Appendix A – Framework Document

STARS Program – Framework Document

Route 460 (Orange Avenue/Challenger Avenue) Corridor Improvement Study

1. STAKEHOLDER ACCEPTANCE

The undersigned parties from VDOT, City of Roanoke, and Roanoke County concur with the methods and assumptions for the Route 460 (Orange Avenue/Challenger Avenue) Corridor Improvement Study as presented in this document.

VDOT (District PM):	**VDOT (TMPD):**	**City of Roanoke:**	**Roanoke County:**
_____	_____	_____	_____
Signature	Signature	Signature	Signature
_____	_____	_____	_____
Title	Title	Title	Title
_____	_____	_____	_____
Date	Date	Date	Date

(1) Signing of this document does not constitute approval of the Route 460 (Orange Avenue/Challenger Avenue) Corridor Improvement Study.

(2) All members will use this document as a guide and reference as the study progresses through the various stages of project development. If there are any agreed upon changes to the assumptions in this document, a revised document will be prepared and assigned by the parties who originally signed it.

2. Introduction & Study Purpose

Route 460 (Orange Avenue / Challenger Avenue) from Route 11 (Williamson Road) to Route 220 Alt (Cloverdale Rd) has identified safety issues and experiences congestion during peak periods. The purpose of this project is to study the operational and safety conditions and propose improvements that can be incorporated into the Virginia Department of Transportation's Six-Year Improvement Plan (SYIP). This study will propose alternatives and technical solutions to mitigate the safety issues and to improve traffic operations and alleviate congestion. This document explains the scope of work and relevant assumptions for the traffic operations and safety analysis. The assumptions identified in this framework document are compliant with VDOT's *Traffic Operations and Safety Analysis Manual (TOSAM).*

The project is anticipated to be completed by May 2020.

3. Study Area and Data Collection Plan

As shown in **Figure 1**, the study area consists of Route 460 from Route 11 (Williamson Road) to the west and Route 220 Alt (Cloverdale Road) to the east (approximately 4.8 miles). The land uses surrounding Route 460 are a mix of civic, residential, commercial, and industrial properties. The Berglund Center is located in the southwest quadrant of the Route 460 at Williamson Road intersection. Large retail developments including Kroger, Walmart, and Lowe's are located along Route 460 in Roanoke County. The Route 460 at I-581 interchange is located just west of the study area.

The following 12 signalized intersections, 1 emergency flashing signal, 16 unsignalized street intersections, and 7 median crossovers that do not serve intersections are included within the study area:

1. Route 460 at Williamson Road (Signalized)
2. Route 460 at Plantation Road / Kimball Avenue (Signalized)
3. Route 460 at Hollins Road (Signalized)
4. Route 460 at 11th Street (Unsignalized)*
5. Route 460 at 12th Street (Unsignalized – right in/right out)*
6. Route 460 at Rhodes Avenue (Unsignalized)*
7. Route 460 at 13th Street (Signalized)
8. Route 460 at Median Crossover 660' east of 13th Street (Unsignalized)*
9. Route 460 at Median Crossover 1170' east of 13th Street (Unsignalized)*
10. Route 460 at Walton Street (Unsignalized)*
11. Route 460 at Median Crossover 700' east of Walton Street (Unsignalized)*
12. Route 460 at 20th Street (Unsignalized)*
13. Route 460 at Gus Nicks Blvd (Signalized)
14. Route 460 at 24th Street (Unsignalized)*
15. Route 460 at Median Crossover 990' east of 24th Street (Unsignalized)*
16. Route 460 at Median Crossover 1730' east of 24th Street (Unsignalized)*
17. Route 460 at Mecca Street (Emergency Flashing Signal)*
18. Route 460 at Granby Street (Signalized)
19. Route 460 at Hickory Woods Drive (Unsignalized)*

20. Route 460 at Seibel Drive (Unsignalized)*
21. Route 460 at Median Crossover 520' east of Seibel Drive (Unsignalized)*
22. Route 460 at King Street (Signalized)
23. Route 460 at Lynn Brae Drive (Unsignalized)*
24. Route 460 at Patrick Road (Unsignalized)*
25. Route 460 at Mexico Way / Blue Hills Drive (Signalized)
26. Route 460 at Evans Lane (Unsignalized – right in/right out)*
27. Route 460 at Blue Hills Village Drive (Unsignalized)*
28. Route 460 at Trail Drive (Unsignalized – right in/right out on both sides of Route 460)*
29. Route 460 at W Ruritan Road (Signalized)
30. Route 460 at Valley Gateway Boulevard (Signalized)
31. Route 460 at Carson Road (Unsignalized)*
32. Route 460 at Bonsack Road / E Ruritan Road (Unsignalized)*
33. Route 460 at Median Crossover 950' east of Bonsack Road / E Ruritan Road (Unsignalized)*
34. Route 460 at Huntridge Road (Unsignalized)*
35. Route 460 at Walmart / Lowe's (Signalized)
36. Route 460 at Route 220 Alternate (Signalized)

* Count location

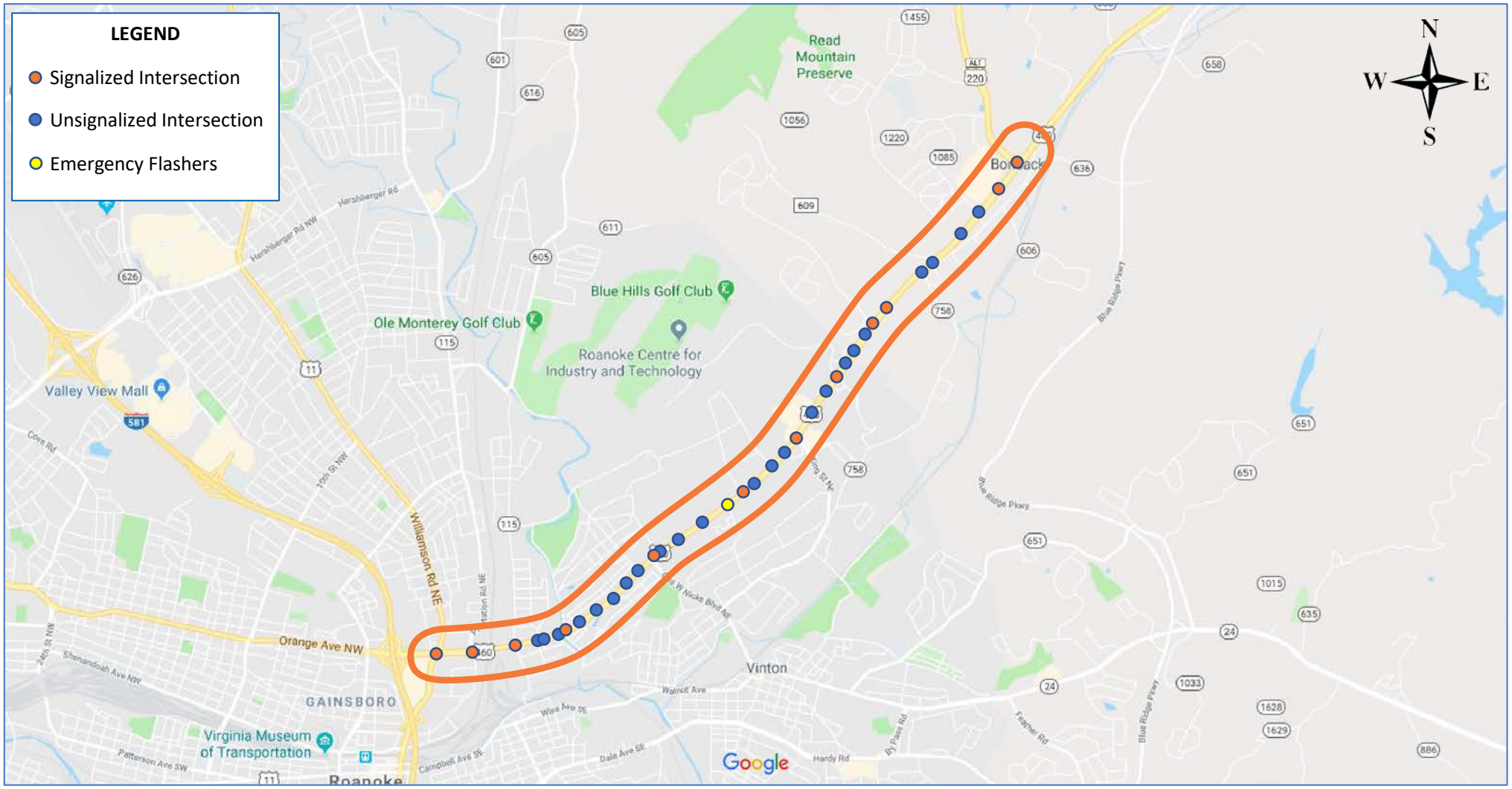
Weekday 12-hour (7:00am to 7:00pm) turning movement counts at the twelve signalized intersections were collected in April 2017. Pedestrians and heavy vehicles were counted separately.

New peak hour (7:00am to 9:00am and 4:00pm to 6:00pm) turning movement counts will be performed at the 24 unsignalized intersections and median crossover intersections to determine and evaluate potential traffic control and access management alternatives.

Weekday 48-hour ADT counts, including vehicle classification will be obtained from VDOT at five locations along the corridor:

- Williamson Road to Hollins Road
- Hollins Road to Gus Nicks Boulevard
- Gus Nicks Boulevard to King Street
- King Street to Blue Hills Drive
- Blue Hills Drive to Route 220 Alternate

Figure 1: Project Study Area



In order to identify crash data trends including locations, crash patterns, severity, and other contributing factors, the study team will obtain crash data for a five-year study period from January 1, 2014 through December 31, 2018 using VDOT's Tableau Tool.

4. Existing Projects/Studies Which Should Be Referenced

One funded Six Year Improvement Plan project is currently in the design phase for the intersection of Hollins Road at Route 460 in the City of Roanoke. This project will improve the turn lanes on the eastbound and westbound Route 460 approaches to Hollins Road. This project has an allocation of approximately $3.6M.

There is also an approved and funded Smart Scale project to improve the intersections of Route 460 with King Street and with Mexico Way / Blue Hills Drive. This project will include the extension of the westbound left-turn lane from Route 460 to King Street, safety improvements along Route 460 between King Street and Mexico Way / Blue Hills Drive, and other improvements to bicycle, pedestrian, and transit facilities along the corridor. This project has an allocation of approximately $2.8M.

As part of the US 220 Alternate Corridor Improvements Study, a partial displaced left-turn intersection is proposed at the Route 460 at US 220 ALT intersection.

Additionally, there are two projects that have been submitted for Smart Scale funding that were not selected for approval. These projects are the proposed Orange Avenue widening from 4 to 6 lanes between 11th Street and 24th Street and the proposed realignment of 13th Street south of Route 460 which includes capacity upgrades along Hollins Road and at the intersection of Hollins Road at Route 460.

Improvement alternatives will not be considered at the Route 460 at US 220 ALT intersection which was recently studied as part of the US 220 Alternate Corridor Improvements Study. Additional improvement concepts will be considered at all other locations where improvements have been recently funded and/or evaluated as part of past studies including the King Street and Mexico Way / Blue Hills Drive intersections and the section of Orange Avenue between 11th Street and 24th Street where widening from 4 to 6 lanes is proposed.

5. Analysis Years and Time Periods

Traffic forecasts will be prepared for both a 2030 interim year and 2040 design year. Traffic operations analyses will be conducted for 2019 existing conditions and the 2040 design year. At selected intersections and/or segments where a sensitivity analysis may be desirable to better inform the alternatives selection process, traffic operations will be evaluated for the 2030 interim year. Weekday AM and PM peak periods will be evaluated for each intersection. Uniform network-wide peak hours will be established from the traffic count data.

6. Traffic Analysis Tools

The traffic operations and simulation analysis will be performed using Synchro and SimTraffic (version 10.3). Synchro will also be used to screen the initial improvement options and develop signal timings for future 2030 conditions. The City of Roanoke and VDOT will provide existing signal timing data for traffic signals within the study area. Inputs and analysis methodologies will be consistent with VDOT's *Traffic Operations and Safety Analysis Manual (TOSAM)*. Calibration of the simulation network for existing conditions will be achieved based on simulated traffic volumes at the intersection level. The calibration targets will be consistent with TOSAM.

7. Measures of Effectiveness (MOEs)

MOEs will be obtained from Synchro and SimTraffic as follows to evaluate corridor and intersection operations.

- Average delay per vehicle (sec/veh)
- Total Intersection Delay (veh-hours)
- Total delay for the minor street movements (veh-hours)
- Total stops for mainline through movements – both eastbound and westbound Route 460 at each signalized intersection and corridor wide
- Corridor travel times
- Total network delay

MOEs will be documented in figures and tabular format.

8. Safety Analysis Methodology

A crash analysis will be conducted for the Route 460 study corridor using the latest five complete years (2014 – 2018) of available crash data in VDOT's crash database. Individual police reports (FR-300s) will not be reviewed for this analysis. Relevant crash data will be reviewed, analyzed, and summarized based on crash year, location, weather conditions, time of day, type and severity, possible cause of crashes, signalized versus unsignalized intersections, or other factors that will help identify crash patterns. Following the historical crash data review, the analysis team will propose safety recommendations that may include signing and pavement marking improvements, traffic and pedestrian signal improvements, modifications to pedestrian and bike facilities, improvements to sight distance, and access management. The study team will utilize crash modification factors (CMFs) and conflict point analyses to determine the safety benefits of each Build alternative.

9. Traffic Forecasting Methodology

Existing count data, VDOT historic traffic count data, VDOT's Statewide Planning System (SPS) traffic forecasts, adjacent approved (but not constructed/operational) developments as directed by VDOT, the City of Roanoke, and Roanoke County, and the latest Roanoke Regional Travel Demand Model will be reviewed to develop a projected annual average growth rate (AAGR) which will be applied to existing counts to generate future year 2030 and 2040 traffic forecasts. No validation or calibration of the

Roanoke Regional Travel Demand Model will be performed. The study team will develop average daily traffic (ADT) and AM and PM peak hour volume forecasts.

Average daily traffic (ADT) and AM and PM peak hour volumes for the existing and future year conditions will be developed. The outcome will be reported in the form of forecast line diagrams and will depict ADT, peak hour volumes, and heavy vehicle percentages. The traffic forecast report will be submitted to VDOT Salem District for review and approval prior to any traffic operations analysis for future year No-Build and Build conditions.

10. Number and General Types of Potential Concepts

After analyzing and reviewing the future year No-Build traffic analysis results and identifying any safety and operational deficiencies, the study team will develop improvement alternatives for the study area. Improvements to be considered include, but are not limited to, access management, turn lane improvements, intersection improvements, and pedestrian, bike, and transit improvements. The analysis team will utilize VDOT Junction Screening Tool (VJuST) to understand whether innovative intersections are appropriate at spot intersections along the study corridor. To achieve a more thorough screening, *Synchro 10* may be used in addition to VJuST.

The initial concepts will be presented to and discussed with the Study Work Group (SWG) to determine the two (2) desired alternatives for further analysis in Synchro 10. Concept sketches for these two alternatives will be developed using aerial photography and available GIS data base mapping.

11. Cost Estimating Approach

The study team will prepare planning-level cost estimates for the preferred alternatives. Cost estimates will be separated by intersection/link to allow for individual locations to move forward as project applications (or for several locations to be combined into a single future project application). The Project Cost Estimating System (PCES) will be used to facilitate the process. Additionally, a quantity take-off estimate will be developed concurrently. The team will coordinate with VDOT Salem District to gather input about right-of-way and utility relocation costs and will adjust the cost estimates accordingly. The study team will submit the preliminary cost estimates to VDOT for review and will revise them based on any feedback received from VDOT.

12. Public Outreach Plan

A minimum of two (2) public outreach meetings will be held to ensure that adequate public feedback is received regarding the needs to be addressed and the public has the opportunity to review and comment on the alternatives proposed to address those needs. The first public meeting will be conducted during the concept development process to present the findings of the existing conditions analysis and present the purpose and need for the project. The second public meeting will be conducted to present the findings of the future Build analysis and offer the public the opportunity to comment on the alternatives evaluated. The study team will prepare the presentation materials for the

public meetings. Staff from VDOT, City of Roanoke, Roanoke County, and the study team will provide support at each of the public outreach meetings.

The public outreach for each public meeting will include a web survey in order to gain wider public input. The web surveys will be accompanied by the display boards and presentation materials from the public outreach meetings to garner the best possible input from the web portal. Virtual public involvement will be performed in coordination with VDOT.

13. Roles of Parties/Stakeholder Meetings

The study team will conduct the Route 460 Corridor Improvement Study that will identify existing and forecasted operational and safety deficiencies and develop the study materials. VDOT will be the primary project manager for the study. The City of Roanoke and Roanoke County are key partners that will provide significant input into the study. The City of Roanoke and/or Roanoke County will be responsible for pursuing funding for implementing the preferred alternatives.

A Stakeholder Working Group (SWG) will meet approximately 4 to 5 times during the course of the project. Representatives from the following agencies will be included on the SWG:

- VDOT Transportation and Mobility Planning Division
- VDOT Salem Transportation and Land Use
- VDOT Southwest Region Operations
- VDOT Salem Traffic Engineering
- VDOT Salem Preliminary Engineering
- VDOT Salem Transportation Planning
- City of Roanoke – Transportation Division
- Roanoke County – Transportation and Planning & Zoning Departments
- Study team (WRA and RK&K)

Appendix B – Traffic Data

Peggy Malone & Associates

File Name : 2-Williamson Rd and Orange Ave Reprocessed 4-24-17
Site Code :
Start Date : 4/11/2017
Page No : 1

Groups Printed- Car

	Williamson Rd Southbound					Orange Ave Westbound					Williamson Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	38	36	16	0	90	32	300	26	0	358	4	31	21	0	56	49	167	72	0	288	792
07:15 AM	42	37	19	0	98	35	357	33	0	425	10	39	29	0	78	46	172	69	0	287	888
07:30 AM	64	50	20	0	134	29	328	28	0	385	7	40	25	0	72	67	257	85	1	410	1001
07:45 AM	61	61	21	0	143	41	288	31	1	361	10	68	45	0	123	73	222	73	1	369	996
Total	205	184	76	0	465	137	1273	118	1	1529	31	178	120	0	329	235	818	299	2	1354	3677
08:00 AM	35	45	19	0	99	28	362	25	0	415	14	39	42	0	95	69	209	94	0	372	981
08:15 AM	51	57	16	0	124	26	296	31	1	354	11	32	31	0	74	42	187	77	0	306	858
08:30 AM	43	66	29	0	138	24	294	45	0	363	9	43	37	0	89	50	143	63	1	257	847
08:45 AM	33	50	18	0	101	36	283	24	0	343	4	27	25	0	56	54	182	74	0	310	810
Total	162	218	82	0	462	114	1235	125	1	1475	38	141	135	0	314	215	721	308	1	1245	3496
09:00 AM	25	53	17	0	95	12	233	25	2	272	13	51	38	0	102	30	148	64	0	242	711
09:15 AM	51	64	20	0	135	32	235	24	0	291	10	50	41	0	101	33	139	60	0	232	759
09:30 AM	42	51	28	0	121	20	226	18	0	264	18	48	31	0	97	38	166	78	1	283	765
09:45 AM	35	38	29	0	102	31	222	19	0	272	5	41	31	0	77	35	172	63	0	270	721
Total	153	206	94	0	453	95	916	86	2	1099	46	190	141	0	377	136	625	265	1	1027	2956
10:00 AM	45	47	27	2	121	33	192	18	1	244	9	49	31	0	89	42	159	68	0	269	723
10:15 AM	41	52	37	1	131	23	210	27	0	260	12	39	33	0	84	23	149	70	0	242	717
10:30 AM	39	50	36	1	126	27	192	23	0	242	17	52	29	0	98	33	152	80	1	266	732
10:45 AM	45	47	32	0	124	26	194	28	0	248	11	50	32	0	93	43	165	61	0	269	734
Total	170	196	132	4	502	109	788	96	1	994	49	190	125	0	364	141	625	279	1	1046	2906
11:00 AM	56	44	32	0	132	24	190	17	0	231	16	64	40	0	120	37	180	61	0	278	761
11:15 AM	32	45	23	0	100	31	188	21	2	242	11	61	31	0	103	39	180	84	0	303	748
11:30 AM	52	53	51	0	156	28	218	28	2	276	22	64	54	0	140	35	198	71	0	304	876
11:45 AM	72	75	38	0	185	28	205	22	1	256	14	72	46	0	132	42	227	99	0	368	941
Total	212	217	144	0	573	111	801	88	5	1005	63	261	171	0	495	153	785	315	0	1253	3326
12:00 PM	48	56	43	2	149	24	225	25	1	275	16	71	57	0	144	45	157	78	0	280	848
12:15 PM	73	64	33	0	170	32	182	18	3	235	15	96	36	0	147	42	177	81	0	300	852
12:30 PM	56	80	26	0	162	46	254	26	0	326	13	82	40	0	135	66	209	95	0	370	993
12:45 PM	69	78	49	0	196	24	224	27	0	275	8	66	58	0	132	52	190	83	0	325	928
Total	246	278	151	2	677	126	885	96	4	1111	52	315	191	0	558	205	733	337	0	1275	3621
01:00 PM	47	55	29	0	131	35	217	12	0	264	17	62	45	0	124	42	197	89	5	333	852
01:15 PM	60	76	45	0	181	32	239	21	2	294	17	53	57	0	127	42	205	79	1	327	929
01:30 PM	68	72	29	0	169	32	189	16	1	238	12	59	55	1	127	45	221	88	3	357	891
01:45 PM	59	67	38	0	164	36	246	30	0	312	11	69	53	0	133	46	199	78	0	323	932
Total	234	270	141	0	645	135	891	79	3	1108	57	243	210	1	511	175	822	334	9	1340	3604
02:00 PM	61	68	44	0	173	31	210	32	2	275	12	63	42	0	117	40	172	78	1	291	856
02:15 PM	49	69	55	0	173	37	232	25	0	294	17	68	42	0	127	37	208	79	0	324	918
02:30 PM	58	52	50	0	160	27	233	23	2	285	13	92	59	0	164	39	237	86	1	363	972
02:45 PM	61	56	50	0	167	32	238	21	0	291	18	52	54	0	124	36	260	89	4	389	971
Total	229	245	199	0	673	127	913	101	4	1145	60	275	197	0	532	152	877	332	6	1367	3717
03:00 PM	70	55	45	0	170	32	224	21	0	277	20	106	53	0	179	32	272	81	0	385	1011
03:15 PM	65	55	45	0	165	26	249	19	2	296	26	84	43	0	153	26	255	75	0	356	970
03:30 PM	63	62	55	1	181	32	252	25	1	310	13	77	54	0	144	30	251	82	1	364	999
03:45 PM	58	68	38	0	164	36	304	23	0	363	16	87	41	0	144	45	287	87	0	419	1090
Total	256	240	183	1	680	126	1029	88	3	1246	75	354	191	0	620	133	1065	325	1	1524	4070
04:00 PM	57	56	46	0	159	28	342	20	0	390	11	64	50	0	125	30	303	86	0	419	1093
04:15 PM	63	53	43	0	159	47	263	28	0	338	18	61	50	0	129	34	254	74	0	362	988
04:30 PM	83	90	43	0	216	22	300	21	3	346	21	90	46	0	157	20	289	74	1	384	1103
04:45 PM	65	83	39	0	187	33	285	21	0	339	13	60	47	0	120	38	296	83	2	419	1065
Total	268	282	171	0	721	130	1190	90	3	1413	63	275	193	0	531	122	1142	317	3	1584	4249
05:00 PM	98	67	61	0	226	34	343	23	0	400	17	64	50	0	131	28	282	55	1	366	1123
05:15 PM	71	68	49	0	188	32	279	19	0	330	17	62	48	0	127	29	223	77	1	330	975
05:30 PM	72	65	27	1	165	27	223	14	1	265	15	48	38	0	101	18	274	91	1	384	915
05:45 PM	57	42	42	0	141	32	263	20	0	315	8	37	35	0	80	22	226	67	0	315	851
Total	298	242	179	1	720	125	1108	76	1	1310	57	211	171	0	439	97	1005	290	3	1395	3864
06:00 PM	53	59	46	0	158	30	199	18	1	248	13	53	27	0	93	24	229	88	1	342	841
06:15 PM	56	46	35	1	138	31	173	12	0	216	9	44	29	0	82	22	226	72	2	322	758
06:30 PM	62	46	36	0	144	24	191	22	0	237	7	38	18	0	63	16	179	54	0	249	693
06:45 PM	45	48	31	0	124	22	162	15	0	199	11	44	23	0	78	8	238	69	0	315	716
Total	216	199	148	1	564	107	725	67	1	900	40	179	97	0	316	70	872	283	3	1228	3008
Grand Total	2649	2777	1700	9	7135	1442	11754	1110	29	14335	631	2812	1942	1	5386	1834	10090	3684	30	15638	42494
Apprch %	37.1	38.9	23.8	0.1		10.1	82	7.7	0.2		11.7	52.2	36.1	0		11.7	64.5	23.6	0.2		
Total %	6.2	6.5	4	0	16.8	3.4	27.7	2.6	0.1	33.7	1.5	6.6	4.6	0	12.7	4.3	23.7	8.7	0.1	36.8	

Peggy Malone & Associates

File Name : 2-Williamson Rd and Orange Ave Reprocessed 4-24-17
Site Code :
Start Date : 4/11/2017
Page No : 1

Groups Printed- Truck

	Williamson Rd Southbound					Orange Ave Westbound					Williamson Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	4	4	0	9	2	23	1	0	26	0	2	1	0	3	1	30	3	0	34	72
07:15 AM	2	3	2	0	7	1	23	1	0	25	0	1	0	0	1	4	34	4	0	42	75
07:30 AM	2	4	0	0	6	2	26	1	0	29	0	0	1	0	1	3	29	4	0	36	72
07:45 AM	3	2	4	0	9	1	34	4	0	39	0	1	2	0	3	1	33	2	0	36	87
Total	8	13	10	0	31	6	106	7	0	119	0	4	4	0	8	9	126	13	0	148	306
08:00 AM	2	3	2	0	7	3	44	1	0	48	0	0	1	0	1	3	39	4	0	46	102
08:15 AM	5	1	4	0	10	5	34	6	0	45	2	3	1	0	6	2	36	2	0	40	101
08:30 AM	1	3	0	0	4	2	50	2	0	54	0	0	3	0	3	1	27	5	0	33	94
08:45 AM	4	1	0	0	5	3	36	5	0	44	0	1	1	0	2	2	39	5	0	46	97
Total	12	8	6	0	26	13	164	14	0	191	2	4	6	0	12	8	141	16	0	165	394
09:00 AM	0	3	4	0	7	0	34	1	0	35	1	3	4	0	8	2	41	1	0	44	94
09:15 AM	0	5	2	0	7	1	25	2	0	28	0	2	3	0	5	2	44	2	0	48	88
09:30 AM	2	2	6	0	10	0	31	3	0	34	0	1	0	0	1	3	39	1	0	43	88
09:45 AM	0	1	2	0	3	0	42	1	0	43	0	1	2	0	3	1	41	4	0	46	95
Total	2	11	14	0	27	1	132	7	0	140	1	7	9	0	17	8	165	8	0	181	365
10:00 AM	3	7	0	0	10	6	45	2	0	53	1	2	1	0	4	1	41	1	0	43	110
10:15 AM	2	4	1	0	7	3	39	2	0	44	1	2	1	0	4	3	42	2	0	47	102
10:30 AM	2	3	2	0	7	1	28	1	0	30	2	4	2	0	8	2	33	1	0	36	81
10:45 AM	1	0	3	0	4	6	35	2	0	43	0	0	2	0	2	3	26	1	0	30	79
Total	8	14	6	0	28	16	147	7	0	170	4	8	6	0	18	9	142	5	0	156	372
11:00 AM	1	2	3	0	6	3	35	4	0	42	0	0	1	0	1	1	29	1	0	31	80
11:15 AM	0	1	0	0	1	4	40	2	0	46	2	3	1	0	6	1	35	1	0	37	90
11:30 AM	1	0	3	0	4	0	34	2	0	36	0	1	0	0	1	0	27	2	0	29	70
11:45 AM	0	2	0	0	2	2	33	1	0	36	0	2	2	0	4	2	29	3	0	34	76
Total	2	5	6	0	13	9	142	9	0	160	2	6	4	0	12	4	120	7	0	131	316
12:00 PM	2	2	1	0	5	0	31	3	0	34	0	4	2	0	6	2	26	2	0	30	75
12:15 PM	1	2	4	0	7	1	25	1	0	27	0	4	1	0	5	2	25	2	0	29	68
12:30 PM	2	0	0	0	2	3	29	1	0	33	0	2	4	0	6	6	41	2	0	49	90
12:45 PM	1	2	1	0	4	2	23	1	0	26	0	0	0	0	0	1	34	0	0	35	65
Total	6	6	6	0	18	6	108	6	0	120	0	10	7	0	17	11	126	6	0	143	298
01:00 PM	1	1	4	0	6	2	39	1	0	42	2	3	1	0	6	3	33	5	0	41	95
01:15 PM	3	3	1	0	7	4	31	4	0	39	2	2	0	0	4	0	28	1	0	29	79
01:30 PM	2	1	0	0	3	3	34	4	0	41	1	1	1	0	3	5	29	2	0	36	83
01:45 PM	4	0	3	0	7	2	25	1	0	28	1	0	2	0	3	0	35	0	0	35	73
Total	10	5	8	0	23	11	129	10	0	150	6	6	4	0	16	8	125	8	0	141	330
02:00 PM	2	5	2	0	9	2	20	2	0	24	2	2	2	0	6	4	28	1	0	33	72
02:15 PM	3	0	3	0	6	2	26	3	0	31	2	1	3	0	6	3	20	0	0	23	66
02:30 PM	2	1	4	0	7	1	30	1	0	32	1	3	4	0	8	2	42	3	0	47	94
02:45 PM	1	1	2	0	4	3	33	1	0	37	0	1	1	0	2	2	40	5	0	47	90
Total	8	7	11	0	26	8	109	7	0	124	5	7	10	0	22	11	130	9	0	150	322
03:00 PM	1	2	1	0	4	3	22	4	0	29	0	1	4	0	5	1	36	1	0	38	76
03:15 PM	1	0	1	0	2	2	30	1	0	33	0	2	3	0	5	3	30	2	0	35	75
03:30 PM	1	0	3	0	4	1	27	2	0	30	2	0	1	0	3	1	27	1	0	29	66
03:45 PM	1	3	2	0	6	3	13	1	0	17	1	2	2	0	5	3	43	3	0	49	77
Total	4	5	7	0	16	9	92	8	0	109	3	5	10	0	18	8	136	7	0	151	294
04:00 PM	1	1	1	0	3	3	40	0	0	43	1	0	1	0	2	0	28	4	0	32	80
04:15 PM	2	0	3	0	5	2	34	2	0	38	0	2	4	0	6	2	32	2	0	36	85
04:30 PM	3	4	1	0	8	0	18	0	0	18	0	0	4	0	4	2	22	4	0	28	58
04:45 PM	1	1	1	0	3	2	21	1	0	24	0	1	2	0	3	2	25	1	0	28	58
Total	7	6	6	0	19	7	113	3	0	123	1	3	11	0	15	6	107	11	0	124	281
05:00 PM	0	2	0	0	2	1	30	1	0	32	1	0	0	0	1	0	18	1	0	19	54
05:15 PM	2	0	2	0	4	1	21	1	0	23	0	1	5	0	6	1	16	2	0	19	52
05:30 PM	0	2	3	0	5	1	6	1	0	8	0	1	1	0	2	2	14	0	0	16	31
05:45 PM	1	1	3	0	5	1	14	0	0	15	1	1	1	0	3	1	14	4	0	19	42
Total	3	5	8	0	16	4	71	3	0	78	2	3	7	0	12	4	62	7	0	73	179
06:00 PM	2	1	3	0	6	0	9	1	0	10	0	1	2	0	3	0	23	2	0	25	44
06:15 PM	1	1	0	0	2	4	13	0	0	17	0	2	1	0	3	2	20	1	0	23	45
06:30 PM	1	1	0	0	2	0	12	1	0	13	0	0	1	0	1	1	19	1	0	21	37
06:45 PM	1	0	0	0	1	1	14	0	0	15	0	0	1	0	1	4	19	1	0	24	41
Total	5	3	3	0	11	5	48	2	0	55	0	3	5	0	8	7	81	5	0	93	167
Grand Total	75	88	91	0	254	95	1361	83	0	1539	26	66	83	0	175	93	1461	102	0	1656	3624
Apprch %	29.5	34.6	35.8	0		6.2	88.4	5.4	0		14.9	37.7	47.4	0		5.6	88.2	6.2	0		
Total %	2.1	2.4	2.5	0	7	2.6	37.6	2.3	0	42.5	0.7	1.8	2.3	0	4.8	2.6	40.3	2.8	0	45.7	

Peggy Malone & Associates

File Name : 2-Williamson Rd and Orange Ave Reprocessed 4-24-17
Site Code :
Start Date : 4/11/2017
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Groups Printed- Combined

	Williamson Rd Southbound					Orange Ave Westbound					Williamson Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	39	40	20	0	99	34	323	27	0	384	4	33	22	0	59	50	197	75	0	322	864
07:15 AM	44	40	21	0	105	36	380	34	0	450	10	40	29	0	79	50	206	73	0	329	963
07:30 AM	66	54	20	0	140	31	354	29	0	414	7	40	26	0	73	70	286	89	1	446	1073
07:45 AM	64	63	25	0	152	42	322	35	1	400	10	69	47	0	126	74	255	75	1	405	1083
Total	213	197	86	0	496	143	1379	125	1	1648	31	182	124	0	337	244	944	312	2	1502	3983
08:00 AM	37	48	21	0	106	31	406	26	0	463	14	39	43	0	96	72	248	98	0	418	1083
08:15 AM	56	58	20	0	134	31	330	37	1	399	13	35	32	0	80	44	223	79	0	346	959
08:30 AM	44	69	29	0	142	26	344	47	0	417	9	43	40	0	92	51	170	68	1	290	941
08:45 AM	37	51	18	0	106	39	319	29	0	387	4	28	26	0	58	56	221	79	0	356	907
Total	174	226	88	0	488	127	1399	139	1	1666	40	145	141	0	326	223	862	324	1	1410	3890
09:00 AM	25	56	21	0	102	12	267	26	2	307	14	54	42	0	110	32	189	65	0	286	805
09:15 AM	51	69	22	0	142	33	260	26	0	319	10	52	44	0	106	35	183	62	0	280	847
09:30 AM	44	53	34	0	131	20	257	21	0	298	18	49	31	0	98	41	205	79	1	326	853
09:45 AM	35	39	31	0	105	31	264	20	0	315	5	42	33	0	80	36	213	67	0	316	816
Total	155	217	108	0	480	96	1048	93	2	1239	47	197	150	0	394	144	790	273	1	1208	3321
10:00 AM	48	54	27	2	131	39	237	20	1	297	10	51	32	0	93	43	200	69	0	312	833
10:15 AM	43	56	38	1	138	26	249	29	0	304	13	41	34	0	88	26	191	72	0	289	819
10:30 AM	41	53	38	1	133	28	220	24	0	272	19	56	31	0	106	35	185	81	1	302	813
10:45 AM	46	47	35	0	128	32	229	30	0	291	11	50	34	0	95	46	191	62	0	299	813
Total	178	210	138	4	530	125	935	103	1	1164	53	198	131	0	382	150	767	284	1	1202	3278
11:00 AM	57	46	35	0	138	27	225	21	0	273	16	64	41	0	121	38	209	62	0	309	841
11:15 AM	32	46	23	0	101	35	228	23	2	288	13	64	32	0	109	40	215	85	0	340	838
11:30 AM	53	53	54	0	160	28	252	30	2	312	22	65	54	0	141	35	225	73	0	333	946
11:45 AM	72	77	38	0	187	30	238	23	1	292	14	74	48	0	136	44	256	102	0	402	1017
Total	214	222	150	0	586	120	943	97	5	1165	65	267	175	0	507	157	905	322	0	1384	3642
12:00 PM	50	58	44	2	154	24	256	28	1	309	16	75	59	0	150	47	183	80	0	310	923
12:15 PM	74	66	37	0	177	33	207	19	3	262	15	100	37	0	152	44	202	83	0	329	920
12:30 PM	58	80	26	0	164	49	283	27	0	359	13	84	44	0	141	72	250	97	0	419	1083
12:45 PM	70	80	50	0	200	26	247	28	0	301	8	66	58	0	132	53	224	83	0	360	993
Total	252	284	157	2	695	132	993	102	4	1231	52	325	198	0	575	216	859	343	0	1418	3919
01:00 PM	48	56	33	0	137	37	256	13	0	306	19	65	46	0	130	45	230	94	5	374	947
01:15 PM	63	79	46	0	188	36	270	25	2	333	19	55	57	0	131	42	233	80	1	356	1008
01:30 PM	70	73	29	0	172	35	223	20	1	279	13	60	56	1	130	50	250	90	3	393	974
01:45 PM	63	67	41	0	171	38	271	31	0	340	12	69	55	0	136	46	234	78	0	358	1005
Total	244	275	149	0	668	146	1020	89	3	1258	63	249	214	1	527	183	947	342	9	1481	3934
02:00 PM	63	73	46	0	182	33	230	34	2	299	14	65	44	0	123	44	200	79	1	324	928
02:15 PM	52	69	58	0	179	39	258	28	0	325	19	69	45	0	133	40	228	79	0	347	984
02:30 PM	60	53	54	0	167	28	263	24	2	317	14	95	63	0	172	41	279	89	1	410	1066
02:45 PM	62	57	52	0	171	35	271	22	0	328	18	53	55	0	126	38	300	94	4	436	1061
Total	237	252	210	0	699	135	1022	108	4	1269	65	282	207	0	554	163	1007	341	6	1517	4039
03:00 PM	71	57	46	0	174	35	246	25	0	306	20	107	57	0	184	33	308	82	0	423	1087
03:15 PM	66	55	46	0	167	28	279	20	2	329	26	86	46	0	158	29	285	77	0	391	1045
03:30 PM	64	62	58	1	185	33	279	27	1	340	15	77	55	0	147	31	278	83	1	393	1065
03:45 PM	59	71	40	0	170	39	317	24	0	380	17	89	43	0	149	48	330	90	0	468	1167
Total	260	245	190	1	696	135	1121	96	3	1355	78	359	201	0	638	141	1201	332	1	1675	4364
04:00 PM	58	57	47	0	162	31	382	20	0	433	12	64	51	0	127	30	331	90	0	451	1173
04:15 PM	65	53	46	0	164	49	297	30	0	376	18	63	54	0	135	36	286	76	0	398	1073
04:30 PM	86	94	44	0	224	22	318	21	3	364	21	90	50	0	161	22	311	78	1	412	1161
04:45 PM	66	84	40	0	190	35	306	22	0	363	13	61	49	0	123	40	321	84	2	447	1123
Total	275	288	177	0	740	137	1303	93	3	1536	64	278	204	0	546	128	1249	328	3	1708	4530
05:00 PM	98	69	61	0	228	35	373	24	0	432	18	64	50	0	132	28	300	56	1	385	1177
05:15 PM	73	68	51	0	192	33	300	20	0	353	17	63	53	0	133	30	239	79	1	349	1027
05:30 PM	72	67	30	1	170	28	229	15	1	273	15	49	39	0	103	20	288	91	1	400	946
05:45 PM	58	43	45	0	146	33	277	20	0	330	9	38	36	0	83	23	240	71	0	334	893
Total	301	247	187	1	736	129	1179	79	1	1388	59	214	178	0	451	101	1067	297	3	1468	4043
06:00 PM	55	60	49	0	164	30	208	19	1	258	13	54	29	0	96	24	252	90	1	367	885
06:15 PM	57	47	35	1	140	35	186	12	0	233	9	46	30	0	85	24	246	73	2	345	803
06:30 PM	63	47	36	0	146	24	203	23	0	250	7	38	19	0	64	17	198	55	0	270	730
06:45 PM	46	48	31	0	125	23	176	15	0	214	11	44	24	0	79	12	257	70	0	339	757
Total	221	202	151	1	575	112	773	69	1	955	40	182	102	0	324	77	953	288	3	1321	3175
Grand Total	2724	2865	1791	9	7389	1537	13115	1193	29	15874	657	2878	2025	1	5561	1927	11551	3786	30	17294	46118
Apprch %	36.9	38.8	24.2	0.1		9.7	82.6	7.5	0.2		11.8	51.8	36.4	0		11.1	66.8	21.9	0.2		
Total %	5.9	6.2	3.9	0	16	3.3	28.4	2.6	0.1	34.4	1.4	6.2	4.4	0	12.1	4.2	25	8.2	0.1	37.5	

Peggy Malone & Associates
904-992-8072

File Name : 1-Courtland Rd & Rt 460 AM
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Groups Printed- Cars

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	0	0	0	26	25	350	0	0	375	0	0	0	0	0	34	224	0	0	258	659
07:15 AM	26	0	0	0	26	17	436	0	0	453	0	0	0	1	1	43	294	0	0	337	817
07:30 AM	33	0	0	0	33	10	406	0	0	416	0	0	0	0	0	49	368	0	0	417	866
07:45 AM	21	0	0	0	21	27	391	0	0	418	0	0	0	0	0	66	325	0	0	391	830
Total	106	0	0	0	106	79	1583	0	0	1662	0	0	0	1	1	192	1211	0	0	1403	3172
08:00 AM	31	0	0	0	31	23	348	0	0	371	0	0	0	0	0	76	273	0	0	349	751
08:15 AM	37	0	0	0	37	27	343	0	0	370	0	0	0	0	0	66	264	0	0	330	737
08:30 AM	35	0	0	0	35	19	356	0	0	375	0	0	0	0	0	37	251	0	0	288	698
08:45 AM	29	0	0	1	30	10	335	0	0	345	0	0	0	0	0	43	257	0	0	300	675
Total	132	0	0	1	133	79	1382	0	0	1461	0	0	0	0	0	222	1045	0	0	1267	2861
Grand Total	238	0	0	1	239	158	2965	0	0	3123	0	0	0	1	1	414	2256	0	0	2670	6033
Apprch %	99.6	0	0	0.4		5.1	94.9	0	0		0	0	0	100		15.5	84.5	0	0		
Total %	3.9	0	0	0	4	2.6	49.1	0	0	51.8	0	0	0	0	0	6.9	37.4	0	0	44.3	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	26	0	0	26	17	**436**	0	**453**	0	0	0	0	43	294	0	337	816
07:30 AM	**33**	0	0	**33**	10	406	0	416	0	0	0	0	49	**368**	0	**417**	**866**
07:45 AM	21	0	0	21	**27**	391	0	418	0	0	0	0	66	325	0	391	830
08:00 AM	31	0	0	31	23	348	0	371	0	0	0	0	**76**	273	0	349	751
Total Volume	111	0	0	111	77	1581	0	1658	0	0	0	0	234	1260	0	1494	3263
% App. Total	100	0	0		4.6	95.4	0		0	0	0		15.7	84.3	0		
PHF	.841	.000	.000	.841	.713	.907	.000	.915	.000	.000	.000	.000	.770	.856	.000	.896	.942

Peggy Malone & Associates
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Groups Printed- Trucks

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	0	0	0	7	2	21	0	0	23	0	0	0	0	0	0	22	0	0	22	52
07:15 AM	5	0	0	0	5	1	24	0	0	25	0	0	0	0	0	0	36	0	0	36	66
07:30 AM	3	0	0	0	3	0	22	0	0	22	0	0	0	0	0	1	33	0	0	34	59
07:45 AM	1	0	0	0	1	2	38	0	0	40	0	0	0	0	0	0	21	0	0	21	62
Total	16	0	0	0	16	5	105	0	0	110	0	0	0	0	0	1	112	0	0	113	239
08:00 AM	5	0	0	0	5	1	37	0	0	38	0	0	0	0	0	1	26	0	0	27	70
08:15 AM	5	0	0	0	5	1	33	0	0	34	0	0	0	0	0	2	36	0	0	38	77
08:30 AM	0	0	0	0	0	2	38	0	0	40	0	0	0	0	0	5	36	0	0	41	81
08:45 AM	2	0	0	0	2	0	36	0	0	36	0	0	0	0	0	1	28	0	0	29	67
Total	12	0	0	0	12	4	144	0	0	148	0	0	0	0	0	9	126	0	0	135	295
Grand Total	28	0	0	0	28	9	249	0	0	258	0	0	0	0	0	10	238	0	0	248	534
Apprch %	100	0	0	0		3.5	96.5	0	0		0	0	0	0		4	96	0	0		
Total %	5.2	0	0	0	5.2	1.7	46.6	0	0	48.3	0	0	0	0	0	1.9	44.6	0	0	46.4	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**5**	0	0	**5**	1	37	0	38	0	0	0	0	1	26	0	27	70
08:15 AM	5	0	0	5	1	33	0	34	0	0	0	0	2	**36**	0	38	77
08:30 AM	0	0	0	0	**2**	**38**	0	**40**	0	0	0	0	**5**	36	0	**41**	**81**
08:45 AM	2	0	0	2	0	36	0	36	0	0	0	0	1	28	0	29	67
Total Volume	12	0	0	12	4	144	0	148	0	0	0	0	9	126	0	135	295
% App. Total	100	0	0		2.7	97.3	0		0	0	0		6.7	93.3	0		
PHF	.600	.000	.000	.600	.500	.947	.000	.925	.000	.000	.000	.000	.450	.875	.000	.823	.910

Peggy Malone & Associates
904-992-8072

File Name : 1-Courtland Rd & Rt 460 AM
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Groups Printed- Combined

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	33	0	0	0	33	27	371	0	0	398	0	0	0	0	0	34	246	0	0	280	711
07:15 AM	31	0	0	0	31	18	460	0	0	478	0	0	0	1	1	43	330	0	0	373	883
07:30 AM	36	0	0	0	36	10	428	0	0	438	0	0	0	0	0	50	401	0	0	451	925
07:45 AM	22	0	0	0	22	29	429	0	0	458	0	0	0	0	0	66	346	0	0	412	892
Total	122	0	0	0	122	84	1688	0	0	1772	0	0	0	1	1	193	1323	0	0	1516	3411
08:00 AM	36	0	0	0	36	24	385	0	0	409	0	0	0	0	0	77	299	0	0	376	821
08:15 AM	42	0	0	0	42	28	376	0	0	404	0	0	0	0	0	68	300	0	0	368	814
08:30 AM	35	0	0	0	35	21	394	0	0	415	0	0	0	0	0	42	287	0	0	329	779
08:45 AM	31	0	0	1	32	10	371	0	0	381	0	0	0	0	0	44	285	0	0	329	742
Total	144	0	0	1	145	83	1526	0	0	1609	0	0	0	0	0	231	1171	0	0	1402	3156
Grand Total	266	0	0	1	267	167	3214	0	0	3381	0	0	0	1	1	424	2494	0	0	2918	6567
Apprch %	99.6	0	0	0.4		4.9	95.1	0	0		0	0	0	100		14.5	85.5	0	0		
Total %	4.1	0	0	0	4.1	2.5	48.9	0	0	51.5	0	0	0	0	0	6.5	38	0	0	44.4	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	31	0	0	31	18	**460**	0	**478**	0	0	0	0	43	330	0	373	882
07:30 AM	**36**	0	0	**36**	10	428	0	438	0	0	0	0	50	**401**	0	**451**	**925**
07:45 AM	22	0	0	22	**29**	429	0	458	0	0	0	0	66	346	0	412	892
08:00 AM	36	0	0	36	24	385	0	409	0	0	0	0	**77**	299	0	376	821
Total Volume	125	0	0	125	81	1702	0	1783	0	0	0	0	236	1376	0	1612	3520
% App. Total	100	0	0		4.5	95.5	0		0	0	0		14.6	85.4	0		
PHF	.868	.000	.000	.868	.698	.925	.000	.933	.000	.000	.000	.000	.766	.858	.000	.894	.951

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Groups Printed- Cars

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	66	0	0	0	66	24	392	0	0	416	0	0	0	0	0	26	376	0	0	402	884
04:15 PM	58	0	0	0	58	18	394	0	0	412	0	0	0	1	1	34	357	0	0	391	862
04:30 PM	83	0	0	0	83	26	333	0	0	359	0	0	0	0	0	34	340	0	0	374	816
04:45 PM	47	0	0	0	47	14	413	0	0	427	0	0	0	1	1	30	416	0	0	446	921
Total	254	0	0	0	254	82	1532	0	0	1614	0	0	0	2	2	124	1489	0	0	1613	3483
05:00 PM	67	0	0	0	67	22	492	0	0	514	0	0	0	2	2	30	399	0	0	429	1012
05:15 PM	64	0	0	0	64	15	416	0	1	432	0	0	0	0	0	34	348	0	0	382	878
05:30 PM	67	0	0	0	67	15	378	0	0	393	0	0	0	0	0	33	322	0	0	355	815
05:45 PM	38	0	0	0	38	14	349	0	0	363	0	0	0	0	0	31	344	0	0	375	776
Total	236	0	0	0	236	66	1635	0	1	1702	0	0	0	2	2	128	1413	0	0	1541	3481
Grand Total	490	0	0	0	490	148	3167	0	1	3316	0	0	0	4	4	252	2902	0	0	3154	6964
Apprch %	100	0	0	0		4.5	95.5	0	0		0	0	0	100		8	92	0	0		
Total %	7	0	0	0	7	2.1	45.5	0	0	47.6	0	0	0	0.1	0.1	3.6	41.7	0	0	45.3	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**83**	0	0	**83**	**26**	333	0	359	0	0	0	0	**34**	340	0	374	816
04:45 PM	47	0	0	47	14	413	0	427	0	0	0	0	30	**416**	0	**446**	920
05:00 PM	67	0	0	67	22	**492**	0	**514**	0	0	0	0	30	399	0	429	**1010**
05:15 PM	64	0	0	64	15	416	0	431	0	0	0	0	34	348	0	382	877
Total Volume	261	0	0	261	77	1654	0	1731	0	0	0	0	128	1503	0	1631	3623
% App. Total	100	0	0		4.4	95.6	0		0	0	0		7.8	92.2	0		
PHF	.786	.000	.000	.786	.740	.840	.000	.842	.000	.000	.000	.000	.941	.903	.000	.914	.897

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Groups Printed- Trucks

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	3	11	0	0	14	0	0	0	0	0	0	29	0	0	29	44
04:15 PM	1	0	0	0	1	1	24	0	0	25	0	0	0	0	0	1	21	0	0	22	48
04:30 PM	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	1	20	0	0	21	46
04:45 PM	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	36
Total	3	0	0	0	3	5	76	0	0	81	0	0	0	0	0	2	88	0	0	90	174
05:00 PM	1	0	0	0	1	1	19	0	0	20	0	0	0	0	0	0	18	0	0	18	39
05:15 PM	1	0	0	0	1	1	14	0	0	15	0	0	0	0	0	0	15	0	0	15	31
05:30 PM	2	0	0	0	2	0	17	0	0	17	0	0	0	0	0	2	19	0	0	21	40
05:45 PM	2	0	0	0	2	1	8	0	0	9	0	0	0	0	0	2	17	0	0	19	30
Total	6	0	0	0	6	3	58	0	0	61	0	0	0	0	0	4	69	0	0	73	140
Grand Total	9	0	0	0	9	8	134	0	0	142	0	0	0	0	0	6	157	0	0	163	314
Apprch %	100	0	0	0		5.6	94.4	0	0		0	0	0	0		3.7	96.3	0	0		
Total %	2.9	0	0	0	2.9	2.5	42.7	0	0	45.2	0	0	0	0	0	1.9	50	0	0	51.9	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	**3**	11	0	14	0	0	0	0	0	**29**	0	**29**	44
04:15 PM	1	0	0	1	1	**24**	0	**25**	0	0	0	0	**1**	21	0	22	**48**
04:30 PM	0	0	0	0	1	24	0	25	0	0	0	0	1	20	0	21	46
04:45 PM	1	0	0	1	0	17	0	17	0	0	0	0	0	18	0	18	36
Total Volume	3	0	0	3	5	76	0	81	0	0	0	0	2	88	0	90	174
% App. Total	100	0	0		6.2	93.8	0		0	0	0		2.2	97.8	0		
PHF	.750	.000	.000	.750	.417	.792	.000	.810	.000	.000	.000	.000	.500	.759	.000	.776	.906

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Groups Printed- Combined

	Courtland Rd Southbound					US Rt 460 Westbound					EB Ramp to Rt 11 SB Northbound					US Rt 460 Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	67	0	0	0	67	27	403	0	0	430	0	0	0	0	0	26	405	0	0	431	928
04:15 PM	59	0	0	0	59	19	418	0	0	437	0	0	0	1	1	35	378	0	0	413	910
04:30 PM	83	0	0	0	83	27	357	0	0	384	0	0	0	0	0	35	360	0	0	395	862
04:45 PM	48	0	0	0	48	14	430	0	0	444	0	0	0	1	1	30	434	0	0	464	957
Total	257	0	0	0	257	87	1608	0	0	1695	0	0	0	2	2	126	1577	0	0	1703	3657
05:00 PM	68	0	0	0	68	23	511	0	0	534	0	0	0	2	2	30	417	0	0	447	1051
05:15 PM	65	0	0	0	65	16	430	0	1	447	0	0	0	0	0	34	363	0	0	397	909
05:30 PM	69	0	0	0	69	15	395	0	0	410	0	0	0	0	0	35	341	0	0	376	855
05:45 PM	40	0	0	0	40	15	357	0	0	372	0	0	0	0	0	33	361	0	0	394	806
Total	242	0	0	0	242	69	1693	0	1	1763	0	0	0	2	2	132	1482	0	0	1614	3621
Grand Total	499	0	0	0	499	156	3301	0	1	3458	0	0	0	4	4	258	3059	0	0	3317	7278
Apprch %	100	0	0	0		4.5	95.5	0	0		0	0	0	100		7.8	92.2	0	0		
Total %	6.9	0	0	0	6.9	2.1	45.4	0	0	47.5	0	0	0	0.1	0.1	3.5	42	0	0	45.6	

	Courtland Rd Southbound				US Rt 460 Westbound				EB Ramp to Rt 11 SB Northbound				US Rt 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	59	0	0	59	19	418	0	437	0	0	0	0	**35**	378	0	413	909
04:30 PM	**83**	0	0	**83**	**27**	357	0	384	0	0	0	0	35	360	0	395	862
04:45 PM	48	0	0	48	14	430	0	444	0	0	0	0	30	**434**	0	**464**	956
05:00 PM	68	0	0	68	23	**511**	0	**534**	0	0	0	0	30	417	0	447	**1049**
Total Volume	258	0	0	258	83	1716	0	1799	0	0	0	0	130	1589	0	1719	3776
% App. Total	100	0	0		4.6	95.4	0		0	0	0		7.6	92.4	0		
PHF	.777	.000	.000	.777	.769	.840	.000	.842	.000	.000	.000	.000	.929	.915	.000	.926	.900

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Groups Printed- Car

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	3	85	0	0	88	0	0	1	0	1	0	94	12	26	132	2	0	2	0	4	225
07:15 AM	0	79	0	0	79	0	0	0	0	0	0	98	13	21	132	1	0	0	0	1	212
07:30 AM	9	118	0	0	127	0	0	0	0	0	0	116	12	18	146	5	0	1	0	6	279
07:45 AM	5	141	0	0	146	0	0	0	0	0	0	118	17	17	152	4	0	2	0	6	304
Total	17	423	0	0	440	0	0	1	0	1	0	426	54	82	562	12	0	5	0	17	1020
08:00 AM	2	108	0	0	110	0	0	0	0	0	0	139	15	13	167	6	0	1	0	7	284
08:15 AM	4	99	0	0	103	0	0	0	0	0	1	121	29	18	169	4	0	1	0	5	277
08:30 AM	3	118	0	0	121	0	0	0	0	0	0	108	15	12	135	7	0	2	0	9	265
08:45 AM	3	111	0	0	114	0	0	0	0	0	0	121	8	6	135	2	0	2	0	4	253
Total	12	436	0	0	448	0	0	0	0	0	1	489	67	49	606	19	0	6	0	25	1079
Grand Total	29	859	0	0	888	0	0	1	0	1	1	915	121	131	1168	31	0	11	0	42	2099
Apprch %	3.3	96.7	0	0		0	0	100	0		0.1	78.3	10.4	11.2		73.8	0	26.2	0		
Total %	1.4	40.9	0	0	42.3	0	0	0	0	0	0	43.6	5.8	6.2	55.6	1.5	0	0.5	0	2	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**9**	118	0	0	127	0	0	0	0	0	0	116	12	**18**	146	5	0	1	0	6	279
07:45 AM	5	**141**	0	0	**146**	0	0	0	0	0	0	118	17	17	152	4	0	**2**	0	6	**304**
08:00 AM	2	108	0	0	110	0	0	0	0	0	0	**139**	15	13	167	**6**	0	1	0	**7**	284
08:15 AM	4	99	0	0	103	0	0	0	0	0	**1**	121	**29**	18	**169**	4	0	1	0	5	277
Total Volume	20	466	0	0	486	0	0	0	0	0	1	494	73	66	634	19	0	5	0	24	1144
% App. Total	4.1	95.9	0	0		0	0	0	0		0.2	77.9	11.5	10.4		79.2	0	20.8	0		
PHF	.556	.826	.000	.000	.832	.000	.000	.000	.000	.000	.250	.888	.629	.917	.938	.792	.000	.625	.000	.857	.941

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Groups Printed- Truck

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	9
07:30 AM	1	5	0	0	6	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	14
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	1	2	5	2	0	0	0	2	10
Total	1	16	0	0	17	0	0	0	0	0	0	13	7	2	22	3	0	0	0	3	42
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	9
08:15 AM	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	1	3	1	0	0	0	1	12
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	1	1	7	0	0	0	0	0	13
Total	1	24	0	0	25	0	0	0	0	0	0	11	3	2	16	2	0	0	0	2	43
Grand Total	2	40	0	0	42	0	0	0	0	0	0	24	10	4	38	5	0	0	0	5	85
Apprch %	4.8	95.2	0	0		0	0	0	0		0	63.2	26.3	10.5		100	0	0	0		
Total %	2.4	47.1	0	0	49.4	0	0	0	0	0	0	28.2	11.8	4.7	44.7	5.9	0	0	0	5.9	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	**1**	0	2	**1**	0	0	0	**1**	9
08:15 AM	**1**	4	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
08:30 AM	0	**8**	0	0	**8**	0	0	0	0	0	0	2	0	**1**	3	1	0	0	0	1	12
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	**5**	1	1	**7**	0	0	0	0	0	**13**
Total Volume	1	24	0	0	25	0	0	0	0	0	0	11	3	2	16	2	0	0	0	2	43
% App. Total	4	96	0	0		0	0	0	0		0	68.8	18.8	12.5		100	0	0	0		
PHF	.250	.750	.000	.000	.781	.000	.000	.000	.000	.000	.000	.550	.750	.500	.571	.500	.000	.000	.000	.500	.827

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Groups Printed- Combined

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	3	90	0	0	93	0	0	1	0	1	0	97	13	26	136	2	0	2	0	4	234
07:15 AM	0	82	0	0	82	0	0	0	0	0	0	102	15	21	138	1	0	0	0	1	221
07:30 AM	10	123	0	0	133	0	0	0	0	0	0	120	15	18	153	6	0	1	0	7	293
07:45 AM	5	144	0	0	149	0	0	0	0	0	0	120	18	19	157	6	0	2	0	8	314
Total	18	439	0	0	457	0	0	1	0	1	0	439	61	84	584	15	0	5	0	20	1062
08:00 AM	2	114	0	0	116	0	0	0	0	0	0	140	16	13	169	7	0	1	0	8	293
08:15 AM	5	103	0	0	108	0	0	0	0	0	1	124	30	18	173	4	0	1	0	5	286
08:30 AM	3	126	0	0	129	0	0	0	0	0	0	110	15	13	138	8	0	2	0	10	277
08:45 AM	3	117	0	0	120	0	0	0	0	0	0	126	9	7	142	2	0	2	0	4	266
Total	13	460	0	0	473	0	0	0	0	0	1	500	70	51	622	21	0	6	0	27	1122
Grand Total	31	899	0	0	930	0	0	1	0	1	1	939	131	135	1206	36	0	11	0	47	2184
Apprch %	3.3	96.7	0	0		0	0	100	0		0.1	77.9	10.9	11.2		76.6	0	23.4	0		
Total %	1.4	41.2	0	0	42.6	0	0	0	0	0	0	43	6	6.2	55.2	1.6	0	0.5	0	2.2	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**10**	123	0	0	133	0	0	0	0	0	0	120	15	18	153	6	0	1	0	7	293
07:45 AM	5	**144**	0	0	**149**	0	0	0	0	0	0	120	18	**19**	157	6	0	**2**	0	**8**	**314**
08:00 AM	2	114	0	0	116	0	0	0	0	0	0	**140**	16	13	169	**7**	0	1	0	8	293
08:15 AM	5	103	0	0	108	0	0	0	0	0	**1**	124	**30**	18	**173**	4	0	1	0	5	286
Total Volume	22	484	0	0	506	0	0	0	0	0	1	504	79	68	652	23	0	5	0	28	1186
% App. Total	4.3	95.7	0	0		0	0	0	0		0.2	77.3	12.1	10.4		82.1	0	17.9	0		
PHF	.550	.840	.000	.000	.849	.000	.000	.000	.000	.000	.250	.900	.658	.895	.942	.821	.000	.625	.000	.875	.944

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Groups Printed- Car

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	11	143	0	0	154	0	0	0	0	0	1	154	12	31	198	10	0	1	0	11	363
04:15 PM	11	171	0	0	182	0	0	0	0	0	0	136	10	17	163	4	0	0	0	4	349
04:30 PM	10	161	0	0	171	0	0	0	0	0	0	126	12	10	148	3	0	2	0	5	324
04:45 PM	6	156	0	0	162	0	0	0	0	0	0	152	10	25	187	4	0	4	0	8	357
Total	38	631	0	0	669	0	0	0	0	0	1	568	44	83	696	21	0	7	0	28	1393
05:00 PM	10	216	0	0	226	0	0	0	0	0	2	165	13	15	195	18	0	1	0	19	440
05:15 PM	3	161	0	0	164	0	0	0	0	0	0	142	8	22	172	12	0	3	0	15	351
05:30 PM	6	148	0	0	154	0	0	0	0	0	1	144	8	16	169	10	0	5	0	15	338
05:45 PM	5	151	0	0	156	0	0	0	0	0	1	123	7	17	148	3	0	3	0	6	310
Total	24	676	0	0	700	0	0	0	0	0	4	574	36	70	684	43	0	12	0	55	1439
Grand Total	62	1307	0	0	1369	0	0	0	0	0	5	1142	80	153	1380	64	0	19	0	83	2832
Apprch %	4.5	95.5	0	0		0	0	0	0		0.4	82.8	5.8	11.1		77.1	0	22.9	0		
Total %	2.2	46.2	0	0	48.3	0	0	0	0	0	0.2	40.3	2.8	5.4	48.7	2.3	0	0.7	0	2.9	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	156	0	0	162	0	0	0	0	0	0	152	10	**25**	187	4	0	4	0	8	357
05:00 PM	**10**	**216**	0	0	**226**	0	0	0	0	0	**2**	**165**	**13**	15	**195**	**18**	0	1	0	**19**	**440**
05:15 PM	3	161	0	0	164	0	0	0	0	0	0	142	8	22	172	12	0	3	0	15	351
05:30 PM	6	148	0	0	154	0	0	0	0	0	1	144	8	16	169	10	0	**5**	0	15	338
Total Volume	25	681	0	0	706	0	0	0	0	0	3	603	39	78	723	44	0	13	0	57	1486
% App. Total	3.5	96.5	0	0		0	0	0	0		0.4	83.4	5.4	10.8		77.2	0	22.8	0		
PHF	.625	.788	.000	.000	.781	.000	.000	.000	.000	.000	.375	.914	.750	.780	.927	.611	.000	.650	.000	.750	.844

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Groups Printed- Truck

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	1	5	0	0	0	0	0	7
Total	0	11	0	0	11	0	0	0	0	0	0	16	2	1	19	2	0	0	0	2	32
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	7
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	11	0	0	11	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	24
Grand Total	0	22	0	0	22	0	0	0	0	0	0	27	3	1	31	3	0	0	0	3	56
Apprch %	0	100	0	0		0	0	0	0		0	87.1	9.7	3.2		100	0	0	0		
Total %	0	39.3	0	0	39.3	0	0	0	0	0	0	48.2	5.4	1.8	55.4	5.4	0	0	0	5.4	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	**3**	0	0	**3**	0	0	0	0	0	0	5	0	0	5	**2**	0	0	0	**2**	**10**
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	**6**	**1**	0	**7**	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	**1**	5	0	0	0	0	0	7
Total Volume	0	11	0	0	11	0	0	0	0	0	0	16	2	1	19	2	0	0	0	2	32
% App. Total	0	100	0	0		0	0	0	0		0	84.2	10.5	5.3		100	0	0	0		
PHF	.000	.917	.000	.000	.917	.000	.000	.000	.000	.000	.000	.667	.500	.250	.679	.250	.000	.000	.000	.250	.800

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Groups Printed- Combined

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	11	146	0	0	157	0	0	0	0	0	1	159	12	31	203	12	0	1	0	13	373
04:15 PM	11	174	0	0	185	0	0	0	0	0	0	138	10	17	165	4	0	0	0	4	354
04:30 PM	10	164	0	0	174	0	0	0	0	0	0	132	13	10	155	3	0	2	0	5	334
04:45 PM	6	158	0	0	164	0	0	0	0	0	0	155	11	26	192	4	0	4	0	8	364
Total	38	642	0	0	680	0	0	0	0	0	1	584	46	84	715	23	0	7	0	30	1425
05:00 PM	10	218	0	0	228	0	0	0	0	0	2	168	14	15	199	19	0	1	0	20	447
05:15 PM	3	165	0	0	168	0	0	0	0	0	0	146	8	22	176	12	0	3	0	15	359
05:30 PM	6	152	0	0	158	0	0	0	0	0	1	145	8	16	170	10	0	5	0	15	343
05:45 PM	5	152	0	0	157	0	0	0	0	0	1	126	7	17	151	3	0	3	0	6	314
Total	24	687	0	0	711	0	0	0	0	0	4	585	37	70	696	44	0	12	0	56	1463
Grand Total	62	1329	0	0	1391	0	0	0	0	0	5	1169	83	154	1411	67	0	19	0	86	2888
Apprch %	4.5	95.5	0	0		0	0	0	0		0.4	82.8	5.9	10.9		77.9	0	22.1	0		
Total %	2.1	46	0	0	48.2	0	0	0	0	0	0.2	40.5	2.9	5.3	48.9	2.3	0	0.7	0	3	

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	158	0	0	164	0	0	0	0	0	0	155	11	**26**	192	4	0	4	0	8	364
05:00 PM	**10**	**218**	0	0	**228**	0	0	0	0	0	**2**	**168**	**14**	15	**199**	**19**	0	1	0	**20**	**447**
05:15 PM	3	165	0	0	168	0	0	0	0	0	0	146	8	22	176	12	0	3	0	15	359
05:30 PM	6	152	0	0	158	0	0	0	0	0	1	145	8	16	170	10	0	**5**	0	15	343
Total Volume	25	693	0	0	718	0	0	0	0	0	3	614	41	79	737	45	0	13	0	58	1513
% App. Total	3.5	96.5	0	0		0	0	0	0		0.4	83.3	5.6	10.7		77.6	0	22.4	0		
PHF	.625	.795	.000	.000	.787	.000	.000	.000	.000	.000	.375	.914	.732	.760	.926	.592	.000	.650	.000	.725	.846

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Groups Printed- Cars

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	85	0	0	88	0	0	1	1	2	0	94	38	0	132	2	0	2	1	5	227
07:15 AM	0	79	0	0	79	0	0	0	1	1	0	98	34	0	132	1	0	0	0	1	213
07:30 AM	9	118	0	0	127	0	0	0	0	0	0	116	30	0	146	5	0	1	2	8	281
07:45 AM	5	141	0	0	146	0	0	0	0	0	0	118	34	0	152	4	0	2	1	7	305
Total	17	423	0	0	440	0	0	1	2	3	0	426	136	0	562	12	0	5	4	21	1026
08:00 AM	2	108	0	0	110	0	0	0	1	1	0	139	28	0	167	6	0	1	2	9	287
08:15 AM	4	99	0	0	103	0	0	0	1	1	1	121	47	0	169	4	0	1	1	6	279
08:30 AM	3	118	0	0	121	0	0	0	0	0	0	108	27	0	135	7	0	2	0	9	265
08:45 AM	3	111	0	0	114	0	0	0	0	0	0	121	14	0	135	2	0	2	0	4	253
Total	12	436	0	0	448	0	0	0	2	2	1	489	116	0	606	19	0	6	3	28	1084
Grand Total	29	859	0	0	888	0	0	1	4	5	1	915	252	0	1168	31	0	11	7	49	2110
Apprch %	3.3	96.7	0	0		0	0	20	80		0.1	78.3	21.6	0		63.3	0	22.4	14.3		
Total %	1.4	40.7	0	0	42.1	0	0	0	0.2	0.2	0	43.4	11.9	0	55.4	1.5	0	0.5	0.3	2.3	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**9**	118	0	127	0	0	0	0	0	116	30	146	5	0	1	6	279
07:45 AM	5	**141**	0	**146**	0	0	0	0	0	118	34	152	4	0	**2**	6	**304**
08:00 AM	2	108	0	110	0	0	0	0	0	**139**	28	167	**6**	0	1	**7**	284
08:15 AM	4	99	0	103	0	0	0	0	**1**	121	**47**	**169**	4	0	1	5	277
Total Volume	20	466	0	486	0	0	0	0	1	494	139	634	19	0	5	24	1144
% App. Total	4.1	95.9	0		0	0	0		0.2	77.9	21.9		79.2	0	20.8		
PHF	.556	.826	.000	.832	.000	.000	.000	.000	.250	.888	.739	.938	.792	.000	.625	.857	.941

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Groups Printed- Trucks

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	9
07:30 AM	1	5	0	0	6	0	0	0	0	0	0	4	3	0	7	1	0	0	0	1	14
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	2	3	0	5	2	0	0	0	2	10
Total	1	16	0	0	17	0	0	0	0	0	0	13	9	0	22	3	0	0	0	3	42
08:00 AM	0	6	0	0	6	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	9
08:15 AM	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	9
08:30 AM	0	8	0	0	8	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	12
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	13
Total	1	24	0	0	25	0	0	0	0	0	0	11	5	0	16	2	0	0	0	2	43
Grand Total	2	40	0	0	42	0	0	0	0	0	0	24	14	0	38	5	0	0	0	5	85
Apprch %	4.8	95.2	0	0		0	0	0	0		0	63.2	36.8	0		100	0	0	0		
Total %	2.4	47.1	0	0	49.4	0	0	0	0	0	0	28.2	16.5	0	44.7	5.9	0	0	0	5.9	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	6	0	6	0	0	0	0	0	1	1	2	**1**	0	0	**1**	9
08:15 AM	**1**	4	0	5	0	0	0	0	0	3	1	4	0	0	0	0	9
08:30 AM	0	**8**	0	**8**	0	0	0	0	0	2	1	3	1	0	0	1	12
08:45 AM	0	6	0	6	0	0	0	0	0	**5**	**2**	**7**	0	0	0	0	**13**
Total Volume	1	24	0	25	0	0	0	0	0	11	5	16	2	0	0	2	43
% App. Total	4	96	0		0	0	0		0	68.8	31.2		100	0	0		
PHF	.250	.750	.000	.781	.000	.000	.000	.000	.000	.550	.625	.571	.500	.000	.000	.500	.827

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Groups Printed- Combined

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	90	0	0	93	0	0	1	1	2	0	97	39	0	136	2	0	2	1	5	236
07:15 AM	0	82	0	0	82	0	0	0	1	1	0	102	36	0	138	1	0	0	0	1	222
07:30 AM	10	123	0	0	133	0	0	0	0	0	0	120	33	0	153	6	0	1	2	9	295
07:45 AM	5	144	0	0	149	0	0	0	0	0	0	120	37	0	157	6	0	2	1	9	315
Total	18	439	0	0	457	0	0	1	2	3	0	439	145	0	584	15	0	5	4	24	1068
08:00 AM	2	114	0	0	116	0	0	0	1	1	0	140	29	0	169	7	0	1	2	10	296
08:15 AM	5	103	0	0	108	0	0	0	1	1	1	124	48	0	173	4	0	1	1	6	288
08:30 AM	3	126	0	0	129	0	0	0	0	0	0	110	28	0	138	8	0	2	0	10	277
08:45 AM	3	117	0	0	120	0	0	0	0	0	0	126	16	0	142	2	0	2	0	4	266
Total	13	460	0	0	473	0	0	0	2	2	1	500	121	0	622	21	0	6	3	30	1127
Grand Total	31	899	0	0	930	0	0	1	4	5	1	939	266	0	1206	36	0	11	7	54	2195
Apprch %	3.3	96.7	0	0		0	0	20	80		0.1	77.9	22.1	0		66.7	0	20.4	13		
Total %	1.4	41	0	0	42.4	0	0	0	0.2	0.2	0	42.8	12.1	0	54.9	1.6	0	0.5	0.3	2.5	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**10**	123	0	133	0	0	0	0	0	120	33	153	6	0	1	7	293
07:45 AM	5	**144**	0	**149**	0	0	0	0	0	120	37	157	6	0	**2**	**8**	**314**
08:00 AM	2	114	0	116	0	0	0	0	0	**140**	29	169	**7**	0	1	8	293
08:15 AM	5	103	0	108	0	0	0	0	**1**	124	**48**	**173**	4	0	1	5	286
Total Volume	22	484	0	506	0	0	0	0	1	504	147	652	23	0	5	28	1186
% App. Total	4.3	95.7	0		0	0	0		0.2	77.3	22.5		82.1	0	17.9		
PHF	.550	.840	.000	.849	.000	.000	.000	.000	.250	.900	.766	.942	.821	.000	.625	.875	.944

Peggy Malone & Associates
904-992-8072

File Name : 2-Rt 11 & Carver Ave PM
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Groups Printed- Cars

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	143	0	1	155	0	0	0	1	1	1	154	43	1	199	10	0	1	1	12	367
04:15 PM	11	171	0	0	182	0	0	0	0	0	0	136	27	0	163	4	0	0	2	6	351
04:30 PM	10	161	0	0	171	0	0	0	2	2	0	126	22	0	148	3	0	2	3	8	329
04:45 PM	6	156	0	0	162	0	0	0	0	0	0	152	35	0	187	4	0	4	3	11	360
Total	38	631	0	1	670	0	0	0	3	3	1	568	127	1	697	21	0	7	9	37	1407
05:00 PM	10	216	0	1	227	0	0	0	4	4	2	165	28	0	195	18	0	1	3	22	448
05:15 PM	3	161	0	0	164	0	0	0	0	0	0	142	30	0	172	12	0	3	1	16	352
05:30 PM	6	148	0	0	154	0	0	0	0	0	1	144	24	0	169	10	0	5	5	20	343
05:45 PM	5	151	0	0	156	0	0	0	0	0	1	123	24	0	148	3	0	3	3	9	313
Total	24	676	0	1	701	0	0	0	4	4	4	574	106	0	684	43	0	12	12	67	1456
Grand Total	62	1307	0	2	1371	0	0	0	7	7	5	1142	233	1	1381	64	0	19	21	104	2863
Apprch %	4.5	95.3	0	0.1		0	0	0	100		0.4	82.7	16.9	0.1		61.5	0	18.3	20.2		
Total %	2.2	45.7	0	0.1	47.9	0	0	0	0.2	0.2	0.2	39.9	8.1	0	48.2	2.2	0	0.7	0.7	3.6	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	156	0	162	0	0	0	0	0	152	**35**	187	4	0	4	8	357
05:00 PM	**10**	**216**	0	**226**	0	0	0	0	**2**	**165**	28	**195**	**18**	0	1	**19**	**440**
05:15 PM	3	161	0	164	0	0	0	0	0	142	30	172	12	0	3	15	351
05:30 PM	6	148	0	154	0	0	0	0	1	144	24	169	10	0	**5**	15	338
Total Volume	25	681	0	706	0	0	0	0	3	603	117	723	44	0	13	57	1486
% App. Total	3.5	96.5	0		0	0	0		0.4	83.4	16.2		77.2	0	22.8		
PHF	.625	.788	.000	.781	.000	.000	.000	.000	.375	.914	.836	.927	.611	.000	.650	.750	.844

Peggy Malone & Associates
904-992-8072

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Groups Printed- Trucks

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	2	0	0	0	2	10
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	10
04:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	7
Total	0	11	0	0	11	0	0	0	0	0	0	16	3	0	19	2	0	0	0	2	32
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	7
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	11	0	0	11	0	0	0	0	0	0	11	1	0	12	1	0	0	0	1	24
Grand Total	0	22	0	0	22	0	0	0	0	0	0	27	4	0	31	3	0	0	0	3	56
Apprch %	0	100	0	0		0	0	0	0		0	87.1	12.9	0		100	0	0	0		
Total %	0	39.3	0	0	39.3	0	0	0	0	0	0	48.2	7.1	0	55.4	5.4	0	0	0	5.4	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**3**	0	**3**	0	0	0	0	0	5	0	5	**2**	0	0	**2**	**10**
04:15 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:30 PM	0	3	0	3	0	0	0	0	0	**6**	1	**7**	0	0	0	0	10
04:45 PM	0	2	0	2	0	0	0	0	0	3	**2**	5	0	0	0	0	7
Total Volume	0	11	0	11	0	0	0	0	0	16	3	19	2	0	0	2	32
% App. Total	0	100	0		0	0	0		0	84.2	15.8		100	0	0		
PHF	.000	.917	.000	.917	.000	.000	.000	.000	.000	.667	.375	.679	.250	.000	.000	.250	.800

Peggy Malone & Associates
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Groups Printed- Combined

	Rt 11 Southbound					Driveway Westbound					Rt 11 Northbound					Carver Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	11	146	0	1	158	0	0	0	1	1	1	159	43	1	204	12	0	1	1	14	377
04:15 PM	11	174	0	0	185	0	0	0	0	0	0	138	27	0	165	4	0	0	2	6	356
04:30 PM	10	164	0	0	174	0	0	0	2	2	0	132	23	0	155	3	0	2	3	8	339
04:45 PM	6	158	0	0	164	0	0	0	0	0	0	155	37	0	192	4	0	4	3	11	367
Total	38	642	0	1	681	0	0	0	3	3	1	584	130	1	716	23	0	7	9	39	1439
05:00 PM	10	218	0	1	229	0	0	0	4	4	2	168	29	0	199	19	0	1	3	23	455
05:15 PM	3	165	0	0	168	0	0	0	0	0	0	146	30	0	176	12	0	3	1	16	360
05:30 PM	6	152	0	0	158	0	0	0	0	0	1	145	24	0	170	10	0	5	5	20	348
05:45 PM	5	152	0	0	157	0	0	0	0	0	1	126	24	0	151	3	0	3	3	9	317
Total	24	687	0	1	712	0	0	0	4	4	4	585	107	0	696	44	0	12	12	68	1480
Grand Total	62	1329	0	2	1393	0	0	0	7	7	5	1169	237	1	1412	67	0	19	21	107	2919
Apprch %	4.5	95.4	0	0.1		0	0	0	100		0.4	82.8	16.8	0.1		62.6	0	17.8	19.6		
Total %	2.1	45.5	0	0.1	47.7	0	0	0	0.2	0.2	0.2	40	8.1	0	48.4	2.3	0	0.7	0.7	3.7	

	Rt 11 Southbound				Driveway Westbound				Rt 11 Northbound				Carver Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	6	158	0	164	0	0	0	0	0	155	**37**	192	4	0	4	8	364
05:00 PM	**10**	**218**	0	**228**	0	0	0	0	**2**	**168**	29	**199**	**19**	0	1	**20**	**447**
05:15 PM	3	165	0	168	0	0	0	0	0	146	30	176	12	0	3	15	359
05:30 PM	6	152	0	158	0	0	0	0	1	145	24	170	10	0	**5**	15	343
Total Volume	25	693	0	718	0	0	0	0	3	614	120	737	45	0	13	58	1513
% App. Total	3.5	96.5	0		0	0	0		0.4	83.3	16.3		77.6	0	22.4		
PHF	.625	.795	.000	.787	.000	.000	.000	.000	.375	.914	.811	.926	.592	.000	.650	.725	.846

Peggy Malone & Associates

File Name : 3-Kimball Ave_Plantation Rd and Orange Ave
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Groups Printed- Car

	Plantation Rd Southbound					Orange Ave Westbound					Kimball Ave Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	27	44	7	0	78	18	311	61	0	390	37	8	1	0	46	6	175	9	0	190	704
07:15 AM	31	49	9	0	89	31	413	79	0	523	26	12	2	0	40	3	205	20	0	228	880
07:30 AM	18	46	15	0	79	19	353	59	0	431	48	19	4	0	71	10	214	25	0	249	830
07:45 AM	25	65	11	0	101	32	314	72	0	418	42	23	4	0	69	9	229	24	0	262	850
Total	101	204	42	0	347	100	1391	271	0	1762	153	62	11	0	226	28	823	78	0	929	3264
08:00 AM	24	46	13	0	83	32	351	70	0	453	39	13	5	0	57	2	201	29	0	232	825
08:15 AM	21	33	12	0	66	20	323	71	0	414	25	22	3	0	50	6	164	23	0	193	723
08:30 AM	36	30	11	0	77	18	293	68	0	379	26	13	3	0	42	6	160	24	0	190	688
08:45 AM	21	20	14	0	55	19	300	48	0	367	31	11	2	0	44	6	165	19	0	190	656
Total	102	129	50	0	281	89	1267	257	0	1613	121	59	13	0	193	20	690	95	0	805	2892
09:00 AM	21	22	12	0	55	15	254	41	0	310	41	14	2	0	57	7	158	14	0	179	601
09:15 AM	26	20	15	0	61	13	258	45	0	316	34	14	7	0	55	3	179	15	0	197	629
09:30 AM	21	20	17	0	58	16	237	38	0	291	34	10	3	0	47	4	173	14	0	191	587
09:45 AM	18	21	11	0	50	10	248	31	0	289	22	18	2	1	43	6	216	16	0	238	620
Total	86	83	55	0	224	54	997	155	0	1206	131	56	14	1	202	20	726	59	0	805	2437
10:00 AM	17	19	13	0	49	19	220	34	1	274	41	10	5	1	57	1	153	33	0	187	567
10:15 AM	13	21	13	1	48	13	240	32	0	285	28	9	4	0	41	10	185	22	0	217	591
10:30 AM	18	30	8	0	56	14	237	34	0	285	25	15	2	1	43	6	176	19	0	201	585
10:45 AM	13	19	10	1	43	18	234	24	0	276	35	15	2	0	52	6	183	15	0	204	575
Total	61	89	44	2	196	64	931	124	1	1120	129	49	13	2	193	23	697	89	0	809	2318
11:00 AM	18	20	14	0	52	16	203	18	0	237	51	20	0	0	71	5	215	21	0	241	601
11:15 AM	20	19	18	0	57	5	214	32	0	251	33	16	4	0	53	5	167	14	0	186	547
11:30 AM	24	14	17	0	55	18	231	32	0	281	46	21	5	0	72	0	264	14	0	278	686
11:45 AM	28	16	19	0	63	12	222	32	0	266	44	16	4	0	64	2	240	34	0	276	669
Total	90	69	68	0	227	51	870	114	0	1035	174	73	13	0	260	12	886	83	0	981	2503
12:00 PM	26	19	14	0	59	9	225	26	0	260	80	28	6	0	114	4	196	19	0	219	652
12:15 PM	21	37	15	0	73	11	210	27	0	248	44	23	5	0	72	5	200	23	0	228	621
12:30 PM	16	25	17	0	58	13	296	36	0	345	37	22	5	1	65	3	217	30	0	250	718
12:45 PM	22	33	11	0	66	19	248	44	0	311	46	18	7	0	71	7	238	28	0	273	721
Total	85	114	57	0	256	52	979	133	0	1164	207	91	23	1	322	19	851	100	0	970	2712
01:00 PM	6	18	25	0	49	18	255	39	0	312	47	18	4	0	69	5	187	18	0	210	640
01:15 PM	26	25	13	0	64	15	274	24	0	313	49	20	2	0	71	5	284	19	0	308	756
01:30 PM	14	17	18	0	49	12	232	23	0	267	47	19	6	1	73	5	224	18	0	247	636
01:45 PM	27	27	11	0	65	16	283	34	0	333	36	16	5	0	57	6	210	21	0	237	692
Total	73	87	67	0	227	61	1044	120	0	1225	179	73	17	1	270	21	905	76	0	1002	2724
02:00 PM	20	19	10	0	49	11	234	39	0	284	58	18	6	0	82	7	248	18	0	273	688
02:15 PM	17	26	21	0	64	19	283	35	0	337	58	29	7	0	94	6	219	24	0	249	744
02:30 PM	23	34	18	1	76	9	254	31	0	294	71	23	11	0	105	2	327	26	0	355	830
02:45 PM	10	26	24	0	60	21	268	30	0	319	68	23	7	0	98	3	257	25	0	285	762
Total	70	105	73	1	249	60	1039	135	0	1234	255	93	31	0	379	18	1051	93	0	1162	3024
03:00 PM	18	18	28	0	64	17	270	20	0	307	74	32	3	0	109	4	314	25	0	343	823
03:15 PM	19	15	17	1	52	16	276	31	0	323	70	18	4	0	92	4	272	24	0	300	767
03:30 PM	30	24	22	1	77	15	260	17	0	292	67	23	5	0	95	9	309	28	0	346	810
03:45 PM	33	12	28	1	74	17	361	35	0	413	66	26	3	0	95	2	306	26	0	334	916
Total	100	69	95	3	267	65	1167	103	0	1335	277	99	15	0	391	19	1201	103	0	1323	3316
04:00 PM	39	18	24	0	81	16	333	20	0	369	80	40	7	0	127	9	313	17	0	339	916
04:15 PM	29	19	24	0	72	13	284	27	0	324	91	22	3	0	116	6	307	20	0	333	845
04:30 PM	34	20	23	0	77	11	316	28	0	355	101	32	10	0	143	2	325	34	0	361	936
04:45 PM	33	15	24	0	72	16	308	32	1	357	112	45	4	1	162	8	295	18	0	321	912
Total	135	72	95	0	302	56	1241	107	1	1405	384	139	24	1	548	25	1240	89	0	1354	3609
05:00 PM	32	23	40	0	95	18	336	35	0	389	145	66	5	0	216	1	300	19	0	320	1020
05:15 PM	24	14	32	0	70	11	291	15	0	317	83	44	5	0	132	4	349	33	0	386	905
05:30 PM	30	25	22	1	78	9	243	28	0	280	91	34	2	0	127	2	274	19	0	295	780
05:45 PM	23	13	16	0	52	9	290	16	0	315	63	24	1	0	88	2	280	24	0	306	761
Total	109	75	110	1	295	47	1160	94	0	1301	382	168	13	0	563	9	1203	95	0	1307	3466
06:00 PM	18	21	12	0	51	8	213	16	0	237	41	18	4	0	63	1	281	17	0	299	650
06:15 PM	20	20	18	0	58	10	218	20	0	248	37	20	3	1	61	0	241	19	0	260	627
06:30 PM	30	13	19	0	62	6	190	10	0	206	30	6	1	0	37	0	246	20	0	266	571
06:45 PM	14	9	16	0	39	8	192	12	0	212	35	20	1	0	56	0	231	13	0	244	551
Total	82	63	65	0	210	32	813	58	0	903	143	64	9	1	217	1	999	69	0	1069	2399
Grand Total	1094	1159	821	7	3081	731	12899	1671	2	15303	2535	1026	196	7	3764	215	11272	1029	0	12516	34664
Apprch %	35.5	37.6	26.6	0.2		4.8	84.3	10.9	0		67.3	27.3	5.2	0.2		1.7	90.1	8.2	0		
Total %	3.2	3.3	2.4	0	8.9	2.1	37.2	4.8	0	44.1	7.3	3	0.6	0	10.9	0.6	32.5	3	0	36.1	

Peggy Malone & Associates

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	Plantation Rd Southbound				Orange Ave Westbound				Kimball Ave Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**31**	49	9	89	31	**413**	**79**	**523**	26	12	2	40	3	205	20	228	**880**
07:30 AM	18	46	**15**	79	19	353	59	431	**48**	19	4	**71**	**10**	214	25	249	830
07:45 AM	25	**65**	11	**101**	**32**	314	72	418	42	**23**	4	69	9	**229**	24	**262**	850
08:00 AM	24	46	13	83	32	351	70	453	39	13	**5**	57	2	201	**29**	232	825
Total Volume	98	206	48	352	114	1431	280	1825	155	67	15	237	24	849	98	971	3385
% App. Total	27.8	58.5	13.6		6.2	78.4	15.3		65.4	28.3	6.3		2.5	87.4	10.1		
PHF	.790	.792	.800	.871	.891	.866	.886	.872	.807	.728	.750	.835	.600	.927	.845	.927	.962
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	16	25	17	58	13	**296**	36	**345**	37	**22**	5	64	3	217	**30**	250	717
12:45 PM	22	**33**	11	**66**	**19**	248	**44**	311	46	18	**7**	**71**	**7**	238	28	273	721
01:00 PM	6	18	**25**	49	18	255	39	312	47	18	4	69	5	187	18	210	640
01:15 PM	**26**	25	13	64	15	274	24	313	**49**	20	2	71	5	**284**	19	**308**	**756**
Total Volume	70	101	66	237	65	1073	143	1281	179	78	18	275	20	926	95	1041	2834
% App. Total	29.5	42.6	27.8		5.1	83.8	11.2		65.1	28.4	6.5		1.9	89	9.1		
PHF	.673	.765	.660	.898	.855	.906	.813	.928	.913	.886	.643	.968	.714	.815	.792	.845	.937
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**34**	20	23	77	11	316	28	355	101	32	**10**	143	2	325	**34**	361	936
04:45 PM	33	15	24	72	16	308	32	356	112	45	4	161	**8**	295	18	321	910
05:00 PM	32	**23**	**40**	**95**	**18**	**336**	**35**	**389**	**145**	**66**	5	**216**	1	300	19	320	**1020**
05:15 PM	24	14	32	70	11	291	15	317	83	44	5	132	4	**349**	33	**386**	905
Total Volume	123	72	119	314	56	1251	110	1417	441	187	24	652	15	1269	104	1388	3771
% App. Total	39.2	22.9	37.9		4	88.3	7.8		67.6	28.7	3.7		1.1	91.4	7.5		
PHF	.904	.783	.744	.826	.778	.931	.786	.911	.760	.708	.600	.755	.469	.909	.765	.899	.924

