1119	-	-
HCM Lane V/C Ratio	-	-	-	0.003	0.44	0.03	-	-
HCM Control Delay (s)	11.8	0	-	10.5	22.2	8.3	0.2	-
HCM Lane LOS	B	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.2	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	11	16	322	26	7	666
Future Vol, veh/h	11	16	322	26	7	666
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	4	4	8	8
Mvmt Flow	13	18	370	30	8	766



















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	784	200	0	0	400
Stage 1	385	-	-	-	-
Stage 2	399	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.26
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.28
Pot Cap-1 Maneuver	330	808	-	-	1113
Stage 1	657	-	-	-	-
Stage 2	647	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	326	808	-	-	1113
Mov Cap-2 Maneuver	326	-	-	-	-
Stage 1	648	-	-	-	-
Stage 2	647	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.6	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	504	1113
HCM Lane V/C Ratio	-	-	0.062	0.007
HCM Control Delay (s)	-	-	12.6	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0












HCM 2010 Signalized Intersection Summary
 117: Meeting Street & US 17 Off Ramp

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	463	0	136	297	218	0	0	635	42
Future Volume (veh/h)	0	0	0	463	0	136	297	218	0	0	635	42
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	1845	1845	0	0	1759	1900
Adj Flow Rate, veh/h				348	266	158	345	253	0	0	738	49
Adj No. of Lanes				1	1	0	2	2	0	0	2	0
Peak Hour Factor				0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %				2	2	2	3	3	0	0	8	8
Cap, veh/h				489	302	179	734	2157	0	0	1099	73
Arrive On Green				0.28	0.28	0.28	0.36	1.00	0.00	0.00	0.69	0.69
Sat Flow, veh/h				1774	1097	651	3408	3597	0	0	3270	211
Grp Volume(v), veh/h				348	0	424	345	253	0	0	387	400
Grp Sat Flow(s),veh/h/ln				1774	0	1748	1704	1752	0	0	1671	1722
Q Serve(g_s), s				19.5	0.0	25.5	8.6	0.0	0.0	0.0	14.7	14.7
Cycle Q Clear(g_c), s				19.5	0.0	25.5	8.6	0.0	0.0	0.0	14.7	14.7
Prop In Lane				1.00		0.37	1.00		0.00	0.00		0.12
Lane Grp Cap(c), veh/h				489	0	481	734	2157	0	0	577	595
V/C Ratio(X)				0.71	0.00	0.88	0.47	0.12	0.00	0.00	0.67	0.67
Avail Cap(c_a), veh/h				597	0	588	734	2157	0	0	577	595
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				35.9	0.0	38.1	30.4	0.0	0.0	0.0	13.4	13.4
Incr Delay (d2), s/veh				3.1	0.0	12.6	0.5	0.1	0.0	0.0	6.1	5.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.0	0.0	14.1	4.0	0.0	0.0	0.0	7.4	7.6
LnGrp Delay(d),s/veh				39.0	0.0	50.7	30.8	0.1	0.0	0.0	19.5	19.4
LnGrp LOS				D		D	C	A			B	B
Approach Vol, veh/h					772			598			787	
Approach Delay, s/veh					45.4			17.8			19.4	
Approach LOS					D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		73.7			29.7	44.0		36.3				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		61.0			17.0	38.0		37.0				
Max Q Clear Time (g_c+I1), s		2.0			10.6	16.7		27.5				
Green Ext Time (p_c), s		1.8			0.7	5.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay				28.3								
HCM 2010 LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Lanes, Volumes, Timings
118: Meeting Street & US 17 On Ramp

2018 Existing Conditions
AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	0	508	271	284	785
Future Volume (vph)	0	0	508	271	284	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt			0.948			
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3355	0	1703	3406
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3355	0	1703	3406
Link Speed (mph)	30		30		30	
Link Distance (ft)	1390		256		489	
Travel Time (s)	31.6		5.8		11.1	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	2%	2%	2%	2%	6%	6%
Adj. Flow (vph)	0	0	598	319	334	924
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	917	0	334	924
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24		24	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	59.3%			ICU Level of Service B		
Analysis Period (min)	15					










HCM 2010 Signalized Intersection Summary
 119: Meeting Street & Huger Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	90	41	6	72	92	73	506	6	32	518	254
Future Volume (veh/h)	198	90	41	6	72	92	73	506	6	32	518	254
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	236	107	49	7	86	110	87	602	7	38	617	302
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	4	4	4
Cap, veh/h	320	386	177	231	100	129	377	1054	12	585	904	443
Arrive On Green	0.04	0.11	0.11	0.14	0.14	0.14	0.24	0.60	0.60	0.44	0.80	0.80
Sat Flow, veh/h	1774	1211	554	1226	744	951	1740	3514	41	1740	2261	1106
Grp Volume(v), veh/h	236	0	156	7	0	196	87	297	312	38	474	445
Grp Sat Flow(s),veh/h/ln	1774	0	1765	1226	0	1695	1740	1736	1820	1740	1736	1632
Q Serve(g_s), s	12.1	0.0	9.0	0.5	0.0	12.4	0.0	11.5	11.5	0.0	13.2	13.2
Cycle Q Clear(g_c), s	12.1	0.0	9.0	0.5	0.0	12.4	0.0	11.5	11.5	0.0	13.2	13.2
Prop In Lane	1.00		0.31	1.00		0.56	1.00		0.02	1.00		0.68
Lane Grp Cap(c), veh/h	320	0	563	231	0	229	377	521	546	585	694	653
VC Ratio(X)	0.74	0.00	0.28	0.03	0.00	0.86	0.23	0.57	0.57	0.06	0.68	0.68
Avail Cap(c_a), veh/h	349	0	658	277	0	293	377	521	546	585	694	653
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.00	0.89	1.00	0.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	0.0	37.5	41.4	0.0	46.5	27.0	17.7	17.7	15.0	7.9	7.9
Incr Delay (d2), s/veh	6.5	0.0	0.2	0.1	0.0	17.7	0.3	4.4	4.2	0.2	5.4	5.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	4.4	0.2	0.0	7.0	1.9	5.9	6.2	0.6	7.1	6.7
LnGrp Delay(d),s/veh	43.7	0.0	37.8	41.4	0.0	64.2	27.3	22.1	21.9	15.3	13.3	13.6
LnGrp LOS	D		D	D		E	C	C	C	B	B	B
Approach Vol, veh/h		392			203			696			957	
Approach Delay, s/veh		41.4			63.4			22.7			13.5	
Approach LOS		D			E			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	39.9	39.0		41.1	18.9	50.0	20.2	20.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	33.0	33.0		41.0	7.0	44.0	16.0	19.0				
Max Q Clear Time (g_c+1), s	13.5	13.5		11.0	2.0	15.2	14.1	14.4				
Green Ext Time (p_c), s	0.0	3.6		0.9	0.1	7.0	0.1	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay					25.7							
HCM 2010 LOS					C							

Lanes, Volumes, Timings
120: Meeting Street & Johnson Street

2018 Existing Conditions
AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	16	580	4	0	544
Future Volume (vph)	0	16	580	4	0	544
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Fr _t		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1454	3501	0	0	3406
Flt Permitted						
Satd. Flow (perm)	0	1454	3501	0	0	3406
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		303	1			
Link Speed (mph)	30		30			30
Link Distance (ft)	1223		1085			680
Travel Time (s)	27.8		24.7			15.5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	13%	13%	3%	3%	6%	6%
Adj. Flow (vph)	0	19	682	5	0	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	19	687	0	0	640
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Detector 1 Position(ft)		0	0			0
Detector 1 Size(ft)		20	6			6
Detector 1 Type		Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			0.0
Detector 1 Queue (s)		0.0	0.0			0.0
Detector 1 Delay (s)		0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type		Perm	NA			NA
Protected Phases			2			6
Permitted Phases		8				
Detector Phase		8	2			6
Switch Phase						

Lanes, Volumes, Timings
 120: Meeting Street & Johnson Street

2018 Existing Conditions
 AM Peak Hour

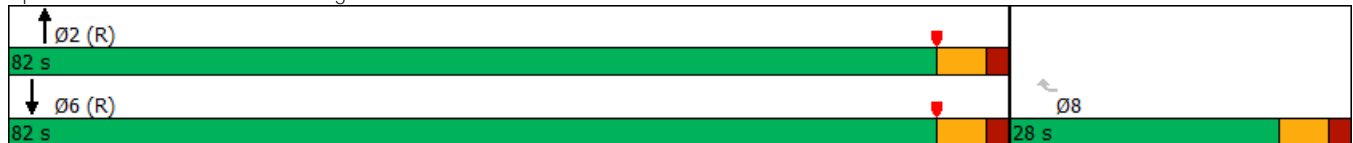


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		8.0	15.0			15.0
Minimum Split (s)		24.0	21.0			21.0
Total Split (s)		28.0	82.0			82.0
Total Split (%)		25.5%	74.5%			74.5%
Maximum Green (s)		22.0	76.0			76.0
Yellow Time (s)		4.0	4.0			4.0
All-Red Time (s)		2.0	2.0			2.0
Lost Time Adjust (s)		0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			3.0
Recall Mode		None	C-Max			C-Max
Walk Time (s)		7.0				
Flash Dont Walk (s)		11.0				
Pedestrian Calls (#/hr)		0				
Act Effct Green (s)		8.0	102.0			102.0
Actuated g/C Ratio		0.07	0.93			0.93
v/c Ratio		0.05	0.21			0.20
Control Delay		0.2	1.3			0.2
Queue Delay		0.0	0.0			0.0
Total Delay		0.2	1.3			0.2
LOS		A	A			A
Approach Delay	0.3		1.3			0.2
Approach LOS	A		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 22 (20%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 0.7
 Intersection Capacity Utilization 32.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 120: Meeting Street & Johnson Street













HCM 2010 Signalized Intersection Summary
 121: Meeting Street & Walnut Street/Lee Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	7	5	9	0	23	32	535	34	23	504	5
Future Volume (veh/h)	22	7	5	9	0	23	32	535	34	23	504	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1792	1792	1900	1743	1743	1900	1827	1827	1900	1792	1792	1900
Adj Flow Rate, veh/h	26	8	6	11	0	27	38	629	40	27	593	6
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	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
Percent Heavy Veh, %	6	6	6	9	9	9	4	4	4	6	6	6
Cap, veh/h	335	114	86	345	0	178	564	1823	116	525	1900	19
Arrive On Green	0.12	0.12	0.12	0.12	0.00	0.12	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1326	952	714	1305	0	1482	800	3315	211	736	3454	35
Grp Volume(v), veh/h	26	0	14	11	0	27	38	329	340	27	292	307
Grp Sat Flow(s),veh/h/ln	1326	0	1666	1305	0	1482	800	1736	1790	736	1703	1786
Q Serve(g_s), s	0.7	0.0	0.3	0.3	0.0	0.6	1.0	3.8	3.8	0.8	3.4	3.4
Cycle Q Clear(g_c), s	1.2	0.0	0.3	0.5	0.0	0.6	4.4	3.8	3.8	4.6	3.4	3.4
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.12	1.00		0.02
Lane Grp Cap(c), veh/h	335	0	200	345	0	178	564	955	984	525	937	983
V/C Ratio(X)	0.08	0.00	0.07	0.03	0.00	0.15	0.07	0.34	0.35	0.05	0.31	0.31
Avail Cap(c_a), veh/h	833	0	825	834	0	733	564	955	984	525	937	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	14.2	14.4	0.0	14.3	5.6	4.5	4.5	5.8	4.4	4.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.4	0.2	1.0	1.0	0.2	0.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.1	0.0	0.3	0.2	2.1	2.2	0.2	1.8	1.8
LnGrp Delay(d),s/veh	15.0	0.0	14.3	14.5	0.0	14.7	5.9	5.5	5.5	6.0	5.3	5.3
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h		40			38			707			626	
Approach Delay, s/veh		14.8			14.7			5.5			5.3	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		10.4		26.0		10.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		18.0		20.0		18.0				
Max Q Clear Time (g_c+I1), s		6.4		3.2		6.6		2.6				
Green Ext Time (p_c), s		3.7		0.1		3.2		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				5.9								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 122: Meeting Street & I-26

2018 Existing Conditions
 AM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	96	925	0	511	497	0		
Future Volume (veh/h)	96	925	0	511	497	0		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	0	1845	1792	0		
Adj Flow Rate, veh/h	104	1005	0	555	540	0		
Adj No. of Lanes	1	2	0	2	2	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	2	2	0	3	6	0		
Cap, veh/h	725	1139	0	1604	1559	0		
Arrive On Green	0.41	0.41	0.00	0.15	0.46	0.00		
Sat Flow, veh/h	1774	2787	0	3689	3585	0		
Grp Volume(v), veh/h	104	1005	0	555	540	0		
Grp Sat Flow(s),veh/h/ln	1774	1393	0	1752	1703	0		
Q Serve(g_s), s	3.3	30.0	0.0	12.8	9.2	0.0		
Cycle Q Clear(g_c), s	3.3	30.0	0.0	12.8	9.2	0.0		
Prop In Lane	1.00	1.00	0.00			0.00		
Lane Grp Cap(c), veh/h	725	1139	0	1604	1559	0		
V/C Ratio(X)	0.14	0.88	0.00	0.35	0.35	0.00		
Avail Cap(c_a), veh/h	986	1548	0	1604	1559	0		
HCM Platoon Ratio	1.00	1.00	1.00	0.33	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.99	0.99	0.00		
Uniform Delay (d), s/veh	16.7	24.6	0.0	26.1	15.7	0.0		
Incr Delay (d2), s/veh	0.1	4.9	0.0	0.6	0.6	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	12.2	0.0	6.3	4.4	0.0		
LnGrp Delay(d),s/veh	16.8	29.5	0.0	26.7	16.3	0.0		
LnGrp LOS	B	C		C	B			
Approach Vol, veh/h	1109			555	540			
Approach Delay, s/veh	28.3			26.7	16.3			
Approach LOS	C			C	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		47.2		42.8		47.2		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		28.0		50.0		28.0		
Max Q Clear Time (g_c+I1), s		14.8		32.0		11.2		
Green Ext Time (p_c), s		3.1		4.8		3.4		
Intersection Summary								
HCM 2010 Ctrl Delay			25.0					
HCM 2010 LOS			C					

HCM 2010 Signalized Intersection Summary
 123: Meeting Street & Line Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	45	23	29	6	5	3	10	443	7	18	1298	106
Future Volume (veh/h)	45	23	29	6	5	3	10	443	7	18	1298	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1845	1900	1900	1863	1900	1827	1827	1900	1845	1845	1900
Adj Flow Rate, veh/h	48	25	31	6	5	3	11	476	8	19	1396	114
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	4	4	4	3	3	3
Cap, veh/h	111	40	40	101	73	32	345	2730	46	783	2566	209
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	622	472	464	514	861	375	339	3493	59	899	3283	267
Grp Volume(v), veh/h	104	0	0	14	0	0	11	236	248	19	742	768
Grp Sat Flow(s),veh/h/ln	1558	0	0	1750	0	0	339	1736	1817	899	1752	1798
Q Serve(g_s), s	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.46		0.30	0.43		0.21	1.00		0.03	1.00		0.15
Lane Grp Cap(c), veh/h	191	0	0	206	0	0	345	1356	1420	783	1370	1405
VC Ratio(X)	0.54	0.00	0.00	0.07	0.00	0.00	0.03	0.17	0.17	0.02	0.54	0.55
Avail Cap(c_a), veh/h	316	0	0	332	0	0	345	1356	1420	783	1370	1405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	0.96	0.00	0.00	1.00	0.00	0.00	0.99	0.99	0.99	0.72	0.72	0.72
Uniform Delay (d), s/veh	40.3	0.0	0.0	38.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.3	0.0	0.0	0.1	0.0	0.0	0.2	0.3	0.3	0.0	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.4	0.4
LnGrp Delay(d),s/veh	42.6	0.0	0.0	38.1	0.0	0.0	0.2	0.3	0.3	0.0	1.1	1.1
LnGrp LOS	D			D			A	A	A	A	A	A
Approach Vol, veh/h		104			14			495			1529	
Approach Delay, s/veh		42.6			38.1			0.3			1.1	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.3		13.7		76.3		13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		63.0		15.0		63.0		15.0				
Max Q Clear Time (g_c+I1), s		2.0		7.9		2.0		2.6				
Green Ext Time (p_c), s		3.5		0.2		18.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				3.2								
HCM 2010 LOS				A								

















HCM 2010 Signalized Intersection Summary
 124: Meeting Street & Columbus Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	111	21	40	67	45	19	379	19	122	1136	45
Future Volume (veh/h)	36	111	21	40	67	45	19	379	19	122	1136	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1776	1776	1900	1810	1810	1900	1845	1845	1900
Adj Flow Rate, veh/h	39	121	23	43	73	49	21	412	21	133	1235	49
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	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
Percent Heavy Veh, %	3	3	3	7	7	7	5	5	5	3	3	3
Cap, veh/h	166	206	39	153	136	91	516	2430	124	582	1833	73
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.26	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1252	1508	287	1181	992	666	1723	3329	169	942	3437	136
Grp Volume(v), veh/h	39	0	144	43	0	122	21	212	221	133	629	655
Grp Sat Flow(s),veh/h/ln	1252	0	1794	1181	0	1658	1723	1719	1780	942	1752	1821
Q Serve(g_s), s	2.7	0.0	6.8	3.2	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.9	0.0	6.8	10.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.16	1.00		0.40	1.00		0.10	1.00		0.07
Lane Grp Cap(c), veh/h	166	0	246	153	0	227	516	1254	1299	582	935	971
VC Ratio(X)	0.24	0.00	0.59	0.28	0.00	0.54	0.04	0.17	0.17	0.23	0.67	0.67
Avail Cap(c_a), veh/h	245	0	359	227	0	332	516	1254	1299	582	935	971
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.82	0.82	0.82
Uniform Delay (d), s/veh	40.3	0.0	36.4	41.1	0.0	36.2	5.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.2	1.0	0.0	2.0	0.0	0.3	0.3	0.7	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.5	1.1	0.0	2.9	0.2	0.1	0.1	0.1	0.8	0.8
LnGrp Delay(d),s/veh	41.0	0.0	38.7	42.1	0.0	38.2	5.2	0.3	0.3	0.7	3.2	3.1
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		183			165			454			1417	
Approach Delay, s/veh		39.2			39.2			0.5			2.9	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		71.7		18.3	17.7	54.0		18.3				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		60.0		18.0	6.0	48.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		10.9	2.0	2.0		12.0				
Green Ext Time (p_c), s		2.9		0.5	0.0	13.7		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				8.1								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 125: Woolfe Street & Meeting Street

2018 Existing Conditions
 AM Peak Hour

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	5	432	9	15	957	45	22	13	16	5	9	17
Future Volume (veh/h)	5	432	9	15	957	45	22	13	16	5	9	17
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1845	1900	1900	1810	1900	1900	1827	1900
Adj Flow Rate, veh/h	5	460	10	16	1018	48	23	14	17	5	10	18
Adj No. of Lanes	0	2	0	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	3	3	3	5	5	5	4	4	4
Cap, veh/h	49	2705	58	57	2601	122	94	47	39	55	49	70
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	11	3433	74	20	3301	154	471	595	490	118	622	888
Grp Volume(v), veh/h	248	0	227	568	0	514	54	0	0	33	0	0
Grp Sat Flow(s),veh/h/ln	1836	0	1682	1824	0	1651	1557	0	0	1628	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	1.7	0.0	0.0
Prop In Lane	0.02		0.04	0.03		0.09	0.43		0.31	0.15		0.55
Lane Grp Cap(c), veh/h	1487	0	1325	1478	0	1301	180	0	0	174	0	0
VC Ratio(X)	0.17	0.00	0.17	0.38	0.00	0.39	0.30	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	1487	0	1325	1478	0	1301	278	0	0	279	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	0.83	0.00	0.83	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	39.4	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.6	0.0	0.7	0.9	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.3	0.0	0.3	1.3	0.0	0.0	0.8	0.0	0.0
LnGrp Delay(d),s/veh	0.2	0.0	0.3	0.6	0.0	0.7	40.4	0.0	0.0	39.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		475			1082			54			33	
Approach Delay, s/veh		0.3			0.7			40.4			39.5	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.9		13.1		76.9		13.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		65.0		13.0		65.0		13.0				
Max Q Clear Time (g_c+I1), s		2.0		4.8		2.0		3.7				
Green Ext Time (p_c), s		3.2		0.1		9.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				2.6								
HCM 2010 LOS				A								
















HCM 2010 Signalized Intersection Summary
 126: Meeting Street & Mary Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	2	17	12	7	8	20	32	7	371	8	23	837	108
Future Volume (veh/h)	2	17	12	7	8	20	32	7	371	8	23	837	108
Number		7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1439	1439	1900	1900	1863	1900	1900	1810	1900	1900	1827	1900
Adj Flow Rate, veh/h		19	13	8	9	22	36	8	417	9	26	940	121
Adj No. of Lanes		1	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %		32	32	32	2	2	2	5	5	5	4	4	4
Cap, veh/h		217	143	88	55	51	71	58	2287	49	70	2065	262
Arrive On Green		0.03	0.17	0.17	0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h		1371	835	514	124	645	893	24	3288	70	40	2967	377
Grp Volume(v), veh/h		19	0	21	67	0	0	225	0	209	575	0	512
Grp Sat Flow(s),veh/h/ln		1371	0	1349	1662	0	0	1748	0	1634	1789	0	1596
Q Serve(g_s), s		1.1	0.0	1.2	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s		1.1	0.0	1.2	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane		1.00		0.38	0.13		0.54	0.04		0.04	0.05		0.24
Lane Grp Cap(c), veh/h		217	0	231	177	0	0	1258	0	1137	1286	0	1110
V/C Ratio(X)		0.09	0.00	0.09	0.38	0.00	0.00	0.18	0.00	0.18	0.45	0.00	0.46
Avail Cap(c_a), veh/h		274	0	450	374	0	0	1258	0	1137	1286	0	1110
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)		1.00	0.00	1.00	1.00	0.00	0.00	0.99	0.00	0.99	0.92	0.00	0.92
Uniform Delay (d), s/veh		34.8	0.0	31.4	39.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh		0.2	0.0	0.2	1.3	0.0	0.0	0.3	0.0	0.4	1.0	0.0	1.3
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.4	0.0	0.4	1.7	0.0	0.0	0.1	0.0	0.1	0.4	0.0	0.4
LnGrp Delay(d),s/veh		35.0	0.0	31.6	41.1	0.0	0.0	0.3	0.0	0.4	1.0	0.0	1.3
LnGrp LOS		C		C	D			A		A	A		A
Approach Vol, veh/h			40			67			434			1087	
Approach Delay, s/veh			33.2			41.1			0.3			1.1	
Approach LOS			C			D			A			A	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4		6	7	8					
Phs Duration (G+Y+Rc), s		68.6		21.4		68.6	8.3	13.1					
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s		48.0		30.0		48.0	6.0	18.0					
Max Q Clear Time (g_c+I1), s		2.0		3.2		2.0	3.1	5.4					
Green Ext Time (p_c), s		2.9		0.1		9.6	0.0	0.2					
Intersection Summary													
HCM 2010 Ctrl Delay			3.4										
HCM 2010 LOS			A										
Notes													
User approved ignoring U-Turning movement.													

Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	6	67	11	342	0	0	825	23
Future Volume (vph)	0	0	0	16	6	67	11	342	0	0	825	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.898						0.996	
Flt Protected					0.991			0.998				
Satd. Flow (prot)	0	0	0	0	1658	0	0	3431	0	0	3424	0
Flt Permitted					0.991			0.924				
Satd. Flow (perm)	0	0	0	0	1658	0	0	3177	0	0	3424	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					73						6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			507			105			325	
Travel Time (s)		3.4			11.5			2.4			7.4	
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%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	0	0	0	17	7	73	12	372	0	0	897	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	97	0	0	384	0	0	922	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					
Detector Phase				8	8		2	2				6
Switch Phase												

Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
 AM Peak Hour

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				8.0	8.0		15.0	15.0			15.0	
Minimum Split (s)				24.0	24.0		21.0	21.0			24.0	
Total Split (s)				29.0	29.0		61.0	61.0			61.0	
Total Split (%)				32.2%	32.2%		67.8%	67.8%			67.8%	
Maximum Green (s)				23.0	23.0		55.0	55.0			55.0	
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)					8.8			73.2			73.2	
Actuated g/C Ratio					0.10			0.81			0.81	
v/c Ratio					0.43			0.15			0.33	
Control Delay					20.1			0.8			0.4	
Queue Delay					0.0			0.4			0.1	
Total Delay					20.1			1.2			0.5	
LOS					C			A			A	
Approach Delay					20.1			1.2			0.5	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 79 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 2.0 Intersection LOS: A
 Intersection Capacity Utilization 40.2% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 127: Meeting Street & Wragg Street





















Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
AM Peak Hour

Lane Group	Ø4
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	29.0
Total Split (%)	32%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	7	11	0	0	0	0	346	13	27	811	0
Future Volume (vph)	13	7	11	0	0	0	0	346	13	27	811	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.995				
Flt Protected		0.969									0.998	
Satd. Flow (prot)	0	1629	1429	0	0	0	0	3389	0	0	3464	0
Flt Permitted		0.969									0.933	
Satd. Flow (perm)	0	1629	1429	0	0	0	0	3389	0	0	3239	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36					8				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			1054			501			105	
Travel Time (s)		16.1			24.0			11.4			2.4	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	13%	13%	13%	2%	2%	2%	6%	6%	6%	4%	4%	4%
Adj. Flow (vph)	14	8	12	0	0	0	0	372	14	29	872	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	12	0	0	0	0	386	0	0	901	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
 AM Peak Hour

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4		4							6		
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0		15.0	15.0	
Minimum Split (s)	24.0	24.0	24.0					21.0		24.0	24.0	
Total Split (s)	29.0	29.0	29.0					61.0		61.0	61.0	
Total Split (%)	32.2%	32.2%	32.2%					67.8%		67.8%	67.8%	
Maximum Green (s)	23.0	23.0	23.0					55.0		55.0	55.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	11.0	11.0	11.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		8.8	8.8					73.2		73.2	73.2	
Actuated g/C Ratio		0.10	0.10					0.81		0.81	0.81	
v/c Ratio		0.14	0.07					0.14		0.34	0.34	
Control Delay		40.8	3.8					1.4		1.0	1.0	
Queue Delay		0.0	0.0					0.0		0.1	0.1	
Total Delay		40.8	3.8					1.4		1.2	1.2	
LOS		D	A					A		A	A	
Approach Delay		27.7						1.4		1.2	1.2	
Approach LOS		C						A		A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 79 (88%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 1.9 Intersection LOS: A
 Intersection Capacity Utilization 57.4% ICU Level of Service B
 Analysis Period (min) 15













Splits and Phases: 128: Meeting Street & Ann Street



Lane Group	Ø8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	29.0
Total Split (%)	32%
Maximum Green (s)	23.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 129: Meeting Street & John Street

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Volume (veh/h)	13	31	7	9	45	24	17	353	42	15	686	95
Future Volume (veh/h)	13	31	7	9	45	24	17	353	42	15	686	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1792	1900	1900	1881	1900	1900	1792	1900	1900	1810	1810
Adj Flow Rate, veh/h	14	34	8	10	49	26	18	384	46	16	746	103
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	1	1	1	6	6	6	5	5	5
Cap, veh/h	72	102	21	54	95	46	108	2179	259	52	1390	1200
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	252	1186	240	113	1099	534	83	2792	332	15	1781	1538
Grp Volume(v), veh/h	56	0	0	85	0	0	230	0	218	762	0	103
Grp Sat Flow(s),veh/h/ln	1677	0	0	1745	0	0	1635	0	1572	1795	0	1538
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.7	0.0	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.25		0.14	0.12		0.31	0.08		0.21	0.02		1.00
Lane Grp Cap(c), veh/h	195	0	0	195	0	0	1319	0	1227	1442	0	1200
V/C Ratio(X)	0.29	0.00	0.00	0.44	0.00	0.00	0.17	0.00	0.18	0.53	0.00	0.09
Avail Cap(c_a), veh/h	375	0	0	390	0	0	1319	0	1227	1442	0	1200
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.00	0.98	0.95	0.00	0.95
Uniform Delay (d), s/veh	38.8	0.0	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.5	0.0	0.0	0.3	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.1	0.0	0.0	0.1	0.0	0.1	0.5	0.0	0.0
LnGrp Delay(d),s/veh	39.6	0.0	0.0	41.0	0.0	0.0	0.3	0.0	0.3	1.3	0.0	0.1
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		56			85			448			865	
Approach Delay, s/veh		39.6			41.0			0.3			1.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.2		13.8		76.2		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		4.7		2.0		6.1				
Green Ext Time (p_c), s		3.2		0.1		7.4		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				4.7								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 130: Meeting Street & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	416	127	51	195	32	54	240	38	53	556	107
Future Volume (veh/h)	134	416	127	51	195	32	54	240	38	53	556	107
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1827	1827	1827	1845	1845	1900	1827	1827	1900	1827	1827	1827
Adj Flow Rate, veh/h	146	452	138	55	212	35	59	261	41	58	604	116
Adj No. of Lanes	1	1	1	1	2	0	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	3	3	3	4	4	4	4	4	4
Cap, veh/h	430	733	623	247	809	132	205	1402	218	446	635	539
Arrive On Green	0.07	0.40	0.40	0.27	0.27	0.27	0.05	0.47	0.47	0.69	0.69	0.69
Sat Flow, veh/h	1740	1827	1553	815	3020	491	1740	3013	467	1052	1827	1553
Grp Volume(v), veh/h	146	452	138	55	122	125	59	149	153	58	604	116
Grp Sat Flow(s),veh/h/ln	1740	1827	1553	815	1752	1758	1740	1736	1744	1052	1827	1553
Q Serve(g_s), s	5.3	17.7	5.3	5.2	4.9	5.1	1.8	4.5	4.6	1.7	26.8	2.4
Cycle Q Clear(g_c), s	5.3	17.7	5.3	10.9	4.9	5.1	1.8	4.5	4.6	1.7	26.8	2.4
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	430	733	623	247	469	471	205	808	812	446	635	539
VC Ratio(X)	0.34	0.62	0.22	0.22	0.26	0.27	0.29	0.18	0.19	0.13	0.95	0.22
Avail Cap(c_a), veh/h	430	733	623	247	469	471	231	906	911	489	710	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	20.6	21.4	17.7	30.5	25.9	26.0	20.6	14.1	14.1	9.2	13.1	9.3
Incr Delay (d2), s/veh	0.5	3.9	0.8	2.1	1.3	1.4	0.8	0.1	0.1	0.1	19.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	9.7	2.4	1.3	2.5	2.6	0.9	2.2	2.2	0.5	16.1	1.0
LnGrp Delay(d),s/veh	21.1	25.3	18.5	32.6	27.3	27.4	21.4	14.2	14.2	9.3	32.1	9.5
LnGrp LOS	C	C	B	C	C	C	C	B	B	A	C	A
Approach Vol, veh/h		736			302			361			778	
Approach Delay, s/veh		23.2			28.3			15.4			27.0	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		42.1	10.6	37.3	12.0	30.1		47.9				
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		31.0	6.0	35.0	6.0	19.0		47.0				
Max Q Clear Time (g_c+I1), s		19.7	3.8	28.8	7.3	12.9		6.6				
Green Ext Time (p_c), s		2.7	0.0	2.5	0.0	0.9		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				24.0								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary
 131: US 78/King Street & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Volume (veh/h)	74	574	38	25	333	51	0	0	0	86	167	66
Future Volume (veh/h)	74	574	38	25	333	51	0	0	0	86	167	66
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1792	1900				1900	1827	1900
Adj Flow Rate, veh/h	82	638	42	28	370	57				96	186	73
Adj No. of Lanes	0	2	0	0	2	0				0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	6	6	6				0	4	0
Cap, veh/h	265	1977	129	149	1883	289				130	261	106
Arrive On Green	1.00	1.00	1.00	0.72	0.72	0.72				0.14	0.14	0.14
Sat Flow, veh/h	298	2733	178	143	2601	399				907	1826	744
Grp Volume(v), veh/h	374	0	388	232	0	223				189	0	166
Grp Sat Flow(s),veh/h/ln	1562	0	1647	1583	0	1561				1782	0	1696
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	4.1				9.1	0.0	8.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	3.7	0.0	4.1				9.1	0.0	8.4
Prop In Lane	0.22		0.11	0.12		0.26				0.51		0.44
Lane Grp Cap(c), veh/h	1179	0	1192	1190	0	1129				255	0	243
VC Ratio(X)	0.32	0.00	0.33	0.19	0.00	0.20				0.74	0.00	0.69
Avail Cap(c_a), veh/h	1179	0	1192	1190	0	1129				495	0	471
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.9	0.0	4.0				37.0	0.0	36.6
Incr Delay (d2), s/veh	0.7	0.0	0.7	0.4	0.0	0.4				4.2	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	1.9	0.0	1.9				4.8	0.0	4.2
LnGrp Delay(d),s/veh	0.7	0.0	0.7	4.3	0.0	4.4				41.2	0.0	40.1
LnGrp LOS	A		A	A		A				D		D
Approach Vol, veh/h		762			455						355	
Approach Delay, s/veh		0.7			4.4						40.6	
Approach LOS		A			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.1		18.9		71.1						
Change Period (Y+Rc), s		6.0		6.0		6.0						
Max Green Setting (Gmax), s		53.0		25.0		53.0						
Max Q Clear Time (g_c+l1), s		2.0		11.1		6.1						
Green Ext Time (p_c), s		6.4		1.7		3.4						
Intersection Summary												
HCM 2010 Ctrl Delay				10.8								
HCM 2010 LOS				B								




















HCM 2010 Signalized Intersection Summary
 132: St Phillips Street & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Volume (veh/h)	52	687	42	19	346	31	0	0	0	6	99	13
Future Volume (veh/h)	52	687	42	19	346	31	0	0	0	6	99	13
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1792	1900				1900	1810	1900
Adj Flow Rate, veh/h	58	763	47	21	384	34				7	110	14
Adj No. of Lanes	0	2	0	0	2	0				0	2	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	6	6	6				0	5	0
Cap, veh/h	183	2320	141	127	2214	196				16	254	34
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.09	0.09	0.09
Sat Flow, veh/h	176	2970	181	106	2835	250				183	2966	392
Grp Volume(v), veh/h	440	0	428	224	0	215				69	0	62
Grp Sat Flow(s),veh/h/ln	1680	0	1647	1604	0	1587				1800	0	1740
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				3.3	0.0	3.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				3.3	0.0	3.0
Prop In Lane	0.13		0.11	0.09		0.16				0.10		0.23
Lane Grp Cap(c), veh/h	1358	0	1286	1297	0	1240				154	0	149
VC Ratio(X)	0.32	0.00	0.33	0.17	0.00	0.17				0.45	0.00	0.42
Avail Cap(c_a), veh/h	1358	0	1286	1297	0	1240				420	0	406
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.90	0.00	0.90	0.98	0.00	0.98				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				39.1	0.0	39.0
Incr Delay (d2), s/veh	0.6	0.0	0.6	0.3	0.0	0.3				2.0	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.1	0.0	0.1				1.7	0.0	1.5
LnGrp Delay(d),s/veh	0.6	0.0	0.6	0.3	0.0	0.3				41.2	0.0	40.9
LnGrp LOS	A		A	A		A				D		D
Approach Vol, veh/h	868			439						131		
Approach Delay, s/veh	0.6			0.3						41.0		
Approach LOS	A			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	76.3		13.7		76.3							
Change Period (Y+Rc), s	6.0		6.0		6.0							
Max Green Setting (Gmax), s	57.0		21.0		57.0							
Max Q Clear Time (g_c+I1), s	2.0		5.3		2.0							
Green Ext Time (p_c), s	7.5		0.6		3.3							
Intersection Summary												
HCM 2010 Ctrl Delay				4.2								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
133: Coming Street & Calhoun Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Traffic Volume (vph)	112	709	0	0	323	40	37	331	77	0	0	0
Future Volume (vph)	112	709	0	0	323	40	37	331	77	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		90	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Fr						0.850			0.850			
Flt Protected		0.993						0.995				
Satd. Flow (prot)	0	3514	0	0	1792	1524	0	3487	1568	0	0	0
Flt Permitted		0.826						0.995				
Satd. Flow (perm)	0	2923	0	0	1792	1524	0	3487	1568	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109			109			
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		977			548			949			863	
Travel Time (s)		26.6			14.9			25.9			23.5	
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%	2%	2%	6%	6%	6%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	124	788	0	0	359	44	41	368	86	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	912	0	0	359	44	0	409	86	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			8				

Lanes, Volumes, Timings
 133: Coming Street & Calhoun Street

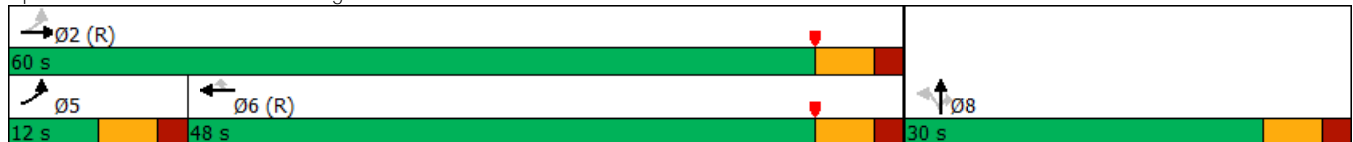
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2					6		8			8	
Detector Phase	5		2			6		6		8		8
Switch Phase												
Minimum Initial (s)	6.0		15.0			15.0		15.0		8.0		8.0
Minimum Split (s)	12.0		24.0			24.0		24.0		24.0		24.0
Total Split (s)	12.0		60.0			48.0		48.0		30.0		30.0
Total Split (%)	13.3%		66.7%			53.3%		53.3%		33.3%		33.3%
Maximum Green (s)	6.0		54.0			42.0		42.0		24.0		24.0
Yellow Time (s)	4.0		4.0			4.0		4.0		4.0		4.0
All-Red Time (s)	2.0		2.0			2.0		2.0		2.0		2.0
Lost Time Adjust (s)			0.0			0.0		0.0		0.0		0.0
Total Lost Time (s)			6.0			6.0		6.0		6.0		6.0
Lead/Lag	Lead				Lag		Lag					
Lead-Lag Optimize?	Yes				Yes		Yes					
Vehicle Extension (s)	3.0		3.0			3.0		3.0		3.0		3.0
Recall Mode	None		C-Max			C-Max		C-Max		None		None
Walk Time (s)			7.0			7.0		7.0		7.0		7.0
Flash Dont Walk (s)			11.0			11.0		11.0		11.0		11.0
Pedestrian Calls (#/hr)			0			0		0		0		0
Act Effct Green (s)			61.2			61.2		61.2		16.8		16.8
Actuated g/C Ratio			0.68			0.68		0.68		0.19		0.19
v/c Ratio			0.46			0.29		0.04		0.63		0.23
Control Delay			2.2			3.5		0.1		37.7		5.1
Queue Delay			0.0			0.0		0.0		0.0		0.0
Total Delay			2.2			3.5		0.1		37.7		5.1
LOS			A			A		A		D		A
Approach Delay			2.2			3.1				32.0		
Approach LOS			A			A				C		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 84 (93%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 65.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 133: Coming Street & Calhoun Street



























HCM 2010 Signalized Intersection Summary
 134: Smith Street & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕↗			↕			↕	
Traffic Volume (veh/h)	28	778	7	3	339	7	8	18	19	19	28	58
Future Volume (veh/h)	28	778	7	3	339	7	8	18	19	19	28	58
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1863	1900	1776	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	31	874	8	3	381	8	9	20	21	21	31	65
Adj No. of Lanes	0	1	1	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	7	7	7	2	2	2	2	2	2
Cap, veh/h	68	1389	1223	45	2544	53	63	79	69	65	50	86
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	34	1799	1583	6	3294	69	162	842	727	193	532	906
Grp Volume(v), veh/h	905	0	8	205	0	187	50	0	0	117	0	0
Grp Sat Flow(s),veh/h/ln	1833	0	1583	1765	0	1604	1732	0	0	1632	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0	6.2	0.0	0.0
Prop In Lane	0.03		1.00	0.01		0.04	0.18		0.42	0.18		0.56
Lane Grp Cap(c), veh/h	1457	0	1223	1403	0	1239	211	0	0	201	0	0
VC Ratio(X)	0.62	0.00	0.01	0.15	0.00	0.15	0.24	0.00	0.00	0.58	0.00	0.00
Avail Cap(c_a), veh/h	1457	0	1223	1403	0	1239	381	0	0	370	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.95	0.97	0.00	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	0.2	0.0	0.2	0.6	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.1	0.0	0.1	1.2	0.0	0.0	3.0	0.0	0.0
LnGrp Delay(d),s/veh	1.9	0.0	0.0	0.2	0.0	0.2	38.6	0.0	0.0	42.3	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		913			392			50			117	
Approach Delay, s/veh		1.9			0.2			38.6			42.3	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.5		14.5		75.5		14.5				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		8.2		2.0		4.4				
Green Ext Time (p_c), s		10.3		0.4		2.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				5.9								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
135: Rutledge Avenue & Calhoun Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 				 	 	 	 
Traffic Volume (vph)	0	762	22	17	437	0	0	0	40	79	185	261
Future Volume (vph)	0	762	22	17	437	0	0	0	40	79	185	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.996							0.865			0.850
Flt Protected					0.998					0.950		
Satd. Flow (prot)	0	3525	0	0	3431	0	0	0	1611	1770	1863	1583
Flt Permitted					0.913					0.950		
Satd. Flow (perm)	0	3525	0	0	3139	0	0	0	1611	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							141			284
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		401			553			1117			772	
Travel Time (s)		10.9			15.1			30.5			21.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	0	828	24	18	475	0	0	0	43	86	201	284
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	852	0	0	493	0	0	0	43	86	201	284
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15		9	15		9	15		9	15	9
Number of Detectors		2		1	2				1	1	2	1
Detector Template		Thru		Left	Thru				Right	Left	Thru	Right
Leading Detector (ft)		100		20	100				20	20	100	20
Trailing Detector (ft)		0		0	0				0	0	0	0
Detector 1 Position(ft)		0		0	0				0	0	0	0
Detector 1 Size(ft)		6		20	6				20	20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA				Perm	Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases				6					8	4		4
Detector Phase		2		6	6				8	4	4	4
Switch Phase												

Lanes, Volumes, Timings
135: Rutledge Avenue & Calhoun Street

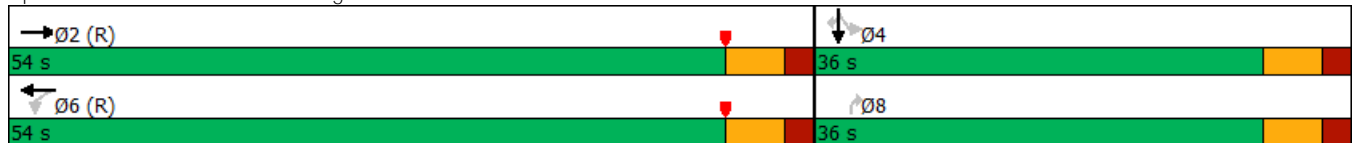
2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		15.0		15.0	15.0				8.0	8.0	8.0	8.0
Minimum Split (s)		24.0		21.0	21.0				24.0	24.0	24.0	24.0
Total Split (s)		54.0		54.0	54.0				36.0	36.0	36.0	36.0
Total Split (%)		60.0%		60.0%	60.0%				40.0%	40.0%	40.0%	40.0%
Maximum Green (s)		48.0		48.0	48.0				30.0	30.0	30.0	30.0
Yellow Time (s)		4.0		4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0			0.0				0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0			6.0				6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max		C-Max	C-Max				None	None	None	None
Walk Time (s)		7.0							7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0							11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0							0	0	0	0
Act Effct Green (s)		61.6		61.6	61.6				16.4	16.4	16.4	16.4
Actuated g/C Ratio		0.68		0.68	0.68				0.18	0.18	0.18	0.18
v/c Ratio		0.35		0.23	0.23				0.11	0.27	0.59	0.55
Control Delay		4.3			4.2				0.5	31.8	40.1	7.9
Queue Delay		0.1			0.0				0.0	0.0	0.0	0.0
Total Delay		4.4			4.2				0.5	31.8	40.1	7.9
LOS		A		A	A				A	C	D	A
Approach Delay		4.4			4.2			0.5			22.8	
Approach LOS		A		A	A			A			C	

Intersection Summary

















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 42 (47%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 50.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 135: Rutledge Avenue & Calhoun Street



Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	155	736	8	1	536	163	37	119	28	0	0
Future Volume (vph)	1	155	736	8	1	536	163	37	119	28	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0	0		40	0	
Storage Lanes		0		0	0		0	0		1	0	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Flt			0.999			0.965				0.850		
Flt Protected			0.991						0.988			
Satd. Flow (prot)	0	0	3504	0	0	3350	0	0	3497	1583	0	0
Flt Permitted			0.666			0.954			0.988			
Satd. Flow (perm)	0	0	2355	0	0	3196	0	0	3497	1583	0	0
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			3			86				109		
Link Speed (mph)			25			25			25			25
Link Distance (ft)			681			401			185			937
Travel Time (s)			18.6			10.9			5.0			25.6
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%	4%	2%	2%	2%	2%	2%
Adj. Flow (vph)	1	174	827	9	1	602	183	42	134	31	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1011	0	0	786	0	0	176	31	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			0			0			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2	1		
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru	Right		
Leading Detector (ft)	20	20	100		20	100		20	100	20		
Trailing Detector (ft)	0	0	0		0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	6		20	6	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94			94			94			
Detector 2 Size(ft)			6			6			6			
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			
Turn Type	custom	pm+pt	NA		Perm	NA		Perm	NA	Perm		
Protected Phases		5	2			6			8			

Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.89
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
 136: Ashley Avenue & Calhoun Street

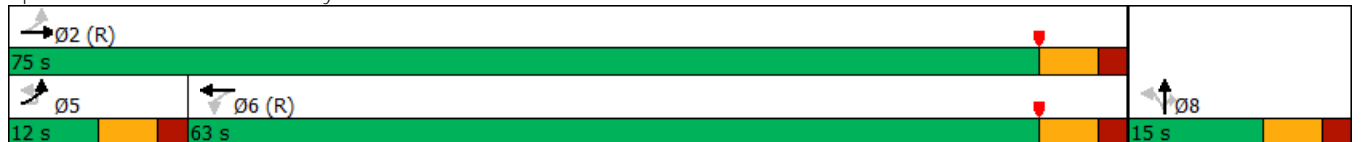
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	5	2			6			8		8		
Detector Phase	5	5	2		6	6		8	8	8		
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0		15.0	15.0		8.0	8.0	8.0		
Minimum Split (s)	12.0	12.0	24.0		21.0	21.0		14.0	14.0	14.0		
Total Split (s)	12.0	12.0	75.0		63.0	63.0		15.0	15.0	15.0		
Total Split (%)	13.3%	13.3%	83.3%		70.0%	70.0%		16.7%	16.7%	16.7%		
Maximum Green (s)	6.0	6.0	69.0		57.0	57.0		9.0	9.0	9.0		
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0		
Lost Time Adjust (s)			0.0			0.0			0.0	0.0		
Total Lost Time (s)			6.0			6.0			6.0	6.0		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0		
Recall Mode	None	None	C-Max		C-Max	C-Max		None	None	None		
Walk Time (s)			7.0									
Flash Dont Walk (s)			11.0									
Pedestrian Calls (#/hr)			0									
Act Effct Green (s)			69.3			69.3			8.7	8.7		
Actuated g/C Ratio			0.77			0.77			0.10	0.10		
v/c Ratio			0.56			0.32			0.52	0.12		
Control Delay			3.9			1.5			44.4	1.0		
Queue Delay			0.0			0.1			0.0	0.0		
Total Delay			3.9			1.7			44.4	1.0		
LOS			A			A			D	A		
Approach Delay			3.9			1.7			37.9			
Approach LOS			A			A			D			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 50 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 6.6
 Intersection Capacity Utilization 66.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 136: Ashley Avenue & Calhoun Street



Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
AM Peak Hour



Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	












HCM 2010 Signalized Intersection Summary
 137: Barre Street/Jonathan Lucas Street & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕		↗	↗			↕	↗
Traffic Volume (veh/h)	119	835	39	11	447	57	30	22	18	47	15	62
Future Volume (veh/h)	119	835	39	11	447	57	30	22	18	47	15	62
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1810	1810	1900	1810	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	131	918	43	12	491	63	33	24	20	52	16	68
Adj No. of Lanes	0	2	1	0	2	0	1	1	0	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	301	2013	1168	66	2217	281	143	101	84	164	41	170
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	330	2651	1538	32	2919	370	1308	941	784	868	386	1583
Grp Volume(v), veh/h	503	546	43	297	0	269	33	0	44	68	0	68
Grp Sat Flow(s),veh/h/ln	1417	1564	1538	1739	0	1581	1308	0	1724	1254	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	2.1	3.2	0.0	3.6
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	7.5	0.0	2.1	5.3	0.0	3.6
Prop In Lane	0.26		1.00	0.04		0.23	1.00		0.45	0.76		1.00
Lane Grp Cap(c), veh/h	1126	1188	1168	1362	0	1201	143	0	185	205	0	170
VC Ratio(X)	0.45	0.46	0.04	0.22	0.00	0.22	0.23	0.00	0.24	0.33	0.00	0.40
Avail Cap(c_a), veh/h	1126	1188	1168	1362	0	1201	279	0	364	356	0	334
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.96	0.00	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	41.8	0.0	36.8	38.6	0.0	37.5
Incr Delay (d2), s/veh	0.3	0.3	0.0	0.4	0.0	0.4	0.8	0.0	0.7	0.9	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.1	0.0	0.1	0.8	0.0	1.0	1.7	0.0	1.6
LnGrp Delay(d),s/veh	0.3	0.3	0.0	0.4	0.0	0.4	42.6	0.0	37.5	39.5	0.0	39.0
LnGrp LOS	A	A	A	A		A	D		D	D		D
Approach Vol, veh/h		1092			566			77			136	
Approach Delay, s/veh		0.3			0.4			39.7			39.3	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		74.4		15.6		74.4		15.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		59.0		19.0		59.0		19.0				
Max Q Clear Time (g_c+I1), s		2.0		7.3		2.0		9.5				
Green Ext Time (p_c), s		10.9		0.4		4.3		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				4.8								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 138: President Street & Johnathan Lucas Street

2018 Existing Conditions
 AM Peak Hour

							
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	44	89	34	7	1	116	76
Future Volume (vph)	44	89	34	7	1	116	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.977				
Flt Protected	0.984					0.950	
Satd. Flow (prot)	1416	0	1820	0	0	1719	1810
Flt Permitted	0.984					0.950	
Satd. Flow (perm)	1416	0	1820	0	0	1719	1810
Link Speed (mph)	25		25				25
Link Distance (ft)	159		335				122
Travel Time (s)	4.3		9.1				3.3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	20%	20%	2%	2%	5%	5%	5%
Adj. Flow (vph)	49	100	38	8	1	130	85
Shared Lane Traffic (%)							
Lane Group Flow (vph)	149	0	46	0	0	131	85
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Sign Control	Stop		Stop				Stop
Intersection Summary							
Area Type:	Other						
Control Type:	Unsignalized						
Intersection Capacity Utilization	27.7%			ICU Level of Service A			
Analysis Period (min)	15						

HCM 2010 Signalized Intersection Summary
 139: President Street & Bee Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Traffic Volume (veh/h)	42	153	73	50	97	48	48	69	7	25	77	40
Future Volume (veh/h)	42	153	73	50	97	48	48	69	7	25	77	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1845	1900	1557	1557	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	163	78	53	103	51	51	73	7	27	82	43
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	3	3	3	22	22	22	2	2	2
Cap, veh/h	85	214	94	105	174	75	753	929	89	928	765	401
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	189	1055	466	272	861	370	1054	1399	134	1313	1152	604
Grp Volume(v), veh/h	286	0	0	207	0	0	51	0	80	27	0	125
Grp Sat Flow(s),veh/h/ln	710	0	0	1503	0	0	1054	0	1534	1313	0	1756
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	1.7	0.0	1.7	0.7	0.0	2.3
Cycle Q Clear(g_c), s	14.2	0.0	0.0	11.2	0.0	0.0	4.0	0.0	1.7	2.3	0.0	2.3
Prop In Lane	0.16		0.27	0.26		0.25	1.00		0.09	1.00		0.34
Lane Grp Cap(c), veh/h	393	0	0	355	0	0	753	0	1019	928	0	1166
V/C Ratio(X)	0.73	0.00	0.00	0.58	0.00	0.00	0.07	0.00	0.08	0.03	0.00	0.11
Avail Cap(c_a), veh/h	901	0	0	826	0	0	753	0	1019	928	0	1166
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	0.0	32.8	0.0	0.0	6.2	0.0	5.4	5.8	0.0	5.5
Incr Delay (d2), s/veh	2.6	0.0	0.0	1.5	0.0	0.0	0.2	0.0	0.2	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	0.0	4.9	0.0	0.0	0.5	0.0	0.7	0.3	0.0	1.2
LnGrp Delay(d),s/veh	36.8	0.0	0.0	34.3	0.0	0.0	6.4	0.0	5.5	5.8	0.0	5.7
LnGrp LOS	D			C			A		A	A		A
Approach Vol, veh/h		286			207			131			152	
Approach Delay, s/veh		36.8			34.3			5.8			5.7	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.8		24.2		65.8		24.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		46.0		32.0		46.0				
Max Q Clear Time (g_c+I1), s		6.0		16.2		4.3		13.2				
Green Ext Time (p_c), s		0.7		2.0		0.8		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay				24.8								
HCM 2010 LOS				C								

















HCM 2010 Signalized Intersection Summary
 140: Courteney Drive & Bee Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	103	68	40	107	20	101	457	61	115	433	262
Future Volume (veh/h)	74	103	68	40	107	20	101	457	61	115	433	262
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1863	1696	1696	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	106	70	41	110	21	104	471	63	119	446	270
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	12	12	12	2	2	2	2	2	2
Cap, veh/h	192	301	598	202	224	43	643	1802	240	447	898	540
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.43	1.00	1.00	0.06	0.42	0.42
Sat Flow, veh/h	1254	1863	1583	1096	1385	264	1774	3140	418	1774	2128	1279
Grp Volume(v), veh/h	76	106	70	41	0	131	104	264	270	119	370	346
Grp Sat Flow(s),veh/h/ln	1254	1863	1583	1096	0	1650	1774	1770	1789	1774	1770	1637
Q Serve(g_s), s	5.3	4.6	0.0	3.1	0.0	6.5	0.0	0.0	0.0	4.0	13.8	13.9
Cycle Q Clear(g_c), s	11.8	4.6	0.0	7.7	0.0	6.5	0.0	0.0	0.0	4.0	13.8	13.9
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.23	1.00		0.78
Lane Grp Cap(c), veh/h	192	301	598	202	0	267	643	1015	1026	447	747	691
V/C Ratio(X)	0.40	0.35	0.12	0.20	0.00	0.49	0.16	0.26	0.26	0.27	0.50	0.50
Avail Cap(c_a), veh/h	324	497	765	317	0	440	643	1015	1026	549	747	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	33.5	18.2	36.9	0.0	34.4	10.5	0.0	0.0	18.7	19.0	19.0
Incr Delay (d2), s/veh	1.3	0.7	0.1	0.5	0.0	1.4	0.1	0.6	0.6	0.3	2.3	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	2.4	1.1	1.0	0.0	3.1	1.1	0.2	0.2	2.0	7.2	6.7
LnGrp Delay(d),s/veh	41.1	34.2	18.3	37.4	0.0	35.8	10.6	0.6	0.6	19.0	21.3	21.6
LnGrp LOS	D	C	B	D		D	B	A	A	B	C	C
Approach Vol, veh/h		252			172			638			835	
Approach Delay, s/veh		31.9			36.2			2.2			21.1	
Approach LOS		C			D			A			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	1.8	57.6		20.5	25.5	44.0		20.5				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		37.0		24.0	10.0	38.0		24.0				
Max Q Clear Time (g_c+10), s		2.0		13.8	2.0	15.9		9.7				
Green Ext Time (p_c), s	0.1	3.8		0.7	0.1	5.0		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay					17.6							
HCM 2010 LOS					B							

Lanes, Volumes, Timings
141: Courteney Drive & Doughty Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	27	1	69	13	568	51	147	219	36
Future Volume (vph)	0	0	0	27	1	69	13	568	51	147	219	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	380		0	275		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.903			0.988			0.979	
Flt Protected					0.986			0.999		0.950		
Satd. Flow (prot)	0	0	0	0	1659	0	0	3493	0	1656	1707	0
Flt Permitted					0.986			0.947		0.387		
Satd. Flow (perm)	0	0	0	0	1659	0	0	3311	0	675	1707	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					73			16			14	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		198			399			456			187	
Travel Time (s)		5.4			10.9			12.4			5.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	9%	9%
Adj. Flow (vph)	0	0	0	28	1	73	14	598	54	155	231	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	102	0	0	666	0	155	269	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases					8			2		1	6	

Lanes, Volumes, Timings
141: Courteney Drive & Doughty Street

2018 Existing Conditions
 AM Peak Hour

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	4	5

Lanes, Volumes, Timings
 141: Courteney Drive & Doughty Street

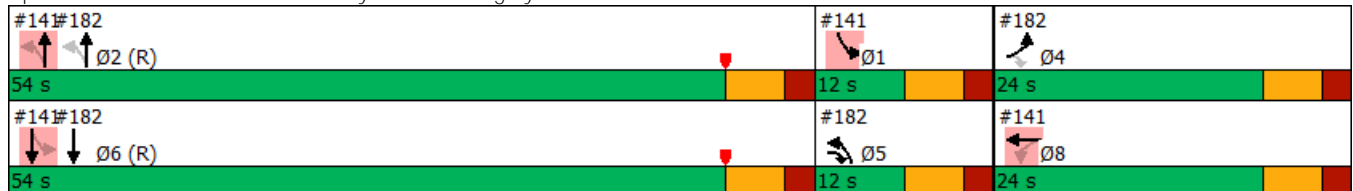
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			2			6		
Detector Phase				8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)				8.0	8.0		15.0	15.0		6.0	15.0	
Minimum Split (s)				24.0	24.0		24.0	24.0		12.0	24.0	
Total Split (s)				24.0	24.0		54.0	54.0		12.0	54.0	
Total Split (%)				26.7%	26.7%		60.0%	60.0%		13.3%	60.0%	
Maximum Green (s)				18.0	18.0		48.0	48.0		6.0	48.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0		0.0	0.0	
Total Lost Time (s)					6.0			6.0		6.0	6.0	
Lead/Lag							Lead	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					9.3			59.5		65.5	59.5	
Actuated g/C Ratio					0.10			0.66		0.73	0.66	
v/c Ratio					0.43			0.30		0.28	0.24	
Control Delay					20.3			1.7		3.5	4.8	
Queue Delay					0.0			0.0		0.2	0.6	
Total Delay					20.3			1.7		3.7	5.4	
LOS					C			A		A	A	
Approach Delay					20.3			1.7			4.8	
Approach LOS					C			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	27 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.47
Intersection Signal Delay:	4.4
Intersection Capacity Utilization	53.1%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 141: Courteney Drive & Doughty Street



















Lanes, Volumes, Timings
 141: Courteney Drive & Doughty Street

2018 Existing Conditions
 AM Peak Hour

Lane Group	Ø4	Ø5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	6.0
Minimum Split (s)	24.0	12.0
Total Split (s)	24.0	12.0
Total Split (%)	27%	13%
Maximum Green (s)	18.0	6.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
142: Courteney Drive & Calhoun Street

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	487	949	2	0	432	100	1	0	0	135	1
Future Volume (vph)	1	487	949	2	0	432	100	1	0	0	135	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0	0		0	220	
Storage Lanes		0		0	0		0	0		0	0	
Taper Length (ft)		25			25			25			85	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt						0.972						
Flt Protected			0.983						0.950			0.953
Satd. Flow (prot)	0	0	3479	0	0	3342	0	0	1770	0	0	1617
Flt Permitted			0.646						0.643			0.728
Satd. Flow (perm)	0	0	2286	0	0	3342	0	0	1198	0	0	1235
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)						47						
Link Speed (mph)			25			25			25			25
Link Distance (ft)			308			853			210			347
Travel Time (s)			8.4			23.3			5.7			9.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%	12%	12%
Adj. Flow (vph)	1	513	999	2	0	455	105	1	0	0	142	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1515	0	0	560	0	0	1	0	0	143
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			0			0			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA			NA		Perm	NA		Perm	NA
Protected Phases		5	2			6			8			4

Lanes, Volumes, Timings
 142: Courteney Drive & Calhoun Street

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1442
Flt Permitted	
Satd. Flow (perm)	1442
Right Turn on Red	Yes
Satd. Flow (RTOR)	128
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	12%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
142: Courteney Drive & Calhoun Street

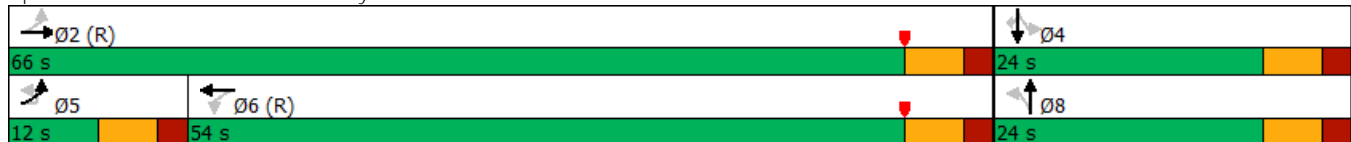
2018 Existing Conditions
AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	5	2			6			8			4	
Detector Phase	5	5	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	12.0	12.0	24.0		24.0	24.0		14.0	14.0		24.0	24.0
Total Split (s)	12.0	12.0	66.0		54.0	54.0		24.0	24.0		24.0	24.0
Total Split (%)	13.3%	13.3%	73.3%		60.0%	60.0%		26.7%	26.7%		26.7%	26.7%
Maximum Green (s)	6.0	6.0	60.0		48.0	48.0		18.0	18.0		18.0	18.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0			0.0			0.0
Total Lost Time (s)			6.0			6.0			6.0			6.0
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		C-Max	C-Max		None	None		None	None
Walk Time (s)			7.0		7.0	7.0					7.0	7.0
Flash Dont Walk (s)			11.0		11.0	11.0					11.0	11.0
Pedestrian Calls (#/hr)			0		0	0					0	0
Act Effct Green (s)			63.4		63.4	63.4			14.6			14.6
Actuated g/C Ratio			0.70		0.70	0.70			0.16			0.16
v/c Ratio			0.94		0.24	0.24			0.01			0.71
Control Delay			26.5		2.5	2.5			29.0			45.4
Queue Delay			0.0		0.0	0.0			0.0			0.0
Total Delay			26.5		2.5	2.5			29.0			45.4
LOS			C		A	A			C			D
Approach Delay			26.5		2.5	2.5			29.0			26.9
Approach LOS			C		A	A			C			C

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 2 (2%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 89.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 142: Courteney Drive & Calhoun Street



Lanes, Volumes, Timings
 142: Courteney Drive & Calhoun Street

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	24.0
Total Split (%)	26.7%
Maximum Green (s)	18.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	14.6
Actuated g/C Ratio	0.16
v/c Ratio	0.38
Control Delay	6.3
Queue Delay	0.0
Total Delay	6.3
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 143: US 17 A & 9th St

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	208	9	10	5	33	28	8	572	6	38	667	181
Future Volume (veh/h)	208	9	10	5	33	28	8	572	6	38	667	181
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	233	0	0	5	34	29	8	596	6	40	695	189
Adj No. of Lanes	2	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	167	0	9	59	50	415	2378	24	556	1823	496
Arrive On Green	0.09	0.00	0.00	0.07	0.07	0.07	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	3548	1863	0	127	863	736	626	3590	36	814	2752	748
Grp Volume(v), veh/h	233	0	0	68	0	0	8	294	308	40	447	437
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1726	0	0	626	1770	1856	814	1770	1731
Q Serve(g_s), s	6.4	0.0	0.0	3.8	0.0	0.0	0.6	6.7	6.7	2.1	11.4	11.4
Cycle Q Clear(g_c), s	6.4	0.0	0.0	3.8	0.0	0.0	12.0	6.7	6.7	8.8	11.4	11.4
Prop In Lane	1.00		0.00	0.07		0.43	1.00		0.02	1.00		0.43
Lane Grp Cap(c), veh/h	318	167	0	117	0	0	415	1172	1230	556	1172	1146
V/C Ratio(X)	0.73	0.00	0.00	0.58	0.00	0.00	0.02	0.25	0.25	0.07	0.38	0.38
Avail Cap(c_a), veh/h	710	373	0	345	0	0	415	1172	1230	556	1172	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.88	0.88	0.92	0.92	0.92
Uniform Delay (d), s/veh	44.3	0.0	0.0	45.2	0.0	0.0	10.3	6.8	6.8	8.6	7.6	7.6
Incr Delay (d2), s/veh	3.2	0.0	0.0	4.5	0.0	0.0	0.1	0.5	0.4	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	0.0	2.0	0.0	0.0	0.1	3.4	3.6	0.5	5.7	5.6
LnGrp Delay(d),s/veh	47.6	0.0	0.0	49.7	0.0	0.0	10.4	7.3	7.3	8.8	8.5	8.5
LnGrp LOS	D			D			B	A	A	A	A	A
Approach Vol, veh/h		233			68			610			924	
Approach Delay, s/veh		47.6			49.7			7.3			8.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.2		15.0		72.2		12.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		42.0		20.0		42.0		20.0				
Max Q Clear Time (g_c+I1), s		14.0		8.4		13.4		5.8				
Green Ext Time (p_c), s		3.8		0.6		6.5		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				14.6								
HCM 2010 LOS				B								
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	13	40	40	1186	672	17
Future Vol, veh/h	13	40	40	1186	672	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	2	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	14	44	44	1318	747	19






















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1504	383	766	0	-	0
Stage 1	757	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.88	6.98	4.14	-	-	-
Critical Hdwy Stg 1	5.88	-	-	-	-	-
Critical Hdwy Stg 2	5.88	-	-	-	-	-
Follow-up Hdwy	3.54	3.34	2.22	-	-	-
Pot Cap-1 Maneuver	110	609	843	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	424	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	609	843	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	843	-	472	-	-
HCM Lane V/C Ratio	0.053	-	0.125	-	-
HCM Control Delay (s)	9.5	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

Lanes, Volumes, Timings
145: Berlin Pkwy & US 17 A/US 17A

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (vph)	8	680	24	1	506	779	48	20	84	11	24	89
Future Volume (vph)	8	680	24	1	506	779	48	20	84	11	24	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		515		0	325		200	250	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	25				100			75			100	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.995				0.991				0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1752	3487	0	0	3433	3507	0	1770	1863	1583	1752	1845
Flt Permitted	0.950				0.370			0.670			0.682	
Satd. Flow (perm)	1752	3487	0	0	1337	3507	0	1248	1863	1583	1258	1845
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		2				6				91		
Link Speed (mph)		35				35			30			45
Link Distance (ft)		2224				1201			502			1289
Travel Time (s)		43.3				23.4			11.4			19.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	3%	3%
Adj. Flow (vph)	8	716	25	1	533	820	51	21	88	12	25	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	741	0	0	534	871	0	21	88	12	25	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				24			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane		Yes										Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2		1	1	2		1	2	1	1	2
Detector Template	Left	Thru		Left	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100		20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	Prot	NA		custom	Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA
Protected Phases	5	2			1	6		7	4	5	3	8

Lanes, Volumes, Timings
 145: Berlin Pkwy & US 17 A/US 17A

2018 Existing Conditions
 AM Peak Hour



Lane Group	NWR
Lane Configurations	↗
Traffic Volume (vph)	917
Future Volume (vph)	917
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1568
Flt Permitted	
Satd. Flow (perm)	1568
Right Turn on Red	Yes
Satd. Flow (RTOR)	773
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	3%
Adj. Flow (vph)	965
Shared Lane Traffic (%)	
Lane Group Flow (vph)	965
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
145: Berlin Pkwy & US 17 A/US 17A