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	Plantation Rd Southbound					Orange Ave Westbound					Kimball Ave Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	3	0	5	2	23	1	0	26	5	1	1	0	7	0	29	3	0	32	70
07:15 AM	1	2	2	0	5	1	28	0	0	29	4	1	0	0	5	0	26	6	0	32	71
07:30 AM	3	0	2	0	5	0	34	4	0	38	4	1	0	0	5	0	27	4	0	31	79
07:45 AM	8	1	1	0	10	1	33	1	0	35	2	1	2	0	5	2	38	3	0	43	93
Total	14	3	8	0	25	4	118	6	0	128	15	4	3	0	22	2	120	16	0	138	313
08:00 AM	5	0	0	0	5	1	40	1	0	42	4	1	1	0	6	0	31	2	0	33	86
08:15 AM	6	3	3	0	12	0	37	1	0	38	6	1	0	0	7	1	32	3	0	36	93
08:30 AM	6	0	0	0	6	0	46	7	0	53	7	0	1	0	8	0	24	2	0	26	93
08:45 AM	5	2	3	0	10	1	30	2	0	33	6	1	0	0	7	0	31	3	0	34	84
Total	22	5	6	0	33	2	153	11	0	166	23	3	2	0	28	1	118	10	0	129	356
09:00 AM	4	2	3	0	9	6	28	2	0	36	3	0	0	0	3	1	44	1	0	46	94
09:15 AM	7	2	3	0	12	4	20	3	0	27	7	3	0	0	10	0	50	3	0	53	102
09:30 AM	4	2	3	0	9	1	26	3	0	30	1	0	0	0	1	1	36	5	0	42	82
09:45 AM	8	1	7	0	16	3	37	2	0	42	0	0	1	0	1	0	44	1	0	45	104
Total	23	7	16	0	46	14	111	10	0	135	11	3	1	0	15	2	174	10	0	186	382
10:00 AM	4	1	8	0	13	1	38	5	0	44	2	0	0	0	2	0	34	3	0	37	96
10:15 AM	5	1	6	0	12	3	34	2	0	39	3	0	0	0	3	0	39	2	0	41	95
10:30 AM	4	2	7	0	13	1	22	1	0	24	5	1	1	0	7	1	31	3	0	35	79
10:45 AM	3	1	3	0	7	1	38	1	0	40	3	1	0	0	4	0	26	3	0	29	80
Total	16	5	24	0	45	6	132	9	0	147	13	2	1	0	16	1	130	11	0	142	350
11:00 AM	6	1	3	0	10	2	38	3	0	43	6	0	0	0	6	0	40	0	0	40	99
11:15 AM	2	1	4	0	7	2	36	3	0	41	6	2	0	0	8	0	32	3	0	35	91
11:30 AM	5	1	6	0	12	4	35	2	0	41	2	0	0	0	2	0	31	2	0	33	88
11:45 AM	4	0	2	0	6	1	32	1	0	34	10	0	1	0	11	1	28	4	0	33	84
Total	17	3	15	0	35	9	141	9	0	159	24	2	1	0	27	1	131	9	0	141	362
12:00 PM	2	0	3	0	5	1	28	7	0	36	2	2	1	0	5	1	26	1	0	28	74
12:15 PM	2	1	2	0	5	0	27	2	0	29	2	1	1	0	4	0	29	1	0	30	68
12:30 PM	1	1	3	0	5	1	31	4	0	36	6	0	0	0	6	0	30	3	0	33	80
12:45 PM	2	0	0	0	2	2	27	1	0	30	3	0	0	0	3	0	35	2	0	37	72
Total	7	2	8	0	17	4	113	14	0	131	13	3	2	0	18	1	120	7	0	128	294
01:00 PM	2	0	2	0	4	1	40	3	0	44	5	1	1	0	7	0	34	3	0	37	92
01:15 PM	1	0	1	0	2	1	26	3	0	30	10	1	1	0	12	1	31	2	0	34	78
01:30 PM	1	1	3	0	5	0	37	2	0	39	4	0	0	0	4	0	22	4	0	26	74
01:45 PM	0	2	1	0	3	0	29	0	0	29	8	1	0	0	9	1	32	6	0	39	80
Total	4	3	7	0	14	2	132	8	0	142	27	3	2	0	32	2	119	15	0	136	324
02:00 PM	0	1	2	0	3	3	19	1	0	23	3	0	1	0	4	1	31	2	0	34	64
02:15 PM	1	1	2	0	4	2	34	5	0	41	6	2	0	0	8	0	22	0	0	22	75
02:30 PM	1	3	4	0	8	3	29	0	0	32	1	1	1	0	3	0	45	3	0	48	91
02:45 PM	3	2	1	0	6	0	33	1	0	34	5	1	0	0	6	1	29	2	0	32	78
Total	5	7	9	0	21	8	115	7	0	130	15	4	2	0	21	2	127	7	0	136	308
03:00 PM	1	0	1	0	2	1	28	3	0	32	5	0	1	0	6	1	37	3	0	41	81
03:15 PM	4	0	6	0	10	3	29	0	0	32	6	1	0	0	7	1	31	2	0	34	83
03:30 PM	2	2	1	0	5	2	20	1	0	23	6	1	0	0	7	0	38	1	0	39	74
03:45 PM	3	0	3	0	6	2	19	2	0	23	5	2	0	0	7	1	39	2	0	42	78
Total	10	2	11	0	23	8	96	6	0	110	22	4	1	0	27	3	145	8	0	156	316
04:00 PM	0	1	3	0	4	0	39	0	0	39	5	2	0	0	7	0	25	1	0	26	76
04:15 PM	1	0	2	0	3	1	34	3	0	38	2	1	1	0	4	0	31	2	0	33	78
04:30 PM	2	1	2	0	5	1	15	2	0	18	0	4	0	0	4	0	21	6	0	27	54
04:45 PM	1	1	1	0	3	2	25	0	0	27	2	1	0	0	3	1	24	0	0	25	58
Total	4	3	8	0	15	4	113	5	0	122	9	8	1	0	18	1	101	9	0	111	266
05:00 PM	3	0	0	0	3	0	28	1	0	29	3	2	0	0	5	1	12	1	0	14	51
05:15 PM	2	1	2	0	5	4	22	0	0	26	4	0	1	0	5	1	16	1	0	18	54
05:30 PM	0	0	1	0	1	3	12	1	0	16	1	1	0	0	2	0	13	2	0	15	34
05:45 PM	1	0	0	0	1	1	18	3	0	22	2	0	0	0	2	0	11	3	0	14	39
Total	6	1	3	0	10	8	80	5	0	93	10	3	1	0	14	2	52	7	0	61	178
06:00 PM	1	1	1	0	3	0	8	1	0	9	2	0	0	0	2	0	19	4	0	23	37
06:15 PM	2	1	1	0	4	1	16	1	0	18	3	0	0	0	3	0	14	4	0	18	43
06:30 PM	1	0	0	0	1	3	11	1	0	15	3	0	1	0	4	0	14	5	0	19	39
06:45 PM	1	0	2	0	3	3	14	3	0	20	2	0	0	0	2	0	11	2	0	13	38
Total	5	2	4	0	11	7	49	6	0	62	10	0	1	0	11	0	58	15	0	73	157
Grand Total	133	43	119	0	295	76	1353	96	0	1525	192	39	18	0	249	18	1395	124	0	1537	3606
Apprch %	45.1	14.6	40.3	0		5	88.7	6.3	0		77.1	15.7	7.2	0		1.2	90.8	8.1	0		
Total %	3.7	1.2	3.3	0	8.2	2.1	37.5	2.7	0	42.3	5.3	1.1	0.5	0	6.9	0.5	38.7	3.4	0	42.6	

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	Plantation Rd Southbound				Orange Ave Westbound				Kimball Ave Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 AM																	
09:00 AM	4	**2**	3	9	**6**	28	2	36	3	0	0	3	**1**	44	1	46	94
09:15 AM	7	2	3	12	4	20	**3**	27	**7**	**3**	0	**10**	0	**50**	3	**53**	102
09:30 AM	4	2	3	9	1	26	3	30	1	0	0	1	1	36	**5**	42	82
09:45 AM	**8**	1	**7**	**16**	3	**37**	2	**42**	0	0	**1**	1	0	44	1	45	**104**
Total Volume	23	7	16	46	14	111	10	135	11	3	1	15	2	174	10	186	382
% App. Total	50	15.2	34.8		10.4	82.2	7.4		73.3	20	6.7		1.1	93.5	5.4		
PHF	.719	.875	.571	.719	.583	.750	.833	.804	.393	.250	.250	.375	.500	.870	.500	.877	.918
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	**6**	**1**	3	10	2	**38**	**3**	**43**	6	0	0	6	0	**40**	0	**40**	**99**
11:15 AM	2	1	4	7	2	36	3	41	6	**2**	0	8	0	32	3	35	91
11:30 AM	5	1	**6**	**12**	**4**	35	2	41	2	0	0	2	0	31	2	33	88
11:45 AM	4	0	2	6	1	32	1	34	**10**	0	**1**	**11**	**1**	28	**4**	33	84
Total Volume	17	3	15	35	9	141	9	159	24	2	1	27	1	131	9	141	362
% App. Total	48.6	8.6	42.9		5.7	88.7	5.7		88.9	7.4	3.7		0.7	92.9	6.4		
PHF	.708	.750	.625	.729	.563	.928	.750	.924	.600	.250	.250	.614	.250	.819	.563	.881	.914
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	**3**	4	8	**3**	29	0	32	1	**1**	**1**	3	0	**45**	**3**	**48**	**91**
02:45 PM	3	2	1	6	0	**33**	1	**34**	5	1	0	6	**1**	29	2	32	78
03:00 PM	1	0	1	2	1	28	**3**	32	5	0	1	6	1	37	3	41	81
03:15 PM	**4**	0	**6**	**10**	3	29	0	32	**6**	1	0	**7**	1	31	2	34	83
Total Volume	9	5	12	26	7	119	4	130	17	3	2	22	3	142	10	155	333
% App. Total	34.6	19.2	46.2		5.4	91.5	3.1		77.3	13.6	9.1		1.9	91.6	6.5		
PHF	.563	.417	.500	.650	.583	.902	.333	.956	.708	.750	.500	.786	.750	.789	.833	.807	.915

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	Plantation Rd Southbound					Orange Ave Westbound					Kimball Ave Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	29	44	10	0	83	20	334	62	0	416	42	9	2	0	53	6	204	12	0	222	774
07:15 AM	32	51	11	0	94	32	441	79	0	552	30	13	2	0	45	3	231	26	0	260	951
07:30 AM	21	46	17	0	84	19	387	63	0	469	52	20	4	0	76	10	241	29	0	280	909
07:45 AM	33	66	12	0	111	33	347	73	0	453	44	24	6	0	74	11	267	27	0	305	943
Total	115	207	50	0	372	104	1509	277	0	1890	168	66	14	0	248	30	943	94	0	1067	3577
08:00 AM	29	46	13	0	88	33	391	71	0	495	43	14	6	0	63	2	232	31	0	265	911
08:15 AM	27	36	15	0	78	20	360	72	0	452	31	23	3	0	57	7	196	26	0	229	816
08:30 AM	42	30	11	0	83	18	339	75	0	432	33	13	4	0	50	6	184	26	0	216	781
08:45 AM	26	22	17	0	65	20	330	50	0	400	37	12	2	0	51	6	196	22	0	224	740
Total	124	134	56	0	314	91	1420	268	0	1779	144	62	15	0	221	21	808	105	0	934	3248
09:00 AM	25	24	15	0	64	21	282	43	0	346	44	14	2	0	60	8	202	15	0	225	695
09:15 AM	33	22	18	0	73	17	278	48	0	343	41	17	7	0	65	3	229	18	0	250	731
09:30 AM	25	22	20	0	67	17	263	41	0	321	35	10	3	0	48	5	209	19	0	233	669
09:45 AM	26	22	18	0	66	13	285	33	0	331	22	18	3	1	44	6	260	17	0	283	724
Total	109	90	71	0	270	68	1108	165	0	1341	142	59	15	1	217	22	900	69	0	991	2819
10:00 AM	21	20	21	0	62	20	258	39	1	318	43	10	5	1	59	1	187	36	0	224	663
10:15 AM	18	22	19	1	60	16	274	34	0	324	31	9	4	0	44	10	224	24	0	258	686
10:30 AM	22	32	15	0	69	15	259	35	0	309	30	16	3	1	50	7	207	22	0	236	664
10:45 AM	16	20	13	1	50	19	272	25	0	316	38	16	2	0	56	6	209	18	0	233	655
Total	77	94	68	2	241	70	1063	133	1	1267	142	51	14	2	209	24	827	100	0	951	2668
11:00 AM	24	21	17	0	62	18	241	21	0	280	57	20	0	0	77	5	255	21	0	281	700
11:15 AM	22	20	22	0	64	7	250	35	0	292	39	18	4	0	61	5	199	17	0	221	638
11:30 AM	29	15	23	0	67	22	266	34	0	322	48	21	5	0	74	0	295	16	0	311	774
11:45 AM	32	16	21	0	69	13	254	33	0	300	54	16	5	0	75	3	268	38	0	309	753
Total	107	72	83	0	262	60	1011	123	0	1194	198	75	14	0	287	13	1017	92	0	1122	2865
12:00 PM	28	19	17	0	64	10	253	33	0	296	82	30	7	0	119	5	222	20	0	247	726
12:15 PM	23	38	17	0	78	11	237	29	0	277	46	24	6	0	76	5	229	24	0	258	689
12:30 PM	17	26	20	0	63	14	327	40	0	381	43	22	5	1	71	3	247	33	0	283	798
12:45 PM	24	33	11	0	68	21	275	45	0	341	49	18	7	0	74	7	273	30	0	310	793
Total	92	116	65	0	273	56	1092	147	0	1295	220	94	25	1	340	20	971	107	0	1098	3006
01:00 PM	8	18	27	0	53	19	295	42	0	356	52	19	5	0	76	5	221	21	0	247	732
01:15 PM	27	25	14	0	66	16	300	27	0	343	59	21	3	0	83	6	315	21	0	342	834
01:30 PM	15	18	21	0	54	12	269	25	0	306	51	19	6	1	77	5	246	22	0	273	710
01:45 PM	27	29	12	0	68	16	312	34	0	362	44	17	5	0	66	7	242	27	0	276	772
Total	77	90	74	0	241	63	1176	128	0	1367	206	76	19	1	302	23	1024	91	0	1138	3048
02:00 PM	20	20	12	0	52	14	253	40	0	307	61	18	7	0	86	8	279	20	0	307	752
02:15 PM	18	27	23	0	68	21	317	40	0	378	64	31	7	0	102	6	241	24	0	271	819
02:30 PM	24	37	22	1	84	12	283	31	0	326	72	24	12	0	108	2	372	29	0	403	921
02:45 PM	13	28	25	0	66	21	301	31	0	353	73	24	7	0	104	4	286	27	0	317	840
Total	75	112	82	1	270	68	1154	142	0	1364	270	97	33	0	400	20	1178	100	0	1298	3332
03:00 PM	19	18	29	0	66	18	298	23	0	339	79	32	4	0	115	5	351	28	0	384	904
03:15 PM	23	15	23	1	62	19	305	31	0	355	76	19	4	0	99	5	303	26	0	334	850
03:30 PM	32	26	23	1	82	17	280	18	0	315	73	24	5	0	102	9	347	29	0	385	884
03:45 PM	36	12	31	1	80	19	380	37	0	436	71	28	3	0	102	3	345	28	0	376	994
Total	110	71	106	3	290	73	1263	109	0	1445	299	103	16	0	418	22	1346	111	0	1479	3632
04:00 PM	39	19	27	0	85	16	372	20	0	408	85	42	7	0	134	9	338	18	0	365	992
04:15 PM	30	19	26	0	75	14	318	30	0	362	93	23	4	0	120	6	338	22	0	366	923
04:30 PM	36	21	25	0	82	12	331	30	0	373	101	36	10	0	147	2	346	40	0	388	990
04:45 PM	34	16	25	0	75	18	333	32	1	384	114	46	4	1	165	9	319	18	0	346	970
Total	139	75	103	0	317	60	1354	112	1	1527	393	147	25	1	566	26	1341	98	0	1465	3875
05:00 PM	35	23	40	0	98	18	364	36	0	418	148	68	5	0	221	2	312	20	0	334	1071
05:15 PM	26	15	34	0	75	15	313	15	0	343	87	44	6	0	137	5	365	34	0	404	959
05:30 PM	30	25	23	1	79	12	255	29	0	296	92	35	2	0	129	2	287	21	0	310	814
05:45 PM	24	13	16	0	53	10	308	19	0	337	65	24	1	0	90	2	291	27	0	320	800
Total	115	76	113	1	305	55	1240	99	0	1394	392	171	14	0	577	11	1255	102	0	1368	3644
06:00 PM	19	22	13	0	54	8	221	17	0	246	43	18	4	0	65	1	300	21	0	322	687
06:15 PM	22	21	19	0	62	11	234	21	0	266	40	20	3	1	64	0	255	23	0	278	670
06:30 PM	31	13	19	0	63	9	201	11	0	221	33	6	2	0	41	0	260	25	0	285	610
06:45 PM	15	9	18	0	42	11	206	15	0	232	37	20	1	0	58	0	242	15	0	257	589
Total	87	65	69	0	221	39	862	64	0	965	153	64	10	1	228	1	1057	84	0	1142	2556
Grand Total	1227	1202	940	7	3376	807	14252	1767	2	16828	2727	1065	214	7	4013	233	12667	1153	0	14053	38270
Apprch %	36.3	35.6	27.8	0.2		4.8	84.7	10.5	0		68	26.5	5.3	0.2		1.7	90.1	8.2	0		
Total %	3.2	3.1	2.5	0	8.8	2.1	37.2	4.6	0	44	7.1	2.8	0.6	0	10.5	0.6	33.1	3	0	36.7	

Peggy Malone & Associates

File Name : 3-Kimball Ave_Plantation Rd and Orange Ave
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	Plantation Rd Southbound				Orange Ave Westbound				Kimball Ave Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	32	51	11	94	32	**441**	**79**	**552**	30	13	2	45	3	231	26	260	**951**
07:30 AM	21	46	**17**	84	19	387	63	469	**52**	20	4	**76**	10	241	29	280	909
07:45 AM	**33**	**66**	12	**111**	**33**	347	73	453	44	**24**	**6**	74	**11**	**267**	27	**305**	943
08:00 AM	29	46	13	88	33	391	71	495	43	14	6	63	2	232	**31**	265	911
Total Volume	115	209	53	377	117	1566	286	1969	169	71	18	258	26	971	113	1110	3714
% App. Total	30.5	55.4	14.1		5.9	79.5	14.5		65.5	27.5	7		2.3	87.5	10.2		
PHF	.871	.792	.779	.849	.886	.888	.905	.892	.813	.740	.750	.849	.591	.909	.911	.910	.976
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:30 PM																	
12:30 PM	17	26	20	63	14	**327**	40	**381**	43	**22**	5	70	3	247	**33**	283	797
12:45 PM	24	**33**	11	**68**	**21**	275	**45**	341	49	18	**7**	74	**7**	273	30	310	793
01:00 PM	8	18	**27**	53	19	295	42	356	52	19	5	76	5	221	21	247	732
01:15 PM	**27**	25	14	66	16	300	27	343	**59**	21	3	**83**	6	**315**	21	**342**	**834**
Total Volume	76	102	72	250	70	1197	154	1421	203	80	20	303	21	1056	105	1182	3156
% App. Total	30.4	40.8	28.8		4.9	84.2	10.8		67	26.4	6.6		1.8	89.3	8.9		
PHF	.704	.773	.667	.919	.833	.915	.856	.932	.860	.909	.714	.913	.750	.838	.795	.864	.946
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**36**	21	25	82	12	331	30	373	101	36	**10**	147	2	346	**40**	388	990
04:45 PM	34	16	25	75	**18**	333	32	383	114	46	4	164	**9**	319	18	346	968
05:00 PM	35	**23**	**40**	**98**	18	**364**	**36**	**418**	**148**	**68**	5	**221**	2	312	20	334	**1071**
05:15 PM	26	15	34	75	15	313	15	343	87	44	6	137	5	**365**	34	**404**	959
Total Volume	131	75	124	330	63	1341	113	1517	450	194	25	669	18	1342	112	1472	3988
% App. Total	39.7	22.7	37.6		4.2	88.4	7.4		67.3	29	3.7		1.2	91.2	7.6		
PHF	.910	.815	.775	.842	.875	.921	.785	.907	.760	.713	.625	.757	.500	.919	.700	.911	.931

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File Name : 4-Hollins Rd and Orange Ave
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Groups Printed- Car

	Hollins Rd Southbound					Orange Ave Westbound					Hollins Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	38	21	6	0	65	11	376	10	0	397	6	14	13	0	33	5	167	17	0	189	684
07:15 AM	46	29	6	0	81	18	475	5	1	499	12	41	11	0	64	7	208	20	0	235	879
07:30 AM	43	25	5	0	73	9	369	10	0	388	17	50	18	0	85	11	267	36	0	314	860
07:45 AM	42	31	11	0	84	4	379	8	0	391	24	38	21	0	83	7	220	37	0	264	822
Total	169	106	28	0	303	42	1599	33	1	1675	59	143	63	0	265	30	862	110	0	1002	3245
08:00 AM	33	23	4	0	60	7	377	8	0	392	13	31	20	0	64	19	236	30	0	285	801
08:15 AM	40	22	7	0	69	8	348	15	0	371	19	27	19	0	65	19	157	26	0	202	707
08:30 AM	54	28	8	0	90	5	392	8	0	405	20	21	14	0	55	10	183	20	0	213	763
08:45 AM	34	22	8	0	64	8	300	12	0	320	15	13	13	0	41	15	205	16	0	236	661
Total	161	95	27	0	283	28	1417	43	0	1488	67	92	66	0	225	63	781	92	0	936	2932
09:00 AM	36	14	13	0	63	3	256	10	0	269	8	10	15	0	33	9	179	29	0	217	582
09:15 AM	26	19	13	0	58	10	300	11	0	321	17	21	11	0	49	11	175	12	0	198	626
09:30 AM	20	13	17	0	50	7	231	8	0	246	20	18	20	1	59	18	213	19	0	250	605
09:45 AM	26	20	14	0	60	9	258	13	0	280	16	21	8	0	45	14	213	14	0	241	626
Total	108	66	57	0	231	29	1045	42	0	1116	61	70	54	1	186	52	780	74	0	906	2439
10:00 AM	17	20	9	0	46	10	236	7	0	253	13	15	11	1	40	11	171	10	0	192	531
10:15 AM	20	15	12	0	47	15	241	4	0	260	17	20	16	0	53	9	207	27	0	243	603
10:30 AM	16	14	16	0	46	9	234	8	0	251	20	17	11	1	49	10	169	16	0	195	541
10:45 AM	26	15	7	1	49	12	224	5	0	241	16	18	13	0	47	18	202	21	0	241	578
Total	79	64	44	1	188	46	935	24	0	1005	66	70	51	2	189	48	749	74	0	871	2253
11:00 AM	18	13	10	0	41	8	230	11	0	249	13	11	16	0	40	18	217	23	0	258	588
11:15 AM	21	14	12	0	47	10	214	9	0	233	19	19	16	0	54	18	207	19	0	244	578
11:30 AM	18	9	16	0	43	11	254	17	0	282	20	17	18	0	55	12	280	32	0	324	704
11:45 AM	24	17	13	0	54	11	242	13	0	266	18	16	10	0	44	22	266	28	0	316	680
Total	81	53	51	0	185	40	940	50	0	1030	70	63	60	0	193	70	970	102	0	1142	2550
12:00 PM	22	19	17	0	58	10	214	11	0	235	23	31	16	0	70	15	275	20	0	310	673
12:15 PM	14	23	12	0	49	16	250	17	0	283	18	21	12	0	51	11	220	13	0	244	627
12:30 PM	28	10	15	0	53	8	264	11	0	283	18	23	14	1	56	14	243	37	0	294	686
12:45 PM	33	11	13	0	57	7	275	12	0	294	15	23	11	1	50	12	233	26	0	271	672
Total	97	63	57	0	217	41	1003	51	0	1095	74	98	53	2	227	52	971	96	0	1119	2658
01:00 PM	20	23	9	0	52	14	267	21	0	302	17	22	20	0	59	7	238	30	0	275	688
01:15 PM	32	19	15	0	66	6	272	16	0	294	14	22	17	0	53	25	282	26	0	333	746
01:30 PM	18	21	14	0	53	11	228	21	0	260	20	23	12	1	56	17	247	26	0	290	659
01:45 PM	19	24	13	0	56	14	285	12	0	311	19	21	21	0	61	17	236	21	0	274	702
Total	89	87	51	0	227	45	1052	70	0	1167	70	88	70	1	229	66	1003	103	0	1172	2795
02:00 PM	22	20	15	0	57	11	257	17	0	285	20	31	15	0	66	17	250	25	0	292	700
02:15 PM	25	36	11	0	72	10	278	13	0	301	23	23	16	0	62	12	312	24	0	348	783
02:30 PM	35	20	8	1	64	13	253	14	0	280	30	34	14	0	78	16	304	20	1	341	763
02:45 PM	32	28	7	0	67	11	254	21	0	286	19	23	21	0	63	24	364	36	0	424	840
Total	114	104	41	1	260	45	1042	65	0	1152	92	111	66	0	269	69	1230	105	1	1405	3086
03:00 PM	27	25	17	0	69	9	253	16	0	278	22	35	23	0	80	14	334	31	0	379	806
03:15 PM	34	21	7	0	62	6	286	15	0	307	12	26	17	0	55	12	372	25	0	409	833
03:30 PM	22	27	19	0	68	12	253	14	0	279	34	49	22	1	106	12	322	36	0	370	823
03:45 PM	32	41	19	0	92	10	378	25	0	413	25	35	18	0	78	20	315	27	0	362	945
Total	115	114	62	0	291	37	1170	70	0	1277	93	145	80	1	319	58	1343	119	0	1520	3407
04:00 PM	29	22	15	0	66	10	321	22	0	353	27	31	17	0	75	24	376	35	0	435	929
04:15 PM	36	37	24	0	97	14	281	13	1	309	25	32	12	0	69	21	381	35	0	437	912
04:30 PM	39	35	32	0	106	15	276	19	0	310	27	41	27	0	95	16	359	33	0	408	919
04:45 PM	49	49	21	0	119	10	290	19	0	319	25	29	12	0	66	18	406	41	0	465	969
Total	153	143	92	0	388	49	1168	73	1	1291	104	133	68	0	305	79	1522	144	0	1745	3729
05:00 PM	47	38	29	0	114	4	306	19	0	329	25	36	22	0	83	21	429	48	0	498	1024
05:15 PM	26	26	28	0	80	11	288	19	0	318	25	43	16	0	84	19	371	53	0	443	925
05:30 PM	34	39	24	1	98	5	235	16	0	256	26	27	20	1	74	12	356	47	0	415	843
05:45 PM	25	31	15	0	71	9	280	14	0	303	13	26	8	0	47	11	337	35	0	383	804
Total	132	134	96	1	363	29	1109	68	0	1206	89	132	66	1	288	63	1493	183	0	1739	3596
06:00 PM	30	21	20	0	71	7	227	12	0	246	20	23	12	0	55	12	275	39	0	326	698
06:15 PM	26	27	12	0	65	11	167	10	0	188	21	17	14	1	53	11	294	34	0	339	645
06:30 PM	23	26	24	0	73	10	191	7	0	208	14	31	12	0	57	16	233	25	0	274	612
06:45 PM	19	13	12	0	44	11	175	8	0	194	14	21	9	0	44	11	245	41	0	297	579
Total	98	87	68	0	253	39	760	37	0	836	69	92	47	1	209	50	1047	139	0	1236	2534
Grand Total	1396	1116	674	3	3189	470	13240	626	2	14338	914	1237	744	9	2904	700	12751	1341	1	14793	35224
Apprch %	43.8	35	21.1	0.1		3.3	92.3	4.4	0		31.5	42.6	25.6	0.3		4.7	86.2	9.1	0		
Total %	4	3.2	1.9	0	9.1	1.3	37.6	1.8	0	40.7	2.6	3.5	2.1	0	8.2	2	36.2	3.8	0	42	

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	Hollins Rd Southbound				Orange Ave Westbound				Hollins Rd Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**46**	29	6	81	**18**	**475**	5	**498**	12	41	11	64	7	208	20	235	**878**
07:30 AM	43	25	5	73	9	369	**10**	388	17	**50**	18	**85**	11	**267**	36	**314**	860
07:45 AM	42	**31**	**11**	**84**	4	379	8	391	**24**	38	**21**	83	7	220	**37**	264	822
08:00 AM	33	23	4	60	7	377	8	392	13	31	20	64	**19**	236	30	285	801
Total Volume	164	108	26	298	38	1600	31	1669	66	160	70	296	44	931	123	1098	3361
% App. Total	55	36.2	8.7		2.3	95.9	1.9		22.3	54.1	23.6		4	84.8	11.2		
PHF	.891	.871	.591	.887	.528	.842	.775	.838	.688	.800	.833	.871	.579	.872	.831	.874	.957
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	20	23	9	52	**14**	267	**21**	302	17	22	20	59	7	238	**30**	275	688
01:15 PM	**32**	19	**15**	**66**	6	272	16	294	14	22	17	53	**25**	**282**	26	**333**	**746**
01:30 PM	18	21	14	53	11	228	21	260	**20**	**23**	12	55	17	247	26	290	658
01:45 PM	19	**24**	13	56	14	**285**	12	**311**	19	21	**21**	**61**	17	236	21	274	702
Total Volume	89	87	51	227	45	1052	70	1167	70	88	70	228	66	1003	103	1172	2794
% App. Total	39.2	38.3	22.5		3.9	90.1	6		30.7	38.6	30.7		5.6	85.6	8.8		
PHF	.695	.906	.850	.860	.804	.923	.833	.938	.875	.957	.833	.934	.660	.889	.858	.880	.936
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	39	35	**32**	106	**15**	276	**19**	310	**27**	41	**27**	**95**	16	359	33	408	919
04:45 PM	**49**	**49**	21	**119**	10	290	19	319	25	29	12	66	18	406	41	465	969
05:00 PM	47	38	29	114	4	**306**	19	**329**	25	36	22	83	**21**	**429**	48	**498**	**1024**
05:15 PM	26	26	28	80	11	288	19	318	25	**43**	16	84	19	371	**53**	443	925
Total Volume	161	148	110	419	40	1160	76	1276	102	149	77	328	74	1565	175	1814	3837
% App. Total	38.4	35.3	26.3		3.1	90.9	6		31.1	45.4	23.5		4.1	86.3	9.6		
PHF	.821	.755	.859	.880	.667	.948	1.00	.970	.944	.866	.713	.863	.881	.912	.825	.911	.937

Peggy Malone & Associates

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Groups Printed- Truck

	Hollins Rd Southbound					Orange Ave Westbound					Hollins Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	0	0	6	0	24	2	0	26	3	1	8	0	12	10	25	0	0	35	79
07:15 AM	7	2	4	0	13	1	23	2	0	26	2	1	4	0	7	5	28	1	0	34	80
07:30 AM	10	2	5	0	17	1	25	1	0	27	4	4	10	0	18	2	26	4	0	32	94
07:45 AM	5	3	2	0	10	2	35	0	0	37	3	2	3	0	8	2	27	4	0	33	88
Total	28	7	11	0	46	4	107	5	0	116	12	8	25	0	45	19	106	9	0	134	341
08:00 AM	2	2	1	0	5	2	37	3	0	42	4	2	6	0	12	10	38	4	0	52	111
08:15 AM	9	4	4	0	17	3	25	3	0	31	6	2	6	0	14	8	31	6	0	45	107
08:30 AM	5	5	4	0	14	1	31	3	0	35	0	1	8	0	9	7	29	5	0	41	99
08:45 AM	5	1	1	0	7	2	27	3	0	32	1	5	9	0	15	9	30	4	0	43	97
Total	21	12	10	0	43	8	120	12	0	140	11	10	29	0	50	34	128	19	0	181	414
09:00 AM	3	1	4	0	8	5	23	5	0	33	4	1	7	0	12	4	44	2	0	50	103
09:15 AM	4	1	1	0	6	1	23	5	0	29	3	3	6	0	12	6	48	4	0	58	105
09:30 AM	1	4	1	0	6	2	21	5	0	28	1	1	10	0	12	1	22	2	0	25	71
09:45 AM	4	2	0	0	6	4	29	3	0	36	3	4	4	0	11	4	44	2	0	50	103
Total	12	8	6	0	26	12	96	18	0	126	11	9	27	0	47	15	158	10	0	183	382
10:00 AM	5	4	2	0	11	0	43	6	0	49	7	1	7	0	15	2	42	6	0	50	125
10:15 AM	3	3	3	0	9	4	35	2	0	41	7	0	0	0	7	10	41	3	0	54	111
10:30 AM	1	3	6	0	10	0	26	4	0	30	5	3	5	0	13	4	34	1	0	39	92
10:45 AM	4	7	2	0	13	2	26	4	0	32	3	3	8	0	14	8	28	5	0	41	100
Total	13	17	13	0	43	6	130	16	0	152	22	7	20	0	49	24	145	15	0	184	428
11:00 AM	5	1	2	0	8	2	33	5	0	40	3	6	4	0	13	8	31	3	0	42	103
11:15 AM	2	8	1	0	11	0	26	1	0	27	5	4	13	0	22	6	24	3	0	33	93
11:30 AM	3	4	1	0	8	3	30	1	0	34	3	7	4	0	14	5	37	3	0	45	101
11:45 AM	3	3	2	0	8	2	21	5	0	28	3	1	3	0	7	4	27	0	0	31	74
Total	13	16	6	0	35	7	110	12	0	129	14	18	24	0	56	23	119	9	0	151	371
12:00 PM	2	1	1	0	4	3	24	1	0	28	3	5	5	0	13	7	25	3	0	35	80
12:15 PM	4	3	0	0	7	0	22	2	0	24	5	2	2	0	9	7	21	0	0	28	68
12:30 PM	3	0	2	0	5	2	24	5	0	31	1	2	8	0	11	4	43	2	0	49	96
12:45 PM	3	1	3	0	7	0	25	3	0	28	10	3	4	0	17	5	25	3	0	33	85
Total	12	5	6	0	23	5	95	11	0	111	19	12	19	0	50	23	114	8	0	145	329
01:00 PM	3	2	2	0	7	3	26	4	0	33	4	1	5	0	10	8	32	6	0	46	96
01:15 PM	5	1	6	0	12	0	31	1	0	32	4	0	3	0	7	7	29	4	0	40	91
01:30 PM	3	3	0	0	6	5	27	5	0	37	3	2	10	0	15	2	25	4	0	31	89
01:45 PM	3	2	4	0	9	2	20	2	0	24	4	5	6	0	15	6	34	4	0	44	92
Total	14	8	12	0	34	10	104	12	0	126	15	8	24	0	47	23	120	18	0	161	368
02:00 PM	2	1	2	0	5	1	20	6	0	27	3	1	2	0	6	4	32	2	0	38	76
02:15 PM	4	0	3	0	7	0	28	2	0	30	2	1	4	0	7	7	20	5	0	32	76
02:30 PM	1	1	2	0	4	0	33	5	0	38	2	2	2	0	6	6	32	6	0	44	92
02:45 PM	4	2	2	0	8	0	23	5	0	28	5	0	5	0	10	5	36	1	0	42	88
Total	11	4	9	0	24	1	104	18	0	123	12	4	13	0	29	22	120	14	0	156	332
03:00 PM	2	2	1	0	5	2	30	3	0	35	1	2	5	0	8	8	28	5	0	41	89
03:15 PM	5	3	0	0	8	8	24	0	0	32	2	0	5	0	7	9	29	4	0	42	89
03:30 PM	3	0	4	0	7	2	17	2	0	21	1	2	9	0	12	5	32	7	0	44	84
03:45 PM	3	4	3	0	10	3	14	2	0	19	2	2	8	0	12	11	29	10	0	50	91
Total	13	9	8	0	30	15	85	7	0	107	6	6	27	0	39	33	118	26	0	177	353
04:00 PM	1	1	1	0	3	4	35	3	0	42	5	3	10	0	18	2	32	4	0	38	101
04:15 PM	1	2	1	0	4	6	33	3	0	42	3	4	3	0	10	6	18	5	0	29	85
04:30 PM	5	1	2	0	8	1	14	1	0	16	3	0	3	0	6	0	13	3	0	16	46
04:45 PM	1	0	4	0	5	0	19	0	0	19	2	2	7	0	11	2	24	4	0	30	65
Total	8	4	8	0	20	11	101	7	0	119	13	9	23	0	45	10	87	16	0	113	297
05:00 PM	3	0	1	0	4	0	22	3	0	25	1	3	2	0	6	0	21	1	0	22	57
05:15 PM	1	0	0	0	1	0	19	0	0	19	2	2	1	0	5	2	20	3	0	25	50
05:30 PM	2	0	0	0	2	1	13	1	0	15	2	1	0	0	3	4	15	1	0	20	40
05:45 PM	2	1	1	0	4	0	20	1	0	21	0	0	2	0	2	1	16	2	0	19	46
Total	8	1	2	0	11	1	74	5	0	80	5	6	5	0	16	7	72	7	0	86	193
06:00 PM	2	0	1	0	3	0	3	1	0	4	0	0	2	0	2	5	14	1	0	20	29
06:15 PM	1	0	0	0	1	0	15	1	0	16	4	1	2	0	7	3	14	3	0	20	44
06:30 PM	1	0	2	0	3	0	12	0	0	12	3	0	1	0	4	1	13	2	0	16	35
06:45 PM	0	0	2	0	2	1	12	1	0	14	1	0	2	0	3	2	17	2	0	21	40
Total	4	0	5	0	9	1	42	3	0	46	8	1	7	0	16	11	58	8	0	77	148
Grand Total	157	91	96	0	344	81	1168	126	0	1375	148	98	243	0	489	244	1345	159	0	1748	3956
Apprch %	45.6	26.5	27.9	0		5.9	84.9	9.2	0		30.3	20	49.7	0		14	76.9	9.1	0		
Total %	4	2.3	2.4	0	8.7	2	29.5	3.2	0	34.8	3.7	2.5	6.1	0	12.4	6.2	34	4	0	44.2	

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	Hollins Rd Southbound				Orange Ave Westbound				Hollins Rd Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	2	1	5	2	**37**	**3**	**42**	4	2	6	12	**10**	**38**	4	**52**	**111**
08:15 AM	**9**	4	**4**	**17**	**3**	25	3	31	**6**	2	6	14	8	31	**6**	45	107
08:30 AM	5	**5**	4	14	1	31	3	35	0	1	8	9	7	29	5	41	99
08:45 AM	5	1	1	7	2	27	3	32	1	**5**	**9**	**15**	9	30	4	43	97
Total Volume	21	12	10	43	8	120	12	140	11	10	29	50	34	128	19	181	414
% App. Total	48.8	27.9	23.3		5.7	85.7	8.6		22	20	58		18.8	70.7	10.5		
PHF	.583	.600	.625	.632	.667	.811	1.00	.833	.458	.500	.806	.833	.850	.842	.792	.870	.932
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	**5**	4	2	11	0	**43**	**6**	**49**	**7**	1	7	**15**	2	**42**	**6**	50	**125**
10:15 AM	3	3	3	9	**4**	35	2	41	7	0	0	7	**10**	41	3	**54**	111
10:30 AM	1	3	**6**	10	0	26	4	30	5	**3**	5	13	4	34	1	39	92
10:45 AM	4	**7**	2	**13**	2	26	4	32	3	3	**8**	14	8	28	5	41	100
Total Volume	13	17	13	43	6	130	16	152	22	7	20	49	24	145	15	184	428
% App. Total	30.2	39.5	30.2		3.9	85.5	10.5		44.9	14.3	40.8		13	78.8	8.2		
PHF	.650	.607	.542	.827	.375	.756	.667	.776	.786	.583	.625	.817	.600	.863	.625	.852	.856
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	**5**	3	0	8	**8**	24	0	32	2	0	5	7	9	29	4	42	89
03:30 PM	3	0	**4**	7	2	17	2	21	1	2	9	12	5	**32**	7	44	84
03:45 PM	3	**4**	3	**10**	3	14	2	19	2	2	8	12	**11**	29	**10**	**50**	91
04:00 PM	1	1	1	3	4	**35**	**3**	**42**	**5**	**3**	**10**	**18**	2	32	4	38	**101**
Total Volume	12	8	8	28	17	90	7	114	10	7	32	49	27	122	25	174	365
% App. Total	42.9	28.6	28.6		14.9	78.9	6.1		20.4	14.3	65.3		15.5	70.1	14.4		
PHF	.600	.500	.500	.700	.531	.643	.583	.679	.500	.583	.800	.681	.614	.953	.625	.870	.903

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Groups Printed- Combined

	Hollins Rd Southbound					Orange Ave Westbound					Hollins Rd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	44	21	6	0	71	11	400	12	0	423	9	15	21	0	45	15	192	17	0	224	763
07:15 AM	53	31	10	0	94	19	498	7	1	525	14	42	15	0	71	12	236	21	0	269	959
07:30 AM	53	27	10	0	90	10	394	11	0	415	21	54	28	0	103	13	293	40	0	346	954
07:45 AM	47	34	13	0	94	6	414	8	0	428	27	40	24	0	91	9	247	41	0	297	910
Total	197	113	39	0	349	46	1706	38	1	1791	71	151	88	0	310	49	968	119	0	1136	3586
08:00 AM	35	25	5	0	65	9	414	11	0	434	17	33	26	0	76	29	274	34	0	337	912
08:15 AM	49	26	11	0	86	11	373	18	0	402	25	29	25	0	79	27	188	32	0	247	814
08:30 AM	59	33	12	0	104	6	423	11	0	440	20	22	22	0	64	17	212	25	0	254	862
08:45 AM	39	23	9	0	71	10	327	15	0	352	16	18	22	0	56	24	235	20	0	279	758
Total	182	107	37	0	326	36	1537	55	0	1628	78	102	95	0	275	97	909	111	0	1117	3346
09:00 AM	39	15	17	0	71	8	279	15	0	302	12	11	22	0	45	13	223	31	0	267	685
09:15 AM	30	20	14	0	64	11	323	16	0	350	20	24	17	0	61	17	223	16	0	256	731
09:30 AM	21	17	18	0	56	9	252	13	0	274	21	19	30	1	71	19	235	21	0	275	676
09:45 AM	30	22	14	0	66	13	287	16	0	316	19	25	12	0	56	18	257	16	0	291	729
Total	120	74	63	0	257	41	1141	60	0	1242	72	79	81	1	233	67	938	84	0	1089	2821
10:00 AM	22	24	11	0	57	10	279	13	0	302	20	16	18	1	55	13	213	16	0	242	656
10:15 AM	23	18	15	0	56	19	276	6	0	301	24	20	16	0	60	19	248	30	0	297	714
10:30 AM	17	17	22	0	56	9	260	12	0	281	25	20	16	1	62	14	203	17	0	234	633
10:45 AM	30	22	9	1	62	14	250	9	0	273	19	21	21	0	61	26	230	26	0	282	678
Total	92	81	57	1	231	52	1065	40	0	1157	88	77	71	2	238	72	894	89	0	1055	2681
11:00 AM	23	14	12	0	49	10	263	16	0	289	16	17	20	0	53	26	248	26	0	300	691
11:15 AM	23	22	13	0	58	10	240	10	0	260	24	23	29	0	76	24	231	22	0	277	671
11:30 AM	21	13	17	0	51	14	284	18	0	316	23	24	22	0	69	17	317	35	0	369	805
11:45 AM	27	20	15	0	62	13	263	18	0	294	21	17	13	0	51	26	293	28	0	347	754
Total	94	69	57	0	220	47	1050	62	0	1159	84	81	84	0	249	93	1089	111	0	1293	2921
12:00 PM	24	20	18	0	62	13	238	12	0	263	26	36	21	0	83	22	300	23	0	345	753
12:15 PM	18	26	12	0	56	16	272	19	0	307	23	23	14	0	60	18	241	13	0	272	695
12:30 PM	31	10	17	0	58	10	288	16	0	314	19	25	22	1	67	18	286	39	0	343	782
12:45 PM	36	12	16	0	64	7	300	15	0	322	25	26	15	1	67	17	258	29	0	304	757
Total	109	68	63	0	240	46	1098	62	0	1206	93	110	72	2	277	75	1085	104	0	1264	2987
01:00 PM	23	25	11	0	59	17	293	25	0	335	21	23	25	0	69	15	270	36	0	321	784
01:15 PM	37	20	21	0	78	6	303	17	0	326	18	22	20	0	60	32	311	30	0	373	837
01:30 PM	21	24	14	0	59	16	255	26	0	297	23	25	22	1	71	19	272	30	0	321	748
01:45 PM	22	26	17	0	65	16	305	14	0	335	23	26	27	0	76	23	270	25	0	318	794
Total	103	95	63	0	261	55	1156	82	0	1293	85	96	94	1	276	89	1123	121	0	1333	3163
02:00 PM	24	21	17	0	62	12	277	23	0	312	23	32	17	0	72	21	282	27	0	330	776
02:15 PM	29	36	14	0	79	10	306	15	0	331	25	24	20	0	69	19	332	29	0	380	859
02:30 PM	36	21	10	1	68	13	286	19	0	318	32	36	16	0	84	22	336	26	1	385	855
02:45 PM	36	30	9	0	75	11	277	26	0	314	24	23	26	0	73	29	400	37	0	466	928
Total	125	108	50	1	284	46	1146	83	0	1275	104	115	79	0	298	91	1350	119	1	1561	3418
03:00 PM	29	27	18	0	74	11	283	19	0	313	23	37	28	0	88	22	362	36	0	420	895
03:15 PM	39	24	7	0	70	14	310	15	0	339	14	26	22	0	62	21	401	29	0	451	922
03:30 PM	25	27	23	0	75	14	270	16	0	300	35	51	31	1	118	17	354	43	0	414	907
03:45 PM	35	45	22	0	102	13	392	27	0	432	27	37	26	0	90	31	344	37	0	412	1036
Total	128	123	70	0	321	52	1255	77	0	1384	99	151	107	1	358	91	1461	145	0	1697	3760
04:00 PM	30	23	16	0	69	14	356	25	0	395	32	34	27	0	93	26	408	39	0	473	1030
04:15 PM	37	39	25	0	101	20	314	16	1	351	28	36	15	0	79	27	399	40	0	466	997
04:30 PM	44	36	34	0	114	16	290	20	0	326	30	41	30	0	101	16	372	36	0	424	965
04:45 PM	50	49	25	0	124	10	309	19	0	338	27	31	19	0	77	20	430	45	0	495	1034
Total	161	147	100	0	408	60	1269	80	1	1410	117	142	91	0	350	89	1609	160	0	1858	4026
05:00 PM	50	38	30	0	118	4	328	22	0	354	26	39	24	0	89	21	450	49	0	520	1081
05:15 PM	27	26	28	0	81	11	307	19	0	337	27	45	17	0	89	21	391	56	0	468	975
05:30 PM	36	39	24	1	100	6	248	17	0	271	28	28	20	1	77	16	371	48	0	435	883
05:45 PM	27	32	16	0	75	9	300	15	0	324	13	26	10	0	49	12	353	37	0	402	850
Total	140	135	98	1	374	30	1183	73	0	1286	94	138	71	1	304	70	1565	190	0	1825	3789
06:00 PM	32	21	21	0	74	7	230	13	0	250	20	23	14	0	57	17	289	40	0	346	727
06:15 PM	27	27	12	0	66	11	182	11	0	204	25	18	16	1	60	14	308	37	0	359	689
06:30 PM	24	26	26	0	76	10	203	7	0	220	17	31	13	0	61	17	246	27	0	290	647
06:45 PM	19	13	14	0	46	12	187	9	0	208	15	21	11	0	47	13	262	43	0	318	619
Total	102	87	73	0	262	40	802	40	0	882	77	93	54	1	225	61	1105	147	0	1313	2682
Grand Total	1553	1207	770	3	3533	551	14408	752	2	15713	1062	1335	987	9	3393	944	14096	1500	1	16541	39180
Apprch %	44	34.2	21.8	0.1		3.5	91.7	4.8	0		31.3	39.3	29.1	0.3		5.7	85.2	9.1	0		
Total %	4	3.1	2	0	9	1.4	36.8	1.9	0	40.1	2.7	3.4	2.5	0	8.7	2.4	36	3.8	0	42.2	

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	Hollins Rd Southbound				Orange Ave Westbound				Hollins Rd Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**53**	31	10	**94**	**19**	**498**	7	**524**	14	42	15	71	12	236	21	269	**958**
07:30 AM	53	27	10	90	10	394	**11**	415	21	**54**	**28**	**103**	13	**293**	40	**346**	954
07:45 AM	47	**34**	**13**	94	6	414	8	428	**27**	40	24	91	9	247	**41**	297	910
08:00 AM	35	25	5	65	9	414	11	434	17	33	26	76	**29**	274	34	337	912
Total Volume	188	117	38	343	44	1720	37	1801	79	169	93	341	63	1050	136	1249	3734
% App. Total	54.8	34.1	11.1		2.4	95.5	2.1		23.2	49.6	27.3		5	84.1	10.9		
PHF	.887	.860	.731	.912	.579	.863	.841	.859	.731	.782	.830	.828	.543	.896	.829	.902	.974
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:00 PM																	
01:00 PM	23	25	11	59	**17**	293	25	**335**	21	23	25	69	15	270	**36**	321	784
01:15 PM	**37**	20	**21**	**78**	6	303	17	326	18	22	20	60	**32**	**311**	30	**373**	**837**
01:30 PM	21	24	14	59	16	255	**26**	297	**23**	25	22	70	19	272	30	321	747
01:45 PM	22	**26**	17	65	16	**305**	14	335	23	**26**	**27**	**76**	23	270	25	318	794
Total Volume	103	95	63	261	55	1156	82	1293	85	96	94	275	89	1123	121	1333	3162
% App. Total	39.5	36.4	24.1		4.3	89.4	6.3		30.9	34.9	34.2		6.7	84.2	9.1		
PHF	.696	.913	.750	.837	.809	.948	.788	.965	.924	.923	.870	.905	.695	.903	.840	.893	.944
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	37	39	25	101	**20**	314	16	350	28	36	15	79	**27**	399	40	466	996
04:30 PM	44	36	**34**	114	16	290	20	326	**30**	**41**	**30**	**101**	16	372	36	424	965
04:45 PM	**50**	**49**	25	**124**	10	309	19	338	27	31	19	77	20	430	45	495	1034
05:00 PM	50	38	30	118	4	**328**	**22**	**354**	26	39	24	89	21	**450**	**49**	**520**	**1081**
Total Volume	181	162	114	457	50	1241	77	1368	111	147	88	346	84	1651	170	1905	4076
% App. Total	39.6	35.4	24.9		3.7	90.7	5.6		32.1	42.5	25.4		4.4	86.7	8.9		
PHF	.905	.827	.838	.921	.625	.946	.875	.966	.925	.896	.733	.856	.778	.917	.867	.916	.943

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Cars

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	439	17	0	458	7	0	0	0	7	0	214	1	0	215	680
07:15 AM	0	0	0	0	0	7	487	9	0	503	13	0	0	0	13	0	248	2	0	250	766
07:30 AM	3	0	0	0	3	10	363	9	0	382	6	0	0	0	6	0	212	3	0	215	606
07:45 AM	0	0	0	0	0	7	391	1	0	399	10	0	0	0	10	1	279	3	0	283	692
Total	3	0	0	0	3	26	1680	36	0	1742	36	0	0	0	36	1	953	9	0	963	2744
08:00 AM	3	0	0	0	3	4	419	14	0	437	3	0	0	0	3	3	242	2	0	247	690
08:15 AM	1	0	0	0	1	1	338	6	0	345	5	0	0	0	5	3	194	2	0	199	550
08:30 AM	2	0	0	0	2	3	421	9	0	433	4	0	0	0	4	1	227	2	0	230	669
08:45 AM	3	0	0	0	3	4	357	12	1	374	1	0	0	0	1	3	222	3	0	228	606
Total	9	0	0	0	9	12	1535	41	1	1589	13	0	0	0	13	10	885	9	0	904	2515
Grand Total	12	0	0	0	12	38	3215	77	1	3331	49	0	0	0	49	11	1838	18	0	1867	5259
Apprch %	100	0	0	0		1.1	96.5	2.3	0		100	0	0	0		0.6	98.4	1	0		
Total %	0.2	0	0	0	0.2	0.7	61.1	1.5	0	63.3	0.9	0	0	0	0.9	0.2	34.9	0.3	0	35.5	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	7	**487**	9	**503**	**13**	0	0	**13**	0	248	2	250	**766**
07:30 AM	**3**	0	0	**3**	**10**	363	9	382	6	0	0	6	0	212	**3**	215	606
07:45 AM	0	0	0	0	7	391	1	399	10	0	0	10	1	**279**	3	**283**	692
08:00 AM	3	0	0	3	4	419	**14**	437	3	0	0	3	**3**	242	2	247	690
Total Volume	6	0	0	6	28	1660	33	1721	32	0	0	32	4	981	10	995	2754
% App. Total	100	0	0		1.6	96.5	1.9		100	0	0		0.4	98.6	1		
PHF	.500	.000	.000	.500	.700	.852	.589	.855	.615	.000	.000	.615	.333	.879	.833	.879	.899

Peggy Malone & Associates

(888) 247-8602

File Name : 1- Rt 460 & 11th St AM
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Groups Printed- Trucks

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	0	37	0	0	37	63
07:15 AM	0	0	0	0	0	0	25	1	0	26	3	0	0	0	3	0	39	0	0	39	68
07:30 AM	0	0	0	0	0	0	17	1	0	18	1	0	0	0	1	1	27	0	0	28	47
07:45 AM	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	37	0	0	37	67
Total	0	0	0	0	0	0	97	2	0	99	5	0	0	0	5	1	140	0	0	141	245
08:00 AM	0	0	0	0	0	0	27	0	0	27	2	0	0	0	2	0	26	0	0	26	55
08:15 AM	2	0	0	0	2	0	40	1	0	41	2	0	0	0	2	0	37	0	0	37	82
08:30 AM	0	0	0	0	0	0	53	2	0	55	1	0	0	0	1	0	43	1	0	44	100
08:45 AM	2	0	0	0	2	1	36	0	0	37	5	0	0	0	5	0	41	1	0	42	86
Total	4	0	0	0	4	1	156	3	0	160	10	0	0	0	10	0	147	2	0	149	323
Grand Total	4	0	0	0	4	1	253	5	0	259	15	0	0	0	15	1	287	2	0	290	568
Apprch %	100	0	0	0		0.4	97.7	1.9	0		100	0	0	0		0.3	99	0.7	0		
Total %	0.7	0	0	0	0.7	0.2	44.5	0.9	0	45.6	2.6	0	0	0	2.6	0.2	50.5	0.4	0	51.1	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	27	0	27	2	0	0	2	0	26	0	26	55
08:15 AM	**2**	0	0	**2**	0	40	1	41	2	0	0	2	0	37	0	37	82
08:30 AM	0	0	0	0	0	**53**	**2**	**55**	1	0	0	1	0	**43**	**1**	**44**	**100**
08:45 AM	2	0	0	2	**1**	36	0	37	**5**	0	0	**5**	0	41	1	42	86
Total Volume	4	0	0	4	1	156	3	160	10	0	0	10	0	147	2	149	323
% App. Total	100	0	0		0.6	97.5	1.9		100	0	0		0	98.7	1.3		
PHF	.500	.000	.000	.500	.250	.736	.375	.727	.500	.000	.000	.500	.000	.855	.500	.847	.808

Peggy Malone & Associates

(888) 247-8602

File Name : 1- Rt 460 & 11th St AM
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Groups Printed- Cars - Trucks

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	464	17	0	483	8	0	0	0	8	0	251	1	0	252	743
07:15 AM	0	0	0	0	0	7	512	10	0	529	16	0	0	0	16	0	287	2	0	289	834
07:30 AM	3	0	0	0	3	10	380	10	0	400	7	0	0	0	7	1	239	3	0	243	653
07:45 AM	0	0	0	0	0	7	421	1	0	429	10	0	0	0	10	1	316	3	0	320	759
Total	3	0	0	0	3	26	1777	38	0	1841	41	0	0	0	41	2	1093	9	0	1104	2989
08:00 AM	3	0	0	0	3	4	446	14	0	464	5	0	0	0	5	3	268	2	0	273	745
08:15 AM	3	0	0	0	3	1	378	7	0	386	7	0	0	0	7	3	231	2	0	236	632
08:30 AM	2	0	0	0	2	3	474	11	0	488	5	0	0	0	5	1	270	3	0	274	769
08:45 AM	5	0	0	0	5	5	393	12	1	411	6	0	0	0	6	3	263	4	0	270	692
Total	13	0	0	0	13	13	1691	44	1	1749	23	0	0	0	23	10	1032	11	0	1053	2838
Grand Total	16	0	0	0	16	39	3468	82	1	3590	64	0	0	0	64	12	2125	20	0	2157	5827
Apprch %	100	0	0	0		1.1	96.6	2.3	0		100	0	0	0		0.6	98.5	0.9	0		
Total %	0.3	0	0	0	0.3	0.7	59.5	1.4	0	61.6	1.1	0	0	0	1.1	0.2	36.5	0.3	0	37	
Cars	12	0	0	0	12	38	3215	77	1	3331	49	0	0	0	49	11	1838	18	0	1867	5259
% Cars	75	0	0	0	75	97.4	92.7	93.9	100	92.8	76.6	0	0	0	76.6	91.7	86.5	90	0	86.6	90.3
Trucks	4	0	0	0	4	1	253	5	0	259	15	0	0	0	15	1	287	2	0	290	568
% Trucks	25	0	0	0	25	2.6	7.3	6.1	0	7.2	23.4	0	0	0	23.4	8.3	13.5	10	0	13.4	9.7

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	7	**512**	10	**529**	**16**	0	0	**16**	0	287	2	289	**834**
07:30 AM	**3**	0	0	**3**	**10**	380	10	400	7	0	0	7	1	239	**3**	243	653
07:45 AM	0	0	0	0	7	421	1	429	10	0	0	10	1	**316**	3	**320**	759
08:00 AM	3	0	0	3	4	446	**14**	464	5	0	0	5	**3**	268	2	273	745
Total Volume	6	0	0	6	28	1759	35	1822	38	0	0	38	5	1110	10	1125	2991
% App. Total	100	0	0		1.5	96.5	1.9		100	0	0		0.4	98.7	0.9		
PHF	.500	.000	.000	.500	.700	.859	.625	.861	.594	.000	.000	.594	.417	.878	.833	.879	.897

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	3
Grand Total	0	0	0	6	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	7
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	85.7	85.7	0	0	0	0	0	0	0	0	14.3	14.3	0	0	0	0	0	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(888) 247-8602

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Groups Printed- Cars

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	4	0	0	0	4	2	296	7	1	306	6	1	0	0	7	1	392	1	0	394	711
04:15 PM	1	1	0	0	2	2	337	9	0	348	6	1	0	0	7	1	427	1	0	429	786
04:30 PM	3	0	1	0	4	4	336	11	2	353	10	0	1	0	11	1	407	2	1	411	779
04:45 PM	3	0	0	0	3	5	292	6	0	303	10	1	0	0	11	1	380	3	2	386	703
Total	11	1	1	0	13	13	1261	33	3	1310	32	3	1	0	36	4	1606	7	3	1620	2979
05:00 PM	2	0	1	0	3	1	370	5	0	376	6	0	1	0	7	0	503	2	1	506	892
05:15 PM	3	0	0	0	3	6	333	7	0	346	3	0	1	0	4	0	505	2	0	507	860
05:30 PM	0	0	2	0	2	1	291	8	1	301	2	0	1	0	3	1	469	2	0	472	778
05:45 PM	3	0	1	0	4	2	298	7	2	309	7	0	0	0	7	1	428	3	1	433	753
Total	8	0	4	0	12	10	1292	27	3	1332	18	0	3	0	21	2	1905	9	2	1918	3283
Grand Total	19	1	5	0	25	23	2553	60	6	2642	50	3	4	0	57	6	3511	16	5	3538	6262
Apprch %	76	4	20	0		0.9	96.6	2.3	0.2		87.7	5.3	7	0		0.2	99.2	0.5	0.1		
Total %	0.3	0	0.1	0	0.4	0.4	40.8	1	0.1	42.2	0.8	0	0.1	0	0.9	0.1	56.1	0.3	0.1	56.5	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	1	3	1	**370**	5	**376**	6	0	**1**	**7**	0	503	2	505	**891**
05:15 PM	**3**	0	0	3	**6**	333	7	346	3	0	1	4	0	**505**	2	**507**	860
05:30 PM	0	0	**2**	2	1	291	**8**	300	2	0	1	3	**1**	469	2	472	777
05:45 PM	3	0	1	**4**	2	298	7	307	**7**	0	0	7	1	428	**3**	432	750
Total Volume	8	0	4	12	10	1292	27	1329	18	0	3	21	2	1905	9	1916	3278
% App. Total	66.7	0	33.3		0.8	97.2	2		85.7	0	14.3		0.1	99.4	0.5		
PHF	.667	.000	.500	.750	.417	.873	.844	.884	.643	.000	.750	.750	.500	.943	.750	.945	.920

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Trucks

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	0	24	0	0	24	45
04:15 PM	0	0	0	0	0	0	33	0	0	33	2	0	0	0	2	0	27	0	0	27	62
04:30 PM	0	0	0	0	0	1	22	0	0	23	2	0	0	0	2	1	32	0	0	33	58
04:45 PM	0	0	0	0	0	1	16	0	0	17	0	0	0	0	0	0	26	0	0	26	43
Total	0	0	0	0	0	2	91	0	0	93	5	0	0	0	5	1	109	0	0	110	208
05:00 PM	0	0	0	0	0	0	25	2	0	27	0	0	0	0	0	1	11	0	0	12	39
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	18	0	0	18	26
05:30 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	10	0	0	10	20
05:45 PM	0	0	0	0	0	0	12	0	0	12	2	0	0	0	2	0	19	0	0	19	33
Total	0	0	0	0	0	1	54	2	0	57	2	0	0	0	2	1	58	0	0	59	118
Grand Total	0	0	0	0	0	3	145	2	0	150	7	0	0	0	7	2	167	0	0	169	326
Apprch %	0	0	0	0		2	96.7	1.3	0		100	0	0	0		1.2	98.8	0	0		
Total %	0	0	0	0	0	0.9	44.5	0.6	0	46	2.1	0	0	0	2.1	0.6	51.2	0	0	51.8	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	20	0	20	1	0	0	1	0	24	0	24	45
04:15 PM	0	0	0	0	0	**33**	0	**33**	**2**	0	0	**2**	0	27	0	27	**62**
04:30 PM	0	0	0	0	**1**	22	0	23	2	0	0	2	**1**	**32**	0	**33**	58
04:45 PM	0	0	0	0	1	16	0	17	0	0	0	0	0	26	0	26	43
Total Volume	0	0	0	0	2	91	0	93	5	0	0	5	1	109	0	110	208
% App. Total	0	0	0		2.2	97.8	0		100	0	0		0.9	99.1	0		
PHF	.000	.000	.000	.000	.500	.689	.000	.705	.625	.000	.000	.625	.250	.852	.000	.833	.839

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Groups Printed- Cars - Trucks

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	4	0	0	0	4	2	316	7	1	326	7	1	0	0	8	1	416	1	0	418	756
04:15 PM	1	1	0	0	2	2	370	9	0	381	8	1	0	0	9	1	454	1	0	456	848
04:30 PM	3	0	1	0	4	5	358	11	2	376	12	0	1	0	13	2	439	2	1	444	837
04:45 PM	3	0	0	0	3	6	308	6	0	320	10	1	0	0	11	1	406	3	2	412	746
Total	11	1	1	0	13	15	1352	33	3	1403	37	3	1	0	41	5	1715	7	3	1730	3187
05:00 PM	2	0	1	0	3	1	395	7	0	403	6	0	1	0	7	1	514	2	1	518	931
05:15 PM	3	0	0	0	3	6	341	7	0	354	3	0	1	0	4	0	523	2	0	525	886
05:30 PM	0	0	2	0	2	2	300	8	1	311	2	0	1	0	3	1	479	2	0	482	798
05:45 PM	3	0	1	0	4	2	310	7	2	321	9	0	0	0	9	1	447	3	1	452	786
Total	8	0	4	0	12	11	1346	29	3	1389	20	0	3	0	23	3	1963	9	2	1977	3401
Grand Total	19	1	5	0	25	26	2698	62	6	2792	57	3	4	0	64	8	3678	16	5	3707	6588
Apprch %	76	4	20	0		0.9	96.6	2.2	0.2		89.1	4.7	6.2	0		0.2	99.2	0.4	0.1		
Total %	0.3	0	0.1	0	0.4	0.4	41	0.9	0.1	42.4	0.9	0	0.1	0	1	0.1	55.8	0.2	0.1	56.3	
Cars	19	1	5	0	25	23	2553	60	6	2642	50	3	4	0	57	6	3511	16	5	3538	6262
% Cars	100	100	100	0	100	88.5	94.6	96.8	100	94.6	87.7	100	100	0	89.1	75	95.5	100	100	95.4	95.1
Trucks	0	0	0	0	0	3	145	2	0	150	7	0	0	0	7	2	167	0	0	169	326
% Trucks	0	0	0	0	0	11.5	5.4	3.2	0	5.4	12.3	0	0	0	10.9	25	4.5	0	0	4.6	4.9

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	0	1	3	1	**395**	7	**403**	6	0	**1**	7	**1**	514	2	517	**930**
05:15 PM	**3**	0	0	3	**6**	341	7	354	3	0	1	4	0	**523**	2	**525**	886
05:30 PM	0	0	**2**	2	2	300	**8**	310	2	0	1	3	1	479	2	482	797
05:45 PM	3	0	1	**4**	2	310	7	319	**9**	0	0	**9**	1	447	**3**	451	783
Total Volume	8	0	4	12	11	1346	29	1386	20	0	3	23	3	1963	9	1975	3396
% App. Total	66.7	0	33.3		0.8	97.1	2.1		87	0	13		0.2	99.4	0.5		
PHF	.667	.000	.500	.750	.458	.852	.906	.860	.556	.000	.750	.639	.750	.938	.750	.940	.913

Peggy Malone & Associates

(888) 247-8602

File Name : 1- Rt 460 & 11th St PM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Pedestrians

	11th St Southbound					Route 460 Westbound					11th St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	8	8	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Grand Total	0	0	0	8	8	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	10
Apprch %	0	0	0	100		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	80	80	0	0	0	0	0	0	0	0	20	20	0	0	0	0	0	

	11th St Southbound				Route 460 Westbound				11th St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 10/1/2019

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: WEST
Lane: 1

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
00:15	1	0	0	1
00:30	0	0	0	0
00:45	1	0	0	1
01:00	0	0	0	0
Hour Total	2	0	0	2
01:15	0	0	0	0
01:30	1	0	0	1
01:45	0	0	0	0
02:00	0	0	0	0
Hour Total	1	0	0	1
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	1	0	0	1
Hour Total	1	0	0	1
03:15	1	0	0	1
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
Hour Total	1	0	0	1
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
Hour Total	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
Hour Total	0	0	0	0
06:15	0	0	0	0
06:30	0	0	0	0
06:45	1	0	0	1
07:00	0	0	0	0
Hour Total	1	0	0	1
07:15	0	0	0	0
07:30	1	1	0	2
07:45	0	0	0	0
08:00	0	1	0	1
Hour Total	1	2	0	3
08:15	1	0	0	1
08:30	0	0	0	0
08:45	1	0	0	1
09:00	3	0	0	3

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: WEST
Lane: 1

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
Hour Total	5	0	0	5
09:15	0	0	0	0
09:30	2	0	0	2
09:45	2	0	0	2
10:00	2	0	0	2
Hour Total	6	0	0	6
10:15	1	0	0	1
10:30	4	1	0	5
10:45	1	0	0	1
11:00	1	0	0	1
Hour Total	7	1	0	8
11:15	2	0	0	2
11:30	1	0	0	1
11:45	5	1	0	6
12:00	1	0	0	1
Hour Total	9	1	0	10
12:15	4	1	0	5
12:30	1	0	0	1
12:45	3	0	0	3
13:00	1	1	0	2
Hour Total	9	2	0	11
13:15	2	0	0	2
13:30	1	1	0	2
13:45	1	0	0	1
14:00	1	0	0	1
Hour Total	5	1	0	6
14:15	2	0	0	2
14:30	1	0	0	1
14:45	2	0	0	2
15:00	2	0	0	2
Hour Total	7	0	0	7
15:15	3	0	0	3
15:30	0	1	0	1
15:45	1	0	0	1
16:00	3	0	0	3
Hour Total	7	1	0	8
16:15	2	0	0	2
16:30	2	0	0	2
16:45	0	0	0	0
17:00	1	1	0	2
Hour Total	5	1	0	6

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: WEST
Lane: 1

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
17:15	1	0	0	1
17:30	2	0	0	2
17:45	2	1	0	3
18:00	0	0	0	0
Hour Total	5	1	0	6
18:15	2	0	0	2
18:30	0	0	0	0
18:45	2	1	0	3
19:00	1	0	0	1
Hour Total	5	1	0	6
19:15	1	0	0	1
19:30	0	0	0	0
19:45	1	0	0	1
20:00	0	0	0	0
Hour Total	2	0	0	2
20:15	3	0	0	3
20:30	1	0	0	1
20:45	1	0	0	1
21:00	1	0	0	1
Hour Total	6	0	0	6
21:15	3	0	0	3
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
Hour Total	3	0	0	3
22:15	2	0	0	2
22:30	1	0	0	1
22:45	0	0	0	0
23:00	0	0	0	0
Hour Total	3	0	0	3
23:15	0	0	0	0
23:30	0	0	0	0
23:45	0	0	0	0
24:00	0	0	0	0
Hour Total	0	0	0	0
DAY TOTAL	91	11	0	102
PERCENTS	89.3%	10.7%	0.0%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	09:45	07:15	09:45
AM Peaks	9	2	10
PM Times	12:15	12:15	12:15
PM Peaks	9	2	11

GRAND TOTAL	91	11	0	102
PERCENTS	89.3%	10.7%	0.0%	100%

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: EAST
Lane: 2

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
00:15	0	0	0	0
00:30	0	0	0	0
00:45	0	0	0	0
01:00	0	0	0	0
Hour Total	0	0	0	0
01:15	0	0	0	0
01:30	0	0	0	0
01:45	0	0	0	0
02:00	0	0	0	0
Hour Total	0	0	0	0
02:15	0	0	0	0
02:30	0	0	0	0
02:45	0	0	0	0
03:00	0	0	0	0
Hour Total	0	0	0	0
03:15	0	0	0	0
03:30	0	0	0	0
03:45	0	0	0	0
04:00	0	0	0	0
Hour Total	0	0	0	0
04:15	0	0	0	0
04:30	0	0	0	0
04:45	0	0	0	0
05:00	0	0	0	0
Hour Total	0	0	0	0
05:15	0	0	0	0
05:30	0	0	0	0
05:45	0	0	0	0
06:00	0	0	0	0
Hour Total	0	0	0	0
06:15	0	0	0	0
06:30	0	0	0	0
06:45	0	0	0	0
07:00	1	0	0	1
Hour Total	1	0	0	1
07:15	0	0	0	0
07:30	0	0	0	0
07:45	1	0	0	1
08:00	0	0	0	0
Hour Total	1	0	0	1
08:15	0	0	0	0
08:30	0	0	0	0
08:45	0	0	0	0
09:00	0	0	0	0

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: EAST
Lane: 2

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
Hour Total	0	0	0	0
09:15	1	0	0	1
09:30	1	0	0	1
09:45	2	0	0	2
10:00	1	0	0	1
Hour Total	5	0	0	5
10:15	4	0	0	4
10:30	0	0	0	0
10:45	1	0	0	1
11:00	3	0	0	3
Hour Total	8	0	0	8
11:15	3	0	0	3
11:30	3	0	0	3
11:45	5	0	0	5
12:00	3	0	0	3
Hour Total	14	0	0	14
12:15	1	0	0	1
12:30	1	0	0	1
12:45	3	0	0	3
13:00	4	0	0	4
Hour Total	9	0	0	9
13:15	1	0	0	1
13:30	2	0	0	2
13:45	2	1	0	3
14:00	2	0	0	2
Hour Total	7	1	0	8
14:15	0	0	0	0
14:30	2	0	0	2
14:45	2	0	0	2
15:00	1	0	0	1
Hour Total	5	0	0	5
15:15	1	0	0	1
15:30	3	0	0	3
15:45	2	0	0	2
16:00	1	0	0	1
Hour Total	7	0	0	7
16:15	0	0	0	0
16:30	2	0	0	2
16:45	3	0	0	3
17:00	1	0	0	1
Hour Total	6	0	0	6

Site Reference: ADT2
Site ID: ADT2
Location: US 460 and 12thSt (In/Out)
Direction: EAST
Lane: 2

File: D1001003.prn
City: Car/Medium/Heavy
County: 37.28315, -79.92169

TIME	1	2	3	Total
17:15	2	0	0	2
17:30	0	0	0	0
17:45	6	0	0	6
18:00	5	0	0	5
Hour Total	13	0	0	13
18:15	1	0	0	1
18:30	2	0	0	2
18:45	3	0	0	3
19:00	4	0	0	4
Hour Total	10	0	0	10
19:15	0	0	0	0
19:30	0	0	0	0
19:45	2	0	0	2
20:00	1	0	0	1
Hour Total	3	0	0	3
20:15	1	0	0	1
20:30	3	0	0	3
20:45	0	0	0	0
21:00	1	0	0	1
Hour Total	5	0	0	5
21:15	1	0	0	1
21:30	0	0	0	0
21:45	0	0	0	0
22:00	0	0	0	0
Hour Total	1	0	0	1
22:15	0	0	0	0
22:30	0	0	0	0
22:45	0	0	0	0
23:00	0	0	0	0
Hour Total	0	0	0	0
23:15	0	0	0	0
23:30	0	0	0	0
23:45	1	0	0	1
24:00	0	0	0	0
Hour Total	1	0	0	1
DAY TOTAL	96	1	0	97
PERCENTS	99.0%	1.0%	0.0%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:00		11:00
AM Peaks	14		14
PM Times	17:45	13:00	17:45
PM Peaks	14	1	14

GRAND TOTAL	96	1	0	97
PERCENTS	99.0%	1.0%	0.0%	100%

Peggy Malone & Associates

(888) 247-8602

File Name : 3- Rt 460 & Rhodes Ave AM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	1	0	0	0	1	0	1	0	1	4
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	1	3
07:30 AM	0	0	0	0	0	0	3	0	3	2	0	0	0	2	1	0	1	2	7
07:45 AM	0	0	0	0	0	0	8	0	8	2	0	0	0	2	1	0	0	1	11
Total	2	0	0	0	2	0	11	0	11	7	0	0	0	7	3	1	1	5	25
08:00 AM	0	0	0	0	0	3	2	0	5	2	0	0	0	2	0	1	0	1	8
08:15 AM	3	0	1	0	4	0	7	0	7	1	0	1	0	2	1	1	0	2	15
08:30 AM	1	0	0	0	1	0	2	0	2	5	0	0	0	5	1	0	0	1	9
08:45 AM	0	0	0	0	0	1	4	0	5	1	0	0	0	1	0	0	0	0	6
Total	4	0	1	0	5	4	15	0	19	9	0	1	0	10	2	2	0	4	38
Grand Total	6	0	1	0	7	4	26	0	30	16	0	1	0	17	5	3	1	9	63
Apprch %	85.7	0	14.3	0		13.3	86.7	0		94.1	0	5.9	0		55.6	33.3	11.1		
Total %	9.5	0	1.6	0	11.1	6.3	41.3	0	47.6	25.4	0	1.6	0	27	7.9	4.8	1.6	14.3	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	0	0	0	0	**8**	**8**	2	0	0	2	**1**	0	1	11
08:00 AM	0	0	0	0	**3**	2	5	2	0	0	2	0	**1**	1	8
08:15 AM	**3**	0	**1**	**4**	0	7	7	1	0	**1**	2	1	1	**2**	**15**
08:30 AM	1	0	0	1	0	2	2	**5**	0	0	**5**	1	0	1	9
Total Volume	4	0	1	5	3	19	22	10	0	1	11	3	2	5	43
% App. Total	80	0	20		13.6	86.4		90.9	0	9.1		60	40		
PHF	.333	.000	.250	.313	.250	.594	.688	.500	.000	.250	.550	.750	.500	.625	.717

Peggy Malone & Associates

(888) 247-8602

File Name : 3- Rt 460 & Rhodes Ave AM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	3	0	0	0	3	0	0	0	0	1	0	0	0	1	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	0	0	0	0	2	0	0	0	2	0	0	0	0	6
08:00 AM	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	1	1	2	0	3	0	0	0	0	0	1	0	0	1	5
Total	2	0	0	0	2	2	2	0	4	0	0	0	0	0	1	0	0	1	7
Grand Total	6	0	0	0	6	2	2	0	4	2	0	0	0	2	1	0	0	1	13
Apprch %	100	0	0	0		50	50	0		100	0	0	0		100	0	0		
Total %	46.2	0	0	0	46.2	15.4	15.4	0	30.8	15.4	0	0	0	15.4	7.7	0	0	7.7	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	**3**	0	0	**3**	0	0	0	**1**	0	0	**1**	0	0	0	**4**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	0	1	**1**	0	**1**	0	0	0	0	0	0	0	2
Total Volume	5	0	0	5	1	0	1	1	0	0	1	0	0	0	7
% App. Total	100	0	0		100	0		100	0	0		0	0		
PHF	.417	.000	.000	.417	.250	.000	.250	.250	.000	.000	.250	.000	.000	.000	.438

Peggy Malone & Associates

(888) 247-8602

File Name : 3- Rt 460 & Rhodes Ave AM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	2	0	0	0	2	0	0	0	0	2	0	0	0	2	0	1	0	1	5
07:15 AM	3	0	0	0	3	0	0	0	0	3	0	0	0	3	1	0	0	1	7
07:30 AM	0	0	0	0	0	0	3	0	3	2	0	0	0	2	1	0	1	2	7
07:45 AM	1	0	0	0	1	0	8	0	8	2	0	0	0	2	1	0	0	1	12
Total	6	0	0	0	6	0	11	0	11	9	0	0	0	9	3	1	1	5	31
08:00 AM	1	0	0	0	1	4	2	0	6	2	0	0	0	2	0	1	0	1	10
08:15 AM	3	0	1	0	4	0	7	0	7	1	0	1	0	2	1	1	0	2	15
08:30 AM	1	0	0	0	1	0	2	0	2	5	0	0	0	5	1	0	0	1	9
08:45 AM	1	0	0	0	1	2	6	0	8	1	0	0	0	1	1	0	0	1	11
Total	6	0	1	0	7	6	17	0	23	9	0	1	0	10	3	2	0	5	45
Grand Total	12	0	1	0	13	6	28	0	34	18	0	1	0	19	6	3	1	10	76
Apprch %	92.3	0	7.7	0		17.6	82.4	0		94.7	0	5.3	0		60	30	10		
Total %	15.8	0	1.3	0	17.1	7.9	36.8	0	44.7	23.7	0	1.3	0	25	7.9	3.9	1.3	13.2	
Cars	6	0	1	0	7	4	26	0	30	16	0	1	0	17	5	3	1	9	63
% Cars	50	0	100	0	53.8	66.7	92.9	0	88.2	88.9	0	100	0	89.5	83.3	100	100	90	82.9
Trucks	6	0	0	0	6	2	2	0	4	2	0	0	0	2	1	0	0	1	13
% Trucks	50	0	0	0	46.2	33.3	7.1	0	11.8	11.1	0	0	0	10.5	16.7	0	0	10	17.1

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	1	0	0	1	0	**8**	**8**	2	0	0	2	**1**	0	1	12
08:00 AM	1	0	0	1	**4**	2	6	2	0	0	2	0	**1**	1	10
08:15 AM	**3**	0	**1**	**4**	0	7	7	1	0	**1**	2	1	1	**2**	**15**
08:30 AM	1	0	0	1	0	2	2	**5**	0	0	**5**	1	0	1	9
Total Volume	6	0	1	7	4	19	23	10	0	1	11	3	2	5	46
% App. Total	85.7	0	14.3		17.4	82.6		90.9	0	9.1		60	40		
PHF	.500	.000	.250	.438	.250	.594	.719	.500	.000	.250	.550	.750	.500	.625	.767

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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:30 AM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0	0	0	0	3
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	3	3	0	0	0	0	6
Apprch %	0	0	0	100		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	50	50	0	0	0	0	0	0	0	50	50	0	0	0	0	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	1	0	1	6
04:15 PM	2	0	0	0	2	0	2	0	2	4	0	0	0	4	2	0	0	2	10
04:30 PM	1	0	0	0	1	2	1	0	3	2	0	0	0	2	0	0	0	0	6
04:45 PM	2	0	0	0	2	0	0	0	0	7	0	0	0	7	0	1	0	1	10
Total	5	0	0	0	5	3	4	0	7	16	0	0	0	16	2	2	0	4	32
05:00 PM	8	0	0	0	8	0	0	0	0	9	0	0	0	9	1	0	1	2	19
05:15 PM	1	0	0	0	1	0	3	0	3	6	0	1	0	7	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	2	0	2	9	0	0	0	9	0	0	0	0	11
05:45 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	0	0	0	6
Total	9	0	0	0	9	0	7	0	7	28	0	1	0	29	1	0	1	2	47
Grand Total	14	0	0	0	14	3	11	0	14	44	0	1	0	45	3	2	1	6	79
Apprch %	100	0	0	0		21.4	78.6	0		97.8	0	2.2	0		50	33.3	16.7		
Total %	17.7	0	0	0	17.7	3.8	13.9	0	17.7	55.7	0	1.3	0	57	3.8	2.5	1.3	7.6	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	2	0	0	2	0	0	0	7	0	0	7	0	**1**	**1**	10
05:00 PM	**8**	0	0	**8**	0	0	0	**9**	0	0	**9**	**1**	0	1	**18**
05:15 PM	1	0	0	1	0	**3**	**3**	6	0	**1**	7	0	0	0	11
05:30 PM	0	0	0	0	0	2	2	9	0	0	9	0	0	0	11
Total Volume	11	0	0	11	0	5	5	31	0	1	32	1	1	2	50
% App. Total	100	0	0		0	100		96.9	0	3.1		50	50		
PHF	.344	.000	.000	.344	.000	.417	.417	.861	.000	.250	.889	.250	.250	.500	.694

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Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	3	0	0	0	3	1	0	0	1	0	0	0	0	0	1	1	0	2	6
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	0	0	0	4	1	0	0	1	0	0	0	0	0	1	2	0	3	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	4	0	0	0	4	1	0	0	1	0	0	0	0	0	1	2	0	3	8
Apprch %	100	0	0	0		100	0	0		0	0	0	0		33.3	66.7	0		
Total %	50	0	0	0	50	12.5	0	0	12.5	0	0	0	0	0	12.5	25	0	37.5	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
04:15 PM	**3**	0	0	**3**	**1**	0	**1**	0	0	0	0	**1**	1	**2**	**6**
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	1	0	1	0	0	0	0	1	2	3	8
% App. Total	100	0	0		100	0		0	0	0		33.3	66.7		
PHF	.333	.000	.000	.333	.250	.000	.250	.000	.000	.000	.000	.250	.500	.375	.333

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Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	1	0	2	3	0	0	0	3	0	2	0	2	7
04:15 PM	5	0	0	0	5	1	2	0	3	4	0	0	0	4	3	1	0	4	16
04:30 PM	2	0	0	0	2	2	1	0	3	2	0	0	0	2	0	0	0	0	7
04:45 PM	2	0	0	0	2	0	0	0	0	7	0	0	0	7	0	1	0	1	10
Total	9	0	0	0	9	4	4	0	8	16	0	0	0	16	3	4	0	7	40
05:00 PM	8	0	0	0	8	0	0	0	0	9	0	0	0	9	1	0	1	2	19
05:15 PM	1	0	0	0	1	0	3	0	3	6	0	1	0	7	0	0	0	0	11
05:30 PM	0	0	0	0	0	0	2	0	2	9	0	0	0	9	0	0	0	0	11
05:45 PM	0	0	0	0	0	0	2	0	2	4	0	0	0	4	0	0	0	0	6
Total	9	0	0	0	9	0	7	0	7	28	0	1	0	29	1	0	1	2	47
Grand Total	18	0	0	0	18	4	11	0	15	44	0	1	0	45	4	4	1	9	87
Apprch %	100	0	0	0		26.7	73.3	0		97.8	0	2.2	0		44.4	44.4	11.1		
Total %	20.7	0	0	0	20.7	4.6	12.6	0	17.2	50.6	0	1.1	0	51.7	4.6	4.6	1.1	10.3	
Cars	14	0	0	0	14	3	11	0	14	44	0	1	0	45	3	2	1	6	79
% Cars	77.8	0	0	0	77.8	75	100	0	93.3	100	0	100	0	100	75	50	100	66.7	90.8
Trucks	4	0	0	0	4	1	0	0	1	0	0	0	0	0	1	2	0	3	8
% Trucks	22.2	0	0	0	22.2	25	0	0	6.7	0	0	0	0	0	25	50	0	33.3	9.2

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	5	0	0	5	1	**2**	**3**	4	0	0	4	**3**	**1**	**4**	16
04:30 PM	2	0	0	2	**2**	1	3	2	0	0	2	0	0	0	7
04:45 PM	2	0	0	2	0	0	0	7	0	0	7	0	1	1	10
05:00 PM	**8**	0	0	**8**	0	0	0	**9**	0	0	**9**	1	0	1	**18**
Total Volume	17	0	0	17	3	3	6	22	0	0	22	4	2	6	51
% App. Total	100	0	0		50	50		100	0	0		66.7	33.3		
PHF	.531	.000	.000	.531	.375	.375	.500	.611	.000	.000	.611	.333	.500	.375	.708

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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound				Rhodes Ave Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	3	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	4	4	0	0	0	0	6
Apprch %	0	0	0	100		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	33.3	33.3	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	

	Business Driveway Southbound				Route 460 Westbound			Rhodes Ave Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

File Name : 5-13th St and Orange Ave
Site Code :
Start Date : 4/11/2017
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Groups Printed- Car

	13th St Southbound					Orange Ave Westbound					13th St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	7	17	0	32	17	413	1	0	431	0	9	52	0	61	5	193	1	0	199	723
07:15 AM	14	11	23	0	48	10	393	1	0	404	1	16	76	0	93	16	201	1	0	218	763
07:30 AM	23	5	25	0	53	7	337	1	0	345	0	19	74	1	94	11	258	4	0	273	765
07:45 AM	18	9	31	0	58	7	348	1	0	356	2	11	72	0	85	17	249	3	0	269	768
Total	63	32	96	0	191	41	1491	4	0	1536	3	55	274	1	333	49	901	9	0	959	3019
08:00 AM	17	10	18	0	45	9	332	0	0	341	0	15	60	0	75	12	228	3	0	243	704
08:15 AM	7	6	20	0	33	14	344	1	0	359	2	11	50	0	63	6	195	6	0	207	662
08:30 AM	6	3	15	0	24	9	343	1	0	353	0	12	32	0	44	14	199	1	0	214	635
08:45 AM	7	12	32	0	51	15	246	1	0	262	1	9	33	0	43	14	193	4	1	212	568
Total	37	31	85	0	153	47	1265	3	0	1315	3	47	175	0	225	46	815	14	1	876	2569
09:00 AM	9	8	23	0	40	13	281	0	0	294	2	6	32	0	40	10	198	8	0	216	590
09:15 AM	5	5	12	0	22	12	265	0	0	277	3	6	29	0	38	12	209	2	0	223	560
09:30 AM	7	3	24	0	34	12	256	0	0	268	2	8	24	0	34	16	238	2	0	256	592
09:45 AM	9	4	17	0	30	11	284	2	0	297	1	8	19	0	28	13	231	5	0	249	604
Total	30	20	76	0	126	48	1086	2	0	1136	8	28	104	0	140	51	876	17	0	944	2346
10:00 AM	8	3	26	0	37	13	242	4	0	259	2	6	23	0	31	12	188	5	0	205	532
10:15 AM	9	6	28	1	44	12	232	0	0	244	0	9	18	0	27	12	193	8	0	213	528
10:30 AM	10	6	17	0	33	25	251	3	0	279	0	4	15	0	19	20	194	5	0	219	550
10:45 AM	5	7	22	1	35	11	215	4	0	230	1	6	14	0	21	16	186	1	0	203	489
Total	32	22	93	2	149	61	940	11	0	1012	3	25	70	0	98	60	761	19	0	840	2099
11:00 AM	5	7	26	0	38	17	250	3	0	270	2	9	28	0	39	13	235	2	0	250	597
11:15 AM	7	5	20	0	32	15	237	2	0	254	1	8	20	0	29	7	251	3	0	261	576
11:30 AM	9	9	20	0	38	21	231	2	0	254	2	7	18	0	27	23	285	5	0	313	632
11:45 AM	7	10	26	1	44	21	248	3	0	272	4	5	21	0	30	12	298	7	0	317	663
Total	28	31	92	1	152	74	966	10	0	1050	9	29	87	0	125	55	1069	17	0	1141	2468
12:00 PM	4	8	28	0	40	22	229	6	0	257	4	12	17	0	33	25	266	6	0	297	627
12:15 PM	5	7	22	0	34	22	300	0	0	322	1	6	20	0	27	19	259	1	0	279	662
12:30 PM	9	6	34	1	50	17	271	5	1	294	2	12	18	1	33	12	243	1	0	256	633
12:45 PM	4	6	19	0	29	45	263	5	0	313	3	11	30	1	45	30	236	9	0	275	662
Total	22	27	103	1	153	106	1063	16	1	1186	10	41	85	2	138	86	1004	17	0	1107	2584
01:00 PM	8	9	23	0	40	14	270	1	0	285	3	6	13	0	22	20	266	5	0	291	638
01:15 PM	6	6	28	0	40	20	231	5	0	256	1	13	23	0	37	17	279	3	0	299	632
01:30 PM	8	10	37	0	55	15	279	3	0	297	0	10	20	1	31	20	277	7	0	304	687
01:45 PM	10	11	26	0	47	15	244	3	0	262	1	10	27	0	38	15	243	6	0	264	611
Total	32	36	114	0	182	64	1024	12	0	1100	5	39	83	1	128	72	1065	21	0	1158	2568
02:00 PM	10	9	27	0	46	12	258	5	0	275	2	5	14	0	21	18	284	4	0	306	648
02:15 PM	7	11	33	0	51	24	276	2	0	302	3	6	26	0	35	23	304	7	0	334	722
02:30 PM	6	17	33	1	57	21	292	2	0	315	2	12	15	0	29	17	333	2	0	352	753
02:45 PM	9	21	36	0	66	27	256	3	0	286	1	13	20	0	34	28	359	8	0	395	781
Total	32	58	129	1	220	84	1082	12	0	1178	8	36	75	0	119	86	1280	21	0	1387	2904
03:00 PM	8	12	32	0	52	22	273	3	0	298	0	8	27	0	35	13	391	5	0	409	794
03:15 PM	5	19	44	0	68	25	245	3	0	273	1	13	29	0	43	19	330	9	1	359	743
03:30 PM	11	16	34	0	61	14	306	4	0	324	1	12	25	0	38	20	359	7	0	386	809
03:45 PM	11	18	35	0	64	21	379	6	0	406	2	14	23	1	40	24	379	5	0	408	918
Total	35	65	145	0	245	82	1203	16	0	1301	4	47	104	1	156	76	1459	26	1	1562	3264
04:00 PM	9	19	36	0	64	19	271	3	0	293	1	6	27	0	34	34	383	9	0	426	817
04:15 PM	6	16	42	1	65	18	275	7	0	300	1	17	32	0	50	33	373	11	0	417	832
04:30 PM	18	21	43	0	82	21	318	3	0	342	4	14	24	0	42	39	427	7	0	473	939
04:45 PM	5	23	55	0	83	10	266	3	0	279	3	9	23	0	35	36	423	13	0	472	869
Total	38	79	176	1	294	68	1130	16	0	1214	9	46	106	0	161	142	1606	40	0	1788	3457
05:00 PM	6	18	61	3	88	28	315	2	0	345	2	22	36	0	60	43	410	4	1	458	951
05:15 PM	7	23	55	0	85	19	327	3	0	349	5	12	24	0	41	30	432	4	1	467	942
05:30 PM	4	18	37	0	59	20	236	0	0	256	2	13	20	0	35	43	399	3	0	445	795
05:45 PM	7	21	37	0	65	13	283	1	0	297	2	9	21	0	32	27	323	5	0	355	749
Total	24	80	190	3	297	80	1161	6	0	1247	11	56	101	0	168	143	1564	16	2	1725	3437
06:00 PM	5	12	44	4	65	14	164	1	0	179	3	10	30	0	43	24	286	4	0	314	601
06:15 PM	2	3	16	2	23	8	184	0	0	192	0	0	43	0	43	26	306	0	0	332	590
06:30 PM	0	2	2	1	5	6	152	0	0	158	0	1	31	0	32	15	246	0	0	261	456
06:45 PM	5	1	1	1	8	8	192	0	0	200	0	0	21	0	21	19	259	0	0	278	507
Total	12	18	63	8	101	36	692	1	0	729	3	11	125	0	139	84	1097	4	0	1185	2154
Grand Total	385	499	1362	17	2263	791	13103	109	1	14004	76	460	1389	5	1930	950	13497	221	4	14672	32869
Apprch %	17	22.1	60.2	0.8		5.6	93.6	0.8	0		3.9	23.8	72	0.3		6.5	92	1.5	0		
Total %	1.2	1.5	4.1	0.1	6.9	2.4	39.9	0.3	0	42.6	0.2	1.4	4.2	0	5.9	2.9	41.1	0.7	0	44.6	

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	13th St Southbound				Orange Ave Westbound				13th St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	8	7	17	32	**17**	**413**	**1**	**431**	0	9	52	61	5	193	1	199	723
07:15 AM	14	**11**	23	48	10	393	1	404	1	16	**76**	**93**	16	201	1	218	763
07:30 AM	**23**	5	25	53	7	337	1	345	0	**19**	74	93	11	**258**	**4**	**273**	764
07:45 AM	18	9	**31**	**58**	7	348	1	356	**2**	11	72	85	**17**	249	3	269	**768**
Total Volume	63	32	96	191	41	1491	4	1536	3	55	274	332	49	901	9	959	3018
% App. Total	33	16.8	50.3		2.7	97.1	0.3		0.9	16.6	82.5		5.1	94	0.9		
PHF	.685	.727	.774	.823	.603	.903	1.00	.891	.375	.724	.901	.892	.721	.873	.563	.878	.982
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	4	6	19	29	**45**	263	**5**	**313**	**3**	11	**30**	**44**	**30**	236	**9**	275	661
01:00 PM	**8**	9	23	40	14	270	1	285	3	6	13	22	20	266	5	291	638
01:15 PM	6	6	28	40	20	231	5	256	1	**13**	23	37	17	**279**	3	299	632
01:30 PM	8	**10**	**37**	**55**	15	**279**	3	297	0	10	20	30	20	277	7	**304**	**686**
Total Volume	26	31	107	164	94	1043	14	1151	7	40	86	133	87	1058	24	1169	2617
% App. Total	15.9	18.9	65.2		8.2	90.6	1.2		5.3	30.1	64.7		7.4	90.5	2.1		
PHF	.813	.775	.723	.745	.522	.935	.700	.919	.583	.769	.717	.756	.725	.948	.667	.961	.954
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**18**	21	43	82	21	318	**3**	342	4	14	24	42	39	427	7	**473**	939
04:45 PM	5	**23**	55	83	10	266	3	279	3	9	23	35	36	423	**13**	472	869
05:00 PM	6	18	**61**	**85**	**28**	315	2	345	2	**22**	**36**	**60**	**43**	410	4	457	**947**
05:15 PM	7	23	55	85	19	**327**	3	**349**	**5**	12	24	41	30	**432**	4	466	941
Total Volume	36	85	214	335	78	1226	11	1315	14	57	107	178	148	1692	28	1868	3696
% App. Total	10.7	25.4	63.9		5.9	93.2	0.8		7.9	32	60.1		7.9	90.6	1.5		
PHF	.500	.924	.877	.985	.696	.937	.917	.942	.700	.648	.743	.742	.860	.979	.538	.987	.976

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Groups Printed- Truck

	13th St Southbound					Orange Ave Westbound					13th St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	18	1	0	19	1	0	1	0	2	2	26	0	0	28	50
07:15 AM	1	1	0	0	2	0	25	0	0	25	1	1	3	0	5	7	33	0	0	40	72
07:30 AM	0	1	0	0	1	0	18	1	0	19	0	0	5	0	5	1	34	1	0	36	61
07:45 AM	0	0	0	0	0	0	31	0	0	31	2	0	5	0	7	3	31	0	0	34	72
Total	1	2	1	0	4	0	92	2	0	94	4	1	14	0	19	13	124	1	0	138	255
08:00 AM	3	1	1	0	5	1	38	0	0	39	0	0	3	0	3	1	31	0	0	32	79
08:15 AM	1	0	2	0	3	0	32	2	0	34	0	0	1	0	1	3	41	1	0	45	83
08:30 AM	1	0	0	0	1	1	38	3	0	42	0	0	2	0	2	2	30	0	0	32	77
08:45 AM	0	0	0	0	0	1	28	1	0	30	1	0	2	0	3	3	26	0	0	29	62
Total	5	1	3	0	9	3	136	6	0	145	1	0	8	0	9	9	128	1	0	138	301
09:00 AM	0	0	0	0	0	0	37	0	0	37	1	0	1	0	2	0	38	0	0	38	77
09:15 AM	0	0	0	0	0	0	28	0	0	28	0	0	2	0	2	3	39	0	0	42	72
09:30 AM	0	0	1	0	1	0	33	0	0	33	1	0	0	0	1	1	34	0	0	35	70
09:45 AM	0	0	0	0	0	0	41	1	0	42	0	0	1	0	1	1	40	0	0	41	84
Total	0	0	1	0	1	0	139	1	0	140	2	0	4	0	6	5	151	0	0	156	303
10:00 AM	1	0	0	0	1	0	42	0	0	42	1	0	3	0	4	1	50	1	0	52	99
10:15 AM	0	0	0	0	0	0	28	1	0	29	2	0	2	0	4	3	42	0	0	45	78
10:30 AM	0	0	0	0	0	0	29	1	0	30	1	0	3	0	4	6	41	0	0	47	81
10:45 AM	0	1	0	0	1	0	34	2	0	36	0	1	4	0	5	2	29	0	0	31	73
Total	1	1	0	0	2	0	133	4	0	137	4	1	12	0	17	12	162	1	0	175	331
11:00 AM	0	0	0	0	0	1	32	1	0	34	0	0	2	0	2	2	38	0	0	40	76
11:15 AM	0	0	0	0	0	1	37	0	0	38	1	0	1	0	2	3	27	0	0	30	70
11:30 AM	0	0	0	0	0	0	29	0	0	29	1	1	4	0	6	3	37	1	0	41	76
11:45 AM	0	0	0	0	0	0	32	0	0	32	2	0	3	0	5	5	30	0	0	35	72
Total	0	0	0	0	0	2	130	1	0	133	4	1	10	0	15	13	132	1	0	146	294
12:00 PM	1	0	1	0	2	0	33	0	0	33	2	0	1	0	3	1	24	0	0	25	63
12:15 PM	0	0	1	0	1	0	26	2	0	28	0	0	1	0	1	1	21	0	0	22	52
12:30 PM	0	0	0	0	0	2	28	1	0	31	2	0	3	0	5	2	42	0	0	44	80
12:45 PM	1	0	1	0	2	0	30	0	0	30	0	0	4	0	4	2	38	0	0	40	76
Total	2	0	3	0	5	2	117	3	0	122	4	0	9	0	13	6	125	0	0	131	271
01:00 PM	0	0	0	0	0	0	39	0	0	39	2	1	1	0	4	3	32	0	0	35	78
01:15 PM	1	0	1	0	2	0	23	1	0	24	0	0	3	0	3	1	31	1	0	33	62
01:30 PM	1	1	0	0	2	0	38	0	0	38	0	0	4	0	4	2	26	0	0	28	72
01:45 PM	0	0	0	0	0	0	17	0	0	17	1	0	3	0	4	1	40	0	0	41	62
Total	2	1	1	0	4	0	117	1	0	118	3	1	11	0	15	7	129	1	0	137	274
02:00 PM	0	0	0	0	0	0	39	2	0	41	0	0	1	0	1	0	37	0	0	37	79
02:15 PM	1	0	0	0	1	0	31	1	0	32	1	1	3	0	5	2	23	0	0	25	63
02:30 PM	1	2	0	0	3	0	36	1	0	37	0	0	1	0	1	0	35	0	0	35	76
02:45 PM	1	0	0	0	1	0	24	0	0	24	0	0	1	0	1	5	38	0	0	43	69
Total	3	2	0	0	5	0	130	4	0	134	1	1	6	0	8	7	133	0	0	140	287
03:00 PM	1	2	0	0	3	0	19	2	0	21	1	0	3	0	4	0	33	0	0	33	61
03:15 PM	0	1	0	0	1	0	25	0	0	25	0	0	5	0	5	0	23	0	0	23	54
03:30 PM	1	0	0	0	1	2	26	1	0	29	0	0	0	0	0	6	32	0	0	38	68
03:45 PM	0	0	0	0	0	0	30	1	0	31	0	0	2	0	2	4	32	0	0	36	69
Total	2	3	0	0	5	2	100	4	0	106	1	0	10	0	11	10	120	0	0	130	252
04:00 PM	1	2	1	0	4	0	35	0	0	35	0	1	3	0	4	0	36	0	0	36	79
04:15 PM	0	0	1	0	1	2	31	0	0	33	1	1	4	0	6	0	22	0	0	22	62
04:30 PM	1	0	1	0	2	1	18	1	0	20	1	0	1	0	2	2	18	0	0	20	44
04:45 PM	0	1	0	0	1	0	16	0	0	16	0	0	1	0	1	1	29	0	0	30	48
Total	2	3	3	0	8	3	100	1	0	104	2	2	9	0	13	3	105	0	0	108	233
05:00 PM	1	0	0	0	1	0	25	0	0	25	0	0	0	0	0	1	17	0	0	18	44
05:15 PM	0	0	0	0	0	0	22	0	0	22	0	1	0	0	1	0	19	0	0	19	42
05:30 PM	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	17	1	0	18	35
05:45 PM	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	10	0	0	10	23
Total	2	0	0	0	2	0	74	0	0	74	1	1	1	0	3	1	63	1	0	65	144
06:00 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	20
06:15 PM	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	0	19	0	0	19	38
06:30 PM	0	0	0	0	0	2	24	0	0	26	0	0	0	0	0	1	16	0	0	17	43
06:45 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	1	18	0	0	19	42
Total	0	0	1	0	1	2	72	0	0	74	0	0	0	0	0	2	66	0	0	68	143
Grand Total	20	13	13	0	46	14	1340	27	0	1381	27	8	94	0	129	88	1438	6	0	1532	3088
Apprch %	43.5	28.3	28.3	0		1	97	2	0		20.9	6.2	72.9	0		5.7	93.9	0.4	0		
Total %	0.6	0.4	0.4	0	1.5	0.5	43.4	0.9	0	44.7	0.9	0.3	3	0	4.2	2.8	46.6	0.2	0	49.6	

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	13th St Southbound				Orange Ave Westbound				13th St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	31	0	31	**2**	0	**5**	**7**	**3**	31	0	34	72
08:00 AM	**3**	**1**	1	**5**	**1**	**38**	0	39	0	0	3	3	1	31	0	32	79
08:15 AM	1	0	**2**	3	0	32	2	34	0	0	1	1	3	**41**	**1**	**45**	**83**
08:30 AM	1	0	0	1	1	38	**3**	**42**	0	0	2	2	2	30	0	32	77
Total Volume	5	1	3	9	2	139	5	146	2	0	11	13	9	133	1	143	311
% App. Total	55.6	11.1	33.3		1.4	95.2	3.4		15.4	0	84.6		6.3	93	0.7		
PHF	.417	.250	.375	.450	.500	.914	.417	.869	.250	.000	.550	.464	.750	.811	.250	.794	.937
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	**1**	0	0	**1**	0	**42**	0	**42**	1	0	3	4	1	**50**	**1**	**52**	**99**
10:15 AM	0	0	0	0	0	28	1	29	**2**	0	2	4	3	42	0	45	78
10:30 AM	0	0	0	0	0	29	1	30	1	0	3	4	**6**	41	0	47	81
10:45 AM	0	**1**	0	1	0	34	**2**	36	0	**1**	**4**	**5**	2	29	0	31	73
Total Volume	1	1	0	2	0	133	4	137	4	1	12	17	12	162	1	175	331
% App. Total	50	50	0		0	97.1	2.9		23.5	5.9	70.6		6.9	92.6	0.6		
PHF	.250	.250	.000	.500	.000	.792	.500	.815	.500	.250	.750	.850	.500	.810	.250	.841	.836
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	**39**	**2**	**41**	0	0	1	1	0	37	0	37	**79**
02:15 PM	**1**	0	0	1	0	31	1	32	**1**	**1**	**3**	**5**	2	23	0	25	63
02:30 PM	1	**2**	0	**3**	0	36	1	37	0	0	1	1	0	35	0	35	76
02:45 PM	1	0	0	1	0	24	0	24	0	0	1	1	**5**	**38**	0	**43**	69
Total Volume	3	2	0	5	0	130	4	134	1	1	6	8	7	133	0	140	287
% App. Total	60	40	0		0	97	3		12.5	12.5	75		5	95	0		
PHF	.750	.250	.000	.417	.000	.833	.500	.817	.250	.250	.500	.400	.350	.875	.000	.814	.908

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Groups Printed- Combined

	13th St Southbound					Orange Ave Westbound					13th St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	8	7	18	0	33	17	431	2	0	450	1	9	53	0	63	7	219	1	0	227	773
07:15 AM	15	12	23	0	50	10	418	1	0	429	2	17	79	0	98	23	234	1	0	258	835
07:30 AM	23	6	25	0	54	7	355	2	0	364	0	19	79	1	99	12	292	5	0	309	826
07:45 AM	18	9	31	0	58	7	379	1	0	387	4	11	77	0	92	20	280	3	0	303	840
Total	64	34	97	0	195	41	1583	6	0	1630	7	56	288	1	352	62	1025	10	0	1097	3274
08:00 AM	20	11	19	0	50	10	370	0	0	380	0	15	63	0	78	13	259	3	0	275	783
08:15 AM	8	6	22	0	36	14	376	3	0	393	2	11	51	0	64	9	236	7	0	252	745
08:30 AM	7	3	15	0	25	10	381	4	0	395	0	12	34	0	46	16	229	1	0	246	712
08:45 AM	7	12	32	0	51	16	274	2	0	292	2	9	35	0	46	17	219	4	1	241	630
Total	42	32	88	0	162	50	1401	9	0	1460	4	47	183	0	234	55	943	15	1	1014	2870
09:00 AM	9	8	23	0	40	13	318	0	0	331	3	6	33	0	42	10	236	8	0	254	667
09:15 AM	5	5	12	0	22	12	293	0	0	305	3	6	31	0	40	15	248	2	0	265	632
09:30 AM	7	3	25	0	35	12	289	0	0	301	3	8	24	0	35	17	272	2	0	291	662
09:45 AM	9	4	17	0	30	11	325	3	0	339	1	8	20	0	29	14	271	5	0	290	688
Total	30	20	77	0	127	48	1225	3	0	1276	10	28	108	0	146	56	1027	17	0	1100	2649
10:00 AM	9	3	26	0	38	13	284	4	0	301	3	6	26	0	35	13	238	6	0	257	631
10:15 AM	9	6	28	1	44	12	260	1	0	273	2	9	20	0	31	15	235	8	0	258	606
10:30 AM	10	6	17	0	33	25	280	4	0	309	1	4	18	0	23	26	235	5	0	266	631
10:45 AM	5	8	22	1	36	11	249	6	0	266	1	7	18	0	26	18	215	1	0	234	562
Total	33	23	93	2	151	61	1073	15	0	1149	7	26	82	0	115	72	923	20	0	1015	2430
11:00 AM	5	7	26	0	38	18	282	4	0	304	2	9	30	0	41	15	273	2	0	290	673
11:15 AM	7	5	20	0	32	16	274	2	0	292	2	8	21	0	31	10	278	3	0	291	646
11:30 AM	9	9	20	0	38	21	260	2	0	283	3	8	22	0	33	26	322	6	0	354	708
11:45 AM	7	10	26	1	44	21	280	3	0	304	6	5	24	0	35	17	328	7	0	352	735
Total	28	31	92	1	152	76	1096	11	0	1183	13	30	97	0	140	68	1201	18	0	1287	2762
12:00 PM	5	8	29	0	42	22	262	6	0	290	6	12	18	0	36	26	290	6	0	322	690
12:15 PM	5	7	23	0	35	22	326	2	0	350	1	6	21	0	28	20	280	1	0	301	714
12:30 PM	9	6	34	1	50	19	299	6	1	325	4	12	21	1	38	14	285	1	0	300	713
12:45 PM	5	6	20	0	31	45	293	5	0	343	3	11	34	1	49	32	274	9	0	315	738
Total	24	27	106	1	158	108	1180	19	1	1308	14	41	94	2	151	92	1129	17	0	1238	2855
01:00 PM	8	9	23	0	40	14	309	1	0	324	5	7	14	0	26	23	298	5	0	326	716
01:15 PM	7	6	29	0	42	20	254	6	0	280	1	13	26	0	40	18	310	4	0	332	694
01:30 PM	9	11	37	0	57	15	317	3	0	335	0	10	24	1	35	22	303	7	0	332	759
01:45 PM	10	11	26	0	47	15	261	3	0	279	2	10	30	0	42	16	283	6	0	305	673
Total	34	37	115	0	186	64	1141	13	0	1218	8	40	94	1	143	79	1194	22	0	1295	2842
02:00 PM	10	9	27	0	46	12	297	7	0	316	2	5	15	0	22	18	321	4	0	343	727
02:15 PM	8	11	33	0	52	24	307	3	0	334	4	7	29	0	40	25	327	7	0	359	785
02:30 PM	7	19	33	1	60	21	328	3	0	352	2	12	16	0	30	17	368	2	0	387	829
02:45 PM	10	21	36	0	67	27	280	3	0	310	1	13	21	0	35	33	397	8	0	438	850
Total	35	60	129	1	225	84	1212	16	0	1312	9	37	81	0	127	93	1413	21	0	1527	3191
03:00 PM	9	14	32	0	55	22	292	5	0	319	1	8	30	0	39	13	424	5	0	442	855
03:15 PM	5	20	44	0	69	25	270	3	0	298	1	13	34	0	48	19	353	9	1	382	797
03:30 PM	12	16	34	0	62	16	332	5	0	353	1	12	25	0	38	26	391	7	0	424	877
03:45 PM	11	18	35	0	64	21	409	7	0	437	2	14	25	1	42	28	411	5	0	444	987
Total	37	68	145	0	250	84	1303	20	0	1407	5	47	114	1	167	86	1579	26	1	1692	3516
04:00 PM	10	21	37	0	68	19	306	3	0	328	1	7	30	0	38	34	419	9	0	462	896
04:15 PM	6	16	43	1	66	20	306	7	0	333	2	18	36	0	56	33	395	11	0	439	894
04:30 PM	19	21	44	0	84	22	336	4	0	362	5	14	25	0	44	41	445	7	0	493	983
04:45 PM	5	24	55	0	84	10	282	3	0	295	3	9	24	0	36	37	452	13	0	502	917
Total	40	82	179	1	302	71	1230	17	0	1318	11	48	115	0	174	145	1711	40	0	1896	3690
05:00 PM	7	18	61	3	89	28	340	2	0	370	2	22	36	0	60	44	427	4	1	476	995
05:15 PM	7	23	55	0	85	19	349	3	0	371	5	13	24	0	42	30	451	4	1	486	984
05:30 PM	5	18	37	0	60	20	252	0	0	272	2	13	20	0	35	43	416	4	0	463	830
05:45 PM	7	21	37	0	65	13	294	1	0	308	3	9	22	0	34	27	333	5	0	365	772
Total	26	80	190	3	299	80	1235	6	0	1321	12	57	102	0	171	144	1627	17	2	1790	3581
06:00 PM	5	12	44	4	65	14	171	1	0	186	3	10	30	0	43	24	299	4	0	327	621
06:15 PM	2	3	17	2	24	8	202	0	0	210	0	0	43	0	43	26	325	0	0	351	628
06:30 PM	0	2	2	1	5	8	176	0	0	184	0	1	31	0	32	16	262	0	0	278	499
06:45 PM	5	1	1	1	8	8	215	0	0	223	0	0	21	0	21	20	277	0	0	297	549
Total	12	18	64	8	102	38	764	1	0	803	3	11	125	0	139	86	1163	4	0	1253	2297
Grand Total	405	512	1375	17	2309	805	14443	136	1	15385	103	468	1483	5	2059	1038	14935	227	4	16204	35957
Apprch %	17.5	22.2	59.5	0.7		5.2	93.9	0.9	0		5	22.7	72	0.2		6.4	92.2	1.4	0		
Total %	1.1	1.4	3.8	0	6.4	2.2	40.2	0.4	0	42.8	0.3	1.3	4.1	0	5.7	2.9	41.5	0.6	0	45.1	

Peggy Malone & Associates

File Name : 5-13th St and Orange Ave
Site Code :
Start Date : 4/11/2017
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	13th St Southbound				Orange Ave Westbound				13th St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	**12**	23	50	**10**	**418**	1	**429**	2	17	**79**	**98**	**23**	234	1	258	835
07:30 AM	**23**	6	25	54	7	355	**2**	364	0	**19**	79	98	12	**292**	**5**	**309**	825
07:45 AM	18	9	**31**	**58**	7	379	1	387	**4**	11	77	92	20	280	3	303	**840**
08:00 AM	20	11	19	50	10	370	0	380	0	15	63	78	13	259	3	275	783
Total Volume	76	38	98	212	34	1522	4	1560	6	62	298	366	68	1065	12	1145	3283
% App. Total	35.8	17.9	46.2		2.2	97.6	0.3		1.6	16.9	81.4		5.9	93	1		
PHF	.826	.792	.790	.914	.850	.910	.500	.909	.375	.816	.943	.934	.739	.912	.600	.926	.977
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:45 PM																	
12:45 PM	5	6	20	31	**45**	293	5	**343**	3	11	**34**	**48**	**32**	274	**9**	315	737
01:00 PM	8	9	23	40	14	309	1	324	**5**	7	14	26	23	298	5	326	716
01:15 PM	7	6	29	42	20	254	**6**	280	1	**13**	26	40	18	**310**	4	**332**	694
01:30 PM	**9**	**11**	**37**	**57**	15	**317**	3	335	0	10	24	34	22	303	7	332	**758**
Total Volume	29	32	109	170	94	1173	15	1282	9	41	98	148	95	1185	25	1305	2905
% App. Total	17.1	18.8	64.1		7.3	91.5	1.2		6.1	27.7	66.2		7.3	90.8	1.9		
PHF	.806	.727	.736	.746	.522	.925	.625	.934	.450	.788	.721	.771	.742	.956	.694	.983	.958
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**19**	21	44	84	22	336	**4**	362	**5**	14	25	44	41	445	7	493	983
04:45 PM	5	**24**	55	84	10	282	3	295	3	9	24	36	37	**452**	**13**	**502**	917
05:00 PM	7	18	**61**	**86**	**28**	340	2	370	2	**22**	**36**	**60**	**44**	427	4	475	**991**
05:15 PM	7	23	55	85	19	**349**	3	**371**	5	13	24	42	30	451	4	485	983
Total Volume	38	86	215	339	79	1307	12	1398	15	58	109	182	152	1775	28	1955	3874
% App. Total	11.2	25.4	63.4		5.7	93.5	0.9		8.2	31.9	59.9		7.8	90.8	1.4		
PHF	.500	.896	.881	.985	.705	.936	.750	.942	.750	.659	.757	.758	.864	.982	.538	.974	.977

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(888) 247-8602

File Name : 4- Rt 460 Median Crossover #1 AM
Site Code :
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Groups Printed- Cars

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 4- Rt 460 Median Crossover #1 AM
Site Code :
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Groups Printed- Trucks

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	100		0	0	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 AM
Site Code :
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Groups Printed- Cars - Trucks

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	100		0	0	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	100

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 AM
Site Code :
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Groups Printed- Pedestrians

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0		0	0	0	0		0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 PM
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Groups Printed- Cars

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 PM
Site Code :
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Groups Printed- Trucks

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 PM
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Groups Printed- Cars - Trucks

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4- Rt 460 Median Crossover #1 PM
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Groups Printed- Pedestrians

	Median Crossover Southbound					Route 460 Westbound				Median Crossover Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0		0	0	0	0		0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Median Crossover Southbound				Route 460 Westbound			Median Crossover Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Note: Gate closed at Blue Stone Block-no entry.

File Name : 5- Rt 460 Median Crossover #2 AM
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Groups Printed- Cars

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	3
Apprch %	0	0	0	0		0	0	100		0	0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0	0	33.3	33.3	

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 5- Rt 460 Median Crossover #2 AM
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Groups Printed- Trucks

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	0		0	0	100		0	0	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	100	100	0	0	0	0	0	0	0	0	0	

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 5- Rt 460 Median Crossover #2 AM
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Groups Printed- Cars - Trucks

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	1	1	4
Apprch %	0	0	0	0		0	0	100		0	0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	75	75	0	0	0	0	0	0	0	25	25	
Cars	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	3
% Cars	0	0	0	0	0	0	0	66.7	66.7	0	0	0	0	0	0	0	100	100	75
Trucks	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	33.3	33.3	0	0	0	0	0	0	0	0	0	25

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5- Rt 460 Median Crossover #2 AM
Site Code :
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Groups Printed- Pedestrians

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5- Rt 460 Median Crossover #2 PM
Site Code :
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Groups Printed- Cars

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5- Rt 460 Median Crossover #2 PM
Site Code :
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Groups Printed- Trucks

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5- Rt 460 Median Crossover #2 PM
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Groups Printed- Cars - Trucks

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			
Cars																			0
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trucks																			0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 5- Rt 460 Median Crossover #2 PM
Site Code :
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Groups Printed- Pedestrians

	No Thru Southbound					Route 460 Westbound				Blue Stone Block Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	No Thru Southbound				Route 460 Westbound			Blue Stone Block Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
904-992-8072

File Name : 6- Rt 460 & Walton St AM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Cars

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-turn	App. Total	Right	Left	U-turn	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
07:30 AM	0	1	0	1	2	0	0	2	2	0	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	3	0	0	3	4	0	0	4	9
08:00 AM	0	2	1	3	2	0	0	2	2	0	0	2	7
08:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	3
08:30 AM	0	1	2	3	3	0	0	3	1	0	0	1	7
08:45 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
Total	0	7	3	10	9	0	0	9	4	1	0	5	24
Grand Total	0	9	3	12	12	0	0	12	8	1	0	9	33
Apprch %	0	75	25		100	0	0		88.9	11.1	0		
Total %	0	27.3	9.1	36.4	36.4	0	0	36.4	24.2	3	0	27.3	

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	2	2	2	0	0	2	**2**	0	**2**	6
08:15 AM	0	1	1	0	0	0	0	1	**1**	2	3
08:30 AM	0	1	1	3	0	0	3	1	0	1	5
08:45 AM	0	**3**	**3**	**4**	0	0	**4**	0	0	0	**7**
Total Volume	0	7	7	9	0	0	9	4	1	5	21
% App. Total	0	100		100	0	0		80	20		
PHF	.000	.583	.583	.563	.000	.000	.563	.500	.250	.625	.750

Peggy Malone & Associates
904-992-8072

File Name : 6- Rt 460 & Walton St AM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Trucks

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-turn	App. Total	Right	Left	U-turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Apprch %	0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	100	0	0	100	0	0	0	0	

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:45 AM											
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	**1**	0	0	**1**	0	0	0	**1**
Total Volume	0	0	0	1	0	0	1	0	0	0	1
% App. Total	0	0		100	0	0		0	0		
PHF	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.250

Peggy Malone & Associates
904-992-8072

File Name : 6- Rt 460 & Walton St AM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Cars - Trucks

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-turn	App. Total	Right	Left	U-turn	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
07:30 AM	0	1	0	1	2	0	0	2	2	0	0	2	5
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	3	0	0	3	4	0	0	4	9
08:00 AM	0	2	1	3	2	0	0	2	2	0	0	2	7
08:15 AM	0	1	0	1	0	0	0	0	1	1	0	2	3
08:30 AM	0	1	2	3	4	0	0	4	1	0	0	1	8
08:45 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
Total	0	7	3	10	10	0	0	10	4	1	0	5	25
Grand Total	0	9	3	12	13	0	0	13	8	1	0	9	34
Apprch %	0	75	25		100	0	0		88.9	11.1	0		
Total %	0	26.5	8.8	35.3	38.2	0	0	38.2	23.5	2.9	0	26.5	
Cars	0	9	3	12	12	0	0	12	8	1	0	9	33
% Cars	0	100	100	100	92.3	0	0	92.3	100	100	0	100	97.1
Trucks	0	0	0	0	1	0	0	1	0	0	0	0	1
% Trucks	0	0	0	0	7.7	0	0	7.7	0	0	0	0	2.9

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	2	2	2	0	0	2	**2**	0	**2**	6
08:15 AM	0	1	1	0	0	0	0	1	**1**	2	3
08:30 AM	0	1	1	**4**	0	0	**4**	1	0	1	6
08:45 AM	0	**3**	**3**	4	0	0	4	0	0	0	**7**
Total Volume	0	7	7	10	0	0	10	4	1	5	22
% App. Total	0	100		100	0	0		80	20		
PHF	.000	.583	.583	.625	.000	.000	.625	.500	.250	.625	.786

Peggy Malone & Associates
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Groups Printed- Pedestrians

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-turn	App. Total	Right	Left	U-turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 6- Rt 460 & Walton St PM
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Groups Printed- Cars

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	1	0	1	25	0	0	25	0	1	0	1	27
04:15 PM	0	1	1	2	16	0	0	16	0	0	0	0	18
04:30 PM	0	4	1	5	6	0	0	6	1	1	0	2	13
04:45 PM	0	1	0	1	4	0	0	4	1	0	0	1	6
Total	0	7	2	9	51	0	0	51	2	2	0	4	64
05:00 PM	0	0	1	1	9	0	0	9	0	0	0	0	10
05:15 PM	0	3	0	3	13	0	0	13	0	0	0	0	16
05:30 PM	0	2	1	3	10	0	0	10	0	1	0	1	14
05:45 PM	0	1	1	2	3	0	0	3	0	3	0	3	8
Total	0	6	3	9	35	0	0	35	0	4	0	4	48
Grand Total	0	13	5	18	86	0	0	86	2	6	0	8	112
Apprch %	0	72.2	27.8		100	0	0		25	75	0		
Total %	0	11.6	4.5	16.1	76.8	0	0	76.8	1.8	5.4	0	7.1	

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	1	1	**25**	0	0	**25**	0	**1**	1	**27**
04:15 PM	0	1	1	16	0	0	16	0	0	0	17
04:30 PM	0	**4**	**4**	6	0	0	6	**1**	1	**2**	12
04:45 PM	0	1	1	4	0	0	4	1	0	1	6
Total Volume	0	7	7	51	0	0	51	2	2	4	62
% App. Total	0	100		100	0	0		50	50		
PHF	.000	.438	.438	.510	.000	.000	.510	.500	.500	.500	.574

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Groups Printed- Trucks

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	1	0	1	2	0	0	2	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	2	0	0	2	0	1	0	1	4
Apprch %	0	100	0		100	0	0		0	100	0		
Total %	0	25	0	25	50	0	0	50	0	25	0	25	

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	**1**	**1**	**2**	0	0	**2**	0	0	0	**3**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	**1**	**1**	1
Total Volume	0	1	1	2	0	0	2	0	1	1	4
% App. Total	0	100		100	0	0		0	100		
PHF	.000	.250	.250	.250	.000	.000	.250	.000	.250	.250	.333

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Groups Printed- Cars - Trucks

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	2	0	2	27	0	0	27	0	1	0	1	30
04:15 PM	0	1	1	2	16	0	0	16	0	0	0	0	18
04:30 PM	0	4	1	5	6	0	0	6	1	1	0	2	13
04:45 PM	0	1	0	1	4	0	0	4	1	1	0	2	7
Total	0	8	2	10	53	0	0	53	2	3	0	5	68
05:00 PM	0	0	1	1	9	0	0	9	0	0	0	0	10
05:15 PM	0	3	0	3	13	0	0	13	0	0	0	0	16
05:30 PM	0	2	1	3	10	0	0	10	0	1	0	1	14
05:45 PM	0	1	1	2	3	0	0	3	0	3	0	3	8
Total	0	6	3	9	35	0	0	35	0	4	0	4	48
Grand Total	0	14	5	19	88	0	0	88	2	7	0	9	116
Apprch %	0	73.7	26.3		100	0	0		22.2	77.8	0		
Total %	0	12.1	4.3	16.4	75.9	0	0	75.9	1.7	6	0	7.8	
Cars	0	13	5	18	86	0	0	86	2	6	0	8	112
% Cars	0	92.9	100	94.7	97.7	0	0	97.7	100	85.7	0	88.9	96.6
Trucks	0	1	0	1	2	0	0	2	0	1	0	1	4
% Trucks	0	7.1	0	5.3	2.3	0	0	2.3	0	14.3	0	11.1	3.4

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	2	2	**27**	0	0	**27**	0	**1**	1	**30**
04:15 PM	0	1	1	16	0	0	16	0	0	0	17
04:30 PM	0	**4**	**4**	6	0	0	6	**1**	1	**2**	12
04:45 PM	0	1	1	4	0	0	4	1	1	2	7
Total Volume	0	8	8	53	0	0	53	2	3	5	66
% App. Total	0	100		100	0	0		40	60		
PHF	.000	.500	.500	.491	.000	.000	.491	.500	.750	.625	.550

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Groups Printed- Pedestrians

	Route 460 Westbound				Route 460 Eastbound				Walton St Northbound				
Start Time	Thru	Left	U-turn	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	Route 460 Westbound			Route 460 Eastbound				Walton St Northbound			
Start Time	Thru	Left	App. Total	Right	Thru	U-Turn	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 7- Rt 460 Median Crossover #3 AM
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Groups Printed- Cars

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Trucks

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars - Trucks

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 7- Rt 460 Median Crossover #3 AM
Site Code :
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Groups Printed- Pedestrians

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(888) 247-8602

File Name : 7- Rt 460 Median Crossover #3 PM
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Groups Printed- Cars

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

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File Name : 7- Rt 460 Median Crossover #3 PM
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Groups Printed- Trucks

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars - Trucks

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	
Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% Cars	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 7- Rt 460 Median Crossover #3 PM
Site Code :
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Groups Printed- Pedestrians

	Southbound					Route 460 Westbound					Business Entrance Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Southbound				Route 460 Westbound				Business Entrance Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 8- Rt 460 & 20th St AM
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Groups Printed- Cars

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	6	0	1	0	7	21	0	0	0	21	0	0	0	0	0	0	0	5	0	5	33
07:15 AM	6	0	1	0	7	43	0	0	0	43	0	0	0	0	0	0	0	0	0	0	50
07:30 AM	3	0	2	0	5	50	0	0	0	50	0	0	0	0	0	0	0	2	0	2	57
07:45 AM	2	0	4	0	6	65	0	0	0	65	0	0	0	0	0	0	0	4	0	4	75
Total	17	0	8	0	25	179	0	0	0	179	0	0	0	0	0	0	0	11	0	11	215
08:00 AM	7	0	2	0	9	51	0	0	0	51	0	0	0	0	0	0	0	7	0	7	67
08:15 AM	2	0	4	0	6	40	0	0	0	40	0	0	0	0	0	0	0	6	0	6	52
08:30 AM	7	0	2	0	9	16	0	0	0	16	0	0	0	0	0	0	0	3	0	3	28
08:45 AM	6	0	3	0	9	12	0	0	0	12	0	0	0	0	0	0	0	2	0	2	23
Total	22	0	11	0	33	119	0	0	0	119	0	0	0	0	0	0	0	18	0	18	170
Grand Total	39	0	19	0	58	298	0	0	0	298	0	0	0	0	0	0	0	29	0	29	385
Apprch %	67.2	0	32.8	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	10.1	0	4.9	0	15.1	77.4	0	0	0	77.4	0	0	0	0	0	0	0	7.5	0	7.5	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	0	2	5	50	0	0	50	0	0	0	0	0	0	2	2	57
07:45 AM	2	0	**4**	6	**65**	0	0	**65**	0	0	0	0	0	0	4	4	**75**
08:00 AM	**7**	0	2	**9**	51	0	0	51	0	0	0	0	0	0	**7**	**7**	67
08:15 AM	2	0	4	6	40	0	0	40	0	0	0	0	0	0	6	6	52
Total Volume	14	0	12	26	206	0	0	206	0	0	0	0	0	0	19	19	251
% App. Total	53.8	0	46.2		100	0	0		0	0	0		0	0	100		
PHF	.500	.000	.750	.722	.792	.000	.000	.792	.000	.000	.000	.000	.000	.000	.679	.679	.837

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St AM
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Groups Printed- Trucks

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	6
Apprch %	0	0	0	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	0	0	0	50	0	0	0	50	0	0	0	0	0	0	0	50	0	50	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
07:45 AM	0	0	0	0	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	2	5
% App. Total	0	0	0		100	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.500	.500	.625

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St AM
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Groups Printed- Cars - Trucks

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	6	0	1	0	7	21	0	0	0	21	0	0	0	0	0	0	0	5	0	5	33
07:15 AM	6	0	1	0	7	44	0	0	0	44	0	0	0	0	0	0	0	0	0	0	51
07:30 AM	3	0	2	0	5	50	0	0	0	50	0	0	0	0	0	0	0	3	0	3	58
07:45 AM	2	0	4	0	6	67	0	0	0	67	0	0	0	0	0	0	0	4	0	4	77
Total	17	0	8	0	25	182	0	0	0	182	0	0	0	0	0	0	0	12	0	12	219
08:00 AM	7	0	2	0	9	51	0	0	0	51	0	0	0	0	0	0	0	8	0	8	68
08:15 AM	2	0	4	0	6	40	0	0	0	40	0	0	0	0	0	0	0	6	0	6	52
08:30 AM	7	0	2	0	9	16	0	0	0	16	0	0	0	0	0	0	0	3	0	3	28
08:45 AM	6	0	3	0	9	12	0	0	0	12	0	0	0	0	0	0	0	3	0	3	24
Total	22	0	11	0	33	119	0	0	0	119	0	0	0	0	0	0	0	20	0	20	172
Grand Total	39	0	19	0	58	301	0	0	0	301	0	0	0	0	0	0	0	32	0	32	391
Apprch %	67.2	0	32.8	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	10	0	4.9	0	14.8	77	0	0	0	77	0	0	0	0	0	0	0	8.2	0	8.2	
Cars	39	0	19	0	58	298	0	0	0	298	0	0	0	0	0	0	0	29	0	29	385
% Cars	100	0	100	0	100	99	0	0	0	99	0	0	0	0	0	0	0	90.6	0	90.6	98.5
Trucks	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	0	3	6
% Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	9.4	0	9.4	1.5

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	3	0	2	5	50	0	0	50	0	0	0	0	0	0	3	3	58
07:45 AM	2	0	**4**	6	**67**	0	0	**67**	0	0	0	0	0	0	4	4	**77**
08:00 AM	**7**	0	2	**9**	51	0	0	51	0	0	0	0	0	0	**8**	**8**	68
08:15 AM	2	0	4	6	40	0	0	40	0	0	0	0	0	0	6	6	52
Total Volume	14	0	12	26	208	0	0	208	0	0	0	0	0	0	21	21	255
% App. Total	53.8	0	46.2		100	0	0		0	0	0		0	0	100		
PHF	.500	.000	.750	.722	.776	.000	.000	.776	.000	.000	.000	.000	.000	.000	.656	.656	.828

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St AM
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Groups Printed- Pedestrians

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St PM
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Groups Printed- Cars

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	2	0	3	0	5	9	0	0	0	9	0	0	0	0	0	0	0	4	0	4	18
04:15 PM	11	0	1	0	12	16	0	0	0	16	0	0	0	0	0	0	0	4	0	4	32
04:30 PM	10	0	3	0	13	8	0	0	0	8	0	0	0	0	0	0	0	4	0	4	25
04:45 PM	4	0	2	0	6	7	0	0	0	7	0	0	0	0	0	0	0	8	0	8	21
Total	27	0	9	0	36	40	0	0	0	40	0	0	0	0	0	0	0	20	0	20	96
05:00 PM	4	0	2	0	6	9	0	0	0	9	0	0	0	0	0	0	0	6	0	6	21
05:15 PM	4	0	6	0	10	7	0	0	0	7	0	0	0	0	0	0	0	6	0	6	23
05:30 PM	7	0	3	0	10	6	0	0	0	6	0	0	0	0	0	0	0	9	0	9	25
05:45 PM	6	0	2	0	8	10	0	0	0	10	0	0	0	0	0	0	0	4	0	4	22
Total	21	0	13	0	34	32	0	0	0	32	0	0	0	0	0	0	0	25	0	25	91
Grand Total	48	0	22	0	70	72	0	0	0	72	0	0	0	0	0	0	0	45	0	45	187
Apprch %	68.6	0	31.4	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	25.7	0	11.8	0	37.4	38.5	0	0	0	38.5	0	0	0	0	0	0	0	24.1	0	24.1	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**11**	0	1	12	**16**	0	0	**16**	0	0	0	0	0	0	4	4	**32**
04:30 PM	10	0	**3**	**13**	8	0	0	8	0	0	0	0	0	0	4	4	25
04:45 PM	4	0	2	6	7	0	0	7	0	0	0	0	0	0	**8**	**8**	21
05:00 PM	4	0	2	6	9	0	0	9	0	0	0	0	0	0	6	6	21
Total Volume	29	0	8	37	40	0	0	40	0	0	0	0	0	0	22	22	99
% App. Total	78.4	0	21.6		100	0	0		0	0	0		0	0	100		
PHF	.659	.000	.667	.712	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.688	.688	.773

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St PM
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Groups Printed- Trucks

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	50	0	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	50	0	50	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	100		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St PM
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Groups Printed- Cars - Trucks

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	2	0	3	0	5	9	0	0	0	9	0	0	0	0	0	0	0	5	0	5	19
04:15 PM	12	0	1	0	13	16	0	0	0	16	0	0	0	0	0	0	0	4	0	4	33
04:30 PM	10	0	3	0	13	8	0	0	0	8	0	0	0	0	0	0	0	4	0	4	25
04:45 PM	4	0	2	0	6	7	0	0	0	7	0	0	0	0	0	0	0	8	0	8	21
Total	28	0	9	0	37	40	0	0	0	40	0	0	0	0	0	0	0	21	0	21	98
05:00 PM	4	0	2	0	6	9	0	0	0	9	0	0	0	0	0	0	0	6	0	6	21
05:15 PM	4	0	6	0	10	7	0	0	0	7	0	0	0	0	0	0	0	6	0	6	23
05:30 PM	7	0	3	0	10	6	0	0	0	6	0	0	0	0	0	0	0	9	0	9	25
05:45 PM	6	0	2	0	8	10	0	0	0	10	0	0	0	0	0	0	0	4	0	4	22
Total	21	0	13	0	34	32	0	0	0	32	0	0	0	0	0	0	0	25	0	25	91
Grand Total	49	0	22	0	71	72	0	0	0	72	0	0	0	0	0	0	0	46	0	46	189
Apprch %	69	0	31	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	25.9	0	11.6	0	37.6	38.1	0	0	0	38.1	0	0	0	0	0	0	0	24.3	0	24.3	
Cars	48	0	22	0	70	72	0	0	0	72	0	0	0	0	0	0	0	45	0	45	187
% Cars	98	0	100	0	98.6	100	0	0	0	100	0	0	0	0	0	0	0	97.8	0	97.8	98.9
Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Trucks	2	0	0	0	1.4	0	0	0	0	0	0	0	0	0	0	0	0	2.2	0	2.2	1.1

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**12**	0	1	**13**	**16**	0	0	**16**	0	0	0	0	0	0	4	4	**33**
04:30 PM	10	0	**3**	13	8	0	0	8	0	0	0	0	0	0	4	4	25
04:45 PM	4	0	2	6	7	0	0	7	0	0	0	0	0	0	**8**	**8**	21
05:00 PM	4	0	2	6	9	0	0	9	0	0	0	0	0	0	6	6	21
Total Volume	30	0	8	38	40	0	0	40	0	0	0	0	0	0	22	22	100
% App. Total	78.9	0	21.1		100	0	0		0	0	0		0	0	100		
PHF	.625	.000	.667	.731	.625	.000	.000	.625	.000	.000	.000	.000	.000	.000	.688	.688	.758

Peggy Malone & Associates

(888) 247-8602

File Name : 8- Rt 460 & 20th St PM
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Groups Printed- Pedestrians

	20th St Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	100		0	0	0	100		0	0	0	0		0	0	0	0		
Total %	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	0	0	0	0	0	

	20th St Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

File Name : 6-Gus Nicks Blvd and Orange Ave
Site Code :
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Groups Printed- Car

	Shopping Center Southbound					Orange Ave Westbound					Gus W Nicks Blvd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	2	2	0	4	0	325	8	0	333	13	0	112	0	125	46	125	0	0	171	633
07:15 AM	3	1	3	0	7	0	305	12	0	317	21	0	182	0	203	61	169	0	0	230	757
07:30 AM	2	9	0	0	11	0	318	8	0	326	20	1	156	0	177	68	205	0	0	273	787
07:45 AM	1	6	6	0	13	0	255	15	0	270	31	5	101	0	137	66	197	3	0	266	686
Total	6	18	11	0	35	0	1203	43	0	1246	85	6	551	0	642	241	696	3	0	940	2863
08:00 AM	2	1	8	0	11	1	228	5	0	234	21	1	117	0	139	68	149	2	0	219	603
08:15 AM	0	6	1	0	7	1	272	4	0	277	19	2	116	0	137	51	172	2	0	225	646
08:30 AM	3	6	5	1	15	0	255	10	0	265	15	3	108	0	126	59	156	3	0	218	624
08:45 AM	1	1	8	1	11	0	192	7	0	199	14	3	100	0	117	74	161	4	0	239	566
Total	6	14	22	2	44	2	947	26	0	975	69	9	441	0	519	252	638	11	0	901	2439
09:00 AM	5	1	0	0	6	0	164	12	0	176	16	3	82	0	101	74	176	0	0	250	533
09:15 AM	1	0	8	0	9	0	192	8	0	200	15	2	88	0	105	55	158	3	0	216	530
09:30 AM	6	3	3	0	12	2	233	5	0	240	15	3	73	0	91	65	196	1	0	262	605
09:45 AM	3	5	2	0	10	2	177	15	0	194	19	3	81	0	103	50	175	6	0	231	538
Total	15	9	13	0	37	4	766	40	0	810	65	11	324	0	400	244	705	10	0	959	2206
10:00 AM	4	4	1	0	9	1	194	8	0	203	15	3	62	0	80	47	181	2	0	230	522
10:15 AM	2	3	2	0	7	1	172	16	0	189	17	2	80	0	99	70	146	5	1	222	517
10:30 AM	7	6	7	0	20	2	183	14	0	199	10	1	75	0	86	60	161	4	0	225	530
10:45 AM	6	2	3	0	11	1	178	12	0	191	20	4	69	0	93	72	169	6	0	247	542
Total	19	15	13	0	47	5	727	50	0	782	62	10	286	0	358	249	657	17	1	924	2111
11:00 AM	6	3	7	0	16	4	215	8	0	227	22	0	82	0	104	52	141	5	0	198	545
11:15 AM	2	8	3	0	13	1	168	10	0	179	24	6	62	0	92	68	184	6	0	258	542
11:30 AM	6	3	12	0	21	3	210	17	0	230	27	3	82	0	112	58	207	8	0	273	636
11:45 AM	5	4	8	0	17	3	224	14	0	241	18	5	68	0	91	81	248	7	0	336	685
Total	19	18	30	0	67	11	817	49	0	877	91	14	294	0	399	259	780	26	0	1065	2408
12:00 PM	7	10	8	0	25	4	185	8	0	197	21	7	92	0	120	70	186	15	1	272	614
12:15 PM	6	13	12	0	31	4	235	12	0	251	12	8	66	0	86	94	213	8	0	315	683
12:30 PM	13	10	14	0	37	0	193	15	0	208	19	6	79	0	104	70	177	14	0	261	610
12:45 PM	11	5	8	0	24	0	200	20	0	220	23	7	79	0	109	83	193	18	0	294	647
Total	37	38	42	0	117	8	813	55	0	876	75	28	316	0	419	317	769	55	1	1142	2554
01:00 PM	6	6	6	0	18	4	190	8	0	202	21	6	105	0	132	84	187	11	0	282	634
01:15 PM	10	9	9	0	28	3	202	13	0	218	16	5	82	0	103	95	200	2	0	297	646
01:30 PM	12	11	8	0	31	0	185	8	0	193	18	7	54	0	79	88	245	8	0	341	644
01:45 PM	12	9	13	0	34	1	189	10	0	200	17	10	78	0	105	86	199	8	0	293	632
Total	40	35	36	0	111	8	766	39	0	813	72	28	319	0	419	353	831	29	0	1213	2556
02:00 PM	6	10	10	1	27	0	238	24	0	262	12	7	65	1	85	85	210	7	1	303	677
02:15 PM	10	17	9	0	36	1	210	19	0	230	27	7	103	0	137	101	248	14	0	363	766
02:30 PM	12	12	13	0	37	0	229	17	0	246	28	6	89	0	123	87	249	13	0	349	755
02:45 PM	7	12	10	0	29	1	196	16	0	213	18	8	98	0	124	101	234	6	0	341	707
Total	35	51	42	1	129	2	873	76	0	951	85	28	355	1	469	374	941	40	1	1356	2905
03:00 PM	8	13	4	0	25	1	211	15	0	227	22	8	72	1	103	118	278	8	0	404	759
03:15 PM	8	12	7	0	27	2	235	25	0	262	18	4	58	0	80	122	269	13	0	404	773
03:30 PM	15	14	12	0	41	0	268	24	2	294	23	10	81	0	114	117	234	7	0	358	807
03:45 PM	12	7	8	0	27	0	314	20	0	334	22	9	98	0	129	113	230	5	0	348	838
Total	43	46	31	0	120	3	1028	84	2	1117	85	31	309	1	426	470	1011	33	0	1514	3177
04:00 PM	9	10	3	0	22	4	259	23	0	286	15	7	69	1	92	130	279	6	0	415	815
04:15 PM	12	11	14	0	37	2	231	22	0	255	17	8	80	0	105	143	294	7	0	444	841
04:30 PM	7	15	4	0	26	1	246	23	0	270	18	7	90	0	115	140	275	13	0	428	839
04:45 PM	9	24	10	0	43	2	220	31	0	253	21	14	83	0	118	159	269	12	0	440	854
Total	37	60	31	0	128	9	956	99	0	1064	71	36	322	1	430	572	1117	38	0	1727	3349
05:00 PM	10	11	10	0	31	1	268	27	0	296	16	5	83	0	104	156	278	14	0	448	879
05:15 PM	3	18	9	0	30	3	194	28	0	225	21	6	70	0	97	180	311	4	0	495	847
05:30 PM	4	15	12	0	31	0	183	20	0	203	22	9	95	0	126	159	279	11	0	449	809
05:45 PM	5	7	15	0	27	3	196	24	0	223	17	5	74	0	96	152	292	11	0	455	801
Total	22	51	46	0	119	7	841	99	0	947	76	25	322	0	423	647	1160	40	0	1847	3336
06:00 PM	8	23	10	0	41	1	212	25	0	238	21	7	87	0	115	134	223	9	0	366	760
06:15 PM	8	18	11	0	37	1	195	36	0	232	23	8	99	0	130	123	246	12	0	381	780
06:30 PM	9	25	9	0	43	1	162	32	0	195	26	9	73	1	109	101	211	7	0	319	666
06:45 PM	4	23	6	0	33	4	137	31	0	172	19	6	66	0	91	106	205	7	0	318	614
Total	29	89	36	0	154	7	706	124	0	837	89	30	325	1	445	464	885	35	0	1384	2820
Grand Total	308	444	353	3	1108	66	10443	784	2	11295	925	256	4164	4	5349	4442	10190	337	3	14972	32724
Apprch %	27.8	40.1	31.9	0.3		0.6	92.5	6.9	0		17.3	4.8	77.8	0.1		29.7	68.1	2.3	0		
Total %	0.9	1.4	1.1	0	3.4	0.2	31.9	2.4	0	34.5	2.8	0.8	12.7	0	16.3	13.6	31.1	1	0	45.8	

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	Shopping Center Southbound				Orange Ave Westbound				Gus W Nicks Blvd Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	2	2	4	0	**325**	8	**333**	13	0	112	125	46	125	0	171	633
07:15 AM	**3**	1	3	7	0	305	12	317	21	0	**182**	**203**	61	169	0	230	757
07:30 AM	2	**9**	0	11	0	318	8	326	20	1	156	177	**68**	**205**	0	**273**	**787**
07:45 AM	1	6	**6**	**13**	0	255	**15**	270	**31**	**5**	101	137	66	197	**3**	266	686
Total Volume	6	18	11	35	0	1203	43	1246	85	6	551	642	241	696	3	940	2863
% App. Total	17.1	51.4	31.4		0	96.5	3.5		13.2	0.9	85.8		25.6	74	0.3		
PHF	.500	.500	.458	.673	.000	.925	.717	.935	.685	.300	.757	.791	.886	.849	.250	.861	.909
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	6	3	**12**	21	3	210	**17**	230	**27**	3	82	112	58	207	8	273	636
11:45 AM	5	4	8	17	3	224	14	241	18	5	68	91	81	**248**	7	**336**	**685**
12:00 PM	**7**	10	8	25	**4**	185	8	197	21	7	**92**	**120**	70	186	**15**	271	613
12:15 PM	6	**13**	12	**31**	4	**235**	12	**251**	12	**8**	66	86	**94**	213	8	315	683
Total Volume	24	30	40	94	14	854	51	919	78	23	308	409	303	854	38	1195	2617
% App. Total	25.5	31.9	42.6		1.5	92.9	5.5		19.1	5.6	75.3		25.4	71.5	3.2		
PHF	.857	.577	.833	.758	.875	.909	.750	.915	.722	.719	.837	.852	.806	.861	.633	.889	.955
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	7	15	4	26	1	246	23	270	18	7	**90**	115	140	275	13	428	839
04:45 PM	9	**24**	**10**	**43**	2	220	**31**	253	**21**	**14**	83	**118**	159	269	12	440	854
05:00 PM	**10**	11	10	31	1	**268**	27	**296**	16	5	83	104	156	278	**14**	448	**879**
05:15 PM	3	18	9	30	**3**	194	28	225	21	6	70	97	**180**	**311**	4	**495**	847
Total Volume	29	68	33	130	7	928	109	1044	76	32	326	434	635	1133	43	1811	3419
% App. Total	22.3	52.3	25.4		0.7	88.9	10.4		17.5	7.4	75.1		35.1	62.6	2.4		
PHF	.725	.708	.825	.756	.583	.866	.879	.882	.905	.571	.906	.919	.882	.911	.768	.915	.972

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	Shopping Center Southbound					Orange Ave Westbound					Gus W Nicks Blvd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	21	1	0	22	2	0	4	0	6	5	22	0	0	27	56
07:15 AM	1	0	0	0	1	0	25	2	0	27	4	0	5	0	9	6	18	3	0	27	64
07:30 AM	0	1	0	0	1	0	15	2	0	17	3	0	4	0	7	9	28	0	0	37	62
07:45 AM	0	1	0	0	1	0	23	2	0	25	3	0	1	0	4	2	38	0	0	40	70
Total	2	2	0	0	4	0	84	7	0	91	12	0	14	0	26	22	106	3	0	131	252
08:00 AM	0	1	0	0	1	0	38	2	0	40	3	0	5	0	8	9	26	0	0	35	84
08:15 AM	0	0	0	0	0	0	38	3	0	41	3	0	0	0	3	14	31	0	0	45	89
08:30 AM	0	0	0	0	0	0	24	3	0	27	3	0	7	0	10	6	37	0	0	43	80
08:45 AM	1	1	0	0	2	0	26	5	0	31	1	0	4	0	5	5	30	0	0	35	73
Total	1	2	0	0	3	0	126	13	0	139	10	0	16	0	26	34	124	0	0	158	326
09:00 AM	0	0	0	0	0	0	27	5	0	32	2	0	0	0	2	8	26	0	0	34	68
09:15 AM	0	1	0	0	1	0	21	2	0	23	3	0	3	0	6	3	41	1	0	45	75
09:30 AM	1	0	0	0	1	0	21	3	0	24	4	0	7	0	11	9	37	0	0	46	82
09:45 AM	1	1	0	0	2	0	28	1	0	29	3	0	7	0	10	6	20	0	0	26	67
Total	2	2	0	0	4	0	97	11	0	108	12	0	17	0	29	26	124	1	0	151	292
10:00 AM	0	0	0	0	0	0	28	5	0	33	3	0	3	0	6	5	30	0	0	35	74
10:15 AM	0	0	0	0	0	0	32	0	0	32	1	0	8	0	9	3	28	0	0	31	72
10:30 AM	0	0	0	0	0	0	30	0	0	30	2	0	5	0	7	5	31	0	0	36	73
10:45 AM	0	1	0	0	1	0	29	4	0	33	3	0	5	0	8	4	43	0	0	47	89
Total	0	1	0	0	1	0	119	9	0	128	9	0	21	0	30	17	132	0	0	149	308
11:00 AM	0	0	0	0	0	0	23	1	0	24	1	0	4	0	5	4	36	2	0	42	71
11:15 AM	0	0	0	0	0	0	26	1	0	27	5	0	2	0	7	8	29	0	0	37	71
11:30 AM	0	1	0	0	1	0	29	4	0	33	5	0	4	0	9	3	32	0	0	35	78
11:45 AM	0	1	0	0	1	0	21	4	0	25	1	0	4	0	5	3	25	1	0	29	60
Total	0	2	0	0	2	0	99	10	0	109	12	0	14	0	26	18	122	3	0	143	280
12:00 PM	1	0	0	0	1	1	24	0	0	25	6	0	2	0	8	3	25	0	0	28	62
12:15 PM	1	2	0	0	3	0	25	3	0	28	0	0	1	0	1	3	28	1	0	32	64
12:30 PM	0	0	0	0	0	0	18	3	0	21	1	0	3	0	4	4	35	0	0	39	64
12:45 PM	0	1	0	0	1	0	23	1	0	24	4	0	6	0	10	2	27	0	0	29	64
Total	2	3	0	0	5	1	90	7	0	98	11	0	12	0	23	12	115	1	0	128	254
01:00 PM	0	0	1	0	1	0	24	4	0	28	0	0	2	0	2	2	22	1	0	25	56
01:15 PM	0	0	0	0	0	0	25	2	0	27	2	0	2	0	4	4	21	0	0	25	56
01:30 PM	0	0	0	0	0	0	22	3	0	25	2	0	1	0	3	5	34	0	0	39	67
01:45 PM	1	1	0	0	2	0	16	3	0	19	5	1	5	0	11	2	29	0	0	31	63
Total	1	1	1	0	3	0	87	12	0	99	9	1	10	0	20	13	106	1	0	120	242
02:00 PM	0	0	0	0	0	0	23	2	0	25	4	0	9	0	13	5	30	0	0	35	73
02:15 PM	0	0	0	0	0	0	15	0	0	15	2	0	4	0	6	3	26	0	0	29	50
02:30 PM	0	1	1	0	2	0	25	1	0	26	3	0	0	0	3	4	17	0	0	21	52
02:45 PM	0	0	0	0	0	0	27	3	0	30	3	0	2	0	5	7	38	0	0	45	80
Total	0	1	1	0	2	0	90	6	0	96	12	0	15	0	27	19	111	0	0	130	255
03:00 PM	0	1	0	0	1	0	18	1	0	19	3	0	3	0	6	3	21	0	0	24	50
03:15 PM	0	0	0	0	0	0	24	3	0	27	1	0	1	0	2	4	33	0	0	37	66
03:30 PM	0	0	0	0	0	0	20	1	0	21	1	0	2	0	3	1	30	0	0	31	55
03:45 PM	0	0	0	0	0	0	26	5	0	31	1	0	5	0	6	5	25	0	0	30	67
Total	0	1	0	0	1	0	88	10	0	98	6	0	11	0	17	13	109	0	0	122	238
04:00 PM	0	1	0	0	1	0	18	4	0	22	1	0	1	0	2	8	20	0	0	28	53
04:15 PM	0	0	0	0	0	0	18	2	0	20	5	0	5	0	10	2	21	0	0	23	53
04:30 PM	0	0	0	0	0	0	15	0	0	15	2	0	3	0	5	7	20	0	0	27	47
04:45 PM	1	0	0	0	1	0	15	3	0	18	4	0	1	0	5	1	17	0	0	18	42
Total	1	1	0	0	2	0	66	9	0	75	12	0	10	0	22	18	78	0	0	96	195
05:00 PM	0	1	0	0	1	0	15	4	0	19	5	0	2	0	7	3	15	0	0	18	45
05:15 PM	0	0	0	0	0	0	15	2	0	17	2	0	2	0	4	3	16	0	0	19	40
05:30 PM	0	0	0	0	0	0	18	5	0	23	1	0	2	0	3	2	18	0	0	20	46
05:45 PM	0	0	0	0	0	0	15	3	0	18	1	0	3	0	4	4	15	0	0	19	41
Total	0	1	0	0	1	0	63	14	0	77	9	0	9	0	18	12	64	0	0	76	172
06:00 PM	0	1	0	0	1	0	11	1	0	12	2	0	6	0	8	1	15	0	0	16	37
06:15 PM	0	0	0	0	0	0	22	0	0	22	3	0	1	0	4	4	15	0	0	19	45
06:30 PM	0	0	0	0	0	0	15	0	0	15	2	0	3	0	5	1	14	0	0	15	35
06:45 PM	0	1	0	0	1	0	13	2	0	15	1	0	4	0	5	4	18	0	0	22	43
Total	0	2	0	0	2	0	61	3	0	64	8	0	14	0	22	10	62	0	0	72	160
Grand Total	9	19	2	0	30	1	1070	111	0	1182	122	1	163	0	286	214	1253	9	0	1476	2974
Apprch %	30	63.3	6.7	0		0.1	90.5	9.4	0		42.7	0.3	57	0		14.5	84.9	0.6	0		
Total %	0.3	0.6	0.1	0	1	0	36	3.7	0	39.7	4.1	0	5.5	0	9.6	7.2	42.1	0.3	0	49.6	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	**1**	0	1	0	**38**	2	40	**3**	0	5	8	9	26	0	35	84
08:15 AM	0	0	0	0	0	38	3	**41**	3	0	0	3	**14**	31	0	**45**	**89**
08:30 AM	0	0	0	0	0	24	3	27	3	0	**7**	**10**	6	**37**	0	43	80
08:45 AM	**1**	1	0	**2**	0	26	**5**	31	1	0	4	5	5	30	0	35	73
Total Volume	1	2	0	3	0	126	13	139	10	0	16	26	34	124	0	158	326
% App. Total	33.3	66.7	0		0	90.6	9.4		38.5	0	61.5		21.5	78.5	0		
PHF	.250	.500	.000	.375	.000	.829	.650	.848	.833	.000	.571	.650	.607	.838	.000	.878	.916
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	**1**	0	**1**	0	**29**	**4**	**33**	3	0	**5**	8	4	**43**	0	**47**	**89**
11:00 AM	0	0	0	0	0	23	1	24	1	0	4	5	4	36	**2**	42	71
11:15 AM	0	0	0	0	0	26	1	27	**5**	0	2	7	**8**	29	0	37	71
11:30 AM	0	1	0	1	0	29	4	33	5	0	4	**9**	3	32	0	35	78
Total Volume	0	2	0	2	0	107	10	117	14	0	15	29	19	140	2	161	309
% App. Total	0	100	0		0	91.5	8.5		48.3	0	51.7		11.8	87	1.2		
PHF	.000	.500	.000	.500	.000	.922	.625	.886	.700	.000	.750	.806	.594	.814	.250	.856	.868
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	0	0	0	0	23	2	25	**4**	0	**9**	**13**	5	30	0	35	73
02:15 PM	0	0	0	0	0	15	0	15	2	0	4	6	3	26	0	29	50
02:30 PM	0	**1**	**1**	**2**	0	25	1	26	3	0	0	3	4	17	0	21	52
02:45 PM	0	0	0	0	0	**27**	**3**	**30**	3	0	2	5	**7**	**38**	0	**45**	**80**
Total Volume	0	1	1	2	0	90	6	96	12	0	15	27	19	111	0	130	255
% App. Total	0	50	50		0	93.8	6.2		44.4	0	55.6		14.6	85.4	0		
PHF	.000	.250	.250	.250	.000	.833	.500	.800	.750	.000	.417	.519	.679	.730	.000	.722	.797

Peggy Malone & Associates

File Name : 6-Gus Nicks Blvd and Orange Ave
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Groups Printed- Combined

	Shopping Center Southbound					Orange Ave Westbound					Gus W Nicks Blvd Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	2	0	5	0	346	9	0	355	15	0	116	0	131	51	147	0	0	198	689
07:15 AM	4	1	3	0	8	0	330	14	0	344	25	0	187	0	212	67	187	3	0	257	821
07:30 AM	2	10	0	0	12	0	333	10	0	343	23	1	160	0	184	77	233	0	0	310	849
07:45 AM	1	7	6	0	14	0	278	17	0	295	34	5	102	0	141	68	235	3	0	306	756
Total	8	20	11	0	39	0	1287	50	0	1337	97	6	565	0	668	263	802	6	0	1071	3115
08:00 AM	2	2	8	0	12	1	266	7	0	274	24	1	122	0	147	77	175	2	0	254	687
08:15 AM	0	6	1	0	7	1	310	7	0	318	22	2	116	0	140	65	203	2	0	270	735
08:30 AM	3	6	5	1	15	0	279	13	0	292	18	3	115	0	136	65	193	3	0	261	704
08:45 AM	2	2	8	1	13	0	218	12	0	230	15	3	104	0	122	79	191	4	0	274	639
Total	7	16	22	2	47	2	1073	39	0	1114	79	9	457	0	545	286	762	11	0	1059	2765
09:00 AM	5	1	0	0	6	0	191	17	0	208	18	3	82	0	103	82	202	0	0	284	601
09:15 AM	1	1	8	0	10	0	213	10	0	223	18	2	91	0	111	58	199	4	0	261	605
09:30 AM	7	3	3	0	13	2	254	8	0	264	19	3	80	0	102	74	233	1	0	308	687
09:45 AM	4	6	2	0	12	2	205	16	0	223	22	3	88	0	113	56	195	6	0	257	605
Total	17	11	13	0	41	4	863	51	0	918	77	11	341	0	429	270	829	11	0	1110	2498
10:00 AM	4	4	1	0	9	1	222	13	0	236	18	3	65	0	86	52	211	2	0	265	596
10:15 AM	2	3	2	0	7	1	204	16	0	221	18	2	88	0	108	73	174	5	1	253	589
10:30 AM	7	6	7	0	20	2	213	14	0	229	12	1	80	0	93	65	192	4	0	261	603
10:45 AM	6	3	3	0	12	1	207	16	0	224	23	4	74	0	101	76	212	6	0	294	631
Total	19	16	13	0	48	5	846	59	0	910	71	10	307	0	388	266	789	17	1	1073	2419
11:00 AM	6	3	7	0	16	4	238	9	0	251	23	0	86	0	109	56	177	7	0	240	616
11:15 AM	2	8	3	0	13	1	194	11	0	206	29	6	64	0	99	76	213	6	0	295	613
11:30 AM	6	4	12	0	22	3	239	21	0	263	32	3	86	0	121	61	239	8	0	308	714
11:45 AM	5	5	8	0	18	3	245	18	0	266	19	5	72	0	96	84	273	8	0	365	745
Total	19	20	30	0	69	11	916	59	0	986	103	14	308	0	425	277	902	29	0	1208	2688
12:00 PM	8	10	8	0	26	5	209	8	0	222	27	7	94	0	128	73	211	15	1	300	676
12:15 PM	7	15	12	0	34	4	260	15	0	279	12	8	67	0	87	97	241	9	0	347	747
12:30 PM	13	10	14	0	37	0	211	18	0	229	20	6	82	0	108	74	212	14	0	300	674
12:45 PM	11	6	8	0	25	0	223	21	0	244	27	7	85	0	119	85	220	18	0	323	711
Total	39	41	42	0	122	9	903	62	0	974	86	28	328	0	442	329	884	56	1	1270	2808
01:00 PM	6	6	7	0	19	4	214	12	0	230	21	6	107	0	134	86	209	12	0	307	690
01:15 PM	10	9	9	0	28	3	227	15	0	245	18	5	84	0	107	99	221	2	0	322	702
01:30 PM	12	11	8	0	31	0	207	11	0	218	20	7	55	0	82	93	279	8	0	380	711
01:45 PM	13	10	13	0	36	1	205	13	0	219	22	11	83	0	116	88	228	8	0	324	695
Total	41	36	37	0	114	8	853	51	0	912	81	29	329	0	439	366	937	30	0	1333	2798
02:00 PM	6	10	10	1	27	0	261	26	0	287	16	7	74	1	98	90	240	7	1	338	750
02:15 PM	10	17	9	0	36	1	225	19	0	245	29	7	107	0	143	104	274	14	0	392	816
02:30 PM	12	13	14	0	39	0	254	18	0	272	31	6	89	0	126	91	266	13	0	370	807
02:45 PM	7	12	10	0	29	1	223	19	0	243	21	8	100	0	129	108	272	6	0	386	787
Total	35	52	43	1	131	2	963	82	0	1047	97	28	370	1	496	393	1052	40	1	1486	3160
03:00 PM	8	14	4	0	26	1	229	16	0	246	25	8	75	1	109	121	299	8	0	428	809
03:15 PM	8	12	7	0	27	2	259	28	0	289	19	4	59	0	82	126	302	13	0	441	839
03:30 PM	15	14	12	0	41	0	288	25	2	315	24	10	83	0	117	118	264	7	0	389	862
03:45 PM	12	7	8	0	27	0	340	25	0	365	23	9	103	0	135	118	255	5	0	378	905
Total	43	47	31	0	121	3	1116	94	2	1215	91	31	320	1	443	483	1120	33	0	1636	3415
04:00 PM	9	11	3	0	23	4	277	27	0	308	16	7	70	1	94	138	299	6	0	443	868
04:15 PM	12	11	14	0	37	2	249	24	0	275	22	8	85	0	115	145	315	7	0	467	894
04:30 PM	7	15	4	0	26	1	261	23	0	285	20	7	93	0	120	147	295	13	0	455	886
04:45 PM	10	24	10	0	44	2	235	34	0	271	25	14	84	0	123	160	286	12	0	458	896
Total	38	61	31	0	130	9	1022	108	0	1139	83	36	332	1	452	590	1195	38	0	1823	3544
05:00 PM	10	12	10	0	32	1	283	31	0	315	21	5	85	0	111	159	293	14	0	466	924
05:15 PM	3	18	9	0	30	3	209	30	0	242	23	6	72	0	101	183	327	4	0	514	887
05:30 PM	4	15	12	0	31	0	201	25	0	226	23	9	97	0	129	161	297	11	0	469	855
05:45 PM	5	7	15	0	27	3	211	27	0	241	18	5	77	0	100	156	307	11	0	474	842
Total	22	52	46	0	120	7	904	113	0	1024	85	25	331	0	441	659	1224	40	0	1923	3508
06:00 PM	8	24	10	0	42	1	223	26	0	250	23	7	93	0	123	135	238	9	0	382	797
06:15 PM	8	18	11	0	37	1	217	36	0	254	26	8	100	0	134	127	261	12	0	400	825
06:30 PM	9	25	9	0	43	1	177	32	0	210	28	9	76	1	114	102	225	7	0	334	701
06:45 PM	4	24	6	0	34	4	150	33	0	187	20	6	70	0	96	110	223	7	0	340	657
Total	29	91	36	0	156	7	767	127	0	901	97	30	339	1	467	474	947	35	0	1456	2980
Grand Total	317	463	355	3	1138	67	11513	895	2	12477	1047	257	4327	4	5635	4656	11443	346	3	16448	35698
Apprch %	27.9	40.7	31.2	0.3		0.5	92.3	7.2	0		18.6	4.6	76.8	0.1		28.3	69.6	2.1	0		
Total %	0.9	1.3	1	0	3.2	0.2	32.3	2.5	0	35	2.9	0.7	12.1	0	15.8	13	32.1	1	0	46.1	

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	Shopping Center Southbound				Orange Ave Westbound				Gus W Nicks Blvd Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	2	5	0	**346**	9	**355**	15	0	116	131	51	147	0	198	689
07:15 AM	**4**	1	3	8	0	330	14	344	25	0	**187**	**212**	67	187	**3**	257	821
07:30 AM	2	**10**	0	12	0	333	10	343	23	1	160	184	**77**	233	0	**310**	**849**
07:45 AM	1	7	**6**	**14**	0	278	**17**	295	**34**	**5**	102	141	68	**235**	3	306	756
Total Volume	8	20	11	39	0	1287	50	1337	97	6	565	668	263	802	6	1071	3115
% App. Total	20.5	51.3	28.2		0	96.3	3.7		14.5	0.9	84.6		24.6	74.9	0.6		
PHF	.500	.500	.458	.696	.000	.930	.735	.942	.713	.300	.755	.788	.854	.853	.500	.864	.917
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	6	4	**12**	22	3	239	**21**	263	**32**	3	86	121	61	239	8	308	714
11:45 AM	5	5	8	18	3	245	18	266	19	5	72	96	84	**273**	8	**365**	745
12:00 PM	**8**	10	8	26	**5**	209	8	222	27	7	**94**	**128**	73	211	**15**	299	675
12:15 PM	7	**15**	12	**34**	4	**260**	15	**279**	12	**8**	67	87	**97**	241	9	347	**747**
Total Volume	26	34	40	100	15	953	62	1030	90	23	319	432	315	964	40	1319	2881
% App. Total	26	34	40		1.5	92.5	6		20.8	5.3	73.8		23.9	73.1	3		
PHF	.813	.567	.833	.735	.750	.916	.738	.923	.703	.719	.848	.844	.812	.883	.667	.903	.964
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**12**	11	**14**	37	**2**	249	24	275	22	8	85	115	145	**315**	7	**467**	894
04:30 PM	7	15	4	26	1	261	23	285	20	7	**93**	120	147	295	13	455	886
04:45 PM	10	**24**	10	**44**	2	235	**34**	271	**25**	**14**	84	**123**	**160**	286	12	458	896
05:00 PM	10	12	10	32	1	**283**	31	**315**	21	5	85	111	159	293	**14**	466	**924**
Total Volume	39	62	38	139	6	1028	112	1146	88	34	347	469	611	1189	46	1846	3600
% App. Total	28.1	44.6	27.3		0.5	89.7	9.8		18.8	7.2	74		33.1	64.4	2.5		
PHF	.813	.646	.679	.790	.750	.908	.824	.910	.880	.607	.933	.953	.955	.944	.821	.988	.974

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(888) 247-8602

File Name : 9- Rt 460 & 24th St AM
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Groups Printed- Cars

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	3	4	0	7	8	0	2	0	10	2	4	0	6	24
07:15 AM	1	0	0	0	1	1	3	0	4	5	0	2	0	7	1	3	0	4	16
07:30 AM	0	0	0	0	0	5	2	0	7	11	0	1	0	12	0	2	0	2	21
07:45 AM	1	0	1	0	2	9	3	0	12	8	1	0	0	9	4	5	0	9	32
Total	3	0	1	0	4	18	12	0	30	32	1	5	0	38	7	14	0	21	93
08:00 AM	1	0	0	0	1	5	8	0	13	11	0	0	0	11	2	4	0	6	31
08:15 AM	0	0	2	0	2	6	5	0	11	13	1	1	0	15	1	5	0	6	34
08:30 AM	3	0	0	0	3	1	8	0	9	16	0	2	0	18	3	6	0	9	39
08:45 AM	2	0	3	0	5	5	3	1	9	6	0	3	0	9	1	2	1	4	27
Total	6	0	5	0	11	17	24	1	42	46	1	6	0	53	7	17	1	25	131
Grand Total	9	0	6	0	15	35	36	1	72	78	2	11	0	91	14	31	1	46	224
Apprch %	60	0	40	0		48.6	50	1.4		85.7	2.2	12.1	0		30.4	67.4	2.2		
Total %	4	0	2.7	0	6.7	15.6	16.1	0.4	32.1	34.8	0.9	4.9	0	40.6	6.2	13.8	0.4	20.5	

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	1	0	1	2	**9**	3	12	8	**1**	0	9	**4**	5	**9**	32
08:00 AM	1	0	0	1	5	**8**	**13**	11	0	0	11	2	4	6	31
08:15 AM	0	0	**2**	2	6	5	11	13	1	1	15	1	5	6	34
08:30 AM	**3**	0	0	**3**	1	8	9	**16**	0	**2**	**18**	3	**6**	9	**39**
Total Volume	5	0	3	8	21	24	45	48	2	3	53	10	20	30	136
% App. Total	62.5	0	37.5		46.7	53.3		90.6	3.8	5.7		33.3	66.7		
PHF	.417	.000	.375	.667	.583	.750	.865	.750	.500	.375	.736	.625	.833	.833	.872

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File Name : 9- Rt 460 & 24th St AM
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Groups Printed- Trucks

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	1	0	2	2	0	0	0	2	1	0	0	1	5
Total	0	0	0	0	0	1	1	0	2	3	0	0	0	3	2	0	0	2	7
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
08:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	1	3	0	0	0	3	1	0	0	1	5
Grand Total	0	0	0	0	0	2	1	0	3	6	0	0	0	6	3	0	0	3	12
Apprch %	0	0	0	0		66.7	33.3	0		100	0	0	0		100	0	0		
Total %	0	0	0	0	0	16.7	8.3	0	25	50	0	0	0	50	25	0	0	25	

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	0	0	0	**1**	**1**	**2**	**2**	0	0	**2**	**1**	0	**1**	**5**
08:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	0	1	2
Total Volume	0	0	0	0	1	1	2	5	0	0	5	2	0	2	9
% App. Total	0	0	0		50	50		100	0	0		100	0		
PHF	.000	.000	.000	.000	.250	.250	.250	.625	.000	.000	.625	.500	.000	.500	.450

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(888) 247-8602

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Groups Printed- Cars - Trucks

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	3	4	0	7	9	0	2	0	11	2	4	0	6	25
07:15 AM	1	0	0	0	1	1	3	0	4	5	0	2	0	7	2	3	0	5	17
07:30 AM	0	0	0	0	0	5	2	0	7	11	0	1	0	12	0	2	0	2	21
07:45 AM	1	0	1	0	2	10	4	0	14	10	1	0	0	11	5	5	0	10	37
Total	3	0	1	0	4	19	13	0	32	35	1	5	0	41	9	14	0	23	100
08:00 AM	1	0	0	0	1	5	8	0	13	12	0	0	0	12	2	4	0	6	32
08:15 AM	0	0	2	0	2	6	5	0	11	14	1	1	0	16	1	5	0	6	35
08:30 AM	3	0	0	0	3	1	8	0	9	17	0	2	0	19	4	6	0	10	41
08:45 AM	2	0	3	0	5	6	3	1	10	6	0	3	0	9	1	2	1	4	28
Total	6	0	5	0	11	18	24	1	43	49	1	6	0	56	8	17	1	26	136
Grand Total	9	0	6	0	15	37	37	1	75	84	2	11	0	97	17	31	1	49	236
Apprch %	60	0	40	0		49.3	49.3	1.3		86.6	2.1	11.3	0		34.7	63.3	2		
Total %	3.8	0	2.5	0	6.4	15.7	15.7	0.4	31.8	35.6	0.8	4.7	0	41.1	7.2	13.1	0.4	20.8	
Cars	9	0	6	0	15	35	36	1	72	78	2	11	0	91	14	31	1	46	224
% Cars	100	0	100	0	100	94.6	97.3	100	96	92.9	100	100	0	93.8	82.4	100	100	93.9	94.9
Trucks	0	0	0	0	0	2	1	0	3	6	0	0	0	6	3	0	0	3	12
% Trucks	0	0	0	0	0	5.4	2.7	0	4	7.1	0	0	0	6.2	17.6	0	0	6.1	5.1

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	1	0	1	2	**10**	4	**14**	10	**1**	0	11	**5**	5	**10**	37
08:00 AM	1	0	0	1	5	**8**	13	12	0	0	12	2	4	6	32
08:15 AM	0	0	**2**	2	6	5	11	14	1	1	16	1	5	6	35
08:30 AM	**3**	0	0	**3**	1	8	9	**17**	0	**2**	**19**	4	**6**	10	**41**
Total Volume	5	0	3	8	22	25	47	53	2	3	58	12	20	32	145
% App. Total	62.5	0	37.5		46.8	53.2		91.4	3.4	5.2		37.5	62.5		
PHF	.417	.000	.375	.667	.550	.781	.839	.779	.500	.375	.763	.600	.833	.800	.884

Peggy Malone & Associates

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Groups Printed- Pedestrians

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	1	1	1	3	9	3	0	12	5	0	0	0	5	1	2	0	3	23
04:15 PM	2	0	0	0	2	4	2	0	6	3	0	0	0	3	1	5	0	6	17
04:30 PM	3	0	1	0	4	10	6	1	17	0	0	0	0	0	0	10	1	11	32
04:45 PM	3	0	0	0	3	10	1	0	11	4	0	0	0	4	1	3	1	5	23
Total	8	1	2	1	12	33	12	1	46	12	0	0	0	12	3	20	2	25	95
05:00 PM	1	0	3	0	4	11	7	0	18	2	0	0	0	2	0	8	0	8	32
05:15 PM	4	0	0	0	4	9	2	0	11	3	0	0	0	3	0	5	0	5	23
05:30 PM	3	0	1	0	4	13	2	2	17	1	0	0	0	1	0	7	0	7	29
05:45 PM	0	1	3	0	4	14	5	0	19	2	0	0	0	2	1	7	1	9	34
Total	8	1	7	0	16	47	16	2	65	8	0	0	0	8	1	27	1	29	118
Grand Total	16	2	9	1	28	80	28	3	111	20	0	0	0	20	4	47	3	54	213
Apprch %	57.1	7.1	32.1	3.6		72.1	25.2	2.7		100	0	0	0		7.4	87	5.6		
Total %	7.5	0.9	4.2	0.5	13.1	37.6	13.1	1.4	52.1	9.4	0	0	0	9.4	1.9	22.1	1.4	25.4	

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	1	0	**3**	**4**	11	**7**	18	2	0	0	2	0	**8**	**8**	32
05:15 PM	**4**	0	0	4	9	2	11	**3**	0	0	**3**	0	5	5	23
05:30 PM	3	0	1	4	13	2	15	1	0	0	1	0	7	7	27
05:45 PM	0	**1**	3	4	**14**	5	**19**	2	0	0	2	**1**	7	8	**33**
Total Volume	8	1	7	16	47	16	63	8	0	0	8	1	27	28	115
% App. Total	50	6.2	43.8		74.6	25.4		100	0	0		3.6	96.4		
PHF	.500	.250	.583	1.00	.839	.571	.829	.667	.000	.000	.667	.250	.844	.875	.871

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Groups Printed- Trucks

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	1	1	0	2	2	0	0	2	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	1	1	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	6
Apprch %	0	50	50	0		100	0	0		0	0	0	0		0	0	0		
Total %	0	16.7	16.7	0	33.3	66.7	0	0	66.7	0	0	0	0	0	0	0	0	0	

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	0	0	**1**	**1**	**1**	0	**1**	0	0	0	0	0	0	0	**2**
04:45 PM	0	**1**	0	1	1	0	1	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	1	1	2	3	0	3	0	0	0	0	0	0	0	5
% App. Total	0	50	50		100	0		0	0	0		0	0		
PHF	.000	.250	.250	.500	.750	.000	.750	.000	.000	.000	.000	.000	.000	.000	.625

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Groups Printed- Cars - Trucks

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	1	1	1	3	9	3	0	12	5	0	0	0	5	1	2	0	3	23
04:15 PM	2	0	0	0	2	4	2	0	6	3	0	0	0	3	1	5	0	6	17
04:30 PM	3	0	2	0	5	11	6	1	18	0	0	0	0	0	0	10	1	11	34
04:45 PM	3	1	0	0	4	11	1	0	12	4	0	0	0	4	1	3	1	5	25
Total	8	2	3	1	14	35	12	1	48	12	0	0	0	12	3	20	2	25	99
05:00 PM	1	0	3	0	4	11	7	0	18	2	0	0	0	2	0	8	0	8	32
05:15 PM	4	0	0	0	4	10	2	0	12	3	0	0	0	3	0	5	0	5	24
05:30 PM	3	0	1	0	4	13	2	2	17	1	0	0	0	1	0	7	0	7	29
05:45 PM	0	1	3	0	4	15	5	0	20	2	0	0	0	2	1	7	1	9	35
Total	8	1	7	0	16	49	16	2	67	8	0	0	0	8	1	27	1	29	120
Grand Total	16	3	10	1	30	84	28	3	115	20	0	0	0	20	4	47	3	54	219
Apprch %	53.3	10	33.3	3.3		73	24.3	2.6		100	0	0	0		7.4	87	5.6		
Total %	7.3	1.4	4.6	0.5	13.7	38.4	12.8	1.4	52.5	9.1	0	0	0	9.1	1.8	21.5	1.4	24.7	
Cars	16	2	9	1	28	80	28	3	111	20	0	0	0	20	4	47	3	54	213
% Cars	100	66.7	90	100	93.3	95.2	100	100	96.5	100	0	0	0	100	100	100	100	100	97.3
Trucks	0	1	1	0	2	4	0	0	4	0	0	0	0	0	0	0	0	0	6
% Trucks	0	33.3	10	0	6.7	4.8	0	0	3.5	0	0	0	0	0	0	0	0	0	2.7