2018 Existing Conditions
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Permitted Phases				1				4		4	8	
Detector Phase	5	2		1	1	6		7	4	5	3	8
Switch Phase												
Minimum Initial (s)	10.0	25.0		10.0	10.0	25.0		10.0	15.0	10.0	10.0	15.0
Minimum Split (s)	16.0	31.0		16.0	16.0	31.0		16.0	24.0	16.0	16.0	24.0
Total Split (s)	16.0	44.0		78.0	78.0	106.0		16.0	42.0	16.0	16.0	42.0
Total Split (%)	8.9%	24.4%		43.3%	43.3%	58.9%		8.9%	23.3%	8.9%	8.9%	23.3%
Maximum Green (s)	10.0	38.0		72.0	72.0	100.0		10.0	36.0	10.0	10.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	6.0		6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag		Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	None	C-Max		None	None	None	None	None
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		11.0				11.0			11.0			11.0
Pedestrian Calls (#/hr)		0				0			0			0
Act Effct Green (s)	10.0	38.0		72.0	106.4	48.4	42.4	58.4	48.4	42.4	42.4	42.4
Actuated g/C Ratio	0.06	0.21		0.40	0.59	0.27	0.24	0.32	0.27	0.24	0.24	0.24
v/c Ratio	0.08	1.01		1.00	0.42	0.06	0.20	0.02	0.07	0.22	0.07	0.22
Control Delay	82.8	103.3		61.6	1.1	46.8	59.2	0.1	47.0	59.5	47.0	59.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.8	103.3		61.6	1.1	46.8	59.2	0.1	47.0	59.5	47.0	59.5
LOS	F	F		E	A	D	E	A	D	E	D	E
Approach Delay		103.1			24.1		51.2					44.7
Approach LOS		F			C		D					D

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 10 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 49.3
 Intersection Capacity Utilization 120.4%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service H

Splits and Phases: 145: Berlin Pkwy & US 17 A/US 17A


























Lane Group	NWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	15.0
Minimum Split (s)	24.0
Total Split (s)	42.0
Total Split (%)	23.3%
Maximum Green (s)	36.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	42.4
Actuated g/C Ratio	0.24
v/c Ratio	1.01
Control Delay	43.2
Queue Delay	0.0
Total Delay	43.2
LOS	D
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
146: Belk Driveway/Berkeley Circle & US 17A

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL
Lane Configurations												
Traffic Volume (vph)	2	68	1312	55	20	98	1343	80	68	18	24	36
Future Volume (vph)	2	68	1312	55	20	98	1343	80	68	18	24	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		150		250		0	0		130	0
Storage Lanes		1		1		1		1	2		1	1
Taper Length (ft)		100				125			25			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.91	1.00	0.91	1.00	0.97	1.00	1.00	1.00
Frt				0.850				0.850		0.913		
Flt Protected		0.950				0.950			0.950			0.950
Satd. Flow (prot)	0	1770	5085	1583	0	1752	5036	1568	3433	1701	0	1719
Flt Permitted		0.172				0.178			0.950			0.728
Satd. Flow (perm)	0	320	5085	1583	0	328	5036	1568	3433	1701	0	1317
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				102				65		26		
Link Speed (mph)			35				45			30		
Link Distance (ft)			1201				1157			330		
Travel Time (s)			23.4				17.5			7.5		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	2%	2%	2%	5%
Adj. Flow (vph)	2	73	1411	59	22	105	1444	86	73	19	26	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	1411	59	0	127	1444	86	73	45	0	39
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			12				12			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2	1	1	2		1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru		Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	custom	Prot	NA	pm+ov	custom	Prot	NA	pm+ov	Prot	NA		pm+pt
Protected Phases		5	2	3		1	6	7	7	4		3

Lanes, Volumes, Timings
 146: Belk Driveway/Berkeley Circle & US 17A

2018 Existing Conditions
 AM Peak Hour



Lane Group	NWT	NWR
Lane Configurations		
Traffic Volume (vph)	18	16
Future Volume (vph)	18	16
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.929	
Flt Protected		
Satd. Flow (prot)	1681	0
Flt Permitted		
Satd. Flow (perm)	1681	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	17	
Link Speed (mph)	30	
Link Distance (ft)	251	
Travel Time (s)	5.7	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	5%	5%
Adj. Flow (vph)	19	17
Shared Lane Traffic (%)		
Lane Group Flow (vph)	36	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	CI+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	8	

Lanes, Volumes, Timings
 146: Belk Driveway/Berkeley Circle & US 17A

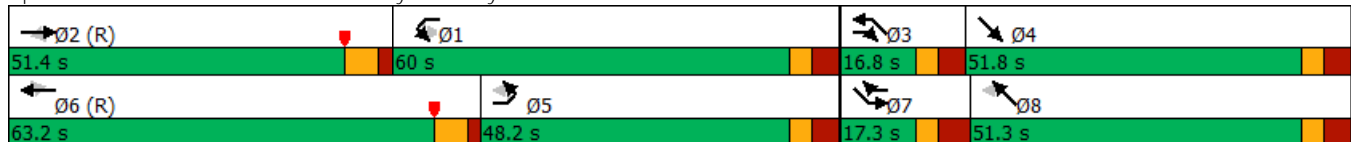
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL
Permitted Phases	5			2	1			6				8
Detector Phase	5	5	2	3	1	1	6	7	7	4		3
Switch Phase												
Minimum Initial (s)	10.0	10.0	25.0	10.0	10.0	10.0	25.0	10.0	10.0	15.0		10.0
Minimum Split (s)	16.9	16.9	41.4	16.8	16.9	16.9	43.2	17.2	17.2	51.8		16.8
Total Split (s)	48.2	48.2	51.4	16.8	60.0	60.0	63.2	17.3	17.3	51.8		16.8
Total Split (%)	26.8%	26.8%	28.6%	9.3%	33.3%	33.3%	35.1%	9.6%	9.6%	28.8%		9.3%
Maximum Green (s)	41.3	41.3	45.0	10.0	53.1	53.1	57.0	10.1	10.1	45.0		10.0
Yellow Time (s)	3.0	3.0	4.4	3.0	3.0	3.0	4.4	3.0	3.0	3.0		3.0
All-Red Time (s)	3.9	3.9	2.0	3.8	3.9	3.9	1.8	4.2	4.2	3.8		3.8
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)		6.9	6.4	6.8			6.9	6.2	7.2	7.2		6.8
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0	3.5		3.0
Recall Mode	None	None	C-Max	None	None	None	C-Max	None	None	None		None
Walk Time (s)			7.0				7.0			7.0		
Flash Dont Walk (s)			28.0				30.0			38.0		
Pedestrian Calls (#/hr)			0				0			0		
Act Effct Green (s)		41.3	78.9	90.0			53.1	90.9	101.4	10.0	15.4	22.1
Actuated g/C Ratio		0.23	0.44	0.50			0.30	0.50	0.56	0.06	0.09	0.12
v/c Ratio		1.03	0.63	0.07			1.32	0.57	0.09	0.38	0.27	0.21
Control Delay		130.1	20.1	0.0			253.1	16.1	0.8	88.0	42.9	65.7
Queue Delay		0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		130.1	20.1	0.0			253.1	16.1	0.8	88.0	42.9	65.7
LOS		F	C	A			F	B	A	F	D	E
Approach Delay			24.6				33.5			70.8		
Approach LOS			C				C			E		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 52 (29%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 31.3
 Intersection Capacity Utilization 63.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 146: Belk Driveway/Berkeley Circle & US 17A



Lanes, Volumes, Timings
 146: Belk Driveway/Berkeley Circle & US 17A























2018 Existing Conditions
 AM Peak Hour



Lane Group	NWT	NWR
Permitted Phases		
Detector Phase	8	
Switch Phase		
Minimum Initial (s)	15.0	
Minimum Split (s)	49.8	
Total Split (s)	51.3	
Total Split (%)	28.5%	
Maximum Green (s)	44.5	
Yellow Time (s)	3.0	
All-Red Time (s)	3.8	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.8	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.5	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	36.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	15.0	
Actuated g/C Ratio	0.08	
v/c Ratio	0.23	
Control Delay	50.8	
Queue Delay	0.0	
Total Delay	50.8	
LOS	D	
Approach Delay	58.5	
Approach LOS	E	
Intersection Summary		

Lanes, Volumes, Timings
147: Rackaway Drive/Holiday Drive & US 17 A

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	14	32	1503	24	2	180	1348	170	47	14	129	259
Future Volume (vph)	14	32	1503	24	2	180	1348	170	47	14	129	259
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		175		500		0	40		0	0
Storage Lanes		1		1		1		1	1		1	2
Taper Length (ft)		130				150			20			25
Lane Util. Factor	0.91	1.00	0.91	1.00	0.86	1.00	0.86	1.00	0.95	0.95	1.00	0.97
Frt				0.850				0.850			0.850	
Flt Protected		0.950				0.950			0.950	0.973		0.950
Satd. Flow (prot)	0	1770	5085	1583	0	1752	6346	1568	1618	1657	1524	3367
Flt Permitted		0.950				0.950			0.950	0.973		0.950
Satd. Flow (perm)	0	1770	5085	1583	0	1752	6346	1568	1618	1657	1524	3367
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				107				176			142	
Link Speed (mph)			45				45			30		
Link Distance (ft)			1157				507			393		
Travel Time (s)			17.5				7.7			8.9		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%	3%	3%	6%	6%	6%	4%
Adj. Flow (vph)	15	34	1599	26	2	191	1434	181	50	15	137	276
Shared Lane Traffic (%)									36%			
Lane Group Flow (vph)	0	49	1599	26	0	193	1434	181	32	33	137	276
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			12				12			24		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	Perm	Prot	Prot	NA	pm+ov	Split	NA	Perm	Split
Protected Phases	5	5	2		1	1	6	4	3	3		4

Lanes, Volumes, Timings
147: Rackaway Drive/Holiday Drive & US 17 A

2018 Existing Conditions
AM Peak Hour

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	54	30
Future Volume (vph)	54	30
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		250
Storage Lanes		2
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.946	
Flt Protected		
Satd. Flow (prot)	1728	0
Flt Permitted		
Satd. Flow (perm)	1728	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	16	
Link Speed (mph)	30	
Link Distance (ft)	1359	
Travel Time (s)	30.9	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	4%	4%
Adj. Flow (vph)	57	32
Shared Lane Traffic (%)		
Lane Group Flow (vph)	89	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	CI+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	4	

Lanes, Volumes, Timings
147: Rackaway Drive/Holiday Drive & US 17 A

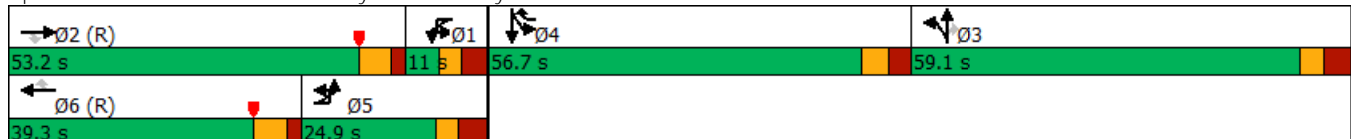
2018 Existing Conditions
AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Permitted Phases				2				6			3	
Detector Phase	5	5	2	2	1	1	6	4	3	3	3	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	18.0	18.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.9	24.9	42.3	42.3	10.5	10.5	38.5	56.7	59.1	59.1	59.1	56.7
Total Split (s)	24.9	24.9	53.2	53.2	11.0	11.0	39.3	56.7	59.1	59.1	59.1	56.7
Total Split (%)	13.8%	13.8%	29.6%	29.6%	6.1%	6.1%	21.8%	31.5%	32.8%	32.8%	32.8%	31.5%
Maximum Green (s)	18.0	18.0	46.9	46.9	4.5	4.5	32.8	50.0	52.0	52.0	52.0	50.0
Yellow Time (s)	3.0	3.0	4.4	4.4	3.0	3.0	4.4	3.6	3.3	3.3	3.3	3.6
All-Red Time (s)	3.9	3.9	1.9	1.9	3.5	3.5	2.1	3.1	3.8	3.8	3.8	3.1
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.3	6.3		6.5	6.5	6.7	7.1	7.1	7.1	6.7
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	6.0	6.0	3.0	3.0	6.0	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	None	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)			29.0	29.0			25.0	43.0	45.0	45.0	45.0	43.0
Pedestrian Calls (#/hr)			0	0			0	0	0	0	0	0
Act Effct Green (s)		18.0	117.3	117.3		4.5	108.1	131.2	9.7	9.7	9.7	21.9
Actuated g/C Ratio		0.10	0.65	0.65		0.02	0.60	0.73	0.05	0.05	0.05	0.12
v/c Ratio		0.28	0.48	0.02		4.49	0.38	0.15	0.37	0.37	0.63	0.67
Control Delay		53.2	2.1	0.0		1636.6	20.7	1.0	93.0	92.7	23.2	83.5
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		53.2	2.1	0.0		1636.6	20.7	1.0	93.0	92.7	23.2	83.5
LOS		D	A	A		F	C	A	F	F	C	F
Approach Delay			3.6				191.2			45.6		
Approach LOS			A				F			D		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 55 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 180
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 4.49
 Intersection Signal Delay: 96.2
 Intersection Capacity Utilization 76.7%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service D

Splits and Phases: 147: Rackaway Drive/Holiday Drive & US 17 A



Lanes, Volumes, Timings
 147: Rackaway Drive/Holiday Drive & US 17 A












2018 Existing Conditions
 AM Peak Hour



Lane Group	SBT	SBR
Permitted Phases		
Detector Phase	4	
Switch Phase		
Minimum Initial (s)	5.0	
Minimum Split (s)	56.7	
Total Split (s)	56.7	
Total Split (%)	31.5%	
Maximum Green (s)	50.0	
Yellow Time (s)	3.6	
All-Red Time (s)	3.1	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.7	
Lead/Lag	Lead	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.5	
Recall Mode	None	
Walk Time (s)	7.0	
Flash Dont Walk (s)	43.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	21.9	
Actuated g/C Ratio	0.12	
v/c Ratio	0.40	
Control Delay	63.7	
Queue Delay	0.0	
Total Delay	63.7	
LOS	E	
Approach Delay	78.7	
Approach LOS	E	
Intersection Summary		

Lanes, Volumes, Timings
148: I-26 EB On Ramp & US 17 A

2018 Existing Conditions
AM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↑↑↑								↘	
Traffic Volume (vph)	0	1221	0	0	0	0	0	0	1	318	0
Future Volume (vph)	0	1221	0	0	0	0	0	0	1	318	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt											
Flt Protected										0.950	
Satd. Flow (prot)	0	5036	0	0	0	0	0	0	0	3400	0
Flt Permitted										0.950	
Satd. Flow (perm)	0	5036	0	0	0	0	0	0	0	3400	0
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)										18	
Link Speed (mph)		45			45		30			30	
Link Distance (ft)		278			235		311			124	
Travel Time (s)		4.2			3.6		7.1			2.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	0	1272	0	0	0	0	0	0	1	331	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	1272	0	0	0	0	0	0	0	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		0			0		0			24	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2							1	1	
Detector Template		Thru							Left	Left	
Leading Detector (ft)		100							20	20	
Trailing Detector (ft)		0							0	0	
Detector 1 Position(ft)		0							0	0	
Detector 1 Size(ft)		6							20	20	
Detector 1 Type		Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)		0.0							0.0	0.0	
Detector 1 Queue (s)		0.0							0.0	0.0	
Detector 1 Delay (s)		0.0							0.0	0.0	
Detector 2 Position(ft)		94									
Detector 2 Size(ft)		6									
Detector 2 Type		Cl+Ex									
Detector 2 Channel											
Detector 2 Extend (s)		0.0									
Turn Type		NA							Perm	Prot	
Protected Phases		2								1	
Permitted Phases									1		
Detector Phase		2							1	1	
Switch Phase											

Lanes, Volumes, Timings
148: I-26 EB On Ramp & US 17 A

2018 Existing Conditions
AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Minimum Initial (s)		5.0							5.0	5.0	
Minimum Split (s)		15.0							11.0	11.0	
Total Split (s)		121.0							59.0	59.0	
Total Split (%)		67.2%							32.8%	32.8%	
Maximum Green (s)		115.0							53.0	53.0	
Yellow Time (s)		4.0							4.0	4.0	
All-Red Time (s)		2.0							2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	
Total Lost Time (s)		6.0								6.0	
Lead/Lag		Lag							Lead	Lead	
Lead-Lag Optimize?		Yes							Yes	Yes	
Vehicle Extension (s)		3.0							3.0	3.0	
Recall Mode		C-Max							None	None	
Walk Time (s)		7.0							7.0	7.0	
Flash Dont Walk (s)		11.0							11.0	11.0	
Pedestrian Calls (#/hr)		0							0	0	
Act Effct Green (s)		145.8								22.2	
Actuated g/C Ratio		0.81								0.12	
v/c Ratio		0.31								0.76	
Control Delay		2.6								69.9	
Queue Delay		0.0								0.0	
Total Delay		2.6								69.9	
LOS		A								E	
Approach Delay		2.6								69.9	
Approach LOS		A								E	

Intersection Summary

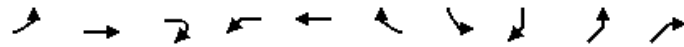
Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 155 (86%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 16.5
 Intersection Capacity Utilization 44.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 148: I-26 EB On Ramp & US 17 A



HCM 2010 Signalized Intersection Summary
 149: US 17 A & I-26 WB On Ramp























2018 Existing Conditions
 AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations					↑↑↑				↑	
Traffic Volume (veh/h)	0	0	0	0	1368	0	0	0	168	0
Future Volume (veh/h)	0	0	0	0	1368	0	0	0	168	0
Number				1	6	16			5	12
Initial Q (Qb), veh				0	0	0			0	0
Ped-Bike Adj(A_pbT)				1.00		1.00			1.00	1.00
Parking Bus, Adj				1.00	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln				0	1810	0			1810	0
Adj Flow Rate, veh/h				0	1487	0			183	0
Adj No. of Lanes				0	3	0			1	0
Peak Hour Factor				0.92	0.92	0.92			0.92	0.92
Percent Heavy Veh, %				0	5	0			5	0
Cap, veh/h				0	4036	0			240	0
Arrive On Green				0.00	0.82	0.00			0.12	0.00
Sat Flow, veh/h				0	5266	0			1723	
Grp Volume(v), veh/h				0	1487	0			183	
Grp Sat Flow(s),veh/h/ln				0	1647	0			1723	
Q Serve(g_s), s				0.0	14.2	0.0			18.9	
Cycle Q Clear(g_c), s				0.0	14.2	0.0			18.9	
Prop In Lane				0.00		0.00			1.00	
Lane Grp Cap(c), veh/h				0	4036	0			240	
V/C Ratio(X)				0.00	0.37	0.00			0.76	
Avail Cap(c_a), veh/h				0	4036	0			251	
HCM Platoon Ratio				1.00	1.00	1.00			1.00	
Upstream Filter(I)				0.00	1.00	0.00			1.00	
Uniform Delay (d), s/veh				0.0	4.3	0.0			78.5	
Incr Delay (d2), s/veh				0.0	0.3	0.0			12.3	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0			0.0	
%ile BackOfQ(50%),veh/ln				0.0	6.4	0.0			9.8	
LnGrp Delay(d),s/veh				0.0	4.6	0.0			90.9	
LnGrp LOS					A				F	
Approach Vol, veh/h					1487				183	
Approach Delay, s/veh					4.6				90.9	
Approach LOS					A				F	
Timer	1	2	3	4	5	6	7	8		
Assigned Phs					5	6				
Phs Duration (G+Y+Rc), s					26.9	153.1				
Change Period (Y+Rc), s					6.0	6.0				
Max Green Setting (Gmax), s					22.0	146.0				
Max Q Clear Time (g_c+I1), s					20.9	16.2				
Green Ext Time (p_c), s					0.1	15.4				
Intersection Summary										
HCM 2010 Ctrl Delay										14.0
HCM 2010 LOS										B

Lanes, Volumes, Timings
150: Farmington Road/Sigma Drive & US 17 A

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	168	1193	270	52	1224	54	142	40	71	52	72
Future Volume (vph)	1	168	1193	270	52	1224	54	142	40	71	52	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		340		0	190		0	450		150	175	
Storage Lanes		1		1	1		0	1		2	1	
Taper Length (ft)		200			70			125			100	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	1.00
Frt				0.850		0.994				0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1719	4940	1538	1736	4958	0	3155	1712	1455	1770	1863
Flt Permitted		0.950			0.950			0.950			0.950	
Satd. Flow (perm)	0	1719	4940	1538	1736	4958	0	3155	1712	1455	1770	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				264		4				100		
Link Speed (mph)			45			45			45			25
Link Distance (ft)			449			1312			1346			428
Travel Time (s)			6.8			19.9			20.4			11.7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	5%	5%	5%	4%	4%	4%	11%	11%	11%	2%	2%
Adj. Flow (vph)	1	181	1283	290	56	1316	58	153	43	76	56	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	182	1283	290	56	1374	0	153	43	76	56	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2		1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100		20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6		20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	Prot	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA
Protected Phases	5	5	2		1	6		3	8	1	7	4

Lanes, Volumes, Timings
 150: Farmington Road/Sigma Drive & US 17 A

2018 Existing Conditions
 AM Peak Hour

Lane Group	SBR
Lane Configurations	TT
Traffic Volume (vph)	236
Future Volume (vph)	236
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	0.88
Frt	0.850
Flt Protected	
Satd. Flow (prot)	2787
Flt Permitted	
Satd. Flow (perm)	2787
Right Turn on Red	Yes
Satd. Flow (RTOR)	254
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Heavy Vehicles (%)	2%
Adj. Flow (vph)	254
Shared Lane Traffic (%)	
Lane Group Flow (vph)	254
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
150: Farmington Road/Sigma Drive & US 17 A

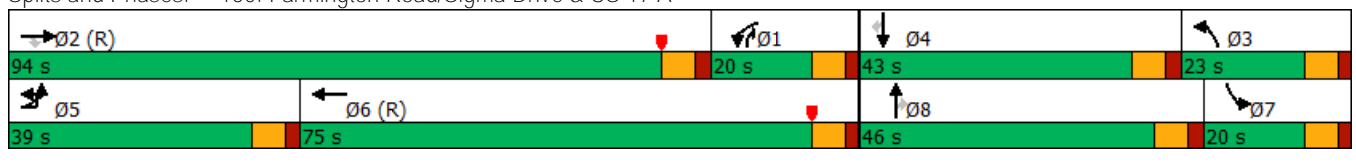
2018 Existing Conditions
AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases				2						8		
Detector Phase	5	5	2	2	1	6		3	8	1	7	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0	15.0	6.0	15.0		6.0	8.0	6.0	6.0	8.0
Minimum Split (s)	12.5	12.5	35.5	35.5	12.5	45.5		12.5	45.5	12.5	12.5	24.5
Total Split (s)	39.0	39.0	94.0	94.0	20.0	75.0		23.0	46.0	20.0	20.0	43.0
Total Split (%)	21.7%	21.7%	52.2%	52.2%	11.1%	41.7%		12.8%	25.6%	11.1%	11.1%	23.9%
Maximum Green (s)	32.5	32.5	87.5	87.5	13.5	68.5		16.5	39.5	13.5	13.5	36.5
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lead	Lead	Lead	Lag	Lag		Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	3.0	3.0	0.2	3.0		0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	0.2	0.2	2.5	2.5	0.2	2.5		0.2	0.2	0.2	0.2	0.2
Time Before Reduce (s)	0.0	0.0	30.0	30.0	0.0	30.0		0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	15.0	15.0	0.0	15.0		0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max		None	None	None	None	None
Walk Time (s)			7.0	7.0		7.0			7.0			
Flash Dont Walk (s)			22.0	22.0		32.0			32.0			
Pedestrian Calls (#/hr)			0	0		0			0			
Act Effct Green (s)		21.8	118.5	118.5	13.5	110.2		11.4	11.6	31.6	13.0	10.7
Actuated g/C Ratio		0.12	0.66	0.66	0.08	0.61		0.06	0.06	0.18	0.07	0.06
v/c Ratio		0.88	0.39	0.26	0.43	0.45		0.77	0.39	0.23	0.44	0.70
Control Delay		105.1	11.1	1.6	77.8	9.1		107.2	93.6	5.8	89.1	113.7
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		105.1	11.1	1.6	77.8	9.1		107.2	93.6	5.8	89.1	113.7
LOS		F	B	A	E	A		F	F	A	F	F
Approach Delay			19.3			11.8			76.7			45.5
Approach LOS			B			B			E			D

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 175 (97%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 23.2
 Intersection Capacity Utilization 69.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 150: Farmington Road/Sigma Drive & US 17 A



Lanes, Volumes, Timings
 150: Farmington Road/Sigma Drive & US 17 A

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	24.5
Total Split (s)	43.0
Total Split (%)	23.9%
Maximum Green (s)	36.5
Yellow Time (s)	4.5
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	0.2
Minimum Gap (s)	0.2
Time Before Reduce (s)	0.0
Time To Reduce (s)	0.0
Recall Mode	None
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	10.7
Actuated g/C Ratio	0.06
v/c Ratio	0.63
Control Delay	15.2
Queue Delay	0.0
Total Delay	15.2
LOS	B
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A

2018 Existing Conditions
 AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	3	84	1084	122	1	62	1133	124	212	45	68	3
Future Volume (vph)	3	84	1084	122	1	62	1133	124	212	45	68	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		350		0		300		170	330		0	
Storage Lanes		2		1		1		1	1		0	
Taper Length (ft)		125				75			65			
Lane Util. Factor	0.95	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt				0.850				0.850		0.909		
Flt Protected		0.950				0.950			0.950			
Satd. Flow (prot)	0	3335	3438	1538	0	1752	3505	1568	1719	1645	0	0
Flt Permitted		0.950				0.950			0.618			
Satd. Flow (perm)	0	3335	3438	1538	0	1752	3505	1568	1118	1645	0	0
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				126				91		35		
Link Speed (mph)			45				45			35		
Link Distance (ft)			1312				2004			1429		
Travel Time (s)			19.9				30.4			27.8		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	5%	5%	5%	5%	3%	3%	3%	3%	5%	5%	5%	2%
Adj. Flow (vph)	3	87	1118	126	1	64	1168	128	219	46	70	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	1118	126	0	65	1168	128	219	116	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			16				16			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	9
Number of Detectors	1	1	2	1	1	1	2	1	1	2		1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru		Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	Prot	Prot	NA	pm+ov	Prot	Prot	NA	custom	pm+pt	NA		Prot
Protected Phases	5	5	2	3	1	1	6		3	8		7

Lanes, Volumes, Timings
 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	204	68	142
Future Volume (vph)	204	68	142
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	255		0
Storage Lanes	1		1
Taper Length (ft)	130		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected	0.950		
Satd. Flow (prot)	1770	1863	1583
Flt Permitted	0.471		
Satd. Flow (perm)	877	1863	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			146
Link Speed (mph)		35	
Link Distance (ft)		1260	
Travel Time (s)		24.5	
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%
Adj. Flow (vph)	210	70	146
Shared Lane Traffic (%)			
Lane Group Flow (vph)	213	70	146
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		CI+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	Perm
Protected Phases	7	4	

Lanes, Volumes, Timings
 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A

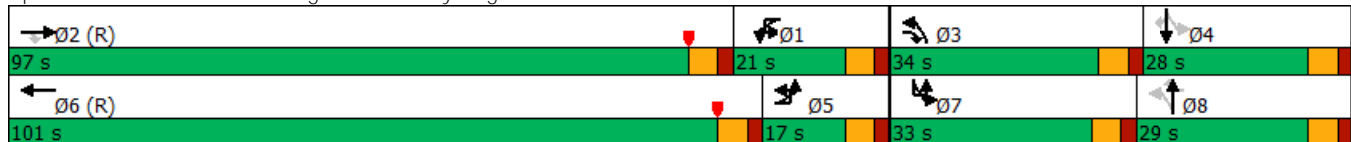
2018 Existing Conditions
 AM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU
Permitted Phases				2				8	8			
Detector Phase	5	5	2	3	1	1	6	8	3	8		7
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0	6.0	6.0	6.0	15.0	8.0	6.0	8.0		6.0
Minimum Split (s)	12.0	12.0	24.0	12.0	12.0	12.0	24.0	24.0	12.0	24.0		12.0
Total Split (s)	17.0	17.0	97.0	34.0	21.0	21.0	101.0	29.0	34.0	29.0		33.0
Total Split (%)	9.4%	9.4%	53.9%	18.9%	11.7%	11.7%	56.1%	16.1%	18.9%	16.1%		18.3%
Maximum Green (s)	11.0	11.0	91.0	28.0	15.0	15.0	95.0	23.0	28.0	23.0		27.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)		6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0		
Lead/Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead	Lag		Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0
Recall Mode	None	None	C-Max	None	None	None	C-Max	None	None	None		None
Walk Time (s)			7.0				7.0	7.0		7.0		
Flash Dont Walk (s)			11.0				11.0	11.0		11.0		
Pedestrian Calls (#/hr)			0				0	0		0		
Act Effct Green (s)		9.7	104.3	128.8		13.7	108.3	14.7	39.2	14.7		
Actuated g/C Ratio		0.05	0.58	0.72		0.08	0.60	0.08	0.22	0.08		
v/c Ratio		0.50	0.56	0.11		0.49	0.55	0.61	0.67	0.70		
Control Delay		84.4	9.7	0.3		92.0	23.9	37.7	68.5	77.0		
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total Delay		84.4	9.7	0.3		92.0	23.9	37.7	68.5	77.0		
LOS		F	A	A		F	C	D	E	E		
Approach Delay			13.8				28.5			71.5		
Approach LOS			B				C			E		

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 173 (96%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 30.6
 Intersection Capacity Utilization 76.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A



Lanes, Volumes, Timings
 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A





















2018 Existing Conditions
 AM Peak Hour



Lane Group	SBL	SBT	SBR
Permitted Phases	4		4
Detector Phase	7	4	4
Switch Phase			
Minimum Initial (s)	6.0	8.0	8.0
Minimum Split (s)	12.0	24.0	24.0
Total Split (s)	33.0	28.0	28.0
Total Split (%)	18.3%	15.6%	15.6%
Maximum Green (s)	27.0	22.0	22.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)	36.7	13.5	13.5
Actuated g/C Ratio	0.20	0.08	0.08
v/c Ratio	0.72	0.50	0.58
Control Delay	71.8	91.3	19.2
Queue Delay	0.0	0.0	0.0
Total Delay	71.8	91.3	19.2
LOS	E	F	B
Approach Delay		57.1	
Approach LOS		E	
Intersection Summary			

Lanes, Volumes, Timings
152: Rose Drive & Brighton Park Boulevard

2018 Existing Conditions
AM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	1	55	245	26	1	12	178	43	1	19	17	11
Future Volume (vph)	1	55	245	26	1	12	178	43	1	19	17	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		165		0		150		0		80		0
Storage Lanes		1		0		1		1		1		0
Taper Length (ft)		140				140				70		
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.986					0.850			0.940	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1752	3456	0	0	1687	1776	1509	0	1770	1751	0
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1752	3456	0	0	1687	1776	1509	0	1770	1751	0
Link Speed (mph)			35				35				25	
Link Distance (ft)			381				435				1123	
Travel Time (s)			7.4				8.5				30.6	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles (%)	3%	3%	3%	3%	7%	7%	7%	7%	2%	2%	2%	2%
Adj. Flow (vph)	1	68	302	32	1	15	220	53	1	23	21	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	334	0	0	16	220	53	0	24	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				12	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Sign Control			Stop				Stop				Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	38.3%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 152: Rose Drive & Brighton Park Boulevard

2018 Existing Conditions
 AM Peak Hour



Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	162	55	98
Future Volume (vph)	162	55	98
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	305		0
Storage Lanes	1		0
Taper Length (ft)	70		
Lane Util. Factor	1.00	1.00	1.00
Frt		0.904	
Flt Protected	0.950		
Satd. Flow (prot)	1736	1652	0
Flt Permitted	0.950		
Satd. Flow (perm)	1736	1652	0
Link Speed (mph)		25	
Link Distance (ft)		1191	
Travel Time (s)		32.5	
Peak Hour Factor	0.81	0.81	0.81
Heavy Vehicles (%)	4%	4%	4%
Adj. Flow (vph)	200	68	121
Shared Lane Traffic (%)			
Lane Group Flow (vph)	200	189	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Sign Control		Stop	
Intersection Summary			

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷			↕			↕	
Traffic Vol, veh/h	0	82	19	102	122	41	14	4	97	93	14	4
Future Vol, veh/h	0	82	19	102	122	41	14	4	97	93	14	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	88	20	110	131	44	15	4	104	100	15	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	175	0	0	108	0	0	481	493	98	525	481	153
Stage 1	-	-	-	-	-	-	98	98	-	373	373	-
Stage 2	-	-	-	-	-	-	383	395	-	152	108	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1395	-	-	1483	-	-	495	477	958	463	485	893
Stage 1	-	-	-	-	-	-	908	814	-	648	618	-
Stage 2	-	-	-	-	-	-	640	605	-	850	806	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1395	-	-	1483	-	-	453	442	958	386	449	893
Mov Cap-2 Maneuver	-	-	-	-	-	-	453	442	-	386	449	-
Stage 1	-	-	-	-	-	-	908	814	-	648	572	-
Stage 2	-	-	-	-	-	-	574	560	-	753	806	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			2.9			10.2			17.7		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	814	1395	-	-	1483	-	-	401
HCM Lane V/C Ratio	0.152	-	-	-	0.074	-	-	0.298
HCM Control Delay (s)	10.2	0	-	-	7.6	-	-	17.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.5	0	-	-	0.2	-	-	1.2

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	12	9	1	5	5	25	338	11	5	191	11
Future Vol, veh/h	16	12	9	1	5	5	25	338	11	5	191	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	13	10	1	5	5	27	367	12	5	208	12



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	656	657	214	663	657	373	220	0	0	379	0	0
Stage 1	224	224	-	427	427	-	-	-	-	-	-	-
Stage 2	432	433	-	236	230	-	-	-	-	-	-	-
Critical Hdwy	7.13	6.53	6.23	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.13	5.53	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.527	4.027	3.327	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	377	383	823	375	385	673	1349	-	-	1179	-	-
Stage 1	776	716	-	606	585	-	-	-	-	-	-	-
Stage 2	600	580	-	767	714	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	362	372	823	353	373	673	1349	-	-	1179	-	-
Mov Cap-2 Maneuver	362	372	-	353	373	-	-	-	-	-	-	-
Stage 1	757	712	-	591	570	-	-	-	-	-	-	-
Stage 2	575	566	-	740	710	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.4		12.9		0.5		0.2	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1349	-	-	423	465	1179	-	-
HCM Lane V/C Ratio	0.02	-	-	0.095	0.026	0.005	-	-
HCM Control Delay (s)	7.7	0	-	14.4	12.9	8.1	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.1	0	-	-







HCM 2010 Signalized Intersection Summary
 155: Cedar St & Richardson Ave

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	193	25	75	103	45	16	304	222	32	131	8
Future Volume (veh/h)	25	193	25	75	103	45	16	304	222	32	131	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1845	1900	1900	1845	1900	1863	1863	1900	1810	1810	1900
Adj Flow Rate, veh/h	28	217	28	84	116	51	18	342	249	36	147	9
Adj No. of Lanes	0	2	0	0	2	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	2	2	2	5	5	5
Cap, veh/h	127	772	96	287	378	177	698	511	372	335	859	53
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	180	2833	352	653	1387	649	1226	1003	730	799	1688	103
Grp Volume(v), veh/h	144	0	129	128	0	123	18	0	591	36	0	156
Grp Sat Flow(s),veh/h/ln	1748	0	1617	1125	0	1564	1226	0	1734	799	0	1791
Q Serve(g_s), s	0.0	0.0	3.5	3.1	0.0	3.4	0.4	0.0	14.0	1.9	0.0	2.6
Cycle Q Clear(g_c), s	3.4	0.0	3.5	6.6	0.0	3.4	3.0	0.0	14.0	15.9	0.0	2.6
Prop In Lane	0.19		0.22	0.66		0.41	1.00		0.42	1.00		0.06
Lane Grp Cap(c), veh/h	555	0	441	415	0	426	698	0	883	335	0	912
V/C Ratio(X)	0.26	0.00	0.29	0.31	0.00	0.29	0.03	0.00	0.67	0.11	0.00	0.17
Avail Cap(c_a), veh/h	859	0	735	651	0	711	698	0	883	335	0	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.8	17.2	0.0	15.8	8.1	0.0	10.1	16.0	0.0	7.3
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.4	0.0	0.4	0.1	0.0	4.0	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	1.7	0.0	1.5	0.2	0.0	7.6	0.5	0.0	1.4
LnGrp Delay(d),s/veh	16.0	0.0	16.2	17.6	0.0	16.2	8.1	0.0	14.1	16.6	0.0	7.7
LnGrp LOS	B		B	B		B	A		B	B		A
Approach Vol, veh/h		273			251			609				192
Approach Delay, s/veh		16.1			16.9			13.9				9.3
Approach LOS		B			B			B				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.0		21.0		34.0		21.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		28.0		25.0		28.0		25.0				
Max Q Clear Time (g_c+I1), s		16.0		5.5		17.9		8.6				
Green Ext Time (p_c), s		3.3		1.5		0.7		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				14.3								
HCM 2010 LOS				B								

Lanes, Volumes, Timings
 156: US 78/Rivers Avenue & Meeting Street road

2018 Existing Conditions
 AM Peak Hour

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (vph)	0	69	0	0	0	163
Future Volume (vph)	0	69	0	0	0	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t						0.865
Flt Protected						
Satd. Flow (prot)	0	3223	3539	0	0	1596
Flt Permitted						
Satd. Flow (perm)	0	3223	3539	0	0	1596
Link Speed (mph)		35	35		30	
Link Distance (ft)		389	424		479	
Travel Time (s)		7.6	8.3		10.9	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	12%	12%	2%	2%	3%	3%
Adj. Flow (vph)	0	76	0	0	0	179
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	0	0	0	179
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔		↔	↑	↔	↔
Traffic Vol, veh/h	390	26	117	61	10	330
Future Vol, veh/h	390	26	117	61	10	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	190	-	175	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	22	22	12	12
Mvmt Flow	419	28	126	66	11	355

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	447	0	751
Stage 1	-	-	-	-	433
Stage 2	-	-	-	-	318
Critical Hdwy	-	-	4.32	-	6.52
Critical Hdwy Stg 1	-	-	-	-	5.52
Critical Hdwy Stg 2	-	-	-	-	5.52
Follow-up Hdwy	-	-	2.398	-	3.608
Pot Cap-1 Maneuver	-	-	1015	-	364
Stage 1	-	-	-	-	633
Stage 2	-	-	-	-	716
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1015	-	319
Mov Cap-2 Maneuver	-	-	-	-	462
Stage 1	-	-	-	-	555
Stage 2	-	-	-	-	716

Approach	SE	NW	NE
HCM Control Delay, s	0	5.9	19
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	462	602	1015	-	-	-
HCM Lane V/C Ratio	0.023	0.589	0.124	-	-	-
HCM Control Delay (s)	13	19.2	9	-	-	-
HCM Lane LOS	B	C	A	-	-	-
HCM 95th %tile Q(veh)	0.1	3.8	0.4	-	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	603	31	8	156	23	6
Future Vol, veh/h	603	31	8	156	23	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	6	6	14	14	62	62
Mvmt Flow	670	34	9	173	26	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	704	0	878 687
Stage 1	-	-	-	-	687 -
Stage 2	-	-	-	-	191 -
Critical Hdwy	-	-	4.24	-	7.02 6.82
Critical Hdwy Stg 1	-	-	-	-	6.02 -
Critical Hdwy Stg 2	-	-	-	-	6.02 -
Follow-up Hdwy	-	-	2.326	-	4.058 3.858
Pot Cap-1 Maneuver	-	-	841	-	252 359
Stage 1	-	-	-	-	404 -
Stage 2	-	-	-	-	716 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	841	-	249 359
Mov Cap-2 Maneuver	-	-	-	-	249 -
Stage 1	-	-	-	-	400 -
Stage 2	-	-	-	-	716 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.5	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	266	841	-	-	-
HCM Lane V/C Ratio	0.121	0.011	-	-	-
HCM Control Delay (s)	20.4	9.3	-	-	-
HCM Lane LOS	C	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0	-	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	596	17	11	150	13	9
Future Vol, veh/h	596	17	11	150	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	14	14	18	18
Mvmt Flow	655	19	12	165	14	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	674	0	854
Stage 1	-	-	-	-	665
Stage 2	-	-	-	-	189
Critical Hdwy	-	-	4.24	-	6.58
Critical Hdwy Stg 1	-	-	-	-	5.58
Critical Hdwy Stg 2	-	-	-	-	5.58
Follow-up Hdwy	-	-	2.326	-	3.662
Pot Cap-1 Maneuver	-	-	863	-	309
Stage 1	-	-	-	-	483
Stage 2	-	-	-	-	806
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	863	-	305
Mov Cap-2 Maneuver	-	-	-	-	305
Stage 1	-	-	-	-	476
Stage 2	-	-	-	-	806

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	-	-	863	-
HCM Lane V/C Ratio	0.07	-	-	0.014	-
HCM Control Delay (s)	16.2	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	5	4	51	8	44	19	123	46	151	422	38
Future Vol, veh/h	3	5	4	51	8	44	19	123	46	151	422	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	42	42	42	14	14	14	12	12	12	4	4	4
Mvmt Flow	3	5	4	56	9	48	21	135	51	166	464	42

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1048	1045	485	1025	1041	161	506	0	0	186	0	0
Stage 1	817	817	-	203	203	-	-	-	-	-	-	-
Stage 2	231	228	-	822	838	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.92	6.62	7.24	6.64	6.34	4.22	-	-	4.14	-	-
Critical Hdwy Stg 1	6.52	5.92	-	6.24	5.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.92	-	6.24	5.64	-	-	-	-	-	-	-
Follow-up Hdwy	3.878	4.378	3.678	3.626	4.126	3.426	2.308	-	-	2.236	-	-
Pot Cap-1 Maneuver	173	195	509	203	219	854	1009	-	-	1377	-	-
Stage 1	318	339	-	772	712	-	-	-	-	-	-	-
Stage 2	690	647	-	351	365	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	134	158	509	168	178	854	1009	-	-	1377	-	-
Mov Cap-2 Maneuver	134	158	-	168	178	-	-	-	-	-	-	-
Stage 1	311	282	-	754	696	-	-	-	-	-	-	-
Stage 2	628	632	-	284	303	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.9		29.6		0.9		2	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1009	-	-	194	257	1377	-	-
HCM Lane V/C Ratio	0.021	-	-	0.068	0.44	0.121	-	-
HCM Control Delay (s)	8.6	0	-	24.9	29.6	8	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	2.1	0.4	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	6	19	13	175	451	14
Future Vol, veh/h	6	19	13	175	451	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	16	16	12	12	3	3
Mvmt Flow	7	21	15	197	507	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	742	515	523	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	227	-	-	-	-	-
Critical Hdwy	6.56	6.36	4.22	-	-	-
Critical Hdwy Stg 1	5.56	-	-	-	-	-
Critical Hdwy Stg 2	5.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.444	2.308	-	-	-
Pot Cap-1 Maneuver	363	533	994	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	533	994	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	779	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	994	-	477	-	-
HCM Lane V/C Ratio	0.015	-	0.059	-	-
HCM Control Delay (s)	8.7	-	13	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	18	37	33	177	423	38
Future Vol, veh/h	18	37	33	177	423	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	58	58	8	8	3	3
Mvmt Flow	20	41	36	195	465	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	753	486	507	0	-	0
Stage 1	486	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.98	6.78	4.18	-	-	-
Critical Hdwy Stg 1	5.98	-	-	-	-	-
Critical Hdwy Stg 2	5.98	-	-	-	-	-
Follow-up Hdwy	4.022	3.822	2.272	-	-	-
Pot Cap-1 Maneuver	307	483	1028	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	296	483	1028	-	-	-
Mov Cap-2 Maneuver	296	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	1.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	400	-	-
HCM Lane V/C Ratio	0.035	-	0.151	-	-
HCM Control Delay (s)	8.6	-	15.6	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	
Traffic Vol, veh/h	3	5	22	243	485	6
Future Vol, veh/h	3	5	22	243	485	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	13	13	5	5	6	6
Mvmt Flow	3	5	24	261	522	6










Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	834	525	528	0	-	0
Stage 1	525	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.53	6.33	4.15	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	-	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.245	-	-	-
Pot Cap-1 Maneuver	324	531	1024	-	-	-
Stage 1	572	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	317	531	1024	-	-	-
Mov Cap-2 Maneuver	317	-	-	-	-	-
Stage 1	559	-	-	-	-	-
Stage 2	720	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1024	-	424	-	-
HCM Lane V/C Ratio	0.023	-	0.02	-	-
HCM Control Delay (s)	8.6	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 164: US 78/King Street & Heriot Street

2018 Existing Conditions
 AM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	99	33	26	245	419	72		
Future Volume (veh/h)	99	33	26	245	419	72		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1759	1900	1900	1827	1759	1900		
Adj Flow Rate, veh/h	106	35	28	263	451	77		
Adj No. of Lanes	0	0	0	2	1	0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	0	0	4	4	8	8		
Cap, veh/h	128	42	234	2228	1151	197		
Arrive On Green	0.11	0.11	0.79	0.79	0.79	0.79		
Sat Flow, veh/h	1215	401	249	2919	1465	250		
Grp Volume(v), veh/h	142	0	149	142	0	528		
Grp Sat Flow(s),veh/h/ln	1628	0	1505	1579	0	1715		
Q Serve(g_s), s	9.4	0.0	0.2	2.3	0.0	10.5		
Cycle Q Clear(g_c), s	9.4	0.0	10.7	2.3	0.0	10.5		
Prop In Lane	0.75	0.25	0.19			0.15		
Lane Grp Cap(c), veh/h	171	0	1222	1241	0	1348		
V/C Ratio(X)	0.83	0.00	0.12	0.11	0.00	0.39		
Avail Cap(c_a), veh/h	400	0	1222	1241	0	1348		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	48.2	0.0	2.8	2.8	0.0	3.6		
Incr Delay (d2), s/veh	9.8	0.0	0.2	0.2	0.0	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.7	0.0	1.1	1.1	0.0	5.2		
LnGrp Delay(d),s/veh	58.0	0.0	3.0	3.0	0.0	4.5		
LnGrp LOS	E		A	A		A		
Approach Vol, veh/h	142			291	528			
Approach Delay, s/veh	58.0			3.0	4.5			
Approach LOS	E			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		92.4		17.6		92.4		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		71.0		27.0		71.0		
Max Q Clear Time (g_c+I1), s		12.7		11.4		12.5		
Green Ext Time (p_c), s		1.8		0.3		3.7		
Intersection Summary								
HCM 2010 Ctrl Delay			11.9					
HCM 2010 LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	6	3	271	429	4
Future Vol, veh/h	5	6	3	271	429	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	9	9	3	3	6	6
Mvmt Flow	5	7	3	298	471	4




















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	628	473	475	0	-	0
Stage 1	473	-	-	-	-	-
Stage 2	155	-	-	-	-	-
Critical Hdwy	6.735	6.335	4.145	-	-	-
Critical Hdwy Stg 1	5.535	-	-	-	-	-
Critical Hdwy Stg 2	5.935	-	-	-	-	-
Follow-up Hdwy	3.5855	3.3855	2.2285	-	-	-
Pot Cap-1 Maneuver	417	573	1079	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	416	573	1079	-	-	-
Mov Cap-2 Maneuver	416	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	839	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1079	-	489	-	-
HCM Lane V/C Ratio	0.003	-	0.025	-	-
HCM Control Delay (s)	8.3	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 166: US 78/King Street & Mt Pleasant Drive

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	638	144	39	239	113	97	153	19	121	280	31
Future Volume (veh/h)	3	638	144	39	239	113	97	153	19	121	280	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1900	1900	1776	1776	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	3	686	155	42	257	0	104	165	20	130	301	33
Adj No. of Lanes	0	2	0	0	2	1	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	4	7	7	7	5	5	5	6	6	6
Cap, veh/h	34	892	201	126	497	488	537	899	109	616	901	99
Arrive On Green	0.32	0.32	0.32	0.65	0.65	0.00	0.19	0.19	0.19	0.57	0.57	0.57
Sat Flow, veh/h	2	2756	620	188	1535	1509	1012	1584	192	1149	1588	174
Grp Volume(v), veh/h	456	0	388	42	257	0	104	0	185	130	0	334
Grp Sat Flow(s),veh/h/ln	1825	0	1553	188	1535	1509	1012	0	1776	1149	0	1762
Q Serve(g_s), s	0.0	0.0	24.8	6.9	9.8	0.0	9.9	0.0	9.6	7.3	0.0	11.1
Cycle Q Clear(g_c), s	24.7	0.0	24.8	31.7	9.8	0.0	21.0	0.0	9.6	17.0	0.0	11.1
Prop In Lane	0.01		0.40	1.00		1.00	1.00		0.11	1.00		0.10
Lane Grp Cap(c), veh/h	623	0	502	126	497	488	537	0	1007	616	0	1000
V/C Ratio(X)	0.73	0.00	0.77	0.33	0.52	0.00	0.19	0.00	0.18	0.21	0.00	0.33
Avail Cap(c_a), veh/h	911	0	748	225	740	727	537	0	1007	616	0	1000
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.94	0.94	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.5	0.0	33.6	30.2	14.9	0.0	32.8	0.0	23.3	16.8	0.0	12.7
Incr Delay (d2), s/veh	1.7	0.0	2.9	1.4	0.8	0.0	0.8	0.0	0.4	0.8	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.7	0.0	11.0	1.2	4.1	0.0	2.9	0.0	4.9	2.4	0.0	5.6
LnGrp Delay(d),s/veh	35.2	0.0	36.5	31.7	15.6	0.0	33.6	0.0	23.7	17.6	0.0	13.6
LnGrp LOS	D		D	C	B		C		C	B		B
Approach Vol, veh/h		844			299			289			464	
Approach Delay, s/veh		35.8			17.9			27.2			14.7	
Approach LOS		D			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.4		41.6		68.4		41.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		53.0		45.0		53.0				
Max Q Clear Time (g_c+I1), s		23.0		26.8		19.0		33.7				
Green Ext Time (p_c), s		1.5		6.0		2.4		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay				26.5								
HCM 2010 LOS				C								

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	0	26	0	0	0	13	256	0	0	469	4
Future Vol, veh/h	4	0	26	0	0	0	13	256	0	0	469	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	3	3	3
Mvmt Flow	5	0	31	0	0	0	16	308	0	0	565	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	908	908	568	923	910	308	570	0	0	308	0	0
Stage 1	568	568	-	340	340	-	-	-	-	-	-	-
Stage 2	340	340	-	583	570	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.227	-	-
Pot Cap-1 Maneuver	256	275	522	250	275	732	993	-	-	1247	-	-
Stage 1	508	506	-	675	639	-	-	-	-	-	-	-
Stage 2	675	639	-	498	505	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	252	270	522	232	270	732	993	-	-	1247	-	-
Mov Cap-2 Maneuver	252	270	-	232	270	-	-	-	-	-	-	-
Stage 1	498	506	-	662	627	-	-	-	-	-	-	-
Stage 2	662	627	-	468	505	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.6		0		0.4		0	
HCM LOS	B		A					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	993	-	-	457	-	1247	-	-
HCM Lane V/C Ratio	0.016	-	-	0.079	-	-	-	-
HCM Control Delay (s)	8.7	0	-	13.6	0	0	-	-
HCM Lane LOS	A	A	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	-	0	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	5	8	22	8	20	8	250	11	61	489	2
Future Vol, veh/h	2	5	8	22	8	20	8	250	11	61	489	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	12	12	12	4	4	4	2	2	2
Mvmt Flow	2	6	9	25	9	23	9	287	13	70	562	2




















Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1031	1021	563	1023	1016	294	564	0	0	300	0	0
Stage 1	703	703	-	312	312	-	-	-	-	-	-	-
Stage 2	328	318	-	711	704	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.22	6.62	6.32	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.22	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.22	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.608	4.108	3.408	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	211	236	526	205	229	722	998	-	-	1261	-	-
Stage 1	428	440	-	678	640	-	-	-	-	-	-	-
Stage 2	685	654	-	408	425	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	184	215	526	184	208	722	998	-	-	1261	-	-
Mov Cap-2 Maneuver	184	215	-	184	208	-	-	-	-	-	-	-
Stage 1	423	404	-	671	633	-	-	-	-	-	-	-
Stage 2	646	647	-	363	391	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.6		22		0.3		0.9	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	998	-	-	304	269	1261	-	-
HCM Lane V/C Ratio	0.009	-	-	0.057	0.214	0.056	-	-
HCM Control Delay (s)	8.6	0	-	17.6	22	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.8	0.2	-	-

HCM 2010 Signalized Intersection Summary
 169: US 78/King Street & Romney Court

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	5	6	110	2	106	2	201	100	71	508	2
Future Volume (veh/h)	3	5	6	110	2	106	2	201	100	71	508	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1863	1810	1810	1900	1900	1845	1845
Adj Flow Rate, veh/h	4	6	8	141	3	136	3	258	128	91	651	3
Adj No. of Lanes	0	1	0	0	1	1	1	1	0	0	1	1
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	3	3	3
Cap, veh/h	40	57	46	170	2	317	586	789	392	159	1045	1083
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	0	286	229	524	11	1583	753	1143	567	177	1513	1568
Grp Volume(v), veh/h	18	0	0	144	0	136	3	0	386	742	0	3
Grp Sat Flow(s),veh/h/ln	515	0	0	536	0	1583	753	0	1709	1690	0	1568
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	8.3	0.1	0.0	9.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	0.0	22.0	0.0	8.3	0.1	0.0	9.9	0.0	0.0	0.0
Prop In Lane	0.22		0.44	0.98		1.00	1.00		0.33	0.12		1.00
Lane Grp Cap(c), veh/h	143	0	0	172	0	317	586	0	1181	1204	0	1083
V/C Ratio(X)	0.13	0.00	0.00	0.84	0.00	0.43	0.01	0.00	0.33	0.62	0.00	0.00
Avail Cap(c_a), veh/h	143	0	0	172	0	317	586	0	1181	1204	0	1083
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.7	0.0	0.0	46.8	0.0	38.5	5.3	0.0	6.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	28.9	0.0	0.9	0.0	0.0	0.7	2.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	5.7	0.0	3.7	0.0	0.0	4.9	0.8	0.0	0.0
LnGrp Delay(d),s/veh	37.0	0.0	0.0	75.7	0.0	39.4	5.3	0.0	7.5	2.4	0.0	0.0
LnGrp LOS	D			E		D	A		A	A		A
Approach Vol, veh/h		18			280			389			745	
Approach Delay, s/veh		37.0			58.1			7.5			2.4	
Approach LOS		D			E			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.0		28.0		82.0		28.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		76.0		22.0		76.0		22.0				
Max Q Clear Time (g_c+I1), s		11.9		24.0		2.0		24.0				
Green Ext Time (p_c), s		2.9		0.0		7.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				15.1								
HCM 2010 LOS				B								

Intersection												
Int Delay, s/veh	7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	7	37	13	13	73	43	219	30	99	456	49
Future Vol, veh/h	25	7	37	13	13	73	43	219	30	99	456	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	4	4	4	4	4	4	3	3	3	3	3	3
Mvmt Flow	32	9	47	17	17	94	55	281	38	127	585	63





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1337	1300	617	1309	1312	300	648	0	0	319	0	0
Stage 1	871	871	-	410	410	-	-	-	-	-	-	-
Stage 2	466	429	-	899	902	-	-	-	-	-	-	-
Critical Hdwy	7.14	6.54	6.24	7.14	6.54	6.24	4.13	-	-	4.13	-	-
Critical Hdwy Stg 1	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.14	5.54	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.536	4.036	3.336	3.536	4.036	3.336	2.227	-	-	2.227	-	-
Pot Cap-1 Maneuver	129	160	486	135	157	735	933	-	-	1235	-	-
Stage 1	343	366	-	615	592	-	-	-	-	-	-	-
Stage 2	573	581	-	331	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	84	124	486	96	122	735	933	-	-	1235	-	-
Mov Cap-2 Maneuver	84	124	-	96	122	-	-	-	-	-	-	-
Stage 1	318	307	-	571	549	-	-	-	-	-	-	-
Stage 2	450	539	-	243	297	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	52.3		26.7		1.3		1.4	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	933	-	-	160	290	1235	-	-
HCM Lane V/C Ratio	0.059	-	-	0.553	0.438	0.103	-	-
HCM Control Delay (s)	9.1	0	-	52.3	26.7	8.2	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0.2	-	-	2.8	2.1	0.3	-	-












HCM 2010 Signalized Intersection Summary
 171: US 78/King Street & Huger Street

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	31	167	46	102	255	59	61	361	102	23	178	43
Future Volume (veh/h)	31	167	46	102	255	59	61	361	102	23	178	43
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1810	1810	1900	1863	1863	1900
Adj Flow Rate, veh/h	38	206	57	126	315	73	75	446	126	28	220	53
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h	131	389	108	235	405	94	723	834	236	422	892	215
Arrive On Green	0.28	0.28	0.28	0.09	0.09	0.09	0.61	0.61	0.61	1.00	1.00	1.00
Sat Flow, veh/h	992	1405	389	1112	1464	339	1070	1358	384	837	1451	350
Grp Volume(v), veh/h	38	0	263	126	0	388	75	0	572	28	0	273
Grp Sat Flow(s),veh/h/ln	992	0	1794	1112	0	1803	1070	0	1742	837	0	1801
Q Serve(g_s), s	4.1	0.0	13.7	12.3	0.0	23.2	3.2	0.0	20.7	1.2	0.0	0.0
Cycle Q Clear(g_c), s	27.3	0.0	13.7	26.0	0.0	23.2	3.2	0.0	20.7	21.9	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.19	1.00		0.22	1.00		0.19
Lane Grp Cap(c), veh/h	131	0	496	235	0	499	723	0	1070	422	0	1106
V/C Ratio(X)	0.29	0.00	0.53	0.54	0.00	0.78	0.10	0.00	0.53	0.07	0.00	0.25
Avail Cap(c_a), veh/h	208	0	636	321	0	639	723	0	1070	422	0	1106
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.74	0.00	0.74	1.00	0.00	1.00	0.97	0.00	0.97
Uniform Delay (d), s/veh	49.9	0.0	33.7	54.7	0.0	46.7	8.8	0.0	12.2	3.4	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.9	1.4	0.0	3.5	0.3	0.0	1.9	0.3	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.9	3.9	0.0	12.1	1.0	0.0	10.4	0.3	0.0	0.2
LnGrp Delay(d),s/veh	51.1	0.0	34.6	56.1	0.0	50.1	9.1	0.0	14.1	3.7	0.0	0.5
LnGrp LOS	D		C	E		D	A		B	A		A
Approach Vol, veh/h		301			514			647			301	
Approach Delay, s/veh		36.7			51.6			13.5			0.8	
Approach LOS		D			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.6		36.4		73.6		36.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		59.0		39.0		59.0		39.0				
Max Q Clear Time (g_c+I1), s		23.9		29.3		22.7		28.0				
Green Ext Time (p_c), s		2.0		1.2		4.9		2.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 172: US 78/King Street & Sumter Street

2018 Existing Conditions
 AM Peak Hour

								
Movement	EBL	EBR	SET	SER	NWL	NWT		
Lane Configurations								
Traffic Volume (veh/h)	52	23	411	16	9	241		
Future Volume (veh/h)	52	23	411	16	9	241		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1900	1810	1810	1863	1863		
Adj Flow Rate, veh/h	64	28	507	20	11	298		
Adj No. of Lanes	0	0	1	1	1	1		
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81		
Percent Heavy Veh, %	0	0	5	5	2	2		
Cap, veh/h	81	35	1487	1264	782	1530		
Arrive On Green	0.07	0.07	1.00	1.00	0.82	0.82		
Sat Flow, veh/h	1167	511	1810	1538	872	1863		
Grp Volume(v), veh/h	93	0	507	20	11	298		
Grp Sat Flow(s),veh/h/ln	1696	0	1810	1538	872	1863		
Q Serve(g_s), s	5.9	0.0	0.0	0.0	0.3	3.7		
Cycle Q Clear(g_c), s	5.9	0.0	0.0	0.0	0.3	3.7		
Prop In Lane	0.69	0.30		1.00	1.00			
Lane Grp Cap(c), veh/h	118	0	1487	1264	782	1530		
V/C Ratio(X)	0.79	0.00	0.34	0.02	0.01	0.19		
Avail Cap(c_a), veh/h	324	0	1487	1264	782	1530		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.83	0.83	1.00	1.00		
Uniform Delay (d), s/veh	50.4	0.0	0.0	0.0	1.8	2.1		
Incr Delay (d2), s/veh	11.2	0.0	0.5	0.0	0.0	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.2	0.0	0.2	0.0	0.1	2.0		
LnGrp Delay(d),s/veh	61.6	0.0	0.5	0.0	1.8	2.4		
LnGrp LOS	E		A	A	A	A		
Approach Vol, veh/h	93		527			309		
Approach Delay, s/veh	61.6		0.5			2.3		
Approach LOS	E		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		96.4		13.6		96.4		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		77.0		21.0		77.0		
Max Q Clear Time (g_c+I1), s		5.7		7.9		2.0		
Green Ext Time (p_c), s		2.1		0.2		3.9		
Intersection Summary								
HCM 2010 Ctrl Delay			7.2					
HCM 2010 LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations						
Traffic Vol, veh/h	48	239	387	41	34	199
Future Vol, veh/h	48	239	387	41	34	199
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	5	3	3
Mvmt Flow	53	266	430	46	38	221



















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	750	453	0	0	476
Stage 1	453	-	-	-	-
Stage 2	297	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.13
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.227
Pot Cap-1 Maneuver	379	607	-	-	1081
Stage 1	640	-	-	-	-
Stage 2	754	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	364	607	-	-	1081
Mov Cap-2 Maneuver	364	-	-	-	-
Stage 1	614	-	-	-	-
Stage 2	754	-	-	-	-



Approach	EB	SE	NW
HCM Control Delay, s	15.7	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	1081	-	364	607	-	-
HCM Lane V/C Ratio	0.035	-	0.147	0.437	-	-
HCM Control Delay (s)	8.5	0	16.6	15.5	-	-
HCM Lane LOS	A	A	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	2.2	-	-

HCM 2010 Signalized Intersection Summary
174: US 78/King Street & Line Street












2018 Existing Conditions
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	37	34	47	80	0	36	1	0	163	22	42	561
Future Volume (veh/h)	37	34	47	80	0	36	1	0	163	22	42	561
Number	7	4	14	3	8	18			5	2	12	6
Initial Q (Qb), veh	0	0	0	0	0	0			0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00			1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900			0	1827	1900	1900
Adj Flow Rate, veh/h	41	37	52	88	0	40			0	179	24	46
Adj No. of Lanes	1	1	0	0	1	0			0	1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91			0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2			0	4	4	3
Cap, veh/h	282	107	151	168	12	51			0	1127	151	2250
Arrive On Green	0.15	0.15	0.15	0.15	0.00	0.15			0.00	1.00	1.00	0.71
Sat Flow, veh/h	1362	702	987	655	80	334			0	1578	212	3236
Grp Volume(v), veh/h	41	0	89	128	0	0			0	0	203	315
Grp Sat Flow(s),veh/h/ln	1362	0	1689	1070	0	0			0	0	1790	1595
Q Serve(g_s), s	0.0	0.0	4.2	7.0	0.0	0.0			0.0	0.0	0.0	6.3
Cycle Q Clear(g_c), s	2.5	0.0	4.2	11.2	0.0	0.0			0.0	0.0	0.0	6.3
Prop In Lane	1.00		0.58	0.69		0.31			0.00		0.12	0.13
Lane Grp Cap(c), veh/h	282	0	258	231	0	0			0	0	1278	1139
V/C Ratio(X)	0.15	0.00	0.35	0.55	0.00	0.00			0.00	0.00	0.16	0.28
Avail Cap(c_a), veh/h	513	0	544	465	0	0			0	0	1278	1139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00			0.00	0.00	0.99	1.00
Uniform Delay (d), s/veh	33.3	0.0	34.1	38.1	0.0	0.0			0.0	0.0	0.0	4.5
Incr Delay (d2), s/veh	0.2	0.0	0.8	2.1	0.0	0.0			0.0	0.0	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	2.0	3.2	0.0	0.0			0.0	0.0	0.1	3.2
LnGrp Delay(d),s/veh	33.6	0.0	34.9	40.2	0.0	0.0			0.0	0.0	0.3	5.1
LnGrp LOS	C		C	D							A	A
Approach Vol, veh/h		130			128				203			662
Approach Delay, s/veh		34.5			40.2				0.3			5.1
Approach LOS		C			D				A			A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.3		19.7		70.3		19.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s		2.0		6.2		8.3		13.2				
Green Ext Time (p_c), s		1.3		0.6		4.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			11.6									
HCM 2010 LOS			B									
Notes												
User approved ignoring U-Turning movement.												