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	1	0	**3**	**4**	11	**7**	18	2	0	0	2	0	**8**	**8**	32
05:15 PM	**4**	0	0	4	10	2	12	**3**	0	0	**3**	0	5	5	24
05:30 PM	3	0	1	4	13	2	15	1	0	0	1	0	7	7	27
05:45 PM	0	**1**	3	4	**15**	5	**20**	2	0	0	2	**1**	7	8	**34**
Total Volume	8	1	7	16	49	16	65	8	0	0	8	1	27	28	117
% App. Total	50	6.2	43.8		75.4	24.6		100	0	0		3.6	96.4		
PHF	.500	.250	.583	1.00	.817	.571	.813	.667	.000	.000	.667	.250	.844	.875	.860

Peggy Malone & Associates

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Groups Printed- Pedestrians

	24th St Southbound					Route 460 Westbound				Business Entrance Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	24th St Southbound				Route 460 Westbound			Business Entrance Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4	3	0	7	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	2	7	2	0	9	11
07:30 AM	1	0	0	0	1	2	0	0	2	0	0	0	0	0	10	0	0	10	13
07:45 AM	1	0	0	0	1	1	0	2	3	0	0	0	0	0	7	1	0	8	12
Total	2	0	0	0	2	4	0	2	6	0	2	0	0	2	28	6	0	34	44
08:00 AM	0	0	0	0	0	1	0	0	1	0	2	1	0	3	5	3	0	8	12
08:15 AM	1	0	0	0	1	0	1	0	1	0	0	0	0	0	5	3	0	8	10
08:30 AM	1	0	2	0	3	0	0	0	0	0	0	0	0	0	6	2	0	8	11
08:45 AM	0	0	1	0	1	0	1	0	1	0	0	1	0	1	2	1	0	3	6
Total	2	0	3	0	5	1	2	0	3	0	2	2	0	4	18	9	0	27	39
Grand Total	4	0	3	0	7	5	2	2	9	0	4	2	0	6	46	15	0	61	83
Apprch %	57.1	0	42.9	0		55.6	22.2	22.2		0	66.7	33.3	0		75.4	24.6	0		
Total %	4.8	0	3.6	0	8.4	6	2.4	2.4	10.8	0	4.8	2.4	0	7.2	55.4	18.1	0	73.5	

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	0	0	0	0	0	0	0	0	**2**	0	2	7	2	9	11
07:30 AM	**1**	0	0	**1**	**2**	0	**2**	0	0	0	0	**10**	0	**10**	**13**
07:45 AM	1	0	0	1	1	0	1	0	0	0	0	7	1	8	10
08:00 AM	0	0	0	0	1	0	1	0	2	**1**	**3**	5	**3**	8	12
Total Volume	2	0	0	2	4	0	4	0	4	1	5	29	6	35	46
% App. Total	100	0	0		100	0		0	80	20		82.9	17.1		
PHF	.500	.000	.000	.500	.500	.000	.500	.000	.500	.250	.417	.725	.500	.875	.885

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Groups Printed- Trucks

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	1	0	3	4
07:30 AM	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	2	0	0	0	0	2	0	0	0	2	4	1	0	5	9
08:00 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	1	0	3	4
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	1	0	0	0	1	1	0	0	1	0	0	0	0	0	1	1	0	2	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	2	2	0	0	2	0	0	0	0	0	3	3	0	6	10
Grand Total	3	0	0	1	4	2	0	0	2	2	0	0	0	2	7	4	0	11	19
Apprch %	75	0	0	25		100	0	0		100	0	0	0		63.6	36.4	0		
Total %	15.8	0	0	5.3	21.1	10.5	0	0	10.5	10.5	0	0	0	10.5	36.8	21.1	0	57.9	

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**	**1**	**3**	**4**
08:15 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1	1	2
08:30 AM	1	0	0	1	1	0	1	0	0	0	0	1	1	2	4
Total Volume	2	0	0	2	2	0	2	0	0	0	0	3	3	6	10
% App. Total	100	0	0		100	0		0	0	0		50	50		
PHF	.500	.000	.000	.500	.500	.000	.500	.000	.000	.000	.000	.375	.750	.500	.625

Peggy Malone & Associates

(888) 247-8602

File Name : 10- Rt 460 & Median Crossover #4 AM
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Groups Printed- Cars - Trucks

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	6	3	0	9	11
07:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	0	3	9	3	0	12	15
07:30 AM	2	0	0	1	3	2	0	0	2	0	0	0	0	0	10	0	0	10	15
07:45 AM	1	0	0	0	1	1	0	2	3	0	0	0	0	0	7	1	0	8	12
Total	3	0	0	1	4	4	0	2	6	2	2	0	0	4	32	7	0	39	53
08:00 AM	0	0	0	0	0	2	0	0	2	0	2	1	0	3	7	4	0	11	16
08:15 AM	2	0	0	0	2	0	1	0	1	0	0	0	0	0	5	4	0	9	12
08:30 AM	2	0	2	0	4	1	0	0	1	0	0	0	0	0	7	3	0	10	15
08:45 AM	0	0	1	0	1	0	1	0	1	0	0	1	0	1	2	1	0	3	6
Total	4	0	3	0	7	3	2	0	5	0	2	2	0	4	21	12	0	33	49
Grand Total	7	0	3	1	11	7	2	2	11	2	4	2	0	8	53	19	0	72	102
Apprch %	63.6	0	27.3	9.1		63.6	18.2	18.2		25	50	25	0		73.6	26.4	0		
Total %	6.9	0	2.9	1	10.8	6.9	2	2	10.8	2	3.9	2	0	7.8	52	18.6	0	70.6	
Cars	4	0	3	0	7	5	2	2	9	0	4	2	0	6	46	15	0	61	83
% Cars	57.1	0	100	0	63.6	71.4	100	100	81.8	0	100	100	0	75	86.8	78.9	0	84.7	81.4
Trucks	3	0	0	1	4	2	0	0	2	2	0	0	0	2	7	4	0	11	19
% Trucks	42.9	0	0	100	36.4	28.6	0	0	18.2	100	0	0	0	25	13.2	21.1	0	15.3	18.6

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	0	0	0	0	0	0	0	**1**	**2**	0	**3**	9	3	**12**	15
07:30 AM	**2**	0	0	**2**	**2**	0	**2**	0	0	0	0	**10**	0	10	14
07:45 AM	1	0	0	1	1	0	1	0	0	0	0	7	1	8	10
08:00 AM	0	0	0	0	2	0	2	0	2	**1**	3	7	**4**	11	**16**
Total Volume	3	0	0	3	5	0	5	1	4	1	6	33	8	41	55
% App. Total	100	0	0		100	0		16.7	66.7	16.7		80.5	19.5		
PHF	.375	.000	.000	.375	.625	.000	.625	.250	.500	.250	.500	.825	.500	.854	.859

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 10- Rt 460 & Median Crossover #4 PM
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Groups Printed- Cars

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	2	0	2	1	0	0	1	0	0	2	0	2	7	0	0	7	12
04:15 PM	3	0	0	0	3	0	1	0	1	0	0	0	0	0	8	1	0	9	13
04:30 PM	1	0	0	0	1	0	4	0	4	0	1	3	0	4	8	1	2	11	20
04:45 PM	3	0	0	0	3	0	3	0	3	0	0	3	0	3	6	1	0	7	16
Total	7	0	2	0	9	1	8	0	9	0	1	8	0	9	29	3	2	34	61
05:00 PM	2	0	0	0	2	0	1	1	2	0	0	0	0	0	6	0	0	6	10
05:15 PM	2	0	0	0	2	0	2	0	2	1	0	2	0	3	9	0	1	10	17
05:30 PM	3	0	1	0	4	0	2	0	2	0	0	0	0	0	6	0	1	7	13
05:45 PM	1	0	0	0	1	0	1	0	1	0	0	3	0	3	12	0	0	12	17
Total	8	0	1	0	9	0	6	1	7	1	0	5	0	6	33	0	2	35	57
Grand Total	15	0	3	0	18	1	14	1	16	1	1	13	0	15	62	3	4	69	118
Apprch %	83.3	0	16.7	0		6.2	87.5	6.2		6.7	6.7	86.7	0		89.9	4.3	5.8		
Total %	12.7	0	2.5	0	15.3	0.8	11.9	0.8	13.6	0.8	0.8	11	0	12.7	52.5	2.5	3.4	58.5	

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	**2**	2	**1**	0	1	0	0	2	2	7	0	7	12
04:15 PM	**3**	0	0	**3**	0	1	1	0	0	0	0	**8**	**1**	**9**	13
04:30 PM	1	0	0	1	0	**4**	**4**	0	**1**	**3**	**4**	8	1	9	**18**
04:45 PM	3	0	0	3	0	3	3	0	0	3	3	6	1	7	16
Total Volume	7	0	2	9	1	8	9	0	1	8	9	29	3	32	59
% App. Total	77.8	0	22.2		11.1	88.9		0	11.1	88.9		90.6	9.4		
PHF	.583	.000	.250	.750	.250	.500	.563	.000	.250	.667	.563	.906	.750	.889	.819

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Trucks

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	100	0		100	0	0		0	0	0	0		0	0	0		
Total %	0	0	50	0	50	50	0	0	50	0	0	0	0	0	0	0	0	0	

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:45 PM															
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	1	0	1	0	0	0	0	0	0	0	2
% App. Total	0	0	100		100	0		0	0	0		0	0		
PHF	.000	.000	.250	.250	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.500

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Groups Printed- Cars - Trucks

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	2	0	2	1	0	0	1	0	0	2	0	2	7	0	0	7	12
04:15 PM	3	0	0	0	3	0	1	0	1	0	0	0	0	0	8	1	0	9	13
04:30 PM	1	0	0	0	1	0	4	0	4	0	1	3	0	4	8	1	2	11	20
04:45 PM	3	0	0	0	3	0	3	0	3	0	0	3	0	3	6	1	0	7	16
Total	7	0	2	0	9	1	8	0	9	0	1	8	0	9	29	3	2	34	61
05:00 PM	2	0	0	0	2	0	1	1	2	0	0	0	0	0	6	0	0	6	10
05:15 PM	2	0	0	0	2	1	2	0	3	1	0	2	0	3	9	0	1	10	18
05:30 PM	3	0	2	0	5	0	2	0	2	0	0	0	0	0	6	0	1	7	14
05:45 PM	1	0	0	0	1	0	1	0	1	0	0	3	0	3	12	0	0	12	17
Total	8	0	2	0	10	1	6	1	8	1	0	5	0	6	33	0	2	35	59
Grand Total	15	0	4	0	19	2	14	1	17	1	1	13	0	15	62	3	4	69	120
Apprch %	78.9	0	21.1	0		11.8	82.4	5.9		6.7	6.7	86.7	0		89.9	4.3	5.8		
Total %	12.5	0	3.3	0	15.8	1.7	11.7	0.8	14.2	0.8	0.8	10.8	0	12.5	51.7	2.5	3.3	57.5	
Cars	15	0	3	0	18	1	14	1	16	1	1	13	0	15	62	3	4	69	118
% Cars	100	0	75	0	94.7	50	100	100	94.1	100	100	100	0	100	100	100	100	100	98.3
Trucks	0	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
% Trucks	0	0	25	0	5.3	50	0	0	5.9	0	0	0	0	0	0	0	0	0	1.7

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	1	0	0	1	0	**4**	**4**	0	**1**	**3**	**4**	8	**1**	**9**	**18**
04:45 PM	**3**	0	0	**3**	0	3	3	0	0	3	3	6	1	7	16
05:00 PM	2	0	0	2	0	1	1	0	0	0	0	6	0	6	9
05:15 PM	2	0	0	2	**1**	2	3	**1**	0	2	3	**9**	0	9	17
Total Volume	8	0	0	8	1	10	11	1	1	8	10	29	2	31	60
% App. Total	100	0	0		9.1	90.9		10	10	80		93.5	6.5		
PHF	.667	.000	.000	.667	.250	.625	.688	.250	.250	.667	.625	.806	.500	.861	.833

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	Apartment Entrance Southbound					Route 460 Westbound				BP Gas Station Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Apartment Entrance Southbound				Route 460 Westbound			BP Gas Station Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

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Groups Printed- Car

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	1	1	5	6
07:15 AM	0	0	0	1	1	0	1	0	1	0	0	1	0	1	2	0	0	2	5
07:30 AM	0	0	0	0	0	1	2	0	3	1	0	2	0	3	2	0	0	2	8
07:45 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	0	0	2	4
Total	0	0	0	1	1	1	5	0	6	2	0	3	0	5	9	1	1	11	23
08:00 AM	0	0	0	0	0	0	2	0	2	3	0	2	0	5	0	0	0	0	7
08:15 AM	0	0	1	0	1	1	3	0	4	3	0	0	0	3	2	0	0	2	10
08:30 AM	0	0	0	0	0	2	5	0	7	4	0	0	0	4	2	0	3	5	16
08:45 AM	0	0	0	0	0	0	4	0	4	1	0	1	0	2	3	0	1	4	10
Total	0	0	1	0	1	3	14	0	17	11	0	3	0	14	7	0	4	11	43
Grand Total	0	0	1	1	2	4	19	0	23	13	0	6	0	19	16	1	5	22	66
Apprch %	0	0	50	50		17.4	82.6	0		68.4	0	31.6	0		72.7	4.5	22.7		
Total %	0	0	1.5	1.5	3	6.1	28.8	0	34.8	19.7	0	9.1	0	28.8	24.2	1.5	7.6	33.3	

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	2	2	3	0	**2**	**5**	0	0	0	7
08:15 AM	0	0	**1**	**1**	1	3	4	3	0	0	3	2	0	2	10
08:30 AM	0	0	0	0	**2**	**5**	**7**	**4**	0	0	4	2	0	2	**13**
08:45 AM	0	0	0	0	0	4	4	1	0	1	2	**3**	0	**3**	9
Total Volume	0	0	1	1	3	14	17	11	0	3	14	7	0	7	39
% App. Total	0	0	100		17.6	82.4		78.6	0	21.4		100	0		
PHF	.000	.000	.250	.250	.375	.700	.607	.688	.000	.375	.700	.583	.000	.583	.750

Peggy Malone & Associates

(888) 247-8602

File Name : 11-Rt 460 & Median Crossover #5 AM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Truck

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	1	3
Grand Total	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3	0	0	3	6
Apprch %	0	0	0	0		0	100	0		50	0	50	0		100	0	0		
Total %	0	0	0	0	0	0	16.7	0	16.7	16.7	0	16.7	0	33.3	50	0	0	50	

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
07:15 AM	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	1	0	0	1	2	0	2	3
% App. Total	0	0	0		0	0		100	0	0		100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.000	.250	.375

Peggy Malone & Associates

(888) 247-8602

File Name : 11-Rt 460 & Median Crossover #5 AM
Site Code :
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Groups Printed- Car - Truck

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5	1	1	7	8
07:15 AM	0	0	0	1	1	0	1	0	1	1	0	1	0	2	2	0	0	2	6
07:30 AM	0	0	0	0	0	1	2	0	3	1	0	2	0	3	2	0	0	2	8
07:45 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	1	2	0	0	2	4
Total	0	0	0	1	1	1	5	0	6	3	0	3	0	6	11	1	1	13	26
08:00 AM	0	0	0	0	0	0	2	0	2	3	0	2	0	5	0	0	0	0	7
08:15 AM	0	0	1	0	1	1	3	0	4	3	0	0	0	3	3	0	0	3	11
08:30 AM	0	0	0	0	0	2	5	0	7	4	0	0	0	4	2	0	3	5	16
08:45 AM	0	0	0	0	0	0	5	0	5	1	0	2	0	3	3	0	1	4	12
Total	0	0	1	0	1	3	15	0	18	11	0	4	0	15	8	0	4	12	46
Grand Total	0	0	1	1	2	4	20	0	24	14	0	7	0	21	19	1	5	25	72
Apprch %	0	0	50	50		16.7	83.3	0		66.7	0	33.3	0		76	4	20		
Total %	0	0	1.4	1.4	2.8	5.6	27.8	0	33.3	19.4	0	9.7	0	29.2	26.4	1.4	6.9	34.7	
Car	0	0	1	1	2	4	19	0	23	13	0	6	0	19	16	1	5	22	66
% Car	0	0	100	100	100	100	95	0	95.8	92.9	0	85.7	0	90.5	84.2	100	100	88	91.7
Truck	0	0	0	0	0	0	1	0	1	1	0	1	0	2	3	0	0	3	6
% Truck	0	0	0	0	0	0	5	0	4.2	7.1	0	14.3	0	9.5	15.8	0	0	12	8.3

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	2	2	3	0	**2**	**5**	0	0	0	7
08:15 AM	0	0	**1**	**1**	1	3	4	3	0	0	3	**3**	0	**3**	11
08:30 AM	0	0	0	0	**2**	**5**	**7**	**4**	0	0	4	2	0	2	**13**
08:45 AM	0	0	0	0	0	5	5	1	0	2	3	3	0	3	11
Total Volume	0	0	1	1	3	15	18	11	0	4	15	8	0	8	42
% App. Total	0	0	100		16.7	83.3		73.3	0	26.7		100	0		
PHF	.000	.000	.250	.250	.375	.750	.643	.688	.000	.500	.750	.667	.000	.667	.808

Peggy Malone & Associates

(888) 247-8602

File Name : 11-Rt 460 & Median Crossover #5 AM
Site Code :
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Groups Printed- Pedestrians

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

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File Name : 11-Rt 460 & Median Crossover #5 PM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Car

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	2	2	5
04:15 PM	0	0	0	0	0	0	2	2	4	2	0	2	0	4	1	0	1	2	10
04:30 PM	0	0	0	0	0	0	2	2	4	3	0	1	0	4	2	0	2	4	12
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	1	0	2	3	7
Total	1	0	0	0	1	0	5	4	9	8	0	5	0	13	4	0	7	11	34
05:00 PM	0	0	0	0	0	0	1	0	1	4	0	0	0	4	0	0	1	1	6
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	2	0	3	2	0	1	3	7
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	3	5	0	2	0	7	2	0	3	5	15
Grand Total	1	0	0	0	1	0	7	5	12	13	0	7	0	20	6	0	10	16	49
Apprch %	100	0	0	0		0	58.3	41.7		65	0	35	0		37.5	0	62.5		
Total %	2	0	0	0	2	0	14.3	10.2	24.5	26.5	0	14.3	0	40.8	12.2	0	20.4	32.7	

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	0	0	0	0	0	**2**	**2**	2	0	**2**	**4**	1	0	1	7
04:30 PM	0	0	0	0	0	2	2	3	0	1	4	**2**	0	**2**	**8**
04:45 PM	0	0	0	0	0	0	0	2	0	2	4	1	0	1	5
05:00 PM	0	0	0	0	0	1	1	**4**	0	0	4	0	0	0	5
Total Volume	0	0	0	0	0	5	5	11	0	5	16	4	0	4	25
% App. Total	0	0	0		0	100		68.8	0	31.2		100	0		
PHF	.000	.000	.000	.000	.000	.625	.625	.688	.000	.625	1.00	.500	.000	.500	.781

Peggy Malone & Associates

(888) 247-8602

File Name : 11-Rt 460 & Median Crossover #5 PM
Site Code :
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Groups Printed- Truck

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	1	0	3	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	4
Apprch %	0	0	0	0		0	0	0		50	0	50	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	50	0	50	0	100	0	0	0	0	

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:30 PM															
04:30 PM	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	2	0	2	4	0	0	0	4
% App. Total	0	0	0		0	0		50	0	50		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.500	.500	.000	.000	.000	.500

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File Name : 11-Rt 460 & Median Crossover #5 PM
Site Code :
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Groups Printed- Car - Truck

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	1	0	1	1	0	0	0	1	0	0	2	2	5
04:15 PM	0	0	0	0	0	0	2	2	4	2	0	2	0	4	1	0	1	2	10
04:30 PM	0	0	0	0	0	0	2	2	4	3	0	2	0	5	2	0	2	4	13
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	4	1	0	2	3	7
Total	1	0	0	0	1	0	5	4	9	8	0	6	0	14	4	0	7	11	35
05:00 PM	0	0	0	0	0	0	1	0	1	6	0	0	0	6	0	0	1	1	8
05:15 PM	0	0	0	0	0	0	0	1	1	1	0	3	0	4	2	0	1	3	8
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:45 PM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	1	3	7	0	3	0	10	2	0	3	5	18
Grand Total	1	0	0	0	1	0	7	5	12	15	0	9	0	24	6	0	10	16	53
Apprch %	100	0	0	0		0	58.3	41.7		62.5	0	37.5	0		37.5	0	62.5		
Total %	1.9	0	0	0	1.9	0	13.2	9.4	22.6	28.3	0	17	0	45.3	11.3	0	18.9	30.2	
Car	1	0	0	0	1	0	7	5	12	13	0	7	0	20	6	0	10	16	49
% Car	100	0	0	0	100	0	100	100	100	86.7	0	77.8	0	83.3	100	0	100	100	92.5
Truck	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	0	0	4
% Truck	0	0	0	0	0	0	0	0	0	13.3	0	22.2	0	16.7	0	0	0	0	7.5

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:15 PM															
04:15 PM	0	0	0	0	0	**2**	**2**	2	0	**2**	4	1	0	1	7
04:30 PM	0	0	0	0	0	2	2	3	0	2	5	**2**	0	**2**	**9**
04:45 PM	0	0	0	0	0	0	0	2	0	2	4	1	0	1	5
05:00 PM	0	0	0	0	0	1	1	**6**	0	0	**6**	0	0	0	7
Total Volume	0	0	0	0	0	5	5	13	0	6	19	4	0	4	28
% App. Total	0	0	0		0	100		68.4	0	31.6		100	0		
PHF	.000	.000	.000	.000	.000	.625	.625	.542	.000	.750	.792	.500	.000	.500	.778

Peggy Malone & Associates

(888) 247-8602

File Name : 11-Rt 460 & Median Crossover #5 PM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Pedestrians

	Apartments Southbound					Route 460 Westbound				GCR Tire Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Apartments Southbound				Route 460 Westbound			GCR Tire Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 12-Rt 460 & Mecca St AM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound					Mecca St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	332	12	0	344	5	0	1	0	6	1	157	0	0	158	508
07:15 AM	0	0	0	0	0	0	347	13	0	360	15	0	1	0	16	0	191	0	0	191	567
07:30 AM	0	0	0	0	0	0	315	15	1	331	7	0	3	0	10	5	205	0	2	212	553
07:45 AM	0	0	0	0	0	0	282	14	1	297	8	0	1	0	9	1	217	1	0	219	525
Total	0	0	0	0	0	0	1276	54	2	1332	35	0	6	0	41	7	770	1	2	780	2153
08:00 AM	0	0	0	0	0	0	291	16	3	310	5	0	1	0	6	1	193	1	0	195	511
08:15 AM	0	0	1	0	1	0	233	3	0	236	7	0	1	0	8	4	166	2	0	172	417
08:30 AM	0	0	0	0	0	1	300	11	1	313	2	0	0	0	2	2	172	0	0	174	489
08:45 AM	1	0	0	0	1	0	212	7	2	221	4	0	2	0	6	5	199	0	2	206	434
Total	1	0	1	0	2	1	1036	37	6	1080	18	0	4	0	22	12	730	3	2	747	1851
Grand Total	1	0	1	0	2	1	2312	91	8	2412	53	0	10	0	63	19	1500	4	4	1527	4004
Apprch %	50	0	50	0		0	95.9	3.8	0.3		84.1	0	15.9	0		1.2	98.2	0.3	0.3		
Total %	0	0	0	0	0	0	57.7	2.3	0.2	60.2	1.3	0	0.2	0	1.6	0.5	37.5	0.1	0.1	38.1	

	Business Driveway Southbound				Route 460 Westbound				Mecca St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	332	12	344	5	0	1	6	1	157	0	158	508
07:15 AM	0	0	0	0	0	**347**	13	**360**	**15**	0	1	**16**	0	191	0	191	**567**
07:30 AM	0	0	0	0	0	315	**15**	330	7	0	**3**	10	**5**	205	0	210	550
07:45 AM	0	0	0	0	0	282	14	296	8	0	1	9	1	**217**	**1**	**219**	524
Total Volume	0	0	0	0	0	1276	54	1330	35	0	6	41	7	770	1	778	2149
% App. Total	0	0	0		0	95.9	4.1		85.4	0	14.6		0.9	99	0.1		
PHF	.000	.000	.000	.000	.000	.919	.900	.924	.583	.000	.500	.641	.350	.887	.250	.888	.948

Peggy Malone & Associates

(888) 247-8602

File Name : 12-Rt 460 & Mecca St AM
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Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound					Mecca St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	0	23	0	0	23	47
07:15 AM	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	0	34	0	0	34	55
07:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	25	0	0	25	50
07:45 AM	0	0	0	0	0	0	31	0	0	31	1	0	0	0	1	0	28	0	0	28	60
Total	0	0	0	0	0	0	99	0	0	99	3	0	0	0	3	0	110	0	0	110	212
08:00 AM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	35	0	1	36	64
08:15 AM	0	0	0	0	0	0	36	0	0	36	0	0	0	0	0	0	32	0	0	32	68
08:30 AM	0	0	0	0	0	1	50	0	0	51	0	0	0	0	0	0	34	1	0	35	86
08:45 AM	2	0	0	0	2	0	20	1	0	21	0	0	0	0	0	0	47	0	0	47	70
Total	2	0	0	0	2	1	134	1	0	136	0	0	0	0	0	0	148	1	1	150	288
Grand Total	2	0	0	0	2	1	233	1	0	235	3	0	0	0	3	0	258	1	1	260	500
Apprch %	100	0	0	0		0.4	99.1	0.4	0		100	0	0	0		0	99.2	0.4	0.4		
Total %	0.4	0	0	0	0.4	0.2	46.6	0.2	0	47	0.6	0	0	0	0.6	0	51.6	0.2	0.2	52	

	Business Driveway Southbound				Route 460 Westbound				Mecca St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	28	0	28	0	0	0	0	0	35	0	35	63
08:15 AM	0	0	0	0	0	36	0	36	0	0	0	0	0	32	0	32	68
08:30 AM	0	0	0	0	**1**	**50**	0	**51**	0	0	0	0	0	34	**1**	35	**86**
08:45 AM	**2**	0	0	**2**	0	20	**1**	21	0	0	0	0	0	**47**	0	**47**	70
Total Volume	2	0	0	2	1	134	1	136	0	0	0	0	0	148	1	149	287
% App. Total	100	0	0		0.7	98.5	0.7		0	0	0		0	99.3	0.7		
PHF	.250	.000	.000	.250	.250	.670	.250	.667	.000	.000	.000	.000	.000	.787	.250	.793	.834

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(888) 247-8602

File Name : 12-Rt 460 & Mecca St AM
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Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound					Mecca St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	355	12	0	367	6	0	1	0	7	1	180	0	0	181	555
07:15 AM	0	0	0	0	0	0	367	13	0	380	16	0	1	0	17	0	225	0	0	225	622
07:30 AM	0	0	0	0	0	0	340	15	1	356	7	0	3	0	10	5	230	0	2	237	603
07:45 AM	0	0	0	0	0	0	313	14	1	328	9	0	1	0	10	1	245	1	0	247	585
Total	0	0	0	0	0	0	1375	54	2	1431	38	0	6	0	44	7	880	1	2	890	2365
08:00 AM	0	0	0	0	0	0	319	16	3	338	5	0	1	0	6	1	228	1	1	231	575
08:15 AM	0	0	1	0	1	0	269	3	0	272	7	0	1	0	8	4	198	2	0	204	485
08:30 AM	0	0	0	0	0	2	350	11	1	364	2	0	0	0	2	2	206	1	0	209	575
08:45 AM	3	0	0	0	3	0	232	8	2	242	4	0	2	0	6	5	246	0	2	253	504
Total	3	0	1	0	4	2	1170	38	6	1216	18	0	4	0	22	12	878	4	3	897	2139
Grand Total	3	0	1	0	4	2	2545	92	8	2647	56	0	10	0	66	19	1758	5	5	1787	4504
Apprch %	75	0	25	0		0.1	96.1	3.5	0.3		84.8	0	15.2	0		1.1	98.4	0.3	0.3		
Total %	0.1	0	0	0	0.1	0	56.5	2	0.2	58.8	1.2	0	0.2	0	1.5	0.4	39	0.1	0.1	39.7	
Cars	1	0	1	0	2	1	2312	91	8	2412	53	0	10	0	63	19	1500	4	4	1527	4004
% Cars	33.3	0	100	0	50	50	90.8	98.9	100	91.1	94.6	0	100	0	95.5	100	85.3	80	80	85.5	88.9
Trucks	2	0	0	0	2	1	233	1	0	235	3	0	0	0	3	0	258	1	1	260	500
% Trucks	66.7	0	0	0	50	50	9.2	1.1	0	8.9	5.4	0	0	0	4.5	0	14.7	20	20	14.5	11.1

	Business Driveway Southbound				Route 460 Westbound				Mecca St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**367**	13	**380**	**16**	0	1	**17**	0	225	0	225	**622**
07:30 AM	0	0	0	0	0	340	15	355	7	0	**3**	10	**5**	230	0	235	600
07:45 AM	0	0	0	0	0	313	14	327	9	0	1	10	1	**245**	**1**	**247**	584
08:00 AM	0	0	0	0	0	319	**16**	335	5	0	1	6	1	228	1	230	571
Total Volume	0	0	0	0	0	1339	58	1397	37	0	6	43	7	928	2	937	2377
% App. Total	0	0	0		0	95.8	4.2		86	0	14		0.7	99	0.2		
PHF	.000	.000	.000	.000	.000	.912	.906	.919	.578	.000	.500	.632	.350	.947	.500	.948	.955

Peggy Malone & Associates

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File Name : 12-Rt 460 & Mecca St AM
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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound					Mecca St Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Business Driveway Southbound				Route 460 Westbound				Mecca St Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound					Mecca Street Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	1	0	0	0	1	1	237	17	0	255	7	0	1	0	8	7	286	1	0	294	558
04:15 PM	1	0	0	0	1	0	256	19	1	276	6	0	2	0	8	9	318	1	3	331	616
04:30 PM	2	0	0	0	2	0	312	29	0	341	8	0	1	0	9	7	294	1	0	302	654
04:45 PM	0	1	0	0	1	0	232	15	0	247	6	0	1	0	7	3	273	0	1	277	532
Total	4	1	0	0	5	1	1037	80	1	1119	27	0	5	0	32	26	1171	3	4	1204	2360
05:00 PM	1	0	0	0	1	0	285	25	0	310	7	0	0	0	7	10	312	0	0	322	640
05:15 PM	1	0	0	0	1	0	250	21	0	271	9	0	1	0	10	6	356	0	1	363	645
05:30 PM	1	0	0	0	1	1	237	19	2	259	4	0	2	0	6	7	298	0	0	305	571
05:45 PM	1	1	2	0	4	1	232	12	0	245	5	1	2	0	8	3	289	0	1	293	550
Total	4	1	2	0	7	2	1004	77	2	1085	25	1	5	0	31	26	1255	0	2	1283	2406
Grand Total	8	2	2	0	12	3	2041	157	3	2204	52	1	10	0	63	52	2426	3	6	2487	4766
Apprch %	66.7	16.7	16.7	0		0.1	92.6	7.1	0.1		82.5	1.6	15.9	0		2.1	97.5	0.1	0.2		
Total %	0.2	0	0	0	0.3	0.1	42.8	3.3	0.1	46.2	1.1	0	0.2	0	1.3	1.1	50.9	0.1	0.1	52.2	

	Business Driveway Southbound				Route 460 Westbound				Mecca Street Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	0	**312**	**29**	**341**	8	0	**1**	9	7	294	**1**	302	**654**
04:45 PM	0	**1**	0	1	0	232	15	247	6	0	1	7	3	273	0	276	531
05:00 PM	1	0	0	1	0	285	25	310	7	0	0	7	**10**	312	0	322	640
05:15 PM	1	0	0	1	0	250	21	271	**9**	0	1	**10**	6	**356**	0	**362**	644
Total Volume	4	1	0	5	0	1079	90	1169	30	0	3	33	26	1235	1	1262	2469
% App. Total	80	20	0		0	92.3	7.7		90.9	0	9.1		2.1	97.9	0.1		
PHF	.500	.250	.000	.625	.000	.865	.776	.857	.833	.000	.750	.825	.650	.867	.250	.872	.944

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Site Code :
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Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound					Mecca Street Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	20	2	0	22	1	0	0	0	1	0	26	0	0	26	49
04:15 PM	0	0	0	0	0	0	22	0	0	22	2	0	0	0	2	0	28	0	0	28	52
04:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	38	0	0	38	56
04:45 PM	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	0	25	0	0	25	43
Total	0	0	0	0	0	0	77	3	0	80	3	0	0	0	3	0	117	0	0	117	200
05:00 PM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	8	0	0	8	25
05:15 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	21	0	0	21	28
05:30 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	28
05:45 PM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25
Total	0	0	0	0	0	0	55	0	0	55	0	0	0	0	0	0	51	0	0	51	106
Grand Total	0	0	0	0	0	0	132	3	0	135	3	0	0	0	3	0	168	0	0	168	306
Apprch %	0	0	0	0		0	97.8	2.2	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	43.1	1	0	44.1	1	0	0	0	1	0	54.9	0	0	54.9	

	Business Driveway Southbound				Route 460 Westbound				Mecca Street Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	20	**2**	**22**	1	0	0	1	0	26	0	26	49
04:15 PM	0	0	0	0	0	**22**	0	22	**2**	0	0	**2**	0	28	0	28	52
04:30 PM	0	0	0	0	0	18	0	18	0	0	0	0	0	**38**	0	**38**	**56**
04:45 PM	0	0	0	0	0	17	1	18	0	0	0	0	0	25	0	25	43
Total Volume	0	0	0	0	0	77	3	80	3	0	0	3	0	117	0	117	200
% App. Total	0	0	0		0	96.2	3.8		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.875	.375	.909	.375	.000	.000	.375	.000	.770	.000	.770	.893

Peggy Malone & Associates

(888) 247-8602

File Name : 12-Rt 460 & Mecca St PM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound					Mecca Street Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	1	0	0	0	1	1	257	19	0	277	8	0	1	0	9	7	312	1	0	320	607
04:15 PM	1	0	0	0	1	0	278	19	1	298	8	0	2	0	10	9	346	1	3	359	668
04:30 PM	2	0	0	0	2	0	330	29	0	359	8	0	1	0	9	7	332	1	0	340	710
04:45 PM	0	1	0	0	1	0	249	16	0	265	6	0	1	0	7	3	298	0	1	302	575
Total	4	1	0	0	5	1	1114	83	1	1199	30	0	5	0	35	26	1288	3	4	1321	2560
05:00 PM	1	0	0	0	1	0	302	25	0	327	7	0	0	0	7	10	320	0	0	330	665
05:15 PM	1	0	0	0	1	0	257	21	0	278	9	0	1	0	10	6	377	0	1	384	673
05:30 PM	1	0	0	0	1	1	252	19	2	274	4	0	2	0	6	7	311	0	0	318	599
05:45 PM	1	1	2	0	4	1	248	12	0	261	5	1	2	0	8	3	298	0	1	302	575
Total	4	1	2	0	7	2	1059	77	2	1140	25	1	5	0	31	26	1306	0	2	1334	2512
Grand Total	8	2	2	0	12	3	2173	160	3	2339	55	1	10	0	66	52	2594	3	6	2655	5072
Apprch %	66.7	16.7	16.7	0		0.1	92.9	6.8	0.1		83.3	1.5	15.2	0		2	97.7	0.1	0.2		
Total %	0.2	0	0	0	0.2	0.1	42.8	3.2	0.1	46.1	1.1	0	0.2	0	1.3	1	51.1	0.1	0.1	52.3	
Cars	8	2	2	0	12	3	2041	157	3	2204	52	1	10	0	63	52	2426	3	6	2487	4766
% Cars	100	100	100	0	100	100	93.9	98.1	100	94.2	94.5	100	100	0	95.5	100	93.5	100	100	93.7	94
Trucks	0	0	0	0	0	0	132	3	0	135	3	0	0	0	3	0	168	0	0	168	306
% Trucks	0	0	0	0	0	0	6.1	1.9	0	5.8	5.5	0	0	0	4.5	0	6.5	0	0	6.3	6

	Business Driveway Southbound				Route 460 Westbound				Mecca Street Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	**2**	0	**330**	**29**	**359**	8	0	**1**	9	7	332	**1**	340	**710**
04:45 PM	0	**1**	0	1	0	249	16	265	6	0	1	7	3	298	0	301	574
05:00 PM	1	0	0	1	0	302	25	327	7	0	0	7	**10**	320	0	330	665
05:15 PM	1	0	0	1	0	257	21	278	**9**	0	1	**10**	6	**377**	0	**383**	672
Total Volume	4	1	0	5	0	1138	91	1229	30	0	3	33	26	1327	1	1354	2621
% App. Total	80	20	0		0	92.6	7.4		90.9	0	9.1		1.9	98	0.1		
PHF	.500	.250	.000	.625	.000	.862	.784	.856	.833	.000	.750	.825	.650	.880	.250	.884	.923

Peggy Malone & Associates

(888) 247-8602

File Name : 12-Rt 460 & Mecca St PM
Site Code :
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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound					Mecca Street Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Apprch %	0	0	0	100		0	0	0	0		0	0	0	0		0	0	0	100		
Total %	0	0	0	66.7	66.7	0	0	0	0	0	0	0	0	0	0	0	0	0	33.3	33.3	

	Business Driveway Southbound				Route 460 Westbound				Mecca Street Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

File Name : 7-Granby St and Orange Ave
Site Code :
Start Date : 4/12/2017
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Groups Printed- Car

	Granby St Southbound				Orange Ave Westbound					Orange Ave Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	9	9	0	18	25	328	0	0	353	117	23	0	140	511
07:15 AM	6	12	0	18	32	372	0	0	404	175	21	0	196	618
07:30 AM	6	18	1	25	34	331	0	0	365	226	21	0	247	637
07:45 AM	8	14	0	22	35	294	0	0	329	192	27	0	219	570
Total	29	53	1	83	126	1325	0	0	1451	710	92	0	802	2336
08:00 AM	3	20	0	23	26	281	0	0	307	187	29	0	216	546
08:15 AM	11	16	0	27	20	246	0	0	266	171	26	0	197	490
08:30 AM	9	14	0	23	22	265	0	0	287	159	17	0	176	486
08:45 AM	14	6	0	20	17	196	0	0	213	188	17	0	205	438
Total	37	56	0	93	85	988	0	0	1073	705	89	0	794	1960
09:00 AM	11	16	1	28	12	168	0	0	180	171	16	0	187	395
09:15 AM	10	10	1	21	13	240	0	0	253	165	13	0	178	452
09:30 AM	14	15	2	31	20	228	0	0	248	177	12	0	189	468
09:45 AM	12	4	0	16	8	220	0	0	228	201	20	0	221	465
Total	47	45	4	96	53	856	0	0	909	714	61	0	775	1780
10:00 AM	16	13	0	29	9	217	0	0	226	149	16	0	165	420
10:15 AM	14	16	0	30	8	190	0	0	198	184	22	0	206	434
10:30 AM	7	18	0	25	14	195	0	0	209	173	12	0	185	419
10:45 AM	15	10	0	25	12	196	0	0	208	196	14	0	210	443
Total	52	57	0	109	43	798	0	0	841	702	64	0	766	1716
11:00 AM	29	11	0	40	15	231	0	0	246	158	8	0	166	452
11:15 AM	13	17	0	30	17	189	0	0	206	189	15	0	204	440
11:30 AM	19	22	0	41	19	234	0	0	253	249	22	0	271	565
11:45 AM	19	24	0	43	15	244	0	0	259	238	16	0	254	556
Total	80	74	0	154	66	898	0	0	964	834	61	0	895	2013
12:00 PM	34	32	0	66	21	242	0	0	263	221	22	0	243	572
12:15 PM	21	30	0	51	23	228	0	0	251	202	13	0	215	517
12:30 PM	15	17	0	32	28	221	0	0	249	215	16	0	231	512
12:45 PM	9	23	0	32	23	224	0	0	247	204	16	0	220	499
Total	79	102	0	181	95	915	0	0	1010	842	67	0	909	2100
01:00 PM	11	13	1	25	16	222	0	0	238	209	12	0	221	484
01:15 PM	4	19	0	23	16	224	0	0	240	230	22	0	252	515
01:30 PM	7	12	0	19	11	232	1	0	244	248	14	0	262	525
01:45 PM	22	10	0	32	11	201	0	0	212	241	17	0	258	502
Total	44	54	1	99	54	879	1	0	934	928	65	0	993	2026
02:00 PM	23	26	0	49	19	261	0	0	280	196	8	0	204	533
02:15 PM	16	19	0	35	19	225	0	0	244	265	17	0	282	561
02:30 PM	22	28	0	50	21	274	0	0	295	289	14	0	303	648
02:45 PM	11	33	0	44	17	206	0	0	223	253	16	0	269	536
Total	72	106	0	178	76	966	0	0	1042	1003	55	0	1058	2278
03:00 PM	18	16	0	34	23	273	0	0	296	320	14	0	334	664
03:15 PM	10	26	0	36	21	237	0	0	258	280	12	0	292	586
03:30 PM	35	29	0	64	51	356	0	0	407	254	11	0	265	736
03:45 PM	22	21	0	43	43	335	0	0	378	263	19	0	282	703
Total	85	92	0	177	138	1201	0	0	1339	1117	56	0	1173	2689
04:00 PM	34	47	1	82	30	249	0	0	279	279	7	0	286	647
04:15 PM	23	38	0	61	18	259	0	0	277	303	15	0	318	656
04:30 PM	51	54	0	105	25	283	0	0	308	312	7	0	319	732
04:45 PM	24	43	0	67	24	260	0	0	284	294	6	0	300	651
Total	132	182	1	315	97	1051	0	0	1148	1188	35	0	1223	2686
05:00 PM	49	59	0	108	17	266	0	0	283	276	7	0	283	674
05:15 PM	20	57	0	77	21	248	0	0	269	345	3	0	348	694
05:30 PM	24	46	0	70	13	225	0	0	238	329	5	0	334	642
05:45 PM	7	34	0	41	26	205	0	0	231	291	8	0	299	571
Total	100	196	0	296	77	944	0	0	1021	1241	23	0	1264	2581
06:00 PM	9	17	0	26	21	279	0	0	300	253	4	0	257	583
06:15 PM	7	33	0	40	16	253	0	0	269	284	2	0	286	595
06:30 PM	12	13	0	25	20	217	0	0	237	251	8	0	259	521
06:45 PM	8	23	1	32	17	181	0	0	198	214	7	0	221	451
Total	36	86	1	123	74	930	0	0	1004	1002	21	0	1023	2150
Grand Total	793	1103	8	1904	984	11751	1	0	12736	10986	689	0	11675	26315
Apprch %	41.6	57.9	0.4		7.7	92.3	0	0		94.1	5.9	0		
Total %	3	4.2	0	7.2	3.7	44.7	0	0	48.4	41.7	2.6	0	44.4	

Peggy Malone & Associates

File Name : 7-Granby St and Orange Ave
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	Granby St Southbound			Orange Ave Westbound				Orange Ave Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	6	12	18	32	**372**	0	**404**	175	21	196	618
07:30 AM	6	18	**24**	34	331	0	365	**226**	21	**247**	**636**
07:45 AM	**8**	14	22	**35**	294	0	329	192	27	219	570
08:00 AM	3	**20**	23	26	281	0	307	187	**29**	216	546
Total Volume	23	64	87	127	1278	0	1405	780	98	878	2370
% App. Total	26.4	73.6		9	91	0		88.8	11.2		
PHF	.719	.800	.906	.907	.859	.000	.869	.863	.845	.889	.932
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	19	22	41	19	234	0	253	**249**	**22**	**271**	565
11:45 AM	19	24	43	15	**244**	0	259	238	16	254	556
12:00 PM	**34**	**32**	**66**	21	242	0	**263**	221	22	243	**572**
12:15 PM	21	30	51	**23**	228	0	251	202	13	215	517
Total Volume	93	108	201	78	948	0	1026	910	73	983	2210
% App. Total	46.3	53.7		7.6	92.4	0		92.6	7.4		
PHF	.684	.844	.761	.848	.971	.000	.975	.914	.830	.907	.966
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	**51**	54	105	**25**	**283**	0	**308**	312	**7**	319	**732**
04:45 PM	24	43	67	24	260	0	284	294	6	300	651
05:00 PM	49	**59**	**108**	17	266	0	283	276	7	283	674
05:15 PM	20	57	77	21	248	0	269	**345**	3	**348**	694
Total Volume	144	213	357	87	1057	0	1144	1227	23	1250	2751
% App. Total	40.3	59.7		7.6	92.4	0		98.2	1.8		
PHF	.706	.903	.826	.870	.934	.000	.929	.889	.821	.898	.940

Peggy Malone & Associates

File Name : 7-Granby St and Orange Ave
Site Code :
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Groups Printed- Truck

	Granby St Southbound				Orange Ave Westbound					Orange Ave Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	4	0	7	2	11	0	0	13	22	3	0	25	45
07:15 AM	8	1	0	9	2	21	0	0	23	17	2	0	19	51
07:30 AM	3	3	0	6	0	17	0	0	17	26	3	0	29	52
07:45 AM	5	2	0	7	1	21	0	0	22	31	0	0	31	60
Total	19	10	0	29	5	70	0	0	75	96	8	0	104	208
08:00 AM	4	3	0	7	0	37	0	0	37	27	5	0	32	76
08:15 AM	9	2	0	11	2	33	0	0	35	30	3	0	33	79
08:30 AM	2	2	0	4	0	23	0	0	23	27	4	0	31	58
08:45 AM	6	1	0	7	2	28	0	0	30	27	7	0	34	71
Total	21	8	0	29	4	121	0	0	125	111	19	0	130	284
09:00 AM	3	3	0	6	2	20	0	0	22	31	3	0	34	62
09:15 AM	4	7	0	11	0	20	0	0	20	35	6	0	41	72
09:30 AM	6	1	0	7	1	19	0	0	20	40	3	0	43	70
09:45 AM	4	2	0	6	2	20	0	0	22	21	3	0	24	52
Total	17	13	0	30	5	79	0	0	84	127	15	0	142	256
10:00 AM	3	5	0	8	4	24	0	0	28	26	3	0	29	65
10:15 AM	3	5	0	8	1	27	0	0	28	28	2	0	30	66
10:30 AM	9	2	0	11	2	22	0	0	24	25	5	0	30	65
10:45 AM	3	3	0	6	1	27	0	0	28	39	5	0	44	78
Total	18	15	0	33	8	100	0	0	108	118	15	0	133	274
11:00 AM	5	1	0	6	3	20	0	0	23	33	3	0	36	65
11:15 AM	3	5	0	8	2	22	0	0	24	26	3	0	29	61
11:30 AM	4	2	0	6	0	29	0	0	29	33	6	0	39	74
11:45 AM	4	6	0	10	5	19	0	0	24	21	4	0	25	59
Total	16	14	0	30	10	90	0	0	100	113	16	0	129	259
12:00 PM	5	1	0	6	3	22	0	0	25	26	2	0	28	59
12:15 PM	1	4	0	5	1	28	0	0	29	21	3	0	24	58
12:30 PM	4	0	0	4	0	18	0	0	18	30	2	0	32	54
12:45 PM	1	2	0	3	0	28	0	0	28	24	2	0	26	57
Total	11	7	0	18	4	96	0	0	100	101	9	0	110	228
01:00 PM	1	0	0	1	2	25	0	0	27	22	3	0	25	53
01:15 PM	0	4	0	4	2	32	0	0	34	22	3	0	25	63
01:30 PM	4	0	0	4	1	18	0	0	19	30	3	0	33	56
01:45 PM	5	2	0	7	0	16	0	0	16	32	6	0	38	61
Total	10	6	0	16	5	91	0	0	96	106	15	0	121	233
02:00 PM	3	2	0	5	4	22	0	0	26	25	5	0	30	61
02:15 PM	2	0	0	2	3	14	0	0	17	23	7	0	30	49
02:30 PM	4	1	0	5	1	25	0	0	26	18	1	0	19	50
02:45 PM	2	2	0	4	0	28	0	0	28	35	4	0	39	71
Total	11	5	0	16	8	89	0	0	97	101	17	0	118	231
03:00 PM	0	0	0	0	1	24	0	0	25	13	6	0	19	44
03:15 PM	5	3	0	8	3	24	0	0	27	23	8	0	31	66
03:30 PM	3	2	0	5	1	23	0	0	24	24	7	0	31	60
03:45 PM	3	0	0	3	1	35	0	0	36	30	4	0	34	73
Total	11	5	0	16	6	106	0	0	112	90	25	0	115	243
04:00 PM	3	6	0	9	2	11	0	0	13	16	5	0	21	43
04:15 PM	2	2	0	4	1	16	0	0	17	24	5	0	29	50
04:30 PM	1	1	0	2	1	15	0	0	16	19	2	0	21	39
04:45 PM	1	2	0	3	1	13	0	0	14	12	5	0	17	34
Total	7	11	0	18	5	55	0	0	60	71	17	0	88	166
05:00 PM	2	1	0	3	1	20	0	0	21	16	6	0	22	46
05:15 PM	1	1	0	2	0	20	0	0	20	10	4	0	14	36
05:30 PM	3	0	0	3	1	19	0	0	20	18	4	0	22	45
05:45 PM	1	1	0	2	1	21	0	0	22	14	3	0	17	41
Total	7	3	0	10	3	80	0	0	83	58	17	0	75	168
06:00 PM	0	0	0	0	0	13	0	0	13	14	1	0	15	28
06:15 PM	1	1	0	2	0	16	0	0	16	16	2	0	18	36
06:30 PM	0	0	0	0	1	19	0	0	20	17	2	0	19	39
06:45 PM	2	1	0	3	2	15	0	0	17	17	0	0	17	37
Total	3	2	0	5	3	63	0	0	66	64	5	0	69	140
Grand Total	151	99	0	250	66	1040	0	0	1106	1156	178	0	1334	2690
Apprch %	60.4	39.6	0		6	94	0	0		86.7	13.3	0		
Total %	5.6	3.7	0	9.3	2.5	38.7	0	0	41.1	43	6.6	0	49.6	

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File Name : 7-Granby St and Orange Ave
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	Granby St Southbound			Orange Ave Westbound				Orange Ave Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	4	**3**	7	0	**37**	0	**37**	27	5	32	76
08:15 AM	**9**	2	**11**	**2**	33	0	35	**30**	3	33	**79**
08:30 AM	2	2	4	0	23	0	23	27	4	31	58
08:45 AM	6	1	7	2	28	0	30	27	**7**	**34**	71
Total Volume	21	8	29	4	121	0	125	111	19	130	284
% App. Total	72.4	27.6		3.2	96.8	0		85.4	14.6		
PHF	.583	.667	.659	.500	.818	.000	.845	.925	.679	.956	.899
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 10:45 AM											
10:45 AM	3	3	6	1	27	0	28	**39**	5	**44**	**78**
11:00 AM	**5**	1	6	**3**	20	0	23	33	3	36	65
11:15 AM	3	**5**	**8**	2	22	0	24	26	3	29	61
11:30 AM	4	2	6	0	**29**	0	**29**	33	**6**	39	74
Total Volume	15	11	26	6	98	0	104	131	17	148	278
% App. Total	57.7	42.3		5.8	94.2	0		88.5	11.5		
PHF	.750	.550	.813	.500	.845	.000	.897	.840	.708	.841	.891
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:00 PM											
03:00 PM	0	0	0	1	24	0	25	13	6	19	44
03:15 PM	**5**	**3**	**8**	**3**	24	0	27	23	**8**	31	66
03:30 PM	3	2	5	1	23	0	24	24	7	31	60
03:45 PM	3	0	3	1	**35**	0	**36**	**30**	4	**34**	**73**
Total Volume	11	5	16	6	106	0	112	90	25	115	243
% App. Total	68.8	31.2		5.4	94.6	0		78.3	21.7		
PHF	.550	.417	.500	.500	.757	.000	.778	.750	.781	.846	.832

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Groups Printed- Combined

	Granby St Southbound				Orange Ave Westbound					Orange Ave Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	13	0	25	27	339	0	0	366	139	26	0	165	556
07:15 AM	14	13	0	27	34	393	0	0	427	192	23	0	215	669
07:30 AM	9	21	1	31	34	348	0	0	382	252	24	0	276	689
07:45 AM	13	16	0	29	36	315	0	0	351	223	27	0	250	630
Total	48	63	1	112	131	1395	0	0	1526	806	100	0	906	2544
08:00 AM	7	23	0	30	26	318	0	0	344	214	34	0	248	622
08:15 AM	20	18	0	38	22	279	0	0	301	201	29	0	230	569
08:30 AM	11	16	0	27	22	288	0	0	310	186	21	0	207	544
08:45 AM	20	7	0	27	19	224	0	0	243	215	24	0	239	509
Total	58	64	0	122	89	1109	0	0	1198	816	108	0	924	2244
09:00 AM	14	19	1	34	14	188	0	0	202	202	19	0	221	457
09:15 AM	14	17	1	32	13	260	0	0	273	200	19	0	219	524
09:30 AM	20	16	2	38	21	247	0	0	268	217	15	0	232	538
09:45 AM	16	6	0	22	10	240	0	0	250	222	23	0	245	517
Total	64	58	4	126	58	935	0	0	993	841	76	0	917	2036
10:00 AM	19	18	0	37	13	241	0	0	254	175	19	0	194	485
10:15 AM	17	21	0	38	9	217	0	0	226	212	24	0	236	500
10:30 AM	16	20	0	36	16	217	0	0	233	198	17	0	215	484
10:45 AM	18	13	0	31	13	223	0	0	236	235	19	0	254	521
Total	70	72	0	142	51	898	0	0	949	820	79	0	899	1990
11:00 AM	34	12	0	46	18	251	0	0	269	191	11	0	202	517
11:15 AM	16	22	0	38	19	211	0	0	230	215	18	0	233	501
11:30 AM	23	24	0	47	19	263	0	0	282	282	28	0	310	639
11:45 AM	23	30	0	53	20	263	0	0	283	259	20	0	279	615
Total	96	88	0	184	76	988	0	0	1064	947	77	0	1024	2272
12:00 PM	39	33	0	72	24	264	0	0	288	247	24	0	271	631
12:15 PM	22	34	0	56	24	256	0	0	280	223	16	0	239	575
12:30 PM	19	17	0	36	28	239	0	0	267	245	18	0	263	566
12:45 PM	10	25	0	35	23	252	0	0	275	228	18	0	246	556
Total	90	109	0	199	99	1011	0	0	1110	943	76	0	1019	2328
01:00 PM	12	13	1	26	18	247	0	0	265	231	15	0	246	537
01:15 PM	4	23	0	27	18	256	0	0	274	252	25	0	277	578
01:30 PM	11	12	0	23	12	250	1	0	263	278	17	0	295	581
01:45 PM	27	12	0	39	11	217	0	0	228	273	23	0	296	563
Total	54	60	1	115	59	970	1	0	1030	1034	80	0	1114	2259
02:00 PM	26	28	0	54	23	283	0	0	306	221	13	0	234	594
02:15 PM	18	19	0	37	22	239	0	0	261	288	24	0	312	610
02:30 PM	26	29	0	55	22	299	0	0	321	307	15	0	322	698
02:45 PM	13	35	0	48	17	234	0	0	251	288	20	0	308	607
Total	83	111	0	194	84	1055	0	0	1139	1104	72	0	1176	2509
03:00 PM	18	16	0	34	24	297	0	0	321	333	20	0	353	708
03:15 PM	15	29	0	44	24	261	0	0	285	303	20	0	323	652
03:30 PM	38	31	0	69	52	379	0	0	431	278	18	0	296	796
03:45 PM	25	21	0	46	44	370	0	0	414	293	23	0	316	776
Total	96	97	0	193	144	1307	0	0	1451	1207	81	0	1288	2932
04:00 PM	37	53	1	91	32	260	0	0	292	295	12	0	307	690
04:15 PM	25	40	0	65	19	275	0	0	294	327	20	0	347	706
04:30 PM	52	55	0	107	26	298	0	0	324	331	9	0	340	771
04:45 PM	25	45	0	70	25	273	0	0	298	306	11	0	317	685
Total	139	193	1	333	102	1106	0	0	1208	1259	52	0	1311	2852
05:00 PM	51	60	0	111	18	286	0	0	304	292	13	0	305	720
05:15 PM	21	58	0	79	21	268	0	0	289	355	7	0	362	730
05:30 PM	27	46	0	73	14	244	0	0	258	347	9	0	356	687
05:45 PM	8	35	0	43	27	226	0	0	253	305	11	0	316	612
Total	107	199	0	306	80	1024	0	0	1104	1299	40	0	1339	2749
06:00 PM	9	17	0	26	21	292	0	0	313	267	5	0	272	611
06:15 PM	8	34	0	42	16	269	0	0	285	300	4	0	304	631
06:30 PM	12	13	0	25	21	236	0	0	257	268	10	0	278	560
06:45 PM	10	24	1	35	19	196	0	0	215	231	7	0	238	488
Total	39	88	1	128	77	993	0	0	1070	1066	26	0	1092	2290
Grand Total	944	1202	8	2154	1050	12791	1	0	13842	12142	867	0	13009	29005
Apprch %	43.8	55.8	0.4		7.6	92.4	0	0		93.3	6.7	0		
Total %	3.3	4.1	0	7.4	3.6	44.1	0	0	47.7	41.9	3	0	44.9	

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	Granby St Southbound			Orange Ave Westbound				Orange Ave Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	Left	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	**14**	13	27	34	**393**	0	**427**	192	23	215	669
07:30 AM	9	21	**30**	34	348	0	382	**252**	24	**276**	**688**
07:45 AM	13	16	29	**36**	315	0	351	223	27	250	630
08:00 AM	7	**23**	30	26	318	0	344	214	**34**	248	622
Total Volume	43	73	116	130	1374	0	1504	881	108	989	2609
% App. Total	37.1	62.9		8.6	91.4	0		89.1	10.9		
PHF	.768	.793	.967	.903	.874	.000	.881	.874	.794	.896	.948
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:30 AM											
11:30 AM	23	24	47	19	263	0	282	**282**	**28**	**310**	**639**
11:45 AM	23	30	53	20	263	0	283	259	20	279	615
12:00 PM	**39**	33	**72**	**24**	**264**	0	**288**	247	24	271	631
12:15 PM	22	**34**	56	24	256	0	280	223	16	239	575
Total Volume	107	121	228	87	1046	0	1133	1011	88	1099	2460
% App. Total	46.9	53.1		7.7	92.3	0		92	8		
PHF	.686	.890	.792	.906	.991	.000	.984	.896	.786	.886	.962
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	**38**	31	69	**52**	**379**	0	**431**	278	18	296	**796**
03:45 PM	25	21	46	44	370	0	414	293	**23**	316	776
04:00 PM	37	**53**	**90**	32	260	0	292	295	12	307	689
04:15 PM	25	40	65	19	275	0	294	**327**	20	**347**	706
Total Volume	125	145	270	147	1284	0	1431	1193	73	1266	2967
% App. Total	46.3	53.7		10.3	89.7	0		94.2	5.8		
PHF	.822	.684	.750	.707	.847	.000	.830	.912	.793	.912	.932

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File Name : 13- Rt 460 & Hickory Woods Dr AM
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Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	9	0	11	0	20	2	0	0	2	23
07:15 AM	0	0	0	0	0	0	2	0	2	5	0	9	0	14	1	0	0	1	17
07:30 AM	0	0	0	0	0	0	0	0	0	12	0	13	0	25	1	0	0	1	26
07:45 AM	0	0	0	0	0	0	2	0	2	3	0	7	0	10	6	0	0	6	18
Total	0	0	1	0	1	0	4	0	4	29	0	40	0	69	10	0	0	10	84
08:00 AM	0	0	0	0	0	0	4	0	4	9	0	8	0	17	4	0	0	4	25
08:15 AM	0	0	0	0	0	0	0	1	1	6	0	1	0	7	4	1	0	5	13
08:30 AM	0	0	0	0	0	0	2	1	3	6	0	9	0	15	2	0	0	2	20
08:45 AM	0	0	0	0	0	0	3	0	3	2	0	4	0	6	4	0	0	4	13
Total	0	0	0	0	0	0	9	2	11	23	0	22	0	45	14	1	0	15	71
Grand Total	0	0	1	0	1	0	13	2	15	52	0	62	0	114	24	1	0	25	155
Apprch %	0	0	100	0		0	86.7	13.3		45.6	0	54.4	0		96	4	0		
Total %	0	0	0.6	0	0.6	0	8.4	1.3	9.7	33.5	0	40	0	73.5	15.5	0.6	0	16.1	

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	0	0	0	0	0	2	2	5	0	9	14	1	0	1	17
07:30 AM	0	0	0	0	0	0	0	**12**	0	**13**	**25**	1	0	1	**26**
07:45 AM	0	0	0	0	0	2	2	3	0	7	10	**6**	0	**6**	18
08:00 AM	0	0	0	0	0	**4**	**4**	9	0	8	17	4	0	4	25
Total Volume	0	0	0	0	0	8	8	29	0	37	66	12	0	12	86
% App. Total	0	0	0		0	100		43.9	0	56.1		100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.604	.000	.712	.660	.500	.000	.500	.827

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Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		100	0	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	0	0	100	0	0	0	0	

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	**1**
Total Volume	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
% App. Total	0	0	0		0	0		100	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.250

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File Name : 13- Rt 460 & Hickory Woods Dr AM
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Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	0	0	0	9	0	11	0	20	2	0	0	2	23
07:15 AM	0	0	0	0	0	0	2	0	2	5	0	9	0	14	1	0	0	1	17
07:30 AM	0	0	0	0	0	0	0	0	0	12	0	13	0	25	1	0	0	1	26
07:45 AM	0	0	0	0	0	0	2	0	2	3	0	7	0	10	6	0	0	6	18
Total	0	0	1	0	1	0	4	0	4	29	0	40	0	69	10	0	0	10	84
08:00 AM	0	0	0	0	0	0	4	0	4	9	0	8	0	17	4	0	0	4	25
08:15 AM	0	0	0	0	0	0	0	1	1	6	0	1	0	7	4	1	0	5	13
08:30 AM	0	0	0	0	0	0	2	1	3	7	0	9	0	16	2	0	0	2	21
08:45 AM	0	0	0	0	0	0	3	0	3	2	0	4	0	6	4	0	0	4	13
Total	0	0	0	0	0	0	9	2	11	24	0	22	0	46	14	1	0	15	72
Grand Total	0	0	1	0	1	0	13	2	15	53	0	62	0	115	24	1	0	25	156
Apprch %	0	0	100	0		0	86.7	13.3		46.1	0	53.9	0		96	4	0		
Total %	0	0	0.6	0	0.6	0	8.3	1.3	9.6	34	0	39.7	0	73.7	15.4	0.6	0	16	
Cars	0	0	1	0	1	0	13	2	15	52	0	62	0	114	24	1	0	25	155
% Cars	0	0	100	0	100	0	100	100	100	98.1	0	100	0	99.1	100	100	0	100	99.4
Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
% Trucks	0	0	0	0	0	0	0	0	0	1.9	0	0	0	0.9	0	0	0	0	0.6

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	0	0	0	0	0	2	2	5	0	9	14	1	0	1	17
07:30 AM	0	0	0	0	0	0	0	**12**	0	**13**	**25**	1	0	1	**26**
07:45 AM	0	0	0	0	0	2	2	3	0	7	10	**6**	0	**6**	18
08:00 AM	0	0	0	0	0	**4**	**4**	9	0	8	17	4	0	4	25
Total Volume	0	0	0	0	0	8	8	29	0	37	66	12	0	12	86
% App. Total	0	0	0		0	100		43.9	0	56.1		100	0		
PHF	.000	.000	.000	.000	.000	.500	.500	.604	.000	.712	.660	.500	.000	.500	.827

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File Name : 13- Rt 460 & Hickory Woods Dr AM
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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 13- Rt 460 & Hickory Woods Dr PM
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Groups Printed- Cars

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	1	0	1	1	5	0	6	4	0	3	0	7	9	0	0	9	23
04:15 PM	1	0	0	0	1	1	6	1	8	4	0	4	0	8	11	0	0	11	28
04:30 PM	1	0	0	0	1	1	5	2	8	5	0	2	0	7	11	0	0	11	27
04:45 PM	0	0	0	0	0	0	8	0	8	8	0	2	0	10	8	0	1	9	27
Total	2	0	1	0	3	3	24	3	30	21	0	11	0	32	39	0	1	40	105
05:00 PM	0	0	0	0	0	0	9	1	10	2	0	3	0	5	6	0	0	6	21
05:15 PM	1	0	0	0	1	0	7	0	7	3	0	3	0	6	12	0	0	12	26
05:30 PM	0	0	0	0	0	0	5	0	5	5	0	8	0	13	13	0	0	13	31
05:45 PM	0	0	0	0	0	0	4	0	4	8	0	9	0	17	7	0	0	7	28
Total	1	0	0	0	1	0	25	1	26	18	0	23	0	41	38	0	0	38	106
Grand Total	3	0	1	0	4	3	49	4	56	39	0	34	0	73	77	0	1	78	211
Apprch %	75	0	25	0		5.4	87.5	7.1		53.4	0	46.6	0		98.7	0	1.3		
Total %	1.4	0	0.5	0	1.9	1.4	23.2	1.9	26.5	18.5	0	16.1	0	34.6	36.5	0	0.5	37	

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	0	0	0	0	0	**9**	**9**	2	0	3	5	6	0	6	20
05:15 PM	**1**	0	0	**1**	0	7	7	3	0	3	6	12	0	12	26
05:30 PM	0	0	0	0	0	5	5	5	0	8	13	**13**	0	**13**	**31**
05:45 PM	0	0	0	0	0	4	4	**8**	0	**9**	**17**	7	0	7	28
Total Volume	1	0	0	1	0	25	25	18	0	23	41	38	0	38	105
% App. Total	100	0	0		0	100		43.9	0	56.1		100	0		
PHF	.250	.000	.000	.250	.000	.694	.694	.563	.000	.639	.603	.731	.000	.731	.847

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Groups Printed- Trucks

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars - Trucks

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	1	0	1	1	5	0	6	4	0	3	0	7	9	0	0	9	23
04:15 PM	1	0	0	0	1	1	6	1	8	4	0	4	0	8	11	0	0	11	28
04:30 PM	1	0	0	0	1	1	5	2	8	5	0	2	0	7	11	0	0	11	27
04:45 PM	0	0	0	0	0	0	8	0	8	8	0	2	0	10	8	0	1	9	27
Total	2	0	1	0	3	3	24	3	30	21	0	11	0	32	39	0	1	40	105
05:00 PM	0	0	0	0	0	0	9	1	10	2	0	3	0	5	6	0	0	6	21
05:15 PM	1	0	0	0	1	0	7	0	7	3	0	3	0	6	12	0	0	12	26
05:30 PM	0	0	0	0	0	0	5	0	5	5	0	8	0	13	13	0	0	13	31
05:45 PM	0	0	0	0	0	0	4	0	4	8	0	9	0	17	7	0	0	7	28
Total	1	0	0	0	1	0	25	1	26	18	0	23	0	41	38	0	0	38	106
Grand Total	3	0	1	0	4	3	49	4	56	39	0	34	0	73	77	0	1	78	211
Apprch %	75	0	25	0		5.4	87.5	7.1		53.4	0	46.6	0		98.7	0	1.3		
Total %	1.4	0	0.5	0	1.9	1.4	23.2	1.9	26.5	18.5	0	16.1	0	34.6	36.5	0	0.5	37	
Cars	3	0	1	0	4	3	49	4	56	39	0	34	0	73	77	0	1	78	211
% Cars	100	0	100	0	100	100	100	100	100	100	0	100	0	100	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	0	0	0	0	0	**9**	**9**	2	0	3	5	6	0	6	20
05:15 PM	**1**	0	0	**1**	0	7	7	3	0	3	6	12	0	12	26
05:30 PM	0	0	0	0	0	5	5	5	0	8	13	**13**	0	**13**	**31**
05:45 PM	0	0	0	0	0	4	4	**8**	0	**9**	**17**	7	0	7	28
Total Volume	1	0	0	1	0	25	25	18	0	23	41	38	0	38	105
% App. Total	100	0	0		0	100		43.9	0	56.1		100	0		
PHF	.250	.000	.000	.250	.000	.694	.694	.563	.000	.639	.603	.731	.000	.731	.847

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File Name : 13- Rt 460 & Hickory Woods Dr PM
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Groups Printed- Pedestrians

	Business Driveway Southbound					Route 460 Westbound				Hickory Woods Dr Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	Business Driveway Southbound				Route 460 Westbound			Hickory Woods Dr Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	2	0	3	11	0	0	0	11	0	0	0	0	0	0	0	3	0	3	17
07:15 AM	1	0	5	0	6	9	0	0	0	9	0	0	0	0	0	0	0	8	1	9	24
07:30 AM	1	0	2	0	3	10	0	0	0	10	0	0	0	0	0	0	0	3	0	3	16
07:45 AM	0	0	6	0	6	13	0	0	0	13	0	0	0	0	0	0	0	6	0	6	25
Total	3	0	15	0	18	43	0	0	0	43	0	0	0	0	0	0	0	20	1	21	82
08:00 AM	1	0	5	0	6	11	0	0	0	11	0	0	0	0	0	0	0	7	1	8	25
08:15 AM	0	0	8	0	8	11	0	0	1	12	0	0	0	0	0	0	0	1	3	4	24
08:30 AM	2	0	3	0	5	8	0	0	0	8	0	0	0	0	0	0	0	2	0	2	15
08:45 AM	4	0	0	0	4	8	0	0	0	8	0	0	0	0	0	0	0	7	0	7	19
Total	7	0	16	0	23	38	0	0	1	39	0	0	0	0	0	0	0	17	4	21	83
Grand Total	10	0	31	0	41	81	0	0	1	82	0	0	0	0	0	0	0	37	5	42	165
Apprch %	24.4	0	75.6	0		98.8	0	0	1.2		0	0	0	0		0	0	88.1	11.9		
Total %	6.1	0	18.8	0	24.8	49.1	0	0	0.6	49.7	0	0	0	0	0	0	0	22.4	3	25.5	

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	5	**6**	9	0	0	9	0	0	0	0	0	0	**8**	**8**	23
07:30 AM	1	0	2	3	10	0	0	10	0	0	0	0	0	0	3	3	16
07:45 AM	0	0	**6**	6	**13**	0	0	**13**	0	0	0	0	0	0	6	6	**25**
08:00 AM	1	0	5	6	11	0	0	11	0	0	0	0	0	0	7	7	24
Total Volume	3	0	18	21	43	0	0	43	0	0	0	0	0	0	24	24	88
% App. Total	14.3	0	85.7		100	0	0		0	0	0		0	0	100		
PHF	.750	.000	.750	.875	.827	.000	.000	.827	.000	.000	.000	.000	.000	.000	.750	.750	.880

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Groups Printed- Trucks

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	4	0	0	0	4	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	9
Grand Total	4	0	1	0	5	6	0	0	0	6	0	0	0	0	0	0	0	2	0	2	13
Apprch %	80	0	20	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	30.8	0	7.7	0	38.5	46.2	0	0	0	46.2	0	0	0	0	0	0	0	15.4	0	15.4	

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	1	0	0	1	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0	**3**
08:30 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
Total Volume	4	0	0	4	4	0	0	4	0	0	0	0	0	0	1	1	9
% App. Total	100	0	0		100	0	0		0	0	0		0	0	100		
PHF	1.00	.000	.000	1.00	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.250	.250	.750

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(888) 247-8602

File Name : 14- Rt 460 & Seibel Dr AM
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Groups Printed- Cars - Trucks

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	2	0	3	11	0	0	0	11	0	0	0	0	0	0	0	3	0	3	17
07:15 AM	1	0	6	0	7	10	0	0	0	10	0	0	0	0	0	0	0	8	1	9	26
07:30 AM	1	0	2	0	3	11	0	0	0	11	0	0	0	0	0	0	0	3	0	3	17
07:45 AM	0	0	6	0	6	13	0	0	0	13	0	0	0	0	0	0	0	7	0	7	26
Total	3	0	16	0	19	45	0	0	0	45	0	0	0	0	0	0	0	21	1	22	86
08:00 AM	2	0	5	0	7	12	0	0	0	12	0	0	0	0	0	0	0	7	1	8	27
08:15 AM	1	0	8	0	9	13	0	0	1	14	0	0	0	0	0	0	0	1	3	4	27
08:30 AM	3	0	3	0	6	9	0	0	0	9	0	0	0	0	0	0	0	2	0	2	17
08:45 AM	5	0	0	0	5	8	0	0	0	8	0	0	0	0	0	0	0	8	0	8	21
Total	11	0	16	0	27	42	0	0	1	43	0	0	0	0	0	0	0	18	4	22	92
Grand Total	14	0	32	0	46	87	0	0	1	88	0	0	0	0	0	0	0	39	5	44	178
Apprch %	30.4	0	69.6	0		98.9	0	0	1.1		0	0	0	0		0	0	88.6	11.4		
Total %	7.9	0	18	0	25.8	48.9	0	0	0.6	49.4	0	0	0	0	0	0	0	21.9	2.8	24.7	
Cars	10	0	31	0	41	81	0	0	1	82	0	0	0	0	0	0	0	37	5	42	165
% Cars	71.4	0	96.9	0	89.1	93.1	0	0	100	93.2	0	0	0	0	0	0	0	94.9	100	95.5	92.7
Trucks	4	0	1	0	5	6	0	0	0	6	0	0	0	0	0	0	0	2	0	2	13
% Trucks	28.6	0	3.1	0	10.9	6.9	0	0	0	6.8	0	0	0	0	0	0	0	5.1	0	4.5	7.3

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	0	**6**	**7**	10	0	0	10	0	0	0	0	0	0	**8**	**8**	25
07:30 AM	1	0	2	3	11	0	0	11	0	0	0	0	0	0	3	3	17
07:45 AM	0	0	6	6	**13**	0	0	**13**	0	0	0	0	0	0	7	7	**26**
08:00 AM	**2**	0	5	7	12	0	0	12	0	0	0	0	0	0	7	7	26
Total Volume	4	0	19	23	46	0	0	46	0	0	0	0	0	0	25	25	94
% App. Total	17.4	0	82.6		100	0	0		0	0	0		0	0	100		
PHF	.500	.000	.792	.821	.885	.000	.000	.885	.000	.000	.000	.000	.000	.000	.781	.781	.904

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Groups Printed- Pedestrians

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	11	0	11	0	22	4	0	0	0	4	0	0	0	0	0	0	0	2	0	2	28
04:15 PM	6	0	4	0	10	4	0	0	1	5	0	0	0	0	0	0	0	1	0	1	16
04:30 PM	7	0	8	0	15	6	0	0	3	9	0	0	0	0	0	0	0	1	0	1	25
04:45 PM	6	0	11	0	17	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	19
Total	30	0	34	0	64	14	0	0	5	19	0	0	0	0	0	0	0	5	0	5	88
05:00 PM	9	0	14	0	23	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	26
05:15 PM	2	0	8	0	10	4	0	0	0	4	0	0	0	0	0	0	0	0	1	1	15
05:30 PM	2	0	8	0	10	2	0	0	1	3	0	0	0	0	0	0	0	1	1	2	15
05:45 PM	0	0	6	0	6	5	0	0	2	7	0	0	0	0	0	0	0	1	0	1	14
Total	13	0	36	0	49	14	0	0	3	17	0	0	0	0	0	0	0	2	2	4	70
Grand Total	43	0	70	0	113	28	0	0	8	36	0	0	0	0	0	0	0	7	2	9	158
Apprch %	38.1	0	61.9	0		77.8	0	0	22.2		0	0	0	0		0	0	77.8	22.2		
Total %	27.2	0	44.3	0	71.5	17.7	0	0	5.1	22.8	0	0	0	0	0	0	0	4.4	1.3	5.7	

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	0	**11**	**22**	4	0	0	4	0	0	0	0	0	0	**2**	**2**	**28**
04:15 PM	6	0	4	10	4	0	0	4	0	0	0	0	0	0	1	1	15
04:30 PM	7	0	8	15	**6**	0	0	**6**	0	0	0	0	0	0	1	1	22
04:45 PM	6	0	11	17	0	0	0	0	0	0	0	0	0	0	1	1	18
Total Volume	30	0	34	64	14	0	0	14	0	0	0	0	0	0	5	5	83
% App. Total	46.9	0	53.1		100	0	0		0	0	0		0	0	100		
PHF	.682	.000	.773	.727	.583	.000	.000	.583	.000	.000	.000	.000	.000	.000	.625	.625	.741

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Groups Printed- Trucks

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
04:45 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	3	0	0	0	3	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	5
Grand Total	3	0	0	0	3	15	0	0	0	15	0	0	0	0	0	0	0	1	0	1	19
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	15.8	0	0	0	15.8	78.9	0	0	0	78.9	0	0	0	0	0	0	0	5.3	0	5.3	

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
04:15 PM	**1**	0	0	**1**	**3**	0	0	**3**	0	0	0	0	0	0	0	0	**4**
04:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
04:45 PM	1	0	0	1	3	0	0	3	0	0	0	0	0	0	0	0	4
Total Volume	3	0	0	3	11	0	0	11	0	0	0	0	0	0	0	0	14
% App. Total	100	0	0		100	0	0		0	0	0		0	0	0		
PHF	.750	.000	.000	.750	.917	.000	.000	.917	.000	.000	.000	.000	.000	.000	.000	.000	.875

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Groups Printed- Cars - Trucks

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	11	0	11	0	22	6	0	0	0	6	0	0	0	0	0	0	0	2	0	2	30
04:15 PM	7	0	4	0	11	7	0	0	1	8	0	0	0	0	0	0	0	1	0	1	20
04:30 PM	8	0	8	0	16	9	0	0	3	12	0	0	0	0	0	0	0	1	0	1	29
04:45 PM	7	0	11	0	18	3	0	0	1	4	0	0	0	0	0	0	0	1	0	1	23
Total	33	0	34	0	67	25	0	0	5	30	0	0	0	0	0	0	0	5	0	5	102
05:00 PM	9	0	14	0	23	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	26
05:15 PM	2	0	8	0	10	5	0	0	0	5	0	0	0	0	0	0	0	0	1	1	16
05:30 PM	2	0	8	0	10	4	0	0	1	5	0	0	0	0	0	0	0	2	1	3	18
05:45 PM	0	0	6	0	6	6	0	0	2	8	0	0	0	0	0	0	0	1	0	1	15
Total	13	0	36	0	49	18	0	0	3	21	0	0	0	0	0	0	0	3	2	5	75
Grand Total	46	0	70	0	116	43	0	0	8	51	0	0	0	0	0	0	0	8	2	10	177
Apprch %	39.7	0	60.3	0		84.3	0	0	15.7		0	0	0	0		0	0	80	20		
Total %	26	0	39.5	0	65.5	24.3	0	0	4.5	28.8	0	0	0	0	0	0	0	4.5	1.1	5.6	
Cars	43	0	70	0	113	28	0	0	8	36	0	0	0	0	0	0	0	7	2	9	158
% Cars	93.5	0	100	0	97.4	65.1	0	0	100	70.6	0	0	0	0	0	0	0	87.5	100	90	89.3
Trucks	3	0	0	0	3	15	0	0	0	15	0	0	0	0	0	0	0	1	0	1	19
% Trucks	6.5	0	0	0	2.6	34.9	0	0	0	29.4	0	0	0	0	0	0	0	12.5	0	10	10.7

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**11**	0	**11**	**22**	6	0	0	6	0	0	0	0	0	0	**2**	**2**	**30**
04:15 PM	7	0	4	11	7	0	0	7	0	0	0	0	0	0	1	1	19
04:30 PM	8	0	8	16	**9**	0	0	**9**	0	0	0	0	0	0	1	1	26
04:45 PM	7	0	11	18	3	0	0	3	0	0	0	0	0	0	1	1	22
Total Volume	33	0	34	67	25	0	0	25	0	0	0	0	0	0	5	5	97
% App. Total	49.3	0	50.7		100	0	0		0	0	0		0	0	100		
PHF	.750	.000	.773	.761	.694	.000	.000	.694	.000	.000	.000	.000	.000	.000	.625	.625	.808

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Groups Printed- Pedestrians

	Seibel Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Seibel Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Peggy Malone & Associates

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Groups Printed- Cars

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	1	2	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	2
Total	0	0	0	0	0	2	0	1	0	3	1	0	0	0	1	0	0	3	2	5	9
08:00 AM	0	0	0	0	0	0	0	1	3	4	1	0	0	0	1	0	0	0	0	0	5
08:15 AM	2	0	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	2	2	7
08:30 AM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	2	2	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Total	3	0	0	0	3	2	0	3	3	8	2	0	1	0	3	0	0	1	4	5	19
Grand Total	3	0	0	0	3	4	0	4	3	11	3	0	1	0	4	0	0	4	6	10	28
Apprch %	100	0	0	0		36.4	0	36.4	27.3		75	0	25	0		0	0	40	60		
Total %	10.7	0	0	0	10.7	14.3	0	14.3	10.7	39.3	10.7	0	3.6	0	14.3	0	0	14.3	21.4	35.7	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	**1**	**1**	2
08:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
08:15 AM	**2**	0	0	**2**	**1**	0	**2**	**3**	0	0	0	0	0	0	0	0	**5**
08:30 AM	1	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
Total Volume	3	0	0	3	2	0	3	5	3	0	0	3	0	0	1	1	12
% App. Total	100	0	0		40	0	60		100	0	0		0	0	100		
PHF	.375	.000	.000	.375	.500	.000	.375	.417	.750	.000	.000	.750	.000	.000	.250	.250	.600

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Trucks

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Grand Total	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
Apprch %	50	0	50	0		0	0	100	0		0	0	0	0		0	0	0	100		
Total %	25	0	25	0	50	0	0	25	0	25	0	0	0	0	0	0	0	0	25	25	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

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(888) 247-8602

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Groups Printed- Cars - Trucks

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	1	2	4
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	3
Total	0	0	0	0	0	2	0	2	0	4	1	0	0	0	1	0	0	3	2	5	10
08:00 AM	0	0	0	0	0	0	0	1	3	4	1	0	0	0	1	0	0	0	1	1	6
08:15 AM	2	0	0	0	2	1	0	2	0	3	0	0	0	0	0	0	0	0	2	2	7
08:30 AM	1	0	1	0	2	1	0	0	0	1	1	0	0	0	1	0	0	0	2	2	6
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
Total	4	0	1	0	5	2	0	3	3	8	2	0	1	0	3	0	0	1	5	6	22
Grand Total	4	0	1	0	5	4	0	5	3	12	3	0	1	0	4	0	0	4	7	11	32
Apprch %	80	0	20	0		33.3	0	41.7	25		75	0	25	0		0	0	36.4	63.6		
Total %	12.5	0	3.1	0	15.6	12.5	0	15.6	9.4	37.5	9.4	0	3.1	0	12.5	0	0	12.5	21.9	34.4	
Cars	3	0	0	0	3	4	0	4	3	11	3	0	1	0	4	0	0	4	6	10	28
% Cars	75	0	0	0	60	100	0	80	100	91.7	100	0	100	0	100	0	0	100	85.7	90.9	87.5
Trucks	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
% Trucks	25	0	100	0	40	0	0	20	0	8.3	0	0	0	0	0	0	0	0	14.3	9.1	12.5

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	1	1	**1**	0	0	**1**	0	0	**1**	**1**	3
08:00 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	2
08:15 AM	**2**	0	0	**2**	**1**	0	**2**	**3**	0	0	0	0	0	0	0	0	**5**
08:30 AM	1	0	**1**	2	1	0	0	1	1	0	0	1	0	0	0	0	4
Total Volume	3	0	1	4	2	0	4	6	3	0	0	3	0	0	1	1	14
% App. Total	75	0	25		33.3	0	66.7		100	0	0		0	0	100		
PHF	.375	.000	.250	.500	.500	.000	.500	.500	.750	.000	.000	.750	.000	.000	.250	.250	.700

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	6
Apprch %	0	0	0	0		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	50	50	0	0	0	50	50	0	0	0	0	0	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	3	3	5
04:15 PM	3	0	1	0	4	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	5
04:30 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	4	0	1	0	5	0	0	1	1	2	1	0	1	0	2	0	0	0	5	5	14
05:00 PM	1	0	0	0	1	0	0	1	1	2	2	0	0	0	2	1	0	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	4
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	0	0	0	2	2	5
Total	1	0	0	0	1	0	0	3	3	6	3	0	0	0	3	1	0	0	6	7	17
Grand Total	5	0	1	0	6	0	0	4	4	8	4	0	1	0	5	1	0	0	11	12	31
Apprch %	83.3	0	16.7	0		0	0	50	50		80	0	20	0		8.3	0	0	91.7		
Total %	16.1	0	3.2	0	19.4	0	0	12.9	12.9	25.8	12.9	0	3.2	0	16.1	3.2	0	0	35.5	38.7	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**3**	0	**1**	**4**	0	0	0	0	0	0	**1**	1	0	0	0	0	**5**
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	**1**	**1**	**2**	0	0	**2**	**1**	0	0	**1**	5
Total Volume	5	0	1	6	0	0	1	1	2	0	1	3	1	0	0	1	11
% App. Total	83.3	0	16.7		0	0	100		66.7	0	33.3		100	0	0		
PHF	.417	.000	.250	.375	.000	.000	.250	.250	.250	.000	.250	.375	.250	.000	.000	.250	.550

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Groups Printed- Trucks

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250

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Groups Printed- Cars - Trucks

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	3	3	5
04:15 PM	3	0	1	0	4	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	6
04:30 PM	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	4	0	1	0	5	0	0	1	1	2	1	0	1	0	2	0	0	1	5	6	15
05:00 PM	1	0	0	0	1	0	0	1	1	2	2	0	0	0	2	1	0	0	0	1	6
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	4
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	0	0	0	2	2	5
Total	1	0	0	0	1	0	0	3	3	6	3	0	0	0	3	1	0	0	6	7	17
Grand Total	5	0	1	0	6	0	0	4	4	8	4	0	1	0	5	1	0	1	11	13	32
Apprch %	83.3	0	16.7	0		0	0	50	50		80	0	20	0		7.7	0	7.7	84.6		
Total %	15.6	0	3.1	0	18.8	0	0	12.5	12.5	25	12.5	0	3.1	0	15.6	3.1	0	3.1	34.4	40.6	
Cars	5	0	1	0	6	0	0	4	4	8	4	0	1	0	5	1	0	0	11	12	31
% Cars	100	0	100	0	100	0	0	100	100	100	100	0	100	0	100	100	0	0	100	92.3	96.9
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	7.7	3.1

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**3**	0	**1**	**4**	0	0	0	0	0	0	**1**	1	0	0	**1**	**1**	**6**
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	1	0	0	**1**	**1**	**2**	0	0	**2**	**1**	0	0	1	5
Total Volume	5	0	1	6	0	0	1	1	2	0	1	3	1	0	1	2	12
% App. Total	83.3	0	16.7		0	0	100		66.7	0	33.3		50	0	50		
PHF	.417	.000	.250	.375	.000	.000	.250	.250	.250	.000	.250	.375	.250	.000	.250	.500	.500

Peggy Malone & Associates

(888) 247-8602

File Name : 15- Rt 460 & Median Crossover #6 PM
Site Code :
Start Date : 10/1/2019
Page No : 1

Groups Printed- Pedestrians

	GCR Tire Southbound					Route 460 Westbound					Budget Inn Exp Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	3	3	0	0	0	1	1	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	3	3	0	0	0	0	0	7
Apprch %	0	0	0	0		0	0	0	100		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	57.1	57.1	0	0	0	42.9	42.9	0	0	0	0	0	

	GCR Tire Southbound				Route 460 Westbound				Budget Inn Exp Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

File Name : 8-King St and Orange Ave
Site Code :
Start Date : 4/12/2017
Page No : 1

Groups Printed- Car

	McDonalds Southbound					Orange Ave Westbound					King St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	8	3	0	18	13	306	35	0	354	61	7	42	0	110	13	99	5	0	117	599
07:15 AM	9	9	7	0	25	15	342	47	0	404	75	3	26	0	104	19	158	11	0	188	721
07:30 AM	7	2	10	0	19	25	336	77	0	438	82	5	28	0	115	22	184	4	0	210	782
07:45 AM	1	8	10	0	19	12	278	72	0	362	103	5	30	0	138	20	175	17	0	212	731
Total	24	27	30	0	81	65	1262	231	0	1558	321	20	126	0	467	74	616	37	0	727	2833
08:00 AM	10	2	10	0	22	12	263	56	0	331	85	6	30	0	121	29	163	8	0	200	674
08:15 AM	15	5	9	0	29	11	232	51	0	294	89	6	30	0	125	23	148	7	0	178	626
08:30 AM	7	7	12	0	26	10	230	42	0	282	62	9	21	0	92	18	148	12	0	178	578
08:45 AM	9	4	8	0	21	11	188	44	0	243	63	6	17	0	86	20	160	12	0	192	542
Total	41	18	39	0	98	44	913	193	0	1150	299	27	98	0	424	90	619	39	0	748	2420
09:00 AM	5	2	9	0	16	9	165	45	0	219	70	2	12	1	85	15	154	14	0	183	503
09:15 AM	8	7	12	0	27	14	205	43	0	262	47	5	21	0	73	23	155	4	0	182	544
09:30 AM	5	9	9	0	23	9	213	57	0	279	76	2	24	1	103	16	163	12	0	191	596
09:45 AM	3	4	4	0	11	6	214	56	2	278	60	1	14	0	75	15	189	8	0	212	576
Total	21	22	34	0	77	38	797	201	2	1038	253	10	71	2	336	69	661	38	0	768	2219
10:00 AM	11	2	8	0	21	8	171	48	0	227	49	4	16	0	69	9	149	8	0	166	483
10:15 AM	7	7	8	0	22	12	193	60	0	265	60	2	14	0	76	18	175	4	1	198	561
10:30 AM	5	3	10	0	18	9	153	54	0	216	69	1	15	0	85	17	174	10	0	201	520
10:45 AM	7	8	13	0	28	10	192	79	0	281	58	9	21	0	88	20	157	14	0	191	588
Total	30	20	39	0	89	39	709	241	0	989	236	16	66	0	318	64	655	36	1	756	2152
11:00 AM	12	5	7	0	24	16	189	71	0	276	50	6	23	0	79	24	147	11	0	182	561
11:15 AM	8	7	12	0	27	12	162	71	0	245	68	4	18	0	90	18	166	9	0	193	555
11:30 AM	6	9	16	0	31	15	242	56	0	313	70	6	19	0	95	26	209	8	0	243	682
11:45 AM	8	11	12	1	32	13	196	70	0	279	81	3	24	0	108	26	197	11	0	234	653
Total	34	32	47	1	114	56	789	268	0	1113	269	19	84	0	372	94	719	39	0	852	2451
12:00 PM	7	8	13	0	28	19	219	80	0	318	78	1	39	0	118	34	207	14	0	255	719
12:15 PM	9	3	18	0	30	18	215	57	0	290	76	5	20	0	101	25	220	11	0	256	677
12:30 PM	7	9	16	0	32	18	224	78	0	320	73	5	31	0	109	31	176	11	0	218	679
12:45 PM	7	7	18	0	32	14	223	70	0	307	85	4	17	0	106	27	192	10	0	229	674
Total	30	27	65	0	122	69	881	285	0	1235	312	15	107	0	434	117	795	46	0	958	2749
01:00 PM	13	1	9	1	24	13	195	82	0	290	61	4	30	0	95	29	188	8	0	225	634
01:15 PM	9	1	7	0	17	16	219	70	0	305	68	4	19	0	91	36	238	6	0	280	693
01:30 PM	3	11	13	0	27	12	186	71	0	269	65	4	21	0	90	29	231	8	0	268	654
01:45 PM	6	3	18	0	27	14	204	68	1	287	60	5	23	0	88	36	219	10	0	265	667
Total	31	16	47	1	95	55	804	291	1	1151	254	17	93	0	364	130	876	32	0	1038	2648
02:00 PM	4	13	12	0	29	12	229	73	2	316	75	6	27	0	108	30	199	16	1	246	699
02:15 PM	7	12	10	0	29	14	214	85	3	316	67	3	28	0	98	32	225	6	1	264	707
02:30 PM	7	5	5	0	17	10	267	79	0	356	65	5	17	0	87	35	307	4	0	346	806
02:45 PM	8	8	6	0	22	6	167	85	0	258	97	6	23	0	126	42	224	12	0	278	684
Total	26	38	33	0	97	42	877	322	5	1246	304	20	95	0	419	139	955	38	2	1134	2896
03:00 PM	2	6	9	0	17	16	260	74	0	350	65	3	28	0	96	37	294	17	0	348	811
03:15 PM	10	9	11	0	30	8	201	85	0	294	100	4	32	0	136	28	254	8	0	290	750
03:30 PM	6	13	9	0	28	13	369	97	0	479	85	4	18	0	107	34	245	8	0	287	901
03:45 PM	4	4	16	0	24	13	321	92	0	426	90	6	26	0	122	30	257	4	0	291	863
Total	22	32	45	0	99	50	1151	348	0	1549	340	17	104	0	461	129	1050	37	0	1216	3325
04:00 PM	4	13	6	0	23	10	247	78	0	335	85	1	33	0	119	47	279	7	0	333	810
04:15 PM	7	3	9	0	19	9	232	92	0	333	61	2	28	0	91	31	294	8	0	333	776
04:30 PM	2	8	7	0	17	10	251	66	0	327	83	5	23	1	112	57	337	7	0	401	857
04:45 PM	2	8	10	0	20	8	224	89	0	321	106	2	28	0	136	52	282	16	0	350	827
Total	15	32	32	0	79	37	954	325	0	1316	335	10	112	1	458	187	1192	38	0	1417	3270
05:00 PM	4	13	11	0	28	11	246	99	0	356	96	0	39	0	135	51	286	4	0	341	860
05:15 PM	2	6	3	0	11	8	222	100	0	330	105	1	29	0	135	65	334	7	0	406	882
05:30 PM	5	5	6	0	16	7	197	81	0	285	81	2	29	0	112	58	331	12	0	401	814
05:45 PM	2	8	6	0	16	9	194	88	0	291	103	3	31	0	137	46	270	9	0	325	769
Total	13	32	26	0	71	35	859	368	0	1262	385	6	128	0	519	220	1221	32	0	1473	3325
06:00 PM	7	9	9	0	25	9	260	88	0	357	102	3	30	0	135	22	246	10	0	278	795
06:15 PM	7	7	7	0	21	8	229	80	0	317	90	3	32	0	125	31	248	7	0	286	749
06:30 PM	4	5	11	0	20	7	215	81	0	303	70	1	16	0	87	40	244	9	0	293	703
06:45 PM	1	5	13	0	19	10	151	74	0	235	60	3	21	0	84	45	188	4	0	237	575
Total	19	26	40	0	85	34	855	323	0	1212	322	10	99	0	431	138	926	30	0	1094	2822
Grand Total	306	322	477	2	1107	564	10851	3396	8	14819	3630	187	1183	3	5003	1451	10285	442	3	12181	33110
Apprch %	27.6	29.1	43.1	0.2		3.8	73.2	22.9	0.1		72.6	3.7	23.6	0.1		11.9	84.4	3.6	0		
Total %	0.9	1	1.4	0	3.3	1.7	32.8	10.3	0	44.8	11	0.6	3.6	0	15.1	4.4	31.1	1.3	0	36.8	

Peggy Malone & Associates

File Name : 8-King St and Orange Ave
Site Code :
Start Date : 4/12/2017
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	McDonalds Southbound				Orange Ave Westbound				King St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	**9**	7	**25**	15	**342**	47	404	75	3	26	104	19	158	11	188	721
07:30 AM	7	2	**10**	19	**25**	336	**77**	**438**	82	5	28	115	22	**184**	4	210	**782**
07:45 AM	1	8	10	19	12	278	72	362	**103**	5	**30**	**138**	20	175	**17**	**212**	731
08:00 AM	**10**	2	10	22	12	263	56	331	85	**6**	30	121	**29**	163	8	200	674
Total Volume	27	21	37	85	64	1219	252	1535	345	19	114	478	90	680	40	810	2908
% App. Total	31.8	24.7	43.5		4.2	79.4	16.4		72.2	4	23.8		11.1	84	4.9		
PHF	.675	.583	.925	.850	.640	.891	.818	.876	.837	.792	.950	.866	.776	.924	.588	.955	.930
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	7	8	13	28	**19**	219	**80**	318	78	1	**39**	**118**	**34**	207	**14**	255	**719**
12:15 PM	**9**	3	**18**	30	18	215	57	290	76	**5**	20	101	25	**220**	11	**256**	677
12:30 PM	7	**9**	16	**32**	18	**224**	78	**320**	73	5	31	109	31	176	11	218	679
12:45 PM	7	7	18	32	14	223	70	307	**85**	4	17	106	27	192	10	229	674
Total Volume	30	27	65	122	69	881	285	1235	312	15	107	434	117	795	46	958	2749
% App. Total	24.6	22.1	53.3		5.6	71.3	23.1		71.9	3.5	24.7		12.2	83	4.8		
PHF	.833	.750	.903	.953	.908	.983	.891	.965	.918	.750	.686	.919	.860	.903	.821	.936	.956
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	8	7	17	10	**251**	66	327	83	**5**	23	111	57	**337**	7	401	856
04:45 PM	2	8	10	20	8	224	89	321	**106**	2	28	**136**	52	282	**16**	350	827
05:00 PM	**4**	**13**	**11**	**28**	**11**	246	99	**356**	96	0	**39**	135	51	286	4	341	860
05:15 PM	2	6	3	11	8	222	**100**	330	105	1	29	135	**65**	334	7	**406**	**882**
Total Volume	10	35	31	76	37	943	354	1334	390	8	119	517	225	1239	34	1498	3425
% App. Total	13.2	46.1	40.8		2.8	70.7	26.5		75.4	1.5	23		15	82.7	2.3		
PHF	.625	.673	.705	.679	.841	.939	.885	.937	.920	.400	.763	.950	.865	.919	.531	.922	.971

Peggy Malone & Associates

File Name : 8-King St and Orange Ave
Site Code :
Start Date : 4/12/2017
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Groups Printed- Truck

	McDonalds Southbound					Orange Ave Westbound					King St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	2	20	0	0	22	36
07:15 AM	0	0	0	0	0	1	23	2	0	26	1	0	2	0	3	3	18	0	0	21	50
07:30 AM	0	0	0	0	0	0	15	2	0	17	1	0	0	0	1	0	32	0	0	32	50
07:45 AM	0	0	0	0	0	0	20	6	0	26	0	0	1	0	1	2	30	0	0	32	59
Total	0	0	0	0	0	1	71	11	0	83	2	0	3	0	5	7	100	0	0	107	195
08:00 AM	0	0	1	0	1	0	37	1	0	38	4	0	0	0	4	2	26	0	0	28	71
08:15 AM	0	2	0	0	2	0	33	1	0	34	2	0	2	0	4	1	29	0	0	30	70
08:30 AM	0	0	1	0	1	0	21	3	0	24	1	1	0	0	2	2	27	0	0	29	56
08:45 AM	0	0	0	0	0	0	27	1	0	28	0	0	1	0	1	1	27	0	0	28	57
Total	0	2	2	0	4	0	118	6	0	124	7	1	3	0	11	6	109	0	0	115	254
09:00 AM	0	0	1	0	1	0	22	3	0	25	7	0	1	0	8	1	29	1	0	31	65
09:15 AM	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	42	0	0	42	58
09:30 AM	0	0	0	0	0	0	16	3	0	19	2	0	1	0	3	4	36	1	0	41	63
09:45 AM	1	0	0	0	1	0	25	0	0	25	3	0	1	0	4	0	26	0	0	26	56
Total	1	0	1	0	2	0	77	8	0	85	12	0	3	0	15	5	133	2	0	140	242
10:00 AM	0	0	0	0	0	0	36	3	0	39	3	0	1	0	4	1	23	0	0	24	67
10:15 AM	0	0	0	0	0	0	30	1	0	31	2	0	0	0	2	3	31	0	0	34	67
10:30 AM	0	0	1	0	1	0	20	0	0	20	1	0	0	0	1	3	27	0	0	30	52
10:45 AM	0	0	0	0	0	0	27	2	0	29	2	0	3	0	5	2	39	1	0	42	76
Total	0	0	1	0	1	0	113	6	0	119	8	0	4	0	12	9	120	1	0	130	262
11:00 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	34	0	0	35	60
11:15 AM	0	0	0	0	0	0	31	1	0	32	1	0	1	0	2	3	26	0	0	29	63
11:30 AM	0	0	0	0	0	0	34	0	0	34	3	0	1	0	4	3	31	0	0	34	72
11:45 AM	0	0	0	0	0	0	18	2	0	20	3	0	1	0	4	1	27	0	0	28	52
Total	0	0	0	0	0	0	108	3	0	111	7	0	3	0	10	8	118	0	0	126	247
12:00 PM	0	0	0	0	0	0	33	1	0	34	0	0	0	0	0	0	26	1	0	27	61
12:15 PM	0	0	0	0	0	0	20	1	0	21	1	0	1	0	2	1	27	0	0	28	51
12:30 PM	0	0	0	0	0	0	16	2	0	18	4	0	1	0	5	1	27	0	0	28	51
12:45 PM	0	1	0	0	1	0	25	3	0	28	4	1	3	0	8	0	28	1	0	29	66
Total	0	1	0	0	1	0	94	7	0	101	9	1	5	0	15	2	108	2	0	112	229
01:00 PM	0	0	2	0	2	0	22	1	0	23	0	0	0	0	0	0	17	0	0	17	42
01:15 PM	0	0	0	0	0	0	35	0	0	35	1	0	2	0	3	0	25	0	0	25	63
01:30 PM	0	0	0	0	0	0	17	1	0	18	2	0	0	0	2	1	30	0	0	31	51
01:45 PM	0	0	0	0	0	0	19	3	0	22	5	0	2	0	7	1	28	0	0	29	58
Total	0	0	2	0	2	0	93	5	0	98	8	0	4	0	12	2	100	0	0	102	214
02:00 PM	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	0	28	0	0	28	51
02:15 PM	0	0	0	0	0	0	19	1	0	20	1	1	0	0	2	1	22	0	0	23	45
02:30 PM	0	0	0	0	0	0	23	0	0	23	3	0	0	0	3	2	16	0	0	18	44
02:45 PM	0	0	0	0	0	0	27	1	0	28	1	0	2	0	3	2	29	0	0	31	62
Total	0	0	0	0	0	0	91	2	0	93	6	1	2	0	9	5	95	0	0	100	202
03:00 PM	0	0	0	0	0	0	25	3	0	28	1	0	3	0	4	0	24	0	0	24	56
03:15 PM	0	0	0	0	0	0	21	4	0	25	0	1	1	0	2	0	27	0	0	27	54
03:30 PM	1	0	0	0	1	0	20	1	0	21	6	0	1	0	7	2	20	0	0	22	51
03:45 PM	0	0	0	0	0	0	37	0	0	37	1	0	2	0	3	1	25	0	0	26	66
Total	1	0	0	0	1	0	103	8	0	111	8	1	7	0	16	3	96	0	0	99	227
04:00 PM	0	0	0	0	0	0	18	3	0	21	0	0	0	0	0	2	20	1	0	23	44
04:15 PM	0	0	0	0	0	0	17	5	0	22	3	0	1	0	4	1	22	0	0	23	49
04:30 PM	0	0	0	0	0	0	15	3	0	18	0	0	0	0	0	0	19	0	0	19	37
04:45 PM	0	0	0	0	0	0	14	1	0	15	1	0	1	0	2	0	17	0	0	17	34
Total	0	0	0	0	0	0	64	12	0	76	4	0	2	0	6	3	78	1	0	82	164
05:00 PM	0	0	0	0	0	0	22	1	0	23	3	0	0	0	3	2	14	0	0	16	42
05:15 PM	1	0	0	0	1	0	18	1	0	19	1	0	2	0	3	0	8	0	0	8	31
05:30 PM	0	0	0	0	0	0	18	2	0	20	0	0	0	0	0	2	19	0	0	21	41
05:45 PM	0	0	0	0	0	0	21	2	0	23	2	0	2	0	4	2	16	0	0	18	45
Total	1	0	0	0	1	0	79	6	0	85	6	0	4	0	10	6	57	0	0	63	159
06:00 PM	0	0	0	0	0	0	13	0	0	13	1	0	1	0	2	1	11	0	0	12	27
06:15 PM	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	0	17	0	0	17	34
06:30 PM	0	0	0	0	0	0	23	0	0	23	1	0	1	0	2	2	15	0	0	17	42
06:45 PM	0	0	0	0	0	0	12	0	0	12	2	0	1	0	3	0	17	0	0	17	32
Total	0	0	0	0	0	0	63	1	0	64	4	0	4	0	8	3	60	0	0	63	135
Grand Total	3	3	6	0	12	1	1074	75	0	1150	81	4	44	0	129	59	1174	6	0	1239	2530
Apprch %	25	25	50	0		0.1	93.4	6.5	0		62.8	3.1	34.1	0		4.8	94.8	0.5	0		
Total %	0.1	0.1	0.2	0	0.5	0	42.5	3	0	45.5	3.2	0.2	1.7	0	5.1	2.3	46.4	0.2	0	49	

Peggy Malone & Associates

File Name : 8-King St and Orange Ave
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	McDonalds Southbound				Orange Ave Westbound				King St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	20	**6**	26	0	0	1	1	**2**	**30**	0	**32**	59
08:00 AM	0	0	**1**	1	0	**37**	1	**38**	**4**	0	0	**4**	2	26	0	28	**71**
08:15 AM	0	**2**	0	**2**	0	33	1	34	2	0	**2**	4	1	29	0	30	70
08:30 AM	0	0	1	1	0	21	3	24	1	**1**	0	2	2	27	0	29	56
Total Volume	0	2	2	4	0	111	11	122	7	1	3	11	7	112	0	119	256
% App. Total	0	50	50		0	91	9		63.6	9.1	27.3		5.9	94.1	0		
PHF	.000	.250	.500	.500	.000	.750	.458	.803	.438	.250	.375	.688	.875	.933	.000	.930	.901
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	0	0	0	0	0	27	**2**	29	2	0	**3**	**5**	2	**39**	**1**	**42**	**76**
11:00 AM	0	0	0	0	0	25	0	25	0	0	0	0	1	34	0	35	60
11:15 AM	0	0	0	0	0	31	1	32	1	0	1	2	**3**	26	0	29	63
11:30 AM	0	0	0	0	0	**34**	0	**34**	**3**	0	1	4	3	31	0	34	72
Total Volume	0	0	0	0	0	117	3	120	6	0	5	11	9	130	1	140	271
% App. Total	0	0	0		0	97.5	2.5		54.5	0	45.5		6.4	92.9	0.7		
PHF	.000	.000	.000	.000	.000	.860	.375	.882	.500	.000	.417	.550	.750	.833	.250	.833	.891
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	25	3	28	1	0	**3**	4	0	24	0	24	56
03:15 PM	0	0	0	0	0	21	**4**	25	0	**1**	1	2	0	**27**	0	**27**	54
03:30 PM	**1**	0	0	**1**	0	20	1	21	**6**	0	1	**7**	**2**	20	0	22	51
03:45 PM	0	0	0	0	0	**37**	0	**37**	1	0	2	3	1	25	0	26	**66**
Total Volume	1	0	0	1	0	103	8	111	8	1	7	16	3	96	0	99	227
% App. Total	100	0	0		0	92.8	7.2		50	6.2	43.8		3	97	0		
PHF	.250	.000	.000	.250	.000	.696	.500	.750	.333	.250	.583	.571	.375	.889	.000	.917	.860

Peggy Malone & Associates

File Name : 8-King St and Orange Ave
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Groups Printed- Combined

	McDonalds Southbound					Orange Ave Westbound					King St Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	7	8	3	0	18	13	319	36	0	368	61	7	42	0	110	15	119	5	0	139	635
07:15 AM	9	9	7	0	25	16	365	49	0	430	76	3	28	0	107	22	176	11	0	209	771
07:30 AM	7	2	10	0	19	25	351	79	0	455	83	5	28	0	116	22	216	4	0	242	832
07:45 AM	1	8	10	0	19	12	298	78	0	388	103	5	31	0	139	22	205	17	0	244	790
Total	24	27	30	0	81	66	1333	242	0	1641	323	20	129	0	472	81	716	37	0	834	3028
08:00 AM	10	2	11	0	23	12	300	57	0	369	89	6	30	0	125	31	189	8	0	228	745
08:15 AM	15	7	9	0	31	11	265	52	0	328	91	6	32	0	129	24	177	7	0	208	696
08:30 AM	7	7	13	0	27	10	251	45	0	306	63	10	21	0	94	20	175	12	0	207	634
08:45 AM	9	4	8	0	21	11	215	45	0	271	63	6	18	0	87	21	187	12	0	220	599
Total	41	20	41	0	102	44	1031	199	0	1274	306	28	101	0	435	96	728	39	0	863	2674
09:00 AM	5	2	10	0	17	9	187	48	0	244	77	2	13	1	93	16	183	15	0	214	568
09:15 AM	8	7	12	0	27	14	219	45	0	278	47	5	21	0	73	23	197	4	0	224	602
09:30 AM	5	9	9	0	23	9	229	60	0	298	78	2	25	1	106	20	199	13	0	232	659
09:45 AM	4	4	4	0	12	6	239	56	2	303	63	1	15	0	79	15	215	8	0	238	632
Total	22	22	35	0	79	38	874	209	2	1123	265	10	74	2	351	74	794	40	0	908	2461
10:00 AM	11	2	8	0	21	8	207	51	0	266	52	4	17	0	73	10	172	8	0	190	550
10:15 AM	7	7	8	0	22	12	223	61	0	296	62	2	14	0	78	21	206	4	1	232	628
10:30 AM	5	3	11	0	19	9	173	54	0	236	70	1	15	0	86	20	201	10	0	231	572
10:45 AM	7	8	13	0	28	10	219	81	0	310	60	9	24	0	93	22	196	15	0	233	664
Total	30	20	40	0	90	39	822	247	0	1108	244	16	70	0	330	73	775	37	1	886	2414
11:00 AM	12	5	7	0	24	16	214	71	0	301	50	6	23	0	79	25	181	11	0	217	621
11:15 AM	8	7	12	0	27	12	193	72	0	277	69	4	19	0	92	21	192	9	0	222	618
11:30 AM	6	9	16	0	31	15	276	56	0	347	73	6	20	0	99	29	240	8	0	277	754
11:45 AM	8	11	12	1	32	13	214	72	0	299	84	3	25	0	112	27	224	11	0	262	705
Total	34	32	47	1	114	56	897	271	0	1224	276	19	87	0	382	102	837	39	0	978	2698
12:00 PM	7	8	13	0	28	19	252	81	0	352	78	1	39	0	118	34	233	15	0	282	780
12:15 PM	9	3	18	0	30	18	235	58	0	311	77	5	21	0	103	26	247	11	0	284	728
12:30 PM	7	9	16	0	32	18	240	80	0	338	77	5	32	0	114	32	203	11	0	246	730
12:45 PM	7	8	18	0	33	14	248	73	0	335	89	5	20	0	114	27	220	11	0	258	740
Total	30	28	65	0	123	69	975	292	0	1336	321	16	112	0	449	119	903	48	0	1070	2978
01:00 PM	13	1	11	1	26	13	217	83	0	313	61	4	30	0	95	29	205	8	0	242	676
01:15 PM	9	1	7	0	17	16	254	70	0	340	69	4	21	0	94	36	263	6	0	305	756
01:30 PM	3	11	13	0	27	12	203	72	0	287	67	4	21	0	92	30	261	8	0	299	705
01:45 PM	6	3	18	0	27	14	223	71	1	309	65	5	25	0	95	37	247	10	0	294	725
Total	31	16	49	1	97	55	897	296	1	1249	262	17	97	0	376	132	976	32	0	1140	2862
02:00 PM	4	13	12	0	29	12	251	73	2	338	76	6	27	0	109	30	227	16	1	274	750
02:15 PM	7	12	10	0	29	14	233	86	3	336	68	4	28	0	100	33	247	6	1	287	752
02:30 PM	7	5	5	0	17	10	290	79	0	379	68	5	17	0	90	37	323	4	0	364	850
02:45 PM	8	8	6	0	22	6	194	86	0	286	98	6	25	0	129	44	253	12	0	309	746
Total	26	38	33	0	97	42	968	324	5	1339	310	21	97	0	428	144	1050	38	2	1234	3098
03:00 PM	2	6	9	0	17	16	285	77	0	378	66	3	31	0	100	37	318	17	0	372	867
03:15 PM	10	9	11	0	30	8	222	89	0	319	100	5	33	0	138	28	281	8	0	317	804
03:30 PM	7	13	9	0	29	13	389	98	0	500	91	4	19	0	114	36	265	8	0	309	952
03:45 PM	4	4	16	0	24	13	358	92	0	463	91	6	28	0	125	31	282	4	0	317	929
Total	23	32	45	0	100	50	1254	356	0	1660	348	18	111	0	477	132	1146	37	0	1315	3552
04:00 PM	4	13	6	0	23	10	265	81	0	356	85	1	33	0	119	49	299	8	0	356	854
04:15 PM	7	3	9	0	19	9	249	97	0	355	64	2	29	0	95	32	316	8	0	356	825
04:30 PM	2	8	7	0	17	10	266	69	0	345	83	5	23	1	112	57	356	7	0	420	894
04:45 PM	2	8	10	0	20	8	238	90	0	336	107	2	29	0	138	52	299	16	0	367	861
Total	15	32	32	0	79	37	1018	337	0	1392	339	10	114	1	464	190	1270	39	0	1499	3434
05:00 PM	4	13	11	0	28	11	268	100	0	379	99	0	39	0	138	53	300	4	0	357	902
05:15 PM	3	6	3	0	12	8	240	101	0	349	106	1	31	0	138	65	342	7	0	414	913
05:30 PM	5	5	6	0	16	7	215	83	0	305	81	2	29	0	112	60	350	12	0	422	855
05:45 PM	2	8	6	0	16	9	215	90	0	314	105	3	33	0	141	48	286	9	0	343	814
Total	14	32	26	0	72	35	938	374	0	1347	391	6	132	0	529	226	1278	32	0	1536	3484
06:00 PM	7	9	9	0	25	9	273	88	0	370	103	3	31	0	137	23	257	10	0	290	822
06:15 PM	7	7	7	0	21	8	244	81	0	333	90	3	33	0	126	31	265	7	0	303	783
06:30 PM	4	5	11	0	20	7	238	81	0	326	71	1	17	0	89	42	259	9	0	310	745
06:45 PM	1	5	13	0	19	10	163	74	0	247	62	3	22	0	87	45	205	4	0	254	607
Total	19	26	40	0	85	34	918	324	0	1276	326	10	103	0	439	141	986	30	0	1157	2957
Grand Total	309	325	483	2	1119	565	11925	3471	8	15969	3711	191	1227	3	5132	1510	11459	448	3	13420	35640
Apprch %	27.6	29	43.2	0.2		3.5	74.7	21.7	0.1		72.3	3.7	23.9	0.1		11.3	85.4	3.3	0		
Total %	0.9	0.9	1.4	0	3.1	1.6	33.5	9.7	0	44.8	10.4	0.5	3.4	0	14.4	4.2	32.2	1.3	0	37.7	

Peggy Malone & Associates

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	McDonalds Southbound				Orange Ave Westbound				King St Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	9	**9**	7	**25**	16	**365**	49	430	76	3	28	107	22	176	11	209	771
07:30 AM	7	2	10	19	**25**	351	**79**	**455**	83	5	28	116	22	**216**	4	242	**832**
07:45 AM	1	8	10	19	12	298	78	388	**103**	5	**31**	**139**	22	205	**17**	**244**	790
08:00 AM	**10**	2	**11**	23	12	300	57	369	89	**6**	30	125	**31**	189	8	228	745
Total Volume	27	21	38	86	65	1314	263	1642	351	19	117	487	97	786	40	923	3138
% App. Total	31.4	24.4	44.2		4	80	16		72.1	3.9	24		10.5	85.2	4.3		
PHF	.675	.583	.864	.860	.650	.900	.832	.902	.852	.792	.944	.876	.782	.910	.588	.946	.943
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	7	8	13	28	**19**	**252**	**81**	**352**	78	1	**39**	**118**	**34**	233	**15**	282	**780**
12:15 PM	**9**	3	**18**	30	18	235	58	311	77	**5**	21	103	26	**247**	11	**284**	728
12:30 PM	7	**9**	16	32	18	240	80	338	77	5	32	114	32	203	11	246	730
12:45 PM	7	8	18	**33**	14	248	73	335	**89**	5	20	114	27	220	11	258	740
Total Volume	30	28	65	123	69	975	292	1336	321	16	112	449	119	903	48	1070	2978
% App. Total	24.4	22.8	52.8		5.2	73	21.9		71.5	3.6	24.9		11.1	84.4	4.5		
PHF	.833	.778	.903	.932	.908	.967	.901	.949	.902	.800	.718	.951	.875	.914	.800	.942	.954
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	2	8	7	17	10	266	69	345	83	**5**	23	111	57	**356**	7	**420**	893
04:45 PM	2	8	10	20	8	238	90	336	**107**	2	29	**138**	52	299	**16**	367	861
05:00 PM	**4**	**13**	**11**	**28**	**11**	**268**	100	**379**	99	0	**39**	138	53	300	4	357	902
05:15 PM	3	6	3	12	8	240	**101**	349	106	1	31	138	**65**	342	7	414	**913**
Total Volume	11	35	31	77	37	1012	360	1409	395	8	122	525	227	1297	34	1558	3569
% App. Total	14.3	45.5	40.3		2.6	71.8	25.6		75.2	1.5	23.2		14.6	83.2	2.2		
PHF	.688	.673	.705	.688	.841	.944	.891	.929	.923	.400	.782	.951	.873	.911	.531	.927	.977

Peggy Malone & Associates

(888) 247-8602

File Name : 16- Rt 460 & Lynn Brae Dr AM
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Groups Printed- Cars

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	3	0	4	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	13
07:15 AM	2	0	1	0	3	9	0	0	2	11	0	0	0	0	0	0	0	5	1	6	20
07:30 AM	2	0	5	0	7	7	0	0	1	8	0	0	0	0	0	0	0	3	0	3	18
07:45 AM	1	0	4	0	5	9	0	0	0	9	0	0	0	0	0	0	0	6	1	7	21
Total	6	0	13	0	19	30	0	0	3	33	0	0	0	0	0	0	0	18	2	20	72
08:00 AM	2	0	8	0	10	10	0	0	0	10	0	0	0	0	0	0	0	6	1	7	27
08:15 AM	2	0	4	0	6	6	0	0	3	9	0	0	0	0	0	0	0	9	0	9	24
08:30 AM	3	0	7	0	10	8	0	0	1	9	0	0	0	0	0	0	0	8	0	8	27
08:45 AM	3	0	7	0	10	4	0	0	2	6	0	0	0	0	0	0	0	8	3	11	27
Total	10	0	26	0	36	28	0	0	6	34	0	0	0	0	0	0	0	31	4	35	105
Grand Total	16	0	39	0	55	58	0	0	9	67	0	0	0	0	0	0	0	49	6	55	177
Apprch %	29.1	0	70.9	0		86.6	0	0	13.4		0	0	0	0		0	0	89.1	10.9		
Total %	9	0	22	0	31.1	32.8	0	0	5.1	37.9	0	0	0	0	0	0	0	27.7	3.4	31.1	

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	0	**8**	**10**	**10**	0	0	**10**	0	0	0	0	0	0	6	6	**26**
08:15 AM	2	0	4	6	6	0	0	6	0	0	0	0	0	0	**9**	**9**	21
08:30 AM	**3**	0	7	10	8	0	0	8	0	0	0	0	0	0	8	8	26
08:45 AM	3	0	7	10	4	0	0	4	0	0	0	0	0	0	8	8	22
Total Volume	10	0	26	36	28	0	0	28	0	0	0	0	0	0	31	31	95
% App. Total	27.8	0	72.2		100	0	0		0	0	0		0	0	100		
PHF	.833	.000	.813	.900	.700	.000	.000	.700	.000	.000	.000	.000	.000	.000	.861	.861	.913

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(888) 247-8602

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Groups Printed- Trucks

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Grand Total	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	7
Apprch %	66.7	0	33.3	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	28.6	0	14.3	0	42.9	14.3	0	0	0	14.3	0	0	0	0	0	0	0	42.9	0	42.9	

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**2**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
08:00 AM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	1	2	1	0	0	1	0	0	0	0	0	0	1	1	4
% App. Total	50	0	50		100	0	0		0	0	0		0	0	100		
PHF	.250	.000	.250	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.250	.250	.500

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(888) 247-8602

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Groups Printed- Cars - Trucks

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	3	0	4	5	0	0	0	5	0	0	0	0	0	0	0	4	0	4	13
07:15 AM	2	0	2	0	4	10	0	0	2	12	0	0	0	0	0	0	0	5	1	6	22
07:30 AM	2	0	5	0	7	7	0	0	1	8	0	0	0	0	0	0	0	3	0	3	18
07:45 AM	1	0	4	0	5	9	0	0	0	9	0	0	0	0	0	0	0	7	1	8	22
Total	6	0	14	0	20	31	0	0	3	34	0	0	0	0	0	0	0	19	2	21	75
08:00 AM	3	0	8	0	11	10	0	0	0	10	0	0	0	0	0	0	0	6	1	7	28
08:15 AM	3	0	4	0	7	6	0	0	3	9	0	0	0	0	0	0	0	9	0	9	25
08:30 AM	3	0	7	0	10	8	0	0	1	9	0	0	0	0	0	0	0	9	0	9	28
08:45 AM	3	0	7	0	10	4	0	0	2	6	0	0	0	0	0	0	0	9	3	12	28
Total	12	0	26	0	38	28	0	0	6	34	0	0	0	0	0	0	0	33	4	37	109
Grand Total	18	0	40	0	58	59	0	0	9	68	0	0	0	0	0	0	0	52	6	58	184
Apprch %	31	0	69	0		86.8	0	0	13.2		0	0	0	0		0	0	89.7	10.3		
Total %	9.8	0	21.7	0	31.5	32.1	0	0	4.9	37	0	0	0	0	0	0	0	28.3	3.3	31.5	
Cars	16	0	39	0	55	58	0	0	9	67	0	0	0	0	0	0	0	49	6	55	177
% Cars	88.9	0	97.5	0	94.8	98.3	0	0	100	98.5	0	0	0	0	0	0	0	94.2	100	94.8	96.2
Trucks	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	7
% Trucks	11.1	0	2.5	0	5.2	1.7	0	0	0	1.5	0	0	0	0	0	0	0	5.8	0	5.2	3.8

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**3**	0	**8**	**11**	**10**	0	0	**10**	0	0	0	0	0	0	6	6	**27**
08:15 AM	3	0	4	7	6	0	0	6	0	0	0	0	0	0	**9**	**9**	22
08:30 AM	3	0	7	10	8	0	0	8	0	0	0	0	0	0	9	9	27
08:45 AM	3	0	7	10	4	0	0	4	0	0	0	0	0	0	9	9	23
Total Volume	12	0	26	38	28	0	0	28	0	0	0	0	0	0	33	33	99
% App. Total	31.6	0	68.4		100	0	0		0	0	0		0	0	100		
PHF	1.00	.000	.813	.864	.700	.000	.000	.700	.000	.000	.000	.000	.000	.000	.917	.917	.917

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	9	0	14	0	23	14	0	0	2	16	0	0	0	0	0	0	0	13	0	13	52
04:15 PM	2	0	8	0	10	10	0	0	1	11	0	0	0	0	0	0	0	9	0	9	30
04:30 PM	9	0	13	0	22	13	0	0	1	14	0	0	0	0	0	0	0	9	0	9	45
04:45 PM	4	0	4	0	8	7	0	0	4	11	0	0	0	0	0	0	0	6	2	8	27
Total	24	0	39	0	63	44	0	0	8	52	0	0	0	0	0	0	0	37	2	39	154
05:00 PM	10	0	15	0	25	13	0	0	4	17	0	0	0	0	0	0	0	3	2	5	47
05:15 PM	6	0	7	0	13	8	0	0	0	8	0	0	0	0	0	0	0	5	1	6	27
05:30 PM	3	0	6	0	9	6	0	0	2	8	0	0	0	0	0	0	0	12	1	13	30
05:45 PM	7	0	5	0	12	9	0	0	2	11	0	0	0	0	0	0	0	16	1	17	40
Total	26	0	33	0	59	36	0	0	8	44	0	0	0	0	0	0	0	36	5	41	144
Grand Total	50	0	72	0	122	80	0	0	16	96	0	0	0	0	0	0	0	73	7	80	298
Apprch %	41	0	59	0		83.3	0	0	16.7		0	0	0	0		0	0	91.2	8.8		
Total %	16.8	0	24.2	0	40.9	26.8	0	0	5.4	32.2	0	0	0	0	0	0	0	24.5	2.3	26.8	

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**9**	0	**14**	**23**	**14**	0	0	**14**	0	0	0	0	0	0	**13**	**13**	**50**
04:15 PM	2	0	8	10	10	0	0	10	0	0	0	0	0	0	9	9	29
04:30 PM	9	0	13	22	13	0	0	13	0	0	0	0	0	0	9	9	44
04:45 PM	4	0	4	8	7	0	0	7	0	0	0	0	0	0	6	6	21
Total Volume	24	0	39	63	44	0	0	44	0	0	0	0	0	0	37	37	144
% App. Total	38.1	0	61.9		100	0	0		0	0	0		0	0	100		
PHF	.667	.000	.696	.685	.786	.000	.000	.786	.000	.000	.000	.000	.000	.000	.712	.712	.720

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Groups Printed- Trucks

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	100	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	100	0	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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Groups Printed- Cars - Trucks

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	9	0	14	0	23	14	0	0	2	16	0	0	0	0	0	0	0	13	0	13	52
04:15 PM	2	0	8	0	10	10	0	0	1	11	0	0	0	0	0	0	0	9	0	9	30
04:30 PM	9	0	13	0	22	13	0	0	1	14	0	0	0	0	0	0	0	9	0	9	45
04:45 PM	5	0	4	0	9	7	0	0	4	11	0	0	0	0	0	0	0	6	2	8	28
Total	25	0	39	0	64	44	0	0	8	52	0	0	0	0	0	0	0	37	2	39	155
05:00 PM	10	0	15	0	25	13	0	0	4	17	0	0	0	0	0	0	0	3	2	5	47
05:15 PM	6	0	7	0	13	8	0	0	0	8	0	0	0	0	0	0	0	5	1	6	27
05:30 PM	4	0	6	0	10	6	0	0	2	8	0	0	0	0	0	0	0	12	1	13	31
05:45 PM	7	0	5	0	12	9	0	0	2	11	0	0	0	0	0	0	0	16	1	17	40
Total	27	0	33	0	60	36	0	0	8	44	0	0	0	0	0	0	0	36	5	41	145
Grand Total	52	0	72	0	124	80	0	0	16	96	0	0	0	0	0	0	0	73	7	80	300
Apprch %	41.9	0	58.1	0		83.3	0	0	16.7		0	0	0	0		0	0	91.2	8.8		
Total %	17.3	0	24	0	41.3	26.7	0	0	5.3	32	0	0	0	0	0	0	0	24.3	2.3	26.7	
Cars	50	0	72	0	122	80	0	0	16	96	0	0	0	0	0	0	0	73	7	80	298
% Cars	96.2	0	100	0	98.4	100	0	0	100	100	0	0	0	0	0	0	0	100	100	100	99.3
Trucks	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
% Trucks	3.8	0	0	0	1.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.7

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**9**	0	**14**	**23**	**14**	0	0	**14**	0	0	0	0	0	0	**13**	**13**	**50**
04:15 PM	2	0	8	10	10	0	0	10	0	0	0	0	0	0	9	9	29
04:30 PM	9	0	13	22	13	0	0	13	0	0	0	0	0	0	9	9	44
04:45 PM	5	0	4	9	7	0	0	7	0	0	0	0	0	0	6	6	22
Total Volume	25	0	39	64	44	0	0	44	0	0	0	0	0	0	37	37	145
% App. Total	39.1	0	60.9		100	0	0		0	0	0		0	0	100		
PHF	.694	.000	.696	.696	.786	.000	.000	.786	.000	.000	.000	.000	.000	.000	.712	.712	.725

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Groups Printed- Pedestrians

	Lynn Brae Dr Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Lynn Brae Dr Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd AM
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Groups Printed- Cars

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	2	0	2	0	4	5	0	0	0	5	0	0	0	0	0	0	0	10	0	10	19
07:15 AM	4	0	2	0	6	6	0	0	0	6	0	0	0	0	0	0	0	6	0	6	18
07:30 AM	5	0	4	0	9	7	0	0	0	7	0	0	0	0	0	0	0	10	0	10	26
07:45 AM	3	0	3	0	6	2	0	0	1	3	0	0	0	0	0	0	0	6	1	7	16
Total	14	0	11	0	25	20	0	0	1	21	0	0	0	0	0	0	0	32	1	33	79
08:00 AM	6	0	3	0	9	10	0	0	0	10	0	0	0	0	0	0	0	13	1	14	33
08:15 AM	7	0	1	0	8	5	0	0	0	5	1	0	0	0	1	1	0	11	0	12	26
08:30 AM	5	0	5	0	10	7	0	0	1	8	0	0	0	0	0	0	0	12	0	12	30
08:45 AM	5	0	7	0	12	6	0	0	1	7	0	0	0	0	0	0	0	7	0	7	26
Total	23	0	16	0	39	28	0	0	2	30	1	0	0	0	1	1	0	43	1	45	115
Grand Total	37	0	27	0	64	48	0	0	3	51	1	0	0	0	1	1	0	75	2	78	194
Apprch %	57.8	0	42.2	0		94.1	0	0	5.9		100	0	0	0		1.3	0	96.2	2.6		
Total %	19.1	0	13.9	0	33	24.7	0	0	1.5	26.3	0.5	0	0	0	0.5	0.5	0	38.7	1	40.2	

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	0	3	9	**10**	0	0	**10**	0	0	0	0	0	0	**13**	**13**	**32**
08:15 AM	**7**	0	1	8	5	0	0	5	**1**	0	0	**1**	**1**	0	11	12	26
08:30 AM	5	0	5	10	7	0	0	7	0	0	0	0	0	0	12	12	29
08:45 AM	5	0	**7**	**12**	6	0	0	6	0	0	0	0	0	0	7	7	25
Total Volume	23	0	16	39	28	0	0	28	1	0	0	1	1	0	43	44	112
% App. Total	59	0	41		100	0	0		100	0	0		2.3	0	97.7		
PHF	.821	.000	.571	.813	.700	.000	.000	.700	.250	.000	.000	.250	.250	.000	.827	.846	.875

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd AM
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Groups Printed- Trucks

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5
Total	1	0	4	0	5	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	8
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	1	0	0	0	1	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
Total	1	0	1	0	2	5	0	0	2	7	0	0	0	0	0	0	0	3	0	3	12
Grand Total	2	0	5	0	7	6	0	0	2	8	0	0	0	0	0	0	0	5	0	5	20
Apprch %	28.6	0	71.4	0		75	0	0	25		0	0	0	0		0	0	100	0		
Total %	10	0	25	0	35	30	0	0	10	40	0	0	0	0	0	0	0	25	0	25	

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	1
07:45 AM	0	0	**4**	**4**	0	0	0	0	0	0	0	0	0	0	1	1	**5**
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	2
08:15 AM	**1**	0	0	1	**2**	0	0	**2**	0	0	0	0	0	0	0	0	3
Total Volume	1	0	4	5	3	0	0	3	0	0	0	0	0	0	3	3	11
% App. Total	20	0	80		100	0	0		0	0	0		0	0	100		
PHF	.250	.000	.250	.313	.375	.000	.000	.375	.000	.000	.000	.000	.000	.000	.750	.750	.550

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd AM
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Groups Printed- Cars - Trucks

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	2	0	2	0	4	5	0	0	0	5	0	0	0	0	0	0	0	10	0	10	19
07:15 AM	5	0	2	0	7	7	0	0	0	7	0	0	0	0	0	0	0	6	0	6	20
07:30 AM	5	0	4	0	9	7	0	0	0	7	0	0	0	0	0	0	0	11	0	11	27
07:45 AM	3	0	7	0	10	2	0	0	1	3	0	0	0	0	0	0	0	7	1	8	21
Total	15	0	15	0	30	21	0	0	1	22	0	0	0	0	0	0	0	34	1	35	87
08:00 AM	6	0	3	0	9	11	0	0	0	11	0	0	0	0	0	0	0	14	1	15	35
08:15 AM	8	0	1	0	9	7	0	0	2	9	1	0	0	0	1	1	0	11	0	12	31
08:30 AM	5	0	5	0	10	8	0	0	1	9	0	0	0	0	0	0	0	12	0	12	31
08:45 AM	5	0	8	0	13	7	0	0	1	8	0	0	0	0	0	0	0	9	0	9	30
Total	24	0	17	0	41	33	0	0	4	37	1	0	0	0	1	1	0	46	1	48	127
Grand Total	39	0	32	0	71	54	0	0	5	59	1	0	0	0	1	1	0	80	2	83	214
Apprch %	54.9	0	45.1	0		91.5	0	0	8.5		100	0	0	0		1.2	0	96.4	2.4		
Total %	18.2	0	15	0	33.2	25.2	0	0	2.3	27.6	0.5	0	0	0	0.5	0.5	0	37.4	0.9	38.8	
Cars	37	0	27	0	64	48	0	0	3	51	1	0	0	0	1	1	0	75	2	78	194
% Cars	94.9	0	84.4	0	90.1	88.9	0	0	60	86.4	100	0	0	0	100	100	0	93.8	100	94	90.7
Trucks	2	0	5	0	7	6	0	0	2	8	0	0	0	0	0	0	0	5	0	5	20
% Trucks	5.1	0	15.6	0	9.9	11.1	0	0	40	13.6	0	0	0	0	0	0	0	6.2	0	6	9.3

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	6	0	3	9	**11**	0	0	**11**	0	0	0	0	0	0	**14**	**14**	**34**
08:15 AM	**8**	0	1	9	7	0	0	7	**1**	0	0	**1**	**1**	0	11	12	29
08:30 AM	5	0	5	10	8	0	0	8	0	0	0	0	0	0	12	12	30
08:45 AM	5	0	**8**	**13**	7	0	0	7	0	0	0	0	0	0	9	9	29
Total Volume	24	0	17	41	33	0	0	33	1	0	0	1	1	0	46	47	122
% App. Total	58.5	0	41.5		100	0	0		100	0	0		2.1	0	97.9		
PHF	.750	.000	.531	.788	.750	.000	.000	.750	.250	.000	.000	.250	.250	.000	.821	.839	.897

Peggy Malone & Associates

(888) 247-8602

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Groups Printed- Pedestrians

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd PM
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Groups Printed- Cars

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	3	0	3	0	6	4	0	0	3	7	0	0	0	0	0	0	0	4	0	4	17
04:15 PM	6	0	4	0	10	6	0	0	1	7	0	0	0	0	0	0	0	8	1	9	26
04:30 PM	12	0	7	0	19	3	0	0	5	8	0	0	0	0	0	0	0	5	0	5	32
04:45 PM	6	0	5	0	11	5	0	0	3	8	0	0	0	0	0	0	0	6	0	6	25
Total	27	0	19	0	46	18	0	0	12	30	0	0	0	0	0	0	0	23	1	24	100
05:00 PM	6	0	3	0	9	3	0	0	0	3	0	0	0	0	0	0	0	8	2	10	22
05:15 PM	7	0	3	0	10	9	0	1	2	12	0	0	0	0	0	0	0	8	1	9	31
05:30 PM	13	0	4	0	17	8	0	0	0	8	0	0	0	0	0	0	0	8	4	12	37
05:45 PM	7	0	8	0	15	4	0	0	1	5	0	0	0	0	0	0	0	6	5	11	31
Total	33	0	18	0	51	24	0	1	3	28	0	0	0	0	0	0	0	30	12	42	121
Grand Total	60	0	37	0	97	42	0	1	15	58	0	0	0	0	0	0	0	53	13	66	221
Apprch %	61.9	0	38.1	0		72.4	0	1.7	25.9		0	0	0	0		0	0	80.3	19.7		
Total %	27.1	0	16.7	0	43.9	19	0	0.5	6.8	26.2	0	0	0	0	0	0	0	24	5.9	29.9	

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	0	3	9	3	0	0	3	0	0	0	0	0	0	**8**	**8**	20
05:15 PM	7	0	3	10	**9**	0	**1**	**10**	0	0	0	0	0	0	8	8	28
05:30 PM	**13**	0	4	**17**	8	0	0	8	0	0	0	0	0	0	8	8	**33**
05:45 PM	7	0	**8**	15	4	0	0	4	0	0	0	0	0	0	6	6	25
Total Volume	33	0	18	51	24	0	1	25	0	0	0	0	0	0	30	30	106
% App. Total	64.7	0	35.3		96	0	4		0	0	0		0	0	100		
PHF	.635	.000	.563	.750	.667	.000	.250	.625	.000	.000	.000	.000	.000	.000	.938	.938	.803

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd PM
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Groups Printed- Trucks

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Apprch %	0	0	100	0		0	0	0	0		0	0	0	0		0	0	100	0		
Total %	0	0	33.3	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	66.7	0	66.7	

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	2
% App. Total	0	0	100		0	0	0		0	0	0		0	0	100		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd PM
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Groups Printed- Cars - Trucks

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	3	0	3	0	6	4	0	0	3	7	0	0	0	0	0	0	0	5	0	5	18
04:15 PM	6	0	4	0	10	6	0	0	1	7	0	0	0	0	0	0	0	8	1	9	26
04:30 PM	12	0	7	0	19	3	0	0	5	8	0	0	0	0	0	0	0	5	0	5	32
04:45 PM	6	0	6	0	12	5	0	0	3	8	0	0	0	0	0	0	0	6	0	6	26
Total	27	0	20	0	47	18	0	0	12	30	0	0	0	0	0	0	0	24	1	25	102
05:00 PM	6	0	3	0	9	3	0	0	0	3	0	0	0	0	0	0	0	8	2	10	22
05:15 PM	7	0	3	0	10	9	0	1	2	12	0	0	0	0	0	0	0	8	1	9	31
05:30 PM	13	0	4	0	17	8	0	0	0	8	0	0	0	0	0	0	0	9	4	13	38
05:45 PM	7	0	8	0	15	4	0	0	1	5	0	0	0	0	0	0	0	6	5	11	31
Total	33	0	18	0	51	24	0	1	3	28	0	0	0	0	0	0	0	31	12	43	122
Grand Total	60	0	38	0	98	42	0	1	15	58	0	0	0	0	0	0	0	55	13	68	224
Apprch %	61.2	0	38.8	0		72.4	0	1.7	25.9		0	0	0	0		0	0	80.9	19.1		
Total %	26.8	0	17	0	43.8	18.8	0	0.4	6.7	25.9	0	0	0	0	0	0	0	24.6	5.8	30.4	
Cars	60	0	37	0	97	42	0	1	15	58	0	0	0	0	0	0	0	53	13	66	221
% Cars	100	0	97.4	0	99	100	0	100	100	100	0	0	0	0	0	0	0	96.4	100	97.1	98.7
Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
% Trucks	0	0	2.6	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3.6	0	2.9	1.3

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	0	3	9	3	0	0	3	0	0	0	0	0	0	8	8	20
05:15 PM	7	0	3	10	**9**	0	**1**	**10**	0	0	0	0	0	0	8	8	28
05:30 PM	**13**	0	4	**17**	8	0	0	8	0	0	0	0	0	0	**9**	**9**	**34**
05:45 PM	7	0	**8**	15	4	0	0	4	0	0	0	0	0	0	6	6	25
Total Volume	33	0	18	51	24	0	1	25	0	0	0	0	0	0	31	31	107
% App. Total	64.7	0	35.3		96	0	4		0	0	0		0	0	100		
PHF	.635	.000	.563	.750	.667	.000	.250	.625	.000	.000	.000	.000	.000	.000	.861	.861	.787

Peggy Malone & Associates

(888) 247-8602

File Name : 17- Rt 460 & Patrick Rd PM
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Groups Printed- Pedestrians

	Patrick Rd Southbound					Route 460 Westbound					Baptist Church Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	4
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

	Patrick Rd Southbound				Route 460 Westbound				Baptist Church Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates

File Name : 9-Mexico Way_Blue Hills Dr and Orange Ave
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Groups Printed- Car

	Blue Hills Dr Southbound					Orange Ave Westbound					Mexico Way Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	20	1	4	0	25	6	369	2	0	377	2	1	2	0	5	0	137	49	0	186	593
07:15 AM	15	0	4	0	19	8	400	4	0	412	2	0	1	0	3	2	170	36	0	208	642
07:30 AM	27	0	6	0	33	9	375	3	0	387	5	1	2	0	8	4	241	50	0	295	723
07:45 AM	17	0	4	0	21	15	344	1	0	360	2	1	3	0	6	4	197	67	0	268	655
Total	79	1	18	0	98	38	1488	10	0	1536	11	3	8	0	22	10	745	202	0	957	2613
08:00 AM	16	0	0	0	16	9	334	4	0	347	6	5	1	0	12	2	208	57	0	267	642
08:15 AM	16	0	6	0	22	12	271	5	0	288	6	1	1	0	8	1	206	47	0	254	572
08:30 AM	5	0	2	0	7	9	289	4	0	302	4	0	2	0	6	4	183	24	0	211	526
08:45 AM	8	0	4	0	12	9	239	10	0	258	4	0	1	0	5	1	190	36	0	227	502
Total	45	0	12	0	57	39	1133	23	0	1195	20	6	5	0	31	8	787	164	0	959	2242
09:00 AM	10	0	5	1	16	0	215	10	0	225	11	1	9	0	21	6	175	26	0	207	469
09:15 AM	9	0	2	0	11	5	247	6	0	258	7	0	8	0	15	4	180	20	0	204	488
09:30 AM	14	0	3	0	17	4	259	3	0	266	8	0	5	0	13	4	177	32	0	213	509
09:45 AM	17	0	2	0	19	9	234	8	0	251	6	0	3	0	9	5	227	23	0	255	534
Total	50	0	12	1	63	18	955	27	0	1000	32	1	25	0	58	19	759	101	0	879	2000
10:00 AM	12	0	4	0	16	5	257	6	0	268	10	1	6	0	17	4	183	19	0	206	507
10:15 AM	10	1	2	0	13	2	225	14	0	241	6	0	12	0	18	4	223	18	0	245	517
10:30 AM	17	1	5	0	23	8	215	9	0	232	6	0	8	0	14	4	199	17	0	220	489
10:45 AM	16	1	3	0	20	3	244	6	0	253	5	0	5	0	10	6	212	20	0	238	521
Total	55	3	14	0	72	18	941	35	0	994	27	1	31	0	59	18	817	74	0	909	2034
11:00 AM	39	1	10	0	50	2	252	10	0	264	8	1	5	0	14	2	209	14	0	225	553
11:15 AM	20	2	9	0	31	5	212	14	0	231	7	4	13	0	24	4	198	25	0	227	513
11:30 AM	52	7	15	0	74	2	275	14	0	291	12	0	10	0	22	4	237	20	0	261	648
11:45 AM	24	2	13	0	39	7	259	19	0	285	17	6	10	0	33	3	250	49	0	302	659
Total	135	12	47	0	194	16	998	57	0	1071	44	11	38	0	93	13	894	108	0	1015	2373
12:00 PM	46	5	23	1	75	6	271	12	0	289	15	2	12	0	29	2	257	19	0	278	671
12:15 PM	38	2	18	0	58	8	255	13	0	276	18	3	12	0	33	7	254	42	0	303	670
12:30 PM	29	3	11	0	43	9	271	21	0	301	27	1	12	0	40	9	251	32	0	292	676
12:45 PM	22	2	12	0	36	11	271	8	0	290	21	3	23	0	47	5	275	41	0	321	694
Total	135	12	64	1	212	34	1068	54	0	1156	81	9	59	0	149	23	1037	134	0	1194	2711
01:00 PM	29	1	17	0	47	4	268	8	0	280	15	1	8	0	24	1	242	23	0	266	617
01:15 PM	19	0	11	0	30	7	254	6	0	267	8	1	8	1	18	3	296	31	0	330	645
01:30 PM	45	0	13	0	58	6	244	11	0	261	16	1	7	0	24	2	260	25	0	287	630
01:45 PM	15	2	5	0	22	7	242	5	0	254	6	1	13	0	20	9	293	29	0	331	627
Total	108	3	46	0	157	24	1008	30	0	1062	45	4	36	1	86	15	1091	108	0	1214	2519
02:00 PM	29	5	11	0	45	5	281	9	0	295	11	3	13	0	27	9	246	24	0	279	646
02:15 PM	33	2	14	0	49	1	277	14	0	292	13	2	11	1	27	6	304	39	0	349	717
02:30 PM	62	1	19	0	82	5	300	9	0	314	10	1	6	0	17	3	305	17	0	325	738
02:45 PM	34	1	12	0	47	7	230	4	0	241	9	2	7	0	18	8	326	46	0	380	686
Total	158	9	56	0	223	18	1088	36	0	1142	43	8	37	1	89	26	1181	126	0	1333	2787
03:00 PM	99	3	18	0	120	5	240	7	0	252	9	1	4	0	14	5	313	31	0	349	735
03:15 PM	55	2	19	0	76	6	283	4	0	293	10	3	6	0	19	5	348	38	0	391	779
03:30 PM	202	7	35	0	244	1	291	5	0	297	9	0	9	0	18	4	343	27	0	374	933
03:45 PM	56	5	33	2	96	2	325	16	0	343	10	1	10	0	21	2	338	26	0	366	826
Total	412	17	105	2	536	14	1139	32	0	1185	38	5	29	0	72	16	1342	122	0	1480	3273
04:00 PM	47	2	24	0	73	2	276	9	0	287	17	1	8	0	26	0	334	15	0	349	735
04:15 PM	39	0	12	0	51	5	267	9	0	281	6	1	4	0	11	13	351	23	0	387	730
04:30 PM	51	2	22	1	76	2	282	12	0	296	13	0	16	0	29	6	361	17	0	384	785
04:45 PM	49	0	16	0	65	4	271	9	0	284	17	0	6	0	23	6	382	29	0	417	789
Total	186	4	74	1	265	13	1096	39	0	1148	53	2	34	0	89	25	1428	84	0	1537	3039
05:00 PM	104	8	24	0	136	3	251	11	0	265	9	3	16	0	28	7	408	9	0	424	853
05:15 PM	55	0	25	0	80	0	251	8	0	259	17	1	6	0	24	4	393	18	0	415	778
05:30 PM	38	2	23	0	63	2	241	13	0	256	11	0	10	0	21	5	366	32	0	403	743
05:45 PM	25	1	18	0	44	2	274	12	0	288	6	2	6	0	14	4	413	25	0	442	788
Total	222	11	90	0	323	7	1017	44	0	1068	43	6	38	0	87	20	1580	84	0	1684	3162
06:00 PM	29	2	12	0	43	2	322	8	0	332	11	0	13	0	24	7	343	19	0	369	768
06:15 PM	24	1	11	0	36	0	290	11	0	301	8	0	7	0	15	9	320	18	0	347	699
06:30 PM	35	0	12	0	47	2	214	9	0	225	8	1	10	0	19	7	325	26	0	358	649
06:45 PM	19	0	6	0	25	2	208	3	0	213	5	1	5	0	11	3	250	30	0	283	532
Total	107	3	41	0	151	6	1034	31	0	1071	32	2	35	0	69	26	1238	93	0	1357	2648
Grand Total	1692	75	579	5	2351	245	12965	418	0	13628	469	58	375	2	904	219	12899	1400	0	14518	31401
Apprch %	72	3.2	24.6	0.2		1.8	95.1	3.1	0		51.9	6.4	41.5	0.2		1.5	88.8	9.6	0		
Total %	5.4	0.2	1.8	0	7.5	0.8	41.3	1.3	0	43.4	1.5	0.2	1.2	0	2.9	0.7	41.1	4.5	0	46.2	

Peggy Malone & Associates

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	Blue Hills Dr Southbound				Orange Ave Westbound				Mexico Way Northbound				Orange Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	0	4	19	8	**400**	**4**	**412**	2	0	1	3	2	170	36	208	642
07:30 AM	**27**	0	**6**	**33**	9	375	3	387	5	1	2	8	**4**	**241**	50	**295**	**723**
07:45 AM	17	0	4	21	**15**	344	1	360	2	1	**3**	6	4	197	**67**	268	655
08:00 AM	16	0	0	16	9	334	4	347	**6**	**5**	1	**12**	2	208	57	267	642
Total Volume	75	0	14	89	41	1453	12	1506	15	7	7	29	12	816	210	1038	2662
% App. Total	84.3	0	15.7		2.7	96.5	0.8		51.7	24.1	24.1		1.2	78.6	20.2		
PHF	.694	.000	.583	.674	.683	.908	.750	.914	.625	.350	.583	.604	.750	.846	.784	.880	.920
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**46**	**5**	**23**	**74**	6	**271**	12	289	15	2	12	29	2	257	19	278	670
12:15 PM	38	2	18	58	8	255	13	276	18	**3**	12	33	7	254	**42**	303	670
12:30 PM	29	3	11	43	9	271	**21**	**301**	**27**	1	12	40	**9**	251	32	292	676
12:45 PM	22	2	12	36	**11**	271	8	290	21	3	**23**	**47**	5	**275**	41	**321**	**694**
Total Volume	135	12	64	211	34	1068	54	1156	81	9	59	149	23	1037	134	1194	2710
% App. Total	64	5.7	30.3		2.9	92.4	4.7		54.4	6	39.6		1.9	86.9	11.2		
PHF	.734	.600	.696	.713	.773	.985	.643	.960	.750	.750	.641	.793	.639	.943	.798	.930	.976
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	99	3	18	120	5	240	7	252	9	1	4	14	**5**	313	31	349	735
03:15 PM	55	2	19	76	**6**	283	4	293	**10**	**3**	6	19	5	**348**	**38**	**391**	779
03:30 PM	**202**	**7**	**35**	**244**	1	291	5	297	9	0	9	18	4	343	27	374	**933**
03:45 PM	56	5	33	94	2	**325**	**16**	**343**	10	1	**10**	**21**	2	338	26	366	824
Total Volume	412	17	105	534	14	1139	32	1185	38	5	29	72	16	1342	122	1480	3271
% App. Total	77.2	3.2	19.7		1.2	96.1	2.7		52.8	6.9	40.3		1.1	90.7	8.2		
PHF	.510	.607	.750	.547	.583	.876	.500	.864	.950	.417	.725	.857	.800	.964	.803	.946	.876

Peggy Malone & Associates

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Groups Printed- Truck

	Blue Hills Dr Southbound					Orange Ave Westbound					Mexico Way Northbound					Orange Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	1	0	2	1	14	0	0	15	0	0	0	0	0	0	28	2	0	30	47
07:15 AM	2	0	0	0	2	1	20	0	0	21	0	0	0	0	0	0	12	2	0	14	37
07:30 AM	4	0	0	0	4	0	15	0	0	15	0	0	0	0	0	0	29	2	0	31	50
07:45 AM	7	0	1	0	8	1	23	0	0	24	0	0	0	0	0	1	23	2	0	26	58
Total	14	0	2	0	16	3	72	0	0	75	0	0	0	0	0	1	92	8	0	101	192
08:00 AM	15	0	5	0	20	0	25	0	0	25	2	0	0	0	2	0	29	1	0	30	77
08:15 AM	10	0	5	0	15	2	19	0	0	21	0	0	0	0	0	0	31	2	0	33	69
08:30 AM	5	0	5	0	10	1	20	0	0	21	1	0	0	0	1	0	22	2	0	24	56
08:45 AM	4	0	2	0	6	1	29	0	0	30	0	0	1	0	1	0	36	1	0	37	74
Total	34	0	17	0	51	4	93	0	0	97	3	0	1	0	4	0	118	6	0	124	276
09:00 AM	1	0	0	0	1	0	21	0	0	21	0	0	0	0	0	0	28	3	0	31	53
09:15 AM	2	0	1	0	3	1	14	0	0	15	0	0	0	0	0	0	26	7	0	33	51
09:30 AM	2	0	4	0	6	3	19	0	0	22	1	0	0	0	1	0	31	5	0	36	65
09:45 AM	2	0	1	0	3	1	28	1	0	30	0	0	1	0	1	0	17	2	0	19	53
Total	7	0	6	0	13	5	82	1	0	88	1	0	1	0	2	0	102	17	0	119	222
10:00 AM	4	0	5	0	9	0	34	0	0	34	0	0	1	0	1	0	27	1	0	28	72
10:15 AM	4	0	5	0	9	0	22	0	0	22	0	0	0	0	0	1	31	4	0	36	67
10:30 AM	2	0	2	0	4	0	17	0	0	17	0	0	0	0	0	0	20	3	0	23	44
10:45 AM	1	0	0	0	1	3	24	0	0	27	0	0	0	0	0	0	33	4	0	37	65
Total	11	0	12	0	23	3	97	0	0	100	0	0	1	0	1	1	111	12	0	124	248
11:00 AM	1	0	3	0	4	1	25	0	0	26	0	0	0	0	0	0	32	5	0	37	67
11:15 AM	2	0	2	0	4	1	29	0	0	30	0	0	0	0	0	0	27	5	0	32	66
11:30 AM	9	0	1	0	10	0	26	0	0	26	0	0	0	0	0	0	28	6	0	34	70
11:45 AM	5	0	2	0	7	2	17	0	0	19	0	0	0	0	0	1	25	4	0	30	56
Total	17	0	8	0	25	4	97	0	0	101	0	0	0	0	0	1	112	20	0	133	259
12:00 PM	5	0	2	0	7	3	29	0	0	32	1	0	0	0	1	0	26	1	0	27	67
12:15 PM	3	0	0	0	3	0	20	0	0	20	0	0	1	0	1	0	25	4	0	29	53
12:30 PM	1	0	1	0	2	0	17	0	0	17	0	0	0	0	0	0	31	1	0	32	51
12:45 PM	4	0	1	0	5	0	19	0	0	19	0	0	0	0	0	0	30	1	0	31	55
Total	13	0	4	0	17	3	85	0	0	88	1	0	1	0	2	0	112	7	0	119	226
01:00 PM	0	0	2	0	2	2	32	0	0	34	1	0	0	0	1	0	18	4	0	22	59
01:15 PM	9	0	2	0	11	1	26	0	0	27	0	0	0	0	0	1	21	3	0	25	63
01:30 PM	2	0	2	0	4	0	15	0	0	15	1	0	0	0	1	0	27	3	0	30	50
01:45 PM	4	0	0	0	4	2	21	0	0	23	0	0	1	0	1	0	27	4	0	31	59
Total	15	0	6	0	21	5	94	0	0	99	2	0	1	0	3	1	93	14	0	108	231
02:00 PM	4	0	1	0	5	3	21	0	0	24	0	0	0	0	0	0	36	1	0	37	66
02:15 PM	2	0	3	0	5	3	19	0	0	22	1	0	0	0	1	1	18	5	0	24	52
02:30 PM	5	0	0	0	5	0	21	0	0	21	0	0	0	0	0	0	25	2	0	27	53
02:45 PM	7	0	2	0	9	2	22	0	0	24	0	0	0	0	0	0	18	1	0	19	52
Total	18	0	6	0	24	8	83	0	0	91	1	0	0	0	1	1	97	9	0	107	223
03:00 PM	5	0	2	0	7	1	29	0	0	30	0	0	1	0	1	0	26	3	0	29	67
03:15 PM	3	0	1	0	4	6	27	0	0	33	0	0	0	0	0	0	24	4	0	28	65
03:30 PM	1	0	2	0	3	1	15	0	0	16	0	0	0	0	0	0	17	3	0	20	39
03:45 PM	5	0	1	0	6	1	30	0	0	31	0	0	1	0	1	1	26	8	0	35	73
Total	14	0	6	0	20	9	101	0	0	110	0	0	2	0	2	1	93	18	0	112	244
04:00 PM	3	1	3	0	7	0	16	0	0	16	1	0	0	0	1	1	14	3	0	18	42
04:15 PM	1	0	1	0	2	1	26	0	0	27	0	0	0	0	0	0	17	4	0	21	50
04:30 PM	2	0	0	0	2	0	16	0	0	16	0	0	0	0	0	0	16	4	0	20	38
04:45 PM	0	0	1	0	1	3	16	0	0	19	0	0	0	0	0	0	14	8	0	22	42
Total	6	1	5	0	12	4	74	0	0	78	1	0	0	0	1	1	61	19	0	81	172
05:00 PM	3	0	1	0	4	2	19	0	0	21	0	0	0	0	0	0	15	3	0	18	43
05:15 PM	2	0	0	0	2	4	20	0	0	24	0	0	0	0	0	0	4	7	0	11	37
05:30 PM	3	0	2	0	5	0	16	0	0	16	0	0	0	0	0	0	11	5	0	16	37
05:45 PM	3	0	1	0	4	2	17	0	0	19	0	0	0	0	0	0	15	2	0	17	40
Total	11	0	4	0	15	8	72	0	0	80	0	0	0	0	0	0	45	17	0	62	157
06:00 PM	6	0	1	0	7	2	8	0	0	10	0	0	0	0	0	0	11	5	0	16	33
06:15 PM	0	0	1	0	1	1	14	0	0	15	0	0	0	0	0	0	14	3	0	17	33
06:30 PM	5	0	0	0	5	1	17	0	0	18	0	0	0	0	0	0	12	7	0	19	42
06:45 PM	3	1	0	0	4	2	10	0	0	12	0	0	0	0	0	0	10	6	0	16	32
Total	14	1	2	0	17	6	49	0	0	55	0	0	0	0	0	0	47	21	0	68	140
Grand Total	174	2	78	0	254	62	999	1	0	1062	9	0	7	0	16	7	1083	168	0	1258	2590
Apprch %	68.5	0.8	30.7	0		5.8	94.1	0.1	0		56.2	0	43.8	0		0.6	86.1	13.4	0		
Total %	6.7	0.1	3	0	9.8	2.4	38.6	0	0	41	0.3	0	0.3	0	0.6	0.3	41.8	6.5	0	48.6	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**15**	0	**5**	**20**	0	25	0	25	**2**	0	0	**2**	0	29	1	30	**77**
08:15 AM	10	0	5	15	**2**	19	0	21	0	0	0	0	0	31	**2**	33	69
08:30 AM	5	0	5	10	1	20	0	21	1	0	0	1	0	22	2	24	56
08:45 AM	4	0	2	6	1	**29**	0	**30**	0	0	**1**	1	0	**36**	1	**37**	74
Total Volume	34	0	17	51	4	93	0	97	3	0	1	4	0	118	6	124	276
% App. Total	66.7	0	33.3		4.1	95.9	0		75	0	25		0	95.2	4.8		
PHF	.567	.000	.850	.638	.500	.802	.000	.808	.375	.000	.250	.500	.000	.819	.750	.838	.896
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:45 AM																	
10:45 AM	1	0	0	1	**3**	24	0	27	0	0	0	0	0	**33**	4	**37**	65
11:00 AM	1	0	**3**	4	1	25	0	26	0	0	0	0	0	32	5	37	67
11:15 AM	2	0	2	4	1	**29**	0	**30**	0	0	0	0	0	27	5	32	66
11:30 AM	**9**	0	1	**10**	0	26	0	26	0	0	0	0	0	28	**6**	34	**70**
Total Volume	13	0	6	19	5	104	0	109	0	0	0	0	0	120	20	140	268
% App. Total	68.4	0	31.6		4.6	95.4	0		0	0	0		0	85.7	14.3		
PHF	.361	.000	.500	.475	.417	.897	.000	.908	.000	.000	.000	.000	.000	.909	.833	.946	.957
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**5**	0	**2**	**7**	1	29	0	30	0	0	**1**	**1**	0	**26**	3	29	67
03:15 PM	3	0	1	4	**6**	27	0	**33**	0	0	0	0	0	24	4	28	65
03:30 PM	1	0	2	3	1	15	0	16	0	0	0	0	0	17	3	20	39
03:45 PM	5	0	1	6	1	**30**	0	31	0	0	1	1	**1**	26	**8**	**35**	**73**
Total Volume	14	0	6	20	9	101	0	110	0	0	2	2	1	93	18	112	244
% App. Total	70	0	30		8.2	91.8	0		0	0	100		0.9	83	16.1		
PHF	.700	.000	.750	.714	.375	.842	.000	.833	.000	.000	.500	.500	.250	.894	.563	.800	.836

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	21	1	5	0	27	7	383	2	0	392	2	1	2	0	5	0	165	51	0	216	640
07:15 AM	17	0	4	0	21	9	420	4	0	433	2	0	1	0	3	2	182	38	0	222	679
07:30 AM	31	0	6	0	37	9	390	3	0	402	5	1	2	0	8	4	270	52	0	326	773
07:45 AM	24	0	5	0	29	16	367	1	0	384	2	1	3	0	6	5	220	69	0	294	713
Total	93	1	20	0	114	41	1560	10	0	1611	11	3	8	0	22	11	837	210	0	1058	2805
08:00 AM	31	0	5	0	36	9	359	4	0	372	8	5	1	0	14	2	237	58	0	297	719
08:15 AM	26	0	11	0	37	14	290	5	0	309	6	1	1	0	8	1	237	49	0	287	641
08:30 AM	10	0	7	0	17	10	309	4	0	323	5	0	2	0	7	4	205	26	0	235	582
08:45 AM	12	0	6	0	18	10	268	10	0	288	4	0	2	0	6	1	226	37	0	264	576
Total	79	0	29	0	108	43	1226	23	0	1292	23	6	6	0	35	8	905	170	0	1083	2518
09:00 AM	11	0	5	1	17	0	236	10	0	246	11	1	9	0	21	6	203	29	0	238	522
09:15 AM	11	0	3	0	14	6	261	6	0	273	7	0	8	0	15	4	206	27	0	237	539
09:30 AM	16	0	7	0	23	7	278	3	0	288	9	0	5	0	14	4	208	37	0	249	574
09:45 AM	19	0	3	0	22	10	262	9	0	281	6	0	4	0	10	5	244	25	0	274	587
Total	57	0	18	1	76	23	1037	28	0	1088	33	1	26	0	60	19	861	118	0	998	2222
10:00 AM	16	0	9	0	25	5	291	6	0	302	10	1	7	0	18	4	210	20	0	234	579
10:15 AM	14	1	7	0	22	2	247	14	0	263	6	0	12	0	18	5	254	22	0	281	584
10:30 AM	19	1	7	0	27	8	232	9	0	249	6	0	8	0	14	4	219	20	0	243	533
10:45 AM	17	1	3	0	21	6	268	6	0	280	5	0	5	0	10	6	245	24	0	275	586
Total	66	3	26	0	95	21	1038	35	0	1094	27	1	32	0	60	19	928	86	0	1033	2282
11:00 AM	40	1	13	0	54	3	277	10	0	290	8	1	5	0	14	2	241	19	0	262	620
11:15 AM	22	2	11	0	35	6	241	14	0	261	7	4	13	0	24	4	225	30	0	259	579
11:30 AM	61	7	16	0	84	2	301	14	0	317	12	0	10	0	22	4	265	26	0	295	718
11:45 AM	29	2	15	0	46	9	276	19	0	304	17	6	10	0	33	4	275	53	0	332	715
Total	152	12	55	0	219	20	1095	57	0	1172	44	11	38	0	93	14	1006	128	0	1148	2632
12:00 PM	51	5	25	1	82	9	300	12	0	321	16	2	12	0	30	2	283	20	0	305	738
12:15 PM	41	2	18	0	61	8	275	13	0	296	18	3	13	0	34	7	279	46	0	332	723
12:30 PM	30	3	12	0	45	9	288	21	0	318	27	1	12	0	40	9	282	33	0	324	727
12:45 PM	26	2	13	0	41	11	290	8	0	309	21	3	23	0	47	5	305	42	0	352	749
Total	148	12	68	1	229	37	1153	54	0	1244	82	9	60	0	151	23	1149	141	0	1313	2937
01:00 PM	29	1	19	0	49	6	300	8	0	314	16	1	8	0	25	1	260	27	0	288	676
01:15 PM	28	0	13	0	41	8	280	6	0	294	8	1	8	1	18	4	317	34	0	355	708
01:30 PM	47	0	15	0	62	6	259	11	0	276	17	1	7	0	25	2	287	28	0	317	680
01:45 PM	19	2	5	0	26	9	263	5	0	277	6	1	14	0	21	9	320	33	0	362	686
Total	123	3	52	0	178	29	1102	30	0	1161	47	4	37	1	89	16	1184	122	0	1322	2750
02:00 PM	33	5	12	0	50	8	302	9	0	319	11	3	13	0	27	9	282	25	0	316	712
02:15 PM	35	2	17	0	54	4	296	14	0	314	14	2	11	1	28	7	322	44	0	373	769
02:30 PM	67	1	19	0	87	5	321	9	0	335	10	1	6	0	17	3	330	19	0	352	791
02:45 PM	41	1	14	0	56	9	252	4	0	265	9	2	7	0	18	8	344	47	0	399	738
Total	176	9	62	0	247	26	1171	36	0	1233	44	8	37	1	90	27	1278	135	0	1440	3010
03:00 PM	104	3	20	0	127	6	269	7	0	282	9	1	5	0	15	5	339	34	0	378	802
03:15 PM	58	2	20	0	80	12	310	4	0	326	10	3	6	0	19	5	372	42	0	419	844
03:30 PM	203	7	37	0	247	2	306	5	0	313	9	0	9	0	18	4	360	30	0	394	972
03:45 PM	61	5	34	2	102	3	355	16	0	374	10	1	11	0	22	3	364	34	0	401	899
Total	426	17	111	2	556	23	1240	32	0	1295	38	5	31	0	74	17	1435	140	0	1592	3517
04:00 PM	50	3	27	0	80	2	292	9	0	303	18	1	8	0	27	1	348	18	0	367	777
04:15 PM	40	0	13	0	53	6	293	9	0	308	6	1	4	0	11	13	368	27	0	408	780
04:30 PM	53	2	22	1	78	2	298	12	0	312	13	0	16	0	29	6	377	21	0	404	823
04:45 PM	49	0	17	0	66	7	287	9	0	303	17	0	6	0	23	6	396	37	0	439	831
Total	192	5	79	1	277	17	1170	39	0	1226	54	2	34	0	90	26	1489	103	0	1618	3211
05:00 PM	107	8	25	0	140	5	270	11	0	286	9	3	16	0	28	7	423	12	0	442	896
05:15 PM	57	0	25	0	82	4	271	8	0	283	17	1	6	0	24	4	397	25	0	426	815
05:30 PM	41	2	25	0	68	2	257	13	0	272	11	0	10	0	21	5	377	37	0	419	780
05:45 PM	28	1	19	0	48	4	291	12	0	307	6	2	6	0	14	4	428	27	0	459	828
Total	233	11	94	0	338	15	1089	44	0	1148	43	6	38	0	87	20	1625	101	0	1746	3319
06:00 PM	35	2	13	0	50	4	330	8	0	342	11	0	13	0	24	7	354	24	0	385	801
06:15 PM	24	1	12	0	37	1	304	11	0	316	8	0	7	0	15	9	334	21	0	364	732
06:30 PM	40	0	12	0	52	3	231	9	0	243	8	1	10	0	19	7	337	33	0	377	691
06:45 PM	22	1	6	0	29	4	218	3	0	225	5	1	5	0	11	3	260	36	0	299	564
Total	121	4	43	0	168	12	1083	31	0	1126	32	2	35	0	69	26	1285	114	0	1425	2788
Grand Total	1866	77	657	5	2605	307	13964	419	0	14690	478	58	382	2	920	226	13982	1568	0	15776	33991
Apprch %	71.6	3	25.2	0.2		2.1	95.1	2.9	0		52	6.3	41.5	0.2		1.4	88.6	9.9	0		
Total %	5.5	0.2	1.9	0	7.7	0.9	41.1	1.2	0	43.2	1.4	0.2	1.1	0	2.7	0.7	41.1	4.6	0	46.4	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	0	4	21	9	**420**	**4**	**433**	2	0	1	3	2	182	38	222	679
07:30 AM	**31**	0	**6**	**37**	9	390	3	402	5	1	2	8	4	**270**	52	**326**	**773**
07:45 AM	24	0	5	29	**16**	367	1	384	2	1	**3**	6	**5**	220	**69**	294	713
08:00 AM	31	0	5	36	9	359	4	372	**8**	**5**	1	**14**	2	237	58	297	719
Total Volume	103	0	20	123	43	1536	12	1591	17	7	7	31	13	909	217	1139	2884
% App. Total	83.7	0	16.3		2.7	96.5	0.8		54.8	22.6	22.6		1.1	79.8	19.1		
PHF	.831	.000	.833	.831	.672	.914	.750	.919	.531	.350	.583	.554	.650	.842	.786	.873	.933
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**51**	**5**	**25**	**81**	9	**300**	12	**321**	16	2	12	30	2	283	20	305	737
12:15 PM	41	2	18	61	8	275	13	296	18	**3**	13	34	7	279	**46**	332	723
12:30 PM	30	3	12	45	9	288	**21**	318	**27**	1	12	40	**9**	282	33	324	727
12:45 PM	26	2	13	41	**11**	290	8	309	21	3	**23**	**47**	5	**305**	42	**352**	**749**
Total Volume	148	12	68	228	37	1153	54	1244	82	9	60	151	23	1149	141	1313	2936
% App. Total	64.9	5.3	29.8		3	92.7	4.3		54.3	6	39.7		1.8	87.5	10.7		
PHF	.725	.600	.680	.704	.841	.961	.643	.969	.759	.750	.652	.803	.639	.942	.766	.933	.980
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	104	3	20	127	6	269	7	282	9	1	5	15	**5**	339	34	378	802
03:15 PM	58	2	20	80	**12**	310	4	326	**10**	**3**	6	19	5	**372**	**42**	**419**	844
03:30 PM	**203**	**7**	**37**	**247**	2	306	5	313	9	0	9	18	4	360	30	394	**972**
03:45 PM	61	5	34	100	3	**355**	**16**	**374**	10	1	**11**	**22**	3	364	34	401	897
Total Volume	426	17	111	554	23	1240	32	1295	38	5	31	74	17	1435	140	1592	3515
% App. Total	76.9	3.1	20		1.8	95.8	2.5		51.4	6.8	41.9		1.1	90.1	8.8		
PHF	.525	.607	.750	.561	.479	.873	.500	.866	.950	.417	.705	.841	.850	.964	.833	.950	.904

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 10/1/2019

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: WEST
Lane: 1

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
07:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
07:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
08:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: WEST
Lane: 1

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
10:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
16:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
16:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 10/1/2019

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: WEST
Lane: 1

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	0	54	15	0	0	0	0	0	0	0	0	0	0	0	0	69
PERCENTS	0.0%	78.3%	21.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	06:45	06:45	06:45
AM Peaks	10	5	15
PM Times	15:00	15:45	15:30
PM Peaks	6	3	8

GRAND TOTAL	0	15	0	0	0	0	0	0

		54	0		0		0		0		0		0		69
PERCENTS	0.0%	78.3%	21.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: EAST
Lane: 2

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
07:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: EAST
Lane: 2

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4

Site Reference: Site 18
Site ID: 000000003590
Location: Evans Lane, E of US 460
Direction: EAST
Lane: 2

File: 460.prn
City: 19-363 KL Min
County: 37.30824, -79.88679

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
17:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	0	45	13	0	0	0	0	0	0	0	0	0	0	0	0	58
PERCENTS	0.0%	77.6%	22.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	11:15	06:45	11:15
AM Peaks	6	4	7
PM Times	17:15	21:30	17:15
PM Peaks	11	2	12

GRAND TOTAL	0	13	0	0	0	0	0	0

		45	0		0		0		0		0		0		58
PERCENTS	0.0%	77.6%	22.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
904-992-8072

File Name : 19-Rt 460 and Blue Hills Village Dr AM
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Groups Printed- Car

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	10	3	3	16	0	4	2	6	2	0	1	0	3	26
07:15 AM	0	0	2	0	2	13	2	3	18	0	0	2	2	1	0	1	0	2	24
07:30 AM	0	0	1	0	1	18	3	3	24	0	1	1	2	5	0	1	0	6	33
07:45 AM	0	0	0	0	0	35	7	7	49	0	3	2	5	1	0	0	0	1	55
Total	1	0	3	0	4	76	15	16	107	0	8	7	15	9	0	3	0	12	138
08:00 AM	0	0	0	0	0	20	8	5	33	0	7	2	9	3	0	1	0	4	46
08:15 AM	0	0	1	0	1	7	3	8	18	1	2	1	4	5	0	0	0	5	28
08:30 AM	0	0	0	0	0	12	3	4	19	2	0	5	7	5	0	1	0	6	32
08:45 AM	0	0	1	0	1	8	0	6	14	1	0	4	5	7	0	3	0	10	30
Total	0	0	2	0	2	47	14	23	84	4	9	12	25	20	0	5	0	25	136
Grand Total	1	0	5	0	6	123	29	39	191	4	17	19	40	29	0	8	0	37	274
Apprch %	16.7	0	83.3	0		64.4	15.2	20.4		10	42.5	47.5		78.4	0	21.6	0		
Total %	0.4	0	1.8	0	2.2	44.9	10.6	14.2	69.7	1.5	6.2	6.9	14.6	10.6	0	2.9	0	13.5	

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:15 AM															
07:15 AM	0	0	**2**	**2**	13	2	15	0	0	0	1	0	**1**	2	19
07:30 AM	0	0	1	1	18	3	21	0	1	1	**5**	0	1	**6**	29
07:45 AM	0	0	0	0	**35**	7	**42**	0	3	3	1	0	0	1	**46**
08:00 AM	0	0	0	0	20	**8**	28	0	**7**	**7**	3	0	1	4	39
Total Volume	0	0	3	3	86	20	106	0	11	11	10	0	3	13	133
% App. Total	0	0	100		81.1	18.9		0	100		76.9	0	23.1		
PHF	.000	.000	.375	.375	.614	.625	.631	.000	.393	.393	.500	.000	.750	.542	.723

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904-992-8072

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Groups Printed- Truck

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	5	1	1	7	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0	0	0	1	3
08:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	1	0	1	1	0	2	3	1	0	1	0	2	7
Grand Total	0	0	1	0	1	5	2	1	8	1	0	2	3	1	0	1	0	2	14
Apprch %	0	0	100	0		62.5	25	12.5		33.3	0	66.7		50	0	50	0		
Total %	0	0	7.1	0	7.1	35.7	14.3	7.1	57.1	7.1	0	14.3	21.4	7.1	0	7.1	0	14.3	

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	0	0	0	0	**2**	**1**	**3**	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	1	**1**	0	**1**	0	0	**1**	**1**	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	1	1
Total Volume	0	0	0	0	2	2	4	1	0	1	1	0	1	2	7
% App. Total	0	0	0		50	50		100	0		50	0	50		
PHF	.000	.000	.000	.000	.250	.500	.333	.250	.000	.250	.250	.000	.250	.500	.583

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Groups Printed- Car - Truck

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	11	3	4	18	0	4	2	6	2	0	1	0	3	28
07:15 AM	0	0	2	0	2	15	2	3	20	0	0	2	2	1	0	1	0	2	26
07:30 AM	0	0	1	0	1	18	3	3	24	0	1	1	2	5	0	1	0	6	33
07:45 AM	0	0	0	0	0	37	8	7	52	0	3	2	5	1	0	0	0	1	58
Total	1	0	3	0	4	81	16	17	114	0	8	7	15	9	0	3	0	12	145
08:00 AM	0	0	0	0	0	20	8	5	33	0	7	2	9	3	0	1	0	4	46
08:15 AM	0	0	1	0	1	7	4	8	19	2	2	1	5	5	0	1	0	6	31
08:30 AM	0	0	0	0	0	12	3	4	19	2	0	7	9	6	0	1	0	7	35
08:45 AM	0	0	2	0	2	8	0	6	14	1	0	4	5	7	0	3	0	10	31
Total	0	0	3	0	3	47	15	23	85	5	9	14	28	21	0	6	0	27	143
Grand Total	1	0	6	0	7	128	31	40	199	5	17	21	43	30	0	9	0	39	288
Apprch %	14.3	0	85.7	0		64.3	15.6	20.1		11.6	39.5	48.8		76.9	0	23.1	0		
Total %	0.3	0	2.1	0	2.4	44.4	10.8	13.9	69.1	1.7	5.9	7.3	14.9	10.4	0	3.1	0	13.5	
Car	1	0	5	0	6	123	29	39	191	4	17	19	40	29	0	8	0	37	274
% Car	100	0	83.3	0	85.7	96.1	93.5	97.5	96	80	100	90.5	93	96.7	0	88.9	0	94.9	95.1
Truck	0	0	1	0	1	5	2	1	8	1	0	2	3	1	0	1	0	2	14
% Truck	0	0	16.7	0	14.3	3.9	6.5	2.5	4	20	0	9.5	7	3.3	0	11.1	0	5.1	4.9

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:30 AM															
07:30 AM	0	0	**1**	**1**	18	3	21	0	1	1	**5**	0	**1**	**6**	29
07:45 AM	0	0	0	0	**37**	**8**	**45**	0	3	3	1	0	0	1	**49**
08:00 AM	0	0	0	0	20	8	28	0	**7**	**7**	3	0	1	4	39
08:15 AM	0	0	1	1	7	4	11	**2**	2	4	5	0	1	6	22
Total Volume	0	0	2	2	82	23	105	2	13	15	14	0	3	17	139
% App. Total	0	0	100		78.1	21.9		13.3	86.7		82.4	0	17.6		
PHF	.000	.000	.500	.500	.554	.719	.583	.250	.464	.536	.700	.000	.750	.708	.709

Peggy Malone & Associates
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Groups Printed- Pedestrians

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0		0	0	0	0		
Total %																			

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone & Associates
904-992-8072