Movement	SBR
	
 Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.91
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

HCM 2010 Signalized Intersection Summary
 175: US 78/King Street & Columbus Street

2018 Existing Conditions
 AM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	77	45	158	90	63	519		
Future Volume (veh/h)	77	45	158	90	63	519		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1792	1792	1845	1900	1845	1845		
Adj Flow Rate, veh/h	79	46	163	93	65	535		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	6	6	3	3	3	3		
Cap, veh/h	145	129	863	492	860	1442		
Arrive On Green	0.08	0.08	0.52	0.52	0.78	0.78		
Sat Flow, veh/h	1707	1524	1104	630	1108	1845		
Grp Volume(v), veh/h	79	46	0	256	65	535		
Grp Sat Flow(s),veh/h/ln	1707	1524	0	1734	1108	1845		
Q Serve(g_s), s	4.0	2.6	0.0	7.0	1.7	8.0		
Cycle Q Clear(g_c), s	4.0	2.6	0.0	7.0	8.7	8.0		
Prop In Lane	1.00	1.00		0.36	1.00			
Lane Grp Cap(c), veh/h	145	129	0	1355	860	1442		
V/C Ratio(X)	0.54	0.36	0.00	0.19	0.08	0.37		
Avail Cap(c_a), veh/h	417	372	0	1355	860	1442		
HCM Platoon Ratio	1.00	1.00	0.67	0.67	1.00	1.00		
Upstream Filter(I)	0.91	0.91	0.00	0.99	0.97	0.97		
Uniform Delay (d), s/veh	39.5	38.8	0.0	6.4	4.2	3.0		
Incr Delay (d2), s/veh	2.9	1.5	0.0	0.3	0.2	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	1.1	0.0	3.5	0.5	4.3		
LnGrp Delay(d),s/veh	42.4	40.3	0.0	6.7	4.4	3.7		
LnGrp LOS	D	D		A	A	A		
Approach Vol, veh/h	125		256			600		
Approach Delay, s/veh	41.6		6.7			3.8		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		76.4				76.4		13.6
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		56.0				56.0		22.0
Max Q Clear Time (g_c+I1), s		9.0				10.7		6.0
Green Ext Time (p_c), s		1.7				4.3		0.3
Intersection Summary								
HCM 2010 Ctrl Delay			9.4					
HCM 2010 LOS			A					

















HCM 2010 Signalized Intersection Summary
 176: US 78/King Street & Spring Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	
Traffic Volume (veh/h)	18	10	11	32	188	5	31	219	12	3	396	191
Future Volume (veh/h)	18	10	11	32	188	5	31	219	12	3	396	191
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1845	1900	1900	1792	1900	1863	1863	1900	1900	1827	1900
Adj Flow Rate, veh/h	20	11	12	36	211	6	35	246	13	3	445	215
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	6	6	6	2	2	2	4	4	4
Cap, veh/h	136	74	59	74	260	7	667	1221	65	41	596	286
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.24	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	451	436	343	165	1521	41	1774	1754	93	2	1165	560
Grp Volume(v), veh/h	43	0	0	253	0	0	35	0	259	663	0	0
Grp Sat Flow(s),veh/h/ln	1231	0	0	1728	0	0	1774	0	1846	1727	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.9	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.47		0.28	0.14		0.02	1.00		0.05	0.00		0.32
Lane Grp Cap(c), veh/h	269	0	0	341	0	0	667	0	1285	923	0	0
VC Ratio(X)	0.16	0.00	0.00	0.74	0.00	0.00	0.05	0.00	0.20	0.72	0.00	0.00
Avail Cap(c_a), veh/h	340	0	0	428	0	0	667	0	1285	923	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80	0.94	0.00	0.00
Uniform Delay (d), s/veh	31.7	0.0	0.0	36.2	0.0	0.0	6.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	5.2	0.0	0.0	0.0	0.0	0.3	4.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	6.6	0.0	0.0	0.3	0.0	0.1	1.2	0.0	0.0
LnGrp Delay(d),s/veh	32.0	0.0	0.0	41.4	0.0	0.0	6.3	0.0	0.3	4.5	0.0	0.0
LnGrp LOS	C			D			A		A	A		
Approach Vol, veh/h		43			253			294			663	
Approach Delay, s/veh		32.0			41.4			1.0			4.5	
Approach LOS		C			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		68.6		21.4	16.6	52.0		21.4				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		58.0		20.0	6.0	46.0		20.0				
Max Q Clear Time (g_c+I1), s		2.0		3.9	2.0	2.0		14.8				
Green Ext Time (p_c), s		1.7		0.1	0.0	5.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				12.1								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 177: US 78/King Street & Cannon Street

2018 Existing Conditions
 AM Peak Hour

										
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations										
Traffic Volume (veh/h)	142	144	15	111	391	48				
Future Volume (veh/h)	142	144	15	111	391	48				
Number	7	14	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1845	1900	1863	1863	1827	1827				
Adj Flow Rate, veh/h	149	152	16	117	412	51				
Adj No. of Lanes	0	0	1	1	1	1				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Percent Heavy Veh, %	0	0	2	2	4	4				
Cap, veh/h	170	173	690	1227	1203	1023				
Arrive On Green	0.21	0.21	1.00	1.00	1.00	1.00				
Sat Flow, veh/h	817	834	925	1863	1827	1553				
Grp Volume(v), veh/h	302	0	16	117	412	51				
Grp Sat Flow(s),veh/h/ln	1657	0	925	1863	1827	1553				
Q Serve(g_s), s	15.9	0.0	0.0	0.0	0.0	0.0				
Cycle Q Clear(g_c), s	15.9	0.0	0.0	0.0	0.0	0.0				
Prop In Lane	0.49	0.50	1.00			1.00				
Lane Grp Cap(c), veh/h	345	0	690	1227	1203	1023				
V/C Ratio(X)	0.88	0.00	0.02	0.10	0.34	0.05				
Avail Cap(c_a), veh/h	607	0	690	1227	1203	1023				
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00				
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.74	0.74				
Uniform Delay (d), s/veh	34.5	0.0	0.0	0.0	0.0	0.0				
Incr Delay (d2), s/veh	7.1	0.0	0.1	0.2	0.6	0.1				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	7.9	0.0	0.0	0.1	0.2	0.0				
LnGrp Delay(d),s/veh	41.6	0.0	0.1	0.2	0.6	0.1				
LnGrp LOS	D		A	A	A	A				
Approach Vol, veh/h	302			133	463					
Approach Delay, s/veh	41.6			0.1	0.5					
Approach LOS	D			A	A					
Timer	1	2	3	4	5	6	7	8		
Assigned Phs		2		4		6				
Phs Duration (G+Y+Rc), s		65.3		24.7		65.3				
Change Period (Y+Rc), s		6.0		6.0		6.0				
Max Green Setting (Gmax), s		45.0		33.0		45.0				
Max Q Clear Time (g_c+I1), s		2.0		17.9		2.0				
Green Ext Time (p_c), s		0.8		0.8		3.0				
Intersection Summary										
HCM 2010 Ctrl Delay				14.3						
HCM 2010 LOS				B						
Notes										
User approved volume balancing among the lanes for turning movement.										

HCM 2010 Signalized Intersection Summary
 178: US 78/King Street & Morris Street /Mary Street

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	25	47	13	11	104	23	42	405	69
Future Volume (veh/h)	0	0	0	25	47	13	11	104	23	42	405	69
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1900	1792	1900	1900	1845	1900
Adj Flow Rate, veh/h				27	51	14	12	113	25	46	440	75
Adj No. of Lanes				0	1	0	0	1	0	0	1	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	6	6	6	3	3	3
Cap, veh/h				42	79	22	113	1009	216	121	1117	184
Arrive On Green				0.08	0.08	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h				525	991	272	89	1282	274	99	1420	235
Grp Volume(v), veh/h				92	0	0	150	0	0	561	0	0
Grp Sat Flow(s),veh/h/ln				1788	0	0	1645	0	0	1754	0	0
Q Serve(g_s), s				4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				0.29		0.15	0.08		0.17	0.08		0.13
Lane Grp Cap(c), veh/h				143	0	0	1338	0	0	1423	0	0
V/C Ratio(X)				0.64	0.00	0.00	0.11	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h				437	0	0	1338	0	0	1423	0	0
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)				0.94	0.00	0.00	1.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d), s/veh				40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				4.5	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.4	0.0	0.0	0.1	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh				44.7	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0
LnGrp LOS				D			A			A		
Approach Vol, veh/h					92			150			561	
Approach Delay, s/veh					44.7			0.2			0.8	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.8				76.8		13.2				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		56.0				56.0		22.0				
Max Q Clear Time (g_c+I1), s		2.0				2.0		6.5				
Green Ext Time (p_c), s		1.0				4.5		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay					5.7							
HCM 2010 LOS					A							

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	7	8	130	10	17	413
Future Vol, veh/h	7	8	130	10	17	413
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	7	7	4	4	3	3
Mvmt Flow	7	8	135	10	18	430













Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	606	140	0	0	145	0
Stage 1	140	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.13	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.227	-
Pot Cap-1 Maneuver	452	895	-	-	1431	-
Stage 1	875	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	444	895	-	-	1431	-
Mov Cap-2 Maneuver	444	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	621	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	607	1431
HCM Lane V/C Ratio	-	-	0.026	0.012
HCM Control Delay (s)	-	-	11.1	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

HCM 2010 Signalized Intersection Summary
 180: US 78/King Street & Warren Street/John Street

2018 Existing Conditions
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	2	6	4	48	54	29	4	110	16	25	336	12
Future Volume (veh/h)	2	6	4	48	54	29	4	110	16	25	336	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1776	1900	1900	1827	1900	1900	1863	1900
Adj Flow Rate, veh/h	2	6	4	52	58	31	4	118	17	27	361	13
Adj No. of Lanes	0	1	0	0	1	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	7	7	7	4	4	4	2	2	2
Cap, veh/h	60	120	67	108	86	39	55	1156	163	100	1264	44
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.75	0.75	0.75	1.00	1.00	1.00
Sat Flow, veh/h	118	1047	583	469	748	343	19	1537	217	76	1680	59
Grp Volume(v), veh/h	12	0	0	141	0	0	139	0	0	401	0	0
Grp Sat Flow(s),veh/h/ln	1748	0	0	1560	0	0	1773	0	0	1815	0	0
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	0.0	7.9	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.17		0.33	0.37		0.22	0.03		0.12	0.07		0.03
Lane Grp Cap(c), veh/h	247	0	0	233	0	0	1375	0	0	1408	0	0
V/C Ratio(X)	0.05	0.00	0.00	0.60	0.00	0.00	0.10	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	571	0	0	534	0	0	1375	0	0	1408	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	0.98	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	0.0	0.0	38.7	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	2.5	0.0	0.0	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	3.6	0.0	0.0	1.0	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	35.6	0.0	0.0	41.2	0.0	0.0	3.1	0.0	0.0	0.5	0.0	0.0
LnGrp LOS	D			D			A			A		
Approach Vol, veh/h		12			141			139			401	
Approach Delay, s/veh		35.6			41.2			3.1			0.5	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.7		16.3		73.7		16.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		50.0		28.0		50.0		28.0				
Max Q Clear Time (g_c+I1), s		3.9		2.5		2.0		9.9				
Green Ext Time (p_c), s		0.9		0.0		2.8		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				9.9								
HCM 2010 LOS				A								













HCM 2010 Signalized Intersection Summary
 181: Berlin Pkwy & Marymeade Dr

2018 Existing Conditions
 AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	13	66	139	17	42	72	842	193	42	548	47
Future Volume (veh/h)	34	13	66	139	17	42	72	842	193	42	548	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1810	1810	1900	1827	1827	1900	1863	1863	1900	1810	1810	1900
Adj Flow Rate, veh/h	37	14	71	106	78	45	77	905	208	45	589	51
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	5	5	4	4	4	2	2	2	5	5	5
Cap, veh/h	283	43	216	300	188	108	357	886	203	215	925	80
Arrive On Green	0.16	0.16	0.16	0.17	0.17	0.17	0.10	0.31	0.31	0.08	0.29	0.29
Sat Flow, veh/h	1723	260	1317	1740	1088	628	1774	2860	657	1723	3203	277
Grp Volume(v), veh/h	37	0	85	106	0	123	77	560	553	45	316	324
Grp Sat Flow(s),veh/h/ln	1723	0	1577	1740	0	1716	1774	1770	1747	1723	1719	1761
Q Serve(g_s), s	1.6	0.0	4.1	4.6	0.0	5.5	2.4	26.8	26.8	1.5	13.8	13.9
Cycle Q Clear(g_c), s	1.6	0.0	4.1	4.6	0.0	5.5	2.4	26.8	26.8	1.5	13.8	13.9
Prop In Lane	1.00		0.84	1.00		0.37	1.00		0.38	1.00		0.16
Lane Grp Cap(c), veh/h	283	0	259	300	0	296	357	548	541	215	496	508
V/C Ratio(X)	0.13	0.00	0.33	0.35	0.00	0.42	0.22	1.02	1.02	0.21	0.64	0.64
Avail Cap(c_a), veh/h	358	0	328	362	0	357	389	548	541	282	496	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	32.0	31.6	0.0	31.9	18.3	29.9	29.9	21.5	26.8	26.8
Incr Delay (d2), s/veh	0.2	0.0	0.7	0.7	0.0	0.9	0.3	43.9	44.5	0.5	6.1	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.8	2.3	0.0	2.7	1.2	19.6	19.5	0.7	7.4	7.6
LnGrp Delay(d),s/veh	31.1	0.0	32.7	32.3	0.0	32.9	18.6	73.7	74.3	22.0	32.9	32.9
LnGrp LOS	C		C	C		C	B	F	F	C	C	C
Approach Vol, veh/h		122			229			1190			685	
Approach Delay, s/veh		32.2			32.6			70.5			32.2	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	32.8		20.2	14.4	31.0		20.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	25.0		18.0	10.0	25.0		18.0				
Max Q Clear Time (g_c+I), s	13.5	28.8		6.1	4.4	15.9		7.5				
Green Ext Time (p_c), s	0.0	0.0		0.4	0.1	2.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				52.7								
HCM 2010 LOS				D								
Notes												
User approved volume balancing among the lanes for turning movement.												

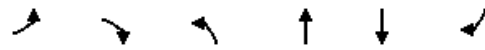
Lanes, Volumes, Timings
182: Courteney Drive & Ralph Johnson Dr

2018 Existing Conditions
AM Peak Hour

							Ø1	Ø8
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	48	85	99	539	322	199		
Future Volume (vph)	48	85	99	539	322	199		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95		
Fr _t		0.850			0.943			
Fl _t Protected	0.950		0.950					
Satd. Flow (prot)	1456	1302	1770	1863	3337	0		
Fl _t Permitted	0.950		0.443					
Satd. Flow (perm)	1456	1302	825	1863	3337	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		90			212			
Link Speed (mph)	25			25	25			
Link Distance (ft)	231			187	496			
Travel Time (s)	6.3			5.1	13.5			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94		
Heavy Vehicles (%)	24%	24%	2%	2%	2%	2%		
Adj. Flow (vph)	51	90	105	573	343	212		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	51	90	105	573	555	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	12			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors	1	1	1	2	2			
Detector Template	Left	Right	Left	Thru	Thru			
Leading Detector (ft)	20	20	20	100	100			
Trailing Detector (ft)	0	0	0	0	0			
Detector 1 Position(ft)	0	0	0	0	0			
Detector 1 Size(ft)	20	20	20	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2	6		1	8
Permitted Phases		4	2					
Detector Phase	4	5	5	2	6			
Switch Phase								

Lanes, Volumes, Timings
 182: Courteney Drive & Ralph Johnson Dr

2018 Existing Conditions
 AM Peak Hour

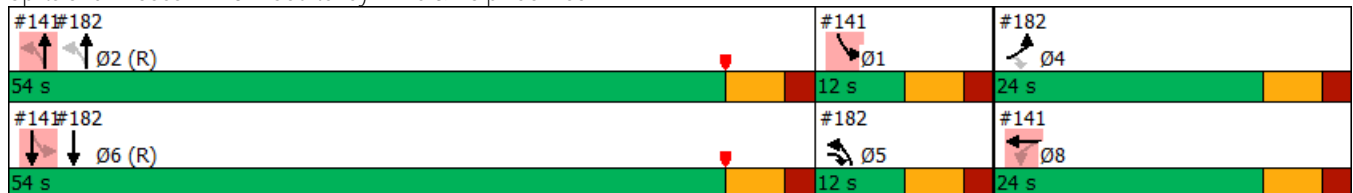


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Minimum Initial (s)	8.0	6.0	6.0	15.0	15.0		6.0	8.0
Minimum Split (s)	24.0	12.0	12.0	24.0	24.0		12.0	24.0
Total Split (s)	24.0	12.0	12.0	54.0	54.0		12.0	24.0
Total Split (%)	26.7%	13.3%	13.3%	60.0%	60.0%		13%	27%
Maximum Green (s)	18.0	6.0	6.0	48.0	48.0		6.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag		Lag	Lag	Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max		None	None
Walk Time (s)	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0			0	0		0	
Act Effct Green (s)	9.3	18.5	65.5	59.5	59.5			
Actuated g/C Ratio	0.10	0.21	0.73	0.66	0.66			
v/c Ratio	0.34	0.27	0.16	0.47	0.24			
Control Delay	43.3	8.1	1.3	3.3	1.4			
Queue Delay	0.0	0.0	0.2	0.1	0.0			
Total Delay	43.3	8.1	1.5	3.4	1.4			
LOS	D	A	A	A	A			
Approach Delay	20.9			3.1	1.4			
Approach LOS	C			A	A			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 27 (30%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 45.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 182: Courteney Drive & Ralph Johnson Dr



























APPENDIX E

Analysis Worksheets (PM Peak Hour)

HCM 2010 Signalized Intersection Summary
 1: US 17 A & Richardson Ave

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	220	130	54	191	54	69	375	34	33	526	123
Future Volume (veh/h)	188	220	130	54	191	54	69	375	34	33	526	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1863	1863	1863	1881	1881	1881	1845	1845	1845	1881	1881	1881
Adj Flow Rate, veh/h	192	224	133	55	195	55	70	383	35	34	537	126
Adj No. of Lanes	1	1	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	1	1	1
Cap, veh/h	230	405	344	162	313	140	617	1220	1037	357	717	602
Arrive On Green	0.07	0.22	0.22	0.09	0.09	0.09	0.22	0.66	0.66	0.76	0.76	0.76
Sat Flow, veh/h	1774	1863	1583	1030	3574	1599	1757	1845	1568	974	1881	1580
Grp Volume(v), veh/h	192	224	133	55	195	55	70	383	35	34	537	126
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1030	1787	1599	1757	1845	1568	974	1881	1580
Q Serve(g_s), s	6.7	10.7	7.2	5.1	5.3	3.3	0.0	8.9	0.8	1.6	15.8	1.6
Cycle Q Clear(g_c), s	6.7	10.7	7.2	5.1	5.3	3.3	0.0	8.9	0.8	10.4	15.8	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	230	405	344	162	313	140	617	1220	1037	357	717	602
V/C Ratio(X)	0.83	0.55	0.39	0.34	0.62	0.39	0.11	0.31	0.03	0.10	0.75	0.21
Avail Cap(c_a), veh/h	230	708	602	330	894	400	617	1220	1037	357	717	602
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.9	34.8	33.4	44.0	44.0	43.1	18.2	7.2	5.9	10.6	9.3	3.7
Incr Delay (d2), s/veh	21.4	1.1	0.7	1.2	2.0	1.8	0.1	0.7	0.1	0.5	7.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	5.6	3.2	1.5	2.7	1.5	1.2	4.7	0.3	0.5	9.2	0.8
LnGrp Delay(d),s/veh	62.3	35.9	34.1	45.2	46.1	44.9	18.3	7.9	5.9	11.1	16.3	4.5
LnGrp LOS	E	D	C	D	D	D	B	A	A	B	B	A
Approach Vol, veh/h		549			305			488			697	
Approach Delay, s/veh		44.7			45.7			9.2			13.9	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		72.0		28.0	28.1	43.9	13.0	15.0				
Change Period (Y+Rc), s		* 5.8		* 6.3	* 5.8	* 5.8	* 6.3	* 6.3				
Max Green Setting (Gmax), s		* 50		* 38	* 6	* 38	* 6.7	* 25				
Max Q Clear Time (g_c+I1), s		10.9		12.7	2.0	17.8	8.7	7.3				
Green Ext Time (p_c), s		2.7		1.7	0.0	4.1	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				25.8								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection													
Int Delay, s/veh	1.7												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔			↔		↔	↔			↔	
Traffic Vol, veh/h	4	6	31	1	1	4	44	22	576	36	62	664	32
Future Vol, veh/h	4	6	31	1	1	4	44	22	576	36	62	664	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	-	-	100	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	6	32	1	1	4	45	23	594	37	64	685	33

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1513	1507	702	0	1508	1505	613	718	0	0	631	0	0
Stage 1	830	830	-	0	659	659	-	-	-	-	-	-	-
Stage 2	683	677	-	0	849	846	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	-	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	-	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	98	121	438	0	99	121	492	883	-	-	951	-	-
Stage 1	364	385	-	0	453	461	-	-	-	-	-	-	-
Stage 2	439	452	-	0	356	378	-	-	-	-	-	-	-
Platoon blocked, %				-					-	-		-	-
Mov Cap-1 Maneuver	77	105	438	0	79	105	492	883	-	-	951	-	-
Mov Cap-2 Maneuver	77	105	-	0	79	105	-	-	-	-	-	-	-
Stage 1	355	341	-	0	441	449	-	-	-	-	-	-	-
Stage 2	385	440	-	0	287	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	17	0.3	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	883	-	-	92	438	350	951	-	-
HCM Lane V/C Ratio	0.026	-	-	0.112	0.073	0.144	0.067	-	-
HCM Control Delay (s)	9.2	-	-	49	13.9	17	9.1	0	-
HCM Lane LOS	A	-	-	E	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	0.2	0.5	0.2	-	-

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕		↕	↕	↕
Traffic Vol, veh/h	4	3	12	7	4	11	8	583	27	5	730	40
Future Vol, veh/h	4	3	12	7	4	11	8	583	27	5	730	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	100	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	3	13	7	4	12	9	620	29	5	777	43













Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1448	1454	777	1470	1483	635	820	0	0	649	0	0
Stage 1	787	787	-	653	653	-	-	-	-	-	-	-
Stage 2	661	667	-	817	830	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	109	130	397	105	125	478	809	-	-	937	-	-
Stage 1	385	403	-	456	464	-	-	-	-	-	-	-
Stage 2	452	457	-	370	385	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	102	127	397	98	122	478	809	-	-	937	-	-
Mov Cap-2 Maneuver	102	127	-	98	122	-	-	-	-	-	-	-
Stage 1	378	401	-	448	456	-	-	-	-	-	-	-
Stage 2	429	449	-	353	383	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.6		29		0.1		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	809	-	-	204	173	937	-
HCM Lane V/C Ratio	0.011	-	-	0.099	0.135	0.006	-
HCM Control Delay (s)	9.5	0	-	24.6	29	8.9	-
HCM Lane LOS	A	A	-	C	D	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.5	0	-

HCM 2010 Signalized Intersection Summary
4: US 17 A & 1st St

2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↘	↙	
Traffic Volume (veh/h)	40	25	17	24	34	17	21	571	13	15	750	67
Future Volume (veh/h)	40	25	17	24	34	17	21	571	13	15	750	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	44	27	19	26	37	19	23	627	14	16	824	74
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	49	28	80	73	32	442	2834	63	701	2630	236
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.26	0.26	0.26
Sat Flow, veh/h	712	614	355	412	922	402	618	3539	79	785	3285	295
Grp Volume(v), veh/h	90	0	0	82	0	0	23	313	328	16	444	454
Grp Sat Flow(s),veh/h/ln	1680	0	0	1736	0	0	618	1770	1849	785	1770	1811
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.5	20.1	20.1
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.4	0.0	0.0	21.1	0.0	0.0	1.5	20.1	20.1
Prop In Lane	0.49		0.21	0.32		0.23	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	187	0	0	185	0	0	442	1417	1480	701	1417	1450
V/C Ratio(X)	0.48	0.00	0.00	0.44	0.00	0.00	0.05	0.22	0.22	0.02	0.31	0.31
Avail Cap(c_a), veh/h	476	0	0	491	0	0	442	1417	1480	701	1417	1450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	44.6	0.0	0.0	44.4	0.0	0.0	2.7	0.0	0.0	7.9	14.7	14.7
Incr Delay (d2), s/veh	1.9	0.0	0.0	1.7	0.0	0.0	0.2	0.4	0.3	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	2.3	0.0	0.0	0.2	0.1	0.1	0.3	10.1	10.4
LnGrp Delay(d),s/veh	46.5	0.0	0.0	46.1	0.0	0.0	2.9	0.4	0.3	7.9	15.3	15.3
LnGrp LOS	D			D			A	A	A	A	B	B
Approach Vol, veh/h		90			82			664			914	
Approach Delay, s/veh		46.5			46.1			0.4			15.1	
Approach LOS		D			D			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		86.1		13.9		86.1		13.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		61.0		27.0		61.0		27.0				
Max Q Clear Time (g_c+I1), s		23.1		6.9		22.1		6.4				
Green Ext Time (p_c), s		4.7		0.4		7.1		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				12.6								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
5: US 17 A & 2nd St

2018 Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	44	38	17	36	51	24	10	605	14	19	790	70
Future Volume (veh/h)	44	38	17	36	51	24	10	605	14	19	790	70
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	48	42	19	40	56	26	11	665	15	21	868	77
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	71	25	201	137	64	525	2710	61	652	2519	223
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	411	625	219	1336	1205	559	591	3538	80	757	3289	292
Grp Volume(v), veh/h	109	0	0	40	0	82	11	332	348	21	467	478
Grp Sat Flow(s),veh/h/ln	1255	0	0	1336	0	1764	591	1770	1849	757	1770	1811
Q Serve(g_s), s	4.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.0	0.0	0.0	3.4	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.44		0.17	1.00		0.32	1.00		0.04	1.00		0.16
Lane Grp Cap(c), veh/h	195	0	0	201	0	201	525	1356	1416	652	1356	1387
VC Ratio(X)	0.56	0.00	0.00	0.20	0.00	0.41	0.02	0.25	0.25	0.03	0.34	0.34
Avail Cap(c_a), veh/h	444	0	0	423	0	494	525	1356	1416	652	1356	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.98	0.98	0.98	0.94	0.94	0.94
Uniform Delay (d), s/veh	43.4	0.0	0.0	40.8	0.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	0.5	0.0	1.3	0.1	0.4	0.4	0.1	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	1.0	0.0	2.2	0.0	0.2	0.2	0.0	0.2	0.2
LnGrp Delay(d),s/veh	45.9	0.0	0.0	41.2	0.0	42.5	0.1	0.4	0.4	0.1	0.7	0.6
LnGrp LOS	D			D		D	A	A	A	A	A	A
Approach Vol, veh/h		109			122			691			966	
Approach Delay, s/veh		45.9			42.1			0.4			0.6	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.6		17.4		82.6		17.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		28.0		60.0		28.0				
Max Q Clear Time (g_c+I1), s		2.0		11.0		2.0		6.3				
Green Ext Time (p_c), s		5.0		0.5		8.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay				5.8								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
6: US 17 A & 3rd St

2018 Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	99	18	62	92	63	18	636	36	80	814	46
Future Volume (veh/h)	24	99	18	62	92	63	18	636	36	80	814	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	105	19	66	98	67	19	677	38	85	866	49
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	221	40	174	149	102	466	2515	141	613	2514	142
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	1.00	1.00	1.00	0.74	0.74	0.74
Sat Flow, veh/h	1216	1536	278	1262	1032	706	608	3407	191	733	3406	193
Grp Volume(v), veh/h	26	0	124	66	0	165	19	351	364	85	450	465
Grp Sat Flow(s),veh/h/ln	1216	0	1814	1262	0	1738	608	1770	1829	733	1770	1829
Q Serve(g_s), s	2.1	0.0	6.3	5.1	0.0	9.0	0.4	0.0	0.0	3.4	8.9	8.9
Cycle Q Clear(g_c), s	11.0	0.0	6.3	11.4	0.0	9.0	9.3	0.0	0.0	3.4	8.9	8.9
Prop In Lane	1.00		0.15	1.00		0.41	1.00		0.10	1.00		0.11
Lane Grp Cap(c), veh/h	138	0	261	174	0	250	466	1306	1350	613	1306	1350
V/C Ratio(X)	0.19	0.00	0.48	0.38	0.00	0.66	0.04	0.27	0.27	0.14	0.34	0.34
Avail Cap(c_a), veh/h	341	0	564	385	0	541	466	1306	1350	613	1306	1350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	39.3	44.6	0.0	40.5	0.6	0.0	0.0	3.9	4.6	4.6
Incr Delay (d2), s/veh	0.7	0.0	1.3	1.4	0.0	3.0	0.2	0.5	0.5	0.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.2	1.8	0.0	4.5	0.1	0.2	0.2	0.8	4.5	4.7
LnGrp Delay(d),s/veh	46.4	0.0	40.7	45.9	0.0	43.4	0.7	0.5	0.5	4.4	5.3	5.3
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		150			231			734			1000	
Approach Delay, s/veh		41.7			44.1			0.5			5.2	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.7		20.3		79.7		20.3				
Change Period (Y+Rc), s		5.9		* 5.9		5.9		* 5.9				
Max Green Setting (Gmax), s		57.1		* 31		57.1		* 31				
Max Q Clear Time (g_c+I1), s		11.3		13.0		10.9		13.4				
Green Ext Time (p_c), s		6.7		0.6		10.2		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				10.4								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	32	7	61	3	2	28	18	701	7	15	880	46
Future Vol, veh/h	32	7	61	3	2	28	18	701	7	15	880	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	7	64	3	2	29	19	730	7	16	917	48

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1377	1748	483	1266	1769	369	965	0	0	737	0	0
Stage 1	973	973	-	772	772	-	-	-	-	-	-	-
Stage 2	404	775	-	494	997	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	104	85	530	126	83	628	709	-	-	865	-	-
Stage 1	271	329	-	358	407	-	-	-	-	-	-	-
Stage 2	594	406	-	526	320	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	94	81	530	100	79	628	709	-	-	865	-	-
Mov Cap-2 Maneuver	94	81	-	100	79	-	-	-	-	-	-	-
Stage 1	264	323	-	348	396	-	-	-	-	-	-	-
Stage 2	548	395	-	444	314	-	-	-	-	-	-	-






















Approach	EB		WB		NB		SB	
HCM Control Delay, s	47		17.2		0.3		0.1	
HCM LOS	E		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	709	-	-	185	330	865	-
HCM Lane V/C Ratio	0.026	-	-	0.563	0.104	0.018	-
HCM Control Delay (s)	10.2	-	-	47	17.2	9.2	-
HCM Lane LOS	B	-	-	E	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3	0.3	0.1	-

HCM 2010 Signalized Intersection Summary

8: US 17 A & 5th St

2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	297	28	130	252	57	75	595	117	161	810	194
Future Volume (veh/h)	121	297	28	130	252	57	75	595	117	161	810	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1827	1827	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	126	309	29	135	262	59	78	620	122	168	844	202
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	340	32	269	305	69	299	1052	207	303	964	231
Arrive On Green	0.10	0.21	0.21	0.10	0.21	0.21	0.23	0.71	0.71	0.10	0.34	0.34
Sat Flow, veh/h	1740	1645	154	1774	1473	332	1774	2951	580	1774	2834	678
Grp Volume(v), veh/h	126	0	338	135	0	321	78	371	371	168	527	519
Grp Sat Flow(s),veh/h/ln	1740	0	1800	1774	0	1804	1774	1770	1760	1774	1770	1743
Q Serve(g_s), s	5.4	0.0	18.3	5.7	0.0	17.2	0.0	10.4	10.4	7.3	28.0	28.0
Cycle Q Clear(g_c), s	5.4	0.0	18.3	5.7	0.0	17.2	0.0	10.4	10.4	7.3	28.0	28.0
Prop In Lane	1.00		0.09	1.00		0.18	1.00		0.33	1.00		0.39
Lane Grp Cap(c), veh/h	278	0	372	269	0	374	299	631	628	303	602	593
V/C Ratio(X)	0.45	0.00	0.91	0.50	0.00	0.86	0.26	0.59	0.59	0.56	0.88	0.88
Avail Cap(c_a), veh/h	283	0	396	273	0	397	299	631	628	340	602	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	27.8	0.0	38.7	28.1	0.0	38.2	33.4	10.7	10.7	28.1	31.0	31.0
Incr Delay (d2), s/veh	1.2	0.0	23.6	1.4	0.0	16.2	0.5	4.0	4.0	0.7	8.1	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	11.5	2.9	0.0	10.2	1.7	5.6	5.6	3.6	15.0	14.8
LnGrp Delay(d),s/veh	29.0	0.0	62.3	29.6	0.0	54.5	33.9	14.7	14.8	28.8	39.1	39.3
LnGrp LOS	C		E	C		D	C	B	B	C	D	D
Approach Vol, veh/h		464			456			820			1214	
Approach Delay, s/veh		53.3			47.1			16.6			37.7	
Approach LOS		D			D			B			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	41.7	15.8	26.7	17.6	40.0	15.7	26.7				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	12.0	32.0	10.0	22.0	10.0	34.0	10.0	22.0				
Max Q Clear Time (g_c+I1), s	9.3	12.4	7.7	20.3	2.0	30.0	7.4	19.2				
Green Ext Time (p_c), s	0.1	4.7	0.1	0.3	0.1	2.3	0.1	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			35.7									
HCM 2010 LOS			D									

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	545	27	24	445	45	6	6	25	19	8	9
Future Vol, veh/h	7	545	27	24	445	45	6	6	25	19	8	9
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	606	30	27	494	50	7	7	28	21	9	10

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	544	0	0	636	0	0	943	1235	621	1228	1225	272
Stage 1	-	-	-	-	-	-	637	637	-	573	573	-
Stage 2	-	-	-	-	-	-	306	598	-	655	652	-
Critical Hdwy	4.145	-	-	4.13	-	-	7.33	6.53	6.23	7.33	6.53	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	5.53	-	6.53	5.53	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.53	5.53	-	6.13	5.53	-
Follow-up Hdwy	2.2285	-	-	2.219	-	-	3.519	4.019	3.319	3.519	4.019	3.319
Pot Cap-1 Maneuver	1017	-	-	945	-	-	230	176	486	144	178	726
Stage 1	-	-	-	-	-	-	465	470	-	473	503	-
Stage 2	-	-	-	-	-	-	679	490	-	454	463	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1017	-	-	945	-	-	209	167	486	126	169	726
Mov Cap-2 Maneuver	-	-	-	-	-	-	209	167	-	126	169	-
Stage 1	-	-	-	-	-	-	459	464	-	467	482	-
Stage 2	-	-	-	-	-	-	630	470	-	417	457	-

Approach	EB			WB			NE			SW		
HCM Control Delay, s	0.1			0.6			17.9			32.4		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NELn1	EBL	EBT	EBR	WBL	WBT	WBR	SWLn1
Capacity (veh/h)	319	1017	-	-	945	-	-	171
HCM Lane V/C Ratio	0.129	0.008	-	-	0.028	-	-	0.234
HCM Control Delay (s)	17.9	8.6	0	-	8.9	0.2	-	32.4
HCM Lane LOS	C	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.9

Intersection												
Int Delay, s/veh	1.5											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	573	16	36	443	11	10	1	36	4	1	15
Future Vol, veh/h	7	573	16	36	443	11	10	1	36	4	1	15
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	659	18	41	509	13	11	1	41	5	1	17

























Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	522	0	0	677	0	0	1291	1288	668	1303	1291	516
Stage 1	-	-	-	-	-	-	684	684	-	598	598	-
Stage 2	-	-	-	-	-	-	607	604	-	705	693	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1044	-	-	915	-	-	140	164	458	138	163	559
Stage 1	-	-	-	-	-	-	439	449	-	489	491	-
Stage 2	-	-	-	-	-	-	483	488	-	427	445	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1044	-	-	915	-	-	127	152	458	118	151	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	127	152	-	118	151	-
Stage 1	-	-	-	-	-	-	434	444	-	483	460	-
Stage 2	-	-	-	-	-	-	438	457	-	383	440	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			0.7			20.4			18.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	287	915	-	-	1044	-	297
HCM Lane V/C Ratio	0.188	0.045	-	-	0.008	-	0.077
HCM Control Delay (s)	20.4	9.1	0	-	8.5	0	18.1
HCM Lane LOS	C	A	A	-	A	A	C
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	0.2

HCM 2010 Signalized Intersection Summary
 11: Berlin Pkwy & US 78

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	81	279	214	251	280	178	137	974	110	1	250	1149
Future Volume (veh/h)	81	279	214	251	280	178	137	974	110	1	250	1149
Number	1	6	16	5	2	12	7	4	14		3	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	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, veh/h/ln	1845	1845	1845	1863	1863	1863	1863	1863	1900		1863	1863
Adj Flow Rate, veh/h	84	288	221	259	289	184	141	1004	113		258	1185
Adj No. of Lanes	1	1	1	2	1	1	1	2	0		1	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2		2	2
Cap, veh/h	272	389	331	294	444	377	200	984	111		277	1179
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.31	0.31		0.11	0.35
Sat Flow, veh/h	1757	1845	1568	3442	1863	1583	1774	3208	361		1774	3368
Grp Volume(v), veh/h	84	288	221	259	289	184	141	554	563		258	622
Grp Sat Flow(s),veh/h/ln	1757	1845	1568	1721	1863	1583	1774	1770	1799		1774	1770
Q Serve(g_s), s	3.3	13.1	11.6	6.7	12.6	9.0	4.9	27.6	27.6		8.9	31.5
Cycle Q Clear(g_c), s	3.3	13.1	11.6	6.7	12.6	9.0	4.9	27.6	27.6		8.9	31.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20		1.00	
Lane Grp Cap(c), veh/h	272	389	331	294	444	377	200	543	552		277	619
VC Ratio(X)	0.31	0.74	0.67	0.88	0.65	0.49	0.70	1.02	1.02		0.93	1.00
Avail Cap(c_a), veh/h	288	389	331	294	444	377	200	543	552		277	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Uniform Delay (d), s/veh	25.8	33.2	32.6	40.7	30.9	29.6	23.4	31.2	31.2		22.1	29.3
Incr Delay (d2), s/veh	0.5	11.9	10.2	24.5	7.2	4.5	10.0	43.9	43.7		35.9	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	6.0	4.2	7.4	4.4	2.9	20.0	20.3		7.1	21.7
LnGrp Delay(d),s/veh	26.3	45.1	42.8	65.2	38.2	34.0	33.4	75.1	74.9		58.0	66.5
LnGrp LOS	C	D	D	E	D	C	C	F	F		E	F
Approach Vol, veh/h		593			732			1258				1522
Approach Delay, s/veh		41.6			46.7			70.3				65.0
Approach LOS		D			D			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.6	27.9	16.3	34.2	14.0	25.5	12.4	38.1				
Change Period (Y+Rc), s	* 6.3	6.5	* 6.3	6.6	* 6.3	6.5	* 6.3	6.6				
Max Green Setting (Gmax), s	* 6.1	20.6	* 10	27.6	* 7.7	19.0	* 6.1	31.5				
Max Q Clear Time (g_c+I1), s	5.3	14.6	10.9	29.6	8.7	15.1	6.9	33.5				
Green Ext Time (p_c), s	0.0	1.6	0.0	0.0	0.0	1.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			60.0									
HCM 2010 LOS			E									
Notes												
User approved ignoring U-Turning movement.												

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	77
Future Volume (veh/h)	77
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	79
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	79
Arrive On Green	0.35
Sat Flow, veh/h	224
Grp Volume(v), veh/h	642
Grp Sat Flow(s),veh/h/ln	1823
Q Serve(g_s), s	31.5
Cycle Q Clear(g_c), s	31.5
Prop In Lane	0.12
Lane Grp Cap(c), veh/h	638
V/C Ratio(X)	1.01
Avail Cap(c_a), veh/h	638
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	29.3
Incr Delay (d2), s/veh	37.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	22.4
LnGrp Delay(d),s/veh	66.4
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↗
Traffic Vol, veh/h	76	589	601	25	14	34
Future Vol, veh/h	76	589	601	25	14	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	50
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	4	4	4	4	4
Mvmt Flow	80	620	633	26	15	36

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	659	0	-	0	1413 633
Stage 1	-	-	-	-	633 -
Stage 2	-	-	-	-	780 -
Critical Hdwy	4.14	-	-	-	6.44 6.24
Critical Hdwy Stg 1	-	-	-	-	5.44 -
Critical Hdwy Stg 2	-	-	-	-	5.44 -
Follow-up Hdwy	2.236	-	-	-	3.536 3.336
Pot Cap-1 Maneuver	920	-	-	-	150 476
Stage 1	-	-	-	-	525 -
Stage 2	-	-	-	-	448 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	920	-	-	-	137 476
Mov Cap-2 Maneuver	-	-	-	-	302 -
Stage 1	-	-	-	-	479 -
Stage 2	-	-	-	-	448 -

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	920	-	-	-	302	476
HCM Lane V/C Ratio	0.087	-	-	-	0.049	0.075
HCM Control Delay (s)	9.3	-	-	-	17.5	13.2
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	60	504	587	61	17	47
Future Vol, veh/h	60	504	587	61	17	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	150
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	2	2
Mvmt Flow	67	560	652	68	19	52

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	720	0	-	0	1380 686
Stage 1	-	-	-	-	686 -
Stage 2	-	-	-	-	694 -
Critical Hdwy	4.13	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.227	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	877	-	-	-	159 447
Stage 1	-	-	-	-	500 -
Stage 2	-	-	-	-	496 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	877	-	-	-	141 447
Mov Cap-2 Maneuver	-	-	-	-	141 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	496 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	877	-	-	-	141	447
HCM Lane V/C Ratio	0.076	-	-	-	0.134	0.117
HCM Control Delay (s)	9.4	0	-	-	34.4	14.1
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5	0.4

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑	↑	↗	↘	↘
Traffic Vol, veh/h	55	536	698	74	13	42
Future Vol, veh/h	55	536	698	74	13	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	175	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	60	589	767	81	14	46






















Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	848	0	0	1476	767
Stage 1	-	-	-	767	-
Stage 2	-	-	-	709	-
Critical Hdwy	4.14	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	5.44	-
Follow-up Hdwy	2.236	-	-	3.536	3.336
Pot Cap-1 Maneuver	781	-	-	138	399
Stage 1	-	-	-	455	-
Stage 2	-	-	-	484	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	781	-	-	127	399
Mov Cap-2 Maneuver	-	-	-	307	-
Stage 1	-	-	-	420	-
Stage 2	-	-	-	484	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	781	-	-	-	373
HCM Lane V/C Ratio	0.077	-	-	-	0.162
HCM Control Delay (s)	10	-	-	-	16.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.6

HCM 2010 Signalized Intersection Summary
 15: Von Ohsen Rd/Royle Rd & US 78

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	382	34	182	534	82	44	182	93	84	228	191
Future Volume (veh/h)	161	382	34	182	534	82	44	182	93	84	228	191
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1827	1827	1900	1863	1863	1900
Adj Flow Rate, veh/h	168	398	35	190	556	85	46	190	97	88	238	199
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	4	4	4	2	2	2
Cap, veh/h	281	832	73	431	778	119	197	368	188	314	303	253
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	785	1688	148	951	1579	241	930	1141	583	1088	939	785
Grp Volume(v), veh/h	168	0	433	190	0	641	46	0	287	88	0	437
Grp Sat Flow(s),veh/h/ln	785	0	1837	951	0	1820	930	0	1724	1088	0	1724
Q Serve(g_s), s	13.8	0.0	10.2	10.7	0.0	17.9	3.1	0.0	8.8	4.6	0.0	14.9
Cycle Q Clear(g_c), s	31.7	0.0	10.2	20.9	0.0	17.9	18.0	0.0	8.8	13.4	0.0	14.9
Prop In Lane	1.00		0.08	1.00		0.13	1.00		0.34	1.00		0.46
Lane Grp Cap(c), veh/h	281	0	905	431	0	897	197	0	556	314	0	556
V/C Ratio(X)	0.60	0.00	0.48	0.44	0.00	0.71	0.23	0.00	0.52	0.28	0.00	0.79
Avail Cap(c_a), veh/h	281	0	905	431	0	897	269	0	690	399	0	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.3	0.0	10.9	17.9	0.0	12.9	28.1	0.0	17.9	23.4	0.0	20.0
Incr Delay (d2), s/veh	9.0	0.0	1.8	3.2	0.0	4.8	0.5	0.0	0.7	0.4	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	5.5	3.2	0.0	10.1	0.8	0.0	4.2	1.4	0.0	7.8
LnGrp Delay(d),s/veh	34.3	0.0	12.7	21.1	0.0	17.7	28.7	0.0	18.6	23.8	0.0	24.6
LnGrp LOS	C		B	C		B	C		B	C		C
Approach Vol, veh/h		601			831			333			525	
Approach Delay, s/veh		18.8			18.5			20.0			24.5	
Approach LOS		B			B			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		26.9		38.0		26.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		32.0		26.0		32.0		26.0				
Max Q Clear Time (g_c+I1), s		33.7		16.9		22.9		20.0				
Green Ext Time (p_c), s		0.0		2.1		4.4		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				20.2								
HCM 2010 LOS				C								

Intersection												
Int Delay, s/veh	3.3											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	474	72	41	734	0	46	0	57	4	0	0
Future Vol, veh/h	3	474	72	41	734	0	46	0	57	4	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	25	25	25
Mvmt Flow	3	489	74	42	757	0	47	0	59	4	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	757	0	0	563	0	0	1373	1373	526	1403	1410	757
Stage 1	-	-	-	-	-	-	532	532	-	841	841	-
Stage 2	-	-	-	-	-	-	841	841	-	562	569	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.35	6.75	6.45
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.35	5.75	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.35	5.75	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.725	4.225	3.525
Pot Cap-1 Maneuver	854	-	-	1008	-	-	123	146	552	104	124	373
Stage 1	-	-	-	-	-	-	531	526	-	328	350	-
Stage 2	-	-	-	-	-	-	359	380	-	473	471	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	854	-	-	1008	-	-	116	135	552	87	114	373
Mov Cap-2 Maneuver	-	-	-	-	-	-	116	135	-	87	114	-
Stage 1	-	-	-	-	-	-	528	523	-	326	325	-
Stage 2	-	-	-	-	-	-	333	353	-	421	469	-

Approach	SE			NW			NE			SW		
HCM Control Delay, s	0.1			0.5			39.7			48.4		
HCM LOS							E			E		

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	206	1008	-	-	854	-	87
HCM Lane V/C Ratio	0.515	0.042	-	-	0.004	-	0.047
HCM Control Delay (s)	39.7	8.7	0	-	9.2	0	48.4
HCM Lane LOS	E	A	A	-	A	A	E
HCM 95th %tile Q(veh)	2.6	0.1	-	-	0	-	0.1

Intersection												
Int Delay, s/veh	1.6											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔			↔		↔				↔	
Traffic Vol, veh/h	0	501	17	95	779	0	9	0	62	0	0	0
Future Vol, veh/h	0	501	17	95	779	0	9	0	62	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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	533	18	101	829	0	10	0	66	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	551	0	0	1573	-	542	1606	1582	829
Stage 1	-	-	-	-	-	-	542	-	-	1031	1031	-
Stage 2	-	-	-	-	-	-	1031	-	-	575	551	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1019	-	0	89	0	540	85	109	370
Stage 1	0	-	-	-	-	0	525	0	-	281	310	-
Stage 2	0	-	-	-	-	0	281	0	-	503	515	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1019	-	-	76	-	540	64	89	370
Mov Cap-2 Maneuver	-	-	-	-	-	-	76	-	-	64	89	-
Stage 1	-	-	-	-	-	-	525	-	-	281	253	-
Stage 2	-	-	-	-	-	-	229	-	-	442	515	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0	1	20.7	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SERSWLn1
Capacity (veh/h)	304	1019	-	-	-
HCM Lane V/C Ratio	0.248	0.099	-	-	-
HCM Control Delay (s)	20.7	8.9	0	-	0
HCM Lane LOS	C	A	A	-	A
HCM 95th %tile Q(veh)	1	0.3	-	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	545	27	13	835	31	15
Future Vol, veh/h	545	27	13	835	31	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	599	30	14	918	34	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	629	0	1560 614
Stage 1	-	-	-	-	614 -
Stage 2	-	-	-	-	946 -
Critical Hdwy	-	-	4.13	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.227	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	948	-	123 492
Stage 1	-	-	-	-	540 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	948	-	119 492
Mov Cap-2 Maneuver	-	-	-	-	119 -
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	377 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	158	948	-	-	-
HCM Lane V/C Ratio	0.32	0.015	-	-	-
HCM Control Delay (s)	38.2	8.9	0	-	-
HCM Lane LOS	E	A	A	-	-
HCM 95th %tile Q(veh)	1.3	0	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	542	14	26	853	4	14
Future Vol, veh/h	542	14	26	853	4	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	4	4	2	2
Mvmt Flow	589	15	28	927	4	15

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	604	0	1580 597
Stage 1	-	-	-	-	597 -
Stage 2	-	-	-	-	983 -
Critical Hdwy	-	-	4.14	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.236	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	964	-	120 503
Stage 1	-	-	-	-	550 -
Stage 2	-	-	-	-	362 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	964	-	113 503
Mov Cap-2 Maneuver	-	-	-	-	113 -
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	362 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	18.6
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	285	964	-	-	-
HCM Lane V/C Ratio	0.069	0.029	-	-	-
HCM Control Delay (s)	18.6	8.8	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	0.2	0.1	-	-	-

Intersection												
Int Delay, s/veh	1.8											
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕		↕		
Traffic Vol, veh/h	28	525	1	0	846	39	2	0	2	24	0	27
Future Vol, veh/h	28	525	1	0	846	39	2	0	2	24	0	27
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	5	5	5	3	3	3	2	2	2	6	6	6
Mvmt Flow	30	559	1	0	900	41	2	0	2	26	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	941	0	0	-	-	0	1555	1561	560	1542	-	921
Stage 1	-	-	-	-	-	-	620	620	-	921	-	-
Stage 2	-	-	-	-	-	-	935	941	-	621	-	-
Critical Hdwy	4.15	-	-	-	-	-	7.12	6.52	6.22	7.16	-	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.16	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.16	-	-
Follow-up Hdwy	2.245	-	-	-	-	-	3.518	4.018	3.318	3.554	-	3.354
Pot Cap-1 Maneuver	716	-	-	0	-	-	92	112	528	92	0	322
Stage 1	-	-	-	0	-	-	476	480	-	319	0	-
Stage 2	-	-	-	0	-	-	318	342	-	468	0	-
Platoon blocked, %		-	-	-	-	-						
Mov Cap-1 Maneuver	716	-	-	-	-	-	80	105	528	87	-	322
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	105	-	87	-	-
Stage 1	-	-	-	-	-	-	447	451	-	300	-	-
Stage 2	-	-	-	-	-	-	290	342	-	438	-	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.5	0	31.7	45.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NELn1	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	139	-	-	716	-	142
HCM Lane V/C Ratio	0.031	-	-	0.042	-	0.382
HCM Control Delay (s)	31.7	-	-	10.2	0	45.2
HCM Lane LOS	D	-	-	B	A	E
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	1.6

Intersection							
Int Delay, s/veh	0.7						
Movement	SET	SER	NWL	NWT	NEU	NEL	NER
Lane Configurations							
Traffic Vol, veh/h	547	17	32	880	1	11	17
Future Vol, veh/h	547	17	32	880	1	11	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	30
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	93	93	93	93	92	93	93
Heavy Vehicles, %	4	4	3	3	7	7	7
Mvmt Flow	588	18	34	946	1	12	18























Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	606	0	0	1611 597
Stage 1	-	-	-	-	0	597 -
Stage 2	-	-	-	-	0	1014 -
Critical Hdwy	-	-	4.13	-	-	6.47 6.27
Critical Hdwy Stg 1	-	-	-	-	-	5.47 -
Critical Hdwy Stg 2	-	-	-	-	-	5.47 -
Follow-up Hdwy	-	-	2.227	-	-	3.563 3.363
Pot Cap-1 Maneuver	-	-	967	-	0	112 494
Stage 1	-	-	-	-	0	540 -
Stage 2	-	-	-	-	0	343 -
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	967	-	0	104 494
Mov Cap-2 Maneuver	-	-	-	-	0	104 -
Stage 1	-	-	-	-	0	500 -
Stage 2	-	-	-	-	0	343 -

Approach	SE	NW	NE
HCM Control Delay, s	0	0.3	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	104	494	967	-	-	-
HCM Lane V/C Ratio	0.114	0.037	0.036	-	-	-
HCM Control Delay (s)	44	12.6	8.9	0	-	-
HCM Lane LOS	E	B	A	A	-	-
HCM 95th %tile Q(veh)	0.4	0.1	0.1	-	-	-

HCM 2010 Signalized Intersection Summary
22: College Park Rd & US 78

2018 Existing Conditions
PM Peak Hour

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	62	388	1	148	387	229	190	400	61	27	605	392
Future Volume (veh/h)	62	388	1	148	387	229	190	400	61	27	605	392
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1863	1863	1863	1845	1845	1900	1845	1845	1900
Adj Flow Rate, veh/h	64	400	1	153	399	236	196	412	63	28	624	404
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	3	3	2	2	2	3	3	3	3	3	3
Cap, veh/h	213	446	1	226	470	521	255	1561	237	407	770	498
Arrive On Green	0.06	0.24	0.24	0.07	0.25	0.25	0.08	0.51	0.51	0.38	0.38	0.38
Sat Flow, veh/h	1757	1839	5	1774	1863	1583	1757	3052	464	906	2042	1322
Grp Volume(v), veh/h	64	0	401	153	399	236	196	235	240	28	535	493
Grp Sat Flow(s),veh/h/ln	1757	0	1844	1774	1863	1583	1757	1752	1763	906	1752	1611
Q Serve(g_s), s	2.9	0.0	23.2	7.1	22.4	12.9	7.3	8.3	8.5	2.2	30.2	30.2
Cycle Q Clear(g_c), s	2.9	0.0	23.2	7.1	22.4	12.9	7.3	8.3	8.5	2.2	30.2	30.2
Prop In Lane	1.00		0.00	1.00		1.00	1.00		0.26	1.00		0.82
Lane Grp Cap(c), veh/h	213	0	447	226	470	521	255	896	901	407	660	607
V/C Ratio(X)	0.30	0.00	0.90	0.68	0.85	0.45	0.77	0.26	0.27	0.07	0.81	0.81
Avail Cap(c_a), veh/h	231	0	553	226	559	596	255	896	901	407	660	607
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	29.8	0.0	40.4	31.1	39.1	29.1	24.3	15.2	15.2	22.0	30.8	30.8
Incr Delay (d2), s/veh	0.8	0.0	15.1	7.9	10.3	0.6	13.2	0.7	0.7	0.3	8.7	9.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	13.7	4.0	12.9	5.7	4.4	4.2	4.3	0.6	16.2	15.0
LnGrp Delay(d),s/veh	30.6	0.0	55.5	39.0	49.4	29.7	37.5	15.9	15.9	22.3	39.5	40.2
LnGrp LOS	C		E	D	D	C	D	B	B	C	D	D
Approach Vol, veh/h		465			788			671			1056	
Approach Delay, s/veh		52.1			41.5			22.2			39.4	
Approach LOS		D			D			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		62.7	13.3	34.1	14.8	47.9	14.4	32.9				
Change Period (Y+Rc), s		6.4	6.4	6.3	6.4	6.4	6.4	6.3				
Max Green Setting (Gmax), s		49.9	8.0	33.0	8.4	35.1	8.0	33.0				
Max Q Clear Time (g_c+I1), s		10.5	4.9	24.4	9.3	32.2	9.1	25.2				
Green Ext Time (p_c), s		2.7	0.0	2.2	0.0	1.7	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			38.0									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 23: US 78 & Ladson Rd/Ancrum Rd

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations													
Traffic Volume (veh/h)	231	105	822	40	52	22	3	15	431	51	1056	768	47
Future Volume (veh/h)	231	105	822	40	52	22	3	15	431	51	1056	768	47
Number	3	8	18	7	4	14		5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1827	1827	1827	1863	1863	1900		1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	241	109	856	42	54	23		16	449	0	1100	800	49
Adj No. of Lanes	1	1	2	1	1	0		1	2	0	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	4	4	4	2	2	2		2	2	2	2	2	2
Cap, veh/h	240	252	1540	106	74	32		627	718	0	1465	933	57
Arrive On Green	0.14	0.14	0.14	0.06	0.06	0.06		0.35	0.20	0.00	0.43	0.28	0.28
Sat Flow, veh/h	1740	1827	2733	1774	1241	529		1774	3632	0	3442	3388	207
Grp Volume(v), veh/h	241	109	856	42	0	77		16	449	0	1100	418	431
Grp Sat Flow(s),veh/h/ln	1740	1827	1367	1774	0	1769		1774	1770	0	1721	1770	1826
Q Serve(g_s), s	19.0	7.6	0.0	3.1	0.0	5.9		0.8	16.0	0.0	37.2	30.9	30.9
Cycle Q Clear(g_c), s	19.0	7.6	0.0	3.1	0.0	5.9		0.8	16.0	0.0	37.2	30.9	30.9
Prop In Lane	1.00		1.00	1.00		0.30		1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	240	252	1540	106	0	106		627	718	0	1465	487	503
VC Ratio(X)	1.01	0.43	0.56	0.40	0.00	0.73		0.03	0.63	0.00	0.75	0.86	0.86
Avail Cap(c_a), veh/h	240	252	1540	360	0	359		627	718	0	1465	487	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.5	54.6	19.2	62.5	0.0	63.8		29.1	50.2	0.0	33.5	47.4	47.4
Incr Delay (d2), s/veh	59.7	1.2	0.4	2.4	0.0	9.1		0.0	3.8	0.0	2.2	17.5	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.1	3.9	10.4	1.6	0.0	3.2		0.4	8.2	0.0	18.2	17.4	18.0
LnGrp Delay(d),s/veh	119.2	55.7	19.6	64.8	0.0	72.9		29.1	54.0	0.0	35.7	64.9	64.5
LnGrp LOS	F	E	B	E		E		C	D		D	E	E
Approach Vol, veh/h		1206			119				465			1949	
Approach Delay, s/veh		42.8			70.0				53.2			48.3	
Approach LOS		D			E				D			D	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	64.7	34.0		14.3	54.7	44.0		25.0					
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s	39.8	28.0		28.0	20.0	38.0		19.0					
Max Q Clear Time (g_c+R), s	18.0	18.0		7.9	2.8	32.9		21.0					
Green Ext Time (p_c), s	0.0	2.5		0.4	0.0	2.7		0.0					
Intersection Summary													
HCM 2010 Ctrl Delay			47.8										
HCM 2010 LOS			D										
Notes													
User approved pedestrian interval to be less than phase max green.													

Intersection

Int Delay, s/veh 0.5

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↔↔		↗	↕↕	↖	↗
Traffic Vol, veh/h	1285	9	21	1983	15	61
Future Vol, veh/h	1285	9	21	1983	15	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	4	4	2	2	4	4
Mvmt Flow	1367	10	22	2110	16	65

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1377	0	2471
Stage 1	-	-	-	-	1372
Stage 2	-	-	-	-	1099
Critical Hdwy	-	-	4.14	-	6.88
Critical Hdwy Stg 1	-	-	-	-	5.88
Critical Hdwy Stg 2	-	-	-	-	5.88
Follow-up Hdwy	-	-	2.22	-	3.54
Pot Cap-1 Maneuver	-	-	494	-	24
Stage 1	-	-	-	-	197
Stage 2	-	-	-	-	276
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	494	-	23
Mov Cap-2 Maneuver	-	-	-	-	142
Stage 1	-	-	-	-	188
Stage 2	-	-	-	-	276

Approach	SE	NW	NE
HCM Control Delay, s	0	0.1	19.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	142	384	494	-	-	-
HCM Lane V/C Ratio	0.112	0.169	0.045	-	-	-
HCM Control Delay (s)	33.5	16.3	12.6	-	-	-
HCM Lane LOS	D	C	B	-	-	-
HCM 95th %tile Q(veh)	0.4	0.6	0.1	-	-	-

Intersection							
Int Delay, s/veh	0.2						
Movement	SEU	SET	SER	NWL	NWT	NEL	NER
Lane Configurations		↑↑		↵	↑↑	↵	↵
Traffic Vol, veh/h	1	1283	20	29	1972	7	13
Future Vol, veh/h	1	1283	20	29	1972	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	-	-	100	-	0	50
Veh in Median Storage, #	-	0	-	-	0	2	-
Grade, %	-	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	2	2	2	2
Mvmt Flow	1	1323	21	30	2033	7	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	2033	0	0	1344	0	2413
Stage 1	-	-	-	-	-	1336
Stage 2	-	-	-	-	-	1077
Critical Hdwy	6.48	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	-	5.84
Follow-up Hdwy	2.54	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	69	-	-	509	-	27
Stage 1	-	-	-	-	-	210
Stage 2	-	-	-	-	-	288
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	69	-	-	509	-	24
Mov Cap-2 Maneuver	-	-	-	-	-	143
Stage 1	-	-	-	-	-	186
Stage 2	-	-	-	-	-	288

Approach	SE	NW	NE
HCM Control Delay, s	0	0.2	20.4
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	143	398	509	-	-	-
HCM Lane V/C Ratio	0.05	0.034	0.059	-	-	-
HCM Control Delay (s)	31.5	14.4	12.5	-	-	-
HCM Lane LOS	D	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.1	0.2	-	-	-

Intersection							
Int Delay, s/veh	0.3						
Movement	SEU	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations		↔	↕↕	↕↕		↕↕	
Traffic Vol, veh/h	1	10	1289	2007	30	7	14
Future Vol, veh/h	1	10	1289	2007	30	7	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	None	-	None
Storage Length	-	100	-	-	-	0	-
Veh in Median Storage, #	-	-	0	0	-	2	-
Grade, %	-	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	2	2	5	5
Mvmt Flow	1	10	1329	2069	31	7	14






















Major/Minor	Major1		Major2		Minor2		
Conflicting Flow All	2100	2100	0	-	0	2772	1050
Stage 1	-	-	-	-	-	2085	-
Stage 2	-	-	-	-	-	687	-
Critical Hdwy	6.48	4.18	-	-	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	-	5.9	-
Follow-up Hdwy	2.54	2.24	-	-	-	3.55	3.35
Pot Cap-1 Maneuver	62	251	-	-	-	15	219
Stage 1	-	-	-	-	-	78	-
Stage 2	-	-	-	-	-	453	-
Platoon blocked, %			-	-	-		
Mov Cap-1 Maneuver	193	193	-	-	-	14	219
Mov Cap-2 Maneuver	-	-	-	-	-	69	-
Stage 1	-	-	-	-	-	74	-
Stage 2	-	-	-	-	-	453	-

Approach	SE	NW	SW
HCM Control Delay, s	0.2	0	39.1
HCM LOS			E

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1	
Capacity (veh/h)	-	-	193	-	127
HCM Lane V/C Ratio	-	-	0.059	-	0.17
HCM Control Delay (s)	-	-	24.8	-	39.1
HCM Lane LOS	-	-	C	-	E
HCM 95th %tile Q(veh)	-	-	0.2	-	0.6

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	32	1118	127	18	309	1776	62	1	207	9	294	36
Future Volume (vph)	32	1118	127	18	309	1776	62	1	207	9	294	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250		400		0		150		325	100
Storage Lanes	1		1		2		0		1		2	1
Taper Length (ft)	100				100				100			25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	0.95	1.00	0.97	1.00	0.88	1.00
Fr			0.850			0.995					0.850	
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	1736	3471	1553	0	3400	3487	0	0	3335	1810	2707	1752
Flt Permitted	0.080				0.265				0.370			0.950
Satd. Flow (perm)	146	3471	1553	0	948	3487	0	0	1299	1810	2707	1752
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			182			3					304	
Link Speed (mph)		45				45				30		
Link Distance (ft)		2406				2013				637		
Travel Time (s)		36.5				30.5				14.5		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	5%	5%	5%	5%	3%
Adj. Flow (vph)	34	1189	135	19	329	1889	66	1	220	10	313	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	1189	135	0	348	1955	0	0	221	10	313	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)		24				24				24		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane		Yes				Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	15
Number of Detectors	1	2	1	1	1	2		1	1	2	1	1
Detector Template	Left	Thru	Right	Left	Left	Thru		Left	Left	Thru	Right	Left
Leading Detector (ft)	20	100	20	20	20	100		20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0		0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6		20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94				94		
Detector 2 Size(ft)		6				6				6		
Detector 2 Type		Cl+Ex				Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0				0.0		
Turn Type	pm+pt	NA	Perm	custom	Prot	NA		custom	Prot	NA	Prot	Prot
Protected Phases	5	2			1	6			3	8	8	7

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
PM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑	↑
Traffic Volume (vph)	12	23
Future Volume (vph)	12	23
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		150
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	1845	1568
Flt Permitted		
Satd. Flow (perm)	1845	1568
Right Turn on Red		Yes
Satd. Flow (RTOR)		191
Link Speed (mph)	30	
Link Distance (ft)	317	
Travel Time (s)	7.2	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	3%	3%
Adj. Flow (vph)	13	24
Shared Lane Traffic (%)		
Lane Group Flow (vph)	13	24
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	4	

Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

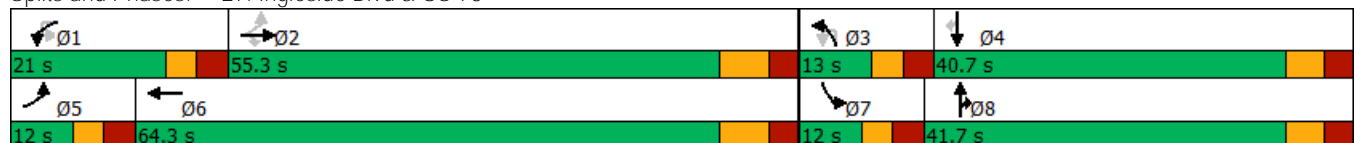
2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Permitted Phases	2		2	1				3				
Detector Phase	5	2	2	1	1	6		3	3	8	8	7
Switch Phase												
Minimum Initial (s)	6.0	15.0	15.0	6.0	6.0	15.0		6.0	6.0	15.0	15.0	6.0
Minimum Split (s)	12.0	53.8	53.8	12.0	12.0	44.8		12.0	12.0	41.7	41.7	12.0
Total Split (s)	12.0	55.3	55.3	21.0	21.0	64.3		13.0	13.0	41.7	41.7	12.0
Total Split (%)	9.2%	42.5%	42.5%	16.2%	16.2%	49.5%		10.0%	10.0%	32.1%	32.1%	9.2%
Maximum Green (s)	6.0	47.5	47.5	15.0	15.0	56.5		7.0	7.0	35.0	35.0	6.0
Yellow Time (s)	3.0	4.8	4.8	3.0	3.0	4.8		3.0	3.0	3.7	3.7	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.8	7.8		6.0	7.8			6.0	6.7	6.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max	Max	None	None	Max		None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0				7.0	7.0	
Flash Dont Walk (s)		39.0	39.0			30.0				28.0	28.0	
Pedestrian Calls (#/hr)		0	0			0				0	0	
Act Effct Green (s)	55.5	47.7	47.7		15.1	61.9			10.8	15.6	15.6	6.0
Actuated g/C Ratio	0.52	0.45	0.45		0.14	0.59			0.10	0.15	0.15	0.06
v/c Ratio	0.20	0.76	0.17		2.58	0.96			1.67	0.04	0.48	0.38
Control Delay	11.9	29.1	1.5		753.9	36.3			366.8	41.4	8.2	61.7
Queue Delay	0.0	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	11.9	29.1	1.5		753.9	36.3			366.8	41.4	8.2	61.7
LOS	B	C	A		F	D			F	D	A	E
Approach Delay		26.0				144.7				154.5		
Approach LOS		C				F				F		

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 105.8
 Natural Cycle: 130
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.58
 Intersection Signal Delay: 106.4
 Intersection Capacity Utilization 86.6%
 Analysis Period (min) 15
 Intersection LOS: F
 ICU Level of Service E

Splits and Phases: 27: Ingleside Blvd & US 78



Lanes, Volumes, Timings
27: Ingleside Blvd & US 78

2018 Existing Conditions
PM Peak Hour

	↓	↙
Lane Group	SBT	SBR
Permitted Phases		4
Detector Phase	4	4
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	40.7	40.7
Total Split (s)	40.7	40.7
Total Split (%)	31.3%	31.3%
Maximum Green (s)	34.0	34.0
Yellow Time (s)	3.7	3.7
All-Red Time (s)	3.0	3.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	27.0	27.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	15.1	15.1
Actuated g/C Ratio	0.14	0.14
v/c Ratio	0.05	0.06
Control Delay	42.3	0.3
Queue Delay	0.0	0.0
Total Delay	42.3	0.3
LOS	D	A
Approach Delay	38.7	
Approach LOS	D	
Intersection Summary		

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓			↑↑↑		↑
Traffic Vol, veh/h	1369	64	0	2218	0	179
Future Vol, veh/h	1369	64	0	2218	0	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1456	68	0	2360	0	190

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	-	-	762
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.96
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.33
Pot Cap-1 Maneuver	-	-	0	-	345
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	345
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	27.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	345	-	-	-
HCM Lane V/C Ratio	0.552	-	-	-
HCM Control Delay (s)	27.6	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	3.2	-	-	-

Lanes, Volumes, Timings
 29: I-26 EB On Ramp & US 78

2018 Existing Conditions
 PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↘↙	↑↑		
Traffic Volume (vph)	929	560	415	2106	0	0
Future Volume (vph)	929	560	415	2106	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	250		0	0
Storage Lanes		1	2		0	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	0.97	0.95	1.00	1.00
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	3505	1568	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3505	1568	3433	3539	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		103				
Link Speed (mph)	45			45	30	
Link Distance (ft)	375			399	481	
Travel Time (s)	5.7			6.0	10.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	999	602	446	2265	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	999	602	446	2265	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2		
Detector Template	Thru	Right	Left	Thru		
Leading Detector (ft)	100	20	20	100		
Trailing Detector (ft)	0	0	0	0		
Detector 1 Position(ft)	0	0	0	0		
Detector 1 Size(ft)	6	20	20	6		
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex		
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	Prot	NA		
Protected Phases	2		1	Free		

Lanes, Volumes, Timings
 29: I-26 EB On Ramp & US 78

2018 Existing Conditions
 PM Peak Hour



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Permitted Phases		2				
Detector Phase	2	2	1			
Switch Phase						
Minimum Initial (s)	10.0	10.0	6.0			
Minimum Split (s)	16.0	16.0	12.9			
Total Split (s)	98.0	98.0	42.0			
Total Split (%)	70.0%	70.0%	30.0%			
Maximum Green (s)	92.1	92.1	35.1			
Yellow Time (s)	3.8	3.8	4.9			
All-Red Time (s)	2.1	2.1	2.0			
Lost Time Adjust (s)	0.0	0.0	0.0			
Total Lost Time (s)	5.9	5.9	6.9			
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0			
Recall Mode	C-Max	C-Max	None			
Act Effct Green (s)	103.7	103.7	23.5	140.0		
Actuated g/C Ratio	0.74	0.74	0.17	1.00		
v/c Ratio	0.38	0.51	0.77	0.64		
Control Delay	7.4	8.2	43.6	3.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	7.4	8.2	43.6	3.7		
LOS	A	A	D	A		
Approach Delay	7.7			10.2		
Approach LOS	A			B		

Intersection Summary

















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 138 (99%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 61.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 29: I-26 EB On Ramp & US 78



Lanes, Volumes, Timings
 30: I-26 WB Off ramp & US 78 & I-26 WB On Ramp

2018 Existing Conditions
 PM Peak Hour

											
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	3	145	1111	0	0	1595	790	0	0	0	235
Future Volume (vph)	3	145	1111	0	0	1595	790	0	0	0	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		300		0	0		300	0	0	0	0
Storage Lanes		1		0	0		1	0	0	0	1
Taper Length (ft)		25			25			25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt							0.850				0.865
Flt Protected		0.950									
Satd. Flow (prot)	0	1752	3505	0	0	3539	1583	0	0	0	1611
Flt Permitted		0.950									
Satd. Flow (perm)	0	1752	3505	0	0	3539	1583	0	0	0	1611
Link Speed (mph)			45			45		30		30	
Link Distance (ft)			322			640		283		329	
Travel Time (s)			4.9			9.7		6.4		7.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	3	151	1157	0	0	1661	823	0	0	0	245
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	154	1157	0	0	1661	823	0	0	0	245
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right
Median Width(ft)			12			12		0		0	
Link Offset(ft)			0			0		0		0	
Crosswalk Width(ft)			16			16		16		16	
Two way Left Turn Lane						Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15	9	15	9
Sign Control			Free			Free		Stop		Free	
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	107.4%					ICU Level of Service G					
Analysis Period (min)	15										

HCM 2010 Signalized Intersection Summary
 31: Medical Plaza Dr/University Blvd & US 78

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	1	87	1217	262	28	1772	14	1	358	7	37	21	2	129
Future Volume (veh/h)	1	87	1217	262	28	1772	14	1	358	7	37	21	2	129
Number		5	2	12	1	6	16		3	8	18	7	4	14
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1863	1863	1863	1863	1863	1900		1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h		95	1323	285	30	1926	15		432	0	0	23	2	140
Adj No. of Lanes		1	2	1	1	2	0		2	1	0	1	1	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
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	2	2	2
Cap, veh/h		118	1676	750	202	1886	15		485	254	0	185	2	163
Arrive On Green		0.07	0.47	0.47	0.15	0.70	0.70		0.14	0.00	0.00	0.10	0.10	0.10
Sat Flow, veh/h		1774	3539	1583	1774	3599	28		3548	1863	0	1774	22	1564
Grp Volume(v), veh/h		95	1323	285	30	946	995		432	0	0	23	0	142
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1774	1770	1858		1774	1863	0	1774	0	1587
Q Serve(g_s), s		7.4	44.0	16.2	2.1	73.4	73.4		16.8	0.0	0.0	1.6	0.0	12.3
Cycle Q Clear(g_c), s		7.4	44.0	16.2	2.1	73.4	73.4		16.8	0.0	0.0	1.6	0.0	12.3
Prop In Lane		1.00		1.00	1.00		0.02		1.00		0.00	1.00		0.99
Lane Grp Cap(c), veh/h		118	1676	750	202	927	974		485	254	0	185	0	166
V/C Ratio(X)		0.81	0.79	0.38	0.15	1.02	1.02		0.89	0.00	0.00	0.12	0.00	0.86
Avail Cap(c_a), veh/h		333	1676	750	202	927	974		560	294	0	279	0	249
HCM Platoon Ratio		1.00	1.00	1.00	1.33	1.33	1.33		1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	1.00	1.00	1.00	1.00		1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		64.5	31.0	23.7	53.5	21.2	21.2		59.4	0.0	0.0	56.9	0.0	61.7
Incr Delay (d2), s/veh		9.3	3.9	1.5	0.2	34.6	34.6		14.0	0.0	0.0	0.1	0.0	12.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.9	22.4	7.4	1.0	43.9	46.1		9.2	0.0	0.0	0.8	0.0	6.0
LnGrp Delay(d),s/veh		73.8	34.8	25.1	53.7	55.8	55.9		73.4	0.0	0.0	57.0	0.0	73.9
LnGrp LOS		E	C	C	D	F	F		E			E		E
Approach Vol, veh/h			1703			1971				432			165	
Approach Delay, s/veh			35.4			55.8				73.4			71.5	
Approach LOS			D			E				E			E	
Timer	1	2	3	4	5	6	7	8						
Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	21.1	72.4		20.5	15.0	79.5		25.0						
Change Period (Y+Rc), s	6.1	* 6.1		5.9	* 5.7	* 6.1		5.9						
Max Green Setting (Gmax), s	66	* 66		22.0	* 26	* 46		22.1						
Max Q Clear Time (g_c+I1), s	46.0			14.3	9.4	75.4		18.8						
Green Ext Time (p_c), s	0.0	13.1		0.3	0.1	0.0		0.4						
Intersection Summary														
HCM 2010 Ctrl Delay			50.0											
HCM 2010 LOS			D											
Notes														
User approved volume balancing among the lanes for turning movement.														