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Groups Printed- Car

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	1	0	1	9	5	0	14	3	0	2	5	2	0	1	0	3	23
04:15 PM	0	0	1	0	1	6	7	4	17	2	1	0	3	10	0	3	0	13	34
04:30 PM	1	0	1	0	2	5	4	6	15	3	0	0	3	5	0	2	0	7	27
04:45 PM	0	0	1	0	1	0	8	4	12	3	0	2	5	6	0	3	0	9	27
Total	1	0	4	0	5	20	24	14	58	11	1	4	16	23	0	9	0	32	111
05:00 PM	0	0	2	0	2	7	2	2	11	1	1	3	5	4	0	3	0	7	25
05:15 PM	1	0	0	0	1	4	6	3	13	4	1	0	5	2	0	0	0	2	21
05:30 PM	0	0	2	0	2	8	6	4	18	0	0	2	2	2	0	3	0	5	27
05:45 PM	0	0	0	0	0	4	9	3	16	1	2	3	6	7	0	1	0	8	30
Total	1	0	4	0	5	23	23	12	58	6	4	8	18	15	0	7	0	22	103
Grand Total	2	0	8	0	10	43	47	26	116	17	5	12	34	38	0	16	0	54	214
Apprch %	20	0	80	0		37.1	40.5	22.4		50	14.7	35.3		70.4	0	29.6	0		
Total %	0.9	0	3.7	0	4.7	20.1	22	12.1	54.2	7.9	2.3	5.6	15.9	17.8	0	7.5	0	25.2	

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	**1**	1	**9**	5	**14**	**3**	0	**3**	2	0	1	3	21
04:15 PM	0	0	1	1	6	7	13	2	**1**	3	**10**	0	**3**	**13**	**30**
04:30 PM	**1**	0	1	**2**	5	4	9	3	0	3	5	0	2	7	21
04:45 PM	0	0	1	1	0	**8**	8	3	0	3	6	0	3	9	21
Total Volume	1	0	4	5	20	24	44	11	1	12	23	0	9	32	93
% App. Total	20	0	80		45.5	54.5		91.7	8.3		71.9	0	28.1		
PHF	.250	.000	1.00	.625	.556	.750	.786	.917	.250	1.00	.575	.000	.750	.615	.775

Peggy Malone & Associates
904-992-8072

File Name : 19-Rt 460 and Blue Hills Village Dr PM
Site Code :
Start Date : 10/8/2019
Page No : 1

Groups Printed- Truck

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	3	0	0	3	0	0	1	1	0	0	0	0	0	4
04:15 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	10	0	0	10	0	0	1	1	0	0	0	0	0	11
05:00 PM	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	2	0	0	2	1	0	0	1	0	0	0	0	0	4
Grand Total	1	0	0	0	1	12	0	0	12	1	0	1	2	0	0	0	0	0	15
Apprch %	100	0	0	0		100	0	0		50	0	50		0	0	0	0		
Total %	6.7	0	0	0	6.7	80	0	0	80	6.7	0	6.7	13.3	0	0	0	0	0	

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	**4**	0	**4**	0	0	0	0	0	0	0	**4**
04:30 PM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	10	0	10	0	0	0	0	0	0	0	10
% App. Total	0	0	0		100	0		0	0		0	0	0		
PHF	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.000	.000	.625

Peggy Malone & Associates
904-992-8072

File Name : 19-Rt 460 and Blue Hills Village Dr PM
Site Code :
Start Date : 10/8/2019
Page No : 1

Groups Printed- Car - Truck

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	1	0	1	12	5	0	17	3	0	3	6	2	0	1	0	3	27
04:15 PM	0	0	1	0	1	10	7	4	21	2	1	0	3	10	0	3	0	13	38
04:30 PM	1	0	1	0	2	6	4	6	16	3	0	0	3	5	0	2	0	7	28
04:45 PM	0	0	1	0	1	2	8	4	14	3	0	2	5	6	0	3	0	9	29
Total	1	0	4	0	5	30	24	14	68	11	1	5	17	23	0	9	0	32	122
05:00 PM	1	0	2	0	3	8	2	2	12	1	1	3	5	4	0	3	0	7	27
05:15 PM	1	0	0	0	1	5	6	3	14	5	1	0	6	2	0	0	0	2	23
05:30 PM	0	0	2	0	2	8	6	4	18	0	0	2	2	2	0	3	0	5	27
05:45 PM	0	0	0	0	0	4	9	3	16	1	2	3	6	7	0	1	0	8	30
Total	2	0	4	0	6	25	23	12	60	7	4	8	19	15	0	7	0	22	107
Grand Total	3	0	8	0	11	55	47	26	128	18	5	13	36	38	0	16	0	54	229
Apprch %	27.3	0	72.7	0		43	36.7	20.3		50	13.9	36.1		70.4	0	29.6	0		
Total %	1.3	0	3.5	0	4.8	24	20.5	11.4	55.9	7.9	2.2	5.7	15.7	16.6	0	7	0	23.6	
Car	2	0	8	0	10	43	47	26	116	17	5	12	34	38	0	16	0	54	214
% Car	66.7	0	100	0	90.9	78.2	100	100	90.6	94.4	100	92.3	94.4	100	0	100	0	100	93.4
Truck	1	0	0	0	1	12	0	0	12	1	0	1	2	0	0	0	0	0	15
% Truck	33.3	0	0	0	9.1	21.8	0	0	9.4	5.6	0	7.7	5.6	0	0	0	0	0	6.6

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	**1**	1	**12**	5	**17**	**3**	0	**3**	2	0	1	3	24
04:15 PM	0	0	1	1	10	7	17	2	**1**	3	**10**	0	**3**	**13**	**34**
04:30 PM	**1**	0	1	**2**	6	4	10	3	0	3	5	0	2	7	22
04:45 PM	0	0	1	1	2	**8**	10	3	0	3	6	0	3	9	23
Total Volume	1	0	4	5	30	24	54	11	1	12	23	0	9	32	103
% App. Total	20	0	80		55.6	44.4		91.7	8.3		71.9	0	28.1		
PHF	.250	.000	1.00	.625	.625	.750	.794	.917	.250	1.00	.575	.000	.750	.615	.757

Peggy Malone & Associates
904-992-8072

File Name : 19-Rt 460 and Blue Hills Village Dr PM
Site Code :
Start Date : 10/8/2019
Page No : 1

Groups Printed- Pedestrians

	Blue Hills Village Dr Southbound					Route 460 Westbound				Route 460 Eastbound				Business Entrance Northbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0	100		0	0	100		0	0	0		0	0	0	0		
Total %	0	0	0	50	50	0	0	50	50	0	0	0	0	0	0	0	0	0	

	Blue Hills Village Dr Southbound				Route 460 Westbound			Route 460 Eastbound			Business Entrance Northbound				
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: EAST
Lane: 1

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	3	0	0	1	0	0	0	0	0	0	0	0	0	6
06:15	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	8	3	0	0	1	0	0	0	0	0	0	0	0	0	12
07:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
07:30	0	10	1	0	0	1	0	0	0	0	0	0	0	0	0	12
07:45	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
08:00	1	9	5	0	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	1	33	11	0	2	1	0	0	0	0	0	0	0	0	0	48
08:15	1	9	1	0	0	1	0	0	0	0	0	0	0	0	0	12
08:30	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
08:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	26	8	0	0	1	0	0	1	0	0	0	0	0	0	37

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: EAST
Lane: 1

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
09:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
09:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
10:15	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
10:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
11:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	20	9	0	0	0	0	0	0	0	0	0	0	0	0	30
11:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
11:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
11:45	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
12:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	32	7	0	1	0	0	0	0	0	0	0	0	0	0	40
12:15	1	12	1	0	0	0	0	0	0	0	0	0	0	0	0	14
12:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
12:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
13:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	41	8	0	0	0	0	0	0	0	0	0	0	0	0	50
13:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
13:30	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
13:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
14:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
Hour Total	0	37	10	0	0	0	0	0	1	0	0	0	0	0	0	48
14:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
14:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
15:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	29	7	0	0	0	0	0	0	0	0	0	0	0	0	36
15:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
15:30	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
15:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
16:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	34	3	0	1	0	0	0	0	0	0	0	0	0	0	38
16:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
16:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
17:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	18	8	0	0	0	0	0	0	0	0	0	0	0	0	26
17:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
17:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
17:45	1	9	2	0	0	0	0	0	0	0	0	0	0	0	0	12
18:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
Hour Total	1	31	6	0	0	0	0	0	1	0	0	0	0	0	0	39

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: EAST
Lane: 1

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
18:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
18:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
19:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	26	6	0	0	0	0	0	0	0	0	0	0	0	0	32
19:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
20:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
20:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
20:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
21:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
21:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
22:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
24:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DAY TOTAL	5	421	102	0	4	4	0	0	4	0	0	0	0	0	0	540
PERCENTS	0.9%	78.0%	18.9%	0.0%	0.7%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.8% Trucks & Buses 2.2%

AM Times	07:30	07:30	07:45	07:15	05:30	07:45		07:30
AM Peaks	2	37	13	2	2	1		53
PM Times	11:30	12:30	13:00	11:30		13:15		12:30
PM Peaks	1	43	11	1		1		53

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: EAST
Lane: 1

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	5	421	102	0	4	4	0	0	4	0	0	0	0	0	0	540
PERCENTS	0.9%	78.0%	18.9%	0.0%	0.7%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: WEST
Lane: 2

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	1	0	0	1	0	0	0	0	0	0	5
07:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	6	0	0	1	0	0	0	0	0	0	0	0	0	10
08:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: WEST
Lane: 2

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
09:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
09:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
10:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
11:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
12:15	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
12:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	2	0	0	1	0	0	0	0	0	0	0	0	0	13
13:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
13:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
16:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
17:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
17:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: WEST
Lane: 2

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
20:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAY TOTAL	0	76	29	0	2	3	0	1	1	0	0	0	0	0	0	112
PERCENTS	0.0%	67.9%	25.9%	0.0%	1.8%	2.7%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.8% Trucks & Buses 6.3%

AM Times	08:30	07:30	11:15	05:30	05:30		08:30
AM Peaks	10	8	1	1	1		12
PM Times	12:00	15:45	11:30	11:30	14:15		12:00
PM Peaks	12	5	1	1	1		16

Peggy Malone and Associates

CLASSIFICATION SUMMARY
Tue 10/1/2019

Station #: Site 20
Site ID: 000000003595
Location: Trail Dr, W of US 460
Direction: WEST
Lane: 2

File: 20-Trail Dr, W of US 460.prn
Job#: 19-363 KL Min
GPS: 37.31067, -79.88636

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
GRAND TOTAL	0	76	29	0	2	3	0	1	1	0	0	0	0	0	0	112
PERCENTS	0.0%	67.9%	25.9%	0.0%	1.8%	2.7%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Peggy Malone & Associates

File Name : 10-Ruritan Rd and Challenger Ave
Site Code :
Start Date : 4/12/2017
Page No : 1

Groups Printed- Car

	Ruritan Rd Southbound					Challenger Ave Westbound					CVS Northbound					Challenger Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	47	0	13	0	60	14	329	2	0	345	0	0	0	0	0	1	134	18	0	153	558
07:15 AM	36	0	20	0	56	28	376	0	0	404	0	0	0	0	0	0	174	18	0	192	652
07:30 AM	34	0	27	0	61	13	341	0	0	354	0	0	1	0	1	1	206	22	0	229	645
07:45 AM	47	0	20	0	67	27	308	1	0	336	0	1	0	0	1	2	188	29	0	219	623
Total	164	0	80	0	244	82	1354	3	0	1439	0	1	1	0	2	4	702	87	0	793	2478
08:00 AM	44	0	15	0	59	6	277	0	0	283	0	0	1	0	1	1	189	20	0	210	553
08:15 AM	32	0	13	0	45	15	268	0	0	283	1	0	1	0	2	2	190	27	0	219	549
08:30 AM	33	0	8	0	41	17	256	1	0	274	0	0	0	0	0	1	184	14	0	199	514
08:45 AM	29	0	13	0	42	6	214	2	0	222	0	0	1	1	2	1	158	21	0	180	446
Total	138	0	49	0	187	44	1015	3	0	1062	1	0	3	1	5	5	721	82	0	808	2062
09:00 AM	18	0	16	0	34	10	200	2	0	212	2	0	1	0	3	3	188	23	0	214	463
09:15 AM	22	0	15	0	37	11	254	3	0	268	1	1	1	0	3	1	161	19	0	181	489
09:30 AM	32	0	14	0	46	9	212	1	0	222	1	0	3	0	4	2	196	20	0	218	490
09:45 AM	11	0	10	0	21	16	250	2	0	268	1	1	1	0	3	7	204	10	0	221	513
Total	83	0	55	0	138	46	916	8	0	970	5	2	6	0	13	13	749	72	0	834	1955
10:00 AM	25	0	11	0	36	14	238	2	0	254	6	1	1	0	8	2	173	25	0	200	498
10:15 AM	19	0	13	0	32	13	217	3	0	233	3	0	1	0	4	3	206	19	0	228	497
10:30 AM	14	0	19	0	33	11	217	3	0	231	3	1	3	0	7	5	211	24	0	240	511
10:45 AM	18	1	11	0	30	17	228	7	0	252	4	0	3	0	7	5	173	13	0	191	480
Total	76	1	54	0	131	55	900	15	0	970	16	2	8	0	26	15	763	81	0	859	1986
11:00 AM	28	0	15	0	43	14	230	4	0	248	8	1	3	0	12	4	190	27	0	221	524
11:15 AM	18	1	19	0	38	15	228	1	0	244	6	1	1	0	8	6	198	30	0	234	524
11:30 AM	15	0	14	0	29	26	264	7	0	297	2	0	2	0	4	5	209	48	0	262	592
11:45 AM	24	1	23	0	48	31	269	0	0	300	5	0	3	0	8	5	263	37	0	305	661
Total	85	2	71	0	158	86	991	12	0	1089	21	2	9	0	32	20	860	142	0	1022	2301
12:00 PM	29	1	21	0	51	20	248	3	0	271	6	2	1	1	10	7	234	51	0	292	624
12:15 PM	26	0	27	0	53	26	249	3	0	278	7	1	3	0	11	4	239	52	0	295	637
12:30 PM	25	1	26	0	52	26	268	1	0	295	6	0	2	0	8	8	247	34	0	289	644
12:45 PM	28	0	30	0	58	22	266	0	0	288	3	1	1	1	6	7	252	33	0	292	644
Total	108	2	104	0	214	94	1031	7	0	1132	22	4	7	2	35	26	972	170	0	1168	2549
01:00 PM	31	0	24	0	55	27	233	2	0	262	5	0	3	0	8	5	232	51	0	288	613
01:15 PM	29	1	28	0	58	29	227	3	0	259	5	1	3	0	9	4	266	30	0	300	626
01:30 PM	30	0	21	1	52	21	227	1	0	249	5	1	1	0	7	4	248	49	0	301	609
01:45 PM	24	0	27	0	51	28	244	3	0	275	6	0	1	0	7	0	274	34	0	308	641
Total	114	1	100	1	216	105	931	9	0	1045	21	2	8	0	31	13	1020	164	0	1197	2489
02:00 PM	20	1	22	0	43	18	256	4	0	278	4	2	2	0	8	6	274	34	0	314	643
02:15 PM	17	1	14	1	33	27	260	1	0	288	1	0	2	0	3	1	297	35	0	333	657
02:30 PM	22	1	15	0	38	30	289	1	0	320	2	1	2	0	5	5	302	21	0	328	691
02:45 PM	23	0	24	0	47	18	214	3	0	235	6	2	5	0	13	10	308	28	0	346	641
Total	82	3	75	1	161	93	1019	9	0	1121	13	5	11	0	29	22	1181	118	0	1321	2632
03:00 PM	32	0	15	0	47	18	227	0	0	245	4	1	5	0	10	6	317	34	0	357	659
03:15 PM	20	0	15	0	35	13	243	3	0	259	3	0	1	0	4	8	349	41	0	398	696
03:30 PM	24	0	19	0	43	18	321	1	0	340	4	1	3	1	9	3	311	33	0	347	739
03:45 PM	17	0	21	0	38	28	281	0	0	309	9	1	5	1	16	10	333	44	0	387	750
Total	93	0	70	0	163	77	1072	4	0	1153	20	3	14	2	39	27	1310	152	0	1489	2844
04:00 PM	25	0	15	0	40	21	265	0	0	286	8	1	2	0	11	7	350	55	0	412	749
04:15 PM	23	1	28	0	52	14	247	4	0	265	4	0	1	0	5	3	326	31	0	360	682
04:30 PM	25	0	11	0	36	27	264	4	0	295	5	0	5	0	10	7	351	46	0	404	745
04:45 PM	11	0	26	0	37	20	272	1	0	293	5	2	4	0	11	7	369	51	0	427	768
Total	84	1	80	0	165	82	1048	9	0	1139	22	3	12	0	37	24	1396	183	0	1603	2944
05:00 PM	17	1	28	0	46	31	230	0	0	261	6	0	4	0	10	10	376	53	0	439	756
05:15 PM	26	0	27	0	53	33	230	4	0	267	7	1	3	0	11	6	362	56	0	424	755
05:30 PM	24	0	19	0	43	38	237	6	0	281	4	0	11	0	15	9	318	47	0	374	713
05:45 PM	22	1	23	0	46	24	232	4	0	260	5	2	10	0	17	14	390	53	0	457	780
Total	89	2	97	0	188	126	929	14	0	1069	22	3	28	0	53	39	1446	209	0	1694	3004
06:00 PM	43	2	25	0	70	26	269	2	0	297	9	0	5	0	14	5	327	71	0	403	784
06:15 PM	35	0	28	0	63	27	268	1	0	296	7	3	0	0	10	8	309	43	0	360	729
06:30 PM	36	0	31	0	67	20	185	2	0	207	2	0	1	0	3	0	275	42	0	317	594
06:45 PM	20	0	23	0	43	22	193	2	0	217	1	0	2	0	3	4	246	37	0	287	550
Total	134	2	107	0	243	95	915	7	0	1017	19	3	8	0	30	17	1157	193	0	1367	2657
Grand Total	1250	14	942	2	2208	985	12121	100	0	13206	182	30	115	5	332	225	12277	1653	0	14155	29901
Apprch %	56.6	0.6	42.7	0.1		7.5	91.8	0.8	0		54.8	9	34.6	1.5		1.6	86.7	11.7	0		
Total %	4.2	0	3.2	0	7.4	3.3	40.5	0.3	0	44.2	0.6	0.1	0.4	0	1.1	0.8	41.1	5.5	0	47.3	

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	Ruritan Rd Southbound				Challenger Ave Westbound				CVS Northbound				Challenger Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**47**	0	13	60	14	329	**2**	345	0	0	0	0	1	134	18	153	558
07:15 AM	36	0	20	56	**28**	**376**	0	**404**	0	0	0	0	0	174	18	192	**652**
07:30 AM	34	0	**27**	61	13	341	0	354	0	0	**1**	**1**	1	**206**	22	**229**	645
07:45 AM	47	0	20	**67**	27	308	1	336	0	**1**	0	1	**2**	188	**29**	219	623
Total Volume	164	0	80	244	82	1354	3	1439	0	1	1	2	4	702	87	793	2478
% App. Total	67.2	0	32.8		5.7	94.1	0.2		0	50	50		0.5	88.5	11		
PHF	.872	.000	.741	.910	.732	.900	.375	.890	.000	.250	.250	.500	.500	.852	.750	.866	.950
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	24	**1**	23	48	**31**	**269**	0	**300**	5	0	**3**	8	5	**263**	37	**305**	**661**
12:00 PM	**29**	1	21	51	20	248	**3**	271	6	**2**	1	9	7	234	51	292	623
12:15 PM	26	0	**27**	**53**	26	249	3	278	**7**	1	3	**11**	4	239	**52**	295	637
12:30 PM	25	1	26	52	26	268	1	295	6	0	2	8	**8**	247	34	289	644
Total Volume	104	3	97	204	103	1034	7	1144	24	3	9	36	24	983	174	1181	2565
% App. Total	51	1.5	47.5		9	90.4	0.6		66.7	8.3	25		2	83.2	14.7		
PHF	.897	.750	.898	.962	.831	.961	.583	.953	.857	.375	.750	.818	.750	.934	.837	.968	.970
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	26	0	**27**	53	33	230	4	267	7	1	3	11	6	362	56	424	755
05:30 PM	24	0	19	43	**38**	237	**6**	281	4	0	**11**	15	9	318	47	374	713
05:45 PM	22	1	23	46	24	232	4	260	5	**2**	10	**17**	**14**	**390**	53	**457**	780
06:00 PM	**43**	**2**	25	**70**	26	**269**	2	**297**	**9**	0	5	14	5	327	**71**	403	**784**
Total Volume	115	3	94	212	121	968	16	1105	25	3	29	57	34	1397	227	1658	3032
% App. Total	54.2	1.4	44.3		11	87.6	1.4		43.9	5.3	50.9		2.1	84.3	13.7		
PHF	.669	.375	.870	.757	.796	.900	.667	.930	.694	.375	.659	.838	.607	.896	.799	.907	.967

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	Ruritan Rd Southbound					Challenger Ave Westbound					CVS Northbound					Challenger Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	33
07:15 AM	1	0	1	0	2	3	19	0	0	22	0	0	0	0	0	0	16	0	0	16	40
07:30 AM	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	32	0	0	32	47
07:45 AM	3	0	0	0	3	1	21	0	0	22	0	0	0	0	0	0	29	1	0	30	55
Total	4	0	2	0	6	6	67	0	0	73	0	0	0	0	0	0	95	1	0	96	175
08:00 AM	0	0	1	0	1	1	26	0	0	27	0	0	0	0	0	0	29	0	0	29	57
08:15 AM	3	0	0	0	3	1	18	0	0	19	0	0	0	0	0	0	42	0	0	42	64
08:30 AM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	37	0	0	37	57
08:45 AM	1	0	0	0	1	0	28	0	0	28	0	0	1	0	1	1	26	0	0	27	57
Total	4	0	1	0	5	2	92	0	0	94	0	0	1	0	1	1	134	0	0	135	235
09:00 AM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	33	0	0	33	52
09:15 AM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	31	0	0	31	46
09:30 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	38	0	0	38	55
09:45 AM	0	0	0	0	0	0	27	0	0	27	0	0	1	0	1	1	22	0	0	23	51
Total	0	0	0	0	0	0	78	0	0	78	0	0	1	0	1	1	124	0	0	125	204
10:00 AM	0	0	0	0	0	2	32	0	0	34	0	0	0	0	0	0	33	2	0	35	69
10:15 AM	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	34	0	0	34	57
10:30 AM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	2	26	1	0	29	47
10:45 AM	0	0	0	0	0	0	27	0	0	27	1	0	0	0	1	0	34	1	0	35	63
Total	0	0	1	0	1	2	99	0	0	101	1	0	0	0	1	2	127	4	0	133	236
11:00 AM	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	31	0	0	31	52
11:15 AM	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	0	25	0	0	25	57
11:30 AM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	26	1	0	27	52
11:45 AM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	33	1	0	34	58
Total	1	0	0	0	1	0	100	0	0	100	0	0	1	0	1	0	115	2	0	117	219
12:00 PM	0	0	0	0	0	0	28	0	0	28	1	0	0	0	1	0	22	0	0	22	51
12:15 PM	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	1	24	0	0	25	46
12:30 PM	1	0	0	0	1	0	17	0	0	17	1	0	0	0	1	0	28	2	0	30	49
12:45 PM	1	0	0	0	1	2	22	0	0	24	0	0	0	0	0	0	27	0	0	27	52
Total	2	0	0	0	2	2	88	0	0	90	2	0	0	0	2	1	101	2	0	104	198
01:00 PM	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	21	0	0	21	49
01:15 PM	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	24	0	0	24	49
01:30 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	27	1	0	28	41
01:45 PM	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	37	0	0	37	63
Total	1	0	0	0	1	1	90	0	0	91	0	0	0	0	0	0	109	1	0	110	202
02:00 PM	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	30	1	0	31	54
02:15 PM	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	18	2	0	20	43
02:30 PM	1	0	0	0	1	2	22	0	0	24	0	0	0	0	0	1	16	1	0	18	43
02:45 PM	1	0	0	0	1	0	25	0	0	25	1	0	1	0	2	0	27	0	0	27	55
Total	2	0	1	0	3	2	92	0	0	94	1	0	1	0	2	1	91	4	0	96	195
03:00 PM	1	0	1	0	2	0	33	0	0	33	0	0	1	0	1	0	16	0	0	16	52
03:15 PM	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	20	0	0	20	53
03:30 PM	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	18	0	0	18	39
03:45 PM	2	0	0	0	2	1	29	0	0	30	0	0	0	0	0	0	26	0	0	26	58
Total	3	0	1	0	4	2	115	0	0	117	0	0	1	0	1	0	80	0	0	80	202
04:00 PM	2	0	2	0	4	0	17	0	0	17	0	0	0	0	0	0	20	0	0	20	41
04:15 PM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	14	0	0	14	41
04:30 PM	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	17	1	0	18	32
04:45 PM	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	12	0	0	12	36
Total	2	0	2	0	4	0	82	0	0	82	0	0	0	0	0	0	63	1	0	64	150
05:00 PM	0	0	0	0	0	0	17	1	0	18	0	0	0	0	0	0	13	1	0	14	32
05:15 PM	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	4	0	0	4	29
05:30 PM	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	16	0	0	16	35
05:45 PM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	35
Total	0	0	0	0	0	0	78	1	0	79	0	0	0	0	0	0	51	1	0	52	131
06:00 PM	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	25
06:15 PM	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	17	0	0	17	34
06:30 PM	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	9	0	0	9	27
06:45 PM	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	12	0	0	12	25
Total	1	0	1	0	2	1	60	0	0	61	0	0	0	0	0	0	48	0	0	48	111
Grand Total	20	0	9	0	29	18	1041	1	0	1060	4	0	5	0	9	6	1138	16	0	1160	2258
Apprch %	69	0	31	0		1.7	98.2	0.1	0		44.4	0	55.6	0		0.5	98.1	1.4	0		
Total %	0.9	0	0.4	0	1.3	0.8	46.1	0	0	46.9	0.2	0	0.2	0	0.4	0.3	50.4	0.7	0	51.4	

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Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	**1**	1	**1**	26	0	27	0	0	0	0	0	29	0	29	57
08:15 AM	**3**	0	0	**3**	1	18	0	19	0	0	0	0	0	**42**	0	**42**	**64**
08:30 AM	0	0	0	0	0	20	0	20	0	0	0	0	0	37	0	37	57
08:45 AM	1	0	0	1	0	**28**	0	**28**	0	0	**1**	**1**	**1**	26	0	27	57
Total Volume	4	0	1	5	2	92	0	94	0	0	1	1	1	134	0	135	235
% App. Total	80	0	20		2.1	97.9	0		0	0	100		0.7	99.3	0		
PHF	.333	.000	.250	.417	.500	.821	.000	.839	.000	.000	.250	.250	.250	.798	.000	.804	.918
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 10:00 AM																	
10:00 AM	0	0	0	0	**2**	**32**	0	**34**	0	0	0	0	0	33	**2**	**35**	**69**
10:15 AM	0	0	**1**	**1**	0	22	0	22	0	0	0	0	0	**34**	0	34	57
10:30 AM	0	0	0	0	0	18	0	18	0	0	0	0	**2**	26	1	29	47
10:45 AM	0	0	0	0	0	27	0	27	**1**	0	0	**1**	0	34	1	35	63
Total Volume	0	0	1	1	2	99	0	101	1	0	0	1	2	127	4	133	236
% App. Total	0	0	100		2	98	0		100	0	0		1.5	95.5	3		
PHF	.000	.000	.250	.250	.250	.773	.000	.743	.250	.000	.000	.250	.250	.934	.500	.950	.855
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	**1**	0	0	1	**2**	22	0	24	0	0	0	0	**1**	16	**1**	18	43
02:45 PM	1	0	0	1	0	25	0	25	**1**	0	**1**	**2**	0	**27**	0	**27**	**55**
03:00 PM	1	0	**1**	**2**	0	**33**	0	**33**	0	0	1	1	0	16	0	16	52
03:15 PM	0	0	0	0	0	33	0	33	0	0	0	0	0	20	0	20	53
Total Volume	3	0	1	4	2	113	0	115	1	0	2	3	1	79	1	81	203
% App. Total	75	0	25		1.7	98.3	0		33.3	0	66.7		1.2	97.5	1.2		
PHF	.750	.000	.250	.500	.250	.856	.000	.871	.250	.000	.500	.375	.250	.731	.250	.750	.923

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	Ruritan Rd Southbound					Challenger Ave Westbound					CVS Northbound					Challenger Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	47	0	14	0	61	14	343	2	0	359	0	0	0	0	0	1	152	18	0	171	591
07:15 AM	37	0	21	0	58	31	395	0	0	426	0	0	0	0	0	0	190	18	0	208	692
07:30 AM	34	0	27	0	61	15	354	0	0	369	0	0	1	0	1	1	238	22	0	261	692
07:45 AM	50	0	20	0	70	28	329	1	0	358	0	1	0	0	1	2	217	30	0	249	678
Total	168	0	82	0	250	88	1421	3	0	1512	0	1	1	0	2	4	797	88	0	889	2653
08:00 AM	44	0	16	0	60	7	303	0	0	310	0	0	1	0	1	1	218	20	0	239	610
08:15 AM	35	0	13	0	48	16	286	0	0	302	1	0	1	0	2	2	232	27	0	261	613
08:30 AM	33	0	8	0	41	17	276	1	0	294	0	0	0	0	0	1	221	14	0	236	571
08:45 AM	30	0	13	0	43	6	242	2	0	250	0	0	2	1	3	2	184	21	0	207	503
Total	142	0	50	0	192	46	1107	3	0	1156	1	0	4	1	6	6	855	82	0	943	2297
09:00 AM	18	0	16	0	34	10	219	2	0	231	2	0	1	0	3	3	221	23	0	247	515
09:15 AM	22	0	15	0	37	11	269	3	0	283	1	1	1	0	3	1	192	19	0	212	535
09:30 AM	32	0	14	0	46	9	229	1	0	239	1	0	3	0	4	2	234	20	0	256	545
09:45 AM	11	0	10	0	21	16	277	2	0	295	1	1	2	0	4	8	226	10	0	244	564
Total	83	0	55	0	138	46	994	8	0	1048	5	2	7	0	14	14	873	72	0	959	2159
10:00 AM	25	0	11	0	36	16	270	2	0	288	6	1	1	0	8	2	206	27	0	235	567
10:15 AM	19	0	14	0	33	13	239	3	0	255	3	0	1	0	4	3	240	19	0	262	554
10:30 AM	14	0	19	0	33	11	235	3	0	249	3	1	3	0	7	7	237	25	0	269	558
10:45 AM	18	1	11	0	30	17	255	7	0	279	5	0	3	0	8	5	207	14	0	226	543
Total	76	1	55	0	132	57	999	15	0	1071	17	2	8	0	27	17	890	85	0	992	2222
11:00 AM	28	0	15	0	43	14	250	4	0	268	8	1	4	0	13	4	221	27	0	252	576
11:15 AM	19	1	19	0	39	15	259	1	0	275	6	1	1	0	8	6	223	30	0	259	581
11:30 AM	15	0	14	0	29	26	289	7	0	322	2	0	2	0	4	5	235	49	0	289	644
11:45 AM	24	1	23	0	48	31	293	0	0	324	5	0	3	0	8	5	296	38	0	339	719
Total	86	2	71	0	159	86	1091	12	0	1189	21	2	10	0	33	20	975	144	0	1139	2520
12:00 PM	29	1	21	0	51	20	276	3	0	299	7	2	1	1	11	7	256	51	0	314	675
12:15 PM	26	0	27	0	53	26	270	3	0	299	7	1	3	0	11	5	263	52	0	320	683
12:30 PM	26	1	26	0	53	26	285	1	0	312	7	0	2	0	9	8	275	36	0	319	693
12:45 PM	29	0	30	0	59	24	288	0	0	312	3	1	1	1	6	7	279	33	0	319	696
Total	110	2	104	0	216	96	1119	7	0	1222	24	4	7	2	37	27	1073	172	0	1272	2747
01:00 PM	31	0	24	0	55	27	261	2	0	290	5	0	3	0	8	5	253	51	0	309	662
01:15 PM	30	1	28	0	59	29	251	3	0	283	5	1	3	0	9	4	290	30	0	324	675
01:30 PM	30	0	21	1	52	21	240	1	0	262	5	1	1	0	7	4	275	50	0	329	650
01:45 PM	24	0	27	0	51	29	269	3	0	301	6	0	1	0	7	0	311	34	0	345	704
Total	115	1	100	1	217	106	1021	9	0	1136	21	2	8	0	31	13	1129	165	0	1307	2691
02:00 PM	20	1	23	0	44	18	278	4	0	300	4	2	2	0	8	6	304	35	0	345	697
02:15 PM	17	1	14	1	33	27	283	1	0	311	1	0	2	0	3	1	315	37	0	353	700
02:30 PM	23	1	15	0	39	32	311	1	0	344	2	1	2	0	5	6	318	22	0	346	734
02:45 PM	24	0	24	0	48	18	239	3	0	260	7	2	6	0	15	10	335	28	0	373	696
Total	84	3	76	1	164	95	1111	9	0	1215	14	5	12	0	31	23	1272	122	0	1417	2827
03:00 PM	33	0	16	0	49	18	260	0	0	278	4	1	6	0	11	6	333	34	0	373	711
03:15 PM	20	0	15	0	35	13	276	3	0	292	3	0	1	0	4	8	369	41	0	418	749
03:30 PM	24	0	19	0	43	19	341	1	0	361	4	1	3	1	9	3	329	33	0	365	778
03:45 PM	19	0	21	0	40	29	310	0	0	339	9	1	5	1	16	10	359	44	0	413	808
Total	96	0	71	0	167	79	1187	4	0	1270	20	3	15	2	40	27	1390	152	0	1569	3046
04:00 PM	27	0	17	0	44	21	282	0	0	303	8	1	2	0	11	7	370	55	0	432	790
04:15 PM	23	1	28	0	52	14	274	4	0	292	4	0	1	0	5	3	340	31	0	374	723
04:30 PM	25	0	11	0	36	27	278	4	0	309	5	0	5	0	10	7	368	47	0	422	777
04:45 PM	11	0	26	0	37	20	296	1	0	317	5	2	4	0	11	7	381	51	0	439	804
Total	86	1	82	0	169	82	1130	9	0	1221	22	3	12	0	37	24	1459	184	0	1667	3094
05:00 PM	17	1	28	0	46	31	247	1	0	279	6	0	4	0	10	10	389	54	0	453	788
05:15 PM	26	0	27	0	53	33	255	4	0	292	7	1	3	0	11	6	366	56	0	428	784
05:30 PM	24	0	19	0	43	38	256	6	0	300	4	0	11	0	15	9	334	47	0	390	748
05:45 PM	22	1	23	0	46	24	249	4	0	277	5	2	10	0	17	14	408	53	0	475	815
Total	89	2	97	0	188	126	1007	15	0	1148	22	3	28	0	53	39	1497	210	0	1746	3135
06:00 PM	43	2	26	0	71	26	283	2	0	311	9	0	5	0	14	5	337	71	0	413	809
06:15 PM	36	0	28	0	64	27	284	1	0	312	7	3	0	0	10	8	326	43	0	377	763
06:30 PM	36	0	31	0	67	20	203	2	0	225	2	0	1	0	3	0	284	42	0	326	621
06:45 PM	20	0	23	0	43	23	205	2	0	230	1	0	2	0	3	4	258	37	0	299	575
Total	135	2	108	0	245	96	975	7	0	1078	19	3	8	0	30	17	1205	193	0	1415	2768
Grand Total	1270	14	951	2	2237	1003	13162	101	0	14266	186	30	120	5	341	231	13415	1669	0	15315	32159
Apprch %	56.8	0.6	42.5	0.1		7	92.3	0.7	0		54.5	8.8	35.2	1.5		1.5	87.6	10.9	0		
Total %	3.9	0	3	0	7	3.1	40.9	0.3	0	44.4	0.6	0.1	0.4	0	1.1	0.7	41.7	5.2	0	47.6	

Peggy Malone & Associates

File Name : 10-Ruritan Rd and Challenger Ave
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	Ruritan Rd Southbound				Challenger Ave Westbound				CVS Northbound				Challenger Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	37	0	21	58	**31**	**395**	0	**426**	0	0	0	0	0	190	18	208	**692**
07:30 AM	34	0	**27**	61	15	354	0	369	0	0	**1**	**1**	1	**238**	22	**261**	692
07:45 AM	**50**	0	20	**70**	28	329	**1**	358	0	**1**	0	1	**2**	217	**30**	249	678
08:00 AM	44	0	16	60	7	303	0	310	0	0	1	1	1	218	20	239	610
Total Volume	165	0	84	249	81	1381	1	1463	0	1	2	3	4	863	90	957	2672
% App. Total	66.3	0	33.7		5.5	94.4	0.1		0	33.3	66.7		0.4	90.2	9.4		
PHF	.825	.000	.778	.889	.653	.874	.250	.859	.000	.250	.500	.750	.500	.907	.750	.917	.965
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	24	**1**	23	48	**31**	**293**	0	**324**	5	0	**3**	8	5	**296**	38	**339**	**719**
12:00 PM	**29**	1	21	51	20	276	**3**	299	**7**	**2**	1	10	7	256	51	314	674
12:15 PM	26	0	**27**	**53**	26	270	3	299	7	1	3	**11**	5	263	**52**	320	683
12:30 PM	26	1	26	53	26	285	1	312	7	0	2	9	**8**	275	36	319	693
Total Volume	105	3	97	205	103	1124	7	1234	26	3	9	38	25	1090	177	1292	2769
% App. Total	51.2	1.5	47.3		8.3	91.1	0.6		68.4	7.9	23.7		1.9	84.4	13.7		
PHF	.905	.750	.898	.967	.831	.959	.583	.952	.929	.375	.750	.864	.781	.921	.851	.953	.963
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	26	0	**27**	53	33	255	4	292	7	1	3	11	6	366	56	428	784
05:30 PM	24	0	19	43	**38**	256	**6**	300	4	0	**11**	15	9	334	47	390	748
05:45 PM	22	1	23	46	24	249	4	277	5	**2**	10	**17**	**14**	**408**	53	**475**	**815**
06:00 PM	**43**	**2**	26	**71**	26	**283**	2	**311**	**9**	0	5	14	5	337	**71**	413	809
Total Volume	115	3	95	213	121	1043	16	1180	25	3	29	57	34	1445	227	1706	3156
% App. Total	54	1.4	44.6		10.3	88.4	1.4		43.9	5.3	50.9		2	84.7	13.3		
PHF	.669	.375	.880	.750	.796	.921	.667	.949	.694	.375	.659	.838	.607	.885	.799	.898	.968

Peggy Malone & Associates

File Name : 11-Valley Gateway Blvd and Challenger Ave
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Groups Printed- Car

	Challenger Ave Westbound				Valley Gateway Blvd Northbound				Challenger Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	349	18	0	367	4	13	0	17	22	118	0	0	140	524
07:15 AM	367	12	0	379	6	16	0	22	19	178	0	0	197	598
07:30 AM	359	18	0	377	1	14	0	15	25	208	0	0	233	625
07:45 AM	323	22	0	345	0	10	0	10	23	197	0	0	220	575
Total	1398	70	0	1468	11	53	0	64	89	701	0	0	790	2322
08:00 AM	272	16	0	288	2	15	0	17	22	181	0	0	203	508
08:15 AM	277	13	0	290	2	15	0	17	22	179	0	0	201	508
08:30 AM	253	10	0	263	1	11	0	12	20	177	0	0	197	472
08:45 AM	222	24	0	246	1	11	1	13	20	162	0	0	182	441
Total	1024	63	0	1087	6	52	1	59	84	699	0	0	783	1929
09:00 AM	192	17	0	209	3	16	0	19	21	182	0	0	203	431
09:15 AM	236	20	0	256	4	15	0	19	26	142	0	0	168	443
09:30 AM	204	15	0	219	2	21	0	23	38	184	0	0	222	464
09:45 AM	228	31	0	259	4	26	0	30	35	181	0	0	216	505
Total	860	83	0	943	13	78	0	91	120	689	0	0	809	1843
10:00 AM	246	25	0	271	3	25	0	28	26	159	0	0	185	484
10:15 AM	212	22	0	234	6	17	0	23	41	181	1	0	223	480
10:30 AM	222	24	0	246	6	23	0	29	38	190	1	0	229	504
10:45 AM	221	30	0	251	8	28	0	36	28	165	0	0	193	480
Total	901	101	0	1002	23	93	0	116	133	695	2	0	830	1948
11:00 AM	220	25	0	245	5	28	0	33	28	184	0	0	212	490
11:15 AM	203	31	0	234	4	24	0	28	24	198	0	0	222	484
11:30 AM	277	34	0	311	2	35	0	37	48	178	0	0	226	574
11:45 AM	260	39	0	299	7	36	0	43	45	242	2	0	289	631
Total	960	129	0	1089	18	123	0	141	145	802	2	0	949	2179
12:00 PM	245	44	0	289	6	41	0	47	43	223	0	0	266	602
12:15 PM	243	42	0	285	9	46	0	55	58	213	1	0	272	612
12:30 PM	234	34	0	268	13	44	0	57	36	248	0	0	284	609
12:45 PM	243	29	0	272	12	42	0	54	55	245	1	0	301	627
Total	965	149	0	1114	40	173	0	213	192	929	2	0	1123	2450
01:00 PM	248	22	0	270	4	35	0	39	34	215	0	0	249	558
01:15 PM	230	34	0	264	7	33	0	40	46	267	1	0	314	618
01:30 PM	200	27	0	227	7	40	0	47	40	243	0	0	283	557
01:45 PM	239	29	0	268	3	36	0	39	47	258	1	0	306	613
Total	917	112	0	1029	21	144	0	165	167	983	2	0	1152	2346
02:00 PM	254	35	0	289	5	29	0	34	50	234	0	0	284	607
02:15 PM	246	25	0	271	5	27	0	32	49	268	2	0	319	622
02:30 PM	287	42	0	329	5	36	0	41	43	252	0	0	295	665
02:45 PM	195	29	0	224	4	41	0	45	51	287	0	0	338	607
Total	982	131	0	1113	19	133	0	152	193	1041	2	0	1236	2501
03:00 PM	225	48	0	273	8	33	0	41	49	270	0	0	319	633
03:15 PM	227	35	0	262	5	36	1	42	58	315	0	0	373	677
03:30 PM	234	33	0	267	32	96	1	129	54	269	2	0	325	721
03:45 PM	233	40	0	273	30	92	0	122	72	284	0	0	356	751
Total	919	156	0	1075	75	257	2	334	233	1138	2	0	1373	2782
04:00 PM	250	30	0	280	14	46	0	60	85	288	0	0	373	713
04:15 PM	218	39	0	257	7	47	0	54	56	291	0	0	347	658
04:30 PM	262	33	0	295	8	41	0	49	57	311	1	0	369	713
04:45 PM	264	35	0	299	6	36	0	42	63	334	0	0	397	738
Total	994	137	0	1131	35	170	0	205	261	1224	1	0	1486	2822
05:00 PM	239	27	0	266	12	32	0	44	64	349	0	0	413	723
05:15 PM	228	45	0	273	14	39	0	53	67	338	0	0	405	731
05:30 PM	266	38	0	304	6	33	0	39	60	286	0	0	346	689
05:45 PM	220	53	0	273	9	49	0	58	46	347	0	0	393	724
Total	953	163	0	1116	41	153	0	194	237	1320	0	0	1557	2867
06:00 PM	266	31	0	297	10	35	0	45	65	303	1	0	369	711
06:15 PM	258	35	0	293	3	37	0	40	56	284	0	0	340	673
06:30 PM	172	34	0	206	5	38	0	43	49	264	0	0	313	562
06:45 PM	181	40	0	221	7	40	0	47	28	226	0	0	254	522
Total	877	140	0	1017	25	150	0	175	198	1077	1	0	1276	2468
Grand Total	11750	1434	0	13184	327	1579	3	1909	2052	11298	14	0	13364	28457
Apprch %	89.1	10.9	0		17.1	82.7	0.2		15.4	84.5	0.1	0		
Total %	41.3	5	0	46.3	1.1	5.5	0	6.7	7.2	39.7	0	0	47	

Peggy Malone & Associates

File Name : 11-Valley Gateway Blvd and Challenger Ave
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	Challenger Ave Westbound			Valley Gateway Blvd Northbound			Challenger Ave Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	349	18	367	4	13	17	22	118	0	140	524
07:15 AM	**367**	12	**379**	**6**	**16**	**22**	19	178	0	197	598
07:30 AM	359	18	377	1	14	15	**25**	**208**	0	**233**	**625**
07:45 AM	323	**22**	345	0	10	10	23	197	0	220	575
Total Volume	1398	70	1468	11	53	64	89	701	0	790	2322
% App. Total	95.2	4.8		17.2	82.8		11.3	88.7	0		
PHF	.952	.795	.968	.458	.828	.727	.890	.843	.000	.848	.929
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:45 AM											
11:45 AM	**260**	39	**299**	7	36	43	45	242	**2**	**289**	**631**
12:00 PM	245	**44**	289	6	41	47	43	223	0	266	602
12:15 PM	243	42	285	9	**46**	55	**58**	213	1	272	612
12:30 PM	234	34	268	**13**	44	**57**	36	**248**	0	284	609
Total Volume	982	159	1141	35	167	202	182	926	3	1111	2454
% App. Total	86.1	13.9		17.3	82.7		16.4	83.3	0.3		
PHF	.944	.903	.954	.673	.908	.886	.784	.933	.375	.961	.972
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	262	33	295	8	**41**	49	57	311	**1**	369	713
04:45 PM	**264**	35	**299**	6	36	42	63	334	0	397	**738**
05:00 PM	239	27	266	12	32	44	64	**349**	0	**413**	723
05:15 PM	228	**45**	273	**14**	39	**53**	**67**	338	0	405	731
Total Volume	993	140	1133	40	148	188	251	1332	1	1584	2905
% App. Total	87.6	12.4		21.3	78.7		15.8	84.1	0.1		
PHF	.940	.778	.947	.714	.902	.887	.937	.954	.250	.959	.984

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File Name : 11-Valley Gateway Blvd and Challenger Ave
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Groups Printed- Truck

	Challenger Ave Westbound				Valley Gateway Blvd Northbound				Challenger Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	14	0	0	14	0	2	0	2	0	25	0	0	25	41
07:15 AM	13	0	0	13	1	7	0	8	1	13	0	0	14	35
07:30 AM	13	0	0	13	0	2	0	2	2	31	0	0	33	48
07:45 AM	19	1	0	20	0	0	0	0	1	24	0	0	25	45
Total	59	1	0	60	1	11	0	12	4	93	0	0	97	169
08:00 AM	24	0	0	24	0	0	0	0	0	31	0	0	31	55
08:15 AM	18	1	0	19	0	2	0	2	2	36	0	0	38	59
08:30 AM	21	0	0	21	0	0	0	0	2	30	0	0	32	53
08:45 AM	27	1	0	28	1	1	0	2	0	26	0	0	26	56
Total	90	2	0	92	1	3	0	4	4	123	0	0	127	223
09:00 AM	19	0	0	19	0	2	0	2	5	28	0	0	33	54
09:15 AM	16	0	0	16	0	1	0	1	0	28	0	0	28	45
09:30 AM	18	1	0	19	0	1	0	1	0	35	0	0	35	55
09:45 AM	25	0	0	25	1	1	0	2	1	22	0	0	23	50
Total	78	1	0	79	1	5	0	6	6	113	0	0	119	204
10:00 AM	35	1	0	36	0	1	0	1	4	30	0	0	34	71
10:15 AM	20	0	0	20	2	1	0	3	1	31	0	0	32	55
10:30 AM	14	2	0	16	0	3	0	3	0	19	0	0	19	38
10:45 AM	22	2	0	24	2	1	0	3	0	31	0	0	31	58
Total	91	5	0	96	4	6	0	10	5	111	0	0	116	222
11:00 AM	27	0	0	27	0	0	0	0	6	28	0	0	34	61
11:15 AM	29	0	0	29	0	3	0	3	1	25	0	0	26	58
11:30 AM	25	1	0	26	0	2	0	2	2	24	0	0	26	54
11:45 AM	20	2	0	22	2	1	0	3	0	35	0	0	35	60
Total	101	3	0	104	2	6	0	8	9	112	0	0	121	233
12:00 PM	29	0	0	29	0	1	0	1	2	22	0	0	24	54
12:15 PM	19	0	0	19	0	3	0	3	1	24	0	0	25	47
12:30 PM	14	0	0	14	1	1	0	2	0	31	0	0	31	47
12:45 PM	20	0	0	20	1	1	0	2	2	23	0	0	25	47
Total	82	0	0	82	2	6	0	8	5	100	0	0	105	195
01:00 PM	29	3	0	32	1	2	0	3	3	16	0	0	19	54
01:15 PM	19	0	0	19	0	5	0	5	2	21	0	0	23	47
01:30 PM	9	0	0	9	0	3	0	3	3	21	0	0	24	36
01:45 PM	23	1	0	24	0	2	0	2	0	32	0	0	32	58
Total	80	4	0	84	1	12	0	13	8	90	0	0	98	195
02:00 PM	13	0	0	13	0	0	0	0	1	33	0	0	34	47
02:15 PM	20	0	0	20	0	1	0	1	1	21	0	0	22	43
02:30 PM	19	4	0	23	0	1	0	1	1	17	0	0	18	42
02:45 PM	21	2	0	23	1	1	0	2	5	25	0	0	30	55
Total	73	6	0	79	1	3	0	4	8	96	0	0	104	187
03:00 PM	28	1	0	29	0	2	0	2	1	17	0	0	18	49
03:15 PM	26	1	0	27	0	3	0	3	2	24	0	0	26	56
03:30 PM	22	0	0	22	0	0	0	0	2	16	0	0	18	40
03:45 PM	22	1	0	23	1	1	0	2	1	27	0	0	28	53
Total	98	3	0	101	1	6	0	7	6	84	0	0	90	198
04:00 PM	17	1	0	18	0	2	0	2	2	17	0	0	19	39
04:15 PM	24	2	0	26	1	2	0	3	0	12	0	0	12	41
04:30 PM	18	1	0	19	0	0	0	0	2	16	0	0	18	37
04:45 PM	18	3	0	21	1	0	0	1	0	10	0	0	10	32
Total	77	7	0	84	2	4	0	6	4	55	0	0	59	149
05:00 PM	24	0	0	24	0	0	0	0	2	10	0	0	12	36
05:15 PM	23	0	0	23	1	1	0	2	1	3	0	0	4	29
05:30 PM	22	1	0	23	1	0	0	1	0	15	0	0	15	39
05:45 PM	15	1	0	16	0	0	0	0	4	11	0	0	15	31
Total	84	2	0	86	2	1	0	3	7	39	0	0	46	135
06:00 PM	13	0	0	13	1	2	0	3	3	7	0	0	10	26
06:15 PM	14	0	0	14	1	2	0	3	1	14	0	0	15	32
06:30 PM	17	1	0	18	0	2	0	2	2	6	0	0	8	28
06:45 PM	11	2	0	13	1	0	0	1	2	10	0	0	12	26
Total	55	3	0	58	3	6	0	9	8	37	0	0	45	112
Grand Total	968	37	0	1005	21	69	0	90	74	1053	0	0	1127	2222
Apprch %	96.3	3.7	0		23.3	76.7	0		6.6	93.4	0	0		
Total %	43.6	1.7	0	45.2	0.9	3.1	0	4.1	3.3	47.4	0	0	50.7	

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	Challenger Ave Westbound			Valley Gateway Blvd Northbound			Challenger Ave Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	24	0	24	0	0	0	0	31	0	31	55
08:15 AM	18	**1**	19	0	**2**	**2**	**2**	**36**	0	**38**	**59**
08:30 AM	21	0	21	0	0	0	2	30	0	32	53
08:45 AM	**27**	1	**28**	**1**	1	2	0	26	0	26	56
Total Volume	90	2	92	1	3	4	4	123	0	127	223
% App. Total	97.8	2.2		25	75		3.1	96.9	0		
PHF	.833	.500	.821	.250	.375	.500	.500	.854	.000	.836	.945
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:00 AM											
11:00 AM	27	0	27	0	0	0	**6**	28	0	34	**61**
11:15 AM	**29**	0	**29**	0	**3**	**3**	1	25	0	26	58
11:30 AM	25	1	26	0	2	2	2	24	0	26	54
11:45 AM	20	**2**	22	**2**	1	3	0	**35**	0	**35**	60
Total Volume	101	3	104	2	6	8	9	112	0	121	233
% App. Total	97.1	2.9		25	75		7.4	92.6	0		
PHF	.871	.375	.897	.250	.500	.667	.375	.800	.000	.864	.955
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:30 PM											
02:30 PM	19	**4**	23	0	1	1	1	17	0	18	42
02:45 PM	21	2	23	**1**	1	2	**5**	**25**	0	**30**	55
03:00 PM	**28**	1	**29**	0	2	2	1	17	0	18	49
03:15 PM	26	1	27	0	**3**	**3**	2	24	0	26	**56**
Total Volume	94	8	102	1	7	8	9	83	0	92	202
% App. Total	92.2	7.8		12.5	87.5		9.8	90.2	0		
PHF	.839	.500	.879	.250	.583	.667	.450	.830	.000	.767	.902

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Groups Printed- Combined

	Challenger Ave Westbound				Valley Gateway Blvd Northbound				Challenger Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	363	18	0	381	4	15	0	19	22	143	0	0	165	565
07:15 AM	380	12	0	392	7	23	0	30	20	191	0	0	211	633
07:30 AM	372	18	0	390	1	16	0	17	27	239	0	0	266	673
07:45 AM	342	23	0	365	0	10	0	10	24	221	0	0	245	620
Total	1457	71	0	1528	12	64	0	76	93	794	0	0	887	2491
08:00 AM	296	16	0	312	2	15	0	17	22	212	0	0	234	563
08:15 AM	295	14	0	309	2	17	0	19	24	215	0	0	239	567
08:30 AM	274	10	0	284	1	11	0	12	22	207	0	0	229	525
08:45 AM	249	25	0	274	2	12	1	15	20	188	0	0	208	497
Total	1114	65	0	1179	7	55	1	63	88	822	0	0	910	2152
09:00 AM	211	17	0	228	3	18	0	21	26	210	0	0	236	485
09:15 AM	252	20	0	272	4	16	0	20	26	170	0	0	196	488
09:30 AM	222	16	0	238	2	22	0	24	38	219	0	0	257	519
09:45 AM	253	31	0	284	5	27	0	32	36	203	0	0	239	555
Total	938	84	0	1022	14	83	0	97	126	802	0	0	928	2047
10:00 AM	281	26	0	307	3	26	0	29	30	189	0	0	219	555
10:15 AM	232	22	0	254	8	18	0	26	42	212	1	0	255	535
10:30 AM	236	26	0	262	6	26	0	32	38	209	1	0	248	542
10:45 AM	243	32	0	275	10	29	0	39	28	196	0	0	224	538
Total	992	106	0	1098	27	99	0	126	138	806	2	0	946	2170
11:00 AM	247	25	0	272	5	28	0	33	34	212	0	0	246	551
11:15 AM	232	31	0	263	4	27	0	31	25	223	0	0	248	542
11:30 AM	302	35	0	337	2	37	0	39	50	202	0	0	252	628
11:45 AM	280	41	0	321	9	37	0	46	45	277	2	0	324	691
Total	1061	132	0	1193	20	129	0	149	154	914	2	0	1070	2412
12:00 PM	274	44	0	318	6	42	0	48	45	245	0	0	290	656
12:15 PM	262	42	0	304	9	49	0	58	59	237	1	0	297	659
12:30 PM	248	34	0	282	14	45	0	59	36	279	0	0	315	656
12:45 PM	263	29	0	292	13	43	0	56	57	268	1	0	326	674
Total	1047	149	0	1196	42	179	0	221	197	1029	2	0	1228	2645
01:00 PM	277	25	0	302	5	37	0	42	37	231	0	0	268	612
01:15 PM	249	34	0	283	7	38	0	45	48	288	1	0	337	665
01:30 PM	209	27	0	236	7	43	0	50	43	264	0	0	307	593
01:45 PM	262	30	0	292	3	38	0	41	47	290	1	0	338	671
Total	997	116	0	1113	22	156	0	178	175	1073	2	0	1250	2541
02:00 PM	267	35	0	302	5	29	0	34	51	267	0	0	318	654
02:15 PM	266	25	0	291	5	28	0	33	50	289	2	0	341	665
02:30 PM	306	46	0	352	5	37	0	42	44	269	0	0	313	707
02:45 PM	216	31	0	247	5	42	0	47	56	312	0	0	368	662
Total	1055	137	0	1192	20	136	0	156	201	1137	2	0	1340	2688
03:00 PM	253	49	0	302	8	35	0	43	50	287	0	0	337	682
03:15 PM	253	36	0	289	5	39	1	45	60	339	0	0	399	733
03:30 PM	256	33	0	289	32	96	1	129	56	285	2	0	343	761
03:45 PM	255	41	0	296	31	93	0	124	73	311	0	0	384	804
Total	1017	159	0	1176	76	263	2	341	239	1222	2	0	1463	2980
04:00 PM	267	31	0	298	14	48	0	62	87	305	0	0	392	752
04:15 PM	242	41	0	283	8	49	0	57	56	303	0	0	359	699
04:30 PM	280	34	0	314	8	41	0	49	59	327	1	0	387	750
04:45 PM	282	38	0	320	7	36	0	43	63	344	0	0	407	770
Total	1071	144	0	1215	37	174	0	211	265	1279	1	0	1545	2971
05:00 PM	263	27	0	290	12	32	0	44	66	359	0	0	425	759
05:15 PM	251	45	0	296	15	40	0	55	68	341	0	0	409	760
05:30 PM	288	39	0	327	7	33	0	40	60	301	0	0	361	728
05:45 PM	235	54	0	289	9	49	0	58	50	358	0	0	408	755
Total	1037	165	0	1202	43	154	0	197	244	1359	0	0	1603	3002
06:00 PM	279	31	0	310	11	37	0	48	68	310	1	0	379	737
06:15 PM	272	35	0	307	4	39	0	43	57	298	0	0	355	705
06:30 PM	189	35	0	224	5	40	0	45	51	270	0	0	321	590
06:45 PM	192	42	0	234	8	40	0	48	30	236	0	0	266	548
Total	932	143	0	1075	28	156	0	184	206	1114	1	0	1321	2580
Grand Total	12718	1471	0	14189	348	1648	3	1999	2126	12351	14	0	14491	30679
Apprch %	89.6	10.4	0		17.4	82.4	0.2		14.7	85.2	0.1	0		
Total %	41.5	4.8	0	46.2	1.1	5.4	0	6.5	6.9	40.3	0	0	47.2	

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	Challenger Ave Westbound			Valley Gateway Blvd Northbound			Challenger Ave Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	363	18	381	4	15	19	22	143	0	165	565
07:15 AM	**380**	12	**392**	**7**	**23**	**30**	20	191	0	211	633
07:30 AM	372	18	390	1	16	17	**27**	**239**	0	**266**	**673**
07:45 AM	342	**23**	365	0	10	10	24	221	0	245	620
Total Volume	1457	71	1528	12	64	76	93	794	0	887	2491
% App. Total	95.4	4.6		15.8	84.2		10.5	89.5	0		
PHF	.959	.772	.974	.429	.696	.633	.861	.831	.000	.834	.925
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 11:45 AM											
11:45 AM	**280**	41	**321**	9	37	46	45	277	**2**	**324**	**691**
12:00 PM	274	**44**	318	6	42	48	45	245	0	290	656
12:15 PM	262	42	304	9	**49**	58	**59**	237	1	297	659
12:30 PM	248	34	282	**14**	45	**59**	36	**279**	0	315	656
Total Volume	1064	161	1225	38	173	211	185	1038	3	1226	2662
% App. Total	86.9	13.1		18	82		15.1	84.7	0.2		
PHF	.950	.915	.954	.679	.883	.894	.784	.930	.375	.946	.963
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	253	36	289	5	39	44	60	**339**	0	**399**	732
03:30 PM	256	33	289	**32**	**96**	**128**	56	285	**2**	343	760
03:45 PM	255	**41**	296	31	93	124	73	311	0	384	**804**
04:00 PM	**267**	31	**298**	14	48	62	**87**	305	0	392	752
Total Volume	1031	141	1172	82	276	358	276	1240	2	1518	3048
% App. Total	88	12		22.9	77.1		18.2	81.7	0.1		
PHF	.965	.860	.983	.641	.719	.699	.793	.914	.250	.951	.948

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File Name : 21- Rt 460 & Carson Rd AM
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Groups Printed- Cars

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	352	33	0	385	13	0	1	0	14	8	178	0	0	186	585
07:15 AM	0	0	0	0	0	0	396	35	0	431	29	0	1	0	30	3	192	0	1	196	657
07:30 AM	0	0	0	0	0	0	410	69	1	480	23	0	1	0	24	7	241	0	0	248	752
07:45 AM	3	0	1	0	4	3	337	79	0	419	19	0	0	0	19	5	202	1	0	208	650
Total	3	0	1	0	4	3	1495	216	1	1715	84	0	3	0	87	23	813	1	1	838	2644
08:00 AM	2	0	0	0	2	0	299	28	0	327	12	0	1	0	13	4	208	2	1	215	557
08:15 AM	0	0	0	0	0	0	319	12	0	331	22	0	1	0	23	0	202	0	0	202	556
08:30 AM	0	0	0	0	0	0	286	14	0	300	18	0	0	0	18	0	192	0	0	192	510
08:45 AM	0	0	0	0	0	0	273	15	0	288	16	0	1	0	17	2	209	0	0	211	516
Total	2	0	0	0	2	0	1177	69	0	1246	68	0	3	0	71	6	811	2	1	820	2139
Grand Total	5	0	1	0	6	3	2672	285	1	2961	152	0	6	0	158	29	1624	3	2	1658	4783
Apprch %	83.3	0	16.7	0		0.1	90.2	9.6	0		96.2	0	3.8	0		1.7	97.9	0.2	0.1		
Total %	0.1	0	0	0	0.1	0.1	55.9	6	0	61.9	3.2	0	0.1	0	3.3	0.6	34	0.1	0	34.7	

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	352	33	385	13	0	**1**	14	**8**	178	0	186	585
07:15 AM	0	0	0	0	0	396	35	431	**29**	0	1	**30**	3	192	0	195	656
07:30 AM	0	0	0	0	0	**410**	69	**479**	23	0	1	24	7	**241**	0	**248**	**751**
07:45 AM	**3**	0	**1**	**4**	**3**	337	**79**	419	19	0	0	19	5	202	**1**	208	650
Total Volume	3	0	1	4	3	1495	216	1714	84	0	3	87	23	813	1	837	2642
% App. Total	75	0	25		0.2	87.2	12.6		96.6	0	3.4		2.7	97.1	0.1		
PHF	.250	.000	.250	.250	.250	.912	.684	.895	.724	.000	.750	.725	.719	.843	.250	.844	.879

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Groups Printed- Trucks

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	19	1	0	20	1	0	0	0	1	0	31	0	0	31	52
07:15 AM	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	27	0	0	27	44
07:30 AM	0	0	0	0	0	0	23	2	0	25	0	0	0	0	0	0	25	0	0	25	50
07:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	22	0	0	22	38
Total	0	0	0	0	0	0	75	3	0	78	1	0	0	0	1	0	105	0	0	105	184
08:00 AM	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	29	0	0	29	46
08:15 AM	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	32	0	0	32	58
08:30 AM	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	39	0	0	39	65
08:45 AM	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	49	0	0	49	65
Total	0	0	0	0	0	0	84	1	0	85	0	0	0	0	0	0	149	0	0	149	234
Grand Total	0	0	0	0	0	0	159	4	0	163	1	0	0	0	1	0	254	0	0	254	418
Apprch %	0	0	0	0		0	97.5	2.5	0		100	0	0	0		0	100	0	0		
Total %	0	0	0	0	0	0	38	1	0	39	0.2	0	0	0	0.2	0	60.8	0	0	60.8	

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	16	**1**	17	0	0	0	0	0	29	0	29	46
08:15 AM	0	0	0	0	0	**26**	0	**26**	0	0	0	0	0	32	0	32	58
08:30 AM	0	0	0	0	0	26	0	26	0	0	0	0	0	39	0	39	**65**
08:45 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	**49**	0	**49**	65
Total Volume	0	0	0	0	0	84	1	85	0	0	0	0	0	149	0	149	234
% App. Total	0	0	0		0	98.8	1.2		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.808	.250	.817	.000	.000	.000	.000	.000	.760	.000	.760	.900

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Groups Printed- Cars - Trucks

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	371	34	0	405	14	0	1	0	15	8	209	0	0	217	637
07:15 AM	0	0	0	0	0	0	413	35	0	448	29	0	1	0	30	3	219	0	1	223	701
07:30 AM	0	0	0	0	0	0	433	71	1	505	23	0	1	0	24	7	266	0	0	273	802
07:45 AM	3	0	1	0	4	3	353	79	0	435	19	0	0	0	19	5	224	1	0	230	688
Total	3	0	1	0	4	3	1570	219	1	1793	85	0	3	0	88	23	918	1	1	943	2828
08:00 AM	2	0	0	0	2	0	315	29	0	344	12	0	1	0	13	4	237	2	1	244	603
08:15 AM	0	0	0	0	0	0	345	12	0	357	22	0	1	0	23	0	234	0	0	234	614
08:30 AM	0	0	0	0	0	0	312	14	0	326	18	0	0	0	18	0	231	0	0	231	575
08:45 AM	0	0	0	0	0	0	289	15	0	304	16	0	1	0	17	2	258	0	0	260	581
Total	2	0	0	0	2	0	1261	70	0	1331	68	0	3	0	71	6	960	2	1	969	2373
Grand Total	5	0	1	0	6	3	2831	289	1	3124	153	0	6	0	159	29	1878	3	2	1912	5201
Apprch %	83.3	0	16.7	0		0.1	90.6	9.3	0		96.2	0	3.8	0		1.5	98.2	0.2	0.1		
Total %	0.1	0	0	0	0.1	0.1	54.4	5.6	0	60.1	2.9	0	0.1	0	3.1	0.6	36.1	0.1	0	36.8	
Cars	5	0	1	0	6	3	2672	285	1	2961	152	0	6	0	158	29	1624	3	2	1658	4783
% Cars	100	0	100	0	100	100	94.4	98.6	100	94.8	99.3	0	100	0	99.4	100	86.5	100	100	86.7	92
Trucks	0	0	0	0	0	0	159	4	0	163	1	0	0	0	1	0	254	0	0	254	418
% Trucks	0	0	0	0	0	0	5.6	1.4	0	5.2	0.7	0	0	0	0.6	0	13.5	0	0	13.3	8

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	371	34	405	14	0	**1**	15	**8**	209	0	217	637
07:15 AM	0	0	0	0	0	413	35	448	**29**	0	1	**30**	3	219	0	222	700
07:30 AM	0	0	0	0	0	**433**	71	**504**	23	0	1	24	7	**266**	0	**273**	**801**
07:45 AM	**3**	0	**1**	**4**	**3**	353	**79**	435	19	0	0	19	5	224	**1**	230	688
Total Volume	3	0	1	4	3	1570	219	1792	85	0	3	88	23	918	1	942	2826
% App. Total	75	0	25		0.2	87.6	12.2		96.6	0	3.4		2.4	97.5	0.1		
PHF	.250	.000	.250	.250	.250	.906	.693	.889	.733	.000	.750	.733	.719	.863	.250	.863	.882

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(888) 247-8602

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Groups Printed- Pedestrians

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Apprch %	0	0	0	0		0	0	0	0		0	0	0	100		0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	0	

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 21- Rt 460 & Carson Rd PM
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Groups Printed- Cars

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	265	31	2	298	27	0	1	0	28	1	353	0	2	356	682
04:15 PM	0	0	0	0	0	0	299	25	0	324	25	0	0	0	25	9	412	0	0	421	770
04:30 PM	0	0	0	0	0	0	277	33	0	310	33	0	1	0	34	8	342	0	0	350	694
04:45 PM	0	0	0	0	0	0	287	36	0	323	43	0	1	0	44	11	390	0	1	402	769
Total	0	0	0	0	0	0	1128	125	2	1255	128	0	3	0	131	29	1497	0	3	1529	2915
05:00 PM	1	0	0	0	1	0	305	30	0	335	38	0	1	0	39	8	369	0	0	377	752
05:15 PM	0	0	0	0	0	0	290	44	0	334	66	0	3	0	69	8	391	0	1	400	803
05:30 PM	1	0	0	0	1	1	301	38	0	340	43	1	0	0	44	9	417	0	0	426	811
05:45 PM	0	0	0	0	0	0	328	33	0	361	35	0	1	0	36	8	382	0	0	390	787
Total	2	0	0	0	2	1	1224	145	0	1370	182	1	5	0	188	33	1559	0	1	1593	3153
Grand Total	2	0	0	0	2	1	2352	270	2	2625	310	1	8	0	319	62	3056	0	4	3122	6068
Apprch %	100	0	0	0		0	89.6	10.3	0.1		97.2	0.3	2.5	0		2	97.9	0	0.1		
Total %	0	0	0	0	0	0	38.8	4.4	0	43.3	5.1	0	0.1	0	5.3	1	50.4	0	0.1	51.5	

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	305	30	335	38	0	1	39	8	369	0	377	752
05:15 PM	0	0	0	0	0	290	**44**	334	**66**	0	**3**	**69**	8	391	0	399	802
05:30 PM	1	0	0	1	**1**	301	38	340	43	**1**	0	44	**9**	**417**	0	**426**	**811**
05:45 PM	0	0	0	0	0	**328**	33	**361**	35	0	1	36	8	382	0	390	787
Total Volume	2	0	0	2	1	1224	145	1370	182	1	5	188	33	1559	0	1592	3152
% App. Total	100	0	0		0.1	89.3	10.6		96.8	0.5	2.7		2.1	97.9	0		
PHF	.500	.000	.000	.500	.250	.933	.824	.949	.689	.250	.417	.681	.917	.935	.000	.934	.972

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(888) 247-8602

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Groups Printed- Trucks

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	24	0	0	24	44
04:15 PM	0	0	0	0	0	0	25	0	0	25	1	0	0	0	1	0	23	0	0	23	49
04:30 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	23	0	0	23	45
04:45 PM	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	19	0	0	19	41
Total	0	0	0	0	0	0	89	0	0	89	1	0	0	0	1	0	89	0	0	89	179
05:00 PM	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	31
05:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	9	0	0	10	20
05:30 PM	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	8	0	0	8	24
05:45 PM	0	0	0	0	0	0	26	0	0	26	1	0	0	0	1	0	5	0	0	5	32
Total	0	0	0	0	0	0	64	0	0	64	2	0	0	0	2	1	40	0	0	41	107
Grand Total	0	0	0	0	0	0	153	0	0	153	3	0	0	0	3	1	129	0	0	130	286
Apprch %	0	0	0	0		0	100	0	0		100	0	0	0		0.8	99.2	0	0		
Total %	0	0	0	0	0	0	53.5	0	0	53.5	1	0	0	0	1	0.3	45.1	0	0	45.5	

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	20	0	20	0	0	0	0	0	**24**	0	**24**	44
04:15 PM	0	0	0	0	0	**25**	0	**25**	**1**	0	0	**1**	0	23	0	23	**49**
04:30 PM	0	0	0	0	0	22	0	22	0	0	0	0	0	23	0	23	45
04:45 PM	0	0	0	0	0	22	0	22	0	0	0	0	0	19	0	19	41
Total Volume	0	0	0	0	0	89	0	89	1	0	0	1	0	89	0	89	179
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.890	.000	.890	.250	.000	.000	.250	.000	.927	.000	.927	.913

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Groups Printed- Cars - Trucks

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	285	31	2	318	27	0	1	0	28	1	377	0	2	380	726
04:15 PM	0	0	0	0	0	0	324	25	0	349	26	0	0	0	26	9	435	0	0	444	819
04:30 PM	0	0	0	0	0	0	299	33	0	332	33	0	1	0	34	8	365	0	0	373	739
04:45 PM	0	0	0	0	0	0	309	36	0	345	43	0	1	0	44	11	409	0	1	421	810
Total	0	0	0	0	0	0	1217	125	2	1344	129	0	3	0	132	29	1586	0	3	1618	3094
05:00 PM	1	0	0	0	1	0	318	30	0	348	38	0	1	0	39	8	387	0	0	395	783
05:15 PM	0	0	0	0	0	0	300	44	0	344	66	0	3	0	69	9	400	0	1	410	823
05:30 PM	1	0	0	0	1	1	316	38	0	355	44	1	0	0	45	9	425	0	0	434	835
05:45 PM	0	0	0	0	0	0	354	33	0	387	36	0	1	0	37	8	387	0	0	395	819
Total	2	0	0	0	2	1	1288	145	0	1434	184	1	5	0	190	34	1599	0	1	1634	3260
Grand Total	2	0	0	0	2	1	2505	270	2	2778	313	1	8	0	322	63	3185	0	4	3252	6354
Apprch %	100	0	0	0		0	90.2	9.7	0.1		97.2	0.3	2.5	0		1.9	97.9	0	0.1		
Total %	0	0	0	0	0	0	39.4	4.2	0	43.7	4.9	0	0.1	0	5.1	1	50.1	0	0.1	51.2	
Cars	2	0	0	0	2	1	2352	270	2	2625	310	1	8	0	319	62	3056	0	4	3122	6068
% Cars	100	0	0	0	100	100	93.9	100	100	94.5	99	100	100	0	99.1	98.4	95.9	0	100	96	95.5
Trucks	0	0	0	0	0	0	153	0	0	153	3	0	0	0	3	1	129	0	0	130	286
% Trucks	0	0	0	0	0	0	6.1	0	0	5.5	1	0	0	0	0.9	1.6	4.1	0	0	4	4.5

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	0	0	**1**	0	318	30	348	38	0	1	39	8	387	0	395	783
05:15 PM	0	0	0	0	0	300	**44**	344	**66**	0	**3**	**69**	**9**	400	0	409	822
05:30 PM	1	0	0	1	**1**	316	38	355	44	**1**	0	45	9	**425**	0	**434**	**835**
05:45 PM	0	0	0	0	0	**354**	33	**387**	36	0	1	37	8	387	0	395	819
Total Volume	2	0	0	2	1	1288	145	1434	184	1	5	190	34	1599	0	1633	3259
% App. Total	100	0	0		0.1	89.8	10.1		96.8	0.5	2.6		2.1	97.9	0		
PHF	.500	.000	.000	.500	.250	.910	.824	.926	.697	.250	.417	.688	.944	.941	.000	.941	.976

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Groups Printed- Pedestrians

	Church Driveway Southbound					Route 460 Westbound					Carson Rd Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Church Driveway Southbound				Route 460 Westbound				Carson Rd Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 22- Rt 460 & E Ruritan Rd_Bonsack Rd AM
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Groups Printed- Cars

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	22	0	8	0	30	0	0	0	0	1	0	9	0	10	1	3	0	4	44
07:15 AM	10	0	17	0	27	3	0	0	3	2	0	5	0	7	1	1	1	3	40
07:30 AM	23	0	8	0	31	5	0	1	6	0	0	7	0	7	3	1	0	4	48
07:45 AM	13	0	9	0	22	6	3	0	9	2	0	8	0	10	2	3	0	5	46
Total	68	0	42	0	110	14	3	1	18	5	0	29	0	34	7	8	1	16	178
08:00 AM	9	0	7	0	16	4	0	0	4	0	0	6	0	6	6	3	0	9	35
08:15 AM	5	0	5	0	10	1	1	0	2	0	0	8	0	8	5	3	0	8	28
08:30 AM	11	0	6	0	17	2	0	0	2	1	0	9	0	10	7	5	0	12	41
08:45 AM	4	0	6	0	10	2	0	0	2	0	0	1	0	1	7	2	0	9	22
Total	29	0	24	0	53	9	1	0	10	1	0	24	0	25	25	13	0	38	126
Grand Total	97	0	66	0	163	23	4	1	28	6	0	53	0	59	32	21	1	54	304
Apprch %	59.5	0	40.5	0		82.1	14.3	3.6		10.2	0	89.8	0		59.3	38.9	1.9		
Total %	31.9	0	21.7	0	53.6	7.6	1.3	0.3	9.2	2	0	17.4	0	19.4	10.5	6.9	0.3	17.8	

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	22	0	8	30	0	0	0	1	0	**9**	**10**	1	**3**	4	44
07:15 AM	10	0	**17**	27	3	0	3	**2**	0	5	7	1	1	2	39
07:30 AM	**23**	0	8	**31**	5	0	5	0	0	7	7	**3**	1	4	**47**
07:45 AM	13	0	9	22	**6**	**3**	**9**	2	0	8	10	2	3	**5**	46
Total Volume	68	0	42	110	14	3	17	5	0	29	34	7	8	15	176
% App. Total	61.8	0	38.2		82.4	17.6		14.7	0	85.3		46.7	53.3		
PHF	.739	.000	.618	.887	.583	.250	.472	.625	.000	.806	.850	.583	.667	.750	.936

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Groups Printed- Trucks

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	0	1	1	1	0	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	1	0	2	0	0	2	0	2	0	0	0	0	4
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	3	1	0	4	1	1	2	0	4	0	0	0	0	9
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1	0	1	3
Grand Total	2	0	0	0	2	3	2	0	5	1	1	2	0	4	0	1	0	1	12
Apprch %	100	0	0	0		60	40	0		25	25	50	0		0	100	0		
Total %	16.7	0	0	0	16.7	25	16.7	0	41.7	8.3	8.3	16.7	0	33.3	0	8.3	0	8.3	

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	**1**	0	1	**1**	**1**	0	**2**	0	0	0	3
07:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	**1**	**2**	0	0	**2**	2	0	0	0	**4**
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	0	1	3	1	4	1	1	2	4	0	0	0	9
% App. Total	100	0	0		75	25		25	25	50		0	0		
PHF	.250	.000	.000	.250	.750	.250	.500	.250	.250	.250	.500	.000	.000	.000	.563

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File Name : 22- Rt 460 & E Ruritan Rd_Bonsack Rd AM
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Groups Printed- Cars - Trucks

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	22	0	8	0	30	1	0	0	1	2	1	9	0	12	1	3	0	4	47
07:15 AM	10	0	17	0	27	4	0	0	4	2	0	5	0	7	1	1	1	3	41
07:30 AM	23	0	8	0	31	6	1	1	8	0	0	9	0	9	3	1	0	4	52
07:45 AM	14	0	9	0	23	6	3	0	9	2	0	8	0	10	2	3	0	5	47
Total	69	0	42	0	111	17	4	1	22	6	1	31	0	38	7	8	1	16	187
08:00 AM	10	0	7	0	17	4	0	0	4	0	0	6	0	6	6	4	0	10	37
08:15 AM	5	0	5	0	10	1	1	0	2	0	0	8	0	8	5	3	0	8	28
08:30 AM	11	0	6	0	17	2	1	0	3	1	0	9	0	10	7	5	0	12	42
08:45 AM	4	0	6	0	10	2	0	0	2	0	0	1	0	1	7	2	0	9	22
Total	30	0	24	0	54	9	2	0	11	1	0	24	0	25	25	14	0	39	129
Grand Total	99	0	66	0	165	26	6	1	33	7	1	55	0	63	32	22	1	55	316
Apprch %	60	0	40	0		78.8	18.2	3		11.1	1.6	87.3	0		58.2	40	1.8		
Total %	31.3	0	20.9	0	52.2	8.2	1.9	0.3	10.4	2.2	0.3	17.4	0	19.9	10.1	7	0.3	17.4	
Cars	97	0	66	0	163	23	4	1	28	6	0	53	0	59	32	21	1	54	304
% Cars	98	0	100	0	98.8	88.5	66.7	100	84.8	85.7	0	96.4	0	93.7	100	95.5	100	98.2	96.2
Trucks	2	0	0	0	2	3	2	0	5	1	1	2	0	4	0	1	0	1	12
% Trucks	2	0	0	0	1.2	11.5	33.3	0	15.2	14.3	100	3.6	0	6.3	0	4.5	0	1.8	3.8

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	22	0	8	30	1	0	1	**2**	**1**	**9**	**12**	1	**3**	4	47
07:15 AM	10	0	**17**	27	4	0	4	2	0	5	7	1	1	2	40
07:30 AM	**23**	0	8	**31**	**6**	1	7	0	0	9	9	**3**	1	4	**51**
07:45 AM	14	0	9	23	6	**3**	**9**	2	0	8	10	2	3	**5**	47
Total Volume	69	0	42	111	17	4	21	6	1	31	38	7	8	15	185
% App. Total	62.2	0	37.8		81	19		15.8	2.6	81.6		46.7	53.3		
PHF	.750	.000	.618	.895	.708	.333	.583	.750	.250	.861	.792	.583	.667	.750	.907

Peggy Malone & Associates

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Groups Printed- Pedestrians

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	3	0	0	0	3	14	0	0	14	0	0	2	0	2	8	8	1	17	36
04:15 PM	7	0	4	0	11	7	2	0	9	0	0	4	0	4	9	13	1	23	47
04:30 PM	8	0	1	0	9	7	0	1	8	0	0	4	0	4	6	10	0	16	37
04:45 PM	5	0	2	0	7	10	0	0	10	1	0	2	0	3	12	12	1	25	45
Total	23	0	7	0	30	38	2	1	41	1	0	12	0	13	35	43	3	81	165
05:00 PM	7	0	4	0	11	11	0	0	11	1	0	4	0	5	12	11	0	23	50
05:15 PM	7	0	8	0	15	9	1	0	10	0	0	3	0	3	10	13	0	23	51
05:30 PM	5	0	5	0	10	12	0	1	13	3	0	7	0	10	5	13	1	19	52
05:45 PM	14	0	5	0	19	7	1	0	8	0	0	7	0	7	10	18	3	31	65
Total	33	0	22	0	55	39	2	1	42	4	0	21	0	25	37	55	4	96	218
Grand Total	56	0	29	0	85	77	4	2	83	5	0	33	0	38	72	98	7	177	383
Apprch %	65.9	0	34.1	0		92.8	4.8	2.4		13.2	0	86.8	0		40.7	55.4	4		
Total %	14.6	0	7.6	0	22.2	20.1	1	0.5	21.7	1.3	0	8.6	0	9.9	18.8	25.6	1.8	46.2	

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	7	0	4	11	11	0	11	1	0	4	5	**12**	11	23	50
05:15 PM	7	0	**8**	15	9	**1**	10	0	0	3	3	10	13	23	51
05:30 PM	5	0	5	10	**12**	0	**12**	**3**	0	**7**	**10**	5	13	18	50
05:45 PM	**14**	0	5	**19**	7	1	8	0	0	7	7	10	**18**	**28**	**62**
Total Volume	33	0	22	55	39	2	41	4	0	21	25	37	55	92	213
% App. Total	60	0	40		95.1	4.9		16	0	84		40.2	59.8		
PHF	.589	.000	.688	.724	.813	.500	.854	.333	.000	.750	.625	.771	.764	.821	.859

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Groups Printed- Trucks

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	3	0	3	5
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	3	0	4	6
05:00 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	0	1	2	0	0	0	2	1	3	0	4	7
Apprch %	0	0	0	0		100	0	0		100	0	0	0		25	75	0		
Total %	0	0	0	0	0	14.3	0	0	14.3	28.6	0	0	0	28.6	14.3	42.9	0	57.1	

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	**2**	0	0	**2**	0	**3**	**3**	**5**
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	2	0	0	2	1	3	4	6
% App. Total	0	0	0		0	0		100	0	0		25	75		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250	.250	.333	.300

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Groups Printed- Cars - Trucks

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	3	0	0	0	3	14	0	0	14	2	0	2	0	4	8	11	1	20	41
04:15 PM	7	0	4	0	11	7	2	0	9	0	0	4	0	4	10	13	1	24	48
04:30 PM	8	0	1	0	9	7	0	1	8	0	0	4	0	4	6	10	0	16	37
04:45 PM	5	0	2	0	7	10	0	0	10	1	0	2	0	3	12	12	1	25	45
Total	23	0	7	0	30	38	2	1	41	3	0	12	0	15	36	46	3	85	171
05:00 PM	7	0	4	0	11	12	0	0	12	1	0	4	0	5	12	11	0	23	51
05:15 PM	7	0	8	0	15	9	1	0	10	0	0	3	0	3	10	13	0	23	51
05:30 PM	5	0	5	0	10	12	0	1	13	3	0	7	0	10	5	13	1	19	52
05:45 PM	14	0	5	0	19	7	1	0	8	0	0	7	0	7	10	18	3	31	65
Total	33	0	22	0	55	40	2	1	43	4	0	21	0	25	37	55	4	96	219
Grand Total	56	0	29	0	85	78	4	2	84	7	0	33	0	40	73	101	7	181	390
Apprch %	65.9	0	34.1	0		92.9	4.8	2.4		17.5	0	82.5	0		40.3	55.8	3.9		
Total %	14.4	0	7.4	0	21.8	20	1	0.5	21.5	1.8	0	8.5	0	10.3	18.7	25.9	1.8	46.4	
Cars	56	0	29	0	85	77	4	2	83	5	0	33	0	38	72	98	7	177	383
% Cars	100	0	100	0	100	98.7	100	100	98.8	71.4	0	100	0	95	98.6	97	100	97.8	98.2
Trucks	0	0	0	0	0	1	0	0	1	2	0	0	0	2	1	3	0	4	7
% Trucks	0	0	0	0	0	1.3	0	0	1.2	28.6	0	0	0	5	1.4	3	0	2.2	1.8

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	7	0	4	11	**12**	0	**12**	1	0	4	5	**12**	11	23	51
05:15 PM	7	0	**8**	15	9	**1**	10	0	0	3	3	10	13	23	51
05:30 PM	5	0	5	10	12	0	12	**3**	0	**7**	**10**	5	13	18	50
05:45 PM	**14**	0	5	**19**	7	1	8	0	0	7	7	10	**18**	**28**	**62**
Total Volume	33	0	22	55	40	2	42	4	0	21	25	37	55	92	214
% App. Total	60	0	40		95.2	4.8		16	0	84		40.2	59.8		
PHF	.589	.000	.688	.724	.833	.500	.875	.333	.000	.750	.625	.771	.764	.821	.863

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Groups Printed- Pedestrians

	E Ruritan Rd Southbound					Route 460 Westbound				Bonsack Rd Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Apprch %	0	0	0	0		0	0	0		0	0	0	100		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	100	100	0	0	0	0	

	E Ruritan Rd Southbound				Route 460 Westbound			Bonsack Rd Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	0	0	1	1	1	0	2	0	3	2	0	1	3	7
Grand Total	1	0	0	0	1	0	0	1	1	1	0	3	0	4	2	0	1	3	9
Apprch %	100	0	0	0		0	0	100		25	0	75	0		66.7	0	33.3		
Total %	11.1	0	0	0	11.1	0	0	11.1	11.1	11.1	0	33.3	0	44.4	22.2	0	11.1	33.3	

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:45 AM	0	0	0	0	0	0	0	**1**	0	0	1	1	0	1	2
Total Volume	0	0	0	0	0	0	0	1	0	2	3	2	0	2	5
% App. Total	0	0	0		0	0		33.3	0	66.7		100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.500	.000	.500	.625

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Groups Printed- Trucks

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars - Trucks

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	2
Total	0	0	0	0	0	0	0	1	1	1	0	2	0	3	2	0	1	3	7
Grand Total	1	0	0	0	1	0	0	1	1	1	0	3	0	4	2	0	1	3	9
Apprch %	100	0	0	0		0	0	100		25	0	75	0		66.7	0	33.3		
Total %	11.1	0	0	0	11.1	0	0	11.1	11.1	11.1	0	33.3	0	44.4	22.2	0	11.1	33.3	
Cars	1	0	0	0	1	0	0	1	1	1	0	3	0	4	2	0	1	3	9
% Cars	100	0	0	0	100	0	0	100	100	100	0	100	0	100	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	0	0	0	0	0	0	0	0	0	**2**	**2**	0	0	0	**2**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
08:45 AM	0	0	0	0	0	0	0	**1**	0	0	1	1	0	1	2
Total Volume	0	0	0	0	0	0	0	1	0	2	3	2	0	2	5
% App. Total	0	0	0		0	0		33.3	0	66.7		100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.375	.500	.000	.500	.625

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Groups Printed- Pedestrians

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:00 AM															
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	3	5	0	0	0	5	5	0	1	6	14
04:15 PM	0	0	0	0	0	0	0	0	0	5	0	1	0	6	3	0	0	3	9
04:30 PM	0	0	0	0	0	0	2	2	4	1	0	0	0	1	8	0	0	8	13
04:45 PM	0	0	0	0	0	0	3	1	4	8	0	0	0	8	2	0	0	2	14
Total	0	0	0	0	0	0	8	3	11	19	0	1	0	20	18	0	1	19	50
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	3	0	5	4	0	0	4	9
05:15 PM	0	0	0	0	0	0	2	0	2	1	0	1	0	2	4	0	0	4	8
05:30 PM	0	0	0	0	0	0	1	0	1	5	0	1	0	6	3	0	1	4	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	0	3	0	3	8	0	6	0	14	12	0	1	13	30
Grand Total	0	0	0	0	0	0	11	3	14	27	0	7	0	34	30	0	2	32	80
Apprch %	0	0	0	0		0	78.6	21.4		79.4	0	20.6	0		93.8	0	6.2		
Total %	0	0	0	0	0	0	13.8	3.8	17.5	33.8	0	8.8	0	42.5	37.5	0	2.5	40	

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	**3**	**3**	5	0	0	5	5	0	5	**13**
04:15 PM	0	0	0	0	0	0	0	5	0	**1**	6	3	0	3	9
04:30 PM	0	0	0	0	0	2	2	1	0	0	1	**8**	0	**8**	11
04:45 PM	0	0	0	0	0	3	3	**8**	0	0	**8**	2	0	2	13
Total Volume	0	0	0	0	0	8	8	19	0	1	20	18	0	18	46
% App. Total	0	0	0		0	100		95	0	5		100	0		
PHF	.000	.000	.000	.000	.000	.667	.667	.594	.000	.250	.625	.563	.000	.563	.885