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↓			↑↓	↑↓	
Traffic Vol, veh/h	1288	6	0	1803	6	11
Future Vol, veh/h	1288	6	0	1803	6	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1480	7	0	2072	7	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1487	0	2520
Stage 1	-	-	-	-	1484
Stage 2	-	-	-	-	1036
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	448	-	23
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	303
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	448	-	23
Mov Cap-2 Maneuver	-	-	-	-	111
Stage 1	-	-	-	-	175
Stage 2	-	-	-	-	303

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	-	-	448	-
HCM Lane V/C Ratio	0.098	-	-	-	-
HCM Control Delay (s)	24.9	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection							
Int Delay, s/veh	0.2						
Movement	EBT	EBR	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑↓			↔↑		↔↓	
Traffic Vol, veh/h	1313	6	0	1831	1	12	9
Future Vol, veh/h	1313	6	0	1831	1	12	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	-	2	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1475	7	0	2057	1	13	10

























Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	1482	0	0	2508 741
Stage 1	-	-	-	-	0	1479 -
Stage 2	-	-	-	-	0	1029 -
Critical Hdwy	-	-	4.14	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	-	-	2.22	-	-	3.52 3.32
Pot Cap-1 Maneuver	-	-	450	-	0	23 359
Stage 1	-	-	-	-	0	176 -
Stage 2	-	-	-	-	0	306 -
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	450	-	0	23 359
Mov Cap-2 Maneuver	-	-	-	-	0	144 -
Stage 1	-	-	-	-	0	176 -
Stage 2	-	-	-	-	0	306 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	194	-	-	450	-
HCM Lane V/C Ratio	0.122	-	-	-	-
HCM Control Delay (s)	26.1	-	-	0	-
HCM Lane LOS	D	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
34: Medical Plaza Dr/BUC Club Blvd & US 78

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	47	1138	48	40	1416	71	245	27	156	112	4	90
Future Volume (vph)	47	1138	48	40	1416	71	245	27	156	112	4	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	125		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			75			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.993			0.872			0.856	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	3514	0	1770	1624	0	1770	1595	0
Flt Permitted	0.085			0.085			0.094			0.635		
Satd. Flow (perm)	158	3518	0	158	3514	0	175	1624	0	1183	1595	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			4			166			96	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		360			1036			288			425	
Travel Time (s)		5.5			15.7			6.5			9.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	50	1211	51	43	1506	76	261	29	166	119	4	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1262	0	43	1582	0	261	195	0	119	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6		3	3		4	4	
Permitted Phases	2			6			3			4		

Lanes, Volumes, Timings
 34: Medical Plaza Dr/BUC Club Blvd & US 78

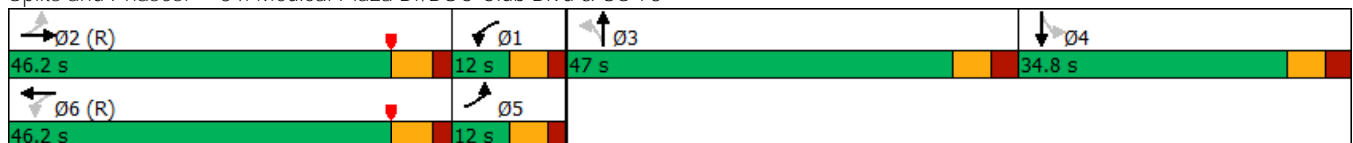
2018 Existing Conditions
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2		1	6		3	3		4	4	
Switch Phase												
Minimum Initial (s)	6.0	18.0		6.0	14.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	12.0	27.4		12.0	39.4		14.8	14.8		34.8	34.8	
Total Split (s)	12.0	46.2		12.0	46.2		47.0	47.0		34.8	34.8	
Total Split (%)	8.6%	33.0%		8.6%	33.0%		33.6%	33.6%		24.9%	24.9%	
Maximum Green (s)	6.0	39.8		6.0	39.8		40.2	40.2		28.0	28.0	
Yellow Time (s)	4.0	4.4		4.0	4.4		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.4		6.0	6.4		6.8	6.8		6.8	6.8	
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0					7.0	7.0	
Flash Dont Walk (s)		14.0			26.0					21.0	21.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	54.9	48.5		54.9	48.5		42.6	42.6		19.3	19.3	
Actuated g/C Ratio	0.39	0.35		0.39	0.35		0.30	0.30		0.14	0.14	
v/c Ratio	0.38	1.03		0.33	1.30		4.92	0.32		0.73	0.33	
Control Delay	22.8	57.9		45.3	175.8		1819.4	9.8		81.7	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.8	57.9		45.3	175.8		1819.4	9.8		81.7	13.0	
LOS	C	E		D	F		F	A		F	B	
Approach Delay		56.6			172.3			1045.5			50.3	
Approach LOS		E			F			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 124 (89%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 4.92
 Intersection Signal Delay: 233.1 Intersection LOS: F
 Intersection Capacity Utilization 78.3% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 34: Medical Plaza Dr/BUC Club Blvd & US 78



Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↔	↑↑	↔	↔
Traffic Vol, veh/h	1452	33	15	1524	54	100
Future Vol, veh/h	1452	33	15	1524	54	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1650	38	17	1732	61	114

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1688	0
Stage 1	-	-	-	1669
Stage 2	-	-	-	900
Critical Hdwy	-	-	4.14	-
Critical Hdwy Stg 1	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-
Pot Cap-1 Maneuver	-	-	375	-
Stage 1	-	-	-	138
Stage 2	-	-	-	357
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	375	-
Mov Cap-2 Maneuver	-	-	-	116
Stage 1	-	-	-	132
Stage 2	-	-	-	357

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	38.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	116	307	-	-	375	-
HCM Lane V/C Ratio	0.529	0.37	-	-	0.045	-
HCM Control Delay (s)	66.5	23.5	-	-	15.1	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	2.5	1.7	-	-	0.1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection													
Int Delay, s/veh	27.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations	↵	↕		↵	↕			↕				↕	↕
Traffic Vol, veh/h	75	1362	87	20	1402	16	12	0	55	3	2	0	103
Future Vol, veh/h	75	1362	87	20	1402	16	12	0	55	3	2	0	103
Conflicting Peds, #/hr	0	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	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	0	-	-	0	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	87	1584	101	23	1630	19	14	0	64	3	2	0	120

Major/Minor	Major1			Major2			Minor1			Minor2			
Conflicting Flow All	1649	0	0	1685	0	0	2670	3504	843	0	2652	3545	825
Stage 1	-	-	-	-	-	-	1809	1809	-	0	1686	1686	-
Stage 2	-	-	-	-	-	-	861	1695	-	0	966	1859	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	-	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	-	3.52	4.02	3.32
Pot Cap-1 Maneuver	388	-	-	376	-	-	~ 11	6	307	0	11	6	316
Stage 1	-	-	-	-	-	-	82	129	-	0	98	149	-
Stage 2	-	-	-	-	-	-	317	147	-	0	273	122	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	388	-	-	376	-	-	~ 5	4	307	0	7	4	316
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 5	4	-	0	7	4	-
Stage 1	-	-	-	-	-	-	64	100	-	0	76	140	-
Stage 2	-	-	-	-	-	-	185	138	-	0	168	95	-






















Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.2			\$ 1215.9			35.8		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		26	388	-	-	376	-	-	7	316
HCM Lane V/C Ratio		2.996	0.225	-	-	0.062	-	-	0.332	0.379
HCM Control Delay (s)		\$ 1215.9	16.9	-	-	15.2	-	-	\$ 684.4	23.2
HCM Lane LOS		F	C	-	-	C	-	-	F	C
HCM 95th %tile Q(veh)		9.5	0.9	-	-	0.2	-	-	0.7	1.7

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
37: Elms Center Rd & US 78

2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1262	49	16	1245	85	84	35	45	181	25	61
Future Volume (veh/h)	105	1262	49	16	1245	85	84	35	45	181	25	61
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	118	1418	55	18	1399	96	94	39	51	203	28	69
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	468	2010	78	375	1753	120	267	158	207	275	103	254
Arrive On Green	0.27	1.00	1.00	0.15	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3474	135	1774	3362	230	1293	734	960	1301	478	1177
Grp Volume(v), veh/h	118	721	752	18	734	761	94	0	90	203	0	97
Grp Sat Flow(s),veh/h/ln	1774	1770	1839	1774	1770	1822	1293	0	1693	1301	0	1655
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	6.2	21.4	0.0	6.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	16.0	0.0	6.2	27.6	0.0	6.8
Prop In Lane	1.00		0.07	1.00		0.13	1.00		0.57	1.00		0.71
Lane Grp Cap(c), veh/h	468	1024	1064	375	923	950	267	0	365	275	0	357
V/C Ratio(X)	0.25	0.70	0.71	0.05	0.80	0.80	0.35	0.00	0.25	0.74	0.00	0.27
Avail Cap(c_a), veh/h	468	1024	1064	375	923	950	312	0	423	319	0	414
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	10.8	0.0	0.0	52.4	0.0	45.5	56.9	0.0	45.8
Incr Delay (d2), s/veh	0.3	4.1	4.0	0.0	6.0	6.0	0.8	0.0	0.3	7.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.2	1.2	0.3	1.5	1.6	3.3	0.0	2.9	8.3	0.0	3.2
LnGrp Delay(d),s/veh	10.9	4.1	4.0	10.9	6.0	6.0	53.2	0.0	45.8	64.4	0.0	46.2
LnGrp LOS	B	A	A	B	A	A	D		D	E		D
Approach Vol, veh/h	1591			1513				184			300	
Approach Delay, s/veh	4.5			6.1				49.6			58.5	
Approach LOS	A			A				D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	16.8	87.0	36.2		24.8	79.0	36.2					
Change Period (Y+Rc), s	6.0	6.0	6.0		6.0	6.0	6.0					
Max Green Setting (Gmax), s	6.0	81.0	35.0		14.0	73.0	35.0					
Max Q Clear Time (g_c+I1), s	2.0	2.0	29.6		2.0	2.0	18.0					
Green Ext Time (p_c), s	0.0	14.2	0.6		0.2	14.6	0.7					
Intersection Summary												
HCM 2010 Ctrl Delay				12.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
38: Fernwood Dr & US 78

2018 Existing Conditions
PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations															
Traffic Volume (veh/h)	3	3	1415	22	1	77	1327	4	42	0	148	18	2	11	
Future Volume (veh/h)	3	3	1415	22	1	77	1327	4	42	0	148	18	2	11	
Number		5	2	12		1	6	16	3	8	18	7	4	14	
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj		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, veh/h/ln		1863	1863	1900		1863	1863	1863	1863	1863	1900	1863	1863	1863	
Adj Flow Rate, veh/h		3	1590	25		87	1491	4	47	0	166	20	2	12	
Adj No. of Lanes		1	2	0		1	2	1	1	1	1	0	1	1	
Peak Hour Factor		0.89	0.89	0.89		0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2	
Cap, veh/h		311	2510	39		312	2422	1083	195	220	187	182	16	187	
Arrive On Green		0.12	1.00	1.00		0.04	0.68	0.68	0.12	0.00	0.12	0.12	0.12	0.12	
Sat Flow, veh/h		1774	3566	56		1774	3539	1583	1394	1863	1583	1126	135	1583	
Grp Volume(v), veh/h		3	788	827		87	1491	4	47	0	166	22	0	12	
Grp Sat Flow(s),veh/h/ln		1774	1770	1853		1774	1770	1583	1394	1863	1583	1262	0	1583	
Q Serve(g_s), s		0.0	0.0	0.0		2.5	32.2	0.1	4.4	0.0	14.5	1.9	0.0	0.9	
Cycle Q Clear(g_c), s		0.0	0.0	0.0		2.5	32.2	0.1	6.5	0.0	14.5	2.1	0.0	0.9	
Prop In Lane		1.00		0.03		1.00		1.00	1.00		1.00	0.91		1.00	
Lane Grp Cap(c), veh/h		311	1246	1304		312	2422	1083	195	220	187	198	0	187	
V/C Ratio(X)		0.01	0.63	0.63		0.28	0.62	0.00	0.24	0.00	0.89	0.11	0.00	0.06	
Avail Cap(c_a), veh/h		311	1246	1304		391	2422	1083	221	254	216	221	0	216	
HCM Platoon Ratio		2.00	2.00	2.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)		0.73	0.73	0.73		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		16.5	0.0	0.0		8.7	12.1	7.0	58.3	0.0	60.8	55.3	0.0	54.8	
Incr Delay (d2), s/veh		0.0	1.8	1.7		0.4	1.2	0.0	0.3	0.0	28.2	0.1	0.0	0.1	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln		0.1	0.6	0.6		1.2	15.9	0.1	1.7	0.0	7.8	0.8	0.0	0.4	
LnGrp Delay(d),s/veh		16.5	1.8	1.7		9.1	13.2	7.0	58.5	0.0	89.0	55.4	0.0	54.9	
LnGrp LOS		B	A	A		A	B	A	E		F	E		D	
Approach Vol, veh/h			1618				1582			213			34		
Approach Delay, s/veh			1.8				13.0			82.3			55.2		
Approach LOS			A				B			F			E		
Timer	1	2	3	4	5	6	7	8							
Assigned Phs	1	2		4	5	6		8							
Phs Duration (G+Y+Rc), s	1.8	104.7		23.5	14.5	102.0		23.5							
Change Period (Y+Rc), s	6.0	* 6.2		* 6.9	* 6.2	* 6.2		* 6.9							
Max Green Setting (Gmax), s	90	* 90		* 19	* 6	* 96		* 19							
Max Q Clear Time (g_c+1), s	2.0			4.1	2.0	34.2		16.5							
Green Ext Time (p_c), s	0.1	29.2		0.0	0.0	24.0		0.1							
Intersection Summary															
HCM 2010 Ctrl Delay			12.4												
HCM 2010 LOS			B												
Notes															
User approved pedestrian interval to be less than phase max green.															

Intersection								
Int Delay, s/veh	45.1							
Movement	EBT	EBR	WBU	WBL	WBT	NBU	NBL	NBR
Lane Configurations	↑↑↑			↔	↑↑↑		↔	↑
Traffic Vol, veh/h	1452	190	4	98	1331	1	64	54
Future Vol, veh/h	1452	190	4	98	1331	1	64	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	-	400	-	100	-	-	350	0
Veh in Median Storage, #	0	-	-	-	0	-	2	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1650	216	5	111	1513	1	73	61

Major/Minor	Major1	Major2	Minor1					
Conflicting Flow All	0	0	1362	1866	0	0	2595	933
Stage 1	-	-	-	-	-	0	1758	-
Stage 2	-	-	-	-	-	0	837	-
Critical Hdwy	-	-	5.64	5.34	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	2.32	3.12	-	-	3.82	3.92
Pot Cap-1 Maneuver	-	-	276	146	-	0	~ 44	230
Stage 1	-	-	-	-	-	0	81	-
Stage 2	-	-	-	-	-	0	349	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	148	148	-	0	~ 9	230
Mov Cap-2 Maneuver	-	-	-	-	-	0	~ 16	-
Stage 1	-	-	-	-	-	0	~ 17	-
Stage 2	-	-	-	-	-	0	349	-
















Approach	EB	WB	NB
HCM Control Delay, s	0	6.1	\$ 1137.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	16	230	-	-	148	-
HCM Lane V/C Ratio	4.545	0.267	-	-	0.783	-
HCM Control Delay (s)	\$ 2074.9	26.3	-	-	85.5	-
HCM Lane LOS	F	D	-	-	F	-
HCM 95th %tile Q(veh)	9.9	1	-	-	4.9	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lanes, Volumes, Timings
40: US 78 & NAD Road

2018 Existing Conditions
PM Peak Hour

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NWL	NWR	SWL	SWR	
Lane Configurations											
Traffic Volume (vph)	0	1112	442	0	521	0	0	0	0	903	
Future Volume (vph)	0	1112	442	0	521	0	0	0	0	903	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	1.00	1.00	1.00	1.00	1.00	
Frt		0.994	0.850							0.865	
Flt Protected											
Satd. Flow (prot)	0	3370	1441	0	3539	0	0	0	0	1611	
Flt Permitted											
Satd. Flow (perm)	0	3370	1441	0	3539	0	0	0	0	1611	
Link Speed (mph)		45			45		45		45		
Link Distance (ft)		1127			744		2166		1226		
Travel Time (s)		17.1			11.3		32.8		18.6		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	0	1196	475	0	560	0	0	0	0	971	
Shared Lane Traffic (%)			10%								
Lane Group Flow (vph)	0	1244	427	0	560	0	0	0	0	971	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	L NA	Right	Left	Right	Left	Right	
Median Width(ft)		12			12		0		0		
Link Offset(ft)		0			0		0		0		
Crosswalk Width(ft)		16			16		16		16		
Two way Left Turn Lane		Yes			Yes						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15	9	15	9	
Sign Control		Free			Free		Free		Free		












Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.0%
Analysis Period (min)	15
	ICU Level of Service D

Lanes, Volumes, Timings

2018 Existing Conditions

41: US 52/78/Rivers Ave/US 52/Rivers Ave & US 78 Eastbound & US 78 Westbound^{PM Peak Hour}

											
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SER	SWL	SWR	
Lane Configurations		↑↑↑	↗		↑↑↑			↗			
Traffic Volume (vph)	0	3121	516	0	2697	0	0	442	0	0	
Future Volume (vph)	0	3121	516	0	2697	0	0	442	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	
Fr _t			0.850					0.865			
Flt Protected											
Satd. Flow (prot)	0	5085	1583	0	5085	0	0	1611	0	0	
Flt Permitted											
Satd. Flow (perm)	0	5085	1583	0	5085	0	0	1611	0	0	
Link Speed (mph)		45			45		45		45		
Link Distance (ft)		1024			791		531		2059		
Travel Time (s)		15.5			12.0		8.0		31.2		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	0	3218	532	0	2780	0	0	456	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	3218	532	0	2780	0	0	456	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Right	
Median Width(ft)		12			12		0		0		
Link Offset(ft)		0			0		30		-30		
Crosswalk Width(ft)		16			16		16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	15	9	15	9	
Sign Control		Free			Free		Free		Stop		
Intersection Summary											
Area Type:	Other										
Control Type:	Unsignalized										
Intersection Capacity Utilization	86.1%				ICU Level of Service E						
Analysis Period (min)	15										

HCM 2010 Signalized Intersection Summary
 42: US 52/78/Rivers Ave & Otranto Rd

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Lane Configurations																
Traffic Volume (veh/h)	232	87	183	1	167	107	98	199	3219	243	4	99	2292	216		
Future Volume (veh/h)	232	87	183	1	167	107	98	199	3219	243	4	99	2292	216		
Number	3	8	18		7	4	14	1	6	16		5	2	12		
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0		0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00		1.00		1.00		
Parking Bus, Adj	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, veh/h/ln	1863	1863	1863		1863	1863	1863	1863	1863	1863		1863	1863	1900		
Adj Flow Rate, veh/h	237	89	187		170	109	100	203	3285	248		101	2339	220		
Adj No. of Lanes	1	1	1		1	1	1	1	4	1		1	4	0		
Peak Hour Factor	0.98	0.98	0.98		0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2		2	2	2		
Cap, veh/h	286	192	393		279	138	117	258	3813	942		119	3087	289		
Arrive On Green	0.13	0.10	0.10		0.10	0.07	0.07	0.29	1.00	1.00		0.07	0.51	0.51		
Sat Flow, veh/h	1774	1863	1583		1774	1863	1583	1774	6408	1583		1774	6007	563		
Grp Volume(v), veh/h	237	89	187		170	109	100	203	3285	248		101	1869	690		
Grp Sat Flow(s),veh/h/ln	1774	1863	1583		1774	1863	1583	1774	1602	1583		1774	1602	1763		
Q Serve(g_s), s	22.0	8.1	3.2		15.8	10.4	11.2	18.9	0.0	0.0		10.1	55.7	56.2		
Cycle Q Clear(g_c), s	22.0	8.1	3.2		15.8	10.4	11.2	18.9	0.0	0.0		10.1	55.7	56.2		
Prop In Lane	1.00		1.00		1.00		1.00	1.00		1.00		1.00		0.32		
Lane Grp Cap(c), veh/h	286	192	393		279	138	117	258	3813	942		119	2470	906		
V/C Ratio(X)	0.83	0.46	0.48		0.61	0.79	0.85	0.79	0.86	0.26		0.85	0.76	0.76		
Avail Cap(c_a), veh/h	286	197	398		281	145	123	258	3813	942		138	2470	906		
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	0.61	0.61	0.61		1.00	1.00	1.00		
Uniform Delay (d), s/veh	65.6	76.1	32.7		68.1	82.0	82.4	61.2	0.0	0.0		83.0	34.8	34.9		
Incr Delay (d2), s/veh	18.1	1.7	0.9		3.8	24.2	39.7	9.4	1.7	0.4		32.9	2.2	6.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	12.2	4.3	5.9		8.0	6.3	6.2	9.9	0.5	0.1		6.1	25.1	28.9		
LnGrp Delay(d),s/veh	83.7	77.8	33.5		71.9	106.2	122.1	70.7	1.7	0.4		115.9	37.0	40.9		
LnGrp LOS	F	E	C		E	F	F	E	A	A		F	D	D		
Approach Vol, veh/h		513				379			3736				2660			
Approach Delay, s/veh		64.4				95.0			5.4				41.0			
Approach LOS		E				F			A				D			
Timer	1	2	3	4	5	6	7	8								
Assigned Phs	1	2	3	4	5	6	7	8								
Phs Duration (G+Y+Rc), s	32.7	99.0	29.0	19.3	18.1	113.6	23.8	24.5								
Change Period (Y+Rc), s	6.5	* 6.5	6.0	6.0	6.0	6.5	6.0	6.0								
Max Green Setting (Gmax), s	20.0	* 93	23.0	14.0	14.0	104.5	18.0	19.0								
Max Q Clear Time (g_c+20), s	20.0	58.2	24.0	13.2	12.1	2.0	17.8	10.1								
Green Ext Time (p_c), s	0.2	29.4	0.0	0.1	0.0	97.7	0.0	0.7								
Intersection Summary																
HCM 2010 Ctrl Delay						27.2										
HCM 2010 LOS						C										
Notes																
User approved ignoring U-Turning movement.																

HCM 2010 Signalized Intersection Summary
 43: US 52/78/Rivers Ave & T-Mobile Dwy/McDonald's

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	69	7	64	40	17	11	6	97	3623	57	2	17	2505	71
Future Volume (veh/h)	69	7	64	40	17	11	6	97	3623	57	2	17	2505	71
Number	3	8	18	7	4	14		1	6	16		5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1827	1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h	71	7	66	41	18	11		100	3735	59		18	2582	0
Adj No. of Lanes	0	1	1	1	1	0		1	4	1		1	4	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97		0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	2	2	2		2	2	2		2	2	2
Cap, veh/h	157	14	170	95	119	72		219	4896	1210		35	4236	1047
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11		0.25	1.00	1.00		0.04	1.00	0.00
Sat Flow, veh/h	1084	125	1553	1322	1084	662		1774	6408	1583		1774	6408	1583
Grp Volume(v), veh/h	78	0	66	41	0	29		100	3735	59		18	2582	0
Grp Sat Flow(s),veh/h/ln	1210	0	1553	1322	0	1746		1774	1602	1583		1774	1602	1583
Q Serve(g_s), s	9.5	0.0	7.1	5.5	0.0	2.7		8.6	0.0	0.0		1.8	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	7.1	17.7	0.0	2.7		8.6	0.0	0.0		1.8	0.0	0.0
Prop In Lane	0.91		1.00	1.00		0.38		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	171	0	170	95	0	191		219	4896	1210		35	4236	1047
V/C Ratio(X)	0.46	0.00	0.39	0.43	0.00	0.15		0.46	0.76	0.05		0.51	0.61	0.00
Avail Cap(c_a), veh/h	181	0	181	105	0	204		219	4896	1210		68	4236	1047
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		0.59	0.59	0.00
Uniform Delay (d), s/veh	77.9	0.0	74.5	85.3	0.0	72.6		62.7	0.0	0.0		85.6	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.1	2.3	0.0	0.3		1.1	1.2	0.1		5.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	3.1	2.1	0.0	1.3		4.3	0.4	0.0		0.9	0.1	0.0
LnGrp Delay(d),s/veh	79.3	0.0	75.6	87.6	0.0	72.9		63.8	1.2	0.1		90.6	0.4	0.0
LnGrp LOS	E		E	F		E		E	A	A		F	A	
Approach Vol, veh/h		144			70				3894				2600	
Approach Delay, s/veh		77.6			81.5				2.8				1.0	
Approach LOS		E			F				A				A	
Timer	1	2	3	4	5	6	7	8						
Assigned Phs	1	2		4	5	6		8						
Phs Duration (G+Y+Rc), s	38.3	125.0		26.7	9.7	143.6		26.7						
Change Period (Y+Rc), s	6.1	* 6		7.0	* 6.1	* 6.1		7.0						
Max Green Setting (Gmax), s	20.9	* 1.2E2		21.0	* 6.9	* 1.3E2		21.0						
Max Q Clear Time (g_c+10), s	11.6	2.0		19.7	3.8	2.0		14.2						
Green Ext Time (p_c), s	0.1	57.2		0.0	0.0	130.0		0.2						
Intersection Summary														
HCM 2010 Ctrl Delay				4.5										
HCM 2010 LOS				A										
Notes														
User approved pedestrian interval to be less than phase max green.														

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection														
Int Delay, s/veh	16.9													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕↕↕			↕	↕↕↕	↕
Traffic Vol, veh/h	6	0	59	0	0	20	5	140	3695	22	6	0	2505	22
Future Vol, veh/h	6	0	59	0	0	20	5	140	3695	22	6	0	2505	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	200	-	-	-	0	-	100
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	0	60	0	0	20	5	143	3770	22	6	0	2556	22

Major/Minor	Minor2		Minor1		Major1			Major2						
Conflicting Flow All	4372	6656	1278	5111	6667	1896	1866	2578	0	0	2769	3792	0	0
Stage 1	2568	2568	-	4077	4077	-	-	-	-	-	-	-	-	-
Stage 2	1804	4088	-	1034	2590	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.64	5.34	-	-	5.64	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	2.32	3.12	-	-	2.32	3.12	-	-
Pot Cap-1 Maneuver	~ 2	0	135	1	0	51	143	~ 63	-	-	43	14	-	-
Stage 1	15	52	-	1	8	-	-	-	-	-	-	-	-	-
Stage 2	72	8	-	224	51	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	-	0	135	-	0	51	63	~ 63	-	-	26	26	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-	-	-
Stage 1	15	40	-	1	0	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	95	39	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	+	+	28.1	0.4
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	~ 63	-	-	-	-	26	-	-
HCM Lane V/C Ratio	2.349	-	-	-	-	0.235	-	-
HCM Control Delay (s)	\$ 747.2	-	-	-	-	181.8	-	-
HCM Lane LOS	F	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	14.5	-	-	-	-	0.7	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 TWSC
45: US 52/78/Rivers Ave & Crews Chevrolet

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection								
Int Delay, s/veh	0.9							
Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	🚗			🚗	🚗🚗🚗		🚗🚗🚗	
Traffic Vol, veh/h	0	25	24	7	3998	12	2741	3
Future Vol, veh/h	0	25	24	7	3998	12	2741	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	150	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	26	25	7	4165	13	2855	3




















Major/Minor	Minor2	Major1			Major2			
Conflicting Flow All	4613	1429	2087	2858	0	3040	-	0
Stage 1	2883	-	-	-	-	-	-	-
Stage 2	1730	-	-	-	-	-	-	-
Critical Hdwy	5.74	7.14	5.64	5.34	-	5.64	-	-
Critical Hdwy Stg 1	6.64	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.04	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	3.92	2.32	3.12	-	2.32	-	-
Pot Cap-1 Maneuver	3	106	107	45	-	30	-	-
Stage 1	15	-	-	-	-	-	-	-
Stage 2	113	-	-	-	-	-	-	-
Platoon blocked, %					-	-	-	-
Mov Cap-1 Maneuver	2	106	69	69	-	30	-	-
Mov Cap-2 Maneuver	2	-	-	-	-	-	-	-
Stage 1	8	-	-	-	-	-	-	-
Stage 2	113	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	49.7	0.7	0.8
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	69	-	106	-	-
HCM Lane V/C Ratio	0.468	-	0.246	-	-
HCM Control Delay (s)	96.2	-	49.7	0	-
HCM Lane LOS	F	-	E	A	-
HCM 95th %tile Q(veh)	1.9	-	0.9	-	-







HCM 2010 Signalized Intersection Summary
46: US 52/78/Rivers Ave & Greenridge Rd

2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	0	480	54	380	48	324	3799	0	0	2544	192
Future Volume (veh/h)	146	0	480	54	380	48	324	3799	0	0	2544	192
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	0	1863	1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h	154	0	505	57	400	51	341	3999	0	0	2678	202
Adj No. of Lanes	1	0	2	0	2	0	1	4	0	0	4	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	2	2	2	2	2	0	0	2	2
Cap, veh/h	0	0	0	58	423	57	360	4987	0	0	3760	929
Arrive On Green	0.00	0.00	0.00	0.15	0.15	0.15	0.15	0.78	0.00	0.00	1.00	1.00
Sat Flow, veh/h		0		391	2865	382	1774	6669	0	0	6669	1583
Grp Volume(v), veh/h		0.0		269	0	239	341	3999	0	0	2678	202
Grp Sat Flow(s),veh/h/ln				1843	0	1795	1774	1602	0	0	1602	1583
Q Serve(g_s), s				26.2	0.0	23.6	24.8	66.2	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				26.2	0.0	23.6	24.8	66.2	0.0	0.0	0.0	0.0
Prop In Lane				0.21		0.21	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				272	0	265	360	4987	0	0	3760	929
V/C Ratio(X)				0.99	0.00	0.90	0.95	0.80	0.00	0.00	0.71	0.22
Avail Cap(c_a), veh/h				272	0	265	396	4987	0	0	3760	929
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				76.5	0.0	75.4	51.7	11.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				50.6	0.0	31.6	30.6	1.4	0.0	0.0	1.2	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.2	0.0	14.0	19.8	29.4	0.0	0.0	0.3	0.1
LnGrp Delay(d),s/veh				127.1	0.0	107.0	82.3	13.2	0.0	0.0	1.2	0.5
LnGrp LOS				F		F	F	B			A	A
Approach Vol, veh/h					508			4340			2880	
Approach Delay, s/veh					117.6			18.6			1.1	
Approach LOS					F			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2				6		8				
Phs Duration (G+Y+Rc), s	34.5	112.3				146.8		33.2				
Change Period (Y+Rc), s	7.3	* 6.7				* 6.7		6.6				
Max Green Setting (Gmax), s	30.8	* 78				* 1.2E2		26.6				
Max Q Clear Time (g_c+Q), s	20.8	2.0				68.2		28.2				
Green Ext Time (p_c), s	0.4	51.9				47.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay					18.6							
HCM 2010 LOS					B							
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Lanes, Volumes, Timings
 47: I-26 EB On Ramp & US 52/78/Rivers Avenue/I-26 WB Off Ramp

2018 Existing Conditions
 PM Peak Hour

						
Lane Group	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations			↑↑	↑↑		
Traffic Volume (vph)	0	0	1466	1565	0	0
Future Volume (vph)	0	0	1466	1565	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.88	1.00	1.00
Fr _t				0.850		
Flt Protected						
Satd. Flow (prot)	0	0	3539	2787	0	0
Flt Permitted						
Satd. Flow (perm)	0	0	3539	2787	0	0
Link Speed (mph)		45	45		45	
Link Distance (ft)		329	791		706	
Travel Time (s)		5.0	12.0		10.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	0	1511	1613	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1511	1613	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		50	50		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.1%		ICU Level of Service B			
Analysis Period (min)	15					

Lanes, Volumes, Timings
 48: US 52/78/Rivers Avenue & US 52/78/Rivers

2018 Existing Conditions
 PM Peak Hour

	↙	↑	↘	↙	↘
Lane Group	EBR	NBT	NBR	SEL	SER
Lane Configurations	↗	↑↑↑	↗	↘	↗
Traffic Volume (vph)	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	225	0
Storage Lanes	1		1	1	2
Taper Length (ft)				100	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91
Frt					
Flt Protected					
Satd. Flow (prot)	1810	5085	1863	1863	3390
Flt Permitted					
Satd. Flow (perm)	1810	5085	1863	1863	3390
Link Speed (mph)		45		45	
Link Distance (ft)		403		511	
Travel Time (s)		6.1		7.7	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	5%	2%	2%	2%	2%
Adj. Flow (vph)	0	0	0	0	0
Shared Lane Traffic (%)					0%
Lane Group Flow (vph)	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Right	Left	Right	Left	Right
Median Width(ft)		30		30	
Link Offset(ft)		0		15	
Crosswalk Width(ft)		16		16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	15	45
Sign Control		Free		Free	
Intersection Summary					
Area Type:	Other				
Control Type:	Unsignalized				
Intersection Capacity Utilization	0.0%		ICU Level of Service A		
Analysis Period (min)	15				
























HCM 2010 Signalized Intersection Summary
 49: US 52/78/Rivers Avenue & North Rivers Market Place

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	178	23	37	120	39	114	15	2234	60	5	126	1146	190
Future Volume (veh/h)	178	23	37	120	39	114	15	2234	60	5	126	1146	190
Number	3	8	18	7	4	14	1	6	16		5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1863		1863	1863	1900
Adj Flow Rate, veh/h	184	24	0	124	40	118	15	2303	62		130	1181	0
Adj No. of Lanes	1	1	0	1	1	1	1	3	1		1	3	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		2	2	2
Cap, veh/h	256	339	0	292	339	288	271	2781	866		302	3569	0
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.18	1.00	1.00	1.00		0.09	0.70	0.00
Sat Flow, veh/h	1223	1863	0	1381	1863	1583	473	5085	1583		1774	5253	0
Grp Volume(v), veh/h	184	24	0	124	40	118	15	2303	62		130	1181	0
Grp Sat Flow(s),veh/h/ln	1223	1863	0	1381	1863	1583	473	1695	1583		1774	1695	0
Q Serve(g_s), s	19.2	1.4	0.0	10.6	2.3	8.6	0.7	0.0	0.0		0.0	11.7	0.0
Cycle Q Clear(g_c), s	21.6	1.4	0.0	12.0	2.3	8.6	12.4	0.0	0.0		0.0	11.7	0.0
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00		1.00		0.00
Lane Grp Cap(c), veh/h	256	339	0	292	339	288	271	2781	866		302	3569	0
VC Ratio(X)	0.72	0.07	0.00	0.42	0.12	0.41	0.06	0.83	0.07		0.43	0.33	0.00
Avail Cap(c_a), veh/h	267	355	0	304	355	302	271	2781	866		302	3569	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	0.54	0.54	0.54		1.00	1.00	0.00
Uniform Delay (d), s/veh	53.5	44.1	0.0	49.0	44.4	47.0	1.0	0.0	0.0		32.2	7.5	0.0
Incr Delay (d2), s/veh	8.6	0.1	0.0	1.0	0.2	0.9	0.2	1.6	0.1		1.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.7	0.0	4.1	1.2	3.8	0.1	0.4	0.0		4.3	5.5	0.0
LnGrp Delay(d),s/veh	62.1	44.1	0.0	50.0	44.6	47.9	1.2	1.6	0.1		33.2	7.8	0.0
LnGrp LOS	E	D		D	D	D	A	A	A		C	A	
Approach Vol, veh/h		208			282			2380				1311	
Approach Delay, s/veh		60.0			48.4			1.6				10.3	
Approach LOS		E			D			A				B	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc), s		99.1		30.9	20.1	79.0		30.9					
Change Period (Y+Rc), s		7.9		7.2	7.9	7.9		7.2					
Max Green Setting (Gmax), s		90.1		24.8	11.1	71.1		24.8					
Max Q Clear Time (g_c+I1), s		13.7		14.0	2.0	14.4		23.6					
Green Ext Time (p_c), s		32.0		0.7	0.2	53.3		0.1					
Intersection Summary													
HCM 2010 Ctrl Delay				10.4									
HCM 2010 LOS				B									
Notes													
User approved ignoring U-Turning movement.													

Lanes, Volumes, Timings
50: US 52/78/Rivers Avenue & Eagles Landing Blvd

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations				 					  			
Traffic Volume (vph)	87	54	34	210	62	50	3	51	2160	334	1	82
Future Volume (vph)	87	54	34	210	62	50	3	51	2160	334	1	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	140		0		225		260		250
Storage Lanes	1		0	2		1		1		1		1
Taper Length (ft)	25			50				75				25
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Frt		0.942				0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1755	0	3433	1863	1583	0	1770	5085	1583	0	1770
Flt Permitted	0.950			0.950				0.173				0.062
Satd. Flow (perm)	1770	1755	0	3433	1863	1583	0	322	5085	1583	0	115
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		19				199				287		
Link Speed (mph)		30			30				45			
Link Distance (ft)		226			356				969			
Travel Time (s)		5.1			8.1				14.7			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	92	57	36	221	65	53	3	54	2274	352	1	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	93	0	221	65	53	0	57	2274	352	0	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane									Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100		20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA		Split	NA	Perm	Prot	pm+pt	NA	Perm	Prot	pm+pt
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases						4		6		6		2

Lanes, Volumes, Timings
 50: US 52/78/Rivers Avenue & Eagles Landing Blvd

2018 Existing Conditions
 PM Peak Hour

Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	1337	124
Future Volume (vph)	1337	124
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		143
Link Speed (mph)	45	
Link Distance (ft)	863	
Travel Time (s)	13.1	
Peak Hour Factor	0.95	0.95
Adj. Flow (vph)	1407	131
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1407	131
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	2	
Permitted Phases		2

Lanes, Volumes, Timings
50: US 52/78/Rivers Avenue & Eagles Landing Blvd

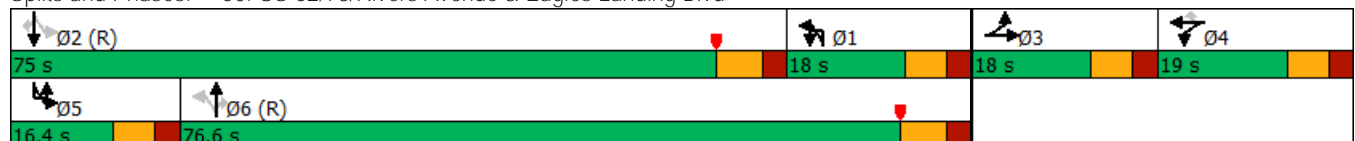
2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Detector Phase	3	3		4	4	4	1	1	6	6	5	5
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0	8.0	6.0	6.0	15.0	15.0	6.0	6.0
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	18.0	18.0	22.0	22.0	12.5	12.5
Total Split (s)	18.0	18.0		19.0	19.0	19.0	18.0	18.0	76.6	76.6	16.4	16.4
Total Split (%)	13.8%	13.8%		14.6%	14.6%	14.6%	13.8%	13.8%	58.9%	58.9%	12.6%	12.6%
Maximum Green (s)	11.5	11.5		12.5	12.5	12.5	11.5	11.5	69.6	69.6	9.9	9.9
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.0
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5	7.0	7.0		6.5
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.5	4.0	4.0	2.5	2.5
Minimum Gap (s)	0.2	0.2		0.2	0.2	0.2	0.2	0.2	2.6	2.6	0.2	0.2
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	15.0	15.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	None	C-Max	C-Max	None	None
Act Effect Green (s)	10.5	10.5		11.9	11.9	11.9			73.5	73.0	73.0	73.7
Actuated g/C Ratio	0.08	0.08		0.09	0.09	0.09			0.57	0.56	0.56	0.57
v/c Ratio	0.64	0.58		0.70	0.38	0.16			0.19	0.80	0.35	0.52
Control Delay	78.3	60.5		69.9	62.2	1.1			3.9	5.5	0.5	38.3
Queue Delay	0.0	0.0		0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	78.3	60.5		69.9	62.2	1.1			3.9	5.5	0.5	38.3
LOS	E	E		E	E	A			A	A	A	D
Approach Delay		69.4			57.7				4.8			
Approach LOS		E			E				A			

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 14 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 14.8 Intersection LOS: B
 Intersection Capacity Utilization 82.2% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 50: US 52/78/Rivers Avenue & Eagles Landing Blvd



Lanes, Volumes, Timings
 50: US 52/78/Rivers Avenue & Eagles Landing Blvd

2018 Existing Conditions
 PM Peak Hour

























Lane Group	SBT	SBR
Detector Phase	2	2
Switch Phase		
Minimum Initial (s)	15.0	15.0
Minimum Split (s)	21.7	21.7
Total Split (s)	75.0	75.0
Total Split (%)	57.7%	57.7%
Maximum Green (s)	68.3	68.3
Yellow Time (s)	4.5	4.5
All-Red Time (s)	2.2	2.2
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.7	6.7
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Minimum Gap (s)	2.6	2.6
Time Before Reduce (s)	30.0	30.0
Time To Reduce (s)	15.0	15.0
Recall Mode	C-Max	C-Max
Act Effct Green (s)	73.5	73.5
Actuated g/C Ratio	0.57	0.57
v/c Ratio	0.49	0.14
Control Delay	16.2	1.5
Queue Delay	0.0	0.0
Total Delay	16.2	1.5
LOS	B	A
Approach Delay	16.2	
Approach LOS	B	
Intersection Summary		

Lanes, Volumes, Timings


51: US 52/78/Rivers Avenue & Northwoods Blvd

2018 Existing Conditions
PM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	127	35	125	162	41	159	2	170	2273	58	146	1163	
Future Volume (vph)	127	35	125	162	41	159	2	170	2273	58	146	1163	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	100		200	0		0		250		250	250		
Storage Lanes	0		1	0		0		1		1	1		
Taper Length (ft)	25			25				25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.91	1.00	0.91	1.00	1.00	0.91	
Frt			0.850		0.934					0.850		0.993	
Flt Protected	0.950				0.978			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	0	3233	0	0	1770	5085	1583	1770	5050	
Flt Permitted	0.218				0.813			0.162			0.061		
Satd. Flow (perm)	406	1863	1583	0	2687	0	0	302	5085	1583	114	5050	
Right Turn on Red			Yes			Yes				Yes			
Satd. Flow (RTOR)			174		136					176		8	
Link Speed (mph)		30			30				45			45	
Link Distance (ft)		362			406				1807			969	
Travel Time (s)		8.2			9.2				27.4			14.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	131	36	129	167	42	164	2	175	2343	60	151	1199	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	131	36	129	0	373	0	0	177	2343	60	151	1260	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left	
Median Width(ft)		12			12				24			24	
Link Offset(ft)		0			0				0			0	
Crosswalk Width(ft)		16			16				16			16	
Two way Left Turn Lane									Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	9	15		9	15		
Number of Detectors	1	2	1	1	2		1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100		20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6		20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94				94			94	
Detector 2 Size(ft)		6			6				6			6	
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0				0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	1	6		5	2	
Permitted Phases	8		8	4				6		6	2		

Lanes, Volumes, Timings
 51: US 52/78/Rivers Avenue & Northwoods Blvd

2018 Existing Conditions
 PM Peak Hour

Lane Group	SBR
 Configurations	
Traffic Volume (vph)	59
Future Volume (vph)	59
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.97
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Lanes, Volumes, Timings
 51: US 52/78/Rivers Avenue & Northwoods Blvd

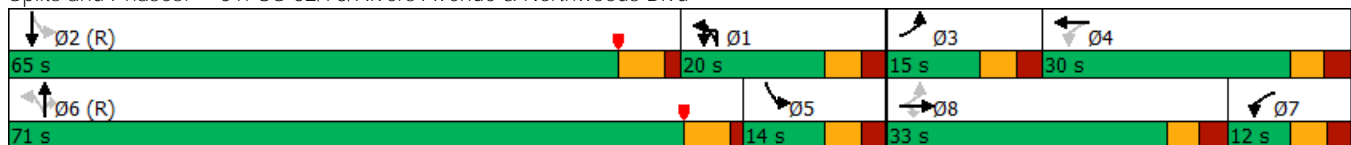
2018 Existing Conditions
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Detector Phase	3	8	8	7	4		1	1	6	6	5	2
Switch Phase												
Minimum Initial (s)	6.0	8.0	8.0	6.0	8.0		6.0	6.0	15.0	15.0	6.0	15.0
Minimum Split (s)	12.0	33.0	33.0	12.0	14.0		12.0	12.0	20.7	20.7	12.0	25.0
Total Split (s)	15.0	33.0	33.0	12.0	30.0		20.0	20.0	71.0	71.0	14.0	65.0
Total Split (%)	11.5%	25.4%	25.4%	9.2%	23.1%		15.4%	15.4%	54.6%	54.6%	10.8%	50.0%
Maximum Green (s)	9.0	27.0	27.0	6.0	24.0		14.0	14.0	65.3	65.3	8.0	59.0
Yellow Time (s)	3.5	3.2	3.2	3.5	3.2		3.5	3.5	4.5	4.5	3.5	4.5
All-Red Time (s)	2.5	2.8	2.8	2.5	2.8		2.5	2.5	1.2	1.2	2.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0				0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0		6.0				6.0	5.7	5.7	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5	4.0	4.0	2.5	4.0
Minimum Gap (s)	2.5	3.0	3.0	2.5	3.0		2.5	2.5	2.3	2.3	2.5	2.3
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	30.0	30.0	0.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	30.0	30.0	0.0	30.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	None	C-Max
Walk Time (s)		7.0	7.0									5.0
Flash Dont Walk (s)		20.0	20.0									14.0
Pedestrian Calls (#/hr)		0	0									0
Act Effct Green (s)	32.3	32.3	32.3		17.4				85.7	72.0	72.0	73.7
Actuated g/C Ratio	0.25	0.25	0.25		0.13				0.66	0.55	0.55	0.57
v/c Ratio	0.67	0.08	0.25		0.78				0.50	0.83	0.06	0.91
Control Delay	56.3	35.7	2.7		45.8				12.2	5.4	0.1	74.3
Queue Delay	0.0	0.0	0.0		0.0				0.0	0.0	0.0	0.0
Total Delay	56.3	35.7	2.7		45.8				12.2	5.4	0.1	74.3
LOS	E	D	A		D				B	A	A	E
Approach Delay		30.5			45.8				5.7			19.1
Approach LOS		C			D				A			B

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 10 (8%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 89.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service E

Splits and Phases: 51: US 52/78/Rivers Avenue & Northwoods Blvd





Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	



















HCM 2010 Signalized Intersection Summary
 52: US 52/78/Rivers Avenue & Ashley Phosphate/Wal-Mart Driveway

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (veh/h)	489	166	545	152	225	74	3	722	1927	233	2	126	1086	467
Future Volume (veh/h)	489	166	545	152	225	74	3	722	1927	233	2	126	1086	467
Number	3	8	18	7	4	14		1	6	16		5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1863	1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h	499	169	556	155	230	76		737	1966	238		129	1108	477
Adj No. of Lanes	2	1	1	1	2	0		2	3	1		2	3	1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h	557	234	199	328	286	92		569	2026	631		440	1844	830
Arrive On Green	0.16	0.13	0.13	0.15	0.11	0.11		0.33	0.80	0.80		0.26	0.73	0.73
Sat Flow, veh/h	3442	1863	1583	1774	2634	848		3442	5085	1583		3442	5085	1583
Grp Volume(v), veh/h	499	169	556	155	153	153		737	1966	238		129	1108	477
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1770	1713		1721	1695	1583		1721	1695	1583
Q Serve(g_s), s	18.5	11.3	11.4	4.9	10.9	11.4		21.5	45.0	5.7		3.9	13.8	9.2
Cycle Q Clear(g_c), s	18.5	11.3	11.4	4.9	10.9	11.4		21.5	45.0	5.7		3.9	13.8	9.2
Prop In Lane	1.00		1.00	1.00		0.50		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	557	234	199	328	192	186		569	2026	631		440	1844	830
V/C Ratio(X)	0.90	0.72	2.80	0.47	0.79	0.82		1.29	0.97	0.38		0.29	0.60	0.57
Avail Cap(c_a), veh/h	601	430	365	328	249	241		569	2026	631		440	1844	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		0.88	0.88	0.88
Uniform Delay (d), s/veh	53.4	54.7	27.6	48.4	56.5	56.7		43.5	12.5	8.5		43.6	13.3	2.5
Incr Delay (d2), s/veh	15.6	4.2	822.9	0.8	12.4	16.2		145.3	14.1	1.7		0.2	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	50.4	5.1	6.0	6.2		21.6	22.3	2.7		1.9	6.4	4.0
LnGrp Delay(d),s/veh	69.0	58.9	850.5	49.1	68.9	72.9		188.8	26.6	10.2		43.9	14.6	5.1
LnGrp LOS	E	E	F	D	E	E		F	C	B		D	B	A
Approach Vol, veh/h		1224			461				2941				1714	
Approach Delay, s/veh		422.6			63.6				65.9				14.1	
Approach LOS		F			E				E				B	
Timer	1	2	3	4	5	6	7	8						
Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	38.0	53.8	27.5	20.6	23.3	58.5	25.4	22.8						
Change Period (Y+Rc), s	6.5	* 6.7	6.5	6.5	* 6.7	* 6.7	6.5	6.5						
Max Green Setting (Gmax), s	41.5	* 41	22.7	18.3	* 11	* 52	11.0	30.0						
Max Q Clear Time (g_c+Q), s	23.5	15.8	20.5	13.4	5.9	47.0	6.9	13.4						
Green Ext Time (p_c), s	0.0	14.3	0.6	0.7	0.1	4.5	0.1	2.9						
Intersection Summary														
HCM 2010 Ctrl Delay					120.6									
HCM 2010 LOS					F									
Notes														
User approved ignoring U-Turning movement.														

Lanes, Volumes, Timings
 53: US 52/78/Rivers Avenue & Dunlap St/Driveway

2018 Existing Conditions
 PM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	0	0	128	0	0	1	11	91	3116	0	0	1520	
Future Volume (vph)	0	0	128	0	0	1	11	91	3116	0	0	1520	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	0		0		350		0	0		
Storage Lanes	0		1	0		1		0		0	0		
Taper Length (ft)	25			25				25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.81	0.81	0.81	1.00	0.91	
Frt			0.865			0.865						0.995	
Flt Protected									0.998				
Satd. Flow (prot)	0	0	1611	0	0	1611	0	0	7529	0	0	5060	
Flt Permitted									0.998				
Satd. Flow (perm)	0	0	1611	0	0	1611	0	0	7529	0	0	5060	
Link Speed (mph)		30			30				45			45	
Link Distance (ft)		334			290				562			594	
Travel Time (s)		7.6			6.6				8.5			9.0	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	
Adj. Flow (vph)	0	0	131	0	0	1	11	93	3180	0	0	1551	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	131	0	0	1	0	0	3284	0	0	1600	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left	
Median Width(ft)		0			0				30			30	
Link Offset(ft)		0			0				0			0	
Crosswalk Width(ft)		16			16				16			16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	9	15		9	15		
Sign Control		Stop			Stop				Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	85.7%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 53: US 52/78/Rivers Avenue & Dunlap St/Driveway


























2018 Existing Conditions
 PM Peak Hour



Lane Group	SBR
Link Configurations	
Traffic Volume (vph)	48
Future Volume (vph)	48
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.91
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.98
Adj. Flow (vph)	49
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Sign Control	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 54: US 52/78/Rivers Avenue & Morris Baker Blvd

2018 Existing Conditions
 PM Peak Hour

															
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations															
Traffic Volume (veh/h)	1	101	10	85	106	9	80	11	61	2751	149	46	147	1255	106
Future Volume (veh/h)	1	101	10	85	106	9	80	11	61	2751	149	46	147	1255	106
Number		3	8	18	7	4	14		1	6	16		5	2	12
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1863	1863	1900	1863	1863	1900		1863	1863	1863		1863	1863	1863
Adj Flow Rate, veh/h		103	10	87	108	9	82		62	2807	152		150	1281	108
Adj No. of Lanes		1	1	0	1	1	0		2	3	1		2	3	1
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98		0.98	0.98	0.98		0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2		2	2	2
Cap, veh/h		136	19	166	131	18	167		142	3227	1005		278	3389	1055
Arrive On Green		0.12	0.12	0.12	0.12	0.12	0.12		0.04	0.63	0.63		0.16	1.00	1.00
Sat Flow, veh/h		1300	166	1442	1293	159	1448		3442	5085	1583		3442	5085	1583
Grp Volume(v), veh/h		103	0	97	108	0	91		62	2807	152		150	1281	108
Grp Sat Flow(s),veh/h/ln		1300	0	1608	1293	0	1607		1721	1695	1583		1721	1695	1583
Q Serve(g_s), s		8.1	0.0	7.4	7.6	0.0	6.9		2.3	58.5	5.0		5.2	0.0	0.0
Cycle Q Clear(g_c), s		15.0	0.0	7.4	15.0	0.0	6.9		2.3	58.5	5.0		5.2	0.0	0.0
Prop In Lane		1.00		0.90	1.00		0.90		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h		136	0	186	131	0	185		142	3227	1005		278	3389	1055
V/C Ratio(X)		0.76	0.00	0.52	0.82	0.00	0.49		0.44	0.87	0.15		0.54	0.38	0.10
Avail Cap(c_a), veh/h		136	0	186	131	0	185		175	3227	1005		278	3389	1055
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		2.00	2.00	2.00
Upstream Filter(I)		1.00	0.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh		61.8	0.0	54.1	62.3	0.0	53.9		60.8	19.4	9.6		52.3	0.0	0.0
Incr Delay (d2), s/veh		21.1	0.0	2.6	32.8	0.0	2.0		2.1	3.5	0.3		2.1	0.3	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.5	0.0	3.4	5.1	0.0	3.2		1.1	28.1	2.3		2.5	0.1	0.1
LnGrp Delay(d),s/veh		82.9	0.0	56.8	95.1	0.0	55.9		63.0	22.9	9.9		54.4	0.3	0.2
LnGrp LOS		F		E	F		E		E	C	A		D	A	A
Approach Vol, veh/h			200			199				3021				1539	
Approach Delay, s/veh			70.2			77.2				23.1				5.6	
Approach LOS			E			E				C				A	
Timer	1	2	3	4	5	6	7	8							
Assigned Phs	1	2		4	5	6		8							
Phs Duration (G+Y+Rc), s	29	94.1		23.0	18.0	89.0		23.0							
Change Period (Y+Rc), s	7.5	* 7.5		8.0	7.5	6.5		8.0							
Max Green Setting (Gmax), s	6	* 86		15.0	10.5	82.5		15.0							
Max Q Clear Time (g_c+I), s	14	2.0		17.0	7.2	60.5		17.0							
Green Ext Time (p_c), s	0.0	18.5		0.0	0.1	20.9		0.0							
Intersection Summary															
HCM 2010 Ctrl Delay			21.7												
HCM 2010 LOS			C												
Notes															
User approved pedestrian interval to be less than phase max green.															

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Traffic Vol, veh/h	0	0	0	4	0	0	0	0	0	37	1432	0
Future Vol, veh/h	0	0	0	4	0	0	0	0	0	37	1432	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	4	0	0	0	0	0	38	1461	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1537	731	660	1537	-	0	0	0
Stage 1	-	1537	-	0	0	-	-	-	-
Stage 2	-	0	-	660	1537	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	115	312	402	115	0	-	-	0
Stage 1	0	176	-	-	-	0	-	-	0
Stage 2	0	-	-	381	176	0	-	-	0
Platoon blocked, %									-
Mov Cap-1 Maneuver	-	115	312	402	115	-	-	-	-
Mov Cap-2 Maneuver	-	115	-	402	115	-	-	-	-
Stage 1	-	176	-	-	-	-	-	-	-
Stage 2	-	-	-	381	176	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	0		14			
HCM LOS	A		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT
Capacity (veh/h)	- 402		-	-
HCM Lane V/C Ratio	- 0.01		-	-
HCM Control Delay (s)	0 14		-	-
HCM Lane LOS	A B		-	-
HCM 95th %tile Q(veh)	- 0		-	-

HCM 2010 TWSC
 55B: US 52/78/Rivers Avenue & N of Trident Tech Major Driveway

2018 Existing Conditions
 PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵				↵		↵	↵↵↵				
Traffic Vol, veh/h	37	0	0	0	1	6	3	2762	6	0	0	0
Future Vol, veh/h	37	0	0	0	1	6	3	2762	6	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	38	0	0	0	1	6	3	2818	6	0	0	0

Major/Minor	Minor2	Minor1			Major1				
Conflicting Flow All	1134	-	-	-	2827	1412	0	0	0
Stage 1	0	-	-	-	2827	-	-	-	-
Stage 2	1134	-	-	-	0	-	-	-	-
Critical Hdwy	6.44	-	-	-	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-
Critical Hdwy Stg 2	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	-	-	-	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	213	0	0	0	17	109	-	-	-
Stage 1	-	0	0	0	38	-	-	-	-
Stage 2	194	0	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	192	-	-	-	17	109	-	-	-
Mov Cap-2 Maneuver	192	-	-	-	17	-	-	-	-
Stage 1	-	-	-	-	38	-	-	-	-
Stage 2	178	-	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	28.3	71.7	
HCM LOS	D	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	192	61
HCM Lane V/C Ratio	-	-	-	0.197	0.117
HCM Control Delay (s)	-	-	-	28.3	71.7
HCM Lane LOS	-	-	-	D	F
HCM 95th %tile Q(veh)	-	-	-	0.7	0.4

Lanes, Volumes, Timings
 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway

2018 Existing Conditions
 PM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↵	↶	↷↶↷	
Traffic Volume (vph)	195	68	471	2511	55
Future Volume (vph)	195	68	471	2511	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Fr _t			0.850	0.997	
Flt Protected		0.950			
Satd. Flow (prot)	1863	1770	1583	5070	0
Flt Permitted		0.950			
Satd. Flow (perm)	1863	1770	1583	5070	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			195	4	
Link Speed (mph)	30			45	
Link Distance (ft)	258			282	
Travel Time (s)	5.9			4.3	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	201	70	486	2589	57
Shared Lane Traffic (%)					
Lane Group Flow (vph)	201	70	486	2646	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	15.0	

Lanes, Volumes, Timings
 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway

2018 Existing Conditions
 PM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Split (s)	12.0	12.0	12.0	38.5	
Total Split (s)	21.0	33.0	33.0	76.0	
Total Split (%)	16.2%	25.4%	25.4%	58.5%	
Maximum Green (s)	15.0	27.0	27.0	69.5	
Yellow Time (s)	4.0	4.0	4.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.5	
Lead/Lag	Lag			Lead	
Lead-Lag Optimize?	Yes			Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	
Recall Mode	None	None	None	C-Max	
Walk Time (s)					7.0
Flash Dont Walk (s)					25.0
Pedestrian Calls (#/hr)					0
Act Effect Green (s)	14.7	27.3	27.3	69.5	
Actuated g/C Ratio	0.11	0.21	0.21	0.53	
v/c Ratio	0.96	0.19	1.00	0.98	
Control Delay	91.9	44.1	71.4	31.3	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	91.9	44.1	71.4	31.3	
LOS	F	D	E	C	
Approach Delay	91.9			31.3	
Approach LOS	F			C	

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 69 (53%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 89.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 56: US 52/78/Rivers Avenue & Trident Tech Major Driveway



Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷					↶	↷↶↷	
Traffic Vol, veh/h	0	34	35	5	21	0	0	0	0	17	1397	15
Future Vol, veh/h	0	34	35	5	21	0	0	0	0	17	1397	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	34	35	5	21	0	0	0	0	17	1411	15

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	1453	713		0	0	0
Stage 1	-	1453	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.54	7.14		5.34	-	-
Critical Hdwy Stg 1	-	5.54	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.02	3.92		3.12	-	-
Pot Cap-1 Maneuver	0	129	321		-	-	-
Stage 1	0	194	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	321		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	19.3	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	321	-	-	-
HCM Lane V/C Ratio	0.217	-	-	-
HCM Control Delay (s)	19.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↑	↗	↖	↑↑↑				
Traffic Vol, veh/h	37	0	0	0	8	35	37	2385	1	0	0	0
Future Vol, veh/h	37	0	0	0	8	35	37	2385	1	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	0	0	0	8	37	39	2511	1	0	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	2590	1256	0
Stage 1	-	2590	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	6.54	7.14	5.34
Critical Hdwy Stg 1	-	5.54	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12
Pot Cap-1 Maneuver	0	25	140	-
Stage 1	0	51	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	0	140	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s		
HCM LOS	-	

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	WBLn2
Capacity (veh/h)	-	-	-	-	140
HCM Lane V/C Ratio	-	-	-	-	0.263
HCM Control Delay (s)	-	-	-	-	39.7
HCM Lane LOS	-	-	-	-	E
HCM 95th %tile Q(veh)	-	-	-	-	1

Lanes, Volumes, Timings
59: US 52/78/Rivers Avenue & Stokes Avenue

2018 Existing Conditions
PM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↶	↷	↶↷	↶
Traffic Volume (vph)	153	98	133	2176	160
Future Volume (vph)	153	98	133	2176	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00
Flt			0.850		0.850
Flt Protected		0.950			
Satd. Flow (prot)	1863	1752	1568	5085	1583
Flt Permitted		0.657			
Satd. Flow (perm)	1863	1212	1568	5085	1583
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			137		138
Link Speed (mph)	30			45	
Link Distance (ft)	194			209	
Travel Time (s)	4.4			3.2	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	3%	3%	2%	2%
Adj. Flow (vph)	158	101	137	2243	165
Shared Lane Traffic (%)					
Lane Group Flow (vph)	158	101	137	2243	165
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	1
Detector Template	Thru	Left	Right	Thru	Right
Leading Detector (ft)	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Perm	Perm	NA	Perm
Protected Phases	5			6	
Permitted Phases		4	4		6
Detector Phase	5	4	4	6	6
Switch Phase					

Lanes, Volumes, Timings
 59: US 52/78/Rivers Avenue & Stokes Avenue

2018 Existing Conditions
 PM Peak Hour

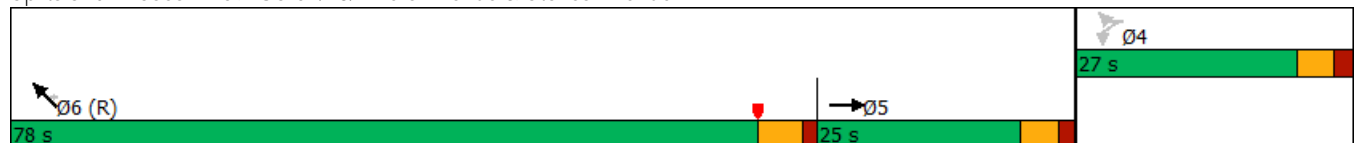


Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	13.3	13.6	13.6	20.7	20.7
Total Split (s)	25.0	27.0	27.0	78.0	78.0
Total Split (%)	19.2%	20.8%	20.8%	60.0%	60.0%
Maximum Green (s)	19.7	21.4	21.4	72.3	72.3
Yellow Time (s)	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	1.7	2.0	2.0	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.3	5.6	5.6	5.7	5.7
Lead/Lag	Lag		Lead		Lead
Lead-Lag Optimize?	Yes		Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	2.5	2.5	2.5	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	13.7	13.9	13.9	85.8	85.8
Actuated g/C Ratio	0.11	0.11	0.11	0.66	0.66
v/c Ratio	0.81	0.79	0.47	0.67	0.15
Control Delay	84.6	92.9	13.4	16.1	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	92.9	13.4	16.1	3.1
LOS	F	F	B	B	A
Approach Delay	84.6			15.2	
Approach LOS	F			B	

Intersection Summary













Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 49 (38%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 68.0%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service C

Splits and Phases: 59: US 52/78/Rivers Avenue & Stokes Avenue



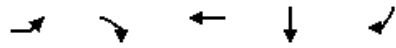
Lanes, Volumes, Timings
60: Midland Park Road

2018 Existing Conditions
PM Peak Hour

					
Lane Group	EBL	EBR	WBT	SBT	SBR
Lane Configurations				  	
Traffic Volume (vph)	228	213	373	1288	136
Future Volume (vph)	228	213	373	1288	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0	275			60
Storage Lanes	1	1			1
Taper Length (ft)	25				
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00
Frt		0.850			0.850
Flt Protected	0.950				
Satd. Flow (prot)	1770	1583	1863	5085	1583
Flt Permitted	0.950				
Satd. Flow (perm)	1770	1583	1863	5085	1583
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		242			92
Link Speed (mph)			30	45	
Link Distance (ft)			191	134	
Travel Time (s)			4.3	2.0	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	259	242	424	1464	155
Shared Lane Traffic (%)					
Lane Group Flow (vph)	259	242	424	1464	155
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	1
Detector Template	Left	Right	Thru	Thru	Right
Leading Detector (ft)	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			Cl+Ex	Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	8		1	2	
Permitted Phases		8			2

Lanes, Volumes, Timings
60: Midland Park Road

2018 Existing Conditions
PM Peak Hour



Lane Group	EBL	EBR	WBT	SBT	SBR
Detector Phase	8	8	1	2	2
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	13.0	13.0	13.6	20.7	20.7
Total Split (s)	22.0	22.0	31.0	37.0	37.0
Total Split (%)	24.4%	24.4%	34.4%	41.1%	41.1%
Maximum Green (s)	17.0	17.0	25.4	31.3	31.3
Yellow Time (s)	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	1.4	1.4	2.0	1.4	1.4
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.6	5.7	5.7
Lead/Lag			Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	2.5	2.5	2.5	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	C-Max	C-Max
Act Effect Green (s)	14.9	14.9	22.4	36.5	36.5
Actuated g/C Ratio	0.17	0.17	0.25	0.41	0.41
v/c Ratio	0.89	0.52	0.92	0.71	0.22
Control Delay	67.7	8.9	46.1	25.9	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	8.9	46.1	25.9	10.0
LOS	E	A	D	C	A
Approach Delay			46.1	24.4	
Approach LOS			D	C	

Intersection Summary












Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 54 (60%), Referenced to phase 2:SBT and 6:, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 31.0 Intersection LOS: C
 Intersection Capacity Utilization 69.9% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 60: Midland Park Road



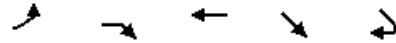
Lanes, Volumes, Timings
61: US 52/78/Rivers Avenue & Eagle Road

2018 Existing Conditions
PM Peak Hour

					
Lane Group	EBL	EBR	WBT	SET	SER
Lane Configurations				  	
Traffic Volume (vph)	76	94	79	1425	35
Future Volume (vph)	76	94	79	1425	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0	80			0
Storage Lanes	1	1			0
Taper Length (ft)	25				
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Frt		0.850		0.996	
Flt Protected	0.950				
Satd. Flow (prot)	1770	1583	1863	5065	0
Flt Permitted	0.950				
Satd. Flow (perm)	1770	1583	1863	5065	0
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		103		6	
Link Speed (mph)			30	45	
Link Distance (ft)			167	161	
Travel Time (s)			3.8	2.4	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	84	103	87	1566	38
Shared Lane Traffic (%)					
Lane Group Flow (vph)	84	103	87	1604	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	
Detector Template	Left	Right	Thru	Thru	
Leading Detector (ft)	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	20	20	6	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			CI+Ex	CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	8		1	2	
Permitted Phases		8			

Lanes, Volumes, Timings
 61: US 52/78/Rivers Avenue & Eagle Road

2018 Existing Conditions
 PM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Detector Phase	8	8	1	2	
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	
Minimum Split (s)	13.7	13.7	13.4	21.0	
Total Split (s)	19.0	19.0	18.0	53.0	
Total Split (%)	21.1%	21.1%	20.0%	58.9%	
Maximum Green (s)	13.3	13.3	12.6	47.0	
Yellow Time (s)	3.0	3.0	3.0	4.4	
All-Red Time (s)	2.7	2.7	2.4	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.7	5.7	5.4	6.0	
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	2.5	2.5	2.5	6.0	
Minimum Gap (s)	0.2	0.2	0.2	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	30.0	
Recall Mode	None	None	None	C-Max	
Act Effect Green (s)	9.7	9.7	9.6	56.3	
Actuated g/C Ratio	0.11	0.11	0.11	0.63	
v/c Ratio	0.44	0.39	0.44	0.51	
Control Delay	44.6	12.3	35.6	1.8	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	44.6	12.3	35.6	1.8	
LOS	D	B	D	A	
Approach Delay			35.6	1.8	
Approach LOS			D	A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 79 (88%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 47.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 61: US 52/78/Rivers Avenue & Eagle Road



Lanes, Volumes, Timings
62: US 52/78/Rivers Avenue & Hanahan Road

2018 Existing Conditions
PM Peak Hour



Lane Group	EBL	NWT	NWR	SWL	SWR2
Lane Configurations					
Traffic Volume (vph)	188	2294	183	132	276
Future Volume (vph)	188	2294	183	132	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00
Fr _t			0.850		0.850
Fl _t Protected	0.950			0.950	
Satd. Flow (prot)	1770	5085	1583	1736	1553
Fl _t Permitted	0.950			0.950	
Satd. Flow (perm)	1770	5085	1583	1736	1553
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			206		216
Link Speed (mph)	30	45		30	
Link Distance (ft)	225	240		702	
Travel Time (s)	5.1	3.6		16.0	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	2%	2%	2%	4%	4%
Adj. Flow (vph)	211	2578	206	148	310
Shared Lane Traffic (%)					
Lane Group Flow (vph)	211	2578	206	148	310
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12	0		12	
Link Offset(ft)	0	0		0	
Crosswalk Width(ft)	16	16		16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15	9
Number of Detectors	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Right
Leading Detector (ft)	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			
Detector 2 Size(ft)		6			
Detector 2 Type		Cl+Ex			
Detector 2 Channel					
Detector 2 Extend (s)		0.0			
Turn Type	Prot	NA	Perm	Prot	Perm
Protected Phases	5	6		4	
Permitted Phases			6		4
Detector Phase	5	6	6	4	4
Switch Phase					

Lanes, Volumes, Timings
 62: US 52/78/Rivers Avenue & Hanahan Road

2018 Existing Conditions
 PM Peak Hour

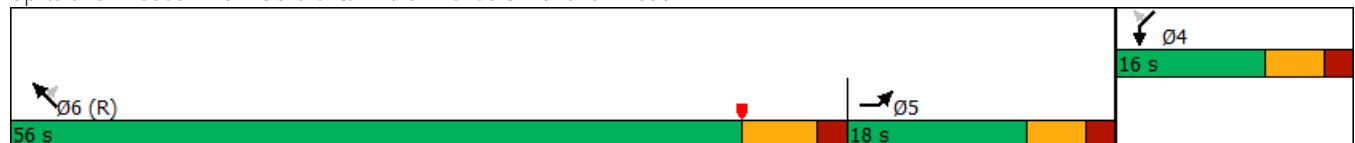


Lane Group	EBL	NWT	NWR	SWL	SWR2
Minimum Initial (s)	8.0	15.0	15.0	8.0	8.0
Minimum Split (s)	15.0	22.0	22.0	15.0	15.0
Total Split (s)	18.0	56.0	56.0	16.0	16.0
Total Split (%)	20.0%	62.2%	62.2%	17.8%	17.8%
Maximum Green (s)	12.0	49.0	49.0	10.0	10.0
Yellow Time (s)	4.0	5.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.0	7.0	6.0	6.0
Lead/Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Max	C-Max	None	None
Walk Time (s)		7.0	7.0		
Flash Dont Walk (s)		16.0	16.0		
Pedestrian Calls (#/hr)		0	0		
Act Effct Green (s)	12.0	49.0	49.0	10.0	10.0
Actuated g/C Ratio	0.13	0.54	0.54	0.11	0.11
v/c Ratio	0.89	0.93	0.22	0.77	0.85
Control Delay	63.5	26.2	2.0	66.3	36.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	63.5	26.2	2.0	66.3	36.1
LOS	E	C	A	E	D
Approach Delay	63.5	24.4		45.8	
Approach LOS	E	C		D	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 66 (73%), Referenced to phase 2: and 6:NWT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 29.6
 Intersection Capacity Utilization 77.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 62: US 52/78/Rivers Avenue & Hanahan Road



Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔↔↔				
Traffic Vol, veh/h	31	8	0	0	7	9	25	2318	39	0	0	0
Future Vol, veh/h	31	8	0	0	7	9	25	2318	39	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	210	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	9	0	0	8	10	27	2492	42	0	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	2567	1267	0
Stage 1	-	2567	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	6.54	7.14	5.34
Critical Hdwy Stg 1	-	5.54	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12
Pot Cap-1 Maneuver	0	26	137	-
Stage 1	0	52	-	-
Stage 2	0	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	0	137	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s	35	
HCM LOS	E	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	137
HCM Lane V/C Ratio	-	-	0.126
HCM Control Delay (s)	-	-	35
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	0.4

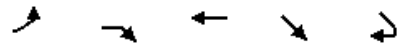
Intersection												
Int Delay, s/veh	0											
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↵	↑↑↑						↵			↑	↵
Traffic Vol, veh/h	2	2060	56	0	0	0	29	35	0	0	38	36
Future Vol, veh/h	2	2060	56	0	0	0	29	35	0	0	38	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	2215	60	0	0	0	31	38	0	0	41	39

Major/Minor	Major1			Minor1		
Conflicting Flow All	0	0	0	-	2249	1138
Stage 1	-	-	-	-	2249	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	5.34	-	-	-	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	3.12	-	-	-	4.02	3.92
Pot Cap-1 Maneuver	-	-	-	-	0	41
Stage 1	-	-	-	-	0	77
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	0
Mov Cap-2 Maneuver	-	-	-	-	-	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	-	0

Approach	NB			SW		
HCM Control Delay, s						
HCM LOS						
Minor Lane/Major Mvmt	NBL	NBT	NBRSWLn1SWLn2			
Capacity (veh/h)	-	-	-	-	168	
HCM Lane V/C Ratio	-	-	-	-	0.23	
HCM Control Delay (s)	-	-	-	-	32.7	
HCM Lane LOS	-	-	-	-	D	
HCM 95th %tile Q(veh)	-	-	-	-	0.9	

Lanes, Volumes, Timings
65: US 52/78/Rivers Avenue & Benderson Drive

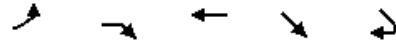
2018 Existing Conditions
PM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Lane Configurations					
Traffic Volume (vph)	50	109	72	1755	40
Future Volume (vph)	50	109	72	1755	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.91	0.91
Fr _t		0.850		0.997	
Fl _t Protected	0.950				
Satd. Flow (prot)	1770	1583	3539	5070	0
Fl _t Permitted	0.950				
Satd. Flow (perm)	1770	1583	3539	5070	0
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		125		6	
Link Speed (mph)			30	45	
Link Distance (ft)			139	216	
Travel Time (s)			3.2	3.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	57	125	83	2017	46
Shared Lane Traffic (%)					
Lane Group Flow (vph)	57	125	83	2063	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	
Detector Template	Left	Right	Thru	Thru	
Leading Detector (ft)	20	20	100	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	20	20	6	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			CI+Ex	CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	8		1	2	
Permitted Phases		8			
Detector Phase	8	8	1	2	
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	

Lanes, Volumes, Timings
 65: US 52/78/Rivers Avenue & Benderson Drive

2018 Existing Conditions
 PM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Minimum Split (s)	15.0	15.0	15.0	21.6	
Total Split (s)	16.0	16.0	15.0	59.0	
Total Split (%)	17.8%	17.8%	16.7%	65.6%	
Maximum Green (s)	10.4	10.4	9.2	52.8	
Yellow Time (s)	3.0	3.0	3.0	4.6	
All-Red Time (s)	2.6	2.6	2.8	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.6	5.6	5.8	6.2	
Lead/Lag			Lag	Lead	
Lead-Lag Optimize?			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	6.0	
Minimum Gap (s)	0.2	0.2	0.2	2.5	
Time Before Reduce (s)	0.0	0.0	0.0	20.0	
Time To Reduce (s)	0.0	0.0	0.0	30.0	
Recall Mode	None	None	None	C-Max	
Act Effect Green (s)	8.8	8.8	8.3	58.0	
Actuated g/C Ratio	0.10	0.10	0.09	0.64	
v/c Ratio	0.33	0.47	0.26	0.63	
Control Delay	42.9	13.4	32.5	10.6	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	42.9	13.4	32.5	10.6	
LOS	D	B	C	B	
Approach Delay			32.5	10.6	
Approach LOS			C	B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 80 (89%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 52.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 65: US 52/78/Rivers Avenue & Benderson Drive



66: US 52/78/Rivers Avenue & Hawthorne Drive

PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↔↔↔				
Traffic Vol, veh/h	39	22	0	0	0	57	0	2209	103	0	0	0
Future Vol, veh/h	39	22	0	0	0	57	0	2209	103	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	42	24	0	0	0	62	0	2401	112	0	0	0












Major/Minor	Minor2		Minor1			Major1		
Conflicting Flow All	960	2513	-	-	-	1257	-	0
Stage 1	0	0	-	-	-	-	-	-
Stage 2	960	2513	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	-	-	-	7.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	-	-	-	3.92	-	-
Pot Cap-1 Maneuver	270	28	0	0	0	139	0	-
Stage 1	-	-	0	0	0	-	0	-
Stage 2	249	56	0	0	0	-	0	-
Platoon blocked, %							-	-
Mov Cap-1 Maneuver	150	28	-	-	-	139	-	-
Mov Cap-2 Maneuver	150	28	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	138	56	-	-	-	-	-	-

Approach	EB		WB		NB	
HCM Control Delay, s	280.9		50.2		0	
HCM LOS	F		F			

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	58	139
HCM Lane V/C Ratio	-	-	1.143	0.446
HCM Control Delay (s)	-	-	280.9	50.2
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	5.5	2

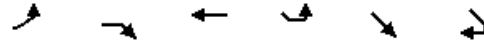
Lanes, Volumes, Timings
67: US 52/78/Rivers Avenue & Aviation Avenue

2018 Existing Conditions
PM Peak Hour

							
Lane Group	EBL	EBR	WBT	SEL2	SET	SER	Ø6
Lane Configurations							
Traffic Volume (vph)	555	130	192	1	1061	824	
Future Volume (vph)	555	130	192	1	1061	824	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	0.97	1.00	0.95	0.86	0.86	1.00	
Flt		0.850				0.850	
Flt Protected	0.950						
Satd. Flow (prot)	3433	1583	3539	0	6408	1583	
Flt Permitted	0.950						
Satd. Flow (perm)	3433	1583	3539	0	6408	1583	
Right Turn on Red		Yes		Yes		Yes	
Satd. Flow (RTOR)		134			152	785	
Link Speed (mph)			30		45		
Link Distance (ft)			140		321		
Travel Time (s)			3.2		4.9		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	
Adj. Flow (vph)	572	134	198	1	1094	849	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	572	134	198	0	1095	849	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)			24		0		
Link Offset(ft)			0		0		
Crosswalk Width(ft)			16		16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9		15		9	
Number of Detectors	1	1	2	1	2	1	
Detector Template	Left	Right	Thru	Left	Thru	Right	
Leading Detector (ft)	20	20	100	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)			94		94		
Detector 2 Size(ft)			6		6		
Detector 2 Type			Cl+Ex		Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)			0.0		0.0		
Turn Type	Prot	Perm	NA	Perm	NA	Perm	
Protected Phases	8		1		2		6
Permitted Phases		8		2		2	
Detector Phase	8	8	1	2	2	2	
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	12.0	12.0	12.0	12.0

Lanes, Volumes, Timings
 67: US 52/78/Rivers Avenue & Aviation Avenue

2018 Existing Conditions
 PM Peak Hour

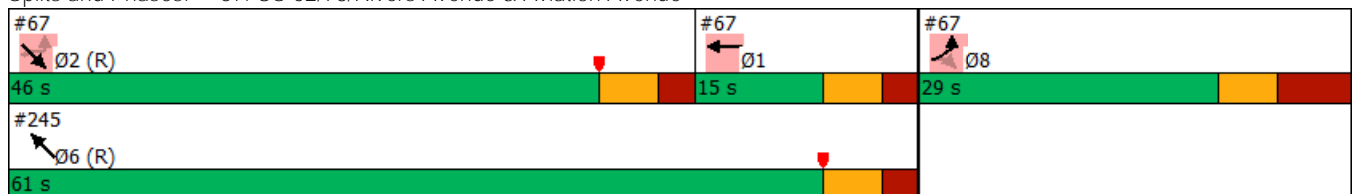


Lane Group	EBL	EBR	WBT	SEL2	SET	SER	Ø6
Minimum Split (s)	18.0	18.0	13.5	18.5	18.5	18.5	18.5
Total Split (s)	29.0	29.0	15.0	46.0	46.0	46.0	61.0
Total Split (%)	32.2%	32.2%	16.7%	51.1%	51.1%	51.1%	68%
Maximum Green (s)	20.0	20.0	8.5	39.5	39.5	39.5	54.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	5.0	5.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	9.0	9.0	6.5		6.5	6.5	
Lead/Lag			Lag	Lead	Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	3.0	3.0	0.2	2.5	2.5	2.5	2.5
Time Before Reduce (s)	0.0	0.0	0.0	15.0	15.0	15.0	15.0
Time To Reduce (s)	0.0	0.0	0.0	30.0	30.0	30.0	30.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)				7.0	7.0	7.0	
Flash Dont Walk (s)				20.0	20.0	20.0	
Pedestrian Calls (#/hr)				0	0	0	
Act Effct Green (s)	18.6	18.6	8.5		40.9	40.9	
Actuated g/C Ratio	0.21	0.21	0.09		0.45	0.45	
v/c Ratio	0.81	0.31	0.59		0.37	0.74	
Control Delay	43.5	7.5	47.0		5.6	8.7	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.5	7.5	47.0		5.6	8.7	
LOS	D	A	D		A	A	
Approach Delay			47.0		7.0		
Approach LOS			D		A		

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 88 (98%), Referenced to phase 2:SETL and 6:, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 67.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 67: US 52/78/Rivers Avenue & Aviation Avenue



Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔									↔↔↔	
Traffic Vol, veh/h	0	2	1	0	0	0	0	0	0	39	1243	1
Future Vol, veh/h	0	2	1	0	0	0	0	0	0	39	1243	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	2	2	2
Mvmt Flow	0	2	1	0	0	0	0	0	0	40	1268	1

Major/Minor	Minor2		Major2			
Conflicting Flow All	-	1349	635	0	0	0
Stage 1	-	1349	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	0	149	361	-	-	-
Stage 1	0	217	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	0	361	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	15.1	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	361	-	-	-
HCM Lane V/C Ratio	0.008	-	-	-
HCM Control Delay (s)	15.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↑↑↑		
Traffic Vol, veh/h	41	0	0	1916	0	0
Future Vol, veh/h	41	0	0	1916	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	25
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	42	0	0	1955	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	782	-	0
Stage 1	0	-	-
Stage 2	782	-	-
Critical Hdwy	5.74	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	-	-
Pot Cap-1 Maneuver	399	0	-
Stage 1	-	0	-
Stage 2	373	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	399	-	-
Mov Cap-2 Maneuver	399	-	-
Stage 1	-	-	-
Stage 2	373	-	-

Approach	EB	NB
HCM Control Delay, s	15.1	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBT	EBLn1
Capacity (veh/h)	-	399
HCM Lane V/C Ratio	-	0.105
HCM Control Delay (s)	-	15.1
HCM Lane LOS	-	C
HCM 95th %tile Q(veh)	-	0.3

HCM 2010 TWSC
69A: US 52/78/Rivers Avenue & Gumwood Boulevard

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	17.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Traffic Vol, veh/h	4	48	0	0	31	75	57	2057	31	0	0	0
Future Vol, veh/h	4	48	0	0	31	75	57	2057	31	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	48	0	0	31	76	58	2078	31	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	963	2225	-	-	2210	1055	0	0	0	
Stage 1	0	0	-	-	2210	-	-	-	-	
Stage 2	963	2225	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.34	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.12	-	-	
Pot Cap-1 Maneuver	269	~ 43	0	0	44	191	-	-	-	
Stage 1	-	-	0	0	81	-	-	-	-	
Stage 2	248	79	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	69	~ 43	-	-	44	191	-	-	-	
Mov Cap-2 Maneuver	69	~ 43	-	-	44	-	-	-	-	
Stage 1	-	-	-	-	81	-	-	-	-	
Stage 2	92	79	-	-	-	-	-	-	-	

Approach	EB	WB	NB
HCM Control Delay, s	344.5	203.2	
HCM LOS	F	F	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WB Ln1
Capacity (veh/h)	-	-	-	44	97
HCM Lane V/C Ratio	-	-	-	1.194	1.104
HCM Control Delay (s)	-	-	-	344.5	203.2
HCM Lane LOS	-	-	-	F	F
HCM 95th %tile Q(veh)	-	-	-	5	7

Notes
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	3	7	88	0	0	0	0	0	49	1023	1
Future Vol, veh/h	0	3	7	88	0	0	0	0	0	49	1023	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	7	89	0	0	0	0	0	49	1033	1

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1132	517	513	1132	-	0	0	0
Stage 1	-	1132	-	0	0	-	-	-	-
Stage 2	-	0	-	513	1132	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	202	431	488	202	0	-	-	-
Stage 1	0	276	-	-	-	0	-	-	-
Stage 2	0	-	-	468	276	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	202	431	474	202	-	-	-	-
Mov Cap-2 Maneuver	-	202	-	474	202	-	-	-	-
Stage 1	-	276	-	-	-	-	-	-	-
Stage 2	-	-	-	455	276	-	-	-	-

Approach	EB		WB			SB		
HCM Control Delay, s	16.5		14.3					
HCM LOS	C		B					

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	322	474	-	-	-
HCM Lane V/C Ratio	0.031	0.188	-	-	-
HCM Control Delay (s)	16.5	14.3	-	-	-
HCM Lane LOS	C	B	-	-	-
HCM 95th %tile Q(veh)	0.1	0.7	-	-	-

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	198	403	281	134	439	244	4	308	788	204	1	189
Future Volume (vph)	198	403	281	134	439	244	4	308	788	204	1	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		145		260		460		430
Storage Lanes	1		1	1		1		2		1		2
Taper Length (ft)	95			25				290				300
Lane Util. Factor	0.91	0.91	1.00	0.91	0.91	1.00	0.91	0.97	0.91	1.00	0.91	0.97
Frnt			0.850			0.850				0.850		
Flt Protected	0.950	0.998		0.950	0.998			0.950				0.950
Satd. Flow (prot)	1535	3225	1509	1579	3318	1553	0	3433	5085	1583	0	3433
Flt Permitted	0.950	0.998		0.950	0.998			0.950				0.950
Satd. Flow (perm)	1535	3225	1509	1579	3318	1553	0	3433	5085	1583	0	3433
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			203			209				125		
Link Speed (mph)		30			30				45			
Link Distance (ft)		795			779				395			
Travel Time (s)		18.1			17.7				6.0			
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	7%	7%	7%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	202	411	287	137	448	249	4	314	804	208	1	193
Shared Lane Traffic (%)	10%			10%								
Lane Group Flow (vph)	182	431	287	123	462	249	0	318	804	208	0	194
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	Prot	NA	pm+ov	Prot	Prot
Protected Phases	3	3		4	4		1	1	6	4	5	5

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

PM Peak Hour

Lane Group	SBT	SBR
Label Configurations	↑↑↑	↑
Traffic Volume (vph)	1530	465
Future Volume (vph)	1530	465
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		800
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	5085	1583
Flt Permitted		
Satd. Flow (perm)	5085	1583
Right Turn on Red		Yes
Satd. Flow (RTOR)		125
Link Speed (mph)	45	
Link Distance (ft)	956	
Travel Time (s)	14.5	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	2%	2%
Adj. Flow (vph)	1561	474
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1561	474
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	CI+Ex	CI+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	CI+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	pm+ov
Protected Phases	2	3

Lanes, Volumes, Timings

2018 Existing Conditions

70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road

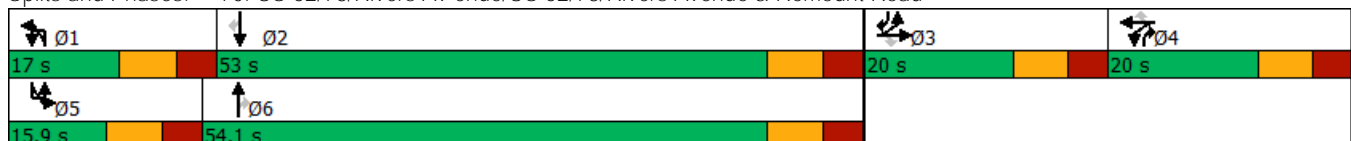
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Permitted Phases			3			4				6		
Detector Phase	3	3	3	4	4	4	1	1	6	4	5	5
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	15.0	8.0	8.0	8.0
Minimum Split (s)	15.7	15.7	15.7	15.7	15.7	15.7	15.9	15.9	51.9	15.7	15.9	15.9
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	17.0	17.0	54.1	20.0	15.9	15.9
Total Split (%)	18.2%	18.2%	18.2%	18.2%	18.2%	18.2%	15.5%	15.5%	49.2%	18.2%	14.5%	14.5%
Maximum Green (s)	12.3	12.3	12.3	12.3	12.3	12.3	9.1	9.1	46.2	12.3	8.0	8.0
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.6	4.6	4.6	4.4	4.6	4.6
All-Red Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0
Total Lost Time (s)	7.7	7.7	7.7	7.7	7.7	7.7			7.9	7.9		7.9
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	4.0	2.5	2.5	2.5
Recall Mode	None	None	None	None	None	None	None	None	Max	None	None	None
Walk Time (s)									7.0			
Flash Dont Walk (s)									37.0			
Pedestrian Calls (#/hr)									0			
Act Effct Green (s)	12.3	12.3	12.3	12.3	12.3	12.3		9.1	46.2	58.7		8.0
Actuated g/C Ratio	0.11	0.11	0.11	0.11	0.11	0.11		0.08	0.42	0.53		0.07
v/c Ratio	1.06	1.20	0.82	0.70	1.25	0.69		1.12	0.38	0.23		0.78
Control Delay	134.4	155.2	35.1	68.7	172.2	21.4		135.9	22.6	3.4		71.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	134.4	155.2	35.1	68.7	172.2	21.4		135.9	22.6	3.4		71.8
LOS	F	F	D	E	F	C		F	C	A		E
Approach Delay		112.7			111.9				46.7			
Approach LOS		F			F				D			

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.25
 Intersection Signal Delay: 61.1
 Intersection Capacity Utilization 94.0%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service F

Splits and Phases: 70: US 52/78/Rivers Av enue/US 52/78/Rivers Avenue & Remount Road





Lane Group	SBT	SBR
Permitted Phases		2
Detector Phase	2	3
Switch Phase		
Minimum Initial (s)	15.0	8.0
Minimum Split (s)	47.9	15.7
Total Split (s)	53.0	20.0
Total Split (%)	48.2%	18.2%
Maximum Green (s)	45.1	12.3
Yellow Time (s)	4.6	4.4
All-Red Time (s)	3.3	3.3
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.9	7.7
Lead/Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	2.5
Recall Mode	Max	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	33.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	45.1	65.3
Actuated g/C Ratio	0.41	0.59
v/c Ratio	0.75	0.48
Control Delay	30.4	10.8
Queue Delay	0.0	0.0
Total Delay	30.4	10.8
LOS	C	B
Approach Delay	29.8	
Approach LOS	C	
Intersection Summary		

HCM 2010 TWSC
71A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection													
Int Delay, s/veh	0.9												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↔			↔						↔↔↔	
Traffic Vol, veh/h	1	0	15	31	2	3	0	0	0	0	48	1171	17
Future Vol, veh/h	1	0	15	31	2	3	0	0	0	0	48	1171	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	15	32	2	3	0	0	0	0	49	1195	17

Major/Minor	Minor2			Minor1			Major2				
Conflicting Flow All	0	-	1302	606	584	1310	-	-	0	0	0
Stage 1	0	-	1302	-	0	0	-	-	-	-	-
Stage 2	0	-	0	-	584	1310	-	-	-	-	-
Critical Hdwy	-	-	6.54	7.14	6.44	6.54	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	6.74	5.54	-	-	-	-	-
Follow-up Hdwy	-	-	4.02	3.92	3.82	4.02	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	160	377	445	158	0	-	-	-	-
Stage 1	0	0	229	-	-	-	0	-	-	-	-
Stage 2	0	0	-	-	424	227	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	0	-	160	377	378	158	-	-	-	-	-
Mov Cap-2 Maneuver	0	-	160	-	378	158	-	-	-	-	-
Stage 1	0	-	229	-	-	-	-	-	-	-	-
Stage 2	0	-	-	-	362	227	-	-	-	-	-

Approach	EB			WB			SB		
HCM Control Delay, s	21.8			22.9					
HCM LOS	C			C					

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	261	206	-	-	-
HCM Lane V/C Ratio	0.18	0.025	-	-	-
HCM Control Delay (s)	21.8	22.9	-	-	-
HCM Lane LOS	C	C	-	-	-
HCM 95th %tile Q(veh)	0.6	0.1	-	-	-

HCM 2010 TWSC
71B: US 78/Rivers Avenue

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵			↵↵↵		
Traffic Vol, veh/h	63	0	5	1957	0	0
Future Vol, veh/h	63	0	5	1957	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	0	5	1997	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	809	-	0
Stage 1	0	-	-
Stage 2	809	-	-
Critical Hdwy	5.74	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	-	3.12
Pot Cap-1 Maneuver	387	0	-
Stage 1	-	0	-
Stage 2	361	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	387	-	-
Mov Cap-2 Maneuver	387	-	-
Stage 1	-	-	-
Stage 2	361	-	-

Approach	EB	NB
HCM Control Delay, s	16.1	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	387
HCM Lane V/C Ratio	-	-	0.166
HCM Control Delay (s)	-	-	16.1
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.6

HCM 2010 TWSC
72A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	23	24	11	24	0	0	0	0	15	1153	21
Future Vol, veh/h	0	23	24	11	24	0	0	0	0	15	1153	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	24	25	11	25	0	0	0	0	15	1189	22

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	1230	606	518	1241	-	0	0	0
Stage 1	-	1230	-	0	0	-	-	-	-
Stage 2	-	0	-	518	1241	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.12	-	-
Pot Cap-1 Maneuver	0	176	377	485	174	0	-	-	-
Stage 1	0	248	-	-	-	0	-	-	-
Stage 2	0	-	-	464	245	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	176	377	406	174	-	-	-	-
Mov Cap-2 Maneuver	-	176	-	406	174	-	-	-	-
Stage 1	-	248	-	-	-	-	-	-	-
Stage 2	-	-	-	392	245	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	23.6		25.4			
HCM LOS	C		D			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	242	212	-	-	-
HCM Lane V/C Ratio	0.2	0.17	-	-	-
HCM Control Delay (s)	23.6	25.4	-	-	-
HCM Lane LOS	C	D	-	-	-
HCM 95th %tile Q(veh)	0.7	0.6	-	-	-

HCM 2010 TWSC
72B: US 78/Rivers Avenue

2018 Existing Conditions
PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↵		↵	↑↑↑		
Traffic Vol, veh/h	38	0	35	2069	0	0
Future Vol, veh/h	38	0	35	2069	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	130	-	-	-
Veh in Median Storage, #	0	-	-	0	-	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	0	36	2133	0	0

Major/Minor	Minor2	Major1	
Conflicting Flow All	925	-	0
Stage 1	0	-	-
Stage 2	925	-	-
Critical Hdwy	5.74	-	5.34
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	-	3.12
Pot Cap-1 Maneuver	338	0	-
Stage 1	-	0	-
Stage 2	313	0	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	338	-	-
Mov Cap-2 Maneuver	338	-	-
Stage 1	-	-	-
Stage 2	313	-	-

Approach	EB	NB
HCM Control Delay, s	17	
HCM LOS	C	

Minor Lane/Major Mvmt	NBL	NBT	EBLn1
Capacity (veh/h)	-	-	338
HCM Lane V/C Ratio	-	-	0.116
HCM Control Delay (s)	-	-	17
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Intersection													
Int Delay, s/veh	0.5												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↔			↔					↔	↑↑↑	
Traffic Vol, veh/h	1	0	12	27	24	15	0	0	0	0	19	1115	7
Future Vol, veh/h	1	0	12	27	24	15	0	0	0	0	19	1115	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	185	-	-
Veh in Median Storage, #	-	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	13	28	25	16	0	0	0	0	20	1161	7

Major/Minor	Minor2			Major2				
Conflicting Flow All	0	-	1205	584		0	0	0
Stage 1	0	-	1205	-		-	-	-
Stage 2	0	-	0	-		-	-	-
Critical Hdwy	-	-	6.56	7.16		5.34	-	-
Critical Hdwy Stg 1	-	-	5.56	-		-	-	-
Critical Hdwy Stg 2	-	-	-	-		-	-	-
Follow-up Hdwy	-	-	4.03	3.93		3.12	-	-
Pot Cap-1 Maneuver	0	0	181	388		-	-	-
Stage 1	0	0	253	-		-	-	-
Stage 2	0	0	-	-		-	-	-
Platoon blocked, %	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	0	-	0	388		-	-	-
Mov Cap-2 Maneuver	0	-	0	-		-	-	-
Stage 1	0	-	0	-		-	-	-
Stage 2	0	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	15.4	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	388	-	-	-
HCM Lane V/C Ratio	0.105	-	-	-
HCM Control Delay (s)	15.4	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	5	16	36	21	0	0	0	0	23	1169	8
Future Vol, veh/h	0	5	16	36	21	0	0	0	0	23	1169	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	16	37	22	0	0	0	0	24	1205	8

Major/Minor	Minor2		Major2				
Conflicting Flow All	-	1257	607		0	0	0
Stage 1	-	1257	-		-	-	-
Stage 2	-	0	-		-	-	-
Critical Hdwy	-	6.6	7.2		5.34	-	-
Critical Hdwy Stg 1	-	5.6	-		-	-	-
Critical Hdwy Stg 2	-	-	-		-	-	-
Follow-up Hdwy	-	4.05	3.95		3.12	-	-
Pot Cap-1 Maneuver	0	166	371		-	-	-
Stage 1	0	235	-		-	-	-
Stage 2	0	-	-		-	-	-
Platoon blocked, %						-	-
Mov Cap-1 Maneuver	-	0	371		-	-	-
Mov Cap-2 Maneuver	-	0	-		-	-	-
Stage 1	-	0	-		-	-	-
Stage 2	-	0	-		-	-	-

Approach	EB	SB
HCM Control Delay, s	15.3	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	371	-	-	-
HCM Lane V/C Ratio	0.058	-	-	-
HCM Control Delay (s)	15.3	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖↖↖	
Traffic Vol, veh/h	0	55	0	0	1253	54
Future Vol, veh/h	0	55	0	0	1253	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	56	0	0	1279	55

Major/Minor	Minor2	Major2
Conflicting Flow All	- 667	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 7.14	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.92	- -
Pot Cap-1 Maneuver	0 344	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 344	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	17.5	0
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	344	-	-
HCM Lane V/C Ratio	0.163	-	-
HCM Control Delay (s)	17.5	-	-
HCM Lane LOS	C	-	-
HCM 95th %tile Q(veh)	0.6	-	-

Lanes, Volumes, Timings
76: US 78/Rivers Avenue & Harley Street

2018 Existing Conditions
PM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Lane Configurations	↑	↶	↷	↶↷	
Traffic Volume (vph)	46	80	125	1786	10
Future Volume (vph)	46	80	125	1786	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Fr			0.850	0.999	
Flt Protected		0.950			
Satd. Flow (prot)	1863	1770	1583	5080	0
Flt Permitted		0.950			
Satd. Flow (perm)	1863	1770	1583	5080	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			188	2	
Link Speed (mph)	30			30	
Link Distance (ft)	253			198	
Travel Time (s)	5.8			4.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	49	85	133	1900	11
Shared Lane Traffic (%)					
Lane Group Flow (vph)	49	85	133	1911	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	-15			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					
Minimum Initial (s)	6.0	6.0	6.0	15.0	

Lanes, Volumes, Timings
76: US 78/Rivers Avenue & Harley Street

2018 Existing Conditions
PM Peak Hour



Lane Group	EBT	WBL	WBR	NWT	NWR
Minimum Split (s)	12.5	12.0	12.0	29.0	
Total Split (s)	12.5	12.0	12.0	30.5	
Total Split (%)	22.7%	21.8%	21.8%	55.5%	
Maximum Green (s)	6.0	6.0	6.0	24.5	
Yellow Time (s)	4.5	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.0	6.0	6.0	
Lead/Lag	Lead			Lag	
Lead-Lag Optimize?	Yes			Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	
Recall Mode	None	None	None	Max	
Walk Time (s)				7.0	
Flash Dont Walk (s)				16.0	
Pedestrian Calls (#/hr)				0	
Act Effect Green (s)	6.0	6.0	6.0	30.2	
Actuated g/C Ratio	0.12	0.12	0.12	0.59	
v/c Ratio	0.22	0.41	0.38	0.64	
Control Delay	25.0	29.0	5.4	12.2	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	25.0	29.0	5.4	12.2	
LOS	C	C	A	B	
Approach Delay	25.0			12.2	
Approach LOS	C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 51.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 54.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 76: US 78/Rivers Avenue & Harley Street



Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶								↷	↶↷	
Traffic Vol, veh/h	0	8	15	0	0	0	0	0	0	15	1289	28
Future Vol, veh/h	0	8	15	0	0	0	0	0	0	15	1289	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	16	0	0	0	0	0	0	16	1386	30


















Major/Minor	Minor2		Major2			
Conflicting Flow All	-	1433	708	0	0	0
Stage 1	-	1433	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	7.14	5.34	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.12	-	-
Pot Cap-1 Maneuver	0	133	324	-	-	-
Stage 1	0	198	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	0	324	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	17	
HCM LOS	C	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	324	-	-	-
HCM Lane V/C Ratio	0.076	-	-	-
HCM Control Delay (s)	17	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.2	-	-	-

HCM 2010 Signalized Intersection Summary
78: US 52/78/Rivers Avenue

2018 Existing Conditions
PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	0	0	0	9	330	0	0	0	0	0	1083	0	
Future Volume (veh/h)	0	0	0	9	330	0	0	0	0	0	1083	0	
Number				7	4	14				5	2	12	
Initial Q (Qb), veh				0	0	0				0	0	0	
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00	
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln				1900	1863	0				0	1863	0	
Adj Flow Rate, veh/h				9	344	0				0	1128	0	
Adj No. of Lanes				0	2	0				0	3	0	
Peak Hour Factor				0.96	0.96	0.96				0.96	0.96	0.96	
Percent Heavy Veh, %				2	2	0				0	2	0	
Cap, veh/h				102	674	0				0	2578	0	
Arrive On Green				0.20	0.20	0.00				0.00	0.51	0.00	
Sat Flow, veh/h				36	3511	0				0	5421	0	
Grp Volume(v), veh/h				190	163	0				0	1128	0	
Grp Sat Flow(s),veh/h/ln				1851	1610	0				0	1695	0	
Q Serve(g_s), s				0.0	3.6	0.0				0.0	5.6	0.0	
Cycle Q Clear(g_c), s				3.6	3.6	0.0				0.0	5.6	0.0	
Prop In Lane				0.05		0.00				0.00		0.00	
Lane Grp Cap(c), veh/h				459	317	0				0	2578	0	
V/C Ratio(X)				0.41	0.51	0.00				0.00	0.44	0.00	
Avail Cap(c_a), veh/h				466	323	0				0	2578	0	
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00	
Upstream Filter(I)				1.00	1.00	0.00				0.00	1.00	0.00	
Uniform Delay (d), s/veh				14.3	14.3	0.0				0.0	6.2	0.0	
Incr Delay (d2), s/veh				0.6	1.3	0.0				0.0	0.5	0.0	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln				1.9	1.7	0.0				0.0	2.7	0.0	
LnGrp Delay(d),s/veh				14.9	15.6	0.0				0.0	6.8	0.0	
LnGrp LOS				B	B						A		
Approach Vol, veh/h					353						1128		
Approach Delay, s/veh					15.2						6.8		
Approach LOS					B						A		
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4									
Phs Duration (G+Y+Rc), s		26.1		13.7									
Change Period (Y+Rc), s		5.9		5.9									
Max Green Setting (Gmax), s		20.2		8.0									
Max Q Clear Time (g_c+I1), s		7.6		5.6									
Green Ext Time (p_c), s		7.3		0.5									
Intersection Summary													
HCM 2010 Ctrl Delay				8.8									
HCM 2010 LOS				A									

HCM 2010 Signalized Intersection Summary
79: US 78/Rivers Avenue

2018 Existing Conditions
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↕↕↕				
Traffic Volume (veh/h)	7	347	0	0	0	0	0	1840	0	0	0	0
Future Volume (veh/h)	7	347	0	0	0	0	0	1840	0	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1845	0			
Adj Flow Rate, veh/h	7	354	0				0	1878	0			
Adj No. of Lanes	0	2	0				0	3	0			
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98			
Percent Heavy Veh, %	2	2	0				0	3	0			
Cap, veh/h	88	598	0				0	2811	0			
Arrive On Green	0.17	0.17	0.00				0.00	0.56	0.00			
Sat Flow, veh/h	26	3523	0				0	5368	0			
Grp Volume(v), veh/h	194	167	0				0	1878	0			
Grp Sat Flow(s),veh/h/ln	1854	1610	0				0	1679	0			
Q Serve(g_s), s	0.0	4.3	0.0				0.0	11.8	0.0			
Cycle Q Clear(g_c), s	4.3	4.3	0.0				0.0	11.8	0.0			
Prop In Lane	0.04		0.00				0.00		0.00			
Lane Grp Cap(c), veh/h	406	280	0				0	2811	0			
V/C Ratio(X)	0.48	0.60	0.00				0.00	0.67	0.00			
Avail Cap(c_a), veh/h	825	647	0				0	2811	0			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	1.00	1.00	0.00				0.00	1.00	0.00			
Uniform Delay (d), s/veh	17.1	17.0	0.0				0.0	7.0	0.0			
Incr Delay (d2), s/veh	0.9	2.0	0.0				0.0	1.3	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.3	2.1	0.0				0.0	5.5	0.0			
LnGrp Delay(d),s/veh	17.9	19.1	0.0				0.0	8.3	0.0			
LnGrp LOS	B	B						A				
Approach Vol, veh/h		361						1878				
Approach Delay, s/veh		18.5						8.3				
Approach LOS		B						A				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						31.0		13.8				
Change Period (Y+Rc), s						6.0		6.0				
Max Green Setting (Gmax), s						25.0		18.0				
Max Q Clear Time (g_c+I1), s						13.8		6.3				
Green Ext Time (p_c), s						8.8		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻					↻	↻↻	↻
Traffic Vol, veh/h	0	46	38	24	46	0	0	0	0	72	908	52
Future Vol, veh/h	0	46	38	24	46	0	0	0	0	72	908	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	99	99	99	99	99	99	99	99	99	99	99	99
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	46	38	24	46	0	0	0	0	73	917	53

Major/Minor	Minor2		Major2			
Conflicting Flow All	-	1090	485	0	0	0
Stage 1	-	1090	-	-	-	-
Stage 2	-	0	-	-	-	-
Critical Hdwy	-	6.54	7.14	5.36	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.13	-	-
Pot Cap-1 Maneuver	0	214	452	-	-	-
Stage 1	0	289	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	-	0	452	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	14.8	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	452	-	-	-
HCM Lane V/C Ratio	0.188	-	-	-
HCM Control Delay (s)	14.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔				↔		↔	↑↑↑				
Traffic Vol, veh/h	73	52	0	1	0	10	39	23	1828	15	0	0	0
Future Vol, veh/h	73	52	0	1	0	10	39	23	1828	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Yield	Yield	Yield	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	-	-	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	4	4	4
Mvmt Flow	76	54	0	1	0	10	41	24	1904	16	0	0	0













Major/Minor	Minor1			Major1		
Conflicting Flow All	0	-	1960	960	0	0
Stage 1	0	-	1960	-	-	-
Stage 2	0	-	0	-	-	-
Critical Hdwy	-	-	6.54	7.14	5.34	-
Critical Hdwy Stg 1	-	-	5.54	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	4.02	3.92	3.12	-
Pot Cap-1 Maneuver	0	0	63	221	-	-
Stage 1	0	0	108	-	-	-
Stage 2	0	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	0	-	0	221	-	-
Mov Cap-2 Maneuver	0	-	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	26.1	
HCM LOS	D	

Minor Lane/Major Mvmt	NBL	NBT	NBRWBLn1
Capacity (veh/h)	-	-	221
HCM Lane V/C Ratio	-	-	0.231
HCM Control Delay (s)	-	-	26.1
HCM Lane LOS	-	-	D
HCM 95th %tile Q(veh)	-	-	0.9

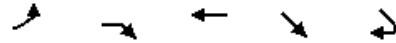
Lanes, Volumes, Timings
82: US 52/78/Rivers Avenue & Mall Drive

2018 Existing Conditions
PM Peak Hour

					
Lane Group	EBL	EBR	WBT	SET	SER
Lane Configurations				  	
Traffic Volume (vph)	328	60	58	749	116
Future Volume (vph)	328	60	58	749	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Storage Length (ft)	0	160			0
Storage Lanes	1	1			1
Taper Length (ft)	25				
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00
Frt		0.850			0.850
Flt Protected	0.950				
Satd. Flow (prot)	1770	1583	1863	4988	1553
Flt Permitted	0.950				
Satd. Flow (perm)	1770	1583	1863	4988	1553
Right Turn on Red		Yes			Yes
Satd. Flow (RTOR)		109			120
Link Speed (mph)			30	45	
Link Distance (ft)			338	259	
Travel Time (s)			7.7	3.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	4%	4%
Adj. Flow (vph)	338	62	60	772	120
Shared Lane Traffic (%)					
Lane Group Flow (vph)	338	62	60	772	120
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right
Median Width(ft)			12	0	
Link Offset(ft)			0	0	
Crosswalk Width(ft)			16	16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9			9
Number of Detectors	1	1	2	2	1
Detector Template	Left	Right	Thru	Thru	Right
Leading Detector (ft)	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94	94	
Detector 2 Size(ft)			6	6	
Detector 2 Type			Cl+Ex	Cl+Ex	
Detector 2 Channel					
Detector 2 Extend (s)			0.0	0.0	
Turn Type	Prot	Perm	NA	NA	Perm
Protected Phases	8		1	2	

Lanes, Volumes, Timings
82: US 52/78/Rivers Avenue & Mall Drive

2018 Existing Conditions
PM Peak Hour



Lane Group	EBL	EBR	WBT	SET	SER
Permitted Phases		8			2
Detector Phase	8	8	1	2	2
Switch Phase					
Minimum Initial (s)	8.0	8.0	8.0	15.0	15.0
Minimum Split (s)	13.8	13.8	13.9	32.1	32.1
Total Split (s)	38.0	38.0	16.0	36.0	36.0
Total Split (%)	42.2%	42.2%	17.8%	40.0%	40.0%
Maximum Green (s)	32.2	32.2	10.1	29.9	29.9
Yellow Time (s)	3.0	3.0	3.0	4.2	4.2
All-Red Time (s)	2.8	2.8	2.9	1.9	1.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.8	5.8	5.9	6.1	6.1
Lead/Lag			Lag	Lead	Lead
Lead-Lag Optimize?			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	6.0	6.0
Recall Mode	None	None	None	C-Max	C-Max
Walk Time (s)				7.0	7.0
Flash Dont Walk (s)				19.0	19.0
Pedestrian Calls (#/hr)				0	0
Act Effct Green (s)	22.5	22.5	8.8	43.7	43.7
Actuated g/C Ratio	0.25	0.25	0.10	0.49	0.49
v/c Ratio	0.76	0.13	0.33	0.32	0.15
Control Delay	42.3	1.7	31.8	16.6	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	1.7	31.8	16.6	4.3
LOS	D	A	C	B	A
Approach Delay			31.8	15.0	
Approach LOS			C	B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 25 (28%), Referenced to phase 2:SET and 6:, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.9
 Intersection Capacity Utilization 47.7%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 82: US 52/78/Rivers Avenue & Mall Drive



Lanes, Volumes, Timings
83: US 78/Rivers Avenue & Alton

2018 Existing Conditions
PM Peak Hour



Lane Group	EBT	WBL	WBR	NBT	NBR
Lane Configurations	↑	↵	↶	↑↑↑	↶
Traffic Volume (vph)	19	10	187	1427	136
Future Volume (vph)	19	10	187	1427	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91
Frt			0.850	0.987	
Flt Protected		0.950			
Satd. Flow (prot)	1810	1770	1583	4923	0
Flt Permitted		0.950			
Satd. Flow (perm)	1810	1770	1583	4923	0
Right Turn on Red			Yes		Yes
Satd. Flow (RTOR)			174	26	
Link Speed (mph)	30			30	
Link Distance (ft)	267			471	
Travel Time (s)	6.1			10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	5%	2%	2%	4%	4%
Adj. Flow (vph)	20	10	195	1486	142
Shared Lane Traffic (%)					
Lane Group Flow (vph)	20	10	195	1628	0
Enter Blocked Intersection	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right
Median Width(ft)	12			0	
Link Offset(ft)	0			0	
Crosswalk Width(ft)	16			16	
Two way Left Turn Lane					
Headway Factor	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		15	9		9
Number of Detectors	2	1	1	2	
Detector Template	Thru	Left	Right	Thru	
Leading Detector (ft)	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel					
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94	
Detector 2 Size(ft)	6			6	
Detector 2 Type	CI+Ex			CI+Ex	
Detector 2 Channel					
Detector 2 Extend (s)	0.0			0.0	
Turn Type	NA	Prot	Perm	NA	
Protected Phases	5	4		6	
Permitted Phases			4		
Detector Phase	5	4	4	6	
Switch Phase					

Lanes, Volumes, Timings
 83: US 78/Rivers Avenue & Alton

2018 Existing Conditions
 PM Peak Hour

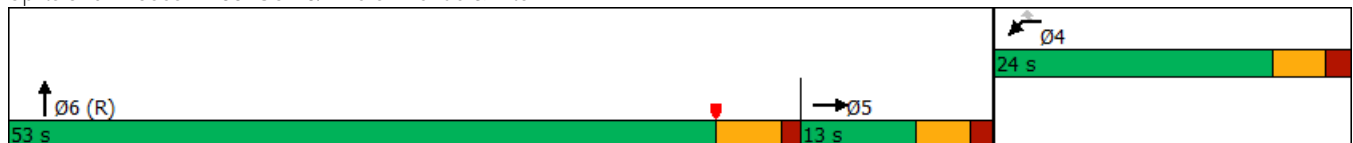


Lane Group	EBT	WBL	WBR	NBT	NBR
Minimum Initial (s)	6.0	8.0	8.0	15.0	
Minimum Split (s)	11.2	13.4	13.4	20.6	
Total Split (s)	13.0	24.0	24.0	53.0	
Total Split (%)	14.4%	26.7%	26.7%	58.9%	
Maximum Green (s)	7.8	18.6	18.6	47.4	
Yellow Time (s)	3.6	3.6	3.6	4.3	
All-Red Time (s)	1.6	1.8	1.8	1.3	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.2	5.4	5.4	5.6	
Lead/Lag	Lag		Lead		
Lead-Lag Optimize?	Yes		Yes		
Vehicle Extension (s)	0.2	0.2	0.2	4.0	
Minimum Gap (s)	2.5	3.0	3.0	2.6	
Time Before Reduce (s)	0.0	0.0	0.0	30.0	
Time To Reduce (s)	0.0	0.0	0.0	15.0	
Recall Mode	None	None	None	C-Max	
Act Effect Green (s)	6.0	8.7	8.7	65.9	
Actuated g/C Ratio	0.07	0.10	0.10	0.73	
v/c Ratio	0.17	0.06	0.63	0.45	
Control Delay	25.1	36.9	18.1	0.6	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	25.1	36.9	18.1	0.6	
LOS	C	D	B	A	
Approach Delay	25.1			0.6	
Approach LOS	C			A	

Intersection Summary














Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 27 (30%), Referenced to phase 2: and 6:NBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 2.9
 Intersection Capacity Utilization 51.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 83: US 78/Rivers Avenue & Alton



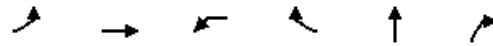
Lanes, Volumes, Timings
84: US 78/Rivers Avenue & Morningside Drive

2018 Existing Conditions
PM Peak Hour

						
Lane Group	EBL	EBT	WBL	WBR	NBT	NBR
Lane Configurations					  	
Traffic Volume (vph)	9	92	126	71	1413	83
Future Volume (vph)	9	92	126	71	1413	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		120
Storage Lanes	0		1	1		1
Taper Length (ft)	25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00
Frt				0.850		0.850
Flt Protected		0.995	0.950			
Satd. Flow (prot)	0	1835	1687	1509	4988	1553
Flt Permitted		0.995	0.950			
Satd. Flow (perm)	0	1835	1687	1509	4988	1553
Right Turn on Red	Yes			Yes		Yes
Satd. Flow (RTOR)		95		99		95
Link Speed (mph)		30			30	
Link Distance (ft)		169			214	
Travel Time (s)		3.8			4.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	7%	7%	4%	4%
Adj. Flow (vph)	10	100	137	77	1536	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	110	137	77	1536	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12			0	
Link Offset(ft)		0			0	
Crosswalk Width(ft)		16			16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		15	9		9
Number of Detectors	1	2	1	1	2	1
Detector Template	Left	Thru	Left	Right	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94	
Detector 2 Size(ft)		6			6	
Detector 2 Type		CI+Ex			CI+Ex	
Detector 2 Channel						
Detector 2 Extend (s)		0.0			0.0	
Turn Type	Perm	NA	Prot	Perm	NA	Perm
Protected Phases		5	4		6	

Lanes, Volumes, Timings
 84: US 78/Rivers Avenue & Morningside Drive

2018 Existing Conditions
 PM Peak Hour

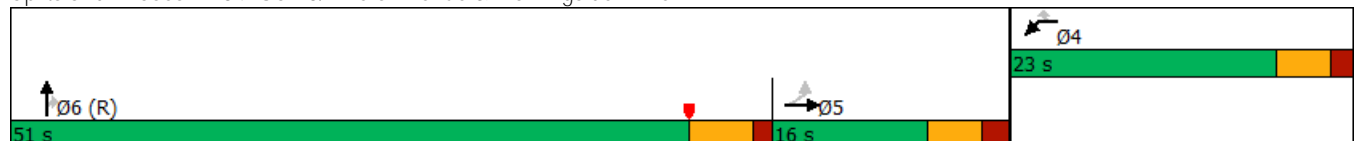


Lane Group	EBL	EBT	WBL	WBR	NBT	NBR
Permitted Phases	5			4		6
Detector Phase	5	5	4	4	6	6
Switch Phase						
Minimum Initial (s)	6.0	6.0	8.0	8.0	15.0	15.0
Minimum Split (s)	11.6	11.6	13.2	13.2	20.6	20.6
Total Split (s)	16.0	16.0	23.0	23.0	51.0	51.0
Total Split (%)	17.8%	17.8%	25.6%	25.6%	56.7%	56.7%
Maximum Green (s)	10.4	10.4	17.8	17.8	45.4	45.4
Yellow Time (s)	3.6	3.6	3.6	3.6	4.3	4.3
All-Red Time (s)	2.0	2.0	1.6	1.6	1.3	1.3
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		5.6	5.2	5.2	5.6	5.6
Lead/Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?	Yes	Yes			Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	4.0	4.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	2.6	2.6
Time Before Reduce (s)	0.0	0.0	0.0	0.0	30.0	30.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	15.0	15.0
Recall Mode	None	None	None	None	C-Max	C-Max
Act Effect Green (s)		6.4	10.6	10.6	58.9	58.9
Actuated g/C Ratio		0.07	0.12	0.12	0.65	0.65
v/c Ratio		0.50	0.69	0.29	0.47	0.09
Control Delay		13.1	55.5	7.5	3.4	0.2
Queue Delay		0.0	0.0	0.0	0.0	0.0
Total Delay		13.1	55.5	7.5	3.4	0.2
LOS		B	E	A	A	A
Approach Delay		13.1			3.2	
Approach LOS		B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 15 (17%), Referenced to phase 2: and 6:NBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 7.6
 Intersection Capacity Utilization 53.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 84: US 78/Rivers Avenue & Morningside Drive



Intersection													
Int Delay, s/veh	0.8												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	1	0	50	6	9	0	0	0	0	0	56	801	9
Future Vol, veh/h	1	0	50	6	9	0	0	0	0	0	56	801	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Yield	Yield	Yield	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	0	-	-
Veh in Median Storage, #	-	-	0	-	-	-	-	-	-	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	1	0	56	7	10	0	0	0	0	0	62	890	10

Major/Minor	Minor2			Major2					
Conflicting Flow All	0	-	1019	450			0	0	0
Stage 1	0	-	1019	-			-	-	-
Stage 2	0	-	0	-			-	-	-
Critical Hdwy	-	-	6.54	7.14			5.4	-	-
Critical Hdwy Stg 1	-	-	5.54	-			-	-	-
Critical Hdwy Stg 2	-	-	-	-			-	-	-
Follow-up Hdwy	-	-	4.02	3.92			3.15	-	-
Pot Cap-1 Maneuver	0	0	236	476			-	-	-
Stage 1	0	0	313	-			-	-	-
Stage 2	0	0	-	-			-	-	-
Platoon blocked, %	-	-	-	-			-	-	-
Mov Cap-1 Maneuver	0	-	0	476			-	-	-
Mov Cap-2 Maneuver	0	-	0	-			-	-	-
Stage 1	0	-	0	-			-	-	-
Stage 2	0	-	0	-			-	-	-

Approach	EB	SB
HCM Control Delay, s	13.7	
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBL	SBT	SBR
Capacity (veh/h)	476	-	-	-
HCM Lane V/C Ratio	0.131	-	-	-
HCM Control Delay (s)	13.7	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-

HCM 2010 TWSC
 86A: US 52/78/Rivers Avenue & Driveway

2018 Existing Conditions
 PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔					↔	↔↔↔	
Traffic Vol, veh/h	0	2	7	20	0	0	0	0	0	8	794	0
Future Vol, veh/h	0	2	7	20	0	0	0	0	0	8	794	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	190	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	3	3	3
Mvmt Flow	0	2	8	22	0	0	0	0	0	9	892	0

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	910	446	376	910	-	0	0	0
Stage 1	-	910	-	0	0	-	-	-	-
Stage 2	-	0	-	376	910	-	-	-	-
Critical Hdwy	-	6.54	7.14	6.44	6.54	-	5.36	-	-
Critical Hdwy Stg 1	-	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	5.54	-	-	-	-
Follow-up Hdwy	-	4.02	3.92	3.82	4.02	-	3.13	-	-
Pot Cap-1 Maneuver	0	273	479	583	273	0	-	-	-
Stage 1	0	352	-	-	-	0	-	-	-
Stage 2	0	-	-	565	352	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	273	479	570	273	-	-	-	-
Mov Cap-2 Maneuver	-	273	-	570	273	-	-	-	-
Stage 1	-	352	-	-	-	-	-	-	-
Stage 2	-	-	-	552	352	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	14		11.6			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	410	570	-	-	-
HCM Lane V/C Ratio	0.025	0.039	-	-	-
HCM Control Delay (s)	14	11.6	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	-

HCM 2010 TWSC
 86B: US 78/Rivers Avenue & LKQ Driveway

2018 Existing Conditions
 PM Peak Hour

Note: HCM 2010 does not support more than three through lanes, so actual lane geometry was reduced to three through lanes to produce a delay and LOS.

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔↔↔				
Traffic Vol, veh/h	9	1	0	0	0	1	20	1482	0	0	0	0
Future Vol, veh/h	9	1	0	0	0	1	20	1482	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	5	5	5
Mvmt Flow	10	1	0	0	0	1	22	1665	0	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	710	1709	-	-	1709	833	0	0	0	
Stage 1	0	0	-	-	1709	-	-	-	-	
Stage 2	710	1709	-	-	0	-	-	-	-	
Critical Hdwy	6.44	6.54	-	-	6.54	7.14	5.36	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.54	-	-	-	-	
Critical Hdwy Stg 2	6.74	5.54	-	-	-	-	-	-	-	
Follow-up Hdwy	3.82	4.02	-	-	4.02	3.92	3.13	-	-	
Pot Cap-1 Maneuver	377	90	0	0	90	268	-	-	-	
Stage 1	-	-	0	0	145	-	-	-	-	
Stage 2	355	145	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	375	90	-	-	90	268	-	-	-	
Mov Cap-2 Maneuver	375	90	-	-	90	-	-	-	-	
Stage 1	-	-	-	-	145	-	-	-	-	
Stage 2	354	145	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	18.1		18.5			
HCM LOS	C		C			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	285	268
HCM Lane V/C Ratio	-	-	-	0.039	0.004
HCM Control Delay (s)	-	-	-	18.1	18.5
HCM Lane LOS	-	-	-	C	C
HCM 95th %tile Q(veh)	-	-	-	0.1	0

HCM 2010 Signalized Intersection Summary
 87: Piggly Wiggly Drive & US 78/Rivers Avenue

2018 Existing Conditions
 PM Peak Hour

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑↑	↗	↙	↑↑↑	↙	↗		
Traffic Volume (veh/h)	748	51	28	1384	88	34		
Future Volume (veh/h)	748	51	28	1384	88	34		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	0.88	0.88		
Adj Sat Flow, veh/h/ln	1827	1827	1810	1810	1792	1792		
Adj Flow Rate, veh/h	870	59	33	1609	102	0		
Adj No. of Lanes	3	1	1	3	1	1		
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86		
Percent Heavy Veh, %	4	4	5	5	6	6		
Cap, veh/h	3545	1104	459	3511	231	206		
Arrive On Green	0.71	0.71	0.71	0.71	0.15	0.00		
Sat Flow, veh/h	5152	1553	583	5103	1502	1341		
Grp Volume(v), veh/h	870	59	33	1609	102	0		
Grp Sat Flow(s),veh/h/ln	1663	1553	583	1647	1502	1341		
Q Serve(g_s), s	5.5	1.0	1.9	12.6	5.5	0.0		
Cycle Q Clear(g_c), s	5.5	1.0	7.4	12.6	5.5	0.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	3545	1104	459	3511	231	206		
V/C Ratio(X)	0.25	0.05	0.07	0.46	0.44	0.00		
Avail Cap(c_a), veh/h	3545	1104	459	3511	366	326		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	0.00		
Uniform Delay (d), s/veh	4.6	3.9	5.9	5.6	34.6	0.0		
Incr Delay (d2), s/veh	0.2	0.1	0.2	0.3	1.9	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	0.5	0.3	5.8	2.4	0.0		
LnGrp Delay(d),s/veh	4.7	4.0	6.1	5.9	36.5	0.0		
LnGrp LOS	A	A	A	A	D			
Approach Vol, veh/h	929			1642	102			
Approach Delay, s/veh	4.7			5.9	36.5			
Approach LOS	A			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		70.1				70.1		19.9
Change Period (Y+Rc), s		* 6.1				* 6.1		6.1
Max Green Setting (Gmax), s		* 56				* 56		21.9
Max Q Clear Time (g_c+I1), s		7.5				14.6		7.5
Green Ext Time (p_c), s		11.6				3.3		0.3
Intersection Summary								
HCM 2010 Ctrl Delay				6.7				
HCM 2010 LOS				A				
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 88: Meeting Street/Durant Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations													
Traffic Volume (veh/h)	5	176	471	126	1	1031	181	275	196	4	113	64	144
Future Volume (veh/h)	5	176	471	126	1	1031	181	275	196	4	113	64	144
Number		5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1863	1863	1863	1900	1863	1900	1810	1810	1900	1863	1863	1863
Adj Flow Rate, veh/h		180	481	129	1	1052	185	281	200	4	115	65	147
Adj No. of Lanes		1	2	1	0	3	0	1	1	0	1	1	1
Peak Hour Factor		0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %		2	2	2	2	2	2	5	5	5	2	2	2
Cap, veh/h		384	2020	1015	40	1550	272	314	517	10	153	284	241
Arrive On Green		0.27	1.00	1.00	0.37	0.37	0.37	0.07	0.29	0.29	0.15	0.15	0.15
Sat Flow, veh/h		1774	3539	1583	0	4227	742	1723	1768	35	1173	1863	1583
Grp Volume(v), veh/h		180	481	129	464	384	390	281	0	204	115	65	147
Grp Sat Flow(s),veh/h/ln		1774	1770	1583	1862	1543	1564	1723	0	1803	1173	1863	1583
Q Serve(g_s), s		0.0	0.0	0.0	0.0	18.9	18.9	4.3	0.0	8.1	5.6	2.8	7.8
Cycle Q Clear(g_c), s		0.0	0.0	0.0	18.9	18.9	18.9	4.3	0.0	8.1	13.7	2.8	7.8
Prop In Lane		1.00		1.00	0.00		0.47	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h		384	2020	1015	723	566	574	314	0	528	153	284	241
VC Ratio(X)		0.47	0.24	0.13	0.64	0.68	0.68	0.90	0.00	0.39	0.75	0.23	0.61
Avail Cap(c_a), veh/h		384	2020	1015	723	566	574	432	0	615	153	284	241
HCM Platoon Ratio		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.98	0.98	0.98	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		26.1	0.0	0.0	24.0	24.0	24.0	37.6	0.0	25.4	43.2	33.5	35.7
Incr Delay (d2), s/veh		0.3	0.3	0.3	4.3	6.4	6.4	13.7	0.0	0.2	17.0	0.2	3.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		3.3	0.1	0.1	10.5	9.0	9.1	8.0	0.0	4.0	3.6	1.4	3.6
LnGrp Delay(d),s/veh		26.5	0.3	0.3	28.4	30.5	30.4	51.3	0.0	25.6	60.2	33.7	38.9
LnGrp LOS		C	A	A	C	C	C	D		C	E	C	D
Approach Vol, veh/h			790			1238			485			327	
Approach Delay, s/veh			6.2			29.7			40.5			45.4	
Approach LOS			A			C			D			D	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2	3	4	5	6		8					
Phs Duration (G+Y+Rc), s		57.4	12.6	20.0	18.4	39.0		32.6					
Change Period (Y+Rc), s		6.0	* 6.3	* 6.3	6.0	* 6		* 6.3					
Max Green Setting (Gmax), s		47.0	* 13	* 14	9.5	* 33		* 31					
Max Q Clear Time (g_c+I1), s		2.0	6.3	15.7	2.0	20.9		10.1					
Green Ext Time (p_c), s		0.6	0.0	0.0	0.0	1.3		0.2					
Intersection Summary													
HCM 2010 Ctrl Delay			26.8										
HCM 2010 LOS			C										
Notes													
User approved ignoring U-Turning movement.													