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Groups Printed- Trucks

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0		0	0	0	0		0	0	0		
Total %																			

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars - Trucks

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	3	0	3	5	0	0	0	5	5	0	1	6	14
04:15 PM	0	0	0	0	0	0	0	0	0	5	0	1	0	6	3	0	0	3	9
04:30 PM	0	0	0	0	0	0	2	2	4	1	0	0	0	1	8	0	0	8	13
04:45 PM	0	0	0	0	0	0	3	1	4	8	0	0	0	8	2	0	0	2	14
Total	0	0	0	0	0	0	8	3	11	19	0	1	0	20	18	0	1	19	50
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	3	0	5	4	0	0	4	9
05:15 PM	0	0	0	0	0	0	2	0	2	1	0	1	0	2	4	0	0	4	8
05:30 PM	0	0	0	0	0	0	1	0	1	5	0	1	0	6	3	0	1	4	11
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
Total	0	0	0	0	0	0	3	0	3	8	0	6	0	14	12	0	1	13	30
Grand Total	0	0	0	0	0	0	11	3	14	27	0	7	0	34	30	0	2	32	80
Apprch %	0	0	0	0		0	78.6	21.4		79.4	0	20.6	0		93.8	0	6.2		
Total %	0	0	0	0	0	0	13.8	3.8	17.5	33.8	0	8.8	0	42.5	37.5	0	2.5	40	
Cars	0	0	0	0	0	0	11	3	14	27	0	7	0	34	30	0	2	32	80
% Cars	0	0	0	0	0	0	100	100	100	100	0	100	0	100	100	0	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	**3**	**3**	5	0	0	5	5	0	5	**13**
04:15 PM	0	0	0	0	0	0	0	5	0	**1**	6	3	0	3	9
04:30 PM	0	0	0	0	0	2	2	1	0	0	1	**8**	0	**8**	11
04:45 PM	0	0	0	0	0	3	3	**8**	0	0	**8**	2	0	2	13
Total Volume	0	0	0	0	0	8	8	19	0	1	20	18	0	18	46
% App. Total	0	0	0		0	100		95	0	5		100	0		
PHF	.000	.000	.000	.000	.000	.667	.667	.594	.000	.250	.625	.563	.000	.563	.885

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File Name : 23- Rt 460 & Median Crossover #7 PM
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Groups Printed- Pedestrians

	Driveway Southbound					Route 460 Westbound				Country Corner Northbound					Route 460 Eastbound				
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0	100		0	0	0		0	0	0	0		0	0	0		
Total %	0	0	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	

	Driveway Southbound				Route 460 Westbound			Country Corner Northbound				Route 460 Eastbound			
Start Time	Right	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 04:00 PM															
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0		0	0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	44	0	1	0	45	1	0	0	0	1	0	0	0	0	0	0	0	16	0	16	62
07:15 AM	80	0	0	0	80	2	0	0	0	2	0	0	0	0	0	0	0	40	0	40	122
07:30 AM	77	0	0	0	77	2	0	0	0	2	0	0	0	0	0	0	0	23	0	23	102
07:45 AM	63	0	0	0	63	2	0	0	0	2	0	0	0	0	0	0	0	12	0	12	77
Total	264	0	1	0	265	7	0	0	0	7	0	0	0	0	0	0	0	91	0	91	363
08:00 AM	31	0	0	0	31	3	0	0	1	4	0	0	0	0	0	0	0	13	0	13	48
08:15 AM	40	0	0	0	40	3	0	0	0	3	0	0	0	0	0	0	0	15	0	15	58
08:30 AM	33	0	2	0	35	3	0	0	0	3	0	0	0	0	0	0	0	9	0	9	47
08:45 AM	32	0	2	0	34	3	0	0	0	3	0	0	0	0	0	0	0	13	0	13	50
Total	136	0	4	0	140	12	0	0	1	13	0	0	0	0	0	0	0	50	0	50	203
Grand Total	400	0	5	0	405	19	0	0	1	20	0	0	0	0	0	0	0	141	0	141	566
Apprch %	98.8	0	1.2	0		95	0	0	5		0	0	0	0		0	0	100	0		
Total %	70.7	0	0.9	0	71.6	3.4	0	0	0.2	3.5	0	0	0	0	0	0	0	24.9	0	24.9	

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	44	0	**1**	45	1	0	0	1	0	0	0	0	0	0	16	16	62
07:15 AM	**80**	0	0	**80**	**2**	0	0	**2**	0	0	0	0	0	0	**40**	**40**	**122**
07:30 AM	77	0	0	77	2	0	0	2	0	0	0	0	0	0	23	23	102
07:45 AM	63	0	0	63	2	0	0	2	0	0	0	0	0	0	12	12	77
Total Volume	264	0	1	265	7	0	0	7	0	0	0	0	0	0	91	91	363
% App. Total	99.6	0	0.4		100	0	0		0	0	0		0	0	100		
PHF	.825	.000	.250	.828	.875	.000	.000	.875	.000	.000	.000	.000	.000	.000	.569	.569	.744

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Groups Printed- Trucks

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	8
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	0	0	8	0	8	13
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Grand Total	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	12	0	12	18
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	27.8	0	0	0	27.8	5.6	0	0	0	5.6	0	0	0	0	0	0	0	66.7	0	66.7	

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	0	0	1	**1**	0	0	**1**	0	0	0	0	0	0	**6**	**6**	**8**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	**2**	0	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	4	0	0	4	1	0	0	1	0	0	0	0	0	0	8	8	13
% App. Total	100	0	0		100	0	0		0	0	0		0	0	100		
PHF	.500	.000	.000	.500	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.333	.333	.406

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Groups Printed- Cars - Trucks

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	45	0	1	0	46	2	0	0	0	2	0	0	0	0	0	0	0	22	0	22	70
07:15 AM	80	0	0	0	80	2	0	0	0	2	0	0	0	0	0	0	0	42	0	42	124
07:30 AM	78	0	0	0	78	2	0	0	0	2	0	0	0	0	0	0	0	23	0	23	103
07:45 AM	65	0	0	0	65	2	0	0	0	2	0	0	0	0	0	0	0	12	0	12	79
Total	268	0	1	0	269	8	0	0	0	8	0	0	0	0	0	0	0	99	0	99	376
08:00 AM	32	0	0	0	32	3	0	0	1	4	0	0	0	0	0	0	0	13	0	13	49
08:15 AM	40	0	0	0	40	3	0	0	0	3	0	0	0	0	0	0	0	15	0	15	58
08:30 AM	33	0	2	0	35	3	0	0	0	3	0	0	0	0	0	0	0	10	0	10	48
08:45 AM	32	0	2	0	34	3	0	0	0	3	0	0	0	0	0	0	0	16	0	16	53
Total	137	0	4	0	141	12	0	0	1	13	0	0	0	0	0	0	0	54	0	54	208
Grand Total	405	0	5	0	410	20	0	0	1	21	0	0	0	0	0	0	0	153	0	153	584
Apprch %	98.8	0	1.2	0		95.2	0	0	4.8		0	0	0	0		0	0	100	0		
Total %	69.3	0	0.9	0	70.2	3.4	0	0	0.2	3.6	0	0	0	0	0	0	0	26.2	0	26.2	
Cars	400	0	5	0	405	19	0	0	1	20	0	0	0	0	0	0	0	141	0	141	566
% Cars	98.8	0	100	0	98.8	95	0	0	100	95.2	0	0	0	0	0	0	0	92.2	0	92.2	96.9
Trucks	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	0	0	12	0	12	18
% Trucks	1.2	0	0	0	1.2	5	0	0	0	4.8	0	0	0	0	0	0	0	7.8	0	7.8	3.1

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	45	0	**1**	46	**2**	0	0	**2**	0	0	0	0	0	0	22	22	70
07:15 AM	**80**	0	0	**80**	2	0	0	2	0	0	0	0	0	0	**42**	**42**	**124**
07:30 AM	78	0	0	78	2	0	0	2	0	0	0	0	0	0	23	23	103
07:45 AM	65	0	0	65	2	0	0	2	0	0	0	0	0	0	12	12	79
Total Volume	268	0	1	269	8	0	0	8	0	0	0	0	0	0	99	99	376
% App. Total	99.6	0	0.4		100	0	0		0	0	0		0	0	100		
PHF	.838	.000	.250	.841	1.00	.000	.000	1.00	.000	.000	.000	.000	.000	.000	.589	.589	.758

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Groups Printed- Pedestrians

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Groups Printed- Cars

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	29	0	1	0	30	7	0	0	0	7	0	0	0	0	0	0	0	36	0	36	73
04:15 PM	27	0	5	0	32	0	0	0	0	0	0	0	0	0	0	0	0	52	3	55	87
04:30 PM	34	0	3	0	37	5	0	0	0	5	0	0	0	0	0	0	0	44	2	46	88
04:45 PM	30	0	4	0	34	6	0	0	0	6	0	0	0	0	0	0	0	46	0	46	86
Total	120	0	13	0	133	18	0	0	0	18	0	0	0	0	0	0	0	178	5	183	334
05:00 PM	24	0	1	0	25	5	0	0	0	5	0	0	0	0	0	0	0	54	0	54	84
05:15 PM	24	0	1	0	25	9	0	0	0	9	0	0	0	0	0	0	0	56	0	56	90
05:30 PM	36	0	0	0	36	3	0	0	0	3	0	0	0	0	0	0	0	68	1	69	108
05:45 PM	38	0	1	0	39	5	0	0	0	5	0	0	0	0	0	0	0	62	0	62	106
Total	122	0	3	0	125	22	0	0	0	22	0	0	0	0	0	0	0	240	1	241	388
Grand Total	242	0	16	0	258	40	0	0	0	40	0	0	0	0	0	0	0	418	6	424	722
Apprch %	93.8	0	6.2	0		100	0	0	0		0	0	0	0		0	0	98.6	1.4		
Total %	33.5	0	2.2	0	35.7	5.5	0	0	0	5.5	0	0	0	0	0	0	0	57.9	0.8	58.7	

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	24	0	**1**	25	5	0	0	5	0	0	0	0	0	0	54	54	84
05:15 PM	24	0	1	25	**9**	0	0	**9**	0	0	0	0	0	0	56	56	90
05:30 PM	36	0	0	36	3	0	0	3	0	0	0	0	0	0	**68**	**68**	**107**
05:45 PM	**38**	0	1	**39**	5	0	0	5	0	0	0	0	0	0	62	62	106
Total Volume	122	0	3	125	22	0	0	22	0	0	0	0	0	0	240	240	387
% App. Total	97.6	0	2.4		100	0	0		0	0	0		0	0	100		
PHF	.803	.000	.750	.801	.611	.000	.000	.611	.000	.000	.000	.000	.000	.000	.882	.882	.904

Peggy Malone & Associates

(888) 247-8602

File Name : 24- Rt 460 & Huntridge Rd PM
Site Code :
Start Date : 10/1/2019
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Groups Printed- Trucks

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	10
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	13
Apprch %	66.7	0	33.3	0		100	0	0	0		0	0	0	0		0	0	100	0		
Total %	30.8	0	15.4	0	46.2	7.7	0	0	0	7.7	0	0	0	0	0	0	0	46.2	0	46.2	

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	3
04:15 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	**1**	1	**1**	0	0	**1**	0	0	0	0	0	0	3	3	**5**
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	0	2	3	1	0	0	1	0	0	0	0	0	0	6	6	10
% App. Total	33.3	0	66.7		100	0	0		0	0	0		0	0	100		
PHF	.250	.000	.500	.750	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.500	.500	.500

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(888) 247-8602

File Name : 24- Rt 460 & Huntridge Rd PM
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Groups Printed- Cars - Trucks

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	29	0	1	0	30	7	0	0	0	7	0	0	0	0	0	0	0	39	0	39	76
04:15 PM	28	0	5	0	33	0	0	0	0	0	0	0	0	0	0	0	0	52	3	55	88
04:30 PM	34	0	4	0	38	6	0	0	0	6	0	0	0	0	0	0	0	47	2	49	93
04:45 PM	30	0	5	0	35	6	0	0	0	6	0	0	0	0	0	0	0	46	0	46	87
Total	121	0	15	0	136	19	0	0	0	19	0	0	0	0	0	0	0	184	5	189	344
05:00 PM	25	0	1	0	26	5	0	0	0	5	0	0	0	0	0	0	0	54	0	54	85
05:15 PM	24	0	1	0	25	9	0	0	0	9	0	0	0	0	0	0	0	56	0	56	90
05:30 PM	36	0	0	0	36	3	0	0	0	3	0	0	0	0	0	0	0	68	1	69	108
05:45 PM	40	0	1	0	41	5	0	0	0	5	0	0	0	0	0	0	0	62	0	62	108
Total	125	0	3	0	128	22	0	0	0	22	0	0	0	0	0	0	0	240	1	241	391
Grand Total	246	0	18	0	264	41	0	0	0	41	0	0	0	0	0	0	0	424	6	430	735
Apprch %	93.2	0	6.8	0		100	0	0	0		0	0	0	0		0	0	98.6	1.4		
Total %	33.5	0	2.4	0	35.9	5.6	0	0	0	5.6	0	0	0	0	0	0	0	57.7	0.8	58.5	
Cars	242	0	16	0	258	40	0	0	0	40	0	0	0	0	0	0	0	418	6	424	722
% Cars	98.4	0	88.9	0	97.7	97.6	0	0	0	97.6	0	0	0	0	0	0	0	98.6	100	98.6	98.2
Trucks	4	0	2	0	6	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	13
% Trucks	1.6	0	11.1	0	2.3	2.4	0	0	0	2.4	0	0	0	0	0	0	0	1.4	0	1.4	1.8

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	25	0	**1**	26	5	0	0	5	0	0	0	0	0	0	54	54	85
05:15 PM	24	0	1	25	**9**	0	0	**9**	0	0	0	0	0	0	56	56	90
05:30 PM	36	0	0	36	3	0	0	3	0	0	0	0	0	0	**68**	**68**	107
05:45 PM	**40**	0	1	**41**	5	0	0	5	0	0	0	0	0	0	62	62	**108**
Total Volume	125	0	3	128	22	0	0	22	0	0	0	0	0	0	240	240	390
% App. Total	97.7	0	2.3		100	0	0		0	0	0		0	0	100		
PHF	.781	.000	.750	.780	.611	.000	.000	.611	.000	.000	.000	.000	.000	.000	.882	.882	.903

Peggy Malone & Associates

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File Name : 24- Rt 460 & Huntridge Rd PM
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Groups Printed- Pedestrians

	Huntridge Rd Southbound					Route 460 Westbound					Northbound					Route 460 Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %																					

	Huntridge Rd Southbound				Route 460 Westbound				Northbound				Route 460 Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 7-Route 460 and Walmart Entrance
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Groups Printed- Car

	Route 460 Southbound					Route 460 Northbound				Walmart Entrance/Exit Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	11	244	0	0	255	141	13	0	154	11	6	0	17	426
07:15 AM	22	291	0	0	313	168	10	0	178	19	6	0	25	516
07:30 AM	17	331	0	0	348	188	12	0	200	18	3	0	21	569
07:45 AM	24	295	0	0	319	179	17	0	196	23	7	0	30	545
Total	74	1161	0	0	1235	676	52	0	728	71	22	0	93	2056
08:00 AM	12	245	1	0	258	144	21	0	165	17	6	0	23	446
08:15 AM	15	244	0	0	259	173	25	0	198	23	10	0	33	490
08:30 AM	16	220	0	0	236	160	24	0	184	20	8	0	28	448
08:45 AM	15	192	0	0	207	144	28	0	172	22	13	0	35	414
Total	58	901	1	0	960	621	98	0	719	82	37	0	119	1798
09:00 AM	14	184	0	0	198	126	20	0	146	32	13	0	45	389
09:15 AM	13	157	1	0	171	134	38	0	172	34	15	0	49	392
09:30 AM	21	165	1	0	187	125	28	0	153	22	7	0	29	369
09:45 AM	28	156	0	0	184	126	43	0	169	33	8	0	41	394
Total	76	662	2	0	740	511	129	0	640	121	43	0	164	1544
10:00 AM	20	152	0	0	172	134	42	0	176	27	6	0	33	381
10:15 AM	23	158	0	0	181	116	21	0	137	41	20	0	61	379
10:30 AM	22	174	0	0	196	136	39	0	175	30	13	0	43	414
10:45 AM	16	161	0	0	177	120	48	0	168	41	16	0	57	402
Total	81	645	0	0	726	506	150	0	656	139	55	0	194	1576
11:00 AM	14	150	0	0	164	133	49	0	182	35	12	0	47	393
11:15 AM	24	189	0	0	213	127	42	0	169	49	15	0	64	446
11:30 AM	24	171	0	0	195	151	55	0	206	38	13	0	51	452
11:45 AM	21	179	0	0	200	157	42	0	199	29	21	0	50	449
Total	83	689	0	0	772	568	188	0	756	151	61	0	212	1740
12:00 PM	27	203	1	0	231	150	59	0	209	56	16	0	72	512
12:15 PM	18	192	0	0	210	149	51	0	200	49	27	0	76	486
12:30 PM	28	183	0	0	211	176	54	0	230	43	25	0	68	509
12:45 PM	25	165	0	0	190	169	50	0	219	52	27	0	79	488
Total	98	743	1	0	842	644	214	0	858	200	95	0	295	1995
01:00 PM	24	171	1	0	196	188	45	0	233	54	27	0	81	510
01:15 PM	23	145	0	0	168	149	45	0	194	52	24	0	76	438
01:30 PM	21	162	0	0	183	169	44	0	213	61	18	0	79	475
01:45 PM	33	150	1	0	184	166	46	0	212	54	26	0	80	476
Total	101	628	2	0	731	672	180	0	852	221	95	0	316	1899
02:00 PM	24	157	2	0	183	207	38	0	245	54	24	0	78	506
02:15 PM	29	193	0	0	222	214	42	0	256	44	32	0	76	554
02:30 PM	24	205	0	0	229	222	49	0	271	55	30	0	85	585
02:45 PM	20	194	0	0	214	225	31	0	256	48	26	0	74	544
Total	97	749	2	0	848	868	160	0	1028	201	112	0	313	2189
03:00 PM	24	167	0	0	191	188	41	0	229	48	20	0	68	488
03:15 PM	30	151	0	0	181	216	36	0	252	46	25	0	71	504
03:30 PM	25	233	0	0	258	280	41	0	321	37	23	0	60	639
03:45 PM	25	223	0	0	248	219	40	0	259	43	30	0	73	580
Total	104	774	0	0	878	903	158	0	1061	174	98	0	272	2211
04:00 PM	33	192	0	0	225	261	50	0	311	59	31	0	90	626
04:15 PM	31	209	0	0	240	240	48	0	288	42	41	0	83	611
04:30 PM	23	175	0	0	198	292	47	0	339	41	35	0	76	613
04:45 PM	33	215	0	0	248	287	53	0	340	43	25	0	68	656
Total	120	791	0	0	911	1080	198	0	1278	185	132	0	317	2506
05:00 PM	27	243	0	0	270	313	54	0	367	50	31	0	81	718
05:15 PM	23	215	0	0	238	316	56	0	372	48	35	0	83	693
05:30 PM	20	218	0	0	238	313	50	0	363	40	41	0	81	682
05:45 PM	23	216	0	0	239	262	51	0	313	43	42	0	85	637
Total	93	892	0	0	985	1204	211	0	1415	181	149	0	330	2730
06:00 PM	16	205	0	0	221	254	33	0	287	57	27	0	84	592
06:15 PM	23	196	0	0	219	227	41	0	268	36	23	0	59	546
06:30 PM	16	163	0	0	179	244	33	0	277	39	15	0	54	510
06:45 PM	24	143	0	0	167	197	28	0	225	41	20	0	61	453
Total	79	707	0	0	786	922	135	0	1057	173	85	0	258	2101
Grand Total	1064	9342	8	0	10414	9175	1873	0	11048	1899	984	0	2883	24345
Apprch %	10.2	89.7	0.1	0		83	17	0		65.9	34.1	0		
Total %	4.4	38.4	0	0	42.8	37.7	7.7	0	45.4	7.8	4	0	11.8	

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File Name : 7-Route 460 and Walmart Entrance
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	Route 460 Southbound				Route 460 Northbound			Walmart Entrance/Exit Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	22	291	0	313	168	10	178	19	6	25	516
07:30 AM	17	**331**	0	**348**	**188**	12	**200**	18	3	21	**569**
07:45 AM	**24**	295	0	319	179	17	196	**23**	**7**	**30**	545
08:00 AM	12	245	**1**	258	144	**21**	165	17	6	23	446
Total Volume	75	1162	1	1238	679	60	739	77	22	99	2076
% App. Total	6.1	93.9	0.1		91.9	8.1		77.8	22.2		
PHF	.781	.878	.250	.889	.903	.714	.924	.837	.786	.825	.912
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**33**	215	0	248	287	53	340	43	25	68	656
05:00 PM	27	**243**	0	**270**	313	54	367	**50**	31	81	**718**
05:15 PM	23	215	0	238	**316**	**56**	**372**	48	35	**83**	693
05:30 PM	20	218	0	238	313	50	363	40	**41**	81	682
Total Volume	103	891	0	994	1229	213	1442	181	132	313	2749
% App. Total	10.4	89.6	0		85.2	14.8		57.8	42.2		
PHF	.780	.917	.000	.920	.972	.951	.969	.905	.805	.943	.957

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Groups Printed- Truck

	Route 460 Southbound					Route 460 Northbound				Walmart Entrance/Exit Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	19	0	0	19	13	2	0	15	3	1	0	4	38
07:15 AM	0	20	0	0	20	9	1	0	10	4	1	0	5	35
07:30 AM	2	20	0	0	22	22	3	0	25	1	1	0	2	49
07:45 AM	1	16	0	0	17	26	0	0	26	0	1	0	1	44
Total	3	75	0	0	78	70	6	0	76	8	4	0	12	166
08:00 AM	0	14	0	0	14	20	1	0	21	0	0	0	0	35
08:15 AM	0	9	0	0	9	32	1	0	33	3	0	0	3	45
08:30 AM	0	14	0	0	14	39	1	0	40	1	1	0	2	56
08:45 AM	0	12	0	0	12	24	1	0	25	1	1	0	2	39
Total	0	49	0	0	49	115	4	0	119	5	2	0	7	175
09:00 AM	0	18	0	0	18	29	2	0	31	1	0	0	1	50
09:15 AM	1	17	0	0	18	23	2	0	25	1	0	0	1	44
09:30 AM	0	25	0	0	25	37	2	0	39	1	0	0	1	65
09:45 AM	1	18	0	0	19	22	1	0	23	0	1	0	1	43
Total	2	78	0	0	80	111	7	0	118	3	1	0	4	202
10:00 AM	0	16	0	0	16	30	0	0	30	0	3	0	3	49
10:15 AM	0	12	0	0	12	15	1	0	16	1	1	0	2	30
10:30 AM	0	27	0	0	27	31	0	0	31	0	1	0	1	59
10:45 AM	1	20	0	0	21	24	1	0	25	1	1	0	2	48
Total	1	75	0	0	76	100	2	0	102	2	6	0	8	186
11:00 AM	0	14	0	0	14	26	3	0	29	2	2	0	4	47
11:15 AM	3	23	0	0	26	15	1	0	16	1	1	0	2	44
11:30 AM	0	17	0	0	17	20	0	0	20	1	0	0	1	38
11:45 AM	0	15	0	0	15	10	2	0	12	0	0	0	0	27
Total	3	69	0	0	72	71	6	0	77	4	3	0	7	156
12:00 PM	2	15	0	0	17	25	1	0	26	1	1	0	2	45
12:15 PM	1	21	0	0	22	15	0	0	15	1	2	0	3	40
12:30 PM	1	18	0	0	19	17	1	0	18	1	2	0	3	40
12:45 PM	1	22	0	0	23	15	0	0	15	0	2	0	2	40
Total	5	76	0	0	81	72	2	0	74	3	7	0	10	165
01:00 PM	0	19	0	0	19	23	1	0	24	1	0	0	1	44
01:15 PM	0	22	0	0	22	19	0	0	19	0	1	0	1	42
01:30 PM	0	20	0	0	20	10	1	0	11	1	0	0	1	32
01:45 PM	0	26	0	0	26	21	1	0	22	1	0	0	1	49
Total	0	87	0	0	87	73	3	0	76	3	1	0	4	167
02:00 PM	0	15	0	0	15	20	0	0	20	0	0	0	0	35
02:15 PM	0	27	0	0	27	15	1	0	16	1	0	0	1	44
02:30 PM	0	15	0	0	15	21	1	0	22	1	1	0	2	39
02:45 PM	1	26	0	0	27	12	0	0	12	0	0	0	0	39
Total	1	83	0	0	84	68	2	0	70	2	1	0	3	157
03:00 PM	0	21	0	0	21	17	0	0	17	0	0	0	0	38
03:15 PM	1	19	0	0	20	16	1	0	17	1	0	0	1	38
03:30 PM	1	14	0	0	15	13	0	0	13	0	1	0	1	29
03:45 PM	0	12	0	0	12	12	2	0	14	2	1	0	3	29
Total	2	66	0	0	68	58	3	0	61	3	2	0	5	134
04:00 PM	1	14	0	0	15	11	0	0	11	0	0	0	0	26
04:15 PM	0	18	0	0	18	11	0	0	11	0	0	0	0	29
04:30 PM	0	11	0	0	11	12	0	0	12	0	1	0	1	24
04:45 PM	0	21	0	0	21	6	0	0	6	1	0	0	1	28
Total	1	64	0	0	65	40	0	0	40	1	1	0	2	107
05:00 PM	2	21	0	0	23	12	0	0	12	2	0	0	2	37
05:15 PM	1	23	0	0	24	11	0	0	11	0	0	0	0	35
05:30 PM	0	17	0	0	17	8	0	0	8	0	1	0	1	26
05:45 PM	2	13	0	0	15	6	0	0	6	0	0	0	0	21
Total	5	74	0	0	79	37	0	0	37	2	1	0	3	119
06:00 PM	0	16	0	0	16	9	0	0	9	0	0	0	0	25
06:15 PM	1	6	0	0	7	8	1	0	9	0	1	0	1	17
06:30 PM	0	19	0	0	19	7	0	0	7	0	1	0	1	27
06:45 PM	1	10	0	0	11	9	0	0	9	1	0	0	1	21
Total	2	51	0	0	53	33	1	0	34	1	2	0	3	90
Grand Total	25	847	0	0	872	848	36	0	884	37	31	0	68	1824
Apprch %	2.9	97.1	0	0		95.9	4.1	0		54.4	45.6	0		
Total %	1.4	46.4	0	0	47.8	46.5	2	0	48.5	2	1.7	0	3.7	

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	Route 460 Southbound				Route 460 Northbound			Walmart Entrance/Exit Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 09:00 AM											
09:00 AM	0	18	0	18	29	**2**	31	**1**	0	**1**	50
09:15 AM	**1**	17	0	18	23	2	25	1	0	1	44
09:30 AM	0	**25**	0	**25**	**37**	2	**39**	1	0	1	**65**
09:45 AM	1	18	0	19	22	1	23	0	**1**	1	43
Total Volume	2	78	0	80	111	7	118	3	1	4	202
% App. Total	2.5	97.5	0		94.1	5.9		75	25		
PHF	.500	.780	.000	.800	.750	.875	.756	.750	.250	1.00	.777
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 01:00 PM											
01:00 PM	0	19	0	19	**23**	**1**	**24**	**1**	0	**1**	44
01:15 PM	0	22	0	22	19	0	19	0	**1**	1	42
01:30 PM	0	20	0	20	10	1	11	1	0	1	32
01:45 PM	0	**26**	0	**26**	21	1	22	1	0	1	**49**
Total Volume	0	87	0	87	73	3	76	3	1	4	167
% App. Total	0	100	0		96.1	3.9		75	25		
PHF	.000	.837	.000	.837	.793	.750	.792	.750	.250	1.00	.852

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File Name : 7-Route 460 and Walmart Entrance
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Groups Printed- Combined

	Route 460 Southbound					Route 460 Northbound				Walmart Entrance/Exit Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	11	263	0	0	274	154	15	0	169	14	7	0	21	464
07:15 AM	22	311	0	0	333	177	11	0	188	23	7	0	30	551
07:30 AM	19	351	0	0	370	210	15	0	225	19	4	0	23	618
07:45 AM	25	311	0	0	336	205	17	0	222	23	8	0	31	589
Total	77	1236	0	0	1313	746	58	0	804	79	26	0	105	2222
08:00 AM	12	259	1	0	272	164	22	0	186	17	6	0	23	481
08:15 AM	15	253	0	0	268	205	26	0	231	26	10	0	36	535
08:30 AM	16	234	0	0	250	199	25	0	224	21	9	0	30	504
08:45 AM	15	204	0	0	219	168	29	0	197	23	14	0	37	453
Total	58	950	1	0	1009	736	102	0	838	87	39	0	126	1973
09:00 AM	14	202	0	0	216	155	22	0	177	33	13	0	46	439
09:15 AM	14	174	1	0	189	157	40	0	197	35	15	0	50	436
09:30 AM	21	190	1	0	212	162	30	0	192	23	7	0	30	434
09:45 AM	29	174	0	0	203	148	44	0	192	33	9	0	42	437
Total	78	740	2	0	820	622	136	0	758	124	44	0	168	1746
10:00 AM	20	168	0	0	188	164	42	0	206	27	9	0	36	430
10:15 AM	23	170	0	0	193	131	22	0	153	42	21	0	63	409
10:30 AM	22	201	0	0	223	167	39	0	206	30	14	0	44	473
10:45 AM	17	181	0	0	198	144	49	0	193	42	17	0	59	450
Total	82	720	0	0	802	606	152	0	758	141	61	0	202	1762
11:00 AM	14	164	0	0	178	159	52	0	211	37	14	0	51	440
11:15 AM	27	212	0	0	239	142	43	0	185	50	16	0	66	490
11:30 AM	24	188	0	0	212	171	55	0	226	39	13	0	52	490
11:45 AM	21	194	0	0	215	167	44	0	211	29	21	0	50	476
Total	86	758	0	0	844	639	194	0	833	155	64	0	219	1896
12:00 PM	29	218	1	0	248	175	60	0	235	57	17	0	74	557
12:15 PM	19	213	0	0	232	164	51	0	215	50	29	0	79	526
12:30 PM	29	201	0	0	230	193	55	0	248	44	27	0	71	549
12:45 PM	26	187	0	0	213	184	50	0	234	52	29	0	81	528
Total	103	819	1	0	923	716	216	0	932	203	102	0	305	2160
01:00 PM	24	190	1	0	215	211	46	0	257	55	27	0	82	554
01:15 PM	23	167	0	0	190	168	45	0	213	52	25	0	77	480
01:30 PM	21	182	0	0	203	179	45	0	224	62	18	0	80	507
01:45 PM	33	176	1	0	210	187	47	0	234	55	26	0	81	525
Total	101	715	2	0	818	745	183	0	928	224	96	0	320	2066
02:00 PM	24	172	2	0	198	227	38	0	265	54	24	0	78	541
02:15 PM	29	220	0	0	249	229	43	0	272	45	32	0	77	598
02:30 PM	24	220	0	0	244	243	50	0	293	56	31	0	87	624
02:45 PM	21	220	0	0	241	237	31	0	268	48	26	0	74	583
Total	98	832	2	0	932	936	162	0	1098	203	113	0	316	2346
03:00 PM	24	188	0	0	212	205	41	0	246	48	20	0	68	526
03:15 PM	31	170	0	0	201	232	37	0	269	47	25	0	72	542
03:30 PM	26	247	0	0	273	293	41	0	334	37	24	0	61	668
03:45 PM	25	235	0	0	260	231	42	0	273	45	31	0	76	609
Total	106	840	0	0	946	961	161	0	1122	177	100	0	277	2345
04:00 PM	34	206	0	0	240	272	50	0	322	59	31	0	90	652
04:15 PM	31	227	0	0	258	251	48	0	299	42	41	0	83	640
04:30 PM	23	186	0	0	209	304	47	0	351	41	36	0	77	637
04:45 PM	33	236	0	0	269	293	53	0	346	44	25	0	69	684
Total	121	855	0	0	976	1120	198	0	1318	186	133	0	319	2613
05:00 PM	29	264	0	0	293	325	54	0	379	52	31	0	83	755
05:15 PM	24	238	0	0	262	327	56	0	383	48	35	0	83	728
05:30 PM	20	235	0	0	255	321	50	0	371	40	42	0	82	708
05:45 PM	25	229	0	0	254	268	51	0	319	43	42	0	85	658
Total	98	966	0	0	1064	1241	211	0	1452	183	150	0	333	2849
06:00 PM	16	221	0	0	237	263	33	0	296	57	27	0	84	617
06:15 PM	24	202	0	0	226	235	42	0	277	36	24	0	60	563
06:30 PM	16	182	0	0	198	251	33	0	284	39	16	0	55	537
06:45 PM	25	153	0	0	178	206	28	0	234	42	20	0	62	474
Total	81	758	0	0	839	955	136	0	1091	174	87	0	261	2191
Grand Total	1089	10189	8	0	11286	10023	1909	0	11932	1936	1015	0	2951	26169
Apprch %	9.6	90.3	0.1	0		84	16	0		65.6	34.4	0		
Total %	4.2	38.9	0	0	43.1	38.3	7.3	0	45.6	7.4	3.9	0	11.3	

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File Name : 7-Route 460 and Walmart Entrance
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	Route 460 Southbound				Route 460 Northbound			Walmart Entrance/Exit Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	22	311	0	333	177	11	188	**23**	7	30	551
07:30 AM	19	**351**	0	**370**	**210**	15	**225**	19	4	23	**618**
07:45 AM	**25**	311	0	336	205	17	222	23	**8**	**31**	589
08:00 AM	12	259	**1**	272	164	**22**	186	17	6	23	481
Total Volume	78	1232	1	1311	756	65	821	82	25	107	2239
% App. Total	5.9	94	0.1		92.1	7.9		76.6	23.4		
PHF	.780	.877	.250	.886	.900	.739	.912	.891	.781	.863	.906
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**33**	236	0	269	293	53	346	44	25	69	684
05:00 PM	29	**264**	0	**293**	325	54	379	**52**	31	**83**	**755**
05:15 PM	24	238	0	262	**327**	**56**	**383**	48	35	83	728
05:30 PM	20	235	0	255	321	50	371	40	**42**	82	708
Total Volume	106	973	0	1079	1266	213	1479	184	133	317	2875
% App. Total	9.8	90.2	0		85.6	14.4		58	42		
PHF	.803	.921	.000	.921	.968	.951	.965	.885	.792	.955	.952

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File Name : 4-US 220 and Route 460 AM
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Groups Printed- Car

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	60	92	0	152	64	75	0	139	219	159	0	378	669
07:15 AM	67	103	0	170	78	99	0	177	225	161	0	386	733
07:30 AM	70	99	0	169	95	66	0	161	212	186	0	398	728
07:45 AM	80	88	0	168	112	83	0	195	186	184	0	370	733
Total	277	382	0	659	349	323	0	672	842	690	0	1532	2863
08:00 AM	68	74	0	142	65	95	0	160	200	159	0	359	661
08:15 AM	49	70	0	119	85	87	0	172	151	144	0	295	586
08:30 AM	79	81	0	160	62	91	0	153	163	131	0	294	607
08:45 AM	57	88	0	145	79	71	0	150	157	109	0	266	561
Total	253	313	0	566	291	344	0	635	671	543	0	1214	2415
Grand Total	530	695	0	1225	640	667	0	1307	1513	1233	0	2746	5278
Apprch %	43.3	56.7	0		49	51	0		55.1	44.9	0		
Total %	10	13.2	0	23.2	12.1	12.6	0	24.8	28.7	23.4	0	52	

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	60	92	152	64	75	139	219	159	378	669
07:15 AM	67	**103**	**170**	78	**99**	177	**225**	161	386	**733**
07:30 AM	70	99	169	95	66	161	212	**186**	**398**	728
07:45 AM	**80**	88	168	**112**	83	**195**	186	184	370	733
Total Volume	277	382	659	349	323	672	842	690	1532	2863
% App. Total	42	58		51.9	48.1		55	45		
PHF	.866	.927	.969	.779	.816	.862	.936	.927	.962	.976

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File Name : 4-US 220 and Route 460 AM
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Groups Printed- Truck

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	10	2	0	12	8	14	0	22	8	19	0	27	61
07:15 AM	4	5	0	9	14	14	0	28	12	12	0	24	61
07:30 AM	9	9	0	18	7	7	0	14	23	12	0	35	67
07:45 AM	10	9	0	19	9	16	0	25	17	16	0	33	77
Total	33	25	0	58	38	51	0	89	60	59	0	119	266
08:00 AM	16	8	0	24	10	16	0	26	6	16	0	22	72
08:15 AM	16	11	0	27	15	22	0	37	3	22	0	25	89
08:30 AM	22	5	0	27	12	13	0	25	17	12	0	29	81
08:45 AM	19	7	0	26	14	11	0	25	10	13	0	23	74
Total	73	31	0	104	51	62	0	113	36	63	0	99	316
Grand Total	106	56	0	162	89	113	0	202	96	122	0	218	582
Apprch %	65.4	34.6	0		44.1	55.9	0		44	56	0		
Total %	18.2	9.6	0	27.8	15.3	19.4	0	34.7	16.5	21	0	37.5	

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	10	9	19	9	16	25	**17**	16	**33**	77
08:00 AM	16	8	24	10	16	26	6	16	22	72
08:15 AM	16	**11**	**27**	**15**	**22**	**37**	3	**22**	25	**89**
08:30 AM	**22**	5	27	12	13	25	17	12	29	81
Total Volume	64	33	97	46	67	113	43	66	109	319
% App. Total	66	34		40.7	59.3		39.4	60.6		
PHF	.727	.750	.898	.767	.761	.764	.632	.750	.826	.896

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Groups Printed- Pedestrians

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4-US 220 and Route 460 AM
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Groups Printed- Car - Truck

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
07:00 AM	70	94	0	164	72	89	0	161	227	178	0	405	730
07:15 AM	71	108	0	179	92	113	0	205	237	173	0	410	794
07:30 AM	79	108	0	187	102	73	0	175	235	198	0	433	795
07:45 AM	90	97	0	187	121	99	0	220	203	200	0	403	810
Total	310	407	0	717	387	374	0	761	902	749	0	1651	3129
08:00 AM	84	82	0	166	75	111	0	186	206	175	0	381	733
08:15 AM	65	81	0	146	100	109	0	209	154	166	0	320	675
08:30 AM	101	86	0	187	74	104	0	178	180	143	0	323	688
08:45 AM	76	95	0	171	93	82	0	175	167	122	0	289	635
Total	326	344	0	670	342	406	0	748	707	606	0	1313	2731
Grand Total	636	751	0	1387	729	780	0	1509	1609	1355	0	2964	5860
Apprch %	45.9	54.1	0		48.3	51.7	0		54.3	45.7	0		
Total %	10.9	12.8	0	23.7	12.4	13.3	0	25.8	27.5	23.1	0	50.6	
Car	530	695	0	1225	640	667	0	1307	1513	1233	0	2746	5278
% Car	83.3	92.5	0	88.3	87.8	85.5	0	86.6	94	91	0	92.6	90.1
Truck	106	56	0	162	89	113	0	202	96	122	0	218	582
% Truck	16.7	7.5	0	11.7	12.2	14.5	0	13.4	6	9	0	7.4	9.9

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	71	**108**	179	92	**113**	205	**237**	173	410	794
07:30 AM	79	108	**187**	102	73	175	235	198	**433**	795
07:45 AM	**90**	97	187	**121**	99	**220**	203	**200**	403	**810**
08:00 AM	84	82	166	75	111	186	206	175	381	733
Total Volume	324	395	719	390	396	786	881	746	1627	3132
% App. Total	45.1	54.9		49.6	50.4		54.1	45.9		
PHF	.900	.914	.961	.806	.876	.893	.929	.933	.939	.967

Peggy Malone & Associates
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File Name : 4-US 220 and Route 460 PM
Site Code :
Start Date : 3/6/2018
Page No : 1

Groups Printed- Car

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	127	89	0	216	75	204	0	279	117	79	0	196	691
04:15 PM	134	114	0	248	87	203	0	290	138	68	0	206	744
04:30 PM	119	106	0	225	88	183	0	271	157	81	0	238	734
04:45 PM	124	116	0	240	77	207	0	284	134	102	0	236	760
Total	504	425	0	929	327	797	0	1124	546	330	0	876	2929
05:00 PM	153	127	0	280	109	225	0	334	154	80	0	234	848
05:15 PM	157	130	0	287	99	243	0	342	114	100	0	214	843
05:30 PM	154	102	0	256	77	193	0	270	152	102	0	254	780
05:45 PM	135	101	0	236	87	215	0	302	150	81	0	231	769
Total	599	460	0	1059	372	876	0	1248	570	363	0	933	3240
Grand Total	1103	885	0	1988	699	1673	0	2372	1116	693	0	1809	6169
Apprch %	55.5	44.5	0		29.5	70.5	0		61.7	38.3	0		
Total %	17.9	14.3	0	32.2	11.3	27.1	0	38.5	18.1	11.2	0	29.3	

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	153	127	280	**109**	225	334	**154**	80	234	**848**
05:15 PM	**157**	**130**	**287**	99	**243**	**342**	114	100	214	843
05:30 PM	154	102	256	77	193	270	152	**102**	**254**	780
05:45 PM	135	101	236	87	215	302	150	81	231	769
Total Volume	599	460	1059	372	876	1248	570	363	933	3240
% App. Total	56.6	43.4		29.8	70.2		61.1	38.9		
PHF	.954	.885	.922	.853	.901	.912	.925	.890	.918	.955

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File Name : 4-US 220 and Route 460 PM
Site Code :
Start Date : 3/6/2018
Page No : 1

Groups Printed- Truck

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	9	2	0	11	6	9	0	15	15	11	0	26	52
04:15 PM	12	9	0	21	7	10	0	17	10	10	0	20	58
04:30 PM	14	7	0	21	8	12	0	20	11	14	0	25	66
04:45 PM	8	1	0	9	11	8	0	19	8	9	0	17	45
Total	43	19	0	62	32	39	0	71	44	44	0	88	221
05:00 PM	14	3	0	17	5	7	0	12	14	9	0	23	52
05:15 PM	9	1	0	10	1	6	0	7	8	12	0	20	37
05:30 PM	9	3	0	12	4	6	0	10	13	10	0	23	45
05:45 PM	7	4	0	11	7	2	0	9	9	7	0	16	36
Total	39	11	0	50	17	21	0	38	44	38	0	82	170
Grand Total	82	30	0	112	49	60	0	109	88	82	0	170	391
Apprch %	73.2	26.8	0		45	55	0		51.8	48.2	0		
Total %	21	7.7	0	28.6	12.5	15.3	0	27.9	22.5	21	0	43.5	

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	9	2	11	6	9	15	**15**	11	**26**	52
04:15 PM	12	**9**	**21**	7	10	17	10	10	20	58
04:30 PM	**14**	7	21	8	**12**	**20**	11	**14**	25	**66**
04:45 PM	8	1	9	**11**	8	19	8	9	17	45
Total Volume	43	19	62	32	39	71	44	44	88	221
% App. Total	69.4	30.6		45.1	54.9		50	50		
PHF	.768	.528	.738	.727	.813	.888	.733	.786	.846	.837

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File Name : 4-US 220 and Route 460 PM
Site Code :
Start Date : 3/6/2018
Page No : 1

Groups Printed- Pedestrians

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		
Total %													

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 4-US 220 and Route 460 PM
Site Code :
Start Date : 3/6/2018
Page No : 1

Groups Printed- Car - Truck

	US 460 Eastbound				US 220 Northbound				US 460 Southbound				
Start Time	Left	Right	U-Turn	App. Total	Left	Thru	U-Turn	App. Total	Thru	Right	U-Turn	App. Total	Int. Total
04:00 PM	136	91	0	227	81	213	0	294	132	90	0	222	743
04:15 PM	146	123	0	269	94	213	0	307	148	78	0	226	802
04:30 PM	133	113	0	246	96	195	0	291	168	95	0	263	800
04:45 PM	132	117	0	249	88	215	0	303	142	111	0	253	805
Total	547	444	0	991	359	836	0	1195	590	374	0	964	3150
05:00 PM	167	130	0	297	114	232	0	346	168	89	0	257	900
05:15 PM	166	131	0	297	100	249	0	349	122	112	0	234	880
05:30 PM	163	105	0	268	81	199	0	280	165	112	0	277	825
05:45 PM	142	105	0	247	94	217	0	311	159	88	0	247	805
Total	638	471	0	1109	389	897	0	1286	614	401	0	1015	3410
Grand Total	1185	915	0	2100	748	1733	0	2481	1204	775	0	1979	6560
Apprch %	56.4	43.6	0		30.1	69.9	0		60.8	39.2	0		
Total %	18.1	13.9	0	32	11.4	26.4	0	37.8	18.4	11.8	0	30.2	
Car	1103	885	0	1988	699	1673	0	2372	1116	693	0	1809	6169
% Car	93.1	96.7	0	94.7	93.4	96.5	0	95.6	92.7	89.4	0	91.4	94
Truck	82	30	0	112	49	60	0	109	88	82	0	170	391
% Truck	6.9	3.3	0	5.3	6.6	3.5	0	4.4	7.3	10.6	0	8.6	6

	US 460 Eastbound			US 220 Northbound			US 460 Southbound			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	132	117	249	88	215	303	142	111	253	805
05:00 PM	**167**	130	**297**	**114**	232	346	**168**	89	257	**900**
05:15 PM	166	**131**	297	100	**249**	**349**	122	**112**	234	880
05:30 PM	163	105	268	81	199	280	165	112	**277**	825
Total Volume	628	483	1111	383	895	1278	597	424	1021	3410
% App. Total	56.5	43.5		30	70		58.5	41.5		
PHF	.940	.922	.935	.840	.899	.915	.888	.946	.921	.947

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/25/2017

Station: Site A
Site ID: 000000009348
Location: I-581 SB to Orange Ave WB
Direction: SOUTH
Lane: 1

File: D0424001.prn
City: 17-107 Rs Max
County: 37.28384, -79.93886

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
01:15	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	0	0	0	0	0	0	2	0	0	0	0	0	0	15
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	4
05:45	0	6	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	17	4	0	2	0	0	0	0	0	1	0	0	0	0	24
06:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
06:30	0	11	6	0	3	0	0	0	0	0	0	0	0	0	0	20
06:45	0	17	6	0	3	0	0	0	2	0	0	0	0	0	0	28
07:00	0	32	4	0	3	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	67	19	0	10	0	0	0	2	0	0	0	0	0	0	98
07:15	0	39	10	2	0	0	0	0	1	0	0	0	0	0	0	52
07:30	0	42	10	0	0	0	0	0	2	0	0	0	0	0	0	54
07:45	0	36	10	1	0	0	0	0	1	0	0	0	0	0	0	48
08:00	0	60	11	1	0	0	0	0	0	0	0	0	0	0	0	72
Hour Total	0	177	41	4	0	0	0	0	4	0	0	0	0	0	0	226
08:15	0	35	9	0	0	0	0	0	1	0	0	0	0	0	0	45
08:30	0	33	9	0	1	0	0	0	0	0	0	0	0	0	0	43
08:45	0	37	5	0	1	0	0	0	0	0	0	0	0	0	0	43
09:00	0	38	10	0	0	0	0	0	1	0	0	0	0	0	0	49

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/25/2017

Station: Site A
Site ID: 000000009348
Location: I-581 SB to Orange Ave WB
Direction: SOUTH
Lane: 1

File: D0424001.prn
City: 17-107 Rs Max
County: 37.28384, -79.93886

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	143	33	0	2	0	0	0	2	0	0	0	0	0	0	180
09:15	0	22	9	0	3	0	0	0	1	0	0	0	0	0	0	35
09:30	0	27	5	0	1	0	0	0	1	0	0	0	0	0	0	34
09:45	0	24	11	0	0	0	0	1	2	0	0	0	0	0	0	38
10:00	0	27	6	0	1	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	100	31	0	5	0	0	1	4	0	0	0	0	0	0	141
10:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
10:30	0	22	8	0	2	0	0	1	0	0	0	0	0	0	0	33
10:45	0	24	6	0	0	0	0	0	1	0	0	0	0	0	0	31
11:00	0	29	9	0	1	0	0	1	1	0	0	0	0	0	0	41
Hour Total	0	101	27	0	3	0	0	2	2	0	0	0	0	0	0	135
11:15	0	14	9	0	2	0	1	0	1	0	0	0	0	0	0	27
11:30	0	20	5	0	2	0	0	0	0	0	0	0	0	0	0	27
11:45	0	30	8	0	0	0	0	0	1	0	0	0	0	0	0	39
12:00	0	26	4	0	1	1	0	0	1	0	0	0	0	0	0	33
Hour Total	0	90	26	0	5	1	1	0	3	0	0	0	0	0	0	126
12:15	0	25	17	0	1	0	0	0	0	0	0	0	0	0	0	43
12:30	0	24	10	0	2	0	0	0	1	0	0	0	0	0	0	37
12:45	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
13:00	0	40	15	0	2	0	0	0	0	0	0	0	0	0	0	57
Hour Total	0	111	49	0	5	0	0	0	1	0	0	0	0	0	0	166
13:15	0	31	9	0	3	0	0	0	0	0	0	0	0	0	0	43
13:30	0	35	13	0	1	0	0	0	3	0	0	0	0	0	0	52
13:45	0	35	9	0	0	0	0	0	0	0	0	0	0	0	0	44
14:00	0	28	7	0	3	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	129	38	0	7	0	0	0	3	0	0	0	0	0	0	177
14:15	0	43	8	0	3	0	0	0	0	0	0	0	0	0	0	54
14:30	0	25	11	0	2	0	0	0	0	0	0	0	0	0	0	38
14:45	0	33	3	0	0	0	0	0	0	0	0	0	0	0	0	36
15:00	0	40	12	0	0	0	0	0	0	0	0	0	0	0	0	52
Hour Total	0	141	34	0	5	0	0	0	0	0	0	0	0	0	0	180
15:15	0	44	7	0	0	1	0	0	0	0	0	0	0	0	0	52
15:30	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
15:45	0	32	9	0	3	0	0	0	1	0	0	0	0	0	0	45
16:00	0	42	6	0	4	0	0	0	1	0	0	0	0	0	0	53
Hour Total	0	144	27	0	8	1	0	0	2	0	0	0	0	0	0	182
16:15	0	39	7	0	0	0	0	0	2	0	0	0	0	0	0	48
16:30	0	34	8	0	0	0	0	0	0	0	0	0	0	0	0	42
16:45	0	43	13	0	2	0	0	1	0	0	0	0	0	0	0	59
17:00	0	39	5	0	1	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	155	33	0	3	0	0	1	2	0	0	0	0	0	0	194

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/25/2017

Station: Site A
Site ID: 000000009348
Location: I-581 SB to Orange Ave WB
Direction: SOUTH
Lane: 1

File: D0424001.prn
City: 17-107 Rs Max
County: 37.28384, -79.93886

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
17:30	0	53	5	0	1	0	0	0	0	0	0	0	0	0	0	59
17:45	1	43	6	0	0	0	0	0	1	0	0	0	0	0	0	51
18:00	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
Hour Total	1	182	25	0	2	0	0	0	1	0	0	0	0	0	0	211
18:15	0	40	3	0	0	1	0	0	0	0	0	0	0	0	0	44
18:30	0	40	6	0	0	0	0	0	0	0	0	0	0	0	0	46
18:45	0	38	6	0	2	0	0	0	0	0	0	0	0	0	0	46
19:00	0	41	9	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	159	24	0	2	1	0	0	0	0	0	0	0	0	0	186
19:15	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	30
19:30	0	37	8	0	0	0	0	0	1	0	0	0	0	0	0	46
19:45	0	39	4	0	0	0	0	0	0	0	0	0	0	0	0	43
20:00	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	130	23	0	0	0	0	0	1	0	0	0	0	0	0	154
20:15	0	32	8	0	0	0	0	0	0	0	0	0	0	0	0	40
20:30	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
20:45	3	24	9	0	0	0	0	0	1	0	0	0	0	0	0	37
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	3	100	22	0	0	0	0	0	1	0	0	0	0	0	0	126
21:15	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
21:30	0	30	3	0	0	0	0	0	1	0	0	0	0	0	0	34
21:45	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	86	8	0	0	0	0	0	1	0	0	0	0	0	0	95
22:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
22:30	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	20
22:45	0	12	0	0	0	1	0	0	0	0	0	0	0	0	0	13
23:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	55	3	0	0	1	0	0	0	0	0	0	0	0	0	59
23:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
23:45	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
24:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	47
DAY TOTAL	4	2197	471	4	60	4	1	4	31	0	1	0	0	0	0	2777
PERCENTS	0.2%	79.2%	17.0%	0.2%	2.1%	0.1%	0.0%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.2% Trucks & Buses 3.7%

AM Times	07:15	07:15	07:15	06:15	11:15	10:30	09:45	06:45	04:45							07:15
AM Peaks	177	41	4	10	1	1	2	5	1							226
PM Times	20:00	17:15	12:15	13:45	14:30	16:00	15:30									16:45
PM Peaks	3	182	49	8	1	1	4									211

GRAND TOTAL	4	2197	471	4	60	4	1	4	31	0	1	0	0	0	0	2777
PERCENTS	0.2%	79.2%	17.0%	0.2%	2.1%	0.1%	0.0%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site B
Site ID: 000000003718
Location: Orange Ave to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411002.prn
City: 17-107 Rs Min
County: 37.28299, -79.93938

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	21	1	0	2	0	0	0	0	0	0	0	0	0	0	24
00:30	0	16	2	0	1	0	0	0	1	0	0	0	0	0	0	20
00:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	8	1	0	0	0	0	1	0	0	0	0	0	0	0	10
Hour Total	0	47	5	0	3	0	0	1	1	0	0	0	0	0	0	57
01:15	0	14	0	0	0	0	0	0	2	0	0	0	0	0	0	16
01:30	0	9	0	0	0	0	0	0	1	0	0	0	0	0	0	10
01:45	0	11	1	0	0	0	0	2	2	0	0	0	0	0	0	16
02:00	0	11	0	0	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	45	1	0	1	0	0	2	5	0	0	0	0	0	0	54
02:15	0	5	2	0	0	0	0	0	3	0	0	0	0	0	0	10
02:30	0	6	1	0	0	0	0	1	2	0	0	0	0	0	0	10
02:45	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
03:00	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	5
Hour Total	0	20	4	0	0	0	0	1	9	0	0	0	0	0	0	34
03:15	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
03:30	0	5	2	0	0	0	0	0	3	0	0	0	0	0	0	10
03:45	0	8	1	0	2	0	0	0	3	0	0	0	0	0	0	14
04:00	0	5	0	0	0	0	0	1	2	0	0	0	0	0	0	8
Hour Total	0	24	3	0	2	0	0	1	9	0	0	0	0	0	0	39
04:15	0	6	0	0	0	0	0	1	1	0	0	0	0	0	0	8
04:30	0	7	2	0	3	0	0	0	3	0	0	0	0	0	0	15
04:45	0	11	3	0	1	1	0	0	0	0	0	0	0	0	0	16
05:00	0	17	5	0	0	0	0	0	2	0	0	0	0	0	0	24
Hour Total	0	41	10	0	4	1	0	1	6	0	0	0	0	0	0	63
05:15	0	16	4	0	0	1	0	0	4	0	0	0	0	0	0	25
05:30	0	17	6	1	2	1	0	2	0	0	0	0	0	0	0	29
05:45	0	33	4	0	0	1	0	0	5	0	0	0	0	0	0	43
06:00	0	41	6	0	0	0	0	0	2	0	0	0	0	0	0	49
Hour Total	0	107	20	1	2	3	0	2	11	0	0	0	0	0	0	146
06:15	1	23	8	0	0	0	0	0	2	0	1	0	2	0	0	37
06:30	1	56	13	0	1	0	0	1	3	0	0	0	0	0	0	75
06:45	0	67	11	0	2	0	0	1	7	0	0	0	1	0	0	89
07:00	0	84	20	0	1	0	0	1	3	0	0	0	2	0	0	111
Hour Total	2	230	52	0	4	0	0	3	15	0	1	0	5	0	0	312
07:15	1	96	22	0	0	1	0	0	1	0	0	0	3	0	0	124
07:30	0	108	26	0	2	1	1	1	2	0	0	5	5	0	0	151
07:45	0	112	23	0	2	1	0	2	2	1	0	1	6	0	0	150
08:00	1	95	33	0	1	2	0	1	6	1	0	1	1	0	0	142
Hour Total	2	411	104	0	5	5	1	4	11	2	0	7	15	0	0	567
08:15	1	97	29	1	4	0	1	3	2	1	0	3	6	0	0	148
08:30	2	112	28	2	4	2	1	0	3	0	1	0	3	0	0	158
08:45	0	115	28	0	4	2	0	1	3	0	0	0	1	0	0	154
09:00	1	91	32	0	4	2	2	3	5	0	0	0	5	0	0	145

Note: Some tailgating on ramp, caused higher class bins to be counted.

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site B
Site ID: 000000003718
Location: Orange Ave to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411002.prn
City: 17-107 Rs Min
County: 37.28299, -79.93938

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	4	415	117	3	16	6	4	7	13	1	1	3	15	0	0	605
09:15	0	103	22	0	3	0	3	0	4	0	0	0	0	0	0	135
09:30	1	97	15	0	1	1	0	2	2	1	0	1	2	0	0	123
09:45	3	92	28	1	3	0	2	1	6	0	1	1	4	0	0	142
10:00	0	100	17	0	2	0	0	0	6	0	0	0	0	0	0	125
Hour Total	4	392	82	1	9	1	5	3	18	1	1	2	6	0	0	525
10:15	0	70	20	0	2	1	0	1	10	2	1	1	1	0	0	109
10:30	0	78	18	0	3	0	0	1	6	0	0	0	1	0	0	107
10:45	0	95	20	0	0	2	1	1	1	0	1	0	1	0	0	122
11:00	0	72	20	0	3	2	3	0	4	0	2	0	0	0	0	106
Hour Total	0	315	78	0	8	5	4	3	21	2	4	1	3	0	0	444
11:15	1	84	23	0	0	0	0	0	7	0	0	0	1	0	0	116
11:30	0	70	21	0	1	3	0	3	2	0	1	0	3	0	0	104
11:45	1	88	17	0	0	1	0	0	4	0	0	0	1	0	0	112
12:00	0	97	19	0	3	3	0	0	2	0	0	0	0	0	0	124
Hour Total	2	339	80	0	4	7	0	3	15	0	1	0	5	0	0	456
12:15	0	97	17	1	1	1	1	0	6	0	1	0	0	0	0	125
12:30	0	96	18	0	1	0	0	1	2	0	1	0	2	0	0	121
12:45	0	92	16	0	3	0	0	0	6	0	1	0	1	0	0	119
13:00	1	95	26	1	2	1	0	0	6	0	0	1	1	0	0	134
Hour Total	1	380	77	2	7	2	1	1	20	0	3	1	4	0	0	499
13:15	0	99	18	0	2	2	0	1	4	0	1	0	1	0	0	128
13:30	2	98	21	0	2	1	1	0	0	1	0	0	0	0	0	126
13:45	0	95	16	0	3	1	1	2	3	0	0	1	1	0	0	123
14:00	0	78	26	0	0	0	0	0	3	1	0	0	2	0	0	110
Hour Total	2	370	81	0	7	4	2	3	10	2	1	1	4	0	0	487
14:15	0	102	20	0	1	0	0	0	3	0	0	0	0	0	0	126
14:30	1	109	16	0	1	0	1	0	4	0	0	0	2	0	0	134
14:45	1	101	30	1	0	2	0	0	2	0	0	2	1	0	0	140
15:00	1	110	23	0	2	0	0	0	0	0	0	0	1	0	0	137
Hour Total	3	422	89	1	4	2	1	0	9	0	0	2	4	0	0	537
15:15	3	101	32	0	4	0	0	2	4	0	0	2	3	0	0	151
15:30	0	104	18	0	3	1	2	0	7	0	1	0	2	0	0	138
15:45	1	118	25	0	3	1	1	1	1	2	0	0	2	0	0	155
16:00	2	139	24	0	0	1	0	0	1	0	0	2	3	0	0	172
Hour Total	6	462	99	0	10	3	3	3	13	2	1	4	10	0	0	616
16:15	0	135	39	0	3	1	0	0	2	0	0	2	1	0	0	183
16:30	0	119	31	0	1	2	0	2	8	1	0	0	0	0	0	164
16:45	1	151	29	0	0	1	0	2	2	0	0	1	2	0	0	189
17:00	1	144	19	0	1	0	1	0	1	0	1	3	3	0	0	174
Hour Total	2	549	118	0	5	4	1	4	13	1	1	6	6	0	0	710

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site B
Site ID: 000000003718
Location: Orange Ave to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411002.prn
City: 17-107 Rs Min
County: 37.28299, -79.93938

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	2	157	26	1	1	1	0	1	3	0	0	5	1	0	0	198
17:30	5	149	20	0	2	1	0	0	4	0	0	0	2	0	0	183
17:45	1	127	15	0	0	0	0	2	3	1	0	1	0	0	0	150
18:00	0	115	21	0	0	0	0	1	2	1	0	0	2	0	0	142
Hour Total	8	548	82	1	3	2	0	4	12	2	0	6	5	0	0	673
18:15	2	103	28	0	1	0	0	1	2	0	0	0	2	0	0	139
18:30	1	107	19	0	0	0	0	1	4	0	0	0	3	0	0	135
18:45	0	87	16	1	0	1	0	0	1	0	0	0	1	0	0	107
19:00	0	84	11	0	1	0	0	1	3	0	0	0	2	0	0	102
Hour Total	3	381	74	1	2	1	0	3	10	0	0	0	8	0	0	483
19:15	0	84	13	0	0	0	0	0	1	0	1	1	0	0	0	100
19:30	2	69	16	0	0	0	0	0	1	0	0	1	0	0	0	89
19:45	1	62	9	1	1	0	0	1	1	0	0	0	0	0	0	76
20:00	1	63	12	0	1	0	0	0	2	0	0	0	1	0	0	80
Hour Total	4	278	50	1	2	0	0	1	5	0	1	2	1	0	0	345
20:15	2	64	11	0	2	0	0	0	1	0	2	1	0	0	0	83
20:30	0	57	11	0	0	1	0	0	1	0	0	0	0	0	0	70
20:45	1	54	11	0	0	0	0	2	1	0	2	0	0	0	0	71
21:00	0	38	10	0	0	2	0	0	2	0	0	0	1	0	0	53
Hour Total	3	213	43	0	2	3	0	2	5	0	4	1	1	0	0	277
21:15	1	58	6	0	0	0	0	0	2	0	1	0	1	0	0	69
21:30	0	44	3	0	0	0	0	0	1	0	0	0	0	0	0	48
21:45	0	36	4	0	0	0	0	0	1	0	1	0	0	0	0	42
22:00	0	31	1	0	0	0	0	1	1	0	0	0	2	0	0	36
Hour Total	1	169	14	0	0	0	0	1	5	0	2	0	3	0	0	195
22:15	0	31	2	0	0	0	0	1	1	0	0	1	0	0	0	36
22:30	0	35	7	0	0	0	0	0	0	0	0	0	0	0	0	42
22:45	0	42	4	0	0	0	0	0	0	0	0	0	0	0	0	46
23:00	1	21	4	0	0	0	1	0	0	0	0	0	0	0	0	27
Hour Total	1	129	17	0	0	0	1	1	1	0	0	1	0	0	0	151
23:15	0	25	2	0	0	0	0	0	0	0	1	0	0	0	0	28
23:30	0	18	2	0	0	0	0	0	1	0	1	0	0	0	0	22
23:45	0	15	3	0	0	0	0	0	1	0	0	0	0	0	0	19
24:00	0	12	0	0	1	0	0	0	1	0	0	0	0	0	0	14
Hour Total	0	70	7	0	1	0	0	0	3	0	2	0	0	0	0	83
DAY TOTAL	48	6357	1307	11	101	49	23	54	240	13	23	37	95	0	0	8358
PERCENTS	0.6%	76.1%	15.7%	0.2%	1.3%	0.6%	0.3%	0.6%	2.8%	0.1%	0.2%	0.4%	1.1%	0.0%	0.0%	100%

Passenger Vehicles 92.2% Trucks & Buses 7.7%

AM Times	09:00	08:30	08:00	07:45	08:15	10:45	09:00	07:30	09:45	07:30	10:15	07:30	07:30	08:15
AM Peaks	5	421	118	3	16	7	7	7	28	3	4	10	18	605
PM Times	16:45	16:45	16:00	12:15	15:00	13:00	15:00	16:30	12:15	15:45	20:00	16:30	15:15	16:45
PM Peaks	9	601	123	2	12	5	3	5	20	3	4	9	10	744

GRAND TOTAL	48	1307	101	23	240	23	95	0						
	6357	11	49	54	13	37	0	8358						
PERCENTS	0.6%	76.1%	15.7%	0.2%	1.3%	0.6%	0.3%	0.6%	2.8%	0.1%	0.2%	0.4%	1.1%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site C
Site ID: 000000009366
Location: I-581 NB to Orange Ave WB
Direction: NORTH
Lane: 1

File: D0411006.prn
City: 17-107 Rs Min
County: 37.28239, -79.93757

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	25	4	0	0	0	0	0	0	0	0	0	0	0	0	29
01:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	19	2	0	0	0	0	0	0	0	0	0	0	0	0	21
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	8	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
04:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
05:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	15	2	0	1	0	0	0	2	0	0	0	0	0	0	20
Hour Total	0	32	4	0	1	0	0	0	3	0	0	0	0	0	0	40
06:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
06:30	0	14	10	0	0	0	0	0	2	0	0	0	0	0	0	26
06:45	0	22	9	0	0	0	0	1	0	0	0	0	0	0	0	32
07:00	1	41	8	0	0	0	0	0	0	0	0	0	0	0	0	50
Hour Total	1	87	29	0	0	0	0	1	2	0	0	0	0	0	0	120
07:15	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
07:30	1	57	11	0	1	0	0	0	1	0	0	0	0	0	0	71
07:45	0	71	6	0	2	1	0	0	1	0	0	0	1	0	0	82
08:00	3	62	11	0	0	0	0	0	1	0	0	0	0	0	0	77
Hour Total	4	235	35	0	4	1	0	0	3	0	0	0	1	0	0	283
08:15	0	62	14	0	0	4	0	0	0	0	0	0	0	0	0	80
08:30	0	47	11	0	1	0	0	0	1	0	0	0	0	0	0	60
08:45	0	36	13	0	2	0	0	0	1	0	0	0	1	0	0	53
09:00	0	45	7	0	3	1	1	0	1	0	0	0	0	0	0	58

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site C
Site ID: 000000009366
Location: I-581 NB to Orange Ave WB
Direction: NORTH
Lane: 1

File: D0411006.prn
City: 17-107 Rs Min
County: 37.28239, -79.93757

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	190	45	0	6	5	1	0	3	0	0	0	1	0	0	251
09:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
09:30	0	33	8	0	0	1	0	0	0	0	0	0	0	0	0	42
09:45	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
10:00	0	21	4	0	1	1	0	1	0	0	0	0	0	0	0	28
Hour Total	0	100	20	0	1	2	0	1	0	0	0	0	0	0	0	124
10:15	0	28	8	1	0	1	0	0	1	0	0	0	0	0	0	39
10:30	0	37	3	0	0	1	0	0	3	0	0	0	0	0	0	44
10:45	0	31	7	1	0	0	0	0	1	0	0	0	0	0	0	40
11:00	0	32	10	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	128	28	2	0	2	0	0	5	0	0	0	0	0	0	165
11:15	0	29	7	0	1	0	0	0	2	0	0	0	0	0	0	39
11:30	1	25	7	0	0	1	0	1	2	0	0	0	0	0	0	37
11:45	0	43	8	0	0	0	0	0	0	0	0	0	0	0	0	51
12:00	0	29	4	0	2	0	0	0	0	0	0	0	0	0	0	35
Hour Total	1	126	26	0	3	1	0	1	4	0	0	0	0	0	0	162
12:15	0	44	7	0	0	0	0	0	0	0	0	0	0	0	0	51
12:30	1	28	6	0	2	0	0	0	1	0	0	0	0	0	0	38
12:45	0	32	7	0	1	1	0	0	0	0	0	0	0	0	0	41
13:00	0	28	5	0	1	0	0	0	0	0	0	0	0	0	0	34
Hour Total	1	132	25	0	4	1	0	0	1	0	0	0	0	0	0	164
13:15	0	35	5	0	0	0	0	0	1	0	0	0	0	0	0	41
13:30	0	17	4	0	0	0	0	0	1	0	0	0	0	0	0	22
13:45	0	29	8	0	0	0	0	0	1	0	0	0	0	0	0	38
14:00	0	47	4	0	4	0	0	1	0	0	1	0	0	0	0	57
Hour Total	0	128	21	0	4	0	0	1	3	0	1	0	0	0	0	158
14:15	0	38	6	0	1	1	0	0	0	0	0	0	0	0	0	46
14:30	0	58	12	0	0	0	0	0	0	0	0	0	0	0	0	70
14:45	0	42	8	0	0	0	0	0	2	0	0	0	0	0	0	52
15:00	0	48	5	0	4	0	0	0	1	0	0	0	0	0	0	58
Hour Total	0	186	31	0	5	1	0	0	3	0	0	0	0	0	0	226
15:15	0	49	10	0	0	0	0	0	0	0	1	0	0	0	0	60
15:30	0	43	8	0	0	2	0	0	2	0	0	0	0	0	0	55
15:45	0	39	7	0	5	0	0	0	0	0	0	0	0	0	0	51
16:00	3	60	8	0	1	1	1	0	0	0	0	0	0	0	0	74
Hour Total	3	191	33	0	6	3	1	0	2	0	1	0	0	0	0	240
16:15	0	57	7	0	2	1	0	0	0	0	0	0	0	0	0	67
16:30	0	41	7	0	0	0	0	0	0	0	0	0	0	0	0	48
16:45	1	45	7	0	1	0	0	0	0	0	0	0	0	0	0	54
17:00	1	53	8	0	0	0	0	0	0	0	0	0	0	0	0	62
Hour Total	2	196	29	0	3	1	0	0	0	0	0	0	0	0	0	231

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site C
Site ID: 000000009366
Location: I-581 NB to Orange Ave WB
Direction: NORTH
Lane: 1

File: D0411006.prn
City: 17-107 Rs Min
County: 37.28239, -79.93757

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	1	40	19	0	0	1	0	0	0	0	1	0	0	0	0	62
17:30	1	54	8	0	0	0	0	0	0	1	0	0	0	0	0	64
17:45	0	41	11	0	0	0	0	1	0	0	0	0	0	0	0	53
18:00	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
Hour Total	2	174	45	0	0	1	0	1	0	1	1	0	0	0	0	225
18:15	1	43	10	0	0	0	0	0	1	0	0	0	0	0	0	55
18:30	1	39	7	0	0	0	0	0	0	0	0	0	0	0	0	47
18:45	2	42	2	0	1	0	0	0	0	0	0	0	0	0	0	47
19:00	1	53	1	0	0	0	0	0	1	0	0	0	0	0	0	56
Hour Total	5	177	20	0	1	0	0	0	2	0	0	0	0	0	0	205
19:15	0	48	3	0	0	0	0	0	0	0	0	0	0	0	0	51
19:30	0	31	5	0	1	0	0	0	0	0	0	0	0	0	0	37
19:45	0	34	2	0	0	0	0	0	0	0	0	0	0	0	0	36
20:00	0	40	2	0	0	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	153	12	0	1	0	0	0	0	0	0	0	0	0	0	166
20:15	0	37	3	0	0	0	0	0	1	0	0	0	0	0	0	41
20:30	0	38	7	0	0	0	0	0	0	0	0	0	0	0	0	45
20:45	0	33	2	0	0	0	0	0	0	0	0	0	0	0	0	35
21:00	1	28	1	0	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	1	136	13	0	0	0	0	0	1	0	0	0	0	0	0	151
21:15	0	19	6	0	1	0	0	0	0	0	0	0	0	0	0	26
21:30	0	28	2	0	0	0	0	0	1	0	0	0	0	0	0	31
21:45	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
22:00	0	19	1	0	0	1	0	0	0	0	0	0	0	0	0	21
Hour Total	0	98	12	0	1	1	0	0	1	0	0	0	0	0	0	113
22:15	0	18	1	0	0	0	0	0	1	0	0	0	0	0	0	20
22:30	0	23	1	0	0	0	0	0	0	0	0	0	0	0	0	24
22:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	83	5	0	0	0	0	0	1	0	0	0	0	0	0	89
23:15	0	17	0	0	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	13	4	0	0	0	0	0	1	0	0	0	0	0	0	18
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
24:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	44	4	0	0	0	0	0	1	0	0	0	0	0	0	49
DAY TOTAL	21	2671	452	2	40	19	2	5	36	1	3	0	2	0	0	3254
PERCENTS	0.7%	82.1%	13.9%	0.1%	1.3%	0.6%	0.1%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.6% Trucks & Buses 3.3%

AM Times	07:15	07:30	08:00	10:00	08:15	07:30	08:15	06:00	10:30				07:00			07:30
AM Peaks	4	252	49	2	6	5	1	1	6				1			310
PM Times	18:15	16:00	17:00		15:00	15:30	15:15	13:15	14:45	16:45	13:15					15:30
PM Peaks	5	203	46		9	4	1	1	5	1	1					247

GRAND TOTAL	21	2671	452	2	40	19	2	5	36	1	3	0	2	0	0	3254
PERCENTS	0.7%	82.1%	13.9%	0.1%	1.3%	0.6%	0.1%	0.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 4/27/2017

Station: Site D
Site ID: 000000009362
Location: Orange Ave WB to I-581 NB
Direction: WEST
Lane: 1

File: D0428001.prn
City: 17-107 RS Min
County: 37.28394, -79.93832

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	1	13	1	0	0	0	0	0	2	0	1	0	0	0	0	18
00:30	0	17	1	0	0	0	0	1	2	0	1	0	0	0	0	22
00:45	0	21	1	0	1	1	0	1	4	0	0	1	0	0	0	30
01:00	0	13	1	0	1	0	0	0	3	0	0	1	0	0	0	19
Hour Total	1	64	4	0	2	1	0	2	11	0	2	2	0	0	0	89
01:15	0	7	2	0	1	0	0	0	1	0	1	0	0	0	0	12
01:30	0	3	4	0	0	0	0	0	3	0	1	0	0	0	0	11
01:45	0	9	1	0	1	0	0	0	3	0	0	1	0	0	0	15
02:00	0	7	0	0	0	0	0	0	1	0	1	0	0	0	0	9
Hour Total	0	26	7	0	2	0	0	0	8	0	3	1	0	0	0	47
02:15	0	9	1	0	0	0	0	0	2	0	0	0	1	0	0	13
02:30	0	6	4	0	0	0	0	0	2	0	1	1	0	0	0	14
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	6	0	0	0	0	0	0	2	0	4	0	0	0	0	12
Hour Total	0	24	5	0	0	0	0	0	6	0	5	1	1	0	0	42
03:15	1	6	3	0	0	0	0	1	1	0	1	1	0	0	0	14
03:30	0	2	3	0	0	0	0	1	3	0	0	0	0	0	0	9
03:45	0	8	2	0	0	0	0	0	3	0	0	0	0	0	0	13
04:00	0	13	5	0	0	0	0	0	4	0	1	0	0	0	0	23
Hour Total	1	29	13	0	0	0	0	2	11	0	2	1	0	0	0	59
04:15	0	11	6	0	1	0	0	0	5	0	0	0	0	0	0	23
04:30	0	9	2	0	0	2	0	0	2	0	0	0	0	0	0	15
04:45	1	18	5	0	1	1	0	1	4	0	0	0	0	0	0	31
05:00	0	24	5	0	2	1	0	1	6	0	0	0	0	0	0	39
Hour Total	1	62	18	0	4	4	0	2	17	0	0	0	0	0	0	108
05:15	0	22	4	0	1	0	0	1	1	0	0	0	0	0	0	29
05:30	0	24	5	0	2	0	0	1	6	0	1	2	0	0	0	41
05:45	0	35	13	0	1	0	0	1	6	0	0	1	0	0	0	57
06:00	0	45	15	0	2	1	0	1	3	0	1	0	0	0	0	68
Hour Total	0	126	37	0	6	1	0	4	16	0	2	3	0	0	0	195
06:15	0	41	8	0	1	2	0	2	4	0	0	1	0	0	0	59
06:30	0	37	20	0	1	0	0	0	2	0	3	0	2	0	0	65
06:45	0	48	33	0	2	1	0	0	4	2	0	0	0	0	0	90
07:00	0	64	13	0	2	1	0	0	7	0	0	0	0	0	0	87
Hour Total	0	190	74	0	6	4	0	2	17	2	3	1	2	0	0	301
07:15	0	76	24	0	3	2	0	2	7	0	1	0	1	0	0	116
07:30	0	97	18	0	0	3	0	1	2	0	2	1	1	0	0	125
07:45	0	105	23	0	0	3	0	0	3	0	1	0	1	0	0	136
08:00	0	87	21	1	0	1	0	0	3	0	0	0	1	0	0	114
Hour Total	0	365	86	1	3	9	0	3	15	0	4	1	4	0	0	491
08:15	1	99	32	0	2	2	0	0	6	0	0	0	1	0	0	143
08:30	2	77	22	1	4	1	0	1	8	0	0	0	2	0	0	118
08:45	1	89	26	1	1	2	0	1	3	0	0	0	0	0	0	124
09:00	1	74	17	0	0	0	0	1	10	0	0	0	1	0	0	104

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 4/27/2017

Station: Site D
Site ID: 000000009362
Location: Orange Ave WB to I-581 NB
Direction: WEST
Lane: 1

File: D0428001.prn
City: 17-107 RS Min
County: 37.28394, -79.93832

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	5	339	97	2	7	5	0	3	27	0	0	0	4	0	0	489
09:15	0	56	22	0	3	1	0	0	6	0	0	0	1	0	0	89
09:30	0	49	20	0	2	1	1	1	7	1	0	0	1	0	0	83
09:45	2	64	21	1	0	1	0	1	7	0	0	0	0	0	0	97
10:00	0	65	24	0	0	1	0	2	7	0	2	1	2	0	0	104
Hour Total	2	234	87	1	5	4	1	4	27	1	2	1	4	0	0	373
10:15	2	71	24	0	2	1	0	3	3	0	0	0	0	0	0	106
10:30	0	63	11	0	3	0	0	3	10	0	0	0	0	0	0	90
10:45	0	60	12	0	0	0	0	0	6	0	1	0	1	0	0	80
11:00	0	71	16	0	0	0	0	2	10	0	1	0	0	0	0	100
Hour Total	2	265	63	0	5	1	0	8	29	0	2	0	1	0	0	376
11:15	1	60	17	1	2	1	0	0	8	0	0	0	1	0	0	91
11:30	0	82	28	0	2	1	0	1	6	0	0	0	0	0	0	120
11:45	0	68	17	1	1	1	0	0	9	0	1	0	1	0	0	99
12:00	1	63	17	0	2	0	0	4	10	0	0	0	0	0	0	97
Hour Total	2	273	79	2	7	3	0	5	33	0	1	0	2	0	0	407
12:15	1	77	14	0	0	2	0	0	15	0	1	0	1	0	0	111
12:30	1	99	23	0	3	1	0	1	5	0	0	0	2	0	0	135
12:45	1	54	15	0	0	0	0	0	3	0	0	0	0	0	0	73
13:00	0	66	17	0	2	1	0	1	11	0	1	0	0	0	0	99
Hour Total	3	296	69	0	5	4	0	2	34	0	2	0	3	0	0	418
13:15	0	76	24	0	4	1	0	0	9	0	1	0	0	0	0	115
13:30	2	85	20	0	0	2	0	1	4	0	0	0	0	0	0	114
13:45	1	71	10	0	1	1	0	0	11	0	0	0	1	0	0	96
14:00	0	60	20	0	2	3	0	1	8	0	0	0	1	0	0	95
Hour Total	3	292	74	0	7	7	0	2	32	0	1	0	2	0	0	420
14:15	0	57	17	1	1	6	0	1	5	0	1	0	0	0	0	89
14:30	0	74	12	0	4	2	0	1	5	0	1	0	1	0	0	100
14:45	0	81	28	0	1	3	0	0	10	1	0	0	0	0	0	124
15:00	0	83	21	0	1	3	0	3	4	0	0	0	1	0	0	116
Hour Total	0	295	78	1	7	14	0	5	24	1	2	0	2	0	0	429
15:15	1	96	28	0	3	0	0	0	6	0	1	0	1	0	0	136
15:30	2	108	18	0	5	2	0	2	7	0	0	0	0	0	0	144
15:45	2	98	25	0	0	0	1	0	4	0	0	1	3	0	0	134
16:00	1	119	15	0	0	0	0	1	4	0	0	0	2	0	0	142
Hour Total	6	421	86	0	8	2	1	3	21	0	1	1	6	0	0	556
16:15	0	113	31	0	4	0	0	2	4	0	0	0	0	0	0	154
16:30	0	119	29	0	2	1	0	0	3	0	0	0	0	0	0	154
16:45	1	122	25	1	1	0	0	0	5	0	0	0	2	0	0	157
17:00	3	131	32	0	1	0	0	3	2	0	2	0	1	0	0	175
Hour Total	4	485	117	1	8	1	0	5	14	0	2	0	3	0	0	640

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Thu 4/27/2017

Station: Site D
Site ID: 000000009362
Location: Orange Ave WB to I-581 NB
Direction: WEST
Lane: 1

File: D0428001.prn
City: 17-107 RS Min
County: 37.28394, -79.93832

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	113	31	0	2	0	0	4	3	0	1	0	2	0	0	156
17:30	0	112	25	0	1	1	0	2	2	0	1	0	0	0	0	144
17:45	0	120	25	0	0	0	0	6	3	0	0	0	0	0	0	154
18:00	0	95	19	1	0	1	0	2	6	0	1	0	1	0	0	126
Hour Total	0	440	100	1	3	2	0	14	14	0	3	0	3	0	0	580
18:15	0	102	20	0	2	1	0	2	2	0	1	0	0	0	0	130
18:30	0	99	18	1	0	0	0	0	4	0	0	0	2	0	0	124
18:45	0	83	16	0	0	0	0	0	4	0	0	0	0	0	0	103
19:00	0	76	11	0	2	0	0	0	3	0	0	0	0	0	0	92
Hour Total	0	360	65	1	4	1	0	2	13	0	1	0	2	0	0	449
19:15	0	83	17	0	3	0	0	1	4	0	0	0	0	0	0	108
19:30	1	64	14	0	0	0	0	1	4	0	0	0	0	0	0	84
19:45	0	59	16	0	1	0	0	0	7	0	0	0	2	0	0	85
20:00	0	56	11	0	0	0	0	0	1	1	0	0	0	0	0	69
Hour Total	1	262	58	0	4	0	0	2	16	1	0	0	2	0	0	346
20:15	0	57	12	0	1	0	0	0	1	0	0	0	1	0	0	72
20:30	0	40	4	0	1	1	0	1	6	0	0	0	0	0	0	53
20:45	0	38	5	0	0	1	0	0	1	1	0	0	0	0	0	46
21:00	0	50	6	0	0	1	0	0	3	0	1	0	1	0	0	62
Hour Total	0	185	27	0	2	3	0	1	11	1	1	0	2	0	0	233
21:15	0	37	6	0	1	0	0	0	4	0	1	0	0	0	0	49
21:30	0	39	7	0	0	0	0	1	4	0	2	0	0	0	0	53
21:45	0	34	6	0	0	0	0	0	10	0	1	3	0	0	0	54
22:00	0	29	6	0	0	0	0	0	3	0	0	0	0	0	0	38
Hour Total	0	139	25	0	1	0	0	1	21	0	4	3	0	0	0	194
22:15	0	31	6	0	0	1	0	0	1	0	0	0	0	0	0	39
22:30	0	26	5	0	1	0	0	0	1	0	1	0	0	0	0	34
22:45	0	30	3	0	1	0	0	0	3	0	0	0	0	0	0	37
23:00	0	39	4	0	0	0	0	0	4	0	0	0	0	0	0	47
Hour Total	0	126	18	0	2	1	0	0	9	0	1	0	0	0	0	157
23:15	0	67	9	0	0	0	0	0	2	0	0	0	0	0	0	78
23:30	0	35	3	0	0	0	0	0	1	0	1	0	0	0	0	40
23:45	0	15	1	0	0	0	0	0	3	0	1	0	0	0	0	20
24:00	0	13	1	0	0	0	0	0	4	0	0	0	0	0	0	18
Hour Total	0	130	14	0	0	0	0	0	10	0	2	0	0	0	0	156
DAY TOTAL	31	5428	1301	10	98	67	2	72	436	6	46	15	43	0	0	7555
PERCENTS	0.5%	71.9%	17.3%	0.2%	1.3%	0.9%	0.1%	0.9%	5.7%	0.0%	0.6%	0.1%	0.5%	0.0%	0.0%	100%

Passenger Vehicles 89.4% Trucks & Buses 10.5%

AM Times	08:15	07:30	08:00	08:00	06:30	07:00	08:45	09:45	10:30	06:00	02:30	05:30	07:45	07:30
AM Peaks	5	388	101	3	8	9	1	9	34	2	6	4	5	518
PM Times	15:15	16:15	16:15	17:45	14:45	14:00	15:00	17:00	13:00	20:00	21:00	21:00	15:15	16:30
PM Peaks	6	485	117	2	10	14	1	15	35	2	5	3	6	642

GRAND TOTAL	31	5428	1301	10	98	67	2	72	436	6	46	15	43	0	0	7555
PERCENTS	0.5%	71.9%	17.3%	0.2%	1.3%	0.9%	0.1%	0.9%	5.7%	0.0%	0.6%	0.1%	0.5%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site E
Site ID: 000000003564
Location: Orange Ave EB to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411001.prn
City: 17-107 RS Min
County: 37.28227, -79.93982

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	3	0	0	0	0	0	1	0	0	0	0	0	0	24
01:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
Hour Total	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	13
04:15	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
04:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	12	0	0	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	32	4	0	2	1	0	0	0	0	0	0	0	0	0	39
05:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
05:30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
06:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	50	6	0	1	0	0	0	0	0	0	0	0	0	0	57
06:15	0	18	3	0	0	0	0	0	1	0	0	0	0	0	0	22
06:30	0	33	2	0	0	0	0	0	1	0	0	0	0	0	0	36
06:45	0	30	4	0	1	0	0	0	2	0	0	0	0	0	0	37
07:00	0	35	4	0	3	1	0	0	1	1	0	0	0	0	0	45
Hour Total	0	116	13	0	4	1	0	0	5	1	0	0	0	0	0	140
07:15	1	23	8	0	0	0	0	0	1	0	0	0	0	0	0	33
07:30	0	39	10	0	0	0	0	0	3	0	0	0	0	0	0	52
07:45	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
08:00	0	83	20	0	2	0	0	0	3	0	0	0	0	0	0	108
Hour Total	1	208	49	0	2	0	0	0	7	0	0	0	0	0	0	267
08:15	0	54	9	0	1	0	0	0	0	0	0	0	0	0	0	64
08:30	0	33	9	0	2	0	0	0	2	0	0	0	0	0	0	46
08:45	0	43	4	0	0	1	0	0	1	0	0	0	0	0	0	49
09:00	0	46	7	0	0	0	0	1	1	0	0	0	0	0	0	55

Station: Site E
Site ID: 000000003564
Location: Orange Ave EB to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411001.prn
City: 17-107 RS Min
County: 37.28227, -79.93982

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	0	176	29	0	3	1	0	1	4	0	0	0	0	0	0	214
09:15	0	43	6	0	1	1	0	0	1	0	0	0	0	0	0	52
09:30	0	26	11	0	1	1	0	0	1	0	0	0	0	0	0	40
09:45	0	30	10	0	0	0	1	1	0	0	0	0	0	0	0	42
10:00	0	30	9	0	0	0	0	0	2	0	0	0	0	0	0	41
Hour Total	0	129	36	0	2	2	1	1	4	0	0	0	0	0	0	175
10:15	0	26	6	0	1	0	0	1	0	0	0	0	0	0	0	34
10:30	0	44	3	0	1	1	0	0	1	0	0	0	0	0	0	50
10:45	0	38	7	0	1	1	0	0	0	0	0	0	0	0	0	47
11:00	0	34	11	0	1	1	1	0	0	0	0	0	0	0	0	48
Hour Total	0	142	27	0	4	3	1	1	1	0	0	0	0	0	0	179
11:15	0	31	8	0	1	1	0	0	0	0	0	0	0	0	0	41
11:30	0	27	7	0	0	0	0	0	0	0	0	0	0	0	0	34
11:45	0	25	3	0	0	0	0	0	2	0	0	0	0	0	0	30
12:00	0	37	5	0	0	0	0	0	3	0	0	0	0	0	0	45
Hour Total	0	120	23	0	1	1	0	0	5	0	0	0	0	0	0	150
12:15	0	48	10	0	0	0	0	0	1	0	0	0	0	0	0	59
12:30	0	38	2	1	0	0	0	1	0	0	0	0	0	0	0	42
12:45	0	40	9	0	0	1	0	0	1	0	0	0	0	0	0	51
13:00	0	45	10	0	2	0	0	0	2	0	0	0	0	0	0	59
Hour Total	0	171	31	1	2	1	0	1	4	0	0	0	0	0	0	211
13:15	0	33	10	0	0	0	0	0	1	0	0	0	0	0	0	44
13:30	0	42	4	0	0	1	0	0	1	0	0	0	0	0	0	48
13:45	0	43	4	0	1	1	0	0	1	1	0	0	0	0	0	51
14:00	0	39	8	0	2	0	0	0	1	0	0	0	0	0	0	50
Hour Total	0	157	26	0	3	2	0	0	4	1	0	0	0	0	0	193
14:15	0	35	18	0	1	0	0	0	0	0	0	0	0	0	0	54
14:30	0	45	10	0	1	0	0	0	0	0	1	0	0	0	0	57
14:45	0	60	7	0	2	0	0	1	0	0	0	0	0	0	0	70
15:00	0	45	4	0	0	2	0	0	0	0	0	0	0	0	0	51
Hour Total	0	185	39	0	4	2	0	1	0	0	1	0	0	0	0	232
15:15	1	72	19	0	0	0	0	0	1	0	0	0	0	0	0	93
15:30	0	60	15	0	3	0	0	0	2	0	0	0	0	0	0	80
15:45	0	64	6	0	0	0	0	0	1	0	0	0	0	0	0	71
16:00	0	68	6	0	2	0	0	0	0	0	0	0	0	0	0	76
Hour Total	1	264	46	0	5	0	0	0	4	0	0	0	0	0	0	320
16:15	0	80	11	0	1	0	0	0	1	0	1	0	0	0	0	94
16:30	0	45	12	0	1	0	0	0	6	0	0	0	0	0	0	64
16:45	0	66	13	0	0	0	0	0	2	0	0	0	0	0	0	81
17:00	0	63	11	0	2	1	0	0	0	0	0	0	0	0	0	77
Hour Total	0	254	47	0	4	1	0	0	9	0	1	0	0	0	0	316