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	0	0	3	17	0	11	6	665	2	1	1146	54
Future Vol, veh/h	0	0	3	17	0	11	6	665	2	1	1146	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	110	-	-	60	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	2	2	2
Mvmt Flow	0	0	3	18	0	12	6	700	2	1	1206	57

Major/Minor	Minor1		Minor2		Major1		Major2					
Conflicting Flow All	1318	1978	351	1599	1951	632	1263	0	0	702	0	0
Stage 1	713	713	-	1237	1237	-	-	-	-	-	-	-
Stage 2	605	1265	-	362	714	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.58	6.58	6.98	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.58	5.58	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.54	4.04	3.34	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	115	61	645	70	62	418	546	-	-	891	-	-
Stage 1	389	434	-	183	242	-	-	-	-	-	-	-
Stage 2	451	239	-	624	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	111	60	645	69	61	418	546	-	-	891	-	-
Mov Cap-2 Maneuver	111	60	-	69	61	-	-	-	-	-	-	-
Stage 1	385	429	-	181	242	-	-	-	-	-	-	-
Stage 2	438	239	-	614	423	-	-	-	-	-	-	-

Approach	EB	WB	SE	NW
HCM Control Delay, s	10.6	53.4	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1WBLn1	SEL	SET	SER
Capacity (veh/h)	891	-	-	645	103	546	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.286	0.012	-
HCM Control Delay (s)	9	-	-	10.6	53.4	11.7	-
HCM Lane LOS	A	-	-	B	F	B	-
HCM 95th %tile Q(veh)	0	-	-	0	1.1	0	-

HCM 2010 TWSC
 90: US 78/Rivers Avenue & Aragon Street

2018 Existing Conditions
 PM Peak Hour

Intersection													
Int Delay, s/veh	0.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEU	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕			↕				↕		↕	↕	
Traffic Vol, veh/h	2	0	11	6	3	8	1	11	597	3	4	1256	8
Future Vol, veh/h	2	0	11	6	3	8	1	11	597	3	4	1256	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	2	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	11	6	3	8	1	11	622	3	4	1308	8


















Major/Minor	Minor1		Minor2		Major1			Major2					
Conflicting Flow All	1312	1972	313	1655	1969	658	1317	1316	0	0	625	0	0
Stage 1	648	648	-	1320	1320	-	-	-	-	-	-	-	-
Stage 2	664	1324	-	335	649	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	116	62	683	64	62	407	207	521	-	-	952	-	-
Stage 1	425	464	-	166	225	-	-	-	-	-	-	-	-
Stage 2	416	224	-	653	464	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	108	59	683	61	59	407	461	461	-	-	952	-	-
Mov Cap-2 Maneuver	108	59	-	149	194	-	-	-	-	-	-	-	-
Stage 1	407	444	-	159	224	-	-	-	-	-	-	-	-
Stage 2	400	223	-	614	444	-	-	-	-	-	-	-	-

Approach	EB		WB		SE		NW			
HCM Control Delay, s	15		22.4		0.7		0			
HCM LOS	C		C							

Minor Lane/Major Mvmt	NWL	NWT	NWR	EBLn1	WBLn1	SEL	SET	SER
Capacity (veh/h)	952	-	-	375	225	461	-	-
HCM Lane V/C Ratio	0.004	-	-	0.036	0.079	0.025	-	-
HCM Control Delay (s)	8.8	-	-	15	22.4	13	0.5	-
HCM Lane LOS	A	-	-	C	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.1	-	-

HCM 2010 Signalized Intersection Summary
 91: US 78/Rivers Avenue & Helm Avenue

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	2	17	5	44	9	31	1	9	1221	59	28
Future Volume (veh/h)	1	2	17	5	44	9	31	1	9	1221	59	28
Number		3	8	18	7	4	14		1	6	16	5
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00	1.00
Parking Bus, Adj		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln		1900	1863	1900	1900	1863	1900		1863	1863	1900	1863
Adj Flow Rate, veh/h		2	18	5	46	9	33		9	1285	62	29
Adj No. of Lanes		0	1	0	0	1	0		1	2	0	1
Peak Hour Factor		0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95
Percent Heavy Veh, %		2	2	2	2	2	2		2	2	2	2
Cap, veh/h		81	168	44	181	42	71		571	2162	104	302
Arrive On Green		0.12	0.12	0.12	0.12	0.12	0.12		0.63	0.63	0.63	0.63
Sat Flow, veh/h		56	1368	356	622	343	579		789	3437	166	404
Grp Volume(v), veh/h		25	0	0	88	0	0		9	661	686	29
Grp Sat Flow(s),veh/h/ln		1779	0	0	1545	0	0		789	1770	1834	404
Q Serve(g_s), s		0.0	0.0	0.0	1.3	0.0	0.0		0.3	11.6	11.6	2.4
Cycle Q Clear(g_c), s		0.6	0.0	0.0	2.6	0.0	0.0		4.4	11.6	11.6	14.0
Prop In Lane		0.08		0.20	0.52		0.37		1.00		0.09	1.00
Lane Grp Cap(c), veh/h		293	0	0	295	0	0		571	1113	1153	302
V/C Ratio(X)		0.09	0.00	0.00	0.30	0.00	0.00		0.02	0.59	0.59	0.10
Avail Cap(c_a), veh/h		1212	0	0	1079	0	0		571	1113	1153	302
HCM Platoon Ratio		1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		20.5	0.0	0.0	21.3	0.0	0.0		5.4	5.8	5.8	9.9
Incr Delay (d2), s/veh		0.1	0.0	0.0	0.6	0.0	0.0		0.1	2.3	2.3	0.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		0.3	0.0	0.0	1.2	0.0	0.0		0.1	6.2	6.4	0.3
LnGrp Delay(d),s/veh		20.6	0.0	0.0	21.8	0.0	0.0		5.4	8.1	8.0	10.6
LnGrp LOS		C			C				A	A	A	B
Approach Vol, veh/h			25			88				1356		
Approach Delay, s/veh			20.6			21.8				8.0		
Approach LOS			C			C				A		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.5		13.0		39.5		13.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		33.0		34.0		33.0		34.0				
Max Q Clear Time (g_c+I1), s		16.0		4.6		13.6		2.6				
Green Ext Time (p_c), s		3.4		0.5		8.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			7.9									
HCM 2010 LOS			A									
Notes												
User approved ignoring U-Turning movement.												





















HCM 2010 Signalized Intersection Summary
 91: US 78/Rivers Avenue & Helm Avenue

2018 Existing Conditions
 PM Peak Hour

	↓	↙
Movement	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (veh/h)	599	5
Future Volume (veh/h)	599	5
Number	2	12
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900
Adj Flow Rate, veh/h	631	5
Adj No. of Lanes	2	0
Peak Hour Factor	0.95	0.95
Percent Heavy Veh, %	2	2
Cap, veh/h	2264	18
Arrive On Green	0.63	0.63
Sat Flow, veh/h	3599	29
Grp Volume(v), veh/h	310	326
Grp Sat Flow(s),veh/h/ln	1770	1858
Q Serve(g_s), s	4.1	4.1
Cycle Q Clear(g_c), s	4.1	4.1
Prop In Lane		0.02
Lane Grp Cap(c), veh/h	1113	1169
V/C Ratio(X)	0.28	0.28
Avail Cap(c_a), veh/h	1113	1169
HCM Platoon Ratio	1.00	1.00
Upstream Filter(l)	1.00	1.00
Uniform Delay (d), s/veh	4.4	4.4
Incr Delay (d2), s/veh	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.3
LnGrp Delay(d),s/veh	5.0	5.0
LnGrp LOS	A	A
Approach Vol, veh/h	665	
Approach Delay, s/veh	5.2	
Approach LOS	A	
Timer		

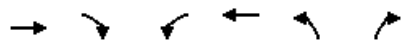
HCM 2010 Signalized Intersection Summary
 92: US 78/Rivers Avenue & McMillan Avenue

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	51	15	184	135	273	27	994	255	112	488	50
Future Volume (veh/h)	23	51	15	184	135	273	27	994	255	112	488	50
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	24	54	16	194	142	287	28	1046	268	118	514	53
Adj No. of Lanes	0	2	0	0	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	102	360	111	277	161	448	488	1753	784	293	2116	947
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.50	0.50	0.50	0.06	0.60	0.60
Sat Flow, veh/h	122	1273	392	777	568	1583	841	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	28	0	66	336	0	287	28	1046	268	118	514	53
Grp Sat Flow(s),veh/h/ln	162	0	1626	1345	0	1583	841	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.1	0.0	3.0	21.4	0.0	15.9	1.7	21.2	10.3	3.0	6.8	1.4
Cycle Q Clear(g_c), s	26.5	0.0	3.0	24.5	0.0	15.9	1.7	21.2	10.3	3.0	6.8	1.4
Prop In Lane	0.87		0.24	0.58		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	113	0	460	438	0	448	488	1753	784	293	2116	947
V/C Ratio(X)	0.25	0.00	0.14	0.77	0.00	0.64	0.06	0.60	0.34	0.40	0.24	0.06
Avail Cap(c_a), veh/h	180	0	567	537	0	553	488	1753	784	341	2116	947
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	0.0	26.8	36.0	0.0	31.4	13.2	18.1	15.3	13.5	9.5	8.4
Incr Delay (d2), s/veh	0.4	0.0	0.1	4.1	0.0	0.8	0.2	1.3	1.0	0.3	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	1.4	9.4	0.0	7.0	0.4	10.6	4.7	1.5	3.4	0.6
LnGrp Delay(d),s/veh	42.2	0.0	26.8	40.0	0.0	32.2	13.4	19.4	16.4	13.8	9.7	8.5
LnGrp LOS	D		C	D		C	B	B	B	B	A	A
Approach Vol, veh/h		94			623			1342			685	
Approach Delay, s/veh		31.4			36.4			18.7			10.3	
Approach LOS		C			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		65.5		34.5	10.3	55.2		34.5				
Change Period (Y+Rc), s		* 5.8		6.1	4.5	* 5.8		6.1				
Max Green Setting (Gmax), s		* 53		34.9	8.5	* 40		34.9				
Max Q Clear Time (g_c+I1), s		8.8		26.5	5.0	23.2		28.5				
Green Ext Time (p_c), s		0.7		0.3	0.0	1.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				21.1								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 93: SC 642/Dorchester Road & US 78/Rivers Avenue

2018 Existing Conditions
 PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Traffic Volume (veh/h)	666	91	202	1112	164	87		
Future Volume (veh/h)	666	91	202	1112	164	87		
Number	2	12	1	6	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1845	1845	1845	1845		
Adj Flow Rate, veh/h	687	94	208	1146	169	90		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	3	3	3	3		
Cap, veh/h	1161	519	800	2584	212	189		
Arrive On Green	0.66	0.66	0.67	1.00	0.12	0.12		
Sat Flow, veh/h	3632	1583	1757	3597	1757	1568		
Grp Volume(v), veh/h	687	94	208	1146	169	90		
Grp Sat Flow(s),veh/h/ln	1770	1583	1757	1752	1757	1568		
Q Serve(g_s), s	10.9	2.3	0.0	0.0	9.4	5.4		
Cycle Q Clear(g_c), s	10.9	2.3	0.0	0.0	9.4	5.4		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1161	519	800	2584	212	189		
V/C Ratio(X)	0.59	0.18	0.26	0.44	0.80	0.48		
Avail Cap(c_a), veh/h	1161	519	800	2584	562	502		
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	0.98	0.98	0.74	0.74	1.00	1.00		
Uniform Delay (d), s/veh	13.4	12.0	6.2	0.0	42.8	41.0		
Incr Delay (d2), s/veh	2.2	0.7	0.1	0.4	6.7	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	15.5	1.1	1.6	0.1	4.9	2.4		
LnGrp Delay(d),s/veh	15.6	12.7	6.3	0.4	49.4	42.8		
LnGrp LOS	B	B	A	A	D	D		
Approach Vol, veh/h	781			1354	259			
Approach Delay, s/veh	15.3			1.3	47.1			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	40.9	40.0				80.9		19.1
Change Period (Y+Rc), s	7.2	* 7.2				* 7.2		7.0
Max Green Setting (Gmax), s	33	* 33				* 54		32.0
Max Q Clear Time (g_c+I), s	12.9					2.0		11.4
Green Ext Time (p_c), s	0.3	5.0				11.6		0.7
Intersection Summary								
HCM 2010 Ctrl Delay				10.8				
HCM 2010 LOS				B				
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 94: Cosgrove Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	370	350	286	930	68	303	443	85	24	468	74
Future Volume (veh/h)	40	370	350	286	930	68	303	443	85	24	468	74
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1863	1845	1845	1845	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	41	381	361	295	959	70	312	457	88	25	482	76
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	248	1265	815	481	1779	796	372	1116	214	226	549	86
Arrive On Green	0.60	0.60	0.60	0.11	0.51	0.51	0.16	0.38	0.38	0.18	0.18	0.18
Sat Flow, veh/h	546	3539	1583	1757	3505	1568	1774	2965	567	858	3066	481
Grp Volume(v), veh/h	41	381	361	295	959	70	312	272	273	25	277	281
Grp Sat Flow(s),veh/h/ln	546	1770	1583	1757	1752	1568	1774	1770	1763	858	1770	1778
Q Serve(g_s), s	4.0	5.3	11.2	10.3	18.6	2.3	13.7	11.3	11.4	2.5	15.2	15.4
Cycle Q Clear(g_c), s	7.5	5.3	11.2	10.3	18.6	2.3	13.7	11.3	11.4	2.5	15.2	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.27
Lane Grp Cap(c), veh/h	248	1265	815	481	1779	796	372	666	664	226	317	318
VC Ratio(X)	0.17	0.30	0.44	0.61	0.54	0.09	0.84	0.41	0.41	0.11	0.87	0.88
Avail Cap(c_a), veh/h	248	1265	815	481	1779	796	377	814	811	295	460	462
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	14.0	9.1	16.2	16.7	12.7	27.0	23.0	23.0	34.7	39.9	40.0
Incr Delay (d2), s/veh	1.3	0.6	1.6	1.5	1.0	0.2	14.2	0.1	0.2	0.1	9.1	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.6	5.1	5.2	9.2	1.0	8.1	5.5	5.6	0.6	8.3	8.4
LnGrp Delay(d),s/veh	16.7	14.6	10.7	17.7	17.7	12.9	41.3	23.1	23.2	34.8	49.1	49.9
LnGrp LOS	B	B	B	B	B	B	D	C	C	C	D	D
Approach Vol, veh/h		783			1324			857			583	
Approach Delay, s/veh		12.9			17.5			29.7			48.9	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	15.0	41.6	19.7	23.7		56.6		43.4				
Change Period (Y+Rc), s	4.0	* 5.8	4.0	* 5.8		* 5.8		* 5.8				
Max Green Setting (Gmax), s		* 27	16.0	* 26		* 42		* 46				
Max Q Clear Time (g_c+112), s		13.2	15.7	17.4		20.6		13.4				
Green Ext Time (p_c), s	0.0	0.6	0.0	0.5		1.5		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay				24.6								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 95: Reynolds Avenue & US 78/Rivers Avenue

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	295	38	68	994	79	29	69	33	15	36	101
Future Volume (veh/h)	63	295	38	68	994	79	29	69	33	15	36	101
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1810	1810	1900	1900	1810	1900	1900	1827	1900
Adj Flow Rate, veh/h	64	301	39	69	1014	81	30	70	34	15	37	103
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	5	5	5	5	5	5	4	4	4
Cap, veh/h	436	2443	314	763	2215	177	72	107	46	50	52	123
Arrive On Green	0.10	1.00	1.00	0.69	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1757	3125	401	1007	3226	258	255	964	415	93	466	1108
Grp Volume(v), veh/h	64	168	172	69	540	555	134	0	0	155	0	0
Grp Sat Flow(s),veh/h/ln	1757	1752	1774	1007	1719	1764	1634	0	0	1667	0	0
Q Serve(g_s), s	0.9	0.0	0.0	2.3	14.4	14.4	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	2.3	14.4	14.4	7.8	0.0	0.0	9.0	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.15	0.22		0.25	0.10		0.66
Lane Grp Cap(c), veh/h	436	1370	1387	763	1181	1212	226	0	0	225	0	0
V/C Ratio(X)	0.15	0.12	0.12	0.09	0.46	0.46	0.59	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	480	1370	1387	763	1181	1212	452	0	0	453	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	0.0	5.3	7.2	7.2	42.9	0.0	0.0	43.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.2	1.3	1.2	0.9	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.1	0.7	7.2	7.4	3.6	0.0	0.0	4.3	0.0	0.0
LnGrp Delay(d),s/veh	4.4	0.2	0.2	5.5	8.4	8.4	43.8	0.0	0.0	44.9	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		404			1164			134			155	
Approach Delay, s/veh		0.8			8.2			43.8			44.9	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		83.5		16.5	9.5	74.0		16.5				
Change Period (Y+Rc), s		* 5.3		5.4	4.5	* 5.3		5.4				
Max Green Setting (Gmax), s		* 64		25.6	7.5	* 52		25.6				
Max Q Clear Time (g_c+I1), s		2.0		11.0	2.9	16.4		9.8				
Green Ext Time (p_c), s		0.3		0.2	0.0	1.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay					12.3							
HCM 2010 LOS					B							
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection														
Int Delay, s/veh	1.1													
Movement	SEU	SEL	SET	SER	NWU	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔	↕			↕	↕			↕			↕	
Traffic Vol, veh/h	1	23	335	5	1	39	1146	24	2	11	15	7	5	18
Future Vol, veh/h	1	23	335	5	1	39	1146	24	2	11	15	7	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	-	100	-	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	-	-	0	-	-	2	-	-	2	-
Grade, %	-	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	4	4	4	5	5	5	5	2	2	2	3	3	3
Mvmt Flow	1	24	345	5	1	40	1181	25	2	11	15	7	5	19

Major/Minor	Major1			Major2			Minor1			Minor2				
Conflicting Flow All	1206	1206	0	0	351	350	0	0	1073	1686	175	1504	1676	603
Stage 1	-	-	-	-	-	-	-	-	398	398	-	1276	1276	-
Stage 2	-	-	-	-	-	-	-	-	675	1288	-	228	400	-
Critical Hdwy	6.48	4.18	-	-	6.5	4.2	-	-	7.54	6.54	6.94	7.56	6.56	6.96
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	6.54	5.54	-	6.56	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	6.54	5.54	-	6.56	5.56	-
Follow-up Hdwy	2.54	2.24	-	-	2.55	2.25	-	-	3.52	4.02	3.32	3.53	4.03	3.33
Pot Cap-1 Maneuver	240	563	-	-	846	1184	-	-	175	93	838	83	93	440
Stage 1	-	-	-	-	-	-	-	-	599	601	-	175	234	-
Stage 2	-	-	-	-	-	-	-	-	410	233	-	751	597	-
Platoon blocked, %			-	-			-	-						
Mov Cap-1 Maneuver	531	531	-	-	1172	1172	-	-	154	86	838	73	86	440
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	305	185	-	156	205	-
Stage 1	-	-	-	-	-	-	-	-	571	573	-	167	226	-
Stage 2	-	-	-	-	-	-	-	-	370	225	-	689	569	-

Approach	SE	NW	NE	SW
HCM Control Delay, s	0.8	0.3	16.8	19.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	NWR	SEL	SET	SERSWLn1
Capacity (veh/h)	334	1172	-	-	531	-	272
HCM Lane V/C Ratio	0.086	0.035	-	-	0.047	-	0.114
HCM Control Delay (s)	16.8	8.2	-	-	12.1	-	19.9
HCM Lane LOS	C	A	-	-	B	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0.1	-	0.4

Lanes, Volumes, Timings
 97: US 78/Rivers Avenue & US 52/Carner Avenue

2018 Existing Conditions
 PM Peak Hour

	↑	↗	↘	↓	↖	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑↑		↘	↑↑	↖	
Traffic Volume (vph)	380	43	196	156	3	827
Future Volume (vph)	380	43	196	156	3	827
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			50		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.985				0.865	
Flt Protected			0.950			
Satd. Flow (prot)	3452	0	1736	3471	1565	0
Flt Permitted			0.950			
Satd. Flow (perm)	3452	0	1736	3471	1565	0
Link Speed (mph)	30			30	35	
Link Distance (ft)	622			202	2270	
Travel Time (s)	14.1			4.6	44.2	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	3%	4%	4%	5%	5%
Adj. Flow (vph)	396	45	204	163	3	861
Shared Lane Traffic (%)						
Lane Group Flow (vph)	441	0	204	163	864	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	4	
Link Offset(ft)	0			0	30	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	84.1%			ICU Level of Service E		
Analysis Period (min)	15					

HCM 2010 Signalized Intersection Summary
 98: US 52/Carner Avenue & Clement Avenue/Burton Lane

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕				↕	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	2	33	16	31	103	111	107	685	76	44	150	2
Future Volume (veh/h)	2	33	16	31	103	111	107	685	76	44	150	2
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1792	1900	1900	1845	1845	1810	1810	1810	1845	1845	1900
Adj Flow Rate, veh/h	2	35	17	33	108	117	113	721	80	46	158	2
Adj No. of Lanes	0	1	0	0	1	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	6	6	6	3	3	3	5	5	5	3	3	3
Cap, veh/h	87	198	93	143	262	274	772	1009	858	338	1013	13
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	21	1135	531	249	1501	1568	1186	1810	1538	670	1818	23
Grp Volume(v), veh/h	54	0	0	141	0	117	113	721	80	46	0	160
Grp Sat Flow(s),veh/h/ln	1686	0	0	1749	0	1568	1186	1810	1538	670	0	1841
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	3.0	2.3	13.1	1.1	2.4	0.0	1.9
Cycle Q Clear(g_c), s	1.2	0.0	0.0	3.1	0.0	3.0	4.2	13.1	1.1	15.6	0.0	1.9
Prop In Lane	0.04		0.31	0.23		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	378	0	0	405	0	274	772	1009	858	338	0	1026
VC Ratio(X)	0.14	0.00	0.00	0.35	0.00	0.43	0.15	0.71	0.09	0.14	0.00	0.16
Avail Cap(c_a), veh/h	384	0	0	411	0	280	772	1009	858	338	0	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	16.5	0.0	16.5	5.8	7.3	4.6	13.0	0.0	4.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	1.1	0.4	4.3	0.2	0.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	1.6	0.0	1.3	0.8	7.6	0.5	0.5	0.0	1.0
LnGrp Delay(d),s/veh	15.9	0.0	0.0	17.0	0.0	17.6	6.2	11.6	4.8	13.9	0.0	5.1
LnGrp LOS	B			B		B	A	B	A	B		A
Approach Vol, veh/h		54			258			914			206	
Approach Delay, s/veh		15.9			17.3			10.4			7.1	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		13.8		31.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0		8.0		25.0		8.0				
Max Q Clear Time (g_c+I1), s		17.6		5.1		15.1		3.2				
Green Ext Time (p_c), s		0.6		0.3		3.9		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay					11.3							
HCM 2010 LOS					B							

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	1	0	0	0	0	890	0	0	229	0
Future Vol, veh/h	0	0	1	0	0	0	0	890	0	0	229	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	200	-	-	100	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	4	4	4
Mvmt Flow	0	0	1	0	0	0	0	927	0	0	239	0

Major/Minor	Minor2		Minor1			Major1		Major2				
Conflicting Flow All	703	1166	120	1047	1166	464	239	0	0	927	0	0
Stage 1	239	239	-	927	927	-	-	-	-	-	-	-
Stage 2	464	927	-	120	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.2	-	-	4.18	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.25	-	-	2.24	-	-
Pot Cap-1 Maneuver	324	193	909	182	193	545	1303	-	-	721	-	-
Stage 1	743	706	-	289	345	-	-	-	-	-	-	-
Stage 2	548	345	-	872	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	324	193	909	182	193	545	1303	-	-	721	-	-
Mov Cap-2 Maneuver	487	318	-	182	193	-	-	-	-	-	-	-
Stage 1	743	706	-	289	345	-	-	-	-	-	-	-
Stage 2	548	345	-	871	706	-	-	-	-	-	-	-

Approach	EB		WB			NB		SB		
HCM Control Delay, s	9		0			0		0		
HCM LOS	A		A							





















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1303	-	-	909	-	721	-	-
HCM Lane V/C Ratio	-	-	-	0.001	-	-	-	-
HCM Control Delay (s)	0	-	-	9	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	-	0	-	-

Lanes, Volumes, Timings

2018 Existing Conditions

100: US 52/Meeting Street/Spruill Avenue & Tuxbury Lane/Meeting Street

PM Peak Hour













												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	886	256	3	1	68	1	0	1	424	3	8	2
Future Volume (vph)	886	256	3	1	68	1	0	1	424	3	8	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	390		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	70			35			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.998			0.998			0.851	0.850		0.983	
Flt Protected	0.950			0.950							0.988	
Satd. Flow (prot)	3400	1841	0	1770	1859	0	0	1491	1490	0	1709	0
Flt Permitted	0.950			0.571							0.988	
Satd. Flow (perm)	3400	1841	0	1064	1859	0	0	1491	1490	0	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			1			256	255		2	
Link Speed (mph)		40			40			40			30	
Link Distance (ft)		810			949			1026			363	
Travel Time (s)		13.8			16.2			17.5			8.3	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	3%	3%	3%	8%	8%	8%
Adj. Flow (vph)	1067	308	4	1	82	1	0	1	511	4	10	2
Shared Lane Traffic (%)									50%			
Lane Group Flow (vph)	1067	312	0	1	83	0	0	257	255	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1	1	2	
Detector Template	Left	Thru		Left	Thru			Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100			100	20	20	100	
Trailing Detector (ft)	0	0		0	0			0	0	0	0	
Detector 1 Position(ft)	0	0		0	0			0	0	0	0	
Detector 1 Size(ft)	20	6		20	6			6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0			0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Perm	NA			NA	Perm	Split	NA	
Protected Phases	1	6			2			8		4	4	

Lanes, Volumes, Timings

2018 Existing Conditions

100: US 52/Meeting Street/Spruill Avenue & Tuxbury Lane/Meeting Street

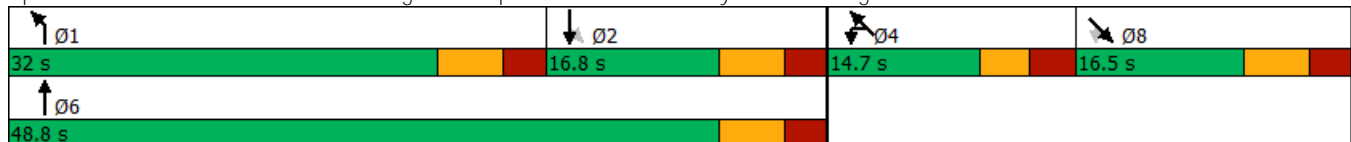
PM Peak Hour

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Permitted Phases				2					8			
Detector Phase	1	6		2	2			8	8	4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0			10.0	10.0	9.0	9.0	
Minimum Split (s)	16.5	16.5		16.5	16.5			16.5	16.5	14.7	14.7	
Total Split (s)	32.0	48.8		16.8	16.8			16.5	16.5	14.7	14.7	
Total Split (%)	40.0%	61.0%		21.0%	21.0%			20.6%	20.6%	18.4%	18.4%	
Maximum Green (s)	25.5	42.3		10.3	10.3			10.0	10.0	9.0	9.0	
Yellow Time (s)	3.9	3.9		3.9	3.9			3.9	3.9	3.0	3.0	
All-Red Time (s)	2.6	2.6		2.6	2.6			2.6	2.6	2.7	2.7	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5			6.5	6.5		5.7	
Lead/Lag	Lead			Lag		Lag						
Lead-Lag Optimize?	Yes			Yes		Yes						
Vehicle Extension (s)	2.7	2.7		2.7	2.7			2.7	2.7	3.5	3.5	
Recall Mode	None	Max		Max	Max			None	None	None	None	
Act Effect Green (s)	25.4	42.6		10.6	10.6			10.1	10.1		9.1	
Actuated g/C Ratio	0.37	0.62		0.16	0.16			0.15	0.15		0.13	
v/c Ratio	0.84	0.27		0.01	0.29			0.59	0.58		0.07	
Control Delay	28.5	7.5		28.0	30.1			10.7	10.6		27.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	28.5	7.5		28.0	30.1			10.7	10.6		27.5	
LOS	C	A		C	C			B	B		C	
Approach Delay		23.7			30.0			10.6			27.5	
Approach LOS		C			C			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	68.2
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	20.7
Intersection Capacity Utilization	51.6%
Analysis Period (min)	15
Intersection LOS:	C
ICU Level of Service	A

Splits and Phases: 100: US 52/Meeting Street/Spruill Avenue & Tuxbury Lane/Meeting Street



Intersection							
Int Delay, s/veh	2.1						
Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations	W			T		T	T
Traffic Vol, veh/h	22	127	6	1011	8	26	486
Future Vol, veh/h	22	127	6	1011	8	26	486
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	-	-	100	-
Veh in Median Storage, #	2	-	-	0	-	-	0
Grade, %	0	-	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3	3
Mvmt Flow	25	144	7	1149	9	30	552

Major/Minor	Minor1	Major1			Major2		
Conflicting Flow All	1504	579	552	0	0	1158	0
Stage 1	1168	-	-	-	-	-	-
Stage 2	336	-	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.46	-	-	4.16	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.53	-	-	2.23	-
Pot Cap-1 Maneuver	111	456	638	-	-	593	-
Stage 1	256	-	-	-	-	-	-
Stage 2	693	-	-	-	-	-	-
Platoon blocked, %				-	-		-
Mov Cap-1 Maneuver	102	456	638	-	-	593	-
Mov Cap-2 Maneuver	218	-	-	-	-	-	-
Stage 1	236	-	-	-	-	-	-
Stage 2	693	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.9	0.1	0.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	393	593
HCM Lane V/C Ratio	-	-	0.431	0.05
HCM Control Delay (s)	-	-	20.9	11.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	2.1	0.2

Intersection							
Int Delay, s/veh	204.9						
Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	W	
Traffic Vol, veh/h	128	59	1	267	933	462	89
Future Vol, veh/h	128	59	1	267	933	462	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	50	-	-	-
Veh in Median Storage, #	2	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97	97
Heavy Vehicles, %	3	3	3	3	3	2	2
Mvmt Flow	132	61	1	275	962	476	92

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1555	284	568	568	0	0
Stage 1	522	-	-	-	-	-
Stage 2	1033	-	-	-	-	-
Critical Hdwy	6.86	6.96	6.46	4.16	-	-
Critical Hdwy Stg 1	5.86	-	-	-	-	-
Critical Hdwy Stg 2	5.86	-	-	-	-	-
Follow-up Hdwy	3.53	3.33	2.53	2.23	-	-
Pot Cap-1 Maneuver	~ 103	710	623	993	-	-
Stage 1	557	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	~ 74	710	990	990	-	-
Mov Cap-2 Maneuver	~ 26	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$ 2110.6		2.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	990	-	37	-	-
HCM Lane V/C Ratio	0.279	-	5.21	-	-
HCM Control Delay (s)	10	\$ 2110.6	-	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	1.1	-	22.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	0.3							
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↵	↶		↕			↵	↕
Traffic Vol, veh/h	2	19	2	1171	4	5	6	507
Future Vol, veh/h	2	19	2	1171	4	5	6	507
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	50	-	-	-	-	50	-
Veh in Median Storage, #	2	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	95	95	95	95	95	95	95	95
Heavy Vehicles, %	14	14	3	3	3	2	2	2
Mvmt Flow	2	20	2	1233	4	5	6	534

Major/Minor	Minor1	Major1		Major2				
Conflicting Flow All	1528	619	534	0	0	1237	1237	0
Stage 1	1239	-	-	-	-	-	-	-
Stage 2	289	-	-	-	-	-	-	-
Critical Hdwy	7.08	7.18	6.46	-	-	6.44	4.14	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-	-	-
Follow-up Hdwy	3.64	3.44	2.53	-	-	2.52	2.22	-
Pot Cap-1 Maneuver	96	403	655	-	-	234	559	-
Stage 1	214	-	-	-	-	-	-	-
Stage 2	700	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	92	403	655	-	-	332	332	-
Mov Cap-2 Maneuver	191	-	-	-	-	-	-	-
Stage 1	204	-	-	-	-	-	-	-
Stage 2	700	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	191	403	332
HCM Lane V/C Ratio	-	-	0.011	0.05	0.035
HCM Control Delay (s)	-	-	24.1	14.4	16.2
HCM Lane LOS	-	-	C	B	C
HCM 95th %tile Q(veh)	-	-	0	0.2	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕↔		↔	↕↔
Traffic Vol, veh/h	21	25	1138	4	5	515
Future Vol, veh/h	21	25	1138	4	5	515
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	23	28	1264	4	6	572

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1564	634	0	0	1268
Stage 1	1266	-	-	-	-
Stage 2	298	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	102	422	-	-	544
Stage 1	229	-	-	-	-
Stage 2	727	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	101	422	-	-	544
Mov Cap-2 Maneuver	211	-	-	-	-
Stage 1	226	-	-	-	-
Stage 2	727	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	290	544
HCM Lane V/C Ratio	-	-	0.176	0.01
HCM Control Delay (s)	-	-	20.1	11.7
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection													
Int Delay, s/veh	0.7												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔				↔			↔	
Traffic Vol, veh/h	0	0	1	13	0	9	1	0	1131	2	0	541	0
Future Vol, veh/h	0	0	1	13	0	9	1	0	1131	2	0	541	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	3	3	3	3	2	2	2
Mvmt Flow	0	0	1	15	0	10	1	0	1271	2	0	608	0

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1246	1883	304	1578	1882	637	608	608	0	0	1273	0	0
Stage 1	608	608	-	1274	1274	-	-	-	-	-	-	-	-
Stage 2	638	1275	-	304	608	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.46	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.53	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	130	70	692	74	70	420	587	960	-	-	541	-	-
Stage 1	450	484	-	177	236	-	-	-	-	-	-	-	-
Stage 2	431	236	-	681	484	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	126	70	692	74	70	420	586	586	-	-	541	-	-
Mov Cap-2 Maneuver	126	70	-	74	70	-	-	-	-	-	-	-	-
Stage 1	447	484	-	176	235	-	-	-	-	-	-	-	-
Stage 2	418	235	-	680	484	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.2		46		0.1			0		
HCM LOS	B		E							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	586	-	-	692	112	541	-	-
HCM Lane V/C Ratio	-	-	-	0.002	0.221	-	-	-
HCM Control Delay (s)	11.2	0.1	-	10.2	46	0	-	-
HCM Lane LOS	B	A	-	B	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0	-	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	8	28	0	16	2	1170	4	3	609	0
Future Vol, veh/h	0	0	8	28	0	16	2	1170	4	3	609	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	9	9	9	4	4	4	2	2	2
Mvmt Flow	0	0	9	31	0	18	2	1315	4	3	684	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1352	2013	342	1669	2011	660	684	0	0	1319	0	0
Stage 1	690	690	-	1321	1321	-	-	-	-	-	-	-
Stage 2	662	1323	-	348	690	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.68	6.68	7.08	4.18	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.68	5.68	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.68	5.68	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.59	4.09	3.39	2.24	-	-	2.22	-	-
Pot Cap-1 Maneuver	109	58	654	59	54	389	892	-	-	520	-	-
Stage 1	401	444	-	156	211	-	-	-	-	-	-	-
Stage 2	417	224	-	622	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	103	57	654	57	53	389	892	-	-	520	-	-
Mov Cap-2 Maneuver	103	57	-	57	53	-	-	-	-	-	-	-
Stage 1	398	440	-	155	209	-	-	-	-	-	-	-
Stage 2	395	222	-	608	424	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.6		98.5		0		0.2	
HCM LOS	B		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	892	-	-	654	83	520	-	-
HCM Lane V/C Ratio	0.003	-	-	0.014	0.596	0.006	-	-
HCM Control Delay (s)	9	0	-	10.6	98.5	12	0.1	-
HCM Lane LOS	A	A	-	B	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0	2.7	0	-	-

Intersection									
Int Delay, s/veh	1.1								
Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT	
Lane Configurations	↔		↕			↕			
Traffic Vol, veh/h	8	50	2	1108	6	1	9	667	
Future Vol, veh/h	8	50	2	1108	6	1	9	667	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	None	-	-	None	-	-	None	
Storage Length	0	-	-	-	-	-	-	-	
Veh in Median Storage, #	0	-	-	0	-	-	-	0	
Grade, %	0	-	-	0	-	-	-	0	
Peak Hour Factor	85	85	85	85	85	85	85	85	
Heavy Vehicles, %	2	2	3	3	3	2	2	2	
Mvmt Flow	9	59	2	1304	7	1	11	785	

Major/Minor	Minor1	Major1		Major2				
Conflicting Flow All	1729	656	785	0	0	1311	1311	0
Stage 1	1312	-	-	-	-	-	-	-
Stage 2	417	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.46	-	-	6.44	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.53	-	-	2.52	2.22	-
Pot Cap-1 Maneuver	79	408	453	-	-	209	524	-
Stage 1	216	-	-	-	-	-	-	-
Stage 2	633	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	74	408	453	-	-	442	442	-
Mov Cap-2 Maneuver	74	-	-	-	-	-	-	-
Stage 1	202	-	-	-	-	-	-	-
Stage 2	633	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.6	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	251	442
HCM Lane V/C Ratio	-	-	0.272	0.024
HCM Control Delay (s)	-	-	24.6	13.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.1	0.1

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	6	22	1105	11	16	678
Future Vol, veh/h	6	22	1105	11	16	678
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	4	4	2	2
Mvmt Flow	7	26	1285	13	19	788

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1724	649	0	0	1298
Stage 1	1292	-	-	-	-
Stage 2	432	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	80	412	-	-	530
Stage 1	221	-	-	-	-
Stage 2	622	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	75	412	-	-	530
Mov Cap-2 Maneuver	75	-	-	-	-
Stage 1	207	-	-	-	-
Stage 2	622	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.3	0	0.7
HCM LOS	D		






















Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	530
HCM Lane V/C Ratio	-	-	0.155	0.035
HCM Control Delay (s)	-	-	25.3	12
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.5	0.1

HCM 2010 Signalized Intersection Summary

2018 Existing Conditions

109: Meeting Street/US 52/Meeting Street & Mt Pleasant Drive/Morrison Drive

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	291	142	2	659	546	147	519	8	144	370	154
Future Volume (veh/h)	50	291	142	2	659	546	147	519	8	144	370	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1900	1845	1845	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	55	320	156	2	724	600	162	570	0	158	407	169
Adj No. of Lanes	1	2	0	0	2	1	1	2	0	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	124	721	344	37	1065	601	130	1331	0	130	1331	595
Arrive On Green	0.62	0.62	0.62	0.31	0.31	0.31	0.07	0.38	0.00	0.07	0.38	0.38
Sat Flow, veh/h	413	2326	1110	2	3436	1568	1774	3632	0	1774	3539	1583
Grp Volume(v), veh/h	55	242	234	389	337	600	162	570	0	158	407	169
Grp Sat Flow(s),veh/h/ln	413	1770	1667	1843	1595	1568	1774	1770	0	1774	1770	1583
Q Serve(g_s), s	12.5	7.1	7.4	0.0	18.5	31.0	7.3	12.0	0.0	7.3	8.1	7.5
Cycle Q Clear(g_c), s	31.0	7.1	7.4	18.5	18.5	31.0	7.3	12.0	0.0	7.3	8.1	7.5
Prop In Lane	1.00		0.67	0.01		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	124	549	517	608	494	601	130	1331	0	130	1331	595
VC Ratio(X)	0.44	0.44	0.45	0.64	0.68	1.00	1.25	0.43	0.00	1.22	0.31	0.28
Avail Cap(c_a), veh/h	124	549	517	608	494	601	130	1331	0	130	1331	595
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	14.5	14.5	30.2	30.2	30.8	46.3	23.2	0.0	46.3	22.0	21.8
Incr Delay (d2), s/veh	2.2	0.5	0.5	2.3	3.8	36.5	161.4	1.0	0.0	149.9	0.6	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.4	3.5	9.8	8.7	22.5	9.4	6.0	0.0	9.0	4.1	3.4
LnGrp Delay(d),s/veh	30.8	15.0	15.1	32.4	34.0	67.3	207.7	24.2	0.0	196.3	22.6	23.0
LnGrp LOS	C	B	B	C	C	E	F	C		F	C	C
Approach Vol, veh/h		531			1326			732			734	
Approach Delay, s/veh		16.6			48.6			64.8			60.1	
Approach LOS		B			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	46.3		37.7	16.0	46.3		37.7				
Change Period (Y+Rc), s	8.7	8.7		6.7	8.7	8.7		6.7				
Max Green Setting (Gmax), s	7.3	37.6		31.0	7.3	37.6		31.0				
Max Q Clear Time (g_c+I1), s	9.3	14.0		33.0	9.3	10.1		33.0				
Green Ext Time (p_c), s	0.0	4.0		0.0	0.0	3.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay					49.6							
HCM 2010 LOS					D							

Intersection												
Int Delay, s/veh	12											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	51	12	44	27	86	635	16	14	432	108
Future Vol, veh/h	8	8	51	12	44	27	86	635	16	14	432	108
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	50	-	-	-	-	85	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	2	4	4	4	2	2	2
Mvmt Flow	10	10	62	15	54	33	105	774	20	17	527	132

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1665	1631	593	1657	1687	784	659	0	0	794	0	0
Stage 1	627	627	-	994	994	-	-	-	-	-	-	-
Stage 2	1038	1004	-	663	693	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.236	-	-	2.218	-	-
Pot Cap-1 Maneuver	77	101	506	78	94	393	920	-	-	827	-	-
Stage 1	471	476	-	295	323	-	-	-	-	-	-	-
Stage 2	279	320	-	450	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	23	78	506	51	72	393	920	-	-	827	-	-
Mov Cap-2 Maneuver	23	78	-	51	72	-	-	-	-	-	-	-
Stage 1	374	460	-	235	257	-	-	-	-	-	-	-
Stage 2	161	254	-	374	430	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	48.5		158		1.1		0.2	
HCM LOS	E		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	920	-	-	23	290	66	393	827	-	-
HCM Lane V/C Ratio	0.114	-	-	0.424	0.248	1.035	0.084	0.021	-	-
HCM Control Delay (s)	9.4	0	-	248	21.5	226.9	15	9.4	0	-
HCM Lane LOS	A	A	-	F	C	F	C	A	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1.3	1	5.2	0.3	0.1	-	-

Intersection													
Int Delay, s/veh	1.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	1	0	1	22	1	22	1	0	731	41	21	445	0
Future Vol, veh/h	1	0	1	22	1	22	1	0	731	41	21	445	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	1	26	1	26	1	0	870	49	25	530	0

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	1488	1501	530	1476	1477	895	-	530	0	0	919	0	0
Stage 1	580	580	-	895	897	-	-	-	-	-	-	-	-
Stage 2	908	921	-	581	580	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	-	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	-	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	102	122	549	104	126	339	-	1037	-	-	743	-	-
Stage 1	500	500	-	335	358	-	-	-	-	-	-	-	-
Stage 2	330	349	-	499	500	-	-	-	-	-	-	-	-
Platoon blocked, %													
Mov Cap-1 Maneuver	90	116	549	100	120	339	-	-	-	-	743	-	-
Mov Cap-2 Maneuver	90	116	-	100	120	-	-	-	-	-	-	-	-
Stage 1	500	476	-	335	358	-	-	-	-	-	-	-	-
Stage 2	303	349	-	474	476	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB	
HCM Control Delay, s	28.6		40.7					0.5	
HCM LOS	D		E						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	-	155	153	743	-	-
HCM Lane V/C Ratio	-	-	-	0.015	0.35	0.034	-	-
HCM Control Delay (s)	-	-	-	28.6	40.7	10	0	-
HCM Lane LOS	-	-	-	D	E	B	A	-
HCM 95th %tile Q(veh)	-	-	-	0	1.4	0.1	-	-

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	0	7	12	1	19	5	741	12	7	475	0
Future Vol, veh/h	2	0	7	12	1	19	5	741	12	7	475	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	1	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	0	8	14	1	23	6	882	14	8	565	0



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1494	1490	565	1487	1483	890	565	0	0	897	0	0
Stage 1	581	581	-	902	902	-	-	-	-	-	-	-
Stage 2	913	909	-	585	581	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	101	124	524	103	125	342	1007	-	-	757	-	-
Stage 1	499	500	-	332	356	-	-	-	-	-	-	-
Stage 2	328	354	-	497	500	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	92	121	524	99	122	342	1007	-	-	756	-	-
Mov Cap-2 Maneuver	92	121	-	99	122	-	-	-	-	-	-	-
Stage 1	493	493	-	328	351	-	-	-	-	-	-	-
Stage 2	302	349	-	482	493	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.7		31.6		0.1		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1007	-	-	256	173	756	-
HCM Lane V/C Ratio	0.006	-	-	0.042	0.22	0.011	-
HCM Control Delay (s)	8.6	0	-	19.7	31.6	9.8	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.8	0	-

HCM 2010 Signalized Intersection Summary
 113: Meeting Street & Romney Street

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	154	74	73	31	83	12	94	598	18	1	6	441
Future Volume (veh/h)	154	74	73	31	83	12	94	598	18	1	6	441
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1810	1810	1900	1900	1863	1900		1900	1863
Adj Flow Rate, veh/h	181	87	86	36	98	14	111	704	21		7	519
Adj No. of Lanes	1	1	0	1	1	0	0	2	0		0	2
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
Percent Heavy Veh, %	2	2	2	5	5	5	2	2	2		2	2
Cap, veh/h	288	191	189	230	344	49	281	1727	52		45	2090
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	1.00	1.00	1.00		0.66	0.66
Sat Flow, veh/h	1276	861	851	1172	1549	221	356	2625	78		13	3176
Grp Volume(v), veh/h	181	0	173	36	0	112	386	0	450		304	0
Grp Sat Flow(s),veh/h/ln	1276	0	1713	1172	0	1770	1378	0	1681		1843	0
Q Serve(g_s), s	13.7	0.0	8.7	2.7	0.0	5.3	1.3	0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	19.0	0.0	8.7	11.5	0.0	5.3	8.1	0.0	0.0		6.7	0.0
Prop In Lane	1.00		0.50	1.00		0.13	0.29		0.05		0.02	
Lane Grp Cap(c), veh/h	288	0	380	230	0	393	953	0	1106		1249	0
V/C Ratio(X)	0.63	0.00	0.45	0.16	0.00	0.28	0.41	0.00	0.41		0.24	0.00
Avail Cap(c_a), veh/h	413	0	548	345	0	567	953	0	1106		1249	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00		1.00	0.00
Uniform Delay (d), s/veh	40.2	0.0	33.7	38.6	0.0	32.3	0.0	0.0	0.0		7.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	0.9	0.3	0.0	0.4	1.3	0.0	1.1		0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	4.2	0.9	0.0	2.6	0.5	0.0	0.3		3.5	0.0
LnGrp Delay(d),s/veh	42.4	0.0	34.5	38.9	0.0	32.7	1.3	0.0	1.1		7.5	0.0
LnGrp LOS	D		C	D		C	A		A		A	
Approach Vol, veh/h		354			148			836				575
Approach Delay, s/veh		38.6			34.2			1.2				7.5
Approach LOS		D			C			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		71.8		28.2		71.8		28.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		56.0		32.0		56.0		32.0				
Max Q Clear Time (g_c+I1), s		10.1		21.0		8.8		13.5				
Green Ext Time (p_c), s		7.0		1.2		4.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			12.6									
HCM 2010 LOS			B									
Notes												
User approved ignoring U-Turning movement.												

HCM 2010 Signalized Intersection Summary
 113: Meeting Street & Romney Street

2018 Existing Conditions
 PM Peak Hour

Movement	SBR
Left Configurations	
Traffic Volume (veh/h)	42
Future Volume (veh/h)	42
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	49
Adj No. of Lanes	0
Peak Hour Factor	0.85
Percent Heavy Veh, %	2
Cap, veh/h	195
Arrive On Green	0.66
Sat Flow, veh/h	297
Grp Volume(v), veh/h	271
Grp Sat Flow(s),veh/h/ln	1643
Q Serve(g_s), s	6.8
Cycle Q Clear(g_c), s	6.8
Prop In Lane	0.18
Lane Grp Cap(c), veh/h	1081
V/C Ratio(X)	0.25
Avail Cap(c_a), veh/h	1081
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	7.0
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	3.2
LnGrp Delay(d),s/veh	7.6
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	24	39	675	20	46	512
Future Vol, veh/h	24	39	675	20	46	512
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	44	767	23	52	582

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1174	395	0	0	790	0
Stage 1	779	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	185	604	-	-	826	-
Stage 1	413	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	168	604	-	-	826	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	375	-	-	-	-	-
Stage 2	650	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.5	0	1.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	304	826
HCM Lane V/C Ratio	-	-	0.235	0.063
HCM Control Delay (s)	-	-	20.5	9.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.9	0.2

HCM 2010 TWSC
 115: Meeting Street & Driveway/Cool Blow Street

2018 Existing Conditions
 PM Peak Hour

Intersection													
Int Delay, s/veh	1.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕				↕			↕	
Traffic Vol, veh/h	0	0	7	44	0	45	1	1	622	16	10	523	5
Future Vol, veh/h	0	0	7	44	0	45	1	1	622	16	10	523	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	3	3	3
Mvmt Flow	0	0	8	49	0	51	1	1	699	18	11	588	6

Major/Minor	Minor2		Minor1		Major1			Major2					
Conflicting Flow All	967	1334	297	1028	1328	359	593	594	0	0	717	0	0
Stage 1	613	613	-	712	712	-	-	-	-	-	-	-	-
Stage 2	354	721	-	316	616	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	209	153	699	188	154	638	604	978	-	-	873	-	-
Stage 1	446	481	-	389	434	-	-	-	-	-	-	-	-
Stage 2	636	430	-	670	480	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-
Mov Cap-1 Maneuver	189	149	699	183	150	638	742	742	-	-	873	-	-
Mov Cap-2 Maneuver	189	149	-	183	150	-	-	-	-	-	-	-	-
Stage 1	444	472	-	387	432	-	-	-	-	-	-	-	-
Stage 2	583	428	-	650	471	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	10.2		24.2		0			0.3		
HCM LOS	B		C							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	742	-	-	699	286	873	-	-
HCM Lane V/C Ratio	0.002	-	-	0.011	0.35	0.013	-	-
HCM Control Delay (s)	9.9	0	-	10.2	24.2	9.2	0.1	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	1.5	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↕			↕
Traffic Vol, veh/h	5	8	656	13	4	584
Future Vol, veh/h	5	8	656	13	4	584
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	9	754	15	5	671



















Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1108	385	0	0	769
Stage 1	762	-	-	-	-
Stage 2	346	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	204	613	-	-	841
Stage 1	421	-	-	-	-
Stage 2	688	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	202	613	-	-	841
Mov Cap-2 Maneuver	202	-	-	-	-
Stage 1	417	-	-	-	-
Stage 2	688	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	841
HCM Lane V/C Ratio	-	-	0.043	0.005
HCM Control Delay (s)	-	-	15.9	9.3
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0













HCM 2010 Signalized Intersection Summary
 117: Meeting Street & US 17 Off Ramp

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	207	55	253	556	417	0	0	549	41
Future Volume (veh/h)	0	0	0	207	55	253	556	417	0	0	549	41
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1845	1845	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				230	61	281	618	463	0	0	610	46
Adj No. of Lanes				1	1	0	2	2	0	0	2	0
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %				3	3	3	2	2	0	0	2	2
Cap, veh/h				421	69	317	727	2267	0	0	1232	93
Arrive On Green				0.24	0.24	0.24	0.07	0.21	0.00	0.00	0.74	0.74
Sat Flow, veh/h				1757	287	1324	3442	3632	0	0	3430	251
Grp Volume(v), veh/h				230	0	342	618	463	0	0	323	333
Grp Sat Flow(s),veh/h/ln				1757	0	1611	1721	1770	0	0	1770	1818
Q Serve(g_s), s				11.5	0.0	20.5	17.8	10.8	0.0	0.0	7.5	7.6
Cycle Q Clear(g_c), s				11.5	0.0	20.5	17.8	10.8	0.0	0.0	7.5	7.6
Prop In Lane				1.00		0.82	1.00		0.00	0.00		0.14
Lane Grp Cap(c), veh/h				421	0	386	727	2267	0	0	653	671
V/C Ratio(X)				0.55	0.00	0.89	0.85	0.20	0.00	0.00	0.49	0.50
Avail Cap(c_a), veh/h				492	0	451	895	2267	0	0	653	671
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				33.3	0.0	36.7	45.0	18.4	0.0	0.0	9.2	9.2
Incr Delay (d2), s/veh				1.1	0.0	16.9	6.6	0.2	0.0	0.0	2.7	2.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.7	0.0	10.9	9.1	5.4	0.0	0.0	4.1	4.2
LnGrp Delay(d),s/veh				34.4	0.0	53.6	51.6	18.6	0.0	0.0	11.9	11.8
LnGrp LOS				C		D	D	B			B	B
Approach Vol, veh/h					572			1081			656	
Approach Delay, s/veh					45.9			37.5			11.9	
Approach LOS					D			D			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		70.0			27.1	42.9		30.0				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		60.0			26.0	28.0		28.0				
Max Q Clear Time (g_c+I1), s		12.8			19.8	9.6		22.5				
Green Ext Time (p_c), s		3.5			1.4	3.9		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay				32.3								
HCM 2010 LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Lanes, Volumes, Timings
 118: Meeting Street & US 17 On Ramp

2018 Existing Conditions
 PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 		 	 
Traffic Volume (vph)	0	0	1014	557	330	402
Future Volume (vph)	0	0	1014	557	330	402
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	140	
Storage Lanes	0	0		0	1	
Taper Length (ft)	25				90	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt			0.947			
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3352	0	1770	3539
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3352	0	1770	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1390		256			489
Travel Time (s)	31.6		5.8			11.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1067	586	347	423
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1653	0	347	423
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	70.8%			ICU Level of Service C		
Analysis Period (min)	15					












HCM 2010 Signalized Intersection Summary
 119: Meeting Street & Huger Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	240	84	24	20	132	210	85	1096	19	2	21	286	141
Future Volume (veh/h)	240	84	24	20	132	210	85	1096	19	2	21	286	141
Number	7	4	14	3	8	18	5	2	12		1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900		1827	1827	1900
Adj Flow Rate, veh/h	253	88	25	21	139	221	89	1154	20		22	301	148
Adj No. of Lanes	1	1	0	1	1	0	1	2	0		1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2		4	4	4
Cap, veh/h	285	544	155	340	136	217	409	1317	23		237	842	404
Arrive On Green	0.20	0.65	0.65	0.21	0.21	0.21	0.12	0.74	0.74		0.02	0.12	0.12
Sat Flow, veh/h	1774	1396	397	1275	649	1032	1774	3560	62		1740	2276	1093
Grp Volume(v), veh/h	253	0	113	21	0	360	89	574	600		22	228	221
Grp Sat Flow(s),veh/h/ln	1774	0	1793	1275	0	1681	1774	1770	1852		1740	1736	1634
Q Serve(g_s), s	11.1	0.0	2.5	1.3	0.0	21.0	0.0	24.0	24.0		0.0	12.0	12.4
Cycle Q Clear(g_c), s	11.1	0.0	2.5	1.3	0.0	21.0	0.0	24.0	24.0		0.0	12.0	12.4
Prop In Lane	1.00		0.22	1.00		0.61	1.00		0.03		1.00		0.67
Lane Grp Cap(c), veh/h	285	0	699	340	0	353	409	655	685		237	642	605
V/C Ratio(X)	0.89	0.00	0.16	0.06	0.00	1.02	0.22	0.88	0.88		0.09	0.35	0.37
Avail Cap(c_a), veh/h	285	0	699	340	0	353	409	655	685		237	642	605
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	2.00	2.00	2.00		0.33	0.33	0.33
Upstream Filter(I)	0.93	0.00	0.93	1.00	0.00	1.00	0.94	0.94	0.94		1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	11.1	31.7	0.0	39.5	24.8	11.3	11.3		36.0	32.9	33.1
Incr Delay (d2), s/veh	25.5	0.0	0.1	0.1	0.0	53.1	0.2	14.5	13.9		0.2	1.5	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.0	1.2	0.5	0.0	14.9	1.8	13.8	14.3		0.6	6.1	5.9
LnGrp Delay(d),s/veh	50.3	0.0	11.2	31.8	0.0	92.6	25.0	25.8	25.2		36.1	34.5	34.8
LnGrp LOS	D		B	C		F	C	C	C		D	C	C
Approach Vol, veh/h		366			381			1263				471	
Approach Delay, s/veh		38.2			89.3			25.5				34.7	
Approach LOS		D			F			C				C	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2		4	5	6	7	8					
Phs Duration (G+Y+Rc), s	2.0	43.0		45.0	12.0	43.0	18.0	27.0					
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0					
Max Green Setting (Gmax), s	37.0			39.0	6.0	37.0	12.0	21.0					
Max Q Clear Time (g_c+1), s	26.0			4.5	2.0	14.4	13.1	23.0					
Green Ext Time (p_c), s	0.0	5.7		0.6	0.1	2.8	0.0	0.0					
Intersection Summary													
HCM 2010 Ctrl Delay					38.9								
HCM 2010 LOS					D								
Notes													
User approved ignoring U-Turning movement.													

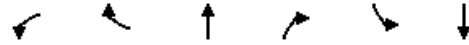
Lanes, Volumes, Timings
120: Meeting Street & Johnson Street

2018 Existing Conditions
PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	16	1160	10	0	327
Future Volume (vph)	0	16	1160	10	0	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Fr _t		0.865	0.999			
Flt Protected						
Satd. Flow (prot)	0	1611	3536	0	0	3471
Flt Permitted						
Satd. Flow (perm)	0	1611	3536	0	0	3471
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		104	2			
Link Speed (mph)	30		30			30
Link Distance (ft)	1223		1085			680
Travel Time (s)	27.8		24.7			15.5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	2%	4%	4%
Adj. Flow (vph)	0	17	1208	10	0	341
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	17	1218	0	0	341
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Detector 1 Position(ft)		0	0			0
Detector 1 Size(ft)		20	6			6
Detector 1 Type		Cl+Ex	Cl+Ex			Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			0.0
Detector 1 Queue (s)		0.0	0.0			0.0
Detector 1 Delay (s)		0.0	0.0			0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type		Perm	NA			NA
Protected Phases			2			6
Permitted Phases		8				
Detector Phase		8	2			6
Switch Phase						

Lanes, Volumes, Timings
 120: Meeting Street & Johnson Street

2018 Existing Conditions
 PM Peak Hour

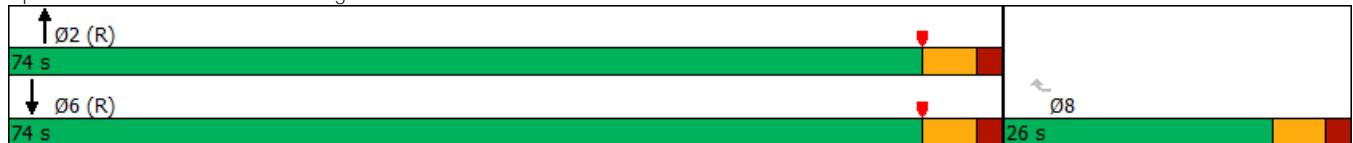


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		8.0	15.0			15.0
Minimum Split (s)		24.0	21.0			21.0
Total Split (s)		26.0	74.0			74.0
Total Split (%)		26.0%	74.0%			74.0%
Maximum Green (s)		20.0	68.0			68.0
Yellow Time (s)		4.0	4.0			4.0
All-Red Time (s)		2.0	2.0			2.0
Lost Time Adjust (s)		0.0	0.0			0.0
Total Lost Time (s)		6.0	6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			3.0
Recall Mode		None	C-Max			C-Max
Walk Time (s)		7.0				
Flash Dont Walk (s)		11.0				
Pedestrian Calls (#/hr)		0				
Act Effct Green (s)		8.0	92.0			92.0
Actuated g/C Ratio		0.08	0.92			0.92
v/c Ratio		0.08	0.37			0.11
Control Delay		0.7	1.9			0.2
Queue Delay		0.0	0.0			0.0
Total Delay		0.7	1.9			0.2
LOS		A	A			A
Approach Delay	0.7		1.9			0.2
Approach LOS	A		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 32 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 1.5
 Intersection Capacity Utilization 49.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 120: Meeting Street & Johnson Street













HCM 2010 Signalized Intersection Summary
 121: Meeting Street & Walnut Street/Lee Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	2	13	12	10	72	12	1044	45	16	306	6
Future Volume (veh/h)	34	2	13	12	10	72	12	1044	45	16	306	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1827	1827	1900	1863	1863	1900	1810	1810	1900
Adj Flow Rate, veh/h	36	2	14	13	11	76	13	1099	47	17	322	6
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	5	5	5
Cap, veh/h	342	34	236	404	33	231	681	1800	77	328	1797	33
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1305	202	1412	1365	200	1383	1048	3458	148	475	3453	64
Grp Volume(v), veh/h	36	0	16	13	0	87	13	562	584	17	160	168
Grp Sat Flow(s),veh/h/ln	1305	0	1614	1365	0	1583	1048	1770	1837	475	1719	1798
Q Serve(g_s), s	1.0	0.0	0.3	0.3	0.0	1.9	0.3	8.6	8.6	1.0	1.9	1.9
Cycle Q Clear(g_c), s	2.8	0.0	0.3	0.6	0.0	1.9	2.2	8.6	8.6	9.6	1.9	1.9
Prop In Lane	1.00		0.88	1.00		0.87	1.00		0.08	1.00		0.04
Lane Grp Cap(c), veh/h	342	0	270	404	0	265	681	921	956	328	895	936
VC Ratio(X)	0.11	0.00	0.06	0.03	0.00	0.33	0.02	0.61	0.61	0.05	0.18	0.18
Avail Cap(c_a), veh/h	736	0	756	815	0	742	681	921	956	328	895	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	13.5	13.7	0.0	14.1	5.4	6.5	6.5	9.8	4.9	4.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.0	0.0	0.7	0.1	3.0	2.9	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.1	0.0	0.9	0.1	4.8	5.0	0.2	1.0	1.0
LnGrp Delay(d),s/veh	15.5	0.0	13.6	13.8	0.0	14.8	5.5	9.5	9.4	10.1	5.3	5.3
LnGrp LOS	B		B	B		B	A	A	A	B	A	A
Approach Vol, veh/h		52			100			1159			345	
Approach Delay, s/veh		14.9			14.7			9.4			5.5	
Approach LOS		B			B			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		12.4		26.0		12.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		20.0		18.0		20.0		18.0				
Max Q Clear Time (g_c+I1), s		11.6		3.9		10.6		4.8				
Green Ext Time (p_c), s		1.3		0.4		5.1		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				9.1								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 122: Meeting Street & I-26

2018 Existing Conditions
 PM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	62	632	0	1033	331	0		
Future Volume (veh/h)	62	632	0	1033	331	0		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1810	0		
Adj Flow Rate, veh/h	65	665	0	1087	348	0		
Adj No. of Lanes	1	2	0	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	0	2	5	0		
Cap, veh/h	474	744	0	2123	2062	0		
Arrive On Green	0.27	0.27	0.00	1.00	0.60	0.00		
Sat Flow, veh/h	1774	2787	0	3725	3619	0		
Grp Volume(v), veh/h	65	665	0	1087	348	0		
Grp Sat Flow(s),veh/h/ln	1774	1393	0	1770	1719	0		
Q Serve(g_s), s	2.5	20.7	0.0	0.0	4.1	0.0		
Cycle Q Clear(g_c), s	2.5	20.7	0.0	0.0	4.1	0.0		
Prop In Lane	1.00	1.00	0.00			0.00		
Lane Grp Cap(c), veh/h	474	744	0	2123	2062	0		
V/C Ratio(X)	0.14	0.89	0.00	0.51	0.17	0.00		
Avail Cap(c_a), veh/h	532	836	0	2123	2062	0		
HCM Platoon Ratio	1.00	1.00	1.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	0.92	1.00	0.00		
Uniform Delay (d), s/veh	25.1	31.8	0.0	0.0	8.0	0.0		
Incr Delay (d2), s/veh	0.1	11.2	0.0	0.8	0.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.2	9.1	0.0	0.2	2.0	0.0		
LnGrp Delay(d),s/veh	25.2	43.0	0.0	0.8	8.2	0.0		
LnGrp LOS	C	D		A	A			
Approach Vol, veh/h	730			1087	348			
Approach Delay, s/veh	41.4			0.8	8.2			
Approach LOS	D			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		60.0		30.0		60.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		51.0		27.0		51.0		
Max Q Clear Time (g_c+I1), s		2.0		22.7		6.1		
Green Ext Time (p_c), s		10.6		1.3		2.5		
Intersection Summary								
HCM 2010 Ctrl Delay				15.7				
HCM 2010 LOS				B				

HCM 2010 Signalized Intersection Summary
 123: Meeting Street & Line Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	115	44	46	7	16	6	36	909	7	29	849	63
Future Volume (veh/h)	115	44	46	7	16	6	36	909	7	29	849	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	121	46	48	7	17	6	38	957	7	31	894	66
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	63	58	91	192	58	487	2513	18	485	2332	172
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	816	375	342	246	1138	346	583	3601	26	580	3342	247
Grp Volume(v), veh/h	215	0	0	30	0	0	38	470	494	31	473	487
Grp Sat Flow(s),veh/h/ln	1533	0	0	1731	0	0	583	1770	1858	580	1770	1819
Q Serve(g_s), s	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.56		0.22	0.23		0.20	1.00		0.01	1.00		0.14
Lane Grp Cap(c), veh/h	321	0	0	342	0	0	487	1235	1297	485	1235	1270
V/C Ratio(X)	0.67	0.00	0.00	0.09	0.00	0.00	0.08	0.38	0.38	0.06	0.38	0.38
Avail Cap(c_a), veh/h	586	0	0	629	0	0	487	1235	1297	485	1235	1270
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.85	0.00	0.00	1.00	0.00	0.00	0.94	0.94	0.94	0.83	0.83	0.83
Uniform Delay (d), s/veh	36.0	0.0	0.0	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	0.1	0.0	0.0	0.3	0.8	0.8	0.2	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	0.0	0.0	0.6	0.0	0.0	0.0	0.3	0.3	0.0	0.3	0.3
LnGrp Delay(d),s/veh	38.1	0.0	0.0	31.7	0.0	0.0	0.3	0.8	0.8	0.2	0.8	0.7
LnGrp LOS	D			C			A	A	A	A	A	A
Approach Vol, veh/h		215			30			1002			991	
Approach Delay, s/veh		38.1			31.7			0.8			0.7	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		68.8		21.2		68.8		21.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		47.0		31.0		47.0		31.0				
Max Q Clear Time (g_c+I1), s		2.0		14.1		2.0		3.3				
Green Ext Time (p_c), s		8.3		1.1		8.3		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay				4.8								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 124: Meeting Street & Columbus Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	89	32	43	110	51	52	850	37	78	761	58
Future Volume (veh/h)	54	89	32	43	110	51	52	850	37	78	761	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1845	1845	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	57	94	34	45	116	54	55	895	39	82	801	61
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	169	212	77	203	197	92	543	2430	106	430	1956	149
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.10	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	1198	1294	468	1257	1204	560	1774	3455	151	597	3334	254
Grp Volume(v), veh/h	57	0	128	45	0	170	55	458	476	82	425	437
Grp Sat Flow(s),veh/h/ln	1198	0	1762	1257	0	1764	1774	1770	1836	597	1770	1818
Q Serve(g_s), s	4.2	0.0	5.9	3.0	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	5.9	8.9	0.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.27	1.00		0.32	1.00		0.08	1.00		0.14
Lane Grp Cap(c), veh/h	169	0	288	203	0	288	543	1244	1291	430	1038	1067
VC Ratio(X)	0.34	0.00	0.44	0.22	0.00	0.59	0.10	0.37	0.37	0.19	0.41	0.41
Avail Cap(c_a), veh/h	279	0	450	319	0	451	593	1244	1291	430	1038	1067
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	0.92	0.92	0.92
Uniform Delay (d), s/veh	40.5	0.0	34.0	38.0	0.0	34.8	5.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	1.1	0.5	0.0	1.9	0.1	0.8	0.8	0.9	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	3.0	1.1	0.0	4.1	0.5	0.3	0.3	0.1	0.3	0.3
LnGrp Delay(d),s/veh	41.7	0.0	35.0	38.5	0.0	36.8	5.2	0.8	0.8	0.9	1.1	1.1
LnGrp LOS	D		D	D		D	A	A	A	A	A	A
Approach Vol, veh/h		185			215			989			944	
Approach Delay, s/veh		37.1			37.1			1.0			1.1	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.3		20.7	10.5	58.8		20.7				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		55.0		23.0	7.0	42.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		14.2	3.0	2.0		10.9				
Green Ext Time (p_c), s		7.5		0.5	0.0	7.8		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay					7.2							
HCM 2010 LOS					A							

HCM 2010 Signalized Intersection Summary
 125: Woolfe Street & Meeting Street

2018 Existing Conditions
 PM Peak Hour

Movement	NBL	NBT	NBR	SBU	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↔				↔			↔			↔	
Traffic Volume (veh/h)	14	938	17	1	50	653	39	31	32	25	8	6	49
Future Volume (veh/h)	14	938	17	1	50	653	39	31	32	25	8	6	49
Number	5	2	12		1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900		1900	1863	1900	1900	1845	1900	1900	1845	1900
Adj Flow Rate, veh/h	15	987	18		53	687	41	33	34	26	8	6	52
Adj No. of Lanes	0	2	0		0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2		2	2	2	3	3	3	3	3	3
Cap, veh/h	56	2678	48		175	2189	129	94	64	40	54	21	111
Arrive On Green	0.78	0.78	0.78		1.00	1.00	1.00	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	19	3435	62		166	2808	166	456	738	463	103	241	1275
Grp Volume(v), veh/h	532	0	488		369	0	412	93	0	0	66	0	0
Grp Sat Flow(s),veh/h/ln	1832	0	1684		1474	0	1666	1657	0	0	1619	0	0
Q Serve(g_s), s	0.0	0.0	8.1		0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	8.1		0.0	0.0	0.0	4.7	0.0	0.0	3.5	0.0	0.0
Prop In Lane	0.03		0.04		0.14		0.10	0.35		0.28	0.12		0.79
Lane Grp Cap(c), veh/h	1469	0	1313		1195	0	1298	199	0	0	186	0	0
V/C Ratio(X)	0.36	0.00	0.37		0.31	0.00	0.32	0.47	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1469	0	1313		1195	0	1298	374	0	0	361	0	0
HCM Platoon Ratio	1.00	1.00	1.00		2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.00	0.94		0.92	0.00	0.92	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	3.1	0.0	3.1		0.0	0.0	0.0	39.6	0.0	0.0	39.1	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.8		0.6	0.0	0.6	1.7	0.0	0.0	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	0.0	3.9		0.2	0.0	0.2	2.3	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	3.7	0.0	3.8		0.6	0.0	0.6	41.3	0.0	0.0	40.2	0.0	0.0
LnGrp LOS	A		A		A		A	D			D		
Approach Vol, veh/h	1020			781			93			66			
Approach Delay, s/veh	3.8			0.6			41.3			40.2			
Approach LOS	A			A			D			D			
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	2		4		6		8						
Phs Duration (G+Y+Rc), s	76.2		13.8		76.2		13.8						
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0						
Max Green Setting (Gmax), s	60.0		18.0		60.0		18.0						
Max Q Clear Time (g_c+I1), s	10.1		6.7		2.0		5.5						
Green Ext Time (p_c), s	8.7		0.3		6.6		0.2						
Intersection Summary													
HCM 2010 Ctrl Delay	5.5												
HCM 2010 LOS	A												
Notes													
User approved ignoring U-Turning movement.													
















HCM 2010 Signalized Intersection Summary
 126: Meeting Street & Mary Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	27	17	6	28	38	16	807	15	28	586	28
Future Volume (veh/h)	73	27	17	6	28	38	16	807	15	28	586	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1743	1743	1900	1900	1863	1900	1900	1863	1900	1900	1845	1900
Adj Flow Rate, veh/h	75	28	18	6	29	39	16	832	15	29	604	29
Adj No. of Lanes	1	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	9	9	9	2	2	2	2	2	2	3	3	3
Cap, veh/h	257	199	128	47	59	72	57	2302	41	105	2071	98
Arrive On Green	0.05	0.20	0.20	0.08	0.08	0.08	0.67	0.67	0.67	0.67	0.67	0.67
Sat Flow, veh/h	1660	992	638	67	728	886	26	3424	61	94	3080	146
Grp Volume(v), veh/h	75	0	46	74	0	0	449	0	414	334	0	328
Grp Sat Flow(s),veh/h/ln	1660	0	1631	1681	0	0	1827	0	1684	1668	0	1653
Q Serve(g_s), s	0.0	0.0	2.2	0.1	0.0	0.0	0.0	0.0	10.0	0.0	0.0	7.6
Cycle Q Clear(g_c), s	0.0	0.0	2.2	3.9	0.0	0.0	9.8	0.0	10.0	6.8	0.0	7.6
Prop In Lane	1.00		0.39	0.08		0.53	0.04		0.04	0.09		0.09
Lane Grp Cap(c), veh/h	257	0	326	178	0	0	1268	0	1132	1163	0	1111
V/C Ratio(X)	0.29	0.00	0.14	0.42	0.00	0.00	0.35	0.00	0.37	0.29	0.00	0.29
Avail Cap(c_a), veh/h	325	0	503	361	0	0	1268	0	1132	1163	0	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.95	0.00	0.95	0.95	0.00	0.95
Uniform Delay (d), s/veh	38.6	0.0	30.9	41.5	0.0	0.0	6.7	0.0	6.7	6.2	0.0	6.3
Incr Delay (d2), s/veh	0.6	0.0	0.2	1.5	0.0	0.0	0.7	0.0	0.9	0.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	1.0	1.9	0.0	0.0	5.3	0.0	4.9	3.6	0.0	3.7
LnGrp Delay(d),s/veh	39.2	0.0	31.1	43.0	0.0	0.0	7.4	0.0	7.6	6.8	0.0	6.9
LnGrp LOS	D		C	D			A		A	A		A
Approach Vol, veh/h		121			74			863			662	
Approach Delay, s/veh		36.2			43.0			7.5			6.8	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6	7	8				
Phs Duration (G+Y+Rc), s		69.2		24.8		69.2	11.2	13.7				
Change Period (Y+Rc), s		6.0		6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		49.0		29.0		49.0	9.0	18.0				
Max Q Clear Time (g_c+I1), s		12.0		4.2		9.6	2.0	5.9				
Green Ext Time (p_c), s		6.6		0.2		4.9	0.1	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				10.8								
HCM 2010 LOS				B								
Notes												
User approved pedestrian interval to be less than phase max green.												

Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	16	8	27	18	818	0	0	582	38
Future Volume (vph)	0	0	0	16	8	27	18	818	0	0	582	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Flt					0.929						0.991	
Flt Protected					0.985			0.999				
Satd. Flow (prot)	0	0	0	0	1705	0	0	3536	0	0	3440	0
Flt Permitted					0.985			0.933				
Satd. Flow (perm)	0	0	0	0	1705	0	0	3302	0	0	3440	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					29						14	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		150			507			105			325	
Travel Time (s)		3.4			11.5			2.4			7.4	
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%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Adj. Flow (vph)	0	0	0	17	9	29	20	889	0	0	633	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	55	0	0	909	0	0	674	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					
Detector Phase				8	8		2	2				6
Switch Phase												

Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Heavy Vehicles (%)	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	
Detector Phase	
Switch Phase	

Lanes, Volumes, Timings
 127: Meeting Street & Wragg Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				8.0	8.0		15.0	15.0			15.0	
Minimum Split (s)				24.0	24.0		21.0	21.0			24.0	
Total Split (s)				27.0	27.0		63.0	63.0			63.0	
Total Split (%)				30.0%	30.0%		70.0%	70.0%			70.0%	
Maximum Green (s)				21.0	21.0		57.0	57.0			57.0	
Yellow Time (s)				4.0	4.0		4.0	4.0			4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0			2.0	
Lost Time Adjust (s)					0.0			0.0			0.0	
Total Lost Time (s)					6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				None	None		C-Max	C-Max			C-Max	
Walk Time (s)				7.0	7.0							
Flash Dont Walk (s)				11.0	11.0							
Pedestrian Calls (#/hr)				0	0							
Act Effct Green (s)					8.5			73.5			73.5	
Actuated g/C Ratio					0.09			0.82			0.82	
v/c Ratio					0.30			0.34			0.24	
Control Delay					26.1			1.1			2.8	
Queue Delay					0.0			0.2			0.4	
Total Delay					26.1			1.3			3.2	
LOS					C			A			A	
Approach Delay					26.1			1.3			3.2	
Approach LOS					C			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 2.9 Intersection LOS: A
 Intersection Capacity Utilization 52.1% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 127: Meeting Street & Wragg Street





















Lanes, Volumes, Timings
127: Meeting Street & Wragg Street

2018 Existing Conditions
PM Peak Hour

Lane Group	Ø4
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	27.0
Total Split (%)	30%
Maximum Green (s)	21.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	17	23	0	0	0	0	756	6	19	542	0
Future Volume (vph)	22	17	23	0	0	0	0	756	6	19	542	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		70	0		0	0		0	0		0
Storage Lanes	0		1	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Frt			0.850					0.999				
Flt Protected		0.973									0.998	
Satd. Flow (prot)	0	1812	1583	0	0	0	0	3536	0	0	3532	0
Flt Permitted		0.973									0.917	
Satd. Flow (perm)	0	1812	1583	0	0	0	0	3536	0	0	3245	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36					2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		710			1054			501			105	
Travel Time (s)		16.1			24.0			11.4			2.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	23	18	24	0	0	0	0	804	6	20	577	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	24	0	0	0	0	810	0	0	597	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1					2		1	2	
Detector Template	Left	Thru	Right					Thru		Left	Thru	
Leading Detector (ft)	20	100	20					100		20	100	
Trailing Detector (ft)	0	0	0					0		0	0	
Detector 1 Position(ft)	0	0	0					0		0	0	
Detector 1 Size(ft)	20	6	20					6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0					0.0		0.0	0.0	
Detector 2 Position(ft)		94						94			94	
Detector 2 Size(ft)		6						6			6	
Detector 2 Type		Cl+Ex						Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0						0.0			0.0	
Turn Type	Perm	NA	Perm					NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4		4							6		

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	8
Permitted Phases	

Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4					2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0	8.0					15.0		15.0	15.0	
Minimum Split (s)	24.0	24.0	24.0					21.0		24.0	24.0	
Total Split (s)	27.0	27.0	27.0					63.0		63.0	63.0	
Total Split (%)	30.0%	30.0%	30.0%					70.0%		70.0%	70.0%	
Maximum Green (s)	21.0	21.0	21.0					57.0		57.0	57.0	
Yellow Time (s)	4.0	4.0	4.0					4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0					2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0					0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.0					6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0					3.0		3.0	3.0	
Recall Mode	None	None	None					C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0	7.0									
Flash Dont Walk (s)	11.0	11.0	11.0									
Pedestrian Calls (#/hr)	0	0	0									
Act Effct Green (s)		8.5	8.5					73.5		73.5	73.5	
Actuated g/C Ratio		0.09	0.09					0.82		0.82	0.82	
v/c Ratio		0.24	0.13					0.28		0.23	0.23	
Control Delay		43.7	13.7					1.6		0.8	0.8	
Queue Delay		0.0	0.0					0.0		0.3	0.3	
Total Delay		43.7	13.7					1.6		1.1	1.1	
LOS		D	B					A		A	A	
Approach Delay		32.7						1.6		1.1	1.1	
Approach LOS		C						A		A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 77 (86%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.34
 Intersection Signal Delay: 2.7
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 128: Meeting Street & Ann Street



Lanes, Volumes, Timings
128: Meeting Street & Ann Street

2018 Existing Conditions
PM Peak Hour

Lane Group	Ø8
Detector Phase	
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	27.0
Total Split (%)	30%
Maximum Green (s)	21.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	


























HCM 2010 Signalized Intersection Summary
 129: Meeting Street & John Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↗
Traffic Volume (veh/h)	42	41	9	14	39	30	36	748	12	11	506	77
Future Volume (veh/h)	42	41	9	14	39	30	36	748	12	11	506	77
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1900	1900	1863	1900	1900	1845	1845
Adj Flow Rate, veh/h	45	44	10	15	41	32	38	796	13	12	538	82
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	1	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	3	3	3
Cap, veh/h	116	77	15	63	81	55	126	2530	41	51	1408	1221
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h	651	873	171	183	919	630	106	3249	52	13	1808	1568
Grp Volume(v), veh/h	99	0	0	88	0	0	429	0	418	550	0	82
Grp Sat Flow(s),veh/h/ln	1696	0	0	1732	0	0	1722	0	1686	1821	0	1568
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	0.45		0.10	0.17		0.36	0.09		0.03	0.02		1.00
Lane Grp Cap(c), veh/h	208	0	0	199	0	0	1384	0	1313	1459	0	1221
V/C Ratio(X)	0.48	0.00	0.00	0.44	0.00	0.00	0.31	0.00	0.32	0.38	0.00	0.07
Avail Cap(c_a), veh/h	432	0	0	439	0	0	1384	0	1313	1459	0	1221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.88	0.00	0.88	0.98	0.00	0.98
Uniform Delay (d), s/veh	39.6	0.0	0.0	39.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.5	0.0	0.0	0.5	0.0	0.6	0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	2.2	0.0	0.0	0.2	0.0	0.2	0.3	0.0	0.0
LnGrp Delay(d),s/veh	41.3	0.0	0.0	40.9	0.0	0.0	0.5	0.0	0.6	0.7	0.0	0.1
LnGrp LOS	D			D			A		A	A		A
Approach Vol, veh/h		99			88			847			632	
Approach Delay, s/veh		41.3			40.9			0.5			0.7	
Approach LOS		D			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.1		13.9		76.1		13.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		57.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s		2.0		6.8		2.0		6.3				
Green Ext Time (p_c), s		6.8		0.4		4.6		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				5.1								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 130: Meeting Street & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

															
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations															
Traffic Volume (veh/h)	132	286	90	1	42	393	50	164	601	79	60	306	121		
Future Volume (veh/h)	132	286	90	1	42	393	50	164	601	79	60	306	121		
Number	5	2	12		1	6	16	3	8	18	7	4	14		
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	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, veh/h/ln	1845	1845	1845		1863	1863	1900	1863	1863	1900	1845	1845	1845		
Adj Flow Rate, veh/h	136	295	93		43	405	52	169	620	81	62	315	125		
Adj No. of Lanes	1	1	1		1	2	0	1	2	0	1	1	1		
Peak Hour Factor	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	3	3	3		2	2	2	2	2	2	3	3	3		
Cap, veh/h	455	934	794		450	1179	150	288	1135	148	228	370	315		
Arrive On Green	0.07	0.51	0.51		0.37	0.37	0.37	0.09	0.36	0.36	0.40	0.40	0.40		
Sat Flow, veh/h	1757	1845	1568		992	3158	403	1774	3149	411	735	1845	1568		
Grp Volume(v), veh/h	136	295	93		43	226	231	169	348	353	62	315	125		
Grp Sat Flow(s),veh/h/ln	1757	1845	1568		992	1770	1792	1774	1770	1790	735	1845	1568		
Q Serve(g_s), s	4.1	8.5	2.8		2.6	8.3	8.4	6.5	14.1	14.1	5.5	14.0	5.1		
Cycle Q Clear(g_c), s	4.1	8.5	2.8		2.6	8.3	8.4	6.5	14.1	14.1	5.5	14.0	5.1		
Prop In Lane	1.00		1.00		1.00		0.22	1.00		0.23	1.00		1.00		
Lane Grp Cap(c), veh/h	455	934	794		450	661	669	288	638	646	228	370	315		
V/C Ratio(X)	0.30	0.32	0.12		0.10	0.34	0.35	0.59	0.55	0.55	0.27	0.85	0.40		
Avail Cap(c_a), veh/h	514	934	794		450	661	669	301	826	835	301	553	470		
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93		
Uniform Delay (d), s/veh	14.8	13.1	11.7		18.5	20.3	20.3	25.0	22.9	22.9	23.2	25.7	23.0		
Incr Delay (d2), s/veh	0.4	0.9	0.3		0.4	1.4	1.4	2.7	0.7	0.7	0.6	7.5	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.0	4.5	1.3		0.7	4.3	4.4	3.4	7.0	7.1	1.1	7.8	2.2		
LnGrp Delay(d),s/veh	15.2	14.0	12.0		18.9	21.7	21.7	27.7	23.6	23.6	23.7	33.2	23.8		
LnGrp LOS	B	B	B		B	C	C	C	C	C	C	C	C		
Approach Vol, veh/h		524				500			870			502			
Approach Delay, s/veh		13.9				21.4			24.4			29.7			
Approach LOS		B				C			C			C			
Timer	1	2	3	4	5	6	7	8							
Assigned Phs		2	3	4	5	6		8							
Phs Duration (G+Y+Rc), s		51.5	14.4	24.1	11.9	39.6		38.5							
Change Period (Y+Rc), s		6.0	6.0	6.0	6.0	6.0		6.0							
Max Green Setting (Gmax), s		36.0	9.0	27.0	9.0	21.0		42.0							
Max Q Clear Time (g_c+I1), s		10.5	8.5	16.0	6.1	10.4		16.1							
Green Ext Time (p_c), s		2.2	0.0	2.1	0.1	2.3		4.7							
Intersection Summary															
HCM 2010 Ctrl Delay						22.6									
HCM 2010 LOS						C									
Notes															
User approved ignoring U-Turning movement.															













HCM 2010 Signalized Intersection Summary
 131: US 78/King Street & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Volume (veh/h)	70	406	86	58	567	79	0	0	0	75	162	78
Future Volume (veh/h)	70	406	86	58	567	79	0	0	0	75	162	78
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1863	1900				1900	1845	1900
Adj Flow Rate, veh/h	73	423	90	60	591	82				78	169	81
Adj No. of Lanes	0	2	0	0	2	0				0	2	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	2	2	2				0	3	0
Cap, veh/h	281	1588	341	206	1955	268				108	241	120
Arrive On Green	1.00	1.00	1.00	0.73	0.73	0.73				0.13	0.13	0.13
Sat Flow, veh/h	314	2169	466	218	2669	366				805	1794	893
Grp Volume(v), veh/h	278	0	308	368	0	365				175	0	153
Grp Sat Flow(s),veh/h/ln	1353	0	1596	1622	0	1631				1804	0	1687
Q Serve(g_s), s	0.5	0.0	0.0	0.0	0.0	7.0				8.4	0.0	7.8
Cycle Q Clear(g_c), s	7.5	0.0	0.0	5.9	0.0	7.0				8.4	0.0	7.8
Prop In Lane	0.26		0.29	0.16		0.22				0.45		0.53
Lane Grp Cap(c), veh/h	1041	0	1169	1234	0	1194				242	0	227
VC Ratio(X)	0.27	0.00	0.26	0.30	0.00	0.31				0.72	0.00	0.68
Avail Cap(c_a), veh/h	1041	0	1169	1234	0	1194				541	0	506
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	4.0	0.0	4.2				37.3	0.0	37.1
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.6	0.0	0.7				4.0	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	3.2	0.0	3.3				4.4	0.0	3.8
LnGrp Delay(d),s/veh	0.6	0.0	0.5	4.6	0.0	4.8				41.4	0.0	40.6
LnGrp LOS	A		A	A		A				D		D
Approach Vol, veh/h	586			733						328		
Approach Delay, s/veh	0.6			4.7						41.0		
Approach LOS	A			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	71.9		18.1		71.9							
Change Period (Y+Rc), s	6.0		6.0		6.0							
Max Green Setting (Gmax), s	51.0		27.0		51.0							
Max Q Clear Time (g_c+l1), s	9.0		10.4		9.5							
Green Ext Time (p_c), s	6.0		1.7		4.8							
Intersection Summary												
HCM 2010 Ctrl Delay	10.5											
HCM 2010 LOS	B											




















HCM 2010 Signalized Intersection Summary
 132: St Phillips Street & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Volume (veh/h)	44	568	54	25	588	43	0	0	0	6	135	44
Future Volume (veh/h)	44	568	54	25	588	43	0	0	0	6	135	44
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1845	1900	1900	1863	1900				1900	1845	1900
Adj Flow Rate, veh/h	45	580	55	26	600	44				6	138	45
Adj No. of Lanes	0	2	0	0	2	0				0	2	0
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	2	2	2				0	3	0
Cap, veh/h	176	2190	206	110	2407	174				10	226	76
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00				0.09	0.09	0.09
Sat Flow, veh/h	168	2813	264	86	3092	224				110	2563	859
Grp Volume(v), veh/h	340	0	340	345	0	325				100	0	89
Grp Sat Flow(s),veh/h/ln	1613	0	1632	1746	0	1656				1839	0	1693
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0				4.7	0.0	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0				4.7	0.0	4.5
Prop In Lane	0.13		0.16	0.08		0.14				0.06		0.51
Lane Grp Cap(c), veh/h	1301	0	1271	1403	0	1289				162	0	149
VC Ratio(X)	0.26	0.00	0.27	0.25	0.00	0.25				0.62	0.00	0.59
Avail Cap(c_a), veh/h	1301	0	1271	1403	0	1289				511	0	470
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	0.89	0.00	0.89	0.95	0.00	0.95				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				39.6	0.0	39.5
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.4	0.0	0.4				3.8	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.2	0.0	0.2				2.6	0.0	2.3
LnGrp Delay(d),s/veh	0.4	0.0	0.5	0.4	0.0	0.4				43.4	0.0	43.2
LnGrp LOS	A		A	A		A				D		D
Approach Vol, veh/h	680			670						189		
Approach Delay, s/veh	0.4			0.4						43.3		
Approach LOS	A			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6							
Phs Duration (G+Y+Rc), s	76.1		13.9		76.1							
Change Period (Y+Rc), s	6.0		6.0		6.0							
Max Green Setting (Gmax), s	53.0		25.0		53.0							
Max Q Clear Time (g_c+l1), s	2.0		6.7		2.0							
Green Ext Time (p_c), s	5.5		1.0		5.3							
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									

Lanes, Volumes, Timings
133: Coming Street & Calhoun Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Traffic Volume (vph)	141	573	0	0	589	55	114	449	78	0	0	0
Future Volume (vph)	141	573	0	0	589	55	114	449	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		90	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.990						0.990				
Satd. Flow (prot)	0	3504	0	0	1863	1583	0	3504	1583	0	0	0
Flt Permitted		0.657						0.990				
Satd. Flow (perm)	0	2325	0	0	1863	1583	0	3504	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						109			109			
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		243			548			949			863	
Travel Time (s)		6.6			14.9			25.9			23.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	145	591	0	0	607	57	118	463	80	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	736	0	0	607	57	0	581	80	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			
Protected Phases	5	2			6			8				
Permitted Phases	2					6	8		8			

Lanes, Volumes, Timings
133: Coming Street & Calhoun Street

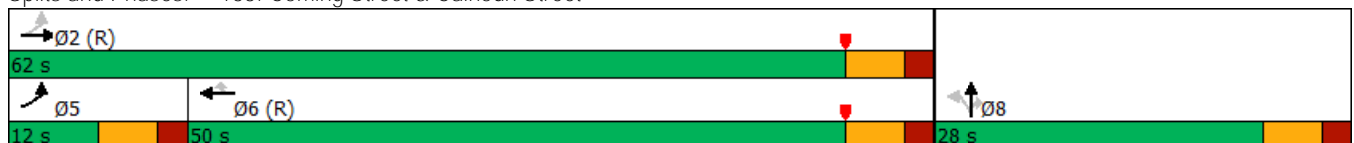
2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	6.0	15.0			15.0	15.0	8.0	8.0	8.0			
Minimum Split (s)	12.0	24.0			24.0	24.0	24.0	24.0	24.0			
Total Split (s)	12.0	62.0			50.0	50.0	28.0	28.0	28.0			
Total Split (%)	13.3%	68.9%			55.6%	55.6%	31.1%	31.1%	31.1%			
Maximum Green (s)	6.0	56.0			44.0	44.0	22.0	22.0	22.0			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0	2.0	2.0			
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0			
Total Lost Time (s)		6.0			6.0	6.0		6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0			
Recall Mode	None	C-Max			C-Max	C-Max	None	None	None			
Walk Time (s)		7.0			7.0	7.0	7.0	7.0	7.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0	11.0	11.0			
Pedestrian Calls (#/hr)		0			0	0	0	0	0			
Act Effct Green (s)		58.1			58.1	58.1		19.9	19.9			
Actuated g/C Ratio		0.65			0.65	0.65		0.22	0.22			
v/c Ratio		0.49			0.50	0.05		0.75	0.18			
Control Delay		11.1			6.0	0.1		39.2	3.9			
Queue Delay		0.0			0.1	0.0		0.0	0.0			
Total Delay		11.1			6.1	0.1		39.2	3.9			
LOS		B			A	A		D	A			
Approach Delay		11.1			5.6			34.9				
Approach LOS		B			A			C				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 75 (83%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 17.0
 Intersection Capacity Utilization 81.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 133: Coming Street & Calhoun Street



























HCM 2010 Signalized Intersection Summary
 134: Smith Street & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕↗			↕			↕	
Traffic Volume (veh/h)	32	691	32	11	670	21	21	17	19	14	26	72
Future Volume (veh/h)	32	691	32	11	670	21	21	17	19	14	26	72
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1863	1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	34	743	34	12	720	23	23	18	20	15	28	77
Adj No. of Lanes	0	1	1	0	2	0	0	1	0	0	1	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	1347	1219	58	2599	82	98	69	55	57	45	101
Arrive On Green	1.00	1.00	1.00	0.77	0.77	0.77	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	44	1749	1583	21	3375	107	441	718	566	121	465	1048
Grp Volume(v), veh/h	777	0	34	394	0	361	61	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	1793	0	1583	1827	0	1676	1725	0	0	1634	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	5.6	0.0	5.7	2.9	0.0	0.0	6.4	0.0	0.0
Prop In Lane	0.04		1.00	0.03		0.06	0.38		0.33	0.12		0.64
Lane Grp Cap(c), veh/h	1422	0	1219	1448	0	1291	222	0	0	203	0	0
V/C Ratio(X)	0.55	0.00	0.03	0.27	0.00	0.28	0.28	0.00	0.00	0.59	0.00	0.00
Avail Cap(c_a), veh/h	1422	0	1219	1448	0	1291	379	0	0	369	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	3.0	0.0	3.0	38.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	0.0	0.5	0.0	0.5	0.7	0.0	0.0	2.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.9	0.0	2.8	1.5	0.0	0.0	3.1	0.0	0.0
LnGrp Delay(d),s/veh	1.5	0.0	0.0	3.5	0.0	3.6	38.7	0.0	0.0	42.3	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		811			755			61			120	
Approach Delay, s/veh		1.4			3.5			38.7			42.3	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.3		14.7		75.3		14.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		60.0		18.0		60.0		18.0				
Max Q Clear Time (g_c+I1), s		2.0		8.4		7.7		4.9				
Green Ext Time (p_c), s		8.1		0.4		6.1		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay				6.4								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
135: Rutledge Avenue & Calhoun Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 				 	 	 	 
Traffic Volume (vph)	0	581	28	17	779	0	0	0	36	140	237	290
Future Volume (vph)	0	581	28	17	779	0	0	0	36	140	237	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt		0.993							0.865			0.850
Flt Protected					0.999					0.950		
Satd. Flow (prot)	0	3514	0	0	3536	0	0	0	1611	1770	1863	1583
Flt Permitted					0.935					0.950		
Satd. Flow (perm)	0	3514	0	0	3309	0	0	0	1611	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8							236			138
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		401			553			1117			772	
Travel Time (s)		10.9			15.1			30.5			21.1	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	599	29	18	803	0	0	0	37	144	244	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	628	0	0	821	0	0	0	37	144	244	299
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2				1	1	2	1
Detector Template		Thru		Left	Thru				Right	Left	Thru	Right
Leading Detector (ft)		100		20	100				20	20	100	20
Trailing Detector (ft)		0		0	0				0	0	0	0
Detector 1 Position(ft)		0		0	0				0	0	0	0
Detector 1 Size(ft)		6		20	6				20	20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94		94							94	
Detector 2 Size(ft)		6		6							6	
Detector 2 Type		Cl+Ex		Cl+Ex							Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0		0.0							0.0	
Turn Type		NA		Perm	NA				Perm	Perm	NA	Perm
Protected Phases		2			6						4	
Permitted Phases				6					8	4		4
Detector Phase		2		6	6				8	4	4	4
Switch Phase												
Minimum Initial (s)		15.0		15.0	15.0				8.0	8.0	8.0	8.0

Lanes, Volumes, Timings
 135: Rutledge Avenue & Calhoun Street

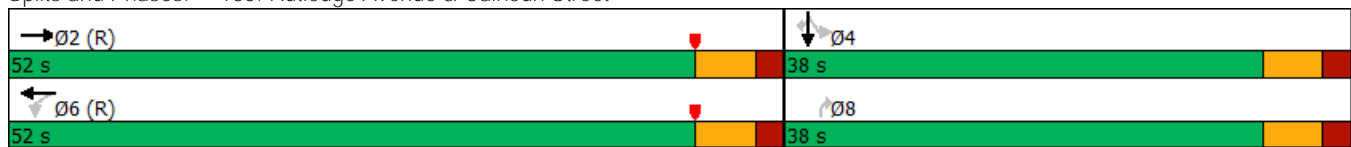
2018 Existing Conditions
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		24.0		21.0	21.0				24.0	24.0	24.0	24.0
Total Split (s)		52.0		52.0	52.0				38.0	38.0	38.0	38.0
Total Split (%)		57.8%		57.8%	57.8%				42.2%	42.2%	42.2%	42.2%
Maximum Green (s)		46.0		46.0	46.0				32.0	32.0	32.0	32.0
Yellow Time (s)		4.0		4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)		2.0		2.0	2.0				2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0		6.0	6.0				6.0	6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0				3.0	3.0	3.0	3.0
Recall Mode		C-Max		C-Max	C-Max				None	None	None	None
Walk Time (s)		7.0		7.0	7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0				11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0				0	0	0	0
Act Effect Green (s)		58.6		58.6	58.6				19.4	19.4	19.4	19.4
Actuated g/C Ratio		0.65		0.65	0.65				0.22	0.22	0.22	0.22
v/c Ratio		0.27		0.38	0.38				0.07	0.38	0.61	0.67
Control Delay		2.5		4.6	4.6				0.2	31.2	37.3	23.4
Queue Delay		0.0		0.0	0.0				0.0	0.0	0.0	0.0
Total Delay		2.5		4.6	4.6				0.2	31.2	37.3	23.4
LOS		A		A	A				A	C	D	C
Approach Delay		2.5		4.6	4.6			0.3			30.0	
Approach LOS		A		A	A			A			C	

Intersection Summary


















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 18 (20%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 12.0
 Intersection Capacity Utilization 56.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 135: Rutledge Avenue & Calhoun Street



Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
PM Peak Hour

													
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (vph)	136	549	22	0	983	123	1	71	177	31	0	0	
Future Volume (vph)	136	549	22	0	983	123	1	71	177	31	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0		0	0		0		0		40	0		
Storage Lanes	0		0	0		0		0		1	0		
Taper Length (ft)	25			25				25			25		
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	
Frt		0.995			0.983					0.850			
Flt Protected		0.990							0.986				
Satd. Flow (prot)	0	3452	0	0	3479	0	0	0	3490	1583	0	0	
Flt Permitted		0.577							0.986				
Satd. Flow (perm)	0	2012	0	0	3479	0	0	0	3490	1583	0	0	
Right Turn on Red			Yes			Yes				Yes			
Satd. Flow (RTOR)		9			25					109			
Link Speed (mph)		25			25				25			25	
Link Distance (ft)		681			401				185			937	
Travel Time (s)		18.6			10.9				5.0			25.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
Adj. Flow (vph)	142	572	23	0	1024	128	1	74	184	32	0	0	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	737	0	0	1152	0	0	0	259	32	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left	
Median Width(ft)		0			0				0			0	
Link Offset(ft)		0			0				0			0	
Crosswalk Width(ft)		16			16				16			16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15		9	15		9	9	15		9	15		
Number of Detectors	1	2		1	2		1	1	2	1			
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru	Right			
Leading Detector (ft)	20	100		20	100		20	20	100	20			
Trailing Detector (ft)	0	0		0	0		0	0	0	0			
Detector 1 Position(ft)	0	0		0	0		0	0	0	0			
Detector 1 Size(ft)	20	6		20	6		20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94				94				
Detector 2 Size(ft)		6			6				6				
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex				
Detector 2 Channel													
Detector 2 Extend (s)		0.0			0.0				0.0				
Turn Type	pm+pt	NA			NA		Perm	Perm	NA	Perm			
Protected Phases	5	2			6				8				

Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
 PM Peak Hour



Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	2%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	

Lanes, Volumes, Timings
 136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2			6			8	8		8		
Detector Phase	5	2		6	6		8	8	8	8		
Switch Phase												
Minimum Initial (s)	6.0	15.0		15.0	15.0		8.0	8.0	8.0	8.0		
Minimum Split (s)	12.0	24.0		21.0	21.0		14.0	14.0	14.0	14.0		
Total Split (s)	12.0	70.0		58.0	58.0		20.0	20.0	20.0	20.0		
Total Split (%)	13.3%	77.8%		64.4%	64.4%		22.2%	22.2%	22.2%	22.2%		
Maximum Green (s)	6.0	64.0		52.0	52.0		14.0	14.0	14.0	14.0		
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0		
Lost Time Adjust (s)		0.0			0.0				0.0	0.0		
Total Lost Time (s)		6.0			6.0				6.0	6.0		
Lead/Lag	Lag			Lead	Lead							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0		
Recall Mode	None	C-Max		C-Max	C-Max		None	None	None	None		
Walk Time (s)		7.0										
Flash Dont Walk (s)		11.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)		66.3			66.3				11.7	11.7		
Actuated g/C Ratio		0.74			0.74				0.13	0.13		
v/c Ratio		0.50			0.45				0.57	0.11		
Control Delay		5.2			3.5				41.7	0.7		
Queue Delay		0.0			0.1				0.0	0.0		
Total Delay		5.2			3.6				41.7	0.7		
LOS		A			A				D	A		
Approach Delay		5.2			3.6				37.2			
Approach LOS		A			A				D			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 87 (97%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 72.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 136: Ashley Avenue & Calhoun Street



Lanes, Volumes, Timings
136: Ashley Avenue & Calhoun Street

2018 Existing Conditions
PM Peak Hour



Lane Group	SBR
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 137: Barre Street/Jonathan Lucas Street & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕		↗	↗			↕	↗
Traffic Volume (veh/h)	76	610	10	1	972	41	67	22	37	56	12	158
Future Volume (veh/h)	76	610	10	1	972	41	67	22	37	56	12	158
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1792	1792	1900	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	82	656	11	1	1045	44	72	24	40	60	13	170
Adj No. of Lanes	0	2	1	0	2	0	1	1	0	0	1	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1724	1078	40	2399	101	181	100	167	218	40	252
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	251	2436	1524	0	3389	143	1196	629	1049	913	254	1583
Grp Volume(v), veh/h	319	419	11	575	0	515	72	0	64	73	0	170
Grp Sat Flow(s),veh/h/ln	137	1550	1524	1862	0	1670	1196	0	1678	1167	0	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	5.3	0.0	3.0	3.7	0.0	9.1
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	3.0	6.7	0.0	9.1
Prop In Lane	0.26		1.00	0.00		0.09	1.00		0.63	0.82		1.00
Lane Grp Cap(c), veh/h	855	1097	1078	1358	0	1182	181	0	267	258	0	252
VC Ratio(X)	0.37	0.38	0.01	0.42	0.00	0.44	0.40	0.00	0.24	0.28	0.00	0.68
Avail Cap(c_a), veh/h	855	1097	1078	1358	0	1182	297	0	429	394	0	405
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.51	0.89	0.00	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	40.1	0.0	33.1	35.5	0.0	35.7
Incr Delay (d2), s/veh	0.6	0.5	0.0	0.9	0.0	1.0	1.4	0.0	0.5	0.6	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.0	0.3	0.0	0.3	1.8	0.0	1.4	1.7	0.0	4.2
LnGrp Delay(d),s/veh	0.6	0.5	0.0	0.9	0.0	1.0	41.5	0.0	33.6	36.0	0.0	38.8
LnGrp LOS	A	A	A	A		A	D		C	D		D
Approach Vol, veh/h		749			1090			136			243	
Approach Delay, s/veh		0.6			1.0			37.8			38.0	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		69.7		20.3		69.7		20.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		55.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		11.1		2.0		14.0				
Green Ext Time (p_c), s		7.2		0.7		10.2		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								

Lanes, Volumes, Timings
 138: President Street & Johnathan Lucas Street

2018 Existing Conditions
 PM Peak Hour



Lane Group	WBU	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	1	30	144	80	39	116	41
Future Volume (vph)	1	30	144	80	39	116	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.889		0.956			
Flt Protected		0.991				0.950	
Satd. Flow (prot)	0	1431	0	1781	0	1687	1776
Flt Permitted		0.991				0.950	
Satd. Flow (perm)	0	1431	0	1781	0	1687	1776
Link Speed (mph)		25		25			25
Link Distance (ft)		159		335			122
Travel Time (s)		4.3		9.1			3.3
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	17%	17%	17%	2%	2%	7%	7%
Adj. Flow (vph)	1	32	155	86	42	125	44
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	188	0	128	0	125	44
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	Left	Right	Left	Left
Median Width(ft)		12		12			12
Link Offset(ft)		0		0			0
Crosswalk Width(ft)		16		16			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15	9		9	15	
Sign Control		Stop		Stop			Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM 2010 Signalized Intersection Summary
 139: President Street & Bee Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Traffic Volume (veh/h)	50	144	59	29	100	31	48	175	26	39	65	52
Future Volume (veh/h)	50	144	59	29	100	31	48	175	26	39	65	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1827	1900	1900	1827	1900	1696	1696	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	148	61	30	103	32	49	180	27	40	67	54
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	4	4	4	12	12	12	2	2	2
Cap, veh/h	95	196	74	82	218	61	834	979	147	821	649	523
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	250	1040	393	184	1158	323	1152	1442	216	1170	956	771
Grp Volume(v), veh/h	261	0	0	165	0	0	49	0	207	40	0	121
Grp Sat Flow(s),veh/h/ln	1684	0	0	1665	0	0	1152	0	1658	1170	0	1727
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	1.4	0.0	4.1	1.2	0.0	2.2
Cycle Q Clear(g_c), s	13.2	0.0	0.0	7.7	0.0	0.0	3.6	0.0	4.1	5.3	0.0	2.2
Prop In Lane	0.20		0.23	0.18		0.19	1.00		0.13	1.00		0.45
Lane Grp Cap(c), veh/h	364	0	0	360	0	0	834	0	1125	821	0	1172
VC Ratio(X)	0.72	0.00	0.00	0.46	0.00	0.00	0.06	0.00	0.18	0.05	0.00	0.10
Avail Cap(c_a), veh/h	794	0	0	788	0	0	834	0	1125	821	0	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	0.0	0.0	32.7	0.0	0.0	5.6	0.0	5.3	6.3	0.0	5.0
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.9	0.0	0.0	0.1	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	0.0	3.8	0.0	0.0	0.5	0.0	2.0	0.4	0.0	1.1
LnGrp Delay(d),s/veh	37.5	0.0	0.0	33.6	0.0	0.0	5.7	0.0	5.7	6.4	0.0	5.2
LnGrp LOS	D			C			A		A	A		A
Approach Vol, veh/h		261			165			256			161	
Approach Delay, s/veh		37.5			33.6			5.7			5.5	
Approach LOS		D			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		67.1		22.9		67.1		22.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		41.0		37.0		41.0				
Max Q Clear Time (g_c+I1), s		6.1		15.2		7.3		9.7				
Green Ext Time (p_c), s		1.5		1.7		0.9		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay					21.0							
HCM 2010 LOS					C							

















HCM 2010 Signalized Intersection Summary
 140: Courteney Drive & Bee Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	143	155	77	118	30	56	431	26	65	300	39
Future Volume (veh/h)	153	143	155	77	118	30	56	431	26	65	300	39
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1863	1845	1845	1900	1863	1863	1900	1845	1845	1900
Adj Flow Rate, veh/h	161	151	163	81	124	32	59	454	27	68	316	41
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	284	446	756	261	339	88	753	1170	69	698	1007	129
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.48	0.69	0.69	0.22	0.32	0.32
Sat Flow, veh/h	1226	1863	1583	1051	1415	365	1774	3395	201	1757	3124	402
Grp Volume(v), veh/h	161	151	163	81	0	156	59	236	245	68	176	181
Grp Sat Flow(s),veh/h/ln	1226	1863	1583	1051	0	1780	1774	1770	1827	1757	1752	1774
Q Serve(g_s), s	11.3	6.0	0.0	6.2	0.0	6.6	0.0	5.1	5.1	0.0	6.8	6.9
Cycle Q Clear(g_c), s	17.9	6.0	0.0	12.3	0.0	6.6	0.0	5.1	5.1	0.0	6.8	6.9
Prop In Lane	1.00		1.00	1.00		0.21	1.00		0.11	1.00		0.23
Lane Grp Cap(c), veh/h	284	446	756	261	0	427	753	610	629	698	565	572
V/C Ratio(X)	0.57	0.34	0.22	0.31	0.00	0.37	0.08	0.39	0.39	0.10	0.31	0.32
Avail Cap(c_a), veh/h	426	662	940	383	0	633	753	610	629	698	565	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.0	28.3	13.7	33.4	0.0	28.5	8.6	10.0	10.0	13.1	23.0	23.0
Incr Delay (d2), s/veh	1.8	0.4	0.1	0.7	0.0	0.5	0.0	1.7	1.7	0.1	1.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	3.2	2.3	1.8	0.0	3.3	0.5	2.7	2.7	1.0	3.5	3.6
LnGrp Delay(d),s/veh	37.7	28.8	13.8	34.0	0.0	29.0	8.6	11.7	11.6	13.2	24.4	24.5
LnGrp LOS	D	C	B	C		C	A	B	B	B	C	C
Approach Vol, veh/h		475			237			540			425	
Approach Delay, s/veh		26.7			30.7			11.3			22.6	
Approach LOS		C			C			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	35.4	37.0		27.6	27.4	35.0		27.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	31.0			32.0	11.0	29.0		32.0				
Max Q Clear Time (g_c+I), s	7.1			19.9	2.0	8.9		14.3				
Green Ext Time (p_c), s	0.1	3.1		1.7	0.1	2.1		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay				21.3								
HCM 2010 LOS				C								

Lanes, Volumes, Timings
141: Courteney Drive & Doughty Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	42	1	106	10	315	15	60	529	34
Future Volume (vph)	0	0	0	42	1	106	10	315	15	60	529	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	380		0	275		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			120			95		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.904			0.993			0.991	
Flt Protected					0.986			0.999		0.950		
Satd. Flow (prot)	0	0	0	0	1660	0	0	3477	0	1719	1793	0
Flt Permitted					0.986			0.939		0.546		
Satd. Flow (perm)	0	0	0	0	1660	0	0	3268	0	988	1793	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					107			8			5	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		198			399			456			187	
Travel Time (s)		5.4			10.9			12.4			5.1	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	5%	5%	5%
Adj. Flow (vph)	0	0	0	42	1	107	10	318	15	61	534	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	150	0	0	343	0	61	568	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases					8			2		1	6	

Lanes, Volumes, Timings
141: Courteney Drive & Doughty Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	Ø4	Ø5
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Heavy Vehicles (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	4	5

Lanes, Volumes, Timings
141: Courteney Drive & Doughty Street

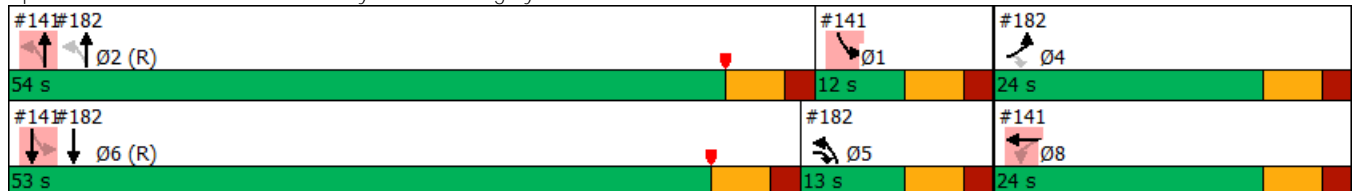
2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8			2			6		
Detector Phase				8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)				8.0	8.0		15.0	15.0		6.0	15.0	
Minimum Split (s)				24.0	24.0		24.0	24.0		12.0	24.0	
Total Split (s)				24.0	24.0		54.0	54.0		12.0	53.0	
Total Split (%)				26.7%	26.7%		60.0%	60.0%		13.3%	58.9%	
Maximum Green (s)				18.0	18.0		48.0	48.0		6.0	47.0	
Yellow Time (s)				4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)				2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)					0.0			0.0		0.0	0.0	
Total Lost Time (s)					6.0			6.0		6.0	6.0	
Lead/Lag							Lead	Lead		Lag	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		C-Max	C-Max		None	C-Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					12.6			55.8		58.6	52.6	
Actuated g/C Ratio					0.14			0.62		0.65	0.58	
v/c Ratio					0.46			0.17		0.09	0.54	
Control Delay					16.5			1.4		2.3	7.9	
Queue Delay					0.0			0.0		0.2	0.4	
Total Delay					16.5			1.4		2.5	8.3	
LOS					B			A		A	A	
Approach Delay					16.5			1.4			7.7	
Approach LOS					B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 73 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 6.9 Intersection LOS: A
 Intersection Capacity Utilization 66.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 141: Courteney Drive & Doughty Street



















Lanes, Volumes, Timings
 141: Courteney Drive & Doughty Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	Ø4	Ø5
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	8.0	6.0
Minimum Split (s)	24.0	12.0
Total Split (s)	24.0	13.0
Total Split (%)	27%	14%
Maximum Green (s)	18.0	7.0
Yellow Time (s)	4.0	4.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag		Lag
Lead-Lag Optimize?		Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
142: Courteney Drive & Calhoun Street

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	203	583	4	0	1103	84	0	3	0	133	0
Future Volume (vph)	1	203	583	4	0	1103	84	0	3	0	133	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	0		0	0		0	220	
Storage Lanes		0		0	0		0	0		0	0	
Taper Length (ft)		25			25			25			85	
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.999			0.989						
Flt Protected			0.987									0.950
Satd. Flow (prot)	0	0	3423	0	0	3500	0	0	1863	0	0	1719
Flt Permitted			0.508									0.756
Satd. Flow (perm)	0	0	1762	0	0	3500	0	0	1863	0	0	1368
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)			1			11						
Link Speed (mph)			25			25			25			25
Link Distance (ft)			308			853			210			347
Travel Time (s)			8.4			23.3			5.7			9.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	4%	2%	2%	2%	2%	2%	2%	5%	5%
Adj. Flow (vph)	1	214	614	4	0	1161	88	0	3	0	140	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	833	0	0	1249	0	0	3	0	0	140
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			0			0			0			0
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2		1	2		1	2		1	2
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru
Leading Detector (ft)	20	20	100		20	100		20	100		20	100
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	pm+pt	NA			NA			NA		Perm	NA
Protected Phases		5	2			6			8			4

Lanes, Volumes, Timings
 142: Courteney Drive & Calhoun Street

2018 Existing Conditions
 PM Peak Hour

Lane Group	SBR
Lane Configurations	7
Traffic Volume (vph)	464
Future Volume (vph)	464
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	171
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	5%
Adj. Flow (vph)	488
Shared Lane Traffic (%)	
Lane Group Flow (vph)	488
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	CI+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lanes, Volumes, Timings
142: Courteney Drive & Calhoun Street

2018 Existing Conditions
PM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	5	2			6			8			4	
Detector Phase	5	5	2		6	6		8	8		4	4
Switch Phase												
Minimum Initial (s)	6.0	6.0	15.0		15.0	15.0		8.0	8.0		8.0	8.0
Minimum Split (s)	12.0	12.0	24.0		24.0	24.0		14.0	14.0		24.0	24.0
Total Split (s)	12.0	12.0	56.0		44.0	44.0		34.0	34.0		34.0	34.0
Total Split (%)	13.3%	13.3%	62.2%		48.9%	48.9%		37.8%	37.8%		37.8%	37.8%
Maximum Green (s)	6.0	6.0	50.0		38.0	38.0		28.0	28.0		28.0	28.0
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)			0.0			0.0			0.0			0.0
Total Lost Time (s)			6.0			6.0			6.0			6.0
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max		C-Max	C-Max		None	None		None	None
Walk Time (s)			7.0		7.0	7.0					7.0	7.0
Flash Dont Walk (s)			11.0		11.0	11.0					11.0	11.0
Pedestrian Calls (#/hr)			0		0	0					0	0
Act Effct Green (s)			53.4		53.4	53.4		24.6	24.6		24.6	24.6
Actuated g/C Ratio			0.59		0.59	0.59		0.27	0.27		0.27	0.27
v/c Ratio			1.24dl		0.60	0.60		0.01	0.01		0.38	0.38
Control Delay			22.8		8.0	8.0		21.7	21.7		15.9	15.9
Queue Delay			0.0		0.0	0.0		0.0	0.0		0.0	0.0
Total Delay			22.8		8.0	8.0		21.7	21.7		15.9	15.9
LOS			C		A	A		C	C		B	B
Approach Delay			22.8		8.0	8.0		21.7	21.7		24.6	24.6
Approach LOS			C		A	A		C	C		C	C

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 47 (52%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 16.4 Intersection LOS: B
 Intersection Capacity Utilization 110.7% ICU Level of Service H
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 142: Courteney Drive & Calhoun Street



Lanes, Volumes, Timings
 142: Courteney Drive & Calhoun Street

2018 Existing Conditions
 PM Peak Hour



Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	24.0
Total Split (s)	34.0
Total Split (%)	37.8%
Maximum Green (s)	28.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.0
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	24.6
Actuated g/C Ratio	0.27
v/c Ratio	0.90
Control Delay	27.1
Queue Delay	0.0
Total Delay	27.1
LOS	C
Approach Delay	
Approach LOS	
Intersection Summary	

HCM 2010 Signalized Intersection Summary
 143: US 17 A & 9th St

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	363	37	16	27	45	55	11	832	11	56	1146	339
Future Volume (veh/h)	363	37	16	27	45	55	11	832	11	56	1146	339
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	426	0	0	28	47	58	12	876	12	59	1206	357
Adj No. of Lanes	2	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	267	0	35	59	73	147	2070	28	348	1568	456
Arrive On Green	0.14	0.00	0.00	0.10	0.10	0.10	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	3548	1863	0	361	605	747	328	3575	49	623	2707	787
Grp Volume(v), veh/h	426	0	0	133	0	0	12	434	454	59	781	782
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1713	0	0	328	1770	1854	623	1770	1724
Q Serve(g_s), s	11.7	0.0	0.0	7.6	0.0	0.0	2.9	13.7	13.7	5.8	33.2	35.0
Cycle Q Clear(g_c), s	11.7	0.0	0.0	7.6	0.0	0.0	37.9	13.7	13.7	19.5	33.2	35.0
Prop In Lane	1.00		0.00	0.21		0.44	1.00		0.03	1.00		0.46
Lane Grp Cap(c), veh/h	509	267	0	167	0	0	147	1025	1074	348	1025	998
V/C Ratio(X)	0.84	0.00	0.00	0.80	0.00	0.00	0.08	0.42	0.42	0.17	0.76	0.78
Avail Cap(c_a), veh/h	639	335	0	308	0	0	147	1025	1074	348	1025	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.76	0.76	0.09	0.09	0.09
Uniform Delay (d), s/veh	41.7	0.0	0.0	44.2	0.0	0.0	30.8	11.7	11.7	17.2	15.8	16.2
Incr Delay (d2), s/veh	7.8	0.0	0.0	8.4	0.0	0.0	0.8	1.0	0.9	0.1	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0	4.0	0.0	0.0	0.3	6.9	7.2	1.0	16.2	16.7
LnGrp Delay(d),s/veh	49.5	0.0	0.0	52.6	0.0	0.0	31.6	12.7	12.7	17.3	16.4	16.8
LnGrp LOS	D			D			C	B	B	B	B	B
Approach Vol, veh/h		426			133			900			1622	
Approach Delay, s/veh		49.5			52.6			12.9			16.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.9		20.4		63.9		15.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		18.0		46.0		18.0				
Max Q Clear Time (g_c+I1), s		39.9		13.7		37.0		9.6				
Green Ext Time (p_c), s		2.8		0.7		6.6		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay				21.6								
HCM 2010 LOS				C								
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection							
Int Delay, s/veh	1.6						
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↔		↔	↕		↕	
Traffic Vol, veh/h	29	96	34	1293	1	1432	52
Future Vol, veh/h	29	96	34	1293	1	1432	52
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	100	-	-	-	-
Veh in Median Storage, #	2	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	30	100	35	1347	1	1492	54

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	2265	773	1546	0	1347	0
Stage 1	1521	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-
Pot Cap-1 Maneuver	34	342	425	-	198	-
Stage 1	167	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 30	342	425	-	198	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	148	-	-	-	-	-
Stage 2	431	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.1	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	425	-	250	-	-
HCM Lane V/C Ratio	0.083	-	0.521	-	-
HCM Control Delay (s)	14.2	-	34.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.3	-	2.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 145: Berlin Pkwy & US 17 A/US 17A

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT
Lane Configurations												
Traffic Volume (veh/h)	1	89	854	38	894	1208	81	110	177	105	75	201
Future Volume (veh/h)	1	89	854	38	894	1208	81	110	177	105	75	201
Number		5	2	12	1	6	16	7	4	14	3	8
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj		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, veh/h/ln		1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h		92	880	0	922	1245	84	113	182	108	77	207
Adj No. of Lanes		1	2	0	2	2	0	1	1	1	1	1
Peak Hour Factor		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h		116	1109	0	1151	1961	132	185	239	203	198	234
Arrive On Green		0.07	0.31	0.00	0.67	1.00	1.00	0.07	0.13	0.13	0.06	0.13
Sat Flow, veh/h		1774	3632	0	3442	3366	227	1774	1863	1583	1774	1863
Grp Volume(v), veh/h		92	880	0	922	654	675	113	182	108	77	207
Grp Sat Flow(s),veh/h/ln		1774	1770	0	1721	1770	1823	1774	1863	1583	1774	1863
Q Serve(g_s), s		7.7	34.1	0.0	28.7	0.0	0.0	8.2	14.2	9.6	5.5	16.4
Cycle Q Clear(g_c), s		7.7	34.1	0.0	28.7	0.0	0.0	8.2	14.2	9.6	5.5	16.4
Prop In Lane		1.00		0.00	1.00		0.12	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h		116	1109	0	1151	1031	1062	185	239	203	198	234
V/C Ratio(X)		0.80	0.79	0.00	0.80	0.63	0.64	0.61	0.76	0.53	0.39	0.89
Avail Cap(c_a), veh/h		603	1109	0	1151	1031	1062	185	298	253	203	298
HCM Platoon Ratio		1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.83	0.83	0.00	0.09	0.09	0.09	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh		69.1	47.1	0.0	21.3	0.0	0.0	53.3	63.2	61.2	52.2	64.5
Incr Delay (d2), s/veh		9.8	4.9	0.0	0.4	0.3	0.3	5.7	8.7	2.2	0.1	2.6
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		4.1	17.4	0.0	13.4	0.1	0.1	4.3	7.9	4.3	2.7	8.6
LnGrp Delay(d),s/veh		79.0	52.0	0.0	21.7	0.3	0.3	59.0	71.9	63.3	52.3	67.2
LnGrp LOS		E	D		C	A	A	E	E	E	D	E
Approach Vol, veh/h			972			2251			403			284
Approach Delay, s/veh			54.6			9.0			66.0			63.1
Approach LOS			D			A			E			E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	56.2	53.0	15.6	25.2	15.8	93.4	16.0	24.8				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	45.0	47.0	10.0	24.0	51.0	41.0	10.0	24.0				
Max Q Clear Time (g_c+I1), s	30.7	36.1	7.5	16.2	9.7	2.0	10.2	18.4				
Green Ext Time (p_c), s	3.2	4.4	0.0	0.8	0.2	11.9	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									
Notes												
User approved ignoring U-Turning movement.												



Movement	NWR
Lane Configurations	7
Traffic Volume (veh/h)	837
Future Volume (veh/h)	837
Number	18
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	0
Adj No. of Lanes	1
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	199
Arrive On Green	0.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	199
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	253
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	
























HCM 2010 Signalized Intersection Summary
 146: Belk Driveway/Berkeley Circle & US 17A

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations														
Traffic Volume (veh/h)	13	182	1422	97	4	103	1878	346	252	61	210	142	70	79
Future Volume (veh/h)	13	182	1422	97	4	103	1878	346	252	61	210	142	70	79
Number		5	2	12		1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh		0	0	0		0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1863	1863	1863		1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h		188	1466	100		106	1936	357	260	63	216	146	72	81
Adj No. of Lanes		1	3	1		1	3	1	2	1	0	1	1	0
Peak Hour Factor		0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %		2	2	2		2	2	2	2	2	2	2	2	2
Cap, veh/h		213	2492	881		128	2248	819	259	71	244	195	145	163
Arrive On Green		0.12	0.49	0.49		0.05	0.30	0.30	0.08	0.19	0.19	0.07	0.18	0.18
Sat Flow, veh/h		1774	5085	1583		1774	5085	1583	3442	370	1269	1774	802	902
Grp Volume(v), veh/h		188	1466	100		106	1936	357	260	0	279	146	0	153
Grp Sat Flow(s),veh/h/ln		1774	1695	1583		1774	1695	1583	1721	0	1639	1774	0	1704
Q Serve(g_s), s		15.6	31.0	4.5		8.9	54.0	24.3	11.3	0.0	24.9	10.0	0.0	12.1
Cycle Q Clear(g_c), s		15.6	31.0	4.5		8.9	54.0	24.3	11.3	0.0	24.9	10.0	0.0	12.1
Prop In Lane		1.00		1.00		1.00		1.00	1.00		0.77	1.00		0.53
Lane Grp Cap(c), veh/h		213	2492	881		128	2248	819	259	0	315	195	0	308
V/C Ratio(X)		0.88	0.59	0.11		0.83	0.86	0.44	1.00	0.00	0.89	0.75	0.00	0.50
Avail Cap(c_a), veh/h		344	2492	881		155	2248	819	259	0	492	195	0	492
HCM Platoon Ratio		1.00	1.00	1.00		0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		0.09	0.09	0.09		0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh		65.0	27.4	15.7		70.5	48.4	29.4	69.3	0.0	59.0	48.6	0.0	55.3
Incr Delay (d2), s/veh		1.6	0.1	0.0		3.0	0.4	0.2	56.6	0.0	12.9	14.8	0.0	1.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		7.8	14.5	2.0		4.5	25.4	10.7	7.4	0.0	12.4	1.9	0.0	5.9
LnGrp Delay(d),s/veh		66.6	27.5	15.8		73.5	48.9	29.6	126.0	0.0	71.9	63.4	0.0	56.8
LnGrp LOS		E	C	B		E	D	C	F		E	E		E
Approach Vol, veh/h			1754				2399			539			299	
Approach Delay, s/veh			31.0				47.1			98.0			60.0	
Approach LOS			C				D			F			E	
Timer	1	2	3	4	5	6	7	8						
Assigned Phs	1	2	3	4	5	6	7	8						
Phs Duration (G+Y+Rc), s	79.9	16.8	35.6	24.9	72.7	18.5	33.9							
Change Period (Y+Rc), s	6.9	* 6.8	* 6.8	6.9	* 6.4	7.2	* 6.8							
Max Green Setting (Gmax), s	55.0	* 10	* 45	29.1	* 41	11.3	* 43							
Max Q Clear Time (g_c+110), s	33.0	12.0	26.9	17.6	56.0	13.3	14.1							
Green Ext Time (p_c), s	0.0	18.7	0.0	1.9	0.4	0.0	0.0	1.1						
Intersection Summary														
HCM 2010 Ctrl Delay			47.7											
HCM 2010 LOS			D											
Notes														
User approved ignoring U-Turning movement.														

Lanes, Volumes, Timings
147: Rackaway Drive/Holiday Drive & US 17 A

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	26	70	1638	25	331	2216	507	78	75	306	350	97
Future Volume (vph)	26	70	1638	25	331	2216	507	78	75	306	350	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		175	500		0	40		0	0	
Storage Lanes		1		1	1		1	1		1	2	
Taper Length (ft)		130			150			20			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.86	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850			0.850			0.850		0.941
Flt Protected		0.950			0.950			0.950	0.995		0.950	
Satd. Flow (prot)	0	1770	5085	1583	1770	6408	1583	1681	1761	1583	3433	1753
Flt Permitted		0.068			0.950			0.950	0.995		0.950	
Satd. Flow (perm)	0	127	5085	1583	1770	6408	1583	1681	1761	1583	3433	1753
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				126			355			319		17
Link Speed (mph)			45			45			30			30
Link Distance (ft)			1157			507			393			1359
Travel Time (s)			17.5			7.7			8.9			30.9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	27	73	1706	26	345	2308	528	81	78	319	365	101
Shared Lane Traffic (%)								10%				
Lane Group Flow (vph)	0	100	1706	26	345	2308	528	73	86	319	365	166
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			24			24
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	2	1	1	2	1	1	2	1	1	2
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94			94			94			94
Detector 2 Size(ft)			6			6			6			6
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0			0.0			0.0
Turn Type	custom	Prot	NA	Perm	Prot	NA	pm+ov	Split	NA	Perm	Split	NA
Protected Phases		5	2		1	6	4	3	3		4	4
Permitted Phases	5			2			6			3		

Lanes, Volumes, Timings
 147: Rackaway Drive/Holiday Drive & US 17 A

2018 Existing Conditions
 PM Peak Hour

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	62
Future Volume (vph)	62
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	2
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Adj. Flow (vph)	65
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	
Permitted Phases	

Lanes, Volumes, Timings
 147: Rackaway Drive/Holiday Drive & US 17 A

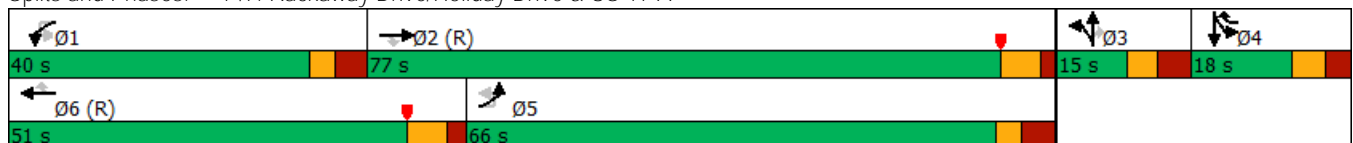
2018 Existing Conditions
 PM Peak Hour

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Detector Phase	5	5	2	2	1	6	4	3	3	3	4	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	18.0	18.0	4.0	18.0	5.0	4.0	4.0	4.0	5.0	5.0
Minimum Split (s)	11.9	11.9	42.3	42.3	11.0	38.5	15.0	15.0	15.0	15.0	15.0	15.0
Total Split (s)	66.0	66.0	77.0	77.0	40.0	51.0	18.0	15.0	15.0	15.0	18.0	18.0
Total Split (%)	44.0%	44.0%	51.3%	51.3%	26.7%	34.0%	12.0%	10.0%	10.0%	10.0%	12.0%	12.0%
Maximum Green (s)	59.1	59.1	70.7	70.7	33.5	44.5	11.3	7.9	7.9	7.9	11.3	11.3
Yellow Time (s)	3.0	3.0	4.4	4.4	3.0	4.4	3.6	3.3	3.3	3.3	3.6	3.6
All-Red Time (s)	3.9	3.9	1.9	1.9	3.5	2.1	3.1	3.8	3.8	3.8	3.1	3.1
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.9	6.3	6.3	6.5	6.5	6.7	7.1	7.1	7.1	6.7	6.7
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	6.0	6.0	3.0	6.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	None	C-Max	C-Max	None	C-Max	None	None	None	None	None	None
Walk Time (s)			7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)			29.0	29.0		25.0	43.0	45.0	45.0	45.0	43.0	43.0
Pedestrian Calls (#/hr)			0	0		0	0	0	0	0	0	0
Act Effct Green (s)		59.1	72.4	72.4	31.8	44.5	62.3	7.9	7.9	7.9	11.3	11.3
Actuated g/C Ratio		0.39	0.48	0.48	0.21	0.30	0.42	0.05	0.05	0.05	0.08	0.08
v/c Ratio		2.00	0.70	0.03	0.92	1.21	0.61	0.83	0.93	0.83	1.41	1.13
Control Delay		511.8	14.9	0.2	87.7	145.9	13.6	126.2	146.0	25.0	255.0	166.3
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		511.8	14.9	0.2	87.7	145.9	13.6	126.2	146.0	25.0	255.0	166.3
LOS		F	B	A	F	F	B	F	F	C	F	F
Approach Delay			41.8			117.6			62.2			227.2
Approach LOS			D			F			E			F

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 49 (33%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.00
 Intersection Signal Delay: 99.8 Intersection LOS: F
 Intersection Capacity Utilization 101.1% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 147: Rackaway Drive/Holiday Drive & US 17 A



Lanes, Volumes, Timings
147: Rackaway Drive/Holiday Drive & US 17 A

2018 Existing Conditions
PM Peak Hour



Lane Group	SBR
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
148: I-26 EB On Ramp & US 17 A

2018 Existing Conditions
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Lane Configurations		↑↑↑								↘	
Traffic Volume (vph)	0	1798	0	0	0	0	0	0	2	342	0
Future Volume (vph)	0	1798	0	0	0	0	0	0	2	342	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.97	1.00
Frt											
Flt Protected										0.950	
Satd. Flow (prot)	0	5085	0	0	0	0	0	0	0	3433	0
Flt Permitted										0.950	
Satd. Flow (perm)	0	5085	0	0	0	0	0	0	0	3433	0
Right Turn on Red			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)										22	
Link Speed (mph)		45			45		30			30	
Link Distance (ft)		278			235		311			124	
Travel Time (s)		4.2			3.6		7.1			2.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	12%	12%	2%	2%	2%
Adj. Flow (vph)	0	1893	0	0	0	0	0	0	2	360	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	0	1893	0	0	0	0	0	0	0	362	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Left	Left	Right
Median Width(ft)		0			0		0			24	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15	9	15	15	9
Number of Detectors		2							1	1	
Detector Template		Thru							Left	Left	
Leading Detector (ft)		100							20	20	
Trailing Detector (ft)		0							0	0	
Detector 1 Position(ft)		0							0	0	
Detector 1 Size(ft)		6							20	20	
Detector 1 Type		Cl+Ex							Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)		0.0							0.0	0.0	
Detector 1 Queue (s)		0.0							0.0	0.0	
Detector 1 Delay (s)		0.0							0.0	0.0	
Detector 2 Position(ft)		94									
Detector 2 Size(ft)		6									
Detector 2 Type		Cl+Ex									
Detector 2 Channel											
Detector 2 Extend (s)		0.0									
Turn Type		NA							Perm	Prot	
Protected Phases		2								1	
Permitted Phases									1		
Detector Phase		2							1	1	
Switch Phase											

Lanes, Volumes, Timings
148: I-26 EB On Ramp & US 17 A

2018 Existing Conditions
PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SWL2	SWL	SWR
Minimum Initial (s)		5.0							5.0	5.0	
Minimum Split (s)		15.0							11.0	11.0	
Total Split (s)		109.0							41.0	41.0	
Total Split (%)		72.7%							27.3%	27.3%	
Maximum Green (s)		103.0							35.0	35.0	
Yellow Time (s)		4.0							4.0	4.0	
All-Red Time (s)		2.0							2.0	2.0	
Lost Time Adjust (s)		0.0								0.0	
Total Lost Time (s)		6.0								6.0	
Lead/Lag		Lag							Lead	Lead	
Lead-Lag Optimize?		Yes							Yes	Yes	
Vehicle Extension (s)		3.0							3.0	3.0	
Recall Mode		C-Max							None	None	
Walk Time (s)		7.0							7.0	7.0	
Flash Dont Walk (s)		11.0							11.0	11.0	
Pedestrian Calls (#/hr)		0							0	0	
Act Effct Green (s)		117.7								20.3	
Actuated g/C Ratio		0.78								0.14	
v/c Ratio		0.47								0.75	
Control Delay		1.1								55.9	
Queue Delay		0.0								0.0	
Total Delay		1.1								55.9	
LOS		A								E	
Approach Delay		1.1								55.9	
Approach LOS		A								E	

Intersection Summary

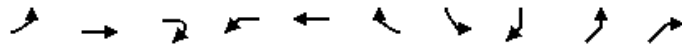
Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 23 (15%), Referenced to phase 2:EBT and 6:, Start of Yellow
 Natural Cycle: 40
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 9.9
 Intersection Capacity Utilization 55.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 148: I-26 EB On Ramp & US 17 A



HCM 2010 Signalized Intersection Summary
 149: US 17 A & I-26 WB On Ramp

2018 Existing Conditions
 PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NEL	NER
Lane Configurations					↑↑↑				↑	
Traffic Volume (veh/h)	0	0	0	0	1892	0	0	0	286	0
Future Volume (veh/h)	0	0	0	0	1892	0	0	0	286	0
Number				1	6	16			5	12
Initial Q (Qb), veh				0	0	0			0	0
Ped-Bike Adj(A_pbT)				1.00		1.00			1.00	1.00
Parking Bus, Adj				1.00	1.00	1.00			1.00	1.00
Adj Sat Flow, veh/h/ln				0	1810	0			1810	0
Adj Flow Rate, veh/h				0	1951	0			295	0
Adj No. of Lanes				0	3	0			1	0
Peak Hour Factor				0.97	0.97	0.97			0.97	0.97
Percent Heavy Veh, %				0	5	0			5	0
Cap, veh/h				0	3886	0			278	0
Arrive On Green				0.00	0.79	0.00			0.13	0.00
Sat Flow, veh/h				0	5266	0			1723	
Grp Volume(v), veh/h				0	1951	0			295	
Grp Sat Flow(s),veh/h/ln				0	1647	0			1723	
Q Serve(g_s), s				0.0	20.9	0.0			20.0	
Cycle Q Clear(g_c), s				0.0	20.9	0.0			20.0	
Prop In Lane				0.00		0.00			1.00	
Lane Grp Cap(c), veh/h				0	3886	0			278	
V/C Ratio(X)				0.00	0.50	0.00			1.06	
Avail Cap(c_a), veh/h				0	3886	0			278	
HCM Platoon Ratio				1.00	1.00	1.00			1.00	
Upstream Filter(I)				0.00	1.00	0.00			1.00	
Uniform Delay (d), s/veh				0.0	5.6	0.0			66.6	
Incr Delay (d2), s/veh				0.0	0.5	0.0			71.3	
Initial Q Delay(d3),s/veh				0.0	0.0	0.0			0.0	
%ile BackOfQ(50%),veh/ln				0.0	9.6	0.0			7.5	
LnGrp Delay(d),s/veh				0.0	6.1	0.0			138.0	
LnGrp LOS					A				F	
Approach Vol, veh/h					1951				295	
Approach Delay, s/veh					6.1				138.0	
Approach LOS					A				F	
Timer	1	2	3	4	5	6	7	8		
Assigned Phs					5	6				
Phs Duration (G+Y+Rc), s					26.0	124.0				
Change Period (Y+Rc), s					6.0	6.0				
Max Green Setting (Gmax), s					20.0	118.0				
Max Q Clear Time (g_c+I1), s					22.0	22.9				
Green Ext Time (p_c), s					0.0	27.2				
Intersection Summary										
HCM 2010 Ctrl Delay					23.4					
HCM 2010 LOS					C					

HCM 2010 Signalized Intersection Summary
 150: Farmington Road/Sigma Drive & US 17 A

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (veh/h)	6	202	1799	254	34	1659	39	228	39	92	60	29	262
Future Volume (veh/h)	6	202	1799	254	34	1659	39	228	39	92	60	29	262
Number		5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh		0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1845	1845	1845	1863	1863	1900	1827	1827	1827	1863	1863	1863
Adj Flow Rate, veh/h		210	1874	0	35	1728	41	238	41	96	62	30	273
Adj No. of Lanes		1	3	1	1	3	0	2	1	1	1	1	2
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %		3	3	3	2	2	2	4	4	4	2	2	2
Cap, veh/h		231	2357	734	380	2816	67	280	97	416	161	114	171
Arrive On Green		0.13	0.47	0.00	0.43	1.00	1.00	0.08	0.05	0.05	0.09	0.06	0.06
Sat Flow, veh/h		1757	5036	1568	1774	5110	121	3375	1827	1553	1774	1863	2787
Grp Volume(v), veh/h		210	1874	0	35	1146	623	238	41	96	62	30	273
Grp Sat Flow(s),veh/h/ln		1757	1679	1568	1774	1695	1841	1688	1827	1553	1774	1863	1393
Q Serve(g_s), s		17.7	47.3	0.0	1.8	0.0	0.0	10.4	3.3	0.0	4.9	2.3	7.0
Cycle Q Clear(g_c), s		17.7	47.3	0.0	1.8	0.0	0.0	10.4	3.3	0.0	4.9	2.3	7.0
Prop In Lane		1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h		231	2357	734	380	1868	1015	280	97	416	161	114	171
V/C Ratio(X)		0.91	0.80	0.00	0.09	0.61	0.61	0.85	0.42	0.23	0.38	0.26	1.60
Avail Cap(c_a), veh/h		252	2357	734	380	1868	1015	385	475	737	161	365	546
HCM Platoon Ratio		1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)		1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		64.3	33.8	0.0	34.1	0.0	0.0	67.8	68.8	42.9	64.2	67.2	41.5
Incr Delay (d2), s/veh		31.1	2.9	0.0	0.0	0.1	0.3	9.5	1.1	0.1	0.6	0.5	272.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln		10.6	22.5	0.0	0.9	0.0	0.1	5.2	1.7	3.1	2.5	1.2	9.2
LnGrp Delay(d),s/veh		95.3	36.7	0.0	34.2	0.1	0.3	77.3	69.8	43.0	64.8	67.6	314.0
LnGrp LOS		F	D		C	A	A	E	E	D	E	E	F
Approach Vol, veh/h			2084			1804			375			365	
Approach Delay, s/veh			42.6			0.8			67.7			251.4	
Approach LOS			D			A			E			F	
Timer	1	2	3	4	5	6	7	8					
Assigned Phs	1	2	3	4	5	6	7	8					
Phs Duration (G+Y+Rc), s	38.7	76.7	19.0	15.7	26.2	89.2	20.1	14.5					
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5					
Max Green Setting (Gmax), s	70.2	17.1	29.4	21.5	56.0	7.5	39.0						
Max Q Clear Time (g_c+I1), s	49.3	12.4	9.0	19.7	2.0	6.9	5.3						
Green Ext Time (p_c), s	0.0	13.4	0.0	0.1	0.0	18.1	0.0	0.0					
Intersection Summary													
HCM 2010 Ctrl Delay			44.8										
HCM 2010 LOS			D										
Notes													
User approved ignoring U-Turning movement.													






















HCM 2010 Signalized Intersection Summary
 151: Sangaree Parkway/Brighton Park Boulevard & US 17 A

2018 Existing Conditions
 PM Peak Hour

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations															
Traffic Volume (veh/h)	3	137	1519	331	77	1480	166	1	239	107	72	1	201	71	103
Future Volume (veh/h)	3	137	1519	331	77	1480	166	1	239	107	72	1	201	71	103
Number		5	2	12	1	6	16		3	8	18		7	4	14
Initial Q (Qb), veh		0	0	0	0	0	0		0	0	0		0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00	1.00		1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj		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, veh/h/ln		1863	1863	1863	1845	1845	1845		1863	1863	1900		1863	1863	1863
Adj Flow Rate, veh/h		143	1582	345	80	1542	0		249	111	75		209	74	0
Adj No. of Lanes		2	2	1	1	2	1		1	1	0		1	1	1
Peak Hour Factor		0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.96
Percent Heavy Veh, %		2	2	2	3	3	3		2	2	2		2	2	2
Cap, veh/h		805	1935	866	153	1402	627		319	124	84		202	100	85
Arrive On Green		0.47	1.00	1.00	0.09	0.40	0.00		0.15	0.12	0.12		0.09	0.05	0.00
Sat Flow, veh/h		3442	3539	1583	1757	3505	1568		1774	1038	701		1774	1863	1583
Grp Volume(v), veh/h		143	1582	345	80	1542	0		249	0	186		209	74	0
Grp Sat Flow(s),veh/h/ln		1721	1770	1583	1757	1752	1568		1774	0	1739		1774	1863	1583
Q Serve(g_s), s		3.6	0.0	0.0	6.5	60.0	0.0		16.0	0.0	15.8		13.0	5.9	0.0
Cycle Q Clear(g_c), s		3.6	0.0	0.0	6.5	60.0	0.0		16.0	0.0	15.8		13.0	5.9	0.0
Prop In Lane		1.00		1.00	1.00		1.00		1.00		0.40		1.00		1.00
Lane Grp Cap(c), veh/h		805	1935	866	153	1402	627		319	0	208		202	100	85
V/C Ratio(X)		0.18	0.82	0.40	0.52	1.10	0.00		0.78	0.00	0.90		1.04	0.74	0.00
Avail Cap(c_a), veh/h		805	1935	866	153	1402	627		319	0	220		202	224	190
HCM Platoon Ratio		2.00	2.00	2.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00
Upstream Filter(I)		0.80	0.80	0.80	1.00	1.00	0.00		1.00	0.00	1.00		1.00	1.00	0.00
Uniform Delay (d), s/veh		31.6	0.0	0.0	65.5	45.0	0.0		59.1	0.0	65.1		70.0	70.0	0.0
Incr Delay (d2), s/veh		0.1	3.2	1.1	3.2	56.3	0.0		11.9	0.0	32.9		73.1	10.2	0.0
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln		1.7	0.9	0.3	3.3	40.0	0.0		10.9	0.0	9.5		6.1	3.3	0.0
LnGrp Delay(d),s/veh		31.6	3.2	1.1	68.7	101.3	0.0		71.0	0.0	98.0		143.1	80.2	0.0
LnGrp LOS		C	A	A	E	F			E		F		F	F	
Approach Vol, veh/h			2070			1622				435				283	
Approach Delay, s/veh			4.8			99.6				82.5				126.7	
Approach LOS			A			F				F				F	
Timer	1	2	3	4	5	6	7	8							
Assigned Phs	1	2	3	4	5	6	7	8							
Phs Duration (G+Y+Rc), s	88.0	28.9	14.0	41.1	66.0	19.0	23.9								
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0								
Max Green Setting (Gmax), s	82.0	14.0	18.0	34.0	60.0	13.0	19.0								
Max Q Clear Time (g_c+10), s	2.0	18.0	7.9	5.6	62.0	15.0	17.8								
Green Ext Time (p_c), s	0.0	22.2	0.0	0.2	0.4	0.0	0.1								
Intersection Summary															
HCM 2010 Ctrl Delay			55.2												
HCM 2010 LOS			E												
Notes															
User approved ignoring U-Turning movement.															

Lanes, Volumes, Timings
152: Rose Drive & Brighton Park Boulevard

2018 Existing Conditions
PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	234	21	29	170	211	17	95	20	101	48	24
Future Volume (vph)	51	234	21	29	170	211	17	95	20	101	48	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	165		0	150		0	80		0	305		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	140			140			70			70		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.974			0.949	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3497	0	1770	1863	1583	1770	1814	0	1770	1768	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3497	0	1770	1863	1583	1770	1814	0	1770	1768	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		381			435			1123			1191	
Travel Time (s)		7.4			8.5			30.6			32.5	
Peak Hour Factor	0.94	0.94	0.94	0.90	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	54	249	22	32	181	224	18	101	21	107	51	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	271	0	32	181	224	18	122	0	107	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	34.5%
Analysis Period (min)	15
	ICU Level of Service A

Intersection												
Int Delay, s/veh	5.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↶		↵	↶			↕			↕	
Traffic Vol, veh/h	6	150	9	82	73	132	11	11	89	73	14	5
Future Vol, veh/h	6	150	9	82	73	132	11	11	89	73	14	5
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
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	140	-	-	155	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	161	10	88	78	142	12	12	96	78	15	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	220	0	0	171	0	0	513	574	166	557	508	149
Stage 1	-	-	-	-	-	-	178	178	-	325	325	-
Stage 2	-	-	-	-	-	-	335	396	-	232	183	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1349	-	-	1406	-	-	472	429	878	441	468	898
Stage 1	-	-	-	-	-	-	824	752	-	687	649	-
Stage 2	-	-	-	-	-	-	679	604	-	771	748	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1349	-	-	1406	-	-	434	400	878	365	437	898
Mov Cap-2 Maneuver	-	-	-	-	-	-	434	400	-	365	437	-
Stage 1	-	-	-	-	-	-	821	749	-	684	608	-
Stage 2	-	-	-	-	-	-	617	566	-	673	745	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			2.2			11			17.5		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	720	1349	-	-	1406	-	-	387
HCM Lane V/C Ratio	0.166	0.005	-	-	0.063	-	-	0.256
HCM Control Delay (s)	11	7.7	-	-	7.7	-	-	17.5
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.2	-	-	1

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	9	26	5	9	18	26	297	42	18	747	47
Future Vol, veh/h	8	9	26	5	9	18	26	297	42	18	747	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	9	27	5	9	19	27	306	43	19	770	48



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1228	1235	794	1232	1238	328	818	0	0	349	0	0
Stage 1	832	832	-	382	382	-	-	-	-	-	-	-
Stage 2	396	403	-	850	856	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	155	176	388	154	176	713	810	-	-	1210	-	-
Stage 1	363	384	-	640	613	-	-	-	-	-	-	-
Stage 2	629	600	-	355	374	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	137	164	388	130	164	713	810	-	-	1210	-	-
Mov Cap-2 Maneuver	137	164	-	130	164	-	-	-	-	-	-	-
Stage 1	348	373	-	613	587	-	-	-	-	-	-	-
Stage 2	578	575	-	313	363	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	23.5		20.2		0.7		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	810	-	-	239	270	1210	-	-
HCM Lane V/C Ratio	0.033	-	-	0.185	0.122	0.015	-	-
HCM Control Delay (s)	9.6	0	-	23.5	20.2	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0	-	-

HCM 2010 Signalized Intersection Summary
155: Cedar St & Richardson Ave







2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	241	16	161	148	79	1	10	243	154	123	605
Future Volume (veh/h)	25	241	16	161	148	79	1	10	243	154	123	605
Number	7	4	14	3	8	18		5	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00	1.00	
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1900		1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	26	248	16	166	153	81		10	251	159	127	624
Adj No. of Lanes	0	2	0	0	2	0		1	1	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2		2	2	2	2	2
Cap, veh/h	93	775	50	275	286	161		366	638	404	545	1027
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26		0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	167	2966	189	752	1095	617		765	1067	676	972	1717
Grp Volume(v), veh/h	150	0	140	192	0	208		10	0	410	127	0
Grp Sat Flow(s),veh/h/ln	1661	0	1662	878	0	1586		765	0	1743	972	0
Q Serve(g_s), s	0.1	0.0	5.8	13.2	0.0	9.5		0.7	0.0	10.5	6.7	0.0
Cycle Q Clear(g_c), s	9.6	0.0	5.8	19.0	0.0	9.5		20.3	0.0	10.5	17.3	0.0
Prop In Lane	0.17		0.11	0.87		0.39		1.00		0.39	1.00	
Lane Grp Cap(c), veh/h	484	0	434	308	0	415		366	0	1042	545	0
V/C Ratio(X)	0.31	0.00	0.32	0.62	0.00	0.50		0.03	0.00	0.39	0.23	0.00
Avail Cap(c_a), veh/h	576	0	526	373	0	502		366	0	1042	545	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.3	0.0	25.4	32.9	0.0	26.8		17.2	0.0	9.0	13.6	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.4	2.2	0.0	0.9		0.1	0.0	1.1	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	2.7	4.5	0.0	4.3		0.2	0.0	5.3	2.0	0.0
LnGrp Delay(d),s/veh	25.7	0.0	25.8	35.2	0.0	27.7		17.4	0.0	10.1	14.6	0.0
LnGrp LOS	C		C	D		C		B		B	B	
Approach Vol, veh/h		290			400				420			796
Approach Delay, s/veh		25.8			31.3				10.3			13.5
Approach LOS		C			C				B			B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.0		28.3		57.0		28.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		51.0		27.0		51.0		27.0				
Max Q Clear Time (g_c+I1), s		22.3		11.6		21.6		21.0				
Green Ext Time (p_c), s		2.9		1.4		6.0		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				18.4								
HCM 2010 LOS				B								
Notes												
User approved ignoring U-Turning movement.												

Movement	SBR
Lan Configurations	
Traffic Volume (veh/h)	44
Future Volume (veh/h)	44
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	45
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	74
Arrive On Green	0.60
Sat Flow, veh/h	124
Grp Volume(v), veh/h	669
Grp Sat Flow(s),veh/h/ln	1841
Q Serve(g_s), s	19.6
Cycle Q Clear(g_c), s	19.6
Prop In Lane	0.07
Lane Grp Cap(c), veh/h	1101
V/C Ratio(X)	0.61
Avail Cap(c_a), veh/h	1101
HCM Platoon Ratio	1.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	10.8
Incr Delay (d2), s/veh	2.5
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	10.6
LnGrp Delay(d),s/veh	13.3
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Lanes, Volumes, Timings
 156: US 78/Rivers Avenue & Meeting Street road

2018 Existing Conditions
 PM Peak Hour

						
Lane Group	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↑↑	↑↑			↗
Traffic Volume (vph)	0	432	120	0	0	70
Future Volume (vph)	0	432	120	0	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Fr _t						0.865
Flt Protected						
Satd. Flow (prot)	0	3539	3505	0	0	1580
Flt Permitted						
Satd. Flow (perm)	0	3539	3505	0	0	1580
Link Speed (mph)		35	35		30	
Link Distance (ft)		389	424		479	
Travel Time (s)		7.6	8.3		10.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	2%	2%	3%	3%	4%	4%
Adj. Flow (vph)	0	491	136	0	0	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	491	136	0	0	80
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection							
Int Delay, s/veh	8.3						
Movement	SET	SER	NWL	NWT	NEU	NEL	NER
Lane Configurations	↔		↔	↑		↔	↔
Traffic Vol, veh/h	170	22	526	392	1	23	217
Future Vol, veh/h	170	22	526	392	1	23	217
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	-	190	-	-	175	0
Veh in Median Storage, #	0	-	-	0	-	2	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	3	3	3	3	5	5	5
Mvmt Flow	181	23	560	417	1	24	231

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3	Minor4
Conflicting Flow All	0	0	204	0	0	1730
Stage 1	-	-	-	-	0	193
Stage 2	-	-	-	-	0	1537
Critical Hdwy	-	-	4.13	-	-	6.45
Critical Hdwy Stg 1	-	-	-	-	-	5.45
Critical Hdwy Stg 2	-	-	-	-	-	5.45
Follow-up Hdwy	-	-	2.227	-	-	3.545
Pot Cap-1 Maneuver	-	-	1362	-	0	95
Stage 1	-	-	-	-	0	833
Stage 2	-	-	-	-	0	192
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1362	-	0	56
Mov Cap-2 Maneuver	-	-	-	-	0	43
Stage 1	-	-	-	-	0	491
Stage 2	-	-	-	-	0	192

Approach	SE	NW	NE
HCM Control Delay, s	0	5.4	25.9
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	NELn2	NWL	NWT	SET	SER
Capacity (veh/h)	43	841	1362	-	-	-
HCM Lane V/C Ratio	0.569	0.274	0.411	-	-	-
HCM Control Delay (s)	167.4	10.9	9.5	-	-	-
HCM Lane LOS	F	B	A	-	-	-
HCM 95th %tile Q(veh)	2.1	1.1	2	-	-	-

HCM 2010 TWSC
 158: Rhodia Chemicals Entrance & US 78/King Street

2018 Existing Conditions
 PM Peak Hour

Intersection								
Int Delay, s/veh	0.6							
Movement	SEU	SET	SER	NWU	NWL	NWT	NEL	NER
Lane Configurations		↑			↓	↑	↓	
Traffic Vol, veh/h	2	266	6	1	3	716	23	8
Future Vol, veh/h	2	266	6	1	3	716	23	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	-	-	-	50	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	3	3	3	7	7
Mvmt Flow	2	283	6	1	3	762	24	9

Major/Minor	Major1		Major2		Minor1			
Conflicting Flow All	-	0	0	-	289	0	1054	286
Stage 1	-	-	-	-	-	-	286	-
Stage 2	-	-	-	-	-	-	768	-
Critical Hdwy	-	-	-	-	4.13	-	6.47	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.47	-
Follow-up Hdwy	-	-	-	-	2.227	-	3.563	3.363
Pot Cap-1 Maneuver	-	-	-	-	1267	-	245	741
Stage 1	-	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	-	449	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-4	-	245	741
Mov Cap-2 Maneuver	-	-	-	-	-	-	245	-
Stage 1	-	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	-	449	-

Approach	SE	NW	NE
HCM Control Delay, s			18.7
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	296	+	-	-	-
HCM Lane V/C Ratio	0.111	-	-	-	-
HCM Control Delay (s)	18.7	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection							
Int Delay, s/veh	0.9						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↑	↔	
Traffic Vol, veh/h	254	24	4	11	681	31	21
Future Vol, veh/h	254	24	4	11	681	31	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	3	6	6
Mvmt Flow	276	26	4	12	740	34	23

Major/Minor	Major1	Major2	Minor1				
Conflicting Flow All	0	0	-	302	0	1053	289
Stage 1	-	-	-	-	-	289	-
Stage 2	-	-	-	-	-	764	-
Critical Hdwy	-	-	-	4.13	-	6.46	6.26
Critical Hdwy Stg 1	-	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	-	5.46	-
Follow-up Hdwy	-	-	-	2.227	-	3.554	3.354
Pot Cap-1 Maneuver	-	-	-	1253	-	246	741
Stage 1	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	453	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ -4	~ -4	-	246	741
Mov Cap-2 Maneuver	-	-	-	-	-	246	-
Stage 1	-	-	-	-	-	751	-
Stage 2	-	-	-	-	-	453	-

Approach	EB	WB	NB
HCM Control Delay, s	0		17.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	+	-
HCM Lane V/C Ratio	0.168	-	-	-	-
HCM Control Delay (s)	17.8	-	-	-	-
HCM Lane LOS	C	-	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection													
Int Delay, s/veh	7.6												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				↕	
Traffic Vol, veh/h	45	13	30	65	1	145	2	489	74	1	63	226	5
Future Vol, veh/h	45	13	30	65	1	145	2	489	74	1	63	226	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	4	4	2	2	2	3	3	3	3
Mvmt Flow	47	14	32	68	1	153	2	515	78	1	66	238	5

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1008	972	241	954	935	554	243	0	0	-	593	0	0
Stage 1	373	375	-	558	558	-	-	-	-	-	-	-	-
Stage 2	635	597	-	396	377	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.14	6.54	6.24	4.12	-	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.14	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.536	4.036	3.336	2.218	-	-	-	2.227	-	-
Pot Cap-1 Maneuver	219	252	798	236	263	528	1323	-	-	-	978	-	-
Stage 1	648	617	-	511	508	-	-	-	-	-	-	-	-
Stage 2	467	491	-	625	612	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-	-
Mov Cap-1 Maneuver	155	251	798	217	262	528	1323	-	-	-68	-68	-	-
Mov Cap-2 Maneuver	155	251	-	217	262	-	-	-	-	-	-	-	-
Stage 1	647	617	-	510	507	-	-	-	-	-	-	-	-
Stage 2	331	490	-	587	612	-	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	30.5			29.1			0					
HCM LOS	D			D								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1323	-	-	232	365	+	-	-
HCM Lane V/C Ratio	0.002	-	-	0.399	0.609	-	-	-
HCM Control Delay (s)	7.7	0	-	30.5	29.1	-	-	-
HCM Lane LOS	A	A	-	D	D	-	-	-
HCM 95th %tile Q(veh)	0	-	-	1.8	3.8	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection								
Int Delay, s/veh	0.9							
Movement	EBU	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations		↔		↔	↑		↑	
Traffic Vol, veh/h	1	9	32	34	546	1	307	11
Future Vol, veh/h	1	9	32	34	546	1	307	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	None	-	-	None
Storage Length	-	0	-	100	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	1	10	35	37	593	1	334	12

Major/Minor	Minor2	Major1		Major2				
Conflicting Flow All	0	1007	340	346	0	-	-	0
Stage 1	0	340	-	-	-	-	-	-
Stage 2	0	667	-	-	-	-	-	-
Critical Hdwy	-	6.42	6.22	4.12	-	-	-	-
Critical Hdwy Stg 1	-	5.42	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.42	-	-	-	-	-	-
Follow-up Hdwy	-	3.518	3.318	2.218	-	-	-	-
Pot Cap-1 Maneuver	0	267	702	1213	-	-	-	-
Stage 1	0	721	-	-	-	-	-	-
Stage 2	0	510	-	-	-	-	-	-
Platoon blocked, %	-				-	-	-	-
Mov Cap-1 Maneuver	0	259	702	1213	-	-	-	-
Mov Cap-2 Maneuver	0	259	-	-	-	-	-	-
Stage 1	0	699	-	-	-	-	-	-
Stage 2	0	510	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.5	
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1213	-	510	-	-
HCM Lane V/C Ratio	0.03	-	0.087	-	-
HCM Control Delay (s)	8.1	-	12.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT		T	T	T	
Traffic Vol, veh/h	12	7	3	577	341	0
Future Vol, veh/h	12	7	3	577	341	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	450	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	13	8	3	620	367	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	993	367	367	0	-	0
Stage 1	367	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	272	678	1186	-	-	-
Stage 1	701	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	271	678	1186	-	-	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	533	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1186	-	348	-	-
HCM Lane V/C Ratio	0.003	-	0.059	-	-
HCM Control Delay (s)	8	-	16	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection							
Int Delay, s/veh	1						
Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	W			W	↑	↑	
Traffic Vol, veh/h	16	60	1	14	600	374	5
Future Vol, veh/h	16	60	1	14	600	374	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	50	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	18	67	1	16	674	420	6

Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1129	423	-	426	0	-
Stage 1	423	-	-	-	-	-
Stage 2	706	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	2.218	-	-
Pot Cap-1 Maneuver	226	631	-	1133	-	-
Stage 1	661	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	226	631	~ -15	~ -15	-	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	489	-	-	-	-	-










Approach	EB	NB	SB
HCM Control Delay, s	14.7		0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	+	-	458	-	-
HCM Lane V/C Ratio	-	-	0.186	-	-
HCM Control Delay (s)	-	-	14.7	-	-
HCM Lane LOS	-	-	B	-	-
HCM 95th %tile Q(veh)	-	-	0.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 164: US 78/King Street & Heriot Street

2018 Existing Conditions
 PM Peak Hour

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (veh/h)	147	34	19	505	387	158		
Future Volume (veh/h)	147	34	19	505	387	158		
Number	7	14	5	2	6	16		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1845	1900	1900	1863	1863	1900		
Adj Flow Rate, veh/h	165	38	21	567	435	178		
Adj No. of Lanes	0	0	0	2	1	0		
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	194	45	95	2440	931	381		
Arrive On Green	0.14	0.14	0.74	0.74	0.74	0.74		
Sat Flow, veh/h	1390	320	76	3381	1257	515		
Grp Volume(v), veh/h	204	0	309	279	0	613		
Grp Sat Flow(s),veh/h/ln	1719	0	1762	1610	0	1772		
Q Serve(g_s), s	11.6	0.0	0.0	5.4	0.0	13.7		
Cycle Q Clear(g_c), s	11.6	0.0	5.2	5.4	0.0	13.7		
Prop In Lane	0.81	0.19	0.07			0.29		
Lane Grp Cap(c), veh/h	240	0	1343	1192	0	1312		
V/C Ratio(X)	0.85	0.00	0.23	0.23	0.00	0.47		
Avail Cap(c_a), veh/h	430	0	1343	1192	0	1312		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	42.0	0.0	4.0	4.1	0.0	5.2		
Incr Delay (d2), s/veh	8.2	0.0	0.4	0.5	0.0	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.0	0.0	2.7	2.6	0.0	7.1		
LnGrp Delay(d),s/veh	50.2	0.0	4.4	4.5	0.0	6.4		
LnGrp LOS	D		A	A		A		
Approach Vol, veh/h	204			588	613			
Approach Delay, s/veh	50.2			4.5	6.4			
Approach LOS	D			A	A			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		80.0		20.0		80.0		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		63.0		25.0		63.0		
Max Q Clear Time (g_c+I1), s		7.4		13.6		15.7		
Green Ext Time (p_c), s		3.7		0.4		4.6		
Intersection Summary								
HCM 2010 Ctrl Delay			11.9					
HCM 2010 LOS			B					
Notes								
User approved volume balancing among the lanes for turning movement.								

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	4	5	8	522	417	4
Future Vol, veh/h	4	5	8	522	417	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	5	9	561	448	4




















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	749	450	452	0	-	0
Stage 1	450	-	-	-	-	-
Stage 2	299	-	-	-	-	-
Critical Hdwy	6.63	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.83	-	-	-	-	-
Follow-up Hdwy	3.519	3.319	2.219	-	-	-
Pot Cap-1 Maneuver	363	608	1107	-	-	-
Stage 1	641	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	359	608	1107	-	-	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1107	-	465	-	-
HCM Lane V/C Ratio	0.008	-	0.021	-	-
HCM Control Delay (s)	8.3	0	12.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 166: US 78/King Street & Mt Pleasant Drive

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	407	82	48	570	233	94	283	17	134	255	22
Future Volume (veh/h)	10	407	82	48	570	233	94	283	17	134	255	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	428	86	51	600	0	99	298	18	141	268	23
Adj No. of Lanes	0	2	0	0	2	1	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	44	768	154	81	759	437	646	1050	63	558	1022	88
Arrive On Green	0.28	0.28	0.28	0.55	0.55	0.00	0.20	0.20	0.20	0.60	0.60	0.60
Sat Flow, veh/h	25	2782	557	142	2749	1583	1084	1739	105	1059	1692	145
Grp Volume(v), veh/h	279	0	246	293	358	0	99	0	316	141	0	291
Grp Sat Flow(s),veh/h/ln	1767	0	1597	1280	1610	1583	1084	0	1844	1059	0	1837
Q Serve(g_s), s	0.2	0.0	13.2	8.2	17.9	0.0	7.8	0.0	14.5	8.3	0.0	7.5
Cycle Q Clear(g_c), s	18.1	0.0	13.2	21.5	17.9	0.0	15.2	0.0	14.5	22.9	0.0	7.5
Prop In Lane	0.04		0.35	0.17		1.00	1.00		0.06	1.00		0.08
Lane Grp Cap(c), veh/h	525	0	441	396	445	437	646	0	1114	558	0	1109
V/C Ratio(X)	0.53	0.00	0.56	0.74	0.80	0.00	0.15	0.00	0.28	0.25	0.00	0.26
Avail Cap(c_a), veh/h	816	0	703	652	709	697	646	0	1114	558	0	1109
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.55	0.55	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	31.0	20.7	20.2	0.0	25.1	0.0	21.7	16.9	0.0	9.3
Incr Delay (d2), s/veh	0.8	0.0	1.1	1.5	2.0	0.0	0.5	0.0	0.6	1.1	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	6.0	7.2	8.0	0.0	2.4	0.0	7.7	2.6	0.0	3.9
LnGrp Delay(d),s/veh	31.6	0.0	32.1	22.2	22.2	0.0	25.6	0.0	22.3	18.0	0.0	9.9
LnGrp LOS	C		C	C	C		C		C	B		A
Approach Vol, veh/h		525			651			415				432
Approach Delay, s/veh		31.9			22.2			23.1				12.5
Approach LOS		C			C			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.4		33.6		66.4		33.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		44.0		44.0		44.0		44.0				
Max Q Clear Time (g_c+I1), s		17.2		20.1		24.9		23.5				
Green Ext Time (p_c), s		2.4		3.3		2.1		4.2				
Intersection Summary												
HCM 2010 Ctrl Delay				22.8								
HCM 2010 LOS				C								

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	1	16	2	1	0	28	457	2	0	399	5
Future Vol, veh/h	5	1	16	2	1	0	28	457	2	0	399	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	1	17	2	1	0	30	491	2	0	429	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	985	985	432	993	986	492	434	0	0	493	0	0
Stage 1	432	432	-	552	552	-	-	-	-	-	-	-
Stage 2	553	553	-	441	434	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	227	248	624	224	248	577	1126	-	-	1071	-	-
Stage 1	602	582	-	518	515	-	-	-	-	-	-	-
Stage 2	517	514	-	595	581	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	220	239	624	211	239	577	1126	-	-	1071	-	-
Mov Cap-2 Maneuver	220	239	-	211	239	-	-	-	-	-	-	-
Stage 1	580	582	-	499	496	-	-	-	-	-	-	-
Stage 2	497	495	-	578	581	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		21.6		0.5		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1126	-	-	419	220	1071	-
HCM Lane V/C Ratio	0.027	-	-	0.056	0.015	-	-
HCM Control Delay (s)	8.3	0	-	14.1	21.6	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	0	0	-

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	8	7	21	15	27	11	436	14	82	336	7
Future Vol, veh/h	1	8	7	21	15	27	11	436	14	82	336	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	8	7	22	15	28	11	449	14	85	346	7



















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1020	1005	350	1005	1001	456	353	0	0	463	0	0
Stage 1	520	520	-	478	478	-	-	-	-	-	-	-
Stage 2	500	485	-	527	523	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	215	241	693	220	243	604	1206	-	-	1098	-	-
Stage 1	539	532	-	568	556	-	-	-	-	-	-	-
Stage 2	553	552	-	535	530	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	178	215	693	194	217	604	1206	-	-	1098	-	-
Mov Cap-2 Maneuver	178	215	-	194	217	-	-	-	-	-	-	-
Stage 1	533	481	-	561	549	-	-	-	-	-	-	-
Stage 2	507	545	-	470	479	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.6		21.4		0.2		1.7	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1206	-	-	302	284	1098	-
HCM Lane V/C Ratio	0.009	-	-	0.055	0.229	0.077	-
HCM Control Delay (s)	8	0	-	17.6	21.4	8.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	0.9	0.2	-

HCM 2010 Signalized Intersection Summary
 169: US 78/King Street & Romney Court

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	5	18	1	155	10	151	10	403	105	59	364
Future Volume (veh/h)	8	5	18	1	155	10	151	10	403	105	59	364
Number	7	4	14		3	8	18	5	2	12	1	6
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00		1.00		1.00	1.00		1.00	1.00	
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900		1900	1863	1863	1863	1863	1900	1900	1863
Adj Flow Rate, veh/h	8	5	19		160	10	156	10	415	108	61	375
Adj No. of Lanes	0	1	0		0	1	1	1	1	0	0	1
Peak Hour Factor	0.97	0.97	0.97		0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2		2	2	2	2	2	2	2	2
Cap, veh/h	45	41	59		220	12	475	435	827	215	133	790
Arrive On Green	0.30	0.30	0.30		0.30	0.30	0.30	0.58	0.58	0.58	1.00	1.00
Sat Flow, veh/h	0	135	198		502	39	1583	999	1426	371	158	1362
Grp Volume(v), veh/h	32	0	0		170	0	156	10	0	523	436	0
Grp Sat Flow(s),veh/h/ln	333	0	0		541	0	1583	999	0	1797	1521	0
Q Serve(g_s), s	0.0	0.0	0.0		0.0	0.0	7.7	0.6	0.0	17.2	4.5	0.0
Cycle Q Clear(g_c), s	30.0	0.0	0.0		30.0	0.0	7.7	22.4	0.0	17.2	21.7	0.0
Prop In Lane	0.25		0.59		0.94		1.00	1.00		0.21	0.14	
Lane Grp Cap(c), veh/h	145	0	0		232	0	475	435	0	1042	923	0
V/C Ratio(X)	0.22	0.00	0.00		0.73	0.00	0.33	0.02	0.00	0.50	0.47	0.00
Avail Cap(c_a), veh/h	145	0	0		232	0	475	435	0	1042	923	0
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00		1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	27.9	0.0	0.0		35.5	0.0	27.2	20.5	0.0	12.4	0.4	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0		11.2	0.0	0.4	0.1	0.0	1.7	1.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0		5.4	0.0	3.4	0.2	0.0	8.9	1.9	0.0
LnGrp Delay(d),s/veh	28.6	0.0	0.0		46.8	0.0	27.6	20.6	0.0	14.2	2.2	0.0
LnGrp LOS	C				D		C	C		B	A	
Approach Vol, veh/h		32				326			533			441
Approach Delay, s/veh		28.6				37.6			14.3			2.1
Approach LOS		C				D			B			A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		64.0		36.0		64.0		36.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		58.0		30.0		58.0		30.0				
Max Q Clear Time (g_c+I1), s		24.4		32.0		23.7		32.0				
Green Ext Time (p_c), s		3.9		0.0		3.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				16.3								
HCM 2010 LOS				B								
Notes												
User approved ignoring U-Turning movement.												

Movement	SBR
Land Configurations	7
Traffic Volume (veh/h)	5
Future Volume (veh/h)	5
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	5
Adj No. of Lanes	1
Peak Hour Factor	0.97
Percent Heavy Veh, %	2
Cap, veh/h	918
Arrive On Green	1.00
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	5
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	918
V/C Ratio(X)	0.01
Avail Cap(c_a), veh/h	918
HCM Platoon Ratio	2.00
Upstream Filter(l)	1.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	29	2	46	4	8	32	83	400	4	9	399	74
Future Vol, veh/h	29	2	46	4	8	32	83	400	4	9	399	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	2	47	4	8	33	85	408	4	9	407	76





















Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1064	1045	445	1068	1081	410	483	0	0	412	0	0
Stage 1	463	463	-	580	580	-	-	-	-	-	-	-
Stage 2	601	582	-	488	501	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	201	229	613	199	218	642	1080	-	-	1147	-	-
Stage 1	579	564	-	500	500	-	-	-	-	-	-	-
Stage 2	487	499	-	561	543	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	169	203	613	167	194	642	1080	-	-	1147	-	-
Mov Cap-2 Maneuver	169	203	-	167	194	-	-	-	-	-	-	-
Stage 1	520	558	-	449	449	-	-	-	-	-	-	-
Stage 2	408	448	-	510	537	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.2		15.7		1.5		0.2	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1080	-	-	300	382	1147	-	-
HCM Lane V/C Ratio	0.078	-	-	0.262	0.118	0.008	-	-
HCM Control Delay (s)	8.6	0	-	21.2	15.7	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	1	0.4	0	-	-












HCM 2010 Signalized Intersection Summary
 171: US 78/King Street & Huger Street

2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (veh/h)	56	161	43	54	252	79	78	266	79	50	328	65
Future Volume (veh/h)	56	161	43	54	252	79	78	266	79	50	328	65
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	61	175	47	59	274	86	85	289	86	54	357	71
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	405	109	286	389	122	640	819	244	560	897	178
Arrive On Green	0.29	0.29	0.29	0.09	0.09	0.09	0.59	0.59	0.59	1.00	1.00	1.00
Sat Flow, veh/h	1017	1415	380	1154	1360	427	956	1380	411	1003	1510	300
Grp Volume(v), veh/h	61	0	222	59	0	360	85	0	375	54	0	428
Grp Sat Flow(s),veh/h/ln	1017	0	1796	1154	0	1787	956	0	1790	1003	0	1810
Q Serve(g_s), s	5.8	0.0	10.1	4.9	0.0	19.5	4.0	0.0	10.8	1.1	0.0	0.0
Cycle Q Clear(g_c), s	25.3	0.0	10.1	15.0	0.0	19.5	4.0	0.0	10.8	11.8	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.24	1.00		0.23	1.00		0.17
Lane Grp Cap(c), veh/h	164	0	514	286	0	511	640	0	1063	560	0	1075
V/C Ratio(X)	0.37	0.00	0.43	0.21	0.00	0.70	0.13	0.00	0.35	0.10	0.00	0.40
Avail Cap(c_a), veh/h	290	0	736	429	0	733	640	0	1063	560	0	1075
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	0.55	0.00	0.55	1.00	0.00	1.00	0.95	0.00	0.95
Uniform Delay (d), s/veh	44.0	0.0	29.1	43.9	0.0	41.2	9.0	0.0	10.4	1.1	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.6	0.2	0.0	1.0	0.4	0.0	0.9	0.3	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	5.1	1.6	0.0	9.8	1.1	0.0	5.6	0.3	0.0	0.3
LnGrp Delay(d),s/veh	45.4	0.0	29.7	44.1	0.0	42.2	9.5	0.0	11.3	1.4	0.0	1.0
LnGrp LOS	D		C	D		D	A		B	A		A
Approach Vol, veh/h		283			419			460			482	
Approach Delay, s/veh		33.0			42.4			11.0			1.1	
Approach LOS		C			D			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.4		34.6		65.4		34.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		47.0		41.0		47.0		41.0				
Max Q Clear Time (g_c+I1), s		13.8		27.3		12.8		21.5				
Green Ext Time (p_c), s		3.3		1.3		3.1		2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			19.9									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 172: US 78/King Street & Sumter Street

2018 Existing Conditions
 PM Peak Hour

								
Movement	EBL	EBR	SET	SER	NWL	NWT		
Lane Configurations								
Traffic Volume (veh/h)	36	17	312	23	17	491		
Future Volume (veh/h)	36	17	312	23	17	491		
Number	7	14	6	16	5	2		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863		
Adj Flow Rate, veh/h	38	18	328	24	18	517		
Adj No. of Lanes	0	0	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	49	23	1560	1326	930	1560		
Arrive On Green	0.04	0.04	1.00	1.00	0.84	0.84		
Sat Flow, veh/h	1140	540	1863	1583	1025	1863		
Grp Volume(v), veh/h	57	0	328	24	18	517		
Grp Sat Flow(s),veh/h/ln	710	0	1863	1583	1025	1863		
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.3	6.2		
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.0	0.3	6.2		
Prop In Lane	0.67	0.32		1.00	1.00			
Lane Grp Cap(c), veh/h	73	0	1560	1326	930	1560		
V/C Ratio(X)	0.78	0.00	0.21	0.02	0.02	0.33		
Avail Cap(c_a), veh/h	239	0	1560	1326	930	1560		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	0.96	0.96	1.00	1.00		
Uniform Delay (d), s/veh	47.4	0.0	0.0	0.0	1.3	1.8		
Incr Delay (d2), s/veh	16.4	0.0	0.3	0.0	0.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.9	0.0	0.1	0.0	0.1	3.4		
LnGrp Delay(d),s/veh	63.9	0.0	0.3	0.0	1.4	2.4		
LnGrp LOS	E		A	A	A	A		
Approach Vol, veh/h	57		352			535		
Approach Delay, s/veh	63.9		0.3			2.4		
Approach LOS	E		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		89.7		10.3		89.7		
Change Period (Y+Rc), s		6.0		6.0		6.0		
Max Green Setting (Gmax), s		74.0		14.0		74.0		
Max Q Clear Time (g_c+I1), s		8.2		5.3		2.0		
Green Ext Time (p_c), s		4.0		0.1		2.3		
Intersection Summary								
HCM 2010 Ctrl Delay			5.3					
HCM 2010 LOS			A					
Notes								
User approved volume balancing among the lanes for turning movement.								

Intersection								
Int Delay, s/veh	3.6							
Movement	EBU	EBL	EBR	SET	SER	NWU	NWL	NWT
Lane Configurations		↔	↔	↔				↔
Traffic Vol, veh/h	4	86	134	300	27	2	109	421
Future Vol, veh/h	4	86	134	300	27	2	109	421
Conflicting Peds, #/hr	0	0	0	0	27	0	0	0
Sign Control	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	None	-	-	None
Storage Length	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	0	-	-	-	0
Grade, %	-	0	-	0	-	-	-	0
Peak Hour Factor	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	4	89	138	309	28	2	112	434

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	0	1008	350	0	0	-	364	0
Stage 1	0	350	-	-	-	-	-	-
Stage 2	0	658	-	-	-	-	-	-
Critical Hdwy	-	6.42	6.22	-	-	-	4.12	-
Critical Hdwy Stg 1	-	5.42	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.42	-	-	-	-	-	-
Follow-up Hdwy	-	3.518	3.318	-	-	-	2.218	-
Pot Cap-1 Maneuver	0	267	693	-	-	-	1195	-
Stage 1	0	713	-	-	-	-	-	-
Stage 2	0	515	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	0	260	675	-	-	-58	-58	-
Mov Cap-2 Maneuver	0	260	-	-	-	-	-	-
Stage 1	0	694	-	-	-	-	-	-
Stage 2	0	515	-	-	-	-	-	-



















Approach	EB	SE	NW
HCM Control Delay, s	17.2	0	
HCM LOS	C		



Minor Lane/Major Mvmt	NWL	NWT	EBLn1	EBLn2	SET	SER
Capacity (veh/h)	+	-	260	675	-	-
HCM Lane V/C Ratio	-	-	0.341	0.205	-	-
HCM Control Delay (s)	-	-	25.8	11.7	-	-
HCM Lane LOS	-	-	D	B	-	-
HCM 95th %tile Q(veh)	-	-	1.5	0.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 174: US 78/King Street & Line Street












2018 Existing Conditions
 PM Peak Hour

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	
Lane Configurations													
Traffic Volume (veh/h)	64	84	32	43	0	94	0	0	324	66	60	398	
Future Volume (veh/h)	64	84	32	43	0	94	0	0	324	66	60	398	
Number	7	4	14	3	8	18			5	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0			0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00			1.00		1.00	1.00	
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1900	1863	1900			0	1863	1900	1900	1863
Adj Flow Rate, veh/h	66	87	33	44	0	97			0	334	68	62	410
Adj No. of Lanes	1	1	0	0	1	0			0	1	0	0	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97			0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2			0	2	2	2	2
Cap, veh/h	219	186	70	90	18	124			0	1086	221	310	2015
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14			0.00	1.00	1.00	0.72	0.72
Sat Flow, veh/h	1293	1288	489	261	128	858			0	1503	306	359	2874
Grp Volume(v), veh/h	66	0	120	141	0	0			0	0	402	237	235
Grp Sat Flow(s),veh/h/ln	1293	0	1777	1247	0	0			0	0	1809	1538	1610
Q Serve(g_s), s	0.0	0.0	5.6	4.8	0.0	0.0			0.0	0.0	0.0	0.0	4.3
Cycle Q Clear(g_c), s	6.2	0.0	5.6	10.3	0.0	0.0			0.0	0.0	0.0	3.6	4.3
Prop In Lane	1.00		0.28	0.31		0.69			0.00		0.17	0.26	
Lane Grp Cap(c), veh/h	219	0	256	232	0	0			0	0	1307	1162	1164
V/C Ratio(X)	0.30	0.00	0.47	0.61	0.00	0.00			0.00	0.00	0.31	0.20	0.20
Avail Cap(c_a), veh/h	421	0	533	461	0	0			0	0	1307	1162	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00			0.00	0.00	0.97	1.00	1.00
Uniform Delay (d), s/veh	35.6	0.0	35.4	37.4	0.0	0.0			0.0	0.0	0.0	4.0	4.1
Incr Delay (d2), s/veh	0.8	0.0	1.3	2.5	0.0	0.0			0.0	0.0	0.6	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.8	3.6	0.0	0.0			0.0	0.0	0.2	2.0	2.0
LnGrp Delay(d),s/veh	36.4	0.0	36.7	40.0	0.0	0.0			0.0	0.0	0.6	4.4	4.4
LnGrp LOS	D		D	D							A	A	A
Approach Vol, veh/h		186			141				402				472
Approach Delay, s/veh		36.6			40.0				0.6				4.4
Approach LOS		D			D				A				A
Timer	1	2	3	4	5	6	7	8					
Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s		71.0		19.0		71.0		19.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s		51.0		27.0		51.0		27.0					
Max Q Clear Time (g_c+I1), s		2.0		8.2		6.3		12.3					
Green Ext Time (p_c), s		2.9		0.8		3.3		0.6					
Intersection Summary													
HCM 2010 Ctrl Delay				12.3									
HCM 2010 LOS				B									
Notes													
User approved ignoring U-Turning movement.													

Movement	SBR
	
 Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (veh/h)	0
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	0
Adj Flow Rate, veh/h	0
Adj No. of Lanes	0
Peak Hour Factor	0.97
Percent Heavy Veh, %	0
Cap, veh/h	0
Arrive On Green	0.00
Sat Flow, veh/h	0
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.00
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

HCM 2010 Signalized Intersection Summary
 175: US 78/King Street & Columbus Street

2018 Existing Conditions
 PM Peak Hour

								
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	128	109	264	66	82	399		
Future Volume (veh/h)	128	109	264	66	82	399		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	132	112	272	68	85	411		
Adj No. of Lanes	1	1	1	0	1	1		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	180	161	1101	275	873	1425		
Arrive On Green	0.10	0.10	1.00	1.00	0.77	0.77		
Sat Flow, veh/h	1774	1583	1439	360	1036	1863		
Grp Volume(v), veh/h	132	112	0	340	85	411		
Grp Sat Flow(s),veh/h/ln	1774	1583	0	1799	1036	1863		
Q Serve(g_s), s	6.5	6.2	0.0	0.0	1.9	6.0		
Cycle Q Clear(g_c), s	6.5	6.2	0.0	0.0	1.9	6.0		
Prop In Lane	1.00	1.00		0.20	1.00			
Lane Grp Cap(c), veh/h	180	161	0	1376	873	1425		
V/C Ratio(X)	0.73	0.70	0.00	0.25	0.10	0.29		
Avail Cap(c_a), veh/h	532	475	0	1376	873	1425		
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00		
Upstream Filter(I)	0.86	0.86	0.00	0.96	0.99	0.99		
Uniform Delay (d), s/veh	39.2	39.1	0.0	0.0	2.7	3.2		
Incr Delay (d2), s/veh	4.9	4.6	0.0	0.4	0.2	0.5		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.4	2.9	0.0	0.2	0.6	3.2		
LnGrp Delay(d),s/veh	44.1	43.7	0.0	0.4	2.9	3.7		
LnGrp LOS	D	D		A	A	A		
Approach Vol, veh/h	244		340			496		
Approach Delay, s/veh	43.9		0.4			3.6		
Approach LOS	D		A			A		
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		74.9				74.9		15.1
Change Period (Y+Rc), s		6.0				6.0		6.0
Max Green Setting (Gmax), s		51.0				51.0		27.0
Max Q Clear Time (g_c+I1), s		2.0				8.0		8.5
Green Ext Time (p_c), s		2.4				3.3		0.7
Intersection Summary								
HCM 2010 Ctrl Delay			11.7					
HCM 2010 LOS			B					

















HCM 2010 Signalized Intersection Summary
 176: US 78/King Street & Spring Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗			↕	
Traffic Volume (veh/h)	33	31	31	52	151	20	60	320	34	8	275	181
Future Volume (veh/h)	33	31	31	52	151	20	60	320	34	8	275	181
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1827	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	35	33	33	55	161	21	64	340	36	9	293	193
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	4	4	4	2	2	2	2	2	2
Cap, veh/h	115	106	81	100	206	25	796	1161	123	46	501	323
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.31	1.00	1.00	0.96	0.96	0.96
Sat Flow, veh/h	371	637	489	304	1243	150	1774	1656	175	10	1048	676
Grp Volume(v), veh/h	101	0	0	237	0	0	64	0	376	495	0	0
Grp Sat Flow(s),veh/h/ln	1496	0	0	1698	0	0	1774	0	1832	1734	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	12.1	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Prop In Lane	0.35		0.33	0.23		0.09	1.00		0.10	0.02		0.39
Lane Grp Cap(c), veh/h	302	0	0	331	0	0	796	0	1284	869	0	0
VC Ratio(X)	0.33	0.00	0.00	0.72	0.00	0.00	0.08	0.00	0.29	0.57	0.00	0.00
Avail Cap(c_a), veh/h	436	0	0	479	0	0	796	0	1284	869	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.81	0.00	0.81	0.94	0.00	0.00
Uniform Delay (d), s/veh	33.2	0.0	0.0	36.2	0.0	0.0	5.7	0.0	0.0	1.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	2.9	0.0	0.0	0.0	0.0	0.5	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	6.0	0.0	0.0	0.5	0.0	0.2	1.4	0.0	0.0
LnGrp Delay(d),s/veh	33.9	0.0	0.0	39.1	0.0	0.0	5.7	0.0	0.5	3.6	0.0	0.0
LnGrp LOS	C			D			A		A	A		
Approach Vol, veh/h		101			237			440			495	
Approach Delay, s/veh		33.9			39.1			1.2			3.6	
Approach LOS		C			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		69.1		20.9	20.1	49.0		20.9				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s		55.0		23.0	6.0	43.0		23.0				
Max Q Clear Time (g_c+I1), s		2.0		6.8	2.0	4.6		14.1				
Green Ext Time (p_c), s		2.6		0.4	0.0	3.8		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay					11.8							
HCM 2010 LOS					B							

HCM 2010 Signalized Intersection Summary
 177: US 78/King Street & Cannon Street

2018 Existing Conditions
 PM Peak Hour

										
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations										
Traffic Volume (veh/h)	171	173	43	238	277	57				
Future Volume (veh/h)	171	173	43	238	277	57				
Number	7	14	5	2	6	16				
Initial Q (Qb), veh	0	0	0	0	0	0				
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00				
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1845	1845				
Adj Flow Rate, veh/h	186	188	47	259	301	62				
Adj No. of Lanes	0	0	1	1	1	1				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				
Percent Heavy Veh, %	0	0	2	2	3	3				
Cap, veh/h	209	211	704	1146	1134	964				
Arrive On Green	0.25	0.25	1.00	1.00	1.00	1.00				
Sat Flow, veh/h	830	839	1015	1863	1845	1568				
Grp Volume(v), veh/h	375	0	47	259	301	62				
Grp Sat Flow(s),veh/h/ln	1673	0	1015	1863	1845	1568				
Q Serve(g_s), s	19.5	0.0	0.0	0.0	0.0	0.0				
Cycle Q Clear(g_c), s	19.5	0.0	0.0	0.0	0.0	0.0				
Prop In Lane	0.50	0.50	1.00			1.00				
Lane Grp Cap(c), veh/h	421	0	704	1146	1134	964				
V/C Ratio(X)	0.89	0.00	0.07	0.23	0.27	0.06				
Avail Cap(c_a), veh/h	781	0	704	1146	1134	964				
HCM Platoon Ratio	1.00	1.00	2.00	2.00	2.00	2.00				
Upstream Filter(I)	1.00	0.00	0.99	0.99	0.86	0.86				
Uniform Delay (d), s/veh	32.5	0.0	0.0	0.0	0.0	0.0				
Incr Delay (d2), s/veh	6.6	0.0	0.2	0.5	0.5	0.1				
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				
%ile BackOfQ(50%),veh/ln	9.7	0.0	0.0	0.1	0.2	0.0				
LnGrp Delay(d),s/veh	39.1	0.0	0.2	0.5	0.5	0.1				
LnGrp LOS	D		A	A	A	A				
Approach Vol, veh/h	375			306	363					
Approach Delay, s/veh	39.1			0.4	0.4					
Approach LOS	D			A	A					
Timer	1	2	3	4	5	6	7	8		
Assigned Phs		2		4		6				
Phs Duration (G+Y+Rc), s		61.3		28.7		61.3				
Change Period (Y+Rc), s		6.0		6.0		6.0				
Max Green Setting (Gmax), s		36.0		42.0		36.0				
Max Q Clear Time (g_c+I1), s		2.0		21.5		2.0				
Green Ext Time (p_c), s		1.8		1.2		2.1				
Intersection Summary										
HCM 2010 Ctrl Delay				14.3						
HCM 2010 LOS				B						
Notes										
User approved volume balancing among the lanes for turning movement.										

HCM 2010 Signalized Intersection Summary
 178: US 78/King Street & Morris Street /Mary Street

2018 Existing Conditions
 PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↔			↔	
Traffic Volume (veh/h)	0	0	0	27	50	27	17	197	22	42	320	66
Future Volume (veh/h)	0	0	0	27	50	27	17	197	22	42	320	66
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h				30	55	30	19	216	24	46	352	73
Adj No. of Lanes				0	1	0	0	1	0	0	1	0
Peak Hour Factor				0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %				0	2	0	2	2	2	2	2	2
Cap, veh/h				40	73	40	108	1177	127	141	1048	210
Arrive On Green				0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Sat Flow, veh/h				459	841	459	84	1509	163	124	1343	269
Grp Volume(v), veh/h				115	0	0	259	0	0	471	0	0
Grp Sat Flow(s),veh/h/ln				1759	0	0	1755	0	0	1736	0	0
Q Serve(g_s), s				5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				0.26		0.26	0.07		0.09	0.10		0.15
Lane Grp Cap(c), veh/h				152	0	0	1413	0	0	1398	0	0
V/C Ratio(X)				0.76	0.00	0.00	0.18	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h				469	0	0	1413	0	0	1398	0	0
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)				0.93	0.00	0.00	1.00	0.00	0.00	0.97	0.00	0.00
Uniform Delay (d), s/veh				40.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				7.0	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	0.0	0.1	0.0	0.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh				47.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0
LnGrp LOS				D			A			A		
Approach Vol, veh/h					115			259			471	
Approach Delay, s/veh					47.2			0.3			0.6	
Approach LOS					D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		76.2				76.2		13.8				
Change Period (Y+Rc), s		6.0				6.0		6.0				
Max Green Setting (Gmax), s		54.0				54.0		24.0				
Max Q Clear Time (g_c+I1), s		2.0				2.0		7.8				
Green Ext Time (p_c), s		1.8				3.6		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay					6.9							
HCM 2010 LOS					A							

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔			↔
Traffic Vol, veh/h	7	25	216	18	50	293
Future Vol, veh/h	7	25	216	18	50	293
Conflicting Peds, #/hr	9	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	3	3	2	2	3	3
Mvmt Flow	8	28	243	20	56	329













Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	703	253	0	0	263
Stage 1	253	-	-	-	-
Stage 2	450	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.13
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.227
Pot Cap-1 Maneuver	402	783	-	-	1295
Stage 1	787	-	-	-	-
Stage 2	640	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	377	783	-	-	1295
Mov Cap-2 Maneuver	377	-	-	-	-
Stage 1	745	-	-	-	-
Stage 2	634	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	1.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	634	1295
HCM Lane V/C Ratio	-	-	0.057	0.043
HCM Control Delay (s)	-	-	11	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

HCM 2010 Signalized Intersection Summary
 180: US 78/King Street & Warren Street/John Street






















2018 Existing Conditions
 PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↕			↕			↕				↕
Traffic Volume (veh/h)	0	16	4	51	33	54	8	155	36	1	40	248
Future Volume (veh/h)	0	16	4	51	33	54	8	155	36	1	40	248
Number	7	4	14	3	8	18	5	2	12		1	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	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, veh/h/ln	1900	1863	1900	1900	1776	1900	1900	1863	1900		1900	1863
Adj Flow Rate, veh/h	0	17	4	55	36	59	9	168	39		43	270
Adj No. of Lanes	0	1	0	0	1	0	0	1	0		0	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92
Percent Heavy Veh, %	2	2	2	7	7	7	2	2	2		2	2
Cap, veh/h	0	181	43	111	58	74	68	1057	239		178	1089
Arrive On Green	0.00	0.12	0.12	0.12	0.12	0.12	0.74	0.74	0.74		1.00	1.00
Sat Flow, veh/h	0	1459	343	451	468	596	35	1425	322		178	1467
Grp Volume(v), veh/h	0	0	21	150	0	0	216	0	0		331	0
Grp Sat Flow(s),veh/h/ln	0	0	1802	1515	0	0	1781	0	0		1740	0
Q Serve(g_s), s	0.0	0.0	0.9	6.7	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.9	8.6	0.0	0.0	3.2	0.0	0.0		0.0	0.0
Prop In Lane	0.00		0.19	0.37		0.39	0.04		0.18		0.13	
Lane Grp Cap(c), veh/h	0	0	224	243	0	0	1364	0	0		1337	0
V/C Ratio(X)	0.00	0.00	0.09	0.62	0.00	0.00	0.16	0.00	0.00		0.25	0.00
Avail Cap(c_a), veh/h	0	0	601	553	0	0	1364	0	0		1337	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	0.98	0.00	0.00	1.00	0.00	0.00		1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	34.9	38.2	0.0	0.0	3.4	0.0	0.0		0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	2.5	0.0	0.0	0.2	0.0	0.0		0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.5	3.8	0.0	0.0	1.7	0.0	0.0		0.2	0.0
LnGrp Delay(d),s/veh	0.0	0.0	35.1	40.7	0.0	0.0	3.6	0.0	0.0		0.4	0.0
LnGrp LOS			D	D			A				A	
Approach Vol, veh/h		21			150			216				331
Approach Delay, s/veh		35.1			40.7			3.6				0.4
Approach LOS		D			D			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		72.8		17.2		72.8		17.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		48.0		30.0		48.0		30.0				
Max Q Clear Time (g_c+I1), s		5.2		2.9		2.0		10.6				
Green Ext Time (p_c), s		1.4		0.1		2.3		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				10.8								
HCM 2010 LOS				B								
Notes												
User approved ignoring U-Turning movement.												

Movement	SBR
Lan o Configurations	
Traffic Volume (veh/h)	17
Future Volume (veh/h)	17
Number	16
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	18
Adj No. of Lanes	0
Peak Hour Factor	0.92
Percent Heavy Veh, %	2
Cap, veh/h	70
Arrive On Green	1.00
Sat Flow, veh/h	95
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	0
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	0.05
Lane Grp Cap(c), veh/h	0
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	0
HCM Platoon Ratio	2.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	













HCM 2010 Signalized Intersection Summary
181: Berlin Pkwy & Marymeade Dr

2018 Existing Conditions
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	39	144	352	22	62	82	970	267	78	1008	67
Future Volume (veh/h)	67	39	144	352	22	62	82	970	267	78	1008	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	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, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	42	155	234	225	67	88	1043	287	84	1084	72
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	52	191	316	245	73	249	954	261	230	1166	77
Arrive On Green	0.15	0.15	0.15	0.18	0.18	0.18	0.09	0.35	0.35	0.09	0.35	0.35
Sat Flow, veh/h	1774	349	1287	1774	1379	411	1774	2748	752	1774	3369	224
Grp Volume(v), veh/h	72	0	197	234	0	292	88	669	661	84	569	587
Grp Sat Flow(s),veh/h/ln	1774	0	1636	1774	0	1790	1774	1770	1730	1774	1770	1823
Q Serve(g_s), s	3.6	0.0	11.8	12.6	0.0	16.2	3.0	35.1	35.1	2.8	31.4	31.4
Cycle Q Clear(g_c), s	3.6	0.0	11.8	12.6	0.0	16.2	3.0	35.1	35.1	2.8	31.4	31.4
Prop In Lane	1.00		0.79	1.00		0.23	1.00		0.43	1.00		0.12
Lane Grp Cap(c), veh/h	263	0	242	316	0	319	249	614	600	230	612	631
V/C Ratio(X)	0.27	0.00	0.81	0.74	0.00	0.92	0.35	1.09	1.10	0.37	0.93	0.93
Avail Cap(c_a), veh/h	316	0	291	316	0	319	264	614	600	247	612	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	41.7	39.4	0.0	40.8	22.6	33.0	33.0	23.0	31.9	31.9
Incr Delay (d2), s/veh	0.6	0.0	13.7	9.0	0.0	30.0	0.9	63.2	67.3	1.0	22.6	22.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	6.2	7.0	0.0	10.7	1.5	27.8	27.9	1.4	19.2	19.7
LnGrp Delay(d),s/veh	38.8	0.0	55.4	48.4	0.0	70.8	23.4	96.2	100.3	23.9	54.5	54.1
LnGrp LOS	D		E	D		E	C	F	F	C	D	D
Approach Vol, veh/h	269			526			1418			1240		
Approach Delay, s/veh	50.9			60.8			93.6			52.3		
Approach LOS	D			E			F			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	41.1		21.0	15.2	41.0		24.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	35.0			18.0	10.0	35.0		18.0				
Max Q Clear Time (g_c+I), s	37.1			13.8	5.0	33.4		18.2				
Green Ext Time (p_c), s	0.1	0.0		0.5	0.1	1.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	70.4											
HCM 2010 LOS	E											
Notes												
User approved volume balancing among the lanes for turning movement.												

Lanes, Volumes, Timings
182: Courteney Drive & Ralph Johnson Dr

2018 Existing Conditions
PM Peak Hour

							Ø1	Ø8
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	135	176	39	371	442	28		
Future Volume (vph)	135	176	39	371	442	28		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95		
Fr _t		0.850			0.991			
Fl _t Protected	0.950		0.950					
Satd. Flow (prot)	1671	1495	1752	1845	3507	0		
Fl _t Permitted	0.950		0.479					
Satd. Flow (perm)	1671	1495	884	1845	3507	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)		178			11			
Link Speed (mph)	25			25	25			
Link Distance (ft)	231			187	496			
Travel Time (s)	6.3			5.1	13.5			
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99		
Heavy Vehicles (%)	8%	8%	3%	3%	2%	2%		
Adj. Flow (vph)	136	178	39	375	446	28		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	136	178	39	375	474	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	12			12	12			
Link Offset(ft)	0			0	0			
Crosswalk Width(ft)	16			16	16			
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9	15			9		
Number of Detectors	1	1	1	2	2			
Detector Template	Left	Right	Left	Thru	Thru			
Leading Detector (ft)	20	20	20	100	100			
Trailing Detector (ft)	0	0	0	0	0			
Detector 1 Position(ft)	0	0	0	0	0			
Detector 1 Size(ft)	20	20	20	6	6			
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)				94	94			
Detector 2 Size(ft)				6	6			
Detector 2 Type				Cl+Ex	Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)				0.0	0.0			
Turn Type	Prot	pm+ov	pm+pt	NA	NA			
Protected Phases	4	5	5	2	6		1	8
Permitted Phases		4	2					
Detector Phase	4	5	5	2	6			
Switch Phase								

Lanes, Volumes, Timings
 182: Courteney Drive & Ralph Johnson Dr

2018 Existing Conditions
 PM Peak Hour

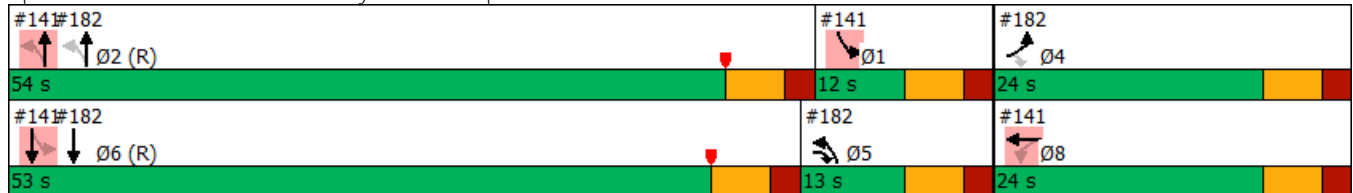


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø8
Minimum Initial (s)	8.0	6.0	6.0	15.0	15.0		6.0	8.0
Minimum Split (s)	24.0	12.0	12.0	24.0	24.0		12.0	24.0
Total Split (s)	24.0	13.0	13.0	54.0	53.0		12.0	24.0
Total Split (%)	26.7%	14.4%	14.4%	60.0%	58.9%		13%	27%
Maximum Green (s)	18.0	7.0	7.0	48.0	47.0		6.0	18.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0			
Lead/Lag		Lag	Lag	Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	None	C-Max	C-Max		None	None
Walk Time (s)	7.0			7.0	7.0		7.0	
Flash Dont Walk (s)	11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)	0			0	0		0	
Act Effect Green (s)	12.6	25.4	61.4	55.8	52.6			
Actuated g/C Ratio	0.14	0.28	0.68	0.62	0.58			
v/c Ratio	0.58	0.32	0.06	0.33	0.23			
Control Delay	45.6	5.3	2.4	3.7	6.4			
Queue Delay	0.0	0.0	0.0	0.5	0.0			
Total Delay	45.6	5.3	2.4	4.2	6.4			
LOS	D	A	A	A	A			
Approach Delay	22.7			4.0	6.4			
Approach LOS	C			A	A			

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 73 (81%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 9.8 Intersection LOS: A
 Intersection Capacity Utilization 40.6% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 182: Courteney Drive & Ralph Johnson Dr



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