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site E
Site ID: 000000003564
Location: Orange Ave EB to I-581 SB
Direction: SOUTH
Lane: 1

File: D0411001.prn
City: 17-107 RS Min
County: 37.28227, -79.93982

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	0	89	11	0	0	1	0	0	0	0	0	0	0	0	0	101
17:30	0	84	9	0	0	0	0	0	0	0	0	0	0	0	0	93
17:45	1	72	11	0	0	0	0	0	0	0	0	0	0	0	0	84
18:00	0	48	6	0	0	0	0	0	0	0	0	0	1	0	0	55
Hour Total	1	293	37	0	0	1	0	0	0	0	0	0	1	0	0	333
18:15	0	53	7	0	0	0	0	0	1	0	0	0	0	0	0	61
18:30	1	47	13	0	1	0	0	0	0	0	0	0	0	0	0	62
18:45	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
19:00	1	32	6	0	0	0	0	0	0	0	0	0	0	0	0	39
Hour Total	2	160	29	0	1	0	0	0	1	0	0	0	0	0	0	193
19:15	0	45	4	0	0	0	0	1	1	0	0	0	0	0	0	51
19:30	0	28	3	0	0	0	0	0	0	0	0	0	0	0	0	31
19:45	0	33	1	0	0	0	0	0	0	0	0	0	0	0	0	34
20:00	0	31	5	0	0	0	0	0	1	0	0	0	0	0	0	37
Hour Total	0	137	13	0	0	0	0	1	2	0	0	0	0	0	0	153
20:15	0	32	6	0	0	0	0	0	0	0	0	0	0	0	0	38
20:30	0	24	1	0	0	0	0	0	0	0	0	0	0	0	0	25
20:45	0	23	1	0	1	1	0	0	0	0	0	0	0	0	0	26
21:00	0	30	5	0	0	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	109	13	0	1	1	0	0	0	0	0	0	0	0	0	124
21:15	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	29
21:30	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	29
21:45	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	18
22:00	0	24	1	0	1	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	97	4	0	1	0	0	0	0	0	0	0	0	0	0	102
22:15	0	16	2	0	0	0	0	0	1	0	0	0	0	0	0	19
22:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	16	1	0	0	0	0	0	1	0	0	0	0	0	0	18
Hour Total	0	56	6	0	0	0	0	0	2	0	0	0	0	0	0	64
23:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	17
24:00	1	4	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hour Total	1	40	6	0	0	0	0	0	1	0	0	0	0	0	0	48
DAY TOTAL	6	2949	490	1	40	17	2	6	55	2	2	0	1	0	0	3571
PERCENTS	0.2%	82.6%	13.8%	0.1%	1.2%	0.5%	0.0%	0.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 96.4% Trucks & Buses 3.5%

AM Times	06:30	07:30	07:30	07:45	10:30	09:00	09:00	06:45	06:15							07:30
AM Peaks	1	239	50	5	4	1	2	7	1							298
PM Times	17:45	17:00	16:15	12:15	14:00	12:45	12:15	16:00	13:00	13:45	17:15					17:00
PM Peaks	2	308	47	1	6	2	1	9	1	1	1					355

GRAND TOTAL	6	2949	490	1	40	17	2	6	55	2	2	0	1	0	0	3571
PERCENTS	0.2%	82.6%	13.8%	0.1%	1.2%	0.5%	0.0%	0.1%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: ADT F
Site ID: ADT F
Location: I-581 SB to Orange Ave EB
Direction: EAST
Lane: 1

File: D0411007.prn
City: 17-107 RS/KL
County: 37.28196, -79.93973

TIME	1	2	3	Total
00:15	12	0	2	14
00:30	14	1	1	16
00:45	8	0	1	9
01:00	9	0	5	14
Hour Total	43	1	9	53
01:15	11	1	2	14
01:30	3	0	5	8
01:45	6	0	9	15
02:00	3	0	3	6
Hour Total	23	1	19	43
02:15	7	0	7	14
02:30	11	1	3	15
02:45	8	0	3	11
03:00	11	0	0	11
Hour Total	37	1	13	51
03:15	14	0	5	19
03:30	7	1	6	14
03:45	6	1	3	10
04:00	6	0	3	9
Hour Total	33	2	17	52
04:15	11	2	5	18
04:30	8	2	4	14
04:45	19	0	6	25
05:00	22	1	8	31
Hour Total	60	5	23	88
05:15	16	1	3	20
05:30	31	1	5	37
05:45	46	1	6	53
06:00	55	3	7	65
Hour Total	148	6	21	175
06:15	52	1	5	58
06:30	60	4	16	80
06:45	83	6	8	97
07:00	93	7	9	109
Hour Total	288	18	38	344
07:15	70	2	10	82
07:30	87	2	13	102
07:45	118	3	8	129
08:00	106	3	11	120
Hour Total	381	10	42	433
08:15	113	13	13	139
08:30	70	8	14	92
08:45	79	8	4	91
09:00	71	9	8	88

Station: ADT F
Site ID: ADT F
Location: I-581 SB to Orange Ave EB
Direction: EAST
Lane: 1

File: D0411007.prn
City: 17-107 RS/KL
County: 37.28196, -79.93973

TIME	1	2	3	Total
Hour Total	333	38	39	410
09:15	52	5	8	65
09:30	74	19	9	102
09:45	69	7	14	90
10:00	72	11	13	96
Hour Total	267	42	44	353
10:15	62	3	15	80
10:30	56	5	12	73
10:45	61	4	11	76
11:00	70	5	7	82
Hour Total	249	17	45	311
11:15	73	3	9	85
11:30	77	4	13	94
11:45	81	7	5	93
12:00	84	5	6	95
Hour Total	315	19	33	367
12:15	86	5	8	99
12:30	78	4	5	87
12:45	111	1	11	123
13:00	97	5	12	114
Hour Total	372	15	36	423
13:15	90	7	9	106
13:30	111	7	7	125
13:45	99	10	7	116
14:00	104	9	9	122
Hour Total	404	33	32	469
14:15	82	6	1	89
14:30	96	5	7	108
14:45	120	7	13	140
15:00	96	5	10	111
Hour Total	394	23	31	448
15:15	99	2	14	115
15:30	110	4	9	123
15:45	118	7	7	132
16:00	103	8	5	116
Hour Total	430	21	35	486
16:15	130	3	7	140
16:30	122	1	7	130
16:45	120	2	7	129
17:00	107	7	10	124
Hour Total	479	13	31	523

Station: ADT F
Site ID: ADT F
Location: I-581 SB to Orange Ave EB
Direction: EAST
Lane: 1

File: D0411007.prn
City: 17-107 RS/KL
County: 37.28196, -79.93973

TIME	1	2	3	Total
17:15	108	3	5	116
17:30	101	2	4	107
17:45	100	4	8	112
18:00	94	5	9	108
Hour Total	403	14	26	443
18:15	95	3	5	103
18:30	109	0	7	116
18:45	84	1	6	91
19:00	92	4	9	105
Hour Total	380	8	27	415
19:15	78	4	6	88
19:30	67	2	8	77
19:45	87	3	13	103
20:00	54	2	2	58
Hour Total	286	11	29	326
20:15	71	0	2	73
20:30	61	1	4	66
20:45	60	1	4	65
21:00	60	1	3	64
Hour Total	252	3	13	268
21:15	71	1	2	74
21:30	55	0	5	60
21:45	49	0	8	57
22:00	47	1	4	52
Hour Total	222	2	19	243
22:15	37	0	6	43
22:30	37	2	4	43
22:45	34	0	8	42
23:00	27	1	3	31
Hour Total	135	3	21	159
23:15	16	0	4	20
23:30	20	0	4	24
23:45	20	0	6	26
24:00	16	0	0	16
Hour Total	72	0	14	86
DAY TOTAL	6006	306	657	6969
PERCENTS	86.2%	4.4%	9.4%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:30	09:15	09:45	07:30
AM Peaks	424	42	54	490
PM Times	16:15	13:15	14:45	16:15
PM Peaks	479	33	46	523

GRAND TOTAL	6006	306	657	6969
PERCENTS	86.2%	4.4%	9.4%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: ADT G
Site ID: ADT G
Location: Orange Ave EB to I-581 NB
Direction: NORTH
Lane: 1

File: D0411008.prn
City: 17-107 RS/KL
County: 37.28219, -79.93717

TIME	1	2	3	Total
00:15	6	0	0	6
00:30	0	0	0	0
00:45	1	0	0	1
01:00	5	0	0	5
Hour Total	12	0	0	12
01:15	2	0	0	2
01:30	4	0	0	4
01:45	2	1	0	3
02:00	1	1	0	2
Hour Total	9	2	0	11
02:15	2	0	0	2
02:30	0	1	1	2
02:45	1	0	1	2
03:00	0	0	0	0
Hour Total	3	1	2	6
03:15	3	0	1	4
03:30	5	1	0	6
03:45	4	1	0	5
04:00	3	0	0	3
Hour Total	15	2	1	18
04:15	6	0	0	6
04:30	2	1	1	4
04:45	1	0	0	1
05:00	6	0	1	7
Hour Total	15	1	2	18
05:15	1	0	1	2
05:30	10	2	0	12
05:45	10	3	0	13
06:00	13	0	0	13
Hour Total	34	5	1	40
06:15	12	0	0	12
06:30	22	1	1	24
06:45	26	3	2	31
07:00	27	0	1	28
Hour Total	87	4	4	95
07:15	38	1	0	39
07:30	28	1	0	29
07:45	84	0	0	84
08:00	77	3	0	80
Hour Total	227	5	0	232
08:15	57	8	1	66
08:30	62	6	0	68
08:45	42	4	2	48
09:00	40	8	3	51

Station: ADT G
Site ID: ADT G
Location: Orange Ave EB to I-581 NB
Direction: NORTH
Lane: 1

File: D0411008.prn
City: 17-107 RS/KL
County: 37.28219, -79.93717

TIME	1	2	3	Total
Hour Total	201	26	6	233
09:15	40	4	0	44
09:30	35	2	1	38
09:45	33	2	0	35
10:00	49	1	0	50
Hour Total	157	9	1	167
10:15	39	1	1	41
10:30	34	2	2	38
10:45	32	3	0	35
11:00	44	1	2	47
Hour Total	149	7	5	161
11:15	40	1	0	41
11:30	47	2	1	50
11:45	46	2	0	48
12:00	47	3	0	50
Hour Total	180	8	1	189
12:15	66	0	0	66
12:30	56	1	3	60
12:45	73	2	0	75
13:00	44	0	1	45
Hour Total	239	3	4	246
13:15	58	2	1	61
13:30	45	4	1	50
13:45	57	2	0	59
14:00	43	1	0	44
Hour Total	203	9	2	214
14:15	50	2	1	53
14:30	45	2	1	48
14:45	59	1	1	61
15:00	49	2	2	53
Hour Total	203	7	5	215
15:15	64	1	0	65
15:30	56	2	2	60
15:45	81	2	0	83
16:00	61	3	0	64
Hour Total	262	8	2	272
16:15	62	5	1	68
16:30	72	5	1	78
16:45	97	2	1	100
17:00	92	2	0	94
Hour Total	323	14	3	340

Station: ADT G
Site ID: ADT G
Location: Orange Ave EB to I-581 NB
Direction: NORTH
Lane: 1

File: D0411008.prn
City: 17-107 RS/KL
County: 37.28219, -79.93717

TIME	1	2	3	Total
17:15	125	1	0	126
17:30	104	2	0	106
17:45	80	3	0	83
18:00	62	0	0	62
Hour Total	371	6	0	377
18:15	51	0	0	51
18:30	34	0	0	34
18:45	53	0	0	53
19:00	47	0	3	50
Hour Total	185	0	3	188
19:15	48	0	0	48
19:30	33	1	0	34
19:45	40	0	0	40
20:00	35	0	0	35
Hour Total	156	1	0	157
20:15	30	0	0	30
20:30	39	0	0	39
20:45	39	1	1	41
21:00	36	0	0	36
Hour Total	144	1	1	146
21:15	34	0	0	34
21:30	21	0	0	21
21:45	19	0	0	19
22:00	19	0	0	19
Hour Total	93	0	0	93
22:15	23	0	0	23
22:30	11	0	0	11
22:45	12	0	0	12
23:00	12	0	1	13
Hour Total	58	0	1	59
23:15	10	0	0	10
23:30	4	0	0	4
23:45	8	0	0	8
24:00	11	0	0	11
Hour Total	33	0	0	33
DAY TOTAL	3359	119	44	3522
PERCENTS	95.4%	3.4%	1.2%	100%

Passenger Vehicles 100.0% Trucks & Buses 0.0%

AM Times	07:45	08:15	08:15	07:45
AM Peaks	280	26	6	298
PM Times	16:45	15:45	12:30	16:45
PM Peaks	418	15	5	426

GRAND TOTAL	3359	119	44	3522
PERCENTS	95.4%	3.4%	1.2%	100%

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site H
Site ID: 000000003810
Location: I-581 NB to Orange Ave EB
Direction: NORTH
Lane: 1

File: D0411004.prn
City: 17-107 RS Max
County: 37.28162, -79.93711

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
00:15	0	17	4	0	0	0	0	1	1	0	0	0	0	0	0	23
00:30	0	11	1	0	0	0	0	0	2	0	0	0	0	0	0	14
00:45	0	9	0	0	0	0	0	0	5	0	0	0	0	0	0	14
01:00	0	10	2	0	0	0	0	0	2	0	0	0	0	0	0	14
Hour Total	0	47	7	0	0	0	0	1	10	0	0	0	0	0	0	65
01:15	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	3	2	0	0	0	0	0	3	0	0	0	0	0	0	8
01:45	0	7	2	0	0	0	0	1	1	0	0	0	0	0	0	11
02:00	0	7	4	0	0	0	0	0	3	0	0	0	0	0	0	14
Hour Total	0	26	8	0	0	0	0	1	7	0	0	0	0	0	0	42
02:15	0	4	2	0	0	0	0	0	1	0	1	0	0	0	0	8
02:30	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
02:45	0	5	3	0	0	0	0	0	4	0	0	0	0	0	0	12
03:00	0	3	2	0	0	0	0	1	2	0	0	0	0	0	0	8
Hour Total	0	17	9	0	0	0	0	1	8	0	1	0	0	0	0	36
03:15	0	10	2	0	0	0	0	0	3	0	0	0	0	0	0	15
03:30	0	11	3	0	0	0	0	2	2	0	0	0	0	0	0	18
03:45	0	10	1	0	0	0	0	0	2	0	0	0	0	0	0	13
04:00	0	8	2	0	0	0	0	0	2	0	0	0	0	0	0	12
Hour Total	0	39	8	0	0	0	0	2	9	0	0	0	0	0	0	58
04:15	0	11	4	1	4	0	0	3	2	0	0	0	0	0	0	25
04:30	0	18	7	0	1	0	0	2	1	0	0	0	0	0	0	29
04:45	0	20	6	0	0	0	0	0	2	0	0	0	0	0	0	28
05:00	0	27	5	0	0	0	0	1	8	0	0	1	0	0	0	42
Hour Total	0	76	22	1	5	0	0	6	13	0	0	1	0	0	0	124
05:15	1	24	9	0	2	0	0	1	2	0	0	0	0	0	0	39
05:30	0	45	18	0	2	0	0	1	3	0	0	0	0	0	0	69
05:45	1	81	14	0	1	0	0	1	9	0	1	0	0	0	0	108
06:00	0	47	14	0	1	1	0	1	4	0	0	0	0	0	0	68
Hour Total	2	197	55	0	6	1	0	4	18	0	1	0	0	0	0	284
06:15	2	59	23	0	4	0	0	1	4	0	1	0	0	0	0	94
06:30	0	70	26	0	2	4	0	0	5	0	1	0	0	0	0	108
06:45	0	83	36	0	0	0	0	1	1	0	1	0	0	0	0	122
07:00	0	104	38	0	0	1	0	3	5	0	0	0	0	0	0	151
Hour Total	2	316	123	0	6	5	0	5	15	0	3	0	0	0	0	475
07:15	0	102	32	0	0	0	1	2	4	0	0	0	0	0	0	141
07:30	5	119	43	0	6	0	1	0	6	0	0	0	0	0	0	180
07:45	3	129	45	0	3	0	0	4	4	0	0	1	0	0	0	189
08:00	1	154	28	1	2	1	1	1	4	0	1	0	0	0	0	194
Hour Total	9	504	148	1	11	1	3	7	18	0	1	1	0	0	0	704
08:15	0	119	37	0	3	0	0	2	6	0	0	0	0	0	0	167
08:30	0	104	34	0	1	1	0	2	4	0	0	0	0	0	0	146
08:45	0	100	24	0	2	0	0	1	8	0	0	0	0	0	0	135
09:00	2	102	39	0	1	1	1	0	8	1	0	0	0	0	0	155

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site H
Site ID: 000000003810
Location: I-581 NB to Orange Ave EB
Direction: NORTH
Lane: 1

File: D0411004.prn
City: 17-107 RS Max
County: 37.28162, -79.93711

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
Hour Total	2	425	134	0	7	2	1	5	26	1	0	0	0	0	0	603
09:15	0	79	25	0	7	0	0	0	11	1	0	0	1	0	0	124
09:30	0	78	24	0	4	1	1	1	6	0	0	0	0	0	0	115
09:45	0	86	27	1	3	0	2	2	5	0	0	0	0	0	0	126
10:00	1	90	38	0	3	1	0	2	2	1	0	0	0	0	0	138
Hour Total	1	333	114	1	17	2	3	5	24	2	0	0	1	0	0	503
10:15	2	79	25	0	2	2	1	1	6	0	0	0	0	0	0	118
10:30	0	76	28	0	3	1	3	4	5	0	2	0	0	0	0	122
10:45	1	83	25	0	1	1	2	1	6	0	0	0	0	0	0	120
11:00	0	76	27	1	1	2	0	2	6	0	1	0	0	0	0	116
Hour Total	3	314	105	1	7	6	6	8	23	0	3	0	0	0	0	476
11:15	0	82	31	0	5	3	0	1	4	0	0	0	0	0	0	126
11:30	1	88	30	0	3	1	1	1	5	0	0	0	0	0	0	130
11:45	0	90	29	0	3	1	0	2	6	0	0	0	1	0	0	132
12:00	1	99	30	0	3	0	1	4	4	0	0	1	0	0	0	143
Hour Total	2	359	120	0	14	5	2	8	19	0	0	1	1	0	0	531
12:15	0	75	24	0	1	0	2	1	5	1	0	0	0	0	0	109
12:30	0	98	24	0	3	2	0	3	4	0	1	0	0	0	0	135
12:45	1	113	36	1	4	2	0	2	9	0	0	0	0	0	0	168
13:00	0	90	28	0	5	1	1	1	4	0	0	0	0	0	0	130
Hour Total	1	376	112	1	13	5	3	7	22	1	1	0	0	0	0	542
13:15	0	99	22	0	4	0	1	0	9	0	0	0	0	0	0	135
13:30	0	114	30	0	1	0	1	3	3	0	0	0	0	0	0	152
13:45	2	114	25	0	1	1	0	3	3	0	0	0	1	0	0	150
14:00	0	90	32	0	7	1	0	4	8	0	0	0	0	0	0	142
Hour Total	2	417	109	0	13	2	2	10	23	0	0	0	1	0	0	579
14:15	0	101	31	1	2	1	1	3	9	0	0	0	0	0	0	149
14:30	3	94	40	0	3	1	0	0	4	0	0	0	0	0	0	145
14:45	1	117	39	0	5	1	1	1	6	0	0	0	0	0	0	171
15:00	2	107	33	0	1	4	0	2	6	2	0	0	1	0	0	158
Hour Total	6	419	143	1	11	7	2	6	25	2	0	0	1	0	0	623
15:15	0	107	34	0	5	4	0	2	2	0	0	0	0	0	0	154
15:30	1	107	31	0	2	4	0	2	10	0	0	0	0	0	0	157
15:45	0	113	34	0	0	0	2	2	3	0	0	0	0	0	0	154
16:00	1	115	26	0	2	4	1	2	7	0	0	0	0	0	0	158
Hour Total	2	442	125	0	9	12	3	8	22	0	0	0	0	0	0	623
16:15	0	133	31	0	4	2	0	0	0	0	0	0	0	0	0	170
16:30	0	108	27	0	6	0	0	0	7	0	0	0	1	0	0	149
16:45	4	121	29	1	0	0	0	2	1	0	0	0	0	0	0	158
17:00	1	116	28	0	5	0	2	1	0	0	0	0	0	0	0	153
Hour Total	5	478	115	1	15	2	2	3	8	0	0	0	1	0	0	630

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 4/11/2017

Station: Site H
Site ID: 000000003810
Location: I-581 NB to Orange Ave EB
Direction: NORTH
Lane: 1

File: D0411004.prn
City: 17-107 RS Max
County: 37.28162, -79.93711

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
17:15	2	117	25	0	3	0	0	0	4	0	0	0	0	0	0	151
17:30	2	109	31	0	1	0	0	1	5	0	0	0	0	0	0	149
17:45	1	121	32	0	2	0	0	1	1	0	0	0	0	0	0	158
18:00	2	110	23	0	2	0	0	0	2	0	0	0	0	0	0	139
Hour Total	7	457	111	0	8	0	0	2	12	0	0	0	0	0	0	597
18:15	1	107	26	0	1	0	0	4	4	0	0	0	0	0	0	143
18:30	0	89	17	0	3	0	0	5	2	0	1	0	0	0	0	117
18:45	1	91	15	1	4	0	0	2	5	0	0	0	0	0	0	119
19:00	0	104	20	0	4	0	0	3	5	0	0	0	0	0	0	136
Hour Total	2	391	78	1	12	0	0	14	16	0	1	0	0	0	0	515
19:15	1	87	19	0	5	0	0	2	3	0	0	0	0	0	0	117
19:30	2	93	18	1	2	0	0	1	5	1	0	0	0	0	0	123
19:45	1	90	15	1	2	0	0	3	4	0	0	0	0	0	0	116
20:00	2	104	11	0	1	0	0	0	3	0	0	0	0	0	0	121
Hour Total	6	374	63	2	10	0	0	6	15	1	0	0	0	0	0	477
20:15	1	77	13	0	0	0	0	2	3	0	0	0	0	0	0	96
20:30	0	66	13	0	1	0	0	1	4	0	0	0	1	0	0	86
20:45	1	61	19	1	1	0	0	1	1	0	0	0	0	0	0	85
21:00	1	50	17	0	0	0	0	1	1	0	0	0	0	0	0	70
Hour Total	3	254	62	1	2	0	0	5	9	0	0	0	1	0	0	337
21:15	0	62	10	1	0	0	0	0	2	0	0	0	0	0	0	75
21:30	1	59	7	0	2	0	0	1	1	0	0	0	0	0	0	71
21:45	0	57	13	0	0	0	0	1	4	0	0	0	0	0	0	75
22:00	0	49	10	2	1	0	0	0	1	0	0	0	0	0	0	63
Hour Total	1	227	40	3	3	0	0	2	8	0	0	0	0	0	0	284
22:15	0	38	8	0	1	0	0	0	3	0	0	0	0	0	0	50
22:30	0	43	7	0	0	0	0	1	1	0	0	0	0	0	0	52
22:45	0	48	7	0	1	0	0	0	0	0	0	0	0	0	0	56
23:00	0	33	4	0	0	0	0	0	2	0	0	0	0	0	0	39
Hour Total	0	162	26	0	2	0	0	1	6	0	0	0	0	0	0	197
23:15	0	25	4	0	0	0	0	0	4	0	0	0	0	0	0	33
23:30	0	17	3	0	0	0	0	0	2	0	0	0	0	0	0	22
23:45	0	21	1	0	1	0	0	0	2	0	0	1	0	0	0	26
24:00	0	14	4	0	0	0	0	0	1	0	0	0	0	0	0	19
Hour Total	0	77	12	0	1	0	0	0	9	0	0	1	0	0	0	100
DAY TOTAL	56	6727	1849	14	172	50	27	117	365	7	11	4	6	0	0	9405
PERCENTS	0.6%	71.6%	19.7%	0.2%	1.9%	0.6%	0.3%	1.2%	3.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Passenger Vehicles 91.7% Trucks & Buses 8.2%

AM Times	07:15	07:30	07:00	03:30	09:15	10:30	09:45	07:00	08:45	08:30	05:45	04:15	08:30	07:30
AM Peaks	9	521	158	1	17	7	6	9	33	2	3	1	1	730
PM Times	16:45	16:15	14:30	21:15	14:00	14:45	12:15	18:15	14:00	14:15	12:15	23:00	13:00	14:45
PM Peaks	9	478	146	3	17	13	3	14	27	2	1	1	1	640

GRAND TOTAL	56	6727	1849	14	172	50	27	117	365	7	11	4	6	0	0	9405
PERCENTS	0.6%	71.6%	19.7%	0.2%	1.9%	0.6%	0.3%	1.2%	3.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100%

Appendix C – Traffic Volumes Forecasts Development

Whitman, Requardt & Associates, LLP
Engineers · Architects · Environmental Planners Est. 1915

MEMORANDUM

Date: January 16, 2020

To: Michael Gray – VDOT SWRO
From: WRA
Subject: Traffic Volumes Forecasts Development
CC: Stuart Samberg – RK&K

Work Order Number: 45877-004

Project: Route 460 (Orange/Challenger Avenue) Operational Improvements Study

Introduction: Route 460 (Orange Avenue / Challenger Avenue) from Route 11 (Williamson Road) to Route 220 Alt (Cloverdale Road) has identified safety issues and experiences congestion during peak periods. As part of the STARS program, the Virginia Department of Transportation (VDOT) has initiated the Route 460 (Orange/Challenger Avenue) Operational Improvements Study to study operational and safety conditions and propose improvements that can be incorporated into the Virginia Department of Transportation's Six-Year Improvement Plan (SYIP).

The purpose of this memo is to document the development of the future design year 2030 and 2040 peak hour traffic volumes.

Traffic Data Collection: Classified peak hour turning movement counts were collected at the 36 study intersections noted below including 12 signalized intersections, 1 emergency flashing signal, 16 unsignalized street intersections, and 7 median crossovers that do not serve intersections (see **Figure 1**):

1. Route 460 at Williamson Road (Signalized)
2. Route 460 at Plantation Road / Kimball Avenue (Signalized)
3. Route 460 at Hollins Road (Signalized)
4. Route 460 at 11th Street (Unsignalized)*
5. Route 460 at 12th Street (Unsignalized – right in/right out)*
6. Route 460 at Rhodes Avenue (Unsignalized)*
7. Route 460 at 13th Street (Signalized)
8. Route 460 at Median Crossover 660' east of 13th Street (Unsignalized)*
9. Route 460 at Median Crossover 1170' east of 13th Street (Unsignalized)*
10. Route 460 at Walton Street (Unsignalized)*
11. Route 460 at Median Crossover 700' east of Walton Street (Unsignalized)*
12. Route 460 at 20th Street (Unsignalized)*
13. Route 460 at Gus Nicks Blvd (Signalized)
14. Route 460 at 24th Street (Unsignalized)*
15. Route 460 at Median Crossover 990' east of 24th Street (Unsignalized)*
16. Route 460 at Median Crossover 1730' east of 24th Street (Unsignalized)*
17. Route 460 at Mecca Street (Emergency Flashing Signal)*
18. Route 460 at Granby Street (Signalized)
19. Route 460 at Hickory Woods Drive (Unsignalized)*
20. Route 460 at Seibel Drive (Unsignalized)*
21. Route 460 at Median Crossover 520' east of Seibel Drive (Unsignalized)*
22. Route 460 at King Street (Signalized)
23. Route 460 at Lynn Brae Drive (Unsignalized)*
24. Route 460 at Patrick Road (Unsignalized)*

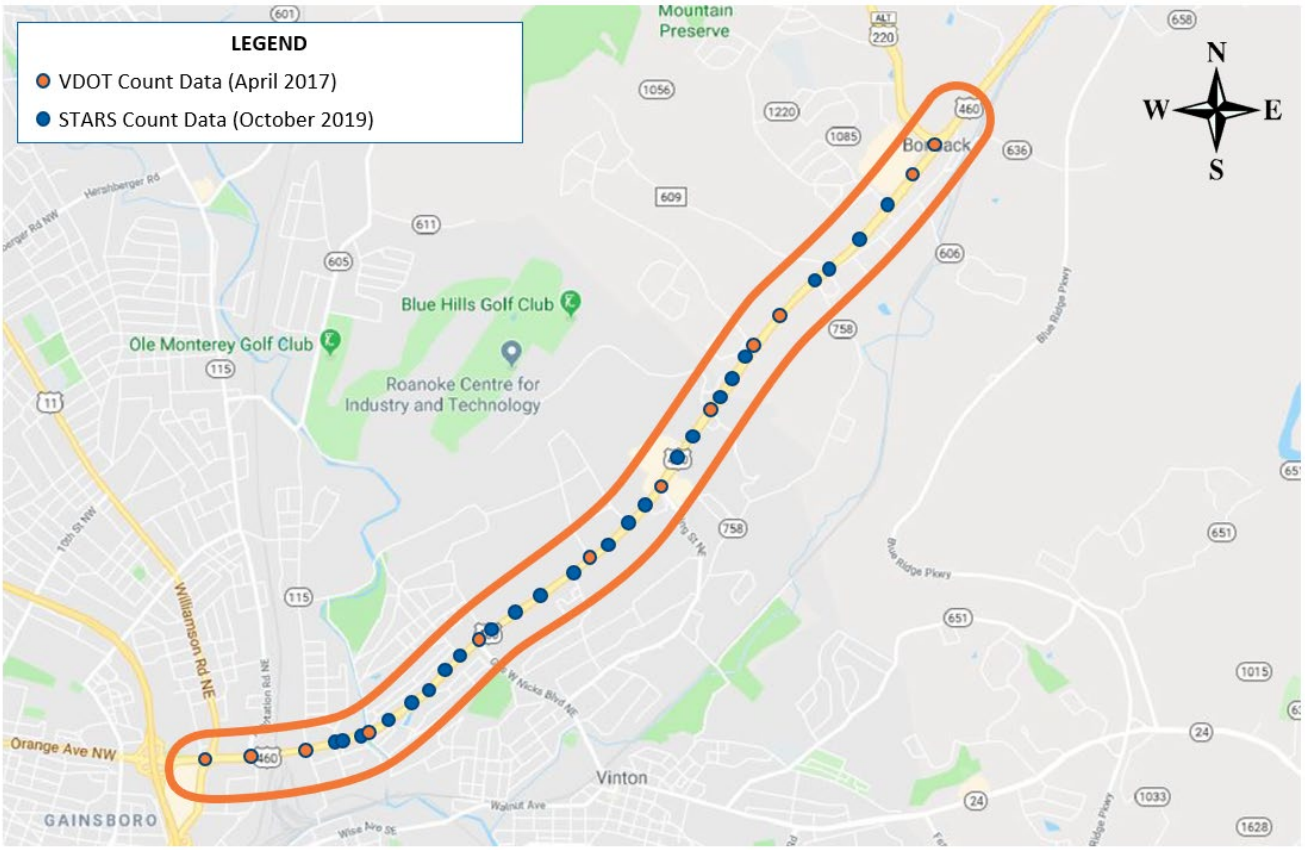
1700 Kraft Drive, Suite 1200 Blacksburg, Virginia 24060
www.wrallp.com · Phone: 540.951.3727 · Fax: 540.951.3741

25. Route 460 at Mexico Way / Blue Hills Drive (Signalized)
26. Route 460 at Evans Lane (Unsignalized – right in/right out)*
27. Route 460 at Blue Hills Village Drive (Unsignalized)*
28. Route 460 at Trail Drive (Unsignalized – right in/right out on both sides of Route 460)*
29. Route 460 at W Ruritan Road (Signalized)
30. Route 460 at Valley Gateway Boulevard (Signalized)
31. Route 460 at Carson Road (Unsignalized)*
32. Route 460 at Bonsack Road / E Ruritan Road (Unsignalized)*
33. Route 460 at Median Crossover 950' east of Bonsack Road / E Ruritan Road (Unsignalized)*
34. Route 460 at Huntridge Road (Unsignalized)*
35. Route 460 at Walmart / Lowe's (Signalized)
36. Route 460 at Route 220 Alternate (Signalized)

* collected in April 2017 as part of previous studies

Weekday 12-hour (7:00am to 7:00pm) turning movement counts at the twelve signalized intersections were collected in April 2017 as part of previous studies along the corridor. Peak hour (7:00am to 9:00am and 4:00pm to 6:00pm) turning movement counts were performed at the 24 unsignalized intersections and median crossover intersections in October 2019 by Peggy Malone & Associates (PMA). Counts were performed on a Tuesday, Wednesday, or Thursday under typical traffic conditions and when school were in session. Based on a review of collected traffic data, the AM peak hour for the Route 460 corridor is from 7:15 to 8:15 AM and the PM peak hour is from 4:30 PM to 5:30 PM.

Figure 1: Study Intersections



Traffic Volume Balancing: Existing traffic volumes were balanced along Route 460 between intersections where there are no additional intersections or driveways, or minimal low-volume driveways that were not included in the data collection efforts. Traffic volumes along Route 460 between intersections where more numerous or more significant commercial driveway connections are located were not balanced due to the frequency of intersections and driveways along the corridor.

Future Traffic Volume Development: Based on the STARS Framework Document, the selected horizon years for the study are year 2030 and 2040. Background linear traffic growth rates were developed in conjunction with VDOT using the Statewide Planning System data. The growth rates were applied to the existing turning movements within the study area to develop future background traffic volumes for the 2030 and 2040 design years. Growth rates utilized for the study are summarized in **Table 1**.

Table 1: Recommended Growth Rates

Facility	From	To	SPS Linear Growth Rate
US 460	Route 11 / Williamson Rd	Hollins Rd	0.500%
US 460	Hollins Rd	24th St	0.500%
US 460	24th St	King St	0.500%
US 460	King St	ECL Roanoke	0.500%
US 460	ECL Roanoke	Alt US 220 / Cloverdale Rd	0.500%
Route 11 / Williamson Rd	I-581 Ramp	US 460	0.500%
Route 11 / Williamson Rd	US 460 Orange Ave	Liberty Rd	0.500%
Liberty Rd	US 460 Orange Ave	Indiana Ave	0.500%
Kimball Ave	US 11 Williamson Rd	US 460	0.611%
Hollins Rd	US 460 Orange Ave	Liberty Rd	0.500%
Hollins Rd	Norfolk Ave	US 460	0.500%
Gus Nicks Blvd	US 460	SCL Roanoke	0.500%
King St	Gus Nicks Blvd	US 460	0.635%
Carson Rd	ECL Roanoke	US 460	0.500%
Cloverdale Rd	US 460	Botetourt County Line	1.168%

Additionally, there are three approved developments within the study area that were incorporated into the future traffic volumes including:

- East Orange Avenue Apartments (TIA prepared March 26, 2015)
- Richfield Living Site 2 (TIA prepared January 28, 2019)
- Lewis-Gale FSED Facility (TIA revised August 2, 2019)

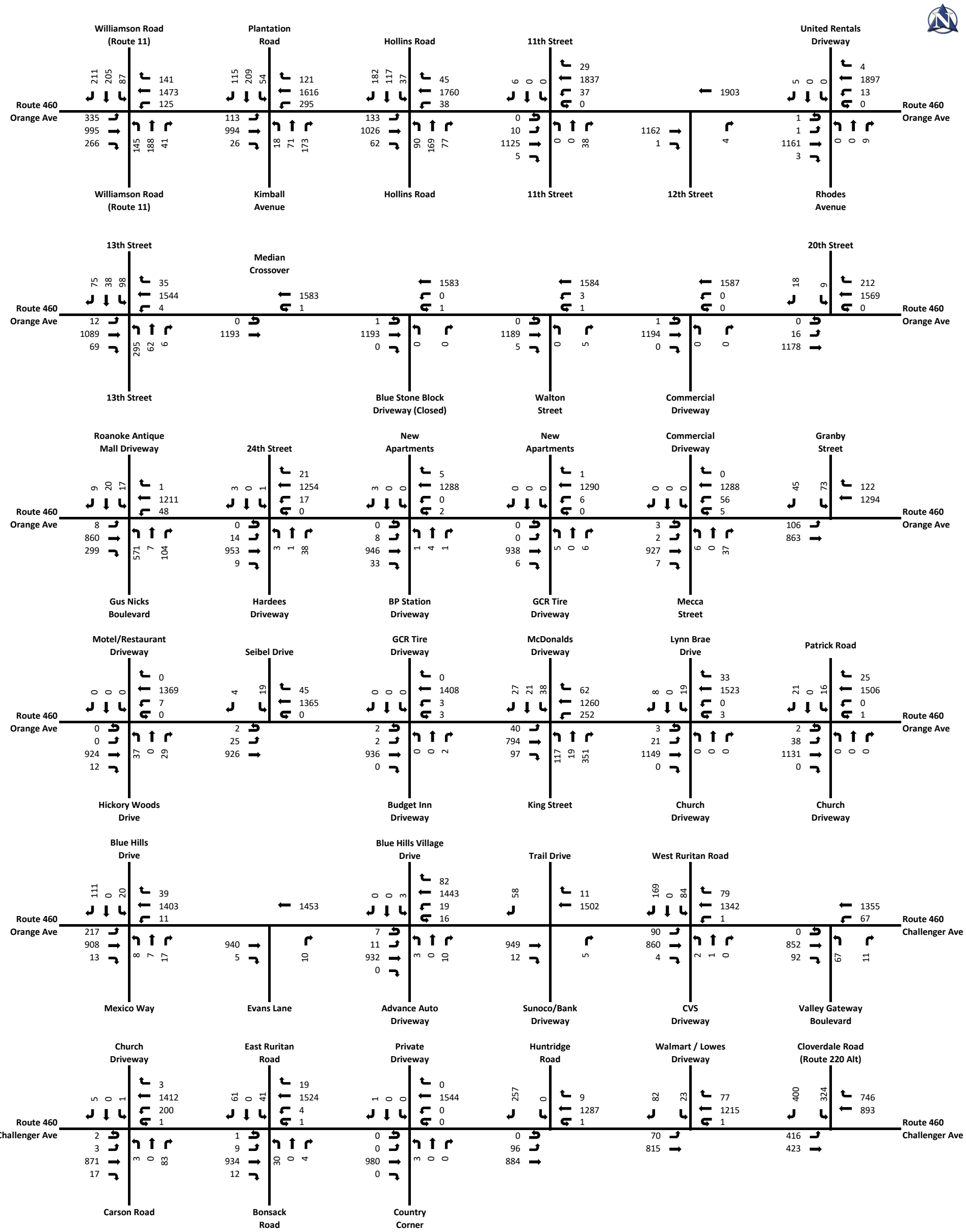
Site trips from the Traffic Impact Analysis reports (TIAs) for these developments were utilized during the development of design year traffic volumes for the study area. It is assumed that all three developments will be fully built out prior to both the 2030 and 2040 horizon years. Site trips were added to the calculated future background traffic volumes after background growth rates were applied. Future traffic volumes were re-balanced as necessary along Route 460.

There are no other known or planned developments in the immediate study vicinity that are expected to impact travel patterns along the corridor. As such, no additional factors were applied to the forecasted traffic volumes to account for anticipated development.

Conclusions: Traffic data collection efforts were performed during typical weekdays to ensure that traffic analysis efforts reflect typical traffic conditions experienced by motorists along the Route 460 corridor. VDOT-confirmed background growth rates and the approved TIAs for the three developments were utilized for developing future traffic volumes for the study area to analyze proposed improvements. Existing peak hour traffic volumes, site-generated trips from three developments, and balanced design year 2030 and 2040 traffic volumes are contained in **Attachment A**.

Attachment A

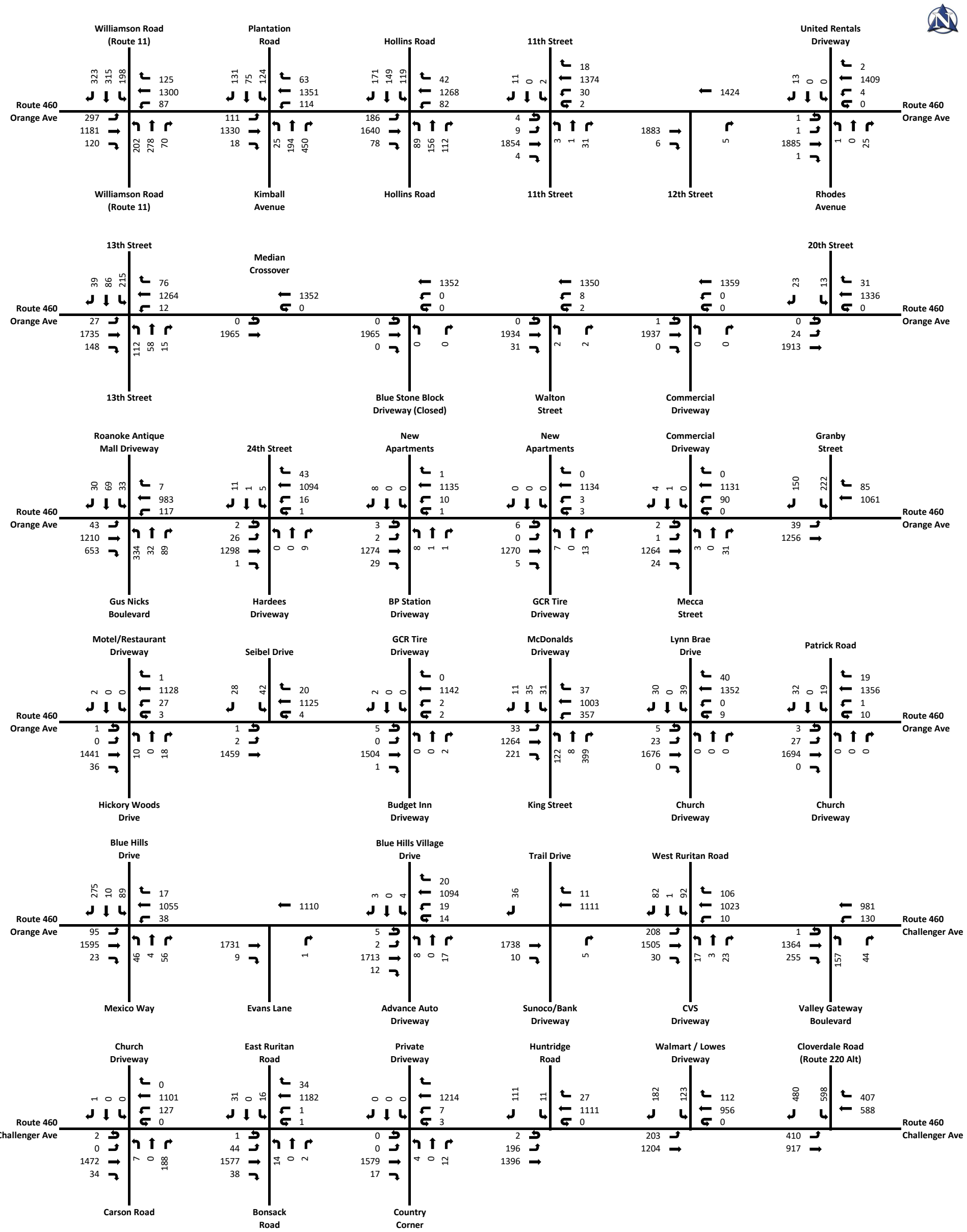
Existing 2019 Peak Hour Volumes
TIA Traffic Volumes
2030 Interim Year Traffic Volumes
2040 Design Year Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

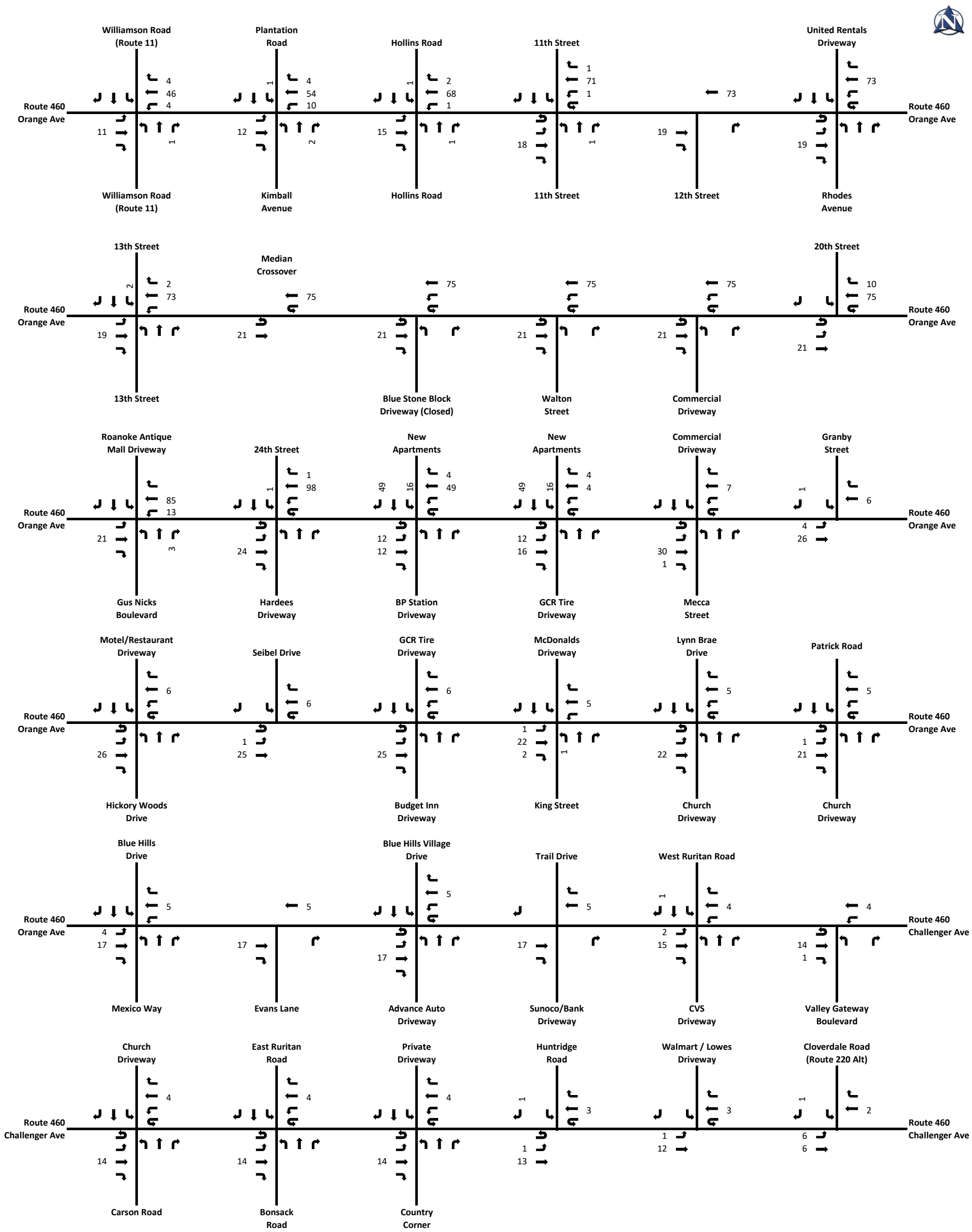
Route 460 Operational Improvements Study
2019 Existing Traffic Volumes



Not To Scale (NTS)

Weekday PM Peak Hour Volume

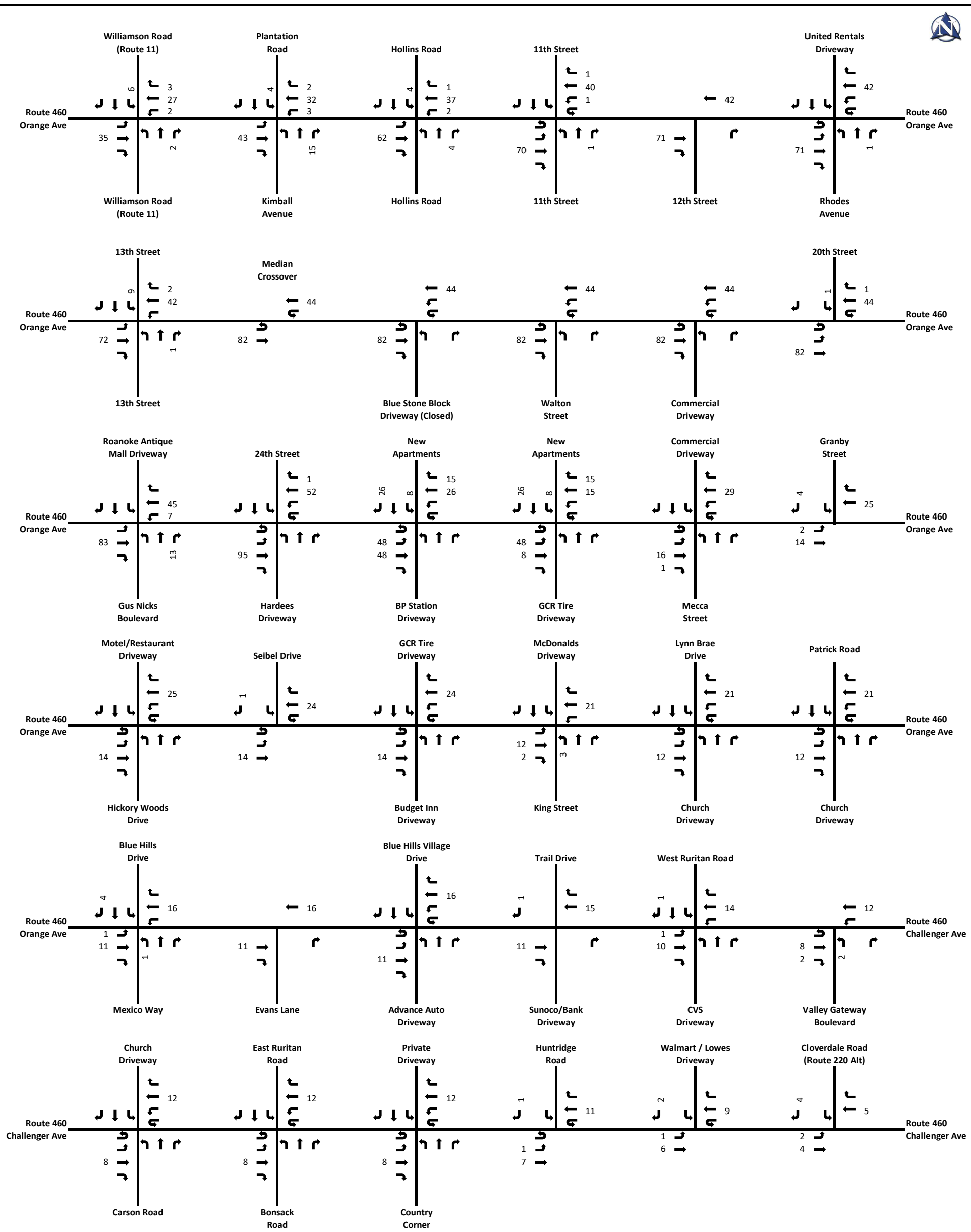
Route 460 Operational Improvements Study
2019 Existing Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

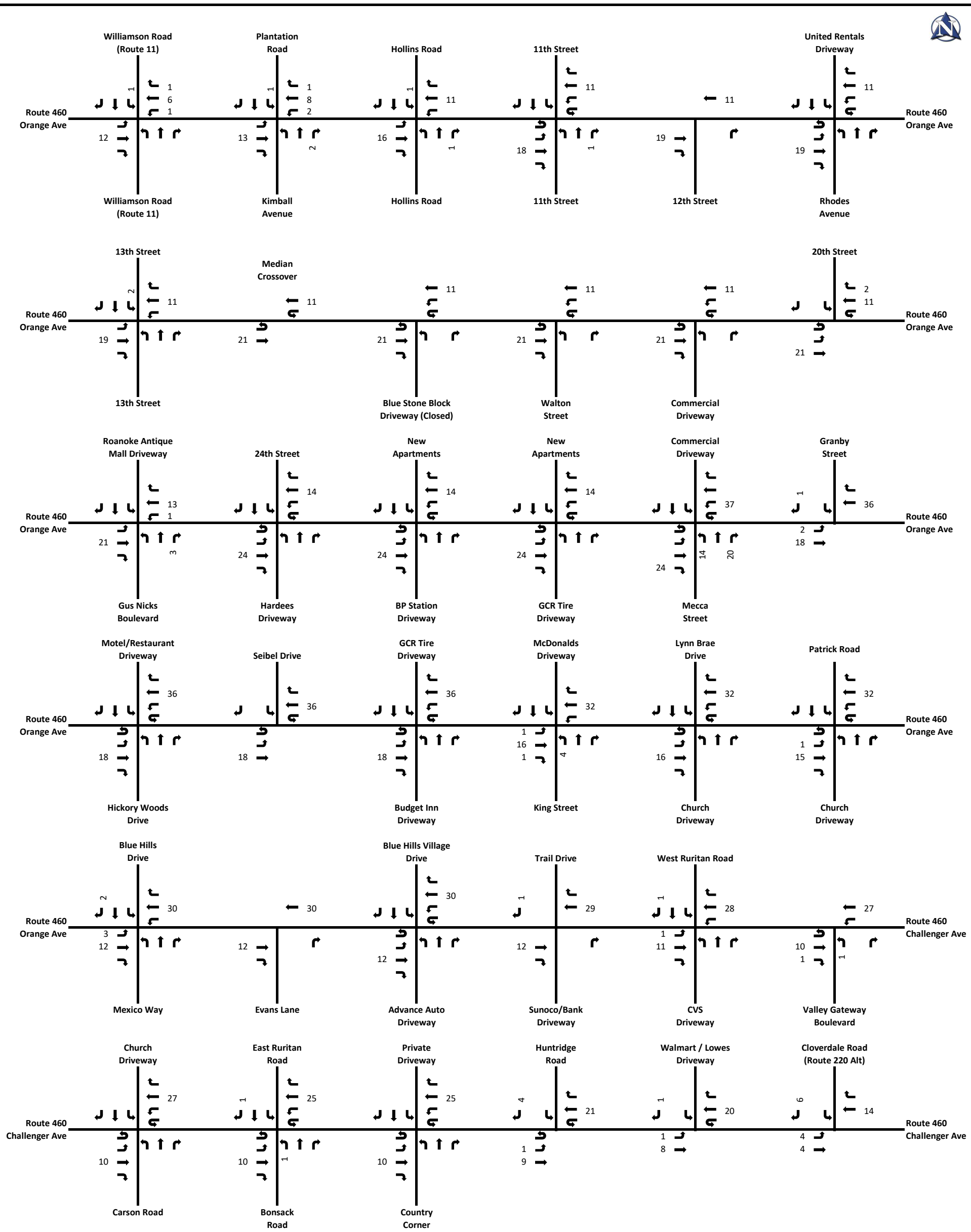
Route 460 Operational Improvements Study
Apartment Complex Traffic Volumes



Not To Scale (NTS)

Weekday PM Peak Hour Volume

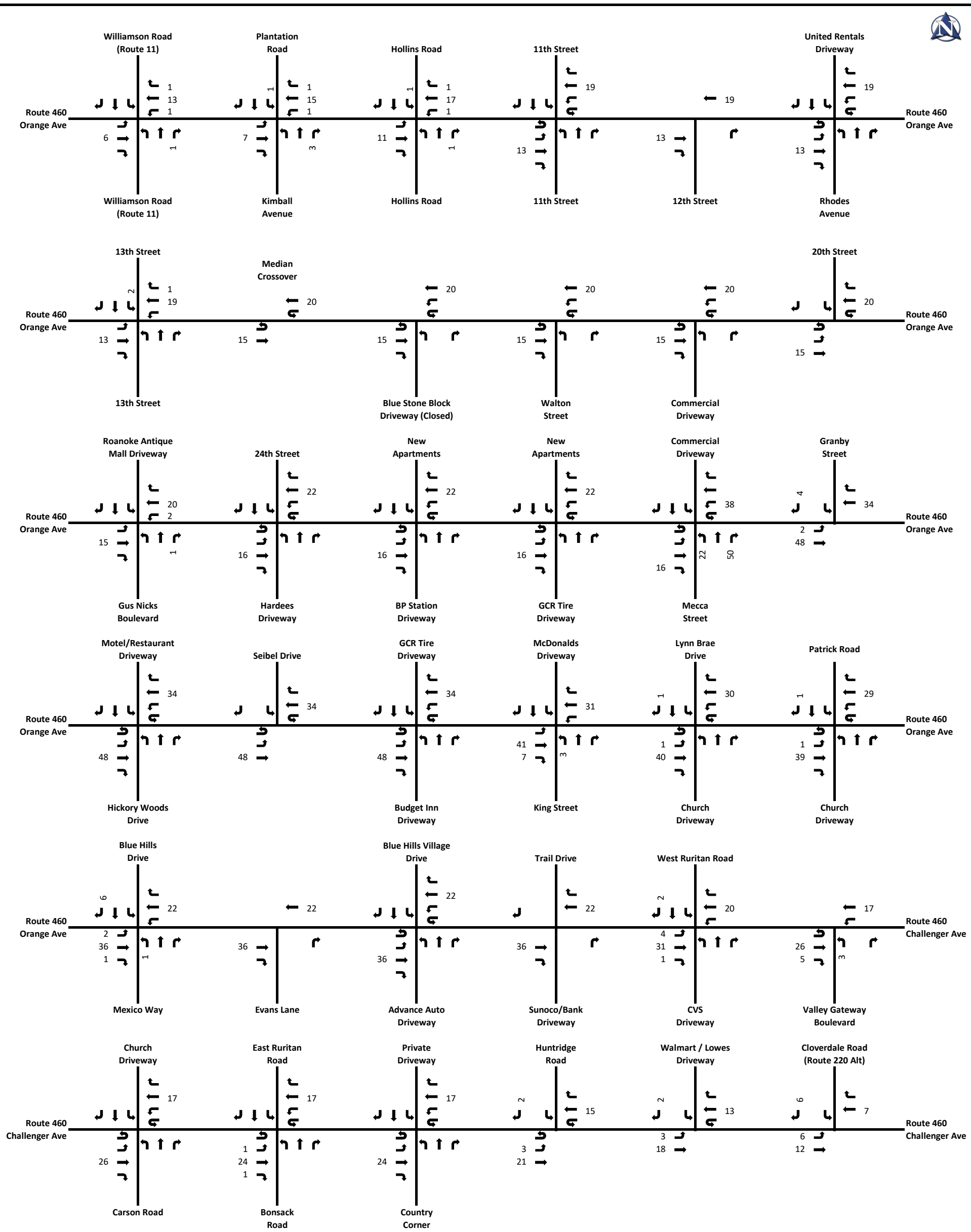
Route 460 Operational Improvements Study
Apartment Complex Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

Route 460 Operational Improvements Study
Richfield Living Traffic Volumes

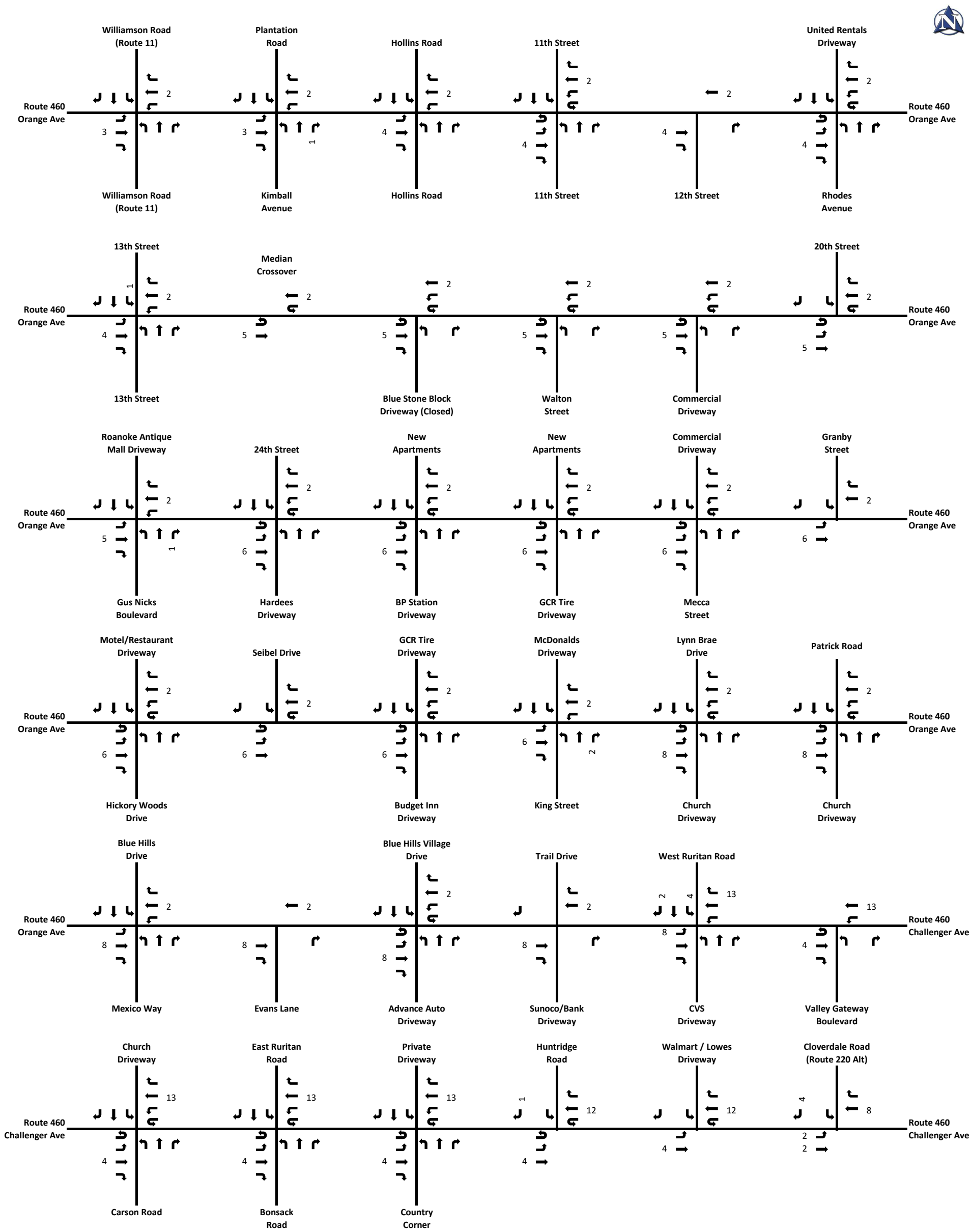


Not To Scale (NTS)

Weekday PM Peak Hour Volume

Route 460 Operational Improvements Study

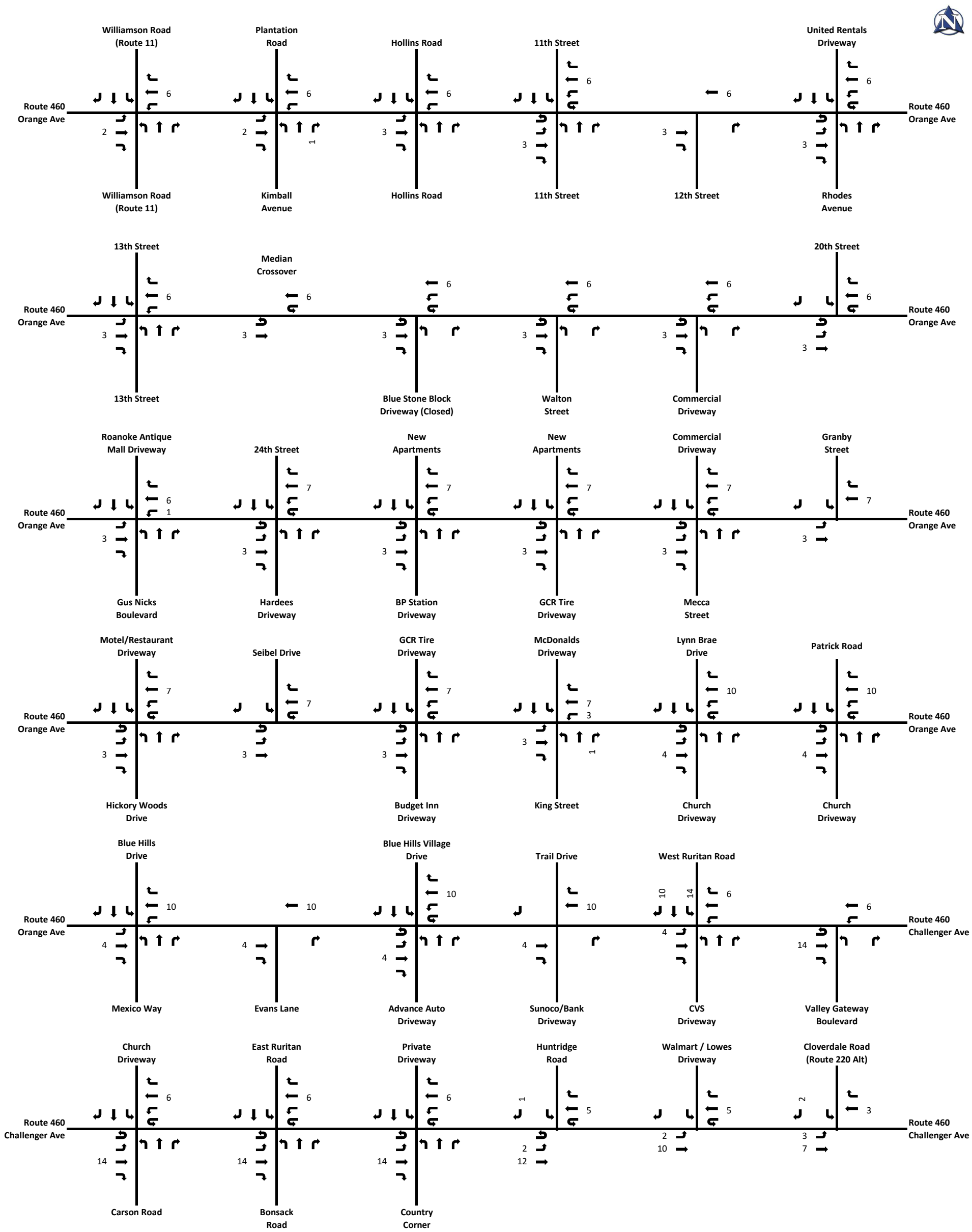
Richfield Living Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

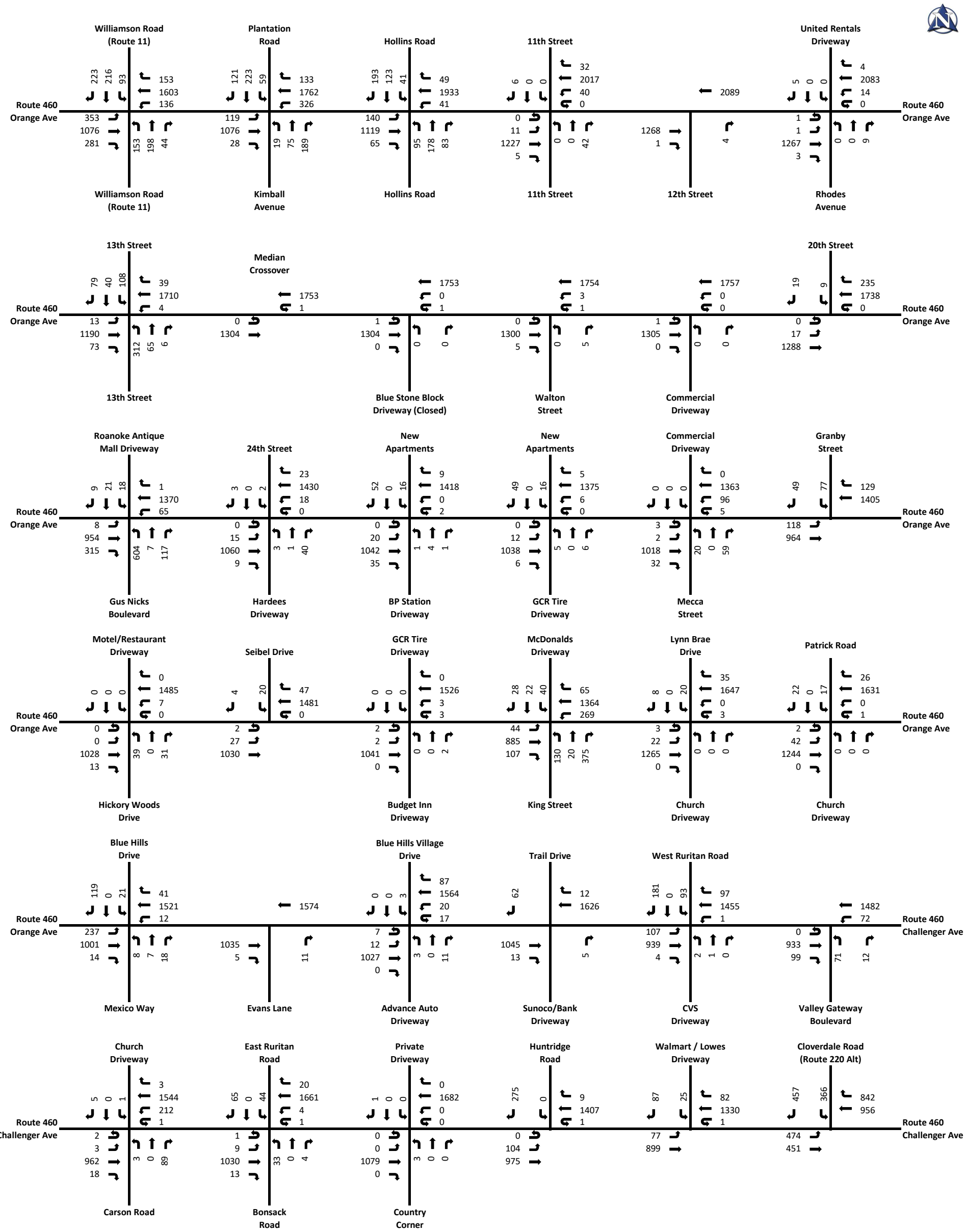
Route 460 Operational Improvements Study
Lewis-Gale ER Facility Traffic Volumes



Not To Scale (NTS)

Weekday PM Peak Hour Volume

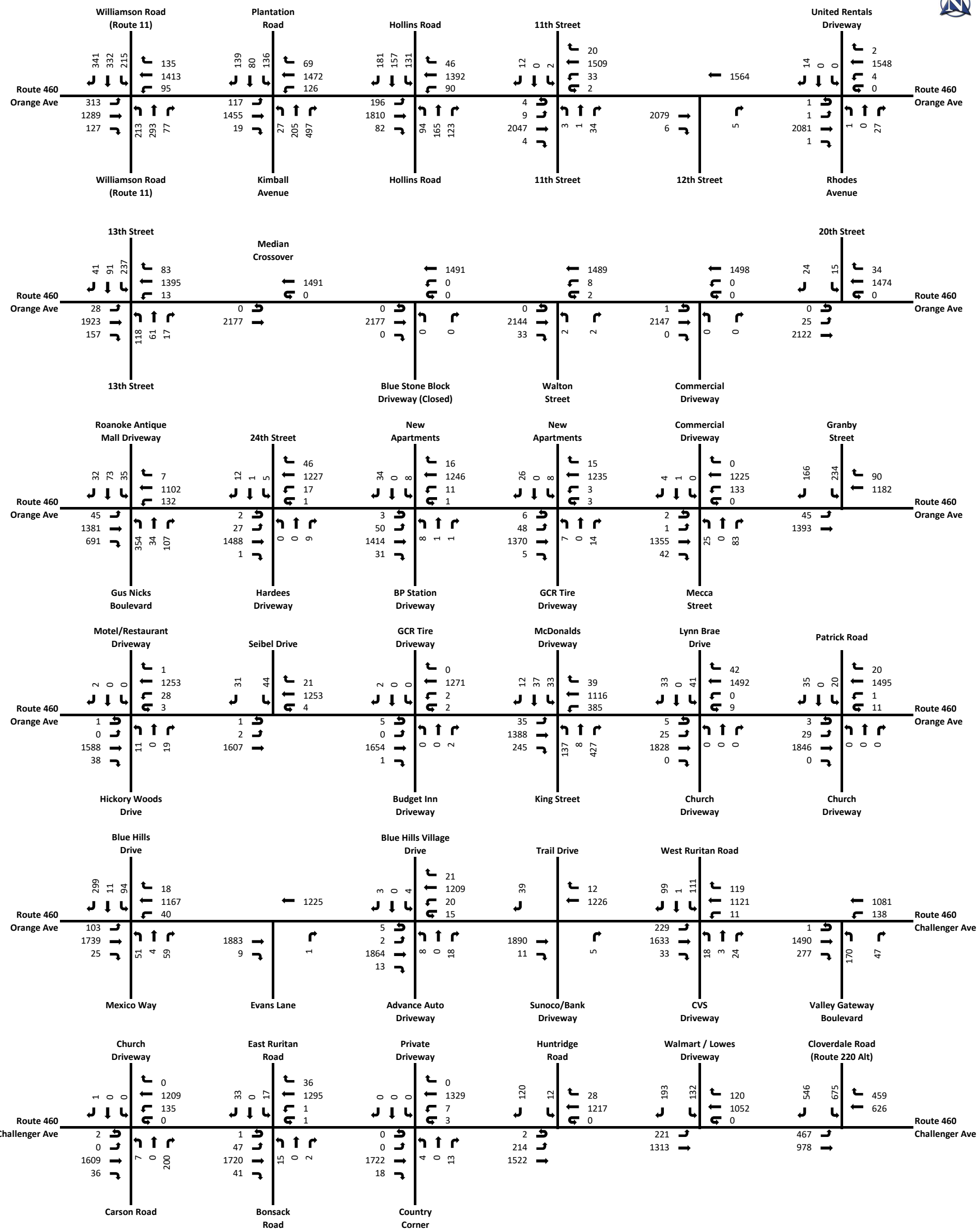
Route 460 Operational Improvements Study
Lewis-Gale ER Facility Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

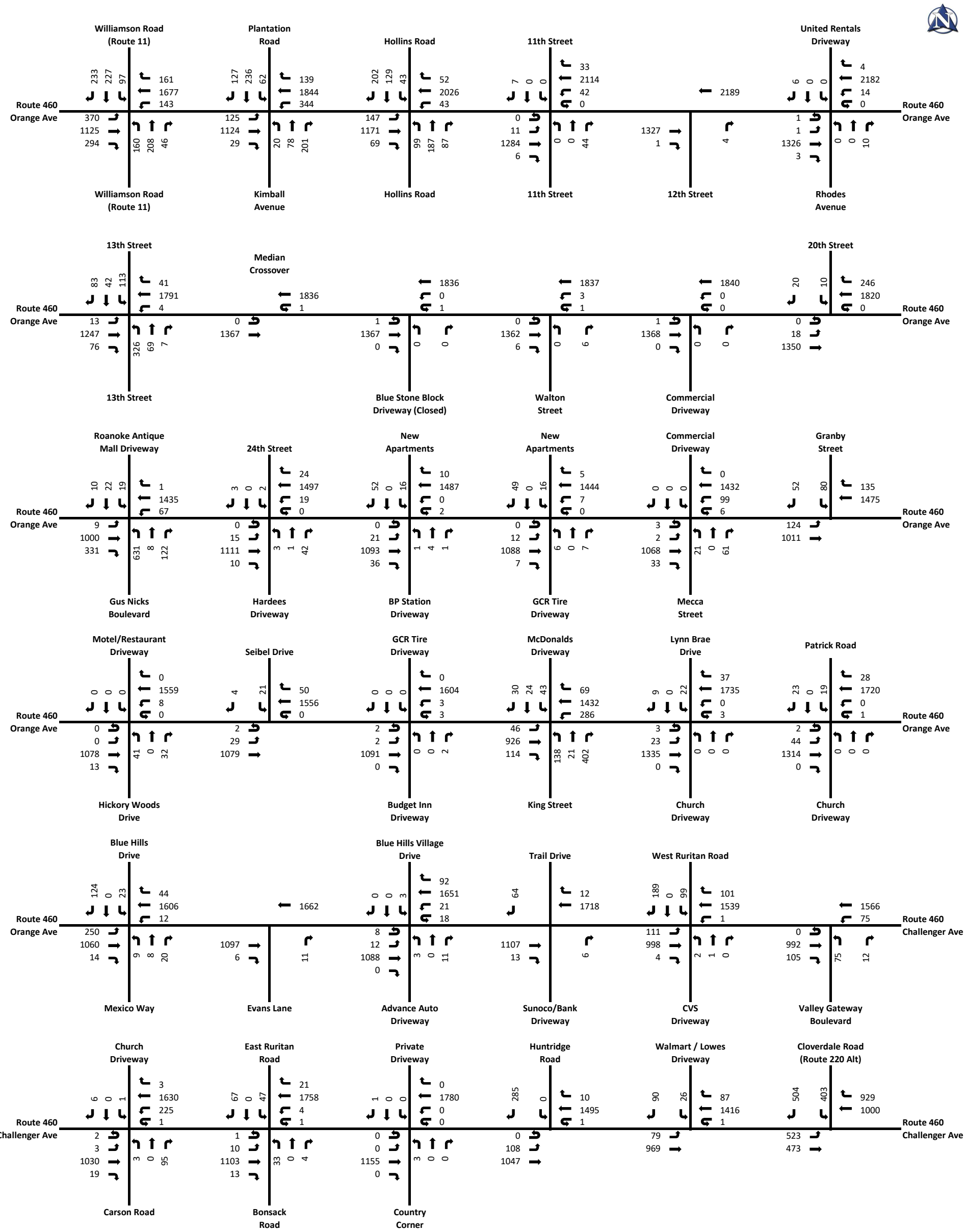
Route 460 Operational Improvements Study
2030 Interim Year Traffic Volumes



Not To Scale (NTS)

Weekday PM Peak Hour Volume

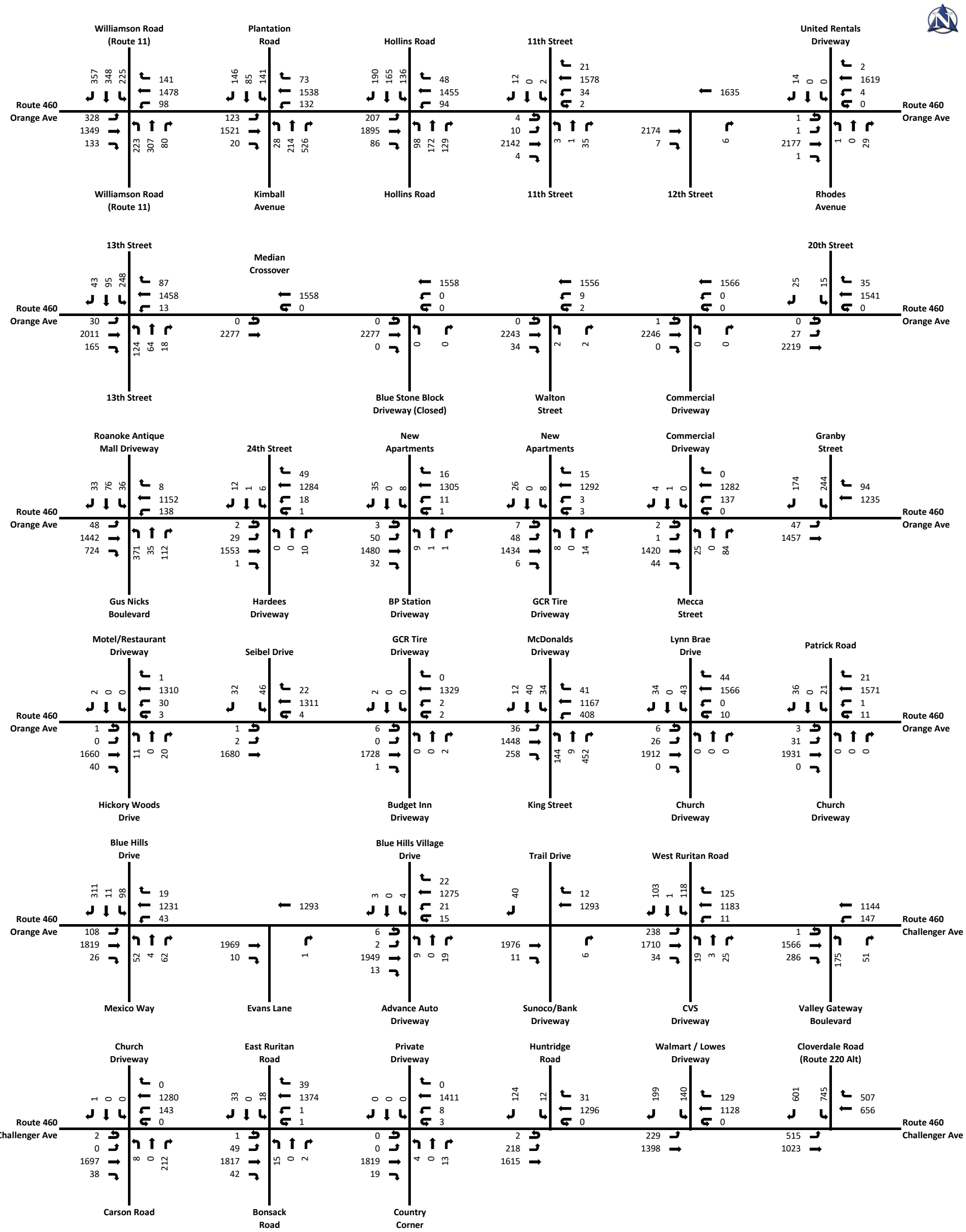
Route 460 Operational Improvements Study
2030 Interim Year Traffic Volumes



Not To Scale (NTS)

Weekday AM Peak Hour Volume

Route 460 Operational Improvements Study
2030 Design Year Traffic Volumes



Not To Scale (NTS)

Weekday PM Peak Hour Volume

Route 460 Operational Improvements Study
2030 Design Year Traffic Volumes

Appendix F – Intersection Operations Outputs

Existing Conditions - AM Peak Hour

Lanes, Volumes, Timings
101: Williamson Rd NE & Route 460

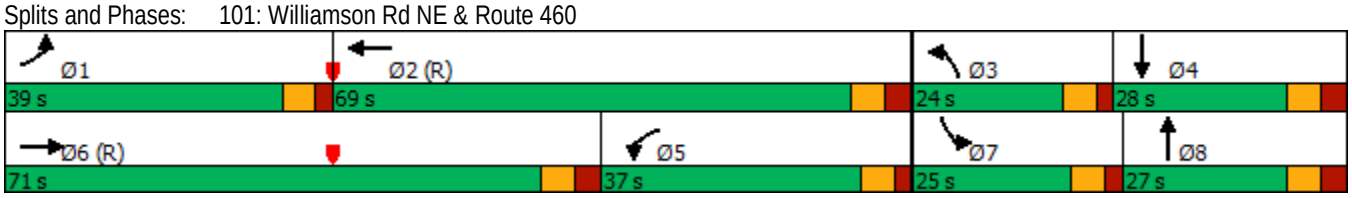
02/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	995	266	125	1473	141	145	188	41	87	205	211
Future Volume (vph)	335	995	266	125	1473	141	145	188	41	87	205	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	492		212	202		625	300		115
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor									0.99		0.99	
Frt		0.969				0.850			0.850		0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4490	0	1703	4183	1538	1752	3574	1615	1656	3150	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	4490	0	1703	4183	1538	1752	3574	1595	1656	3150	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48				210			210		136	
Link Speed (mph)		30			25			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		4.9			32.2			40.4			8.9	
Confl. Peds. (#/hr)									1			2
Peak Hour Factor	0.85	0.87	0.90	0.89	0.90	0.83	0.77	0.68	0.73	0.87	0.81	0.80
Heavy Vehicles (%)	4%	14%	4%	6%	9%	5%	3%	1%	0%	9%	6%	4%
Adj. Flow (vph)	394	1144	296	140	1637	170	188	276	56	100	253	264
Shared Lane Traffic (%)												
Lane Group Flow (vph)	394	1440	0	140	1637	170	188	276	56	100	517	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						Free			Free			
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.0	19.2		14.0	19.2		14.0	15.4		14.0	15.4	
Total Split (s)	39.0	71.0		37.0	69.0		24.0	27.0		25.0	28.0	
Total Split (%)	24.4%	44.4%		23.1%	43.1%		15.0%	16.9%		15.6%	17.5%	
Maximum Green (s)	33.0	63.8		31.0	61.8		18.0	19.6		19.0	20.6	
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	3.2		2.0	3.2		2.0	3.4		2.0	3.4	
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	7.2		6.0	7.2		6.0	7.4		6.0	7.4	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.5	6.0		4.5	6.0		4.5	4.5		4.5	4.5	
Minimum Gap (s)	4.5	3.5		4.5	3.5		4.5	4.5		4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
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)		19.0			21.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			2			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	33.0	63.8		31.0	61.8	160.0	18.0	22.9	160.0	15.7	20.6	
Actuated g/C Ratio	0.21	0.40		0.19	0.39	1.00	0.11	0.14	1.00	0.10	0.13	
v/c Ratio	1.10	0.79		0.43	1.01	0.11	0.95	0.54	0.04	0.62	0.99	
Control Delay	134.1	44.4		31.8	39.3	0.0	122.2	68.9	0.0	87.2	88.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	134.1	44.4		31.8	39.3	0.0	122.2	68.9	0.0	87.2	88.6	
LOS	F	D		C	D	A	F	E	A	F	F	
Approach Delay		63.7			35.3			80.7			88.4	
Approach LOS		E			D			F			F	
90th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	19.6		19.0	20.6	
90th %ile Term Code	Max	Coord		Hold	Coord		Max	Ped		Max	Ped	
70th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	19.9		18.7	20.6	
70th %ile Term Code	Max	Coord		Hold	Coord		Max	Max		Gap	Max	
50th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	22.2		16.4	20.6	
50th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	
30th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	24.6		14.0	20.6	
30th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	
10th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	28.0		10.6	20.6	
10th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.10	
Intersection Signal Delay: 57.4	Intersection LOS: E
Intersection Capacity Utilization 90.7%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

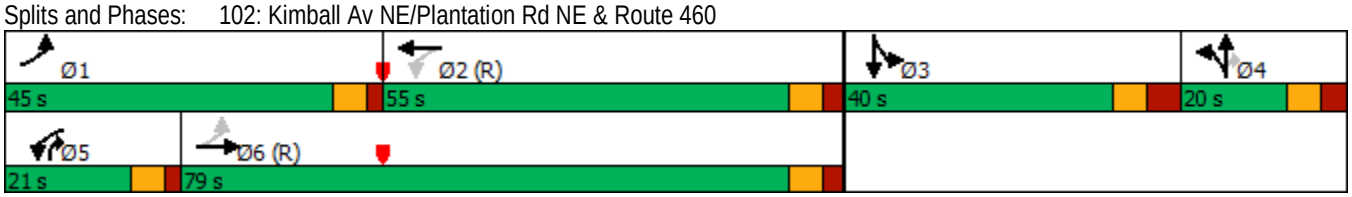


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	994	26	295	1616	121	18	71	173	54	209	115
Future Volume (vph)	113	994	26	295	1616	121	18	71	173	54	209	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	148		0	0		0	500		500
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.994			0.990				0.850		0.958	
Flt Protected	0.950			0.950				0.990			0.993	
Satd. Flow (prot)	1597	4571	0	1770	4158	0	0	1738	1495	0	3235	0
Flt Permitted	0.055			0.164				0.990			0.993	
Satd. Flow (perm)	92	4571	0	305	4158	0	0	1738	1495	0	3235	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			6				214		33	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		23.0			37.3			58.2			56.0	
Peak Hour Factor	0.91	0.91	0.59	0.91	0.89	0.89	0.75	0.74	0.81	0.78	0.79	0.87
Heavy Vehicles (%)	13%	13%	8%	2%	9%	3%	17%	6%	8%	9%	1%	15%
Adj. Flow (vph)	124	1092	44	324	1816	136	24	96	214	69	265	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	1136	0	324	1952	0	0	120	214	0	466	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	8.0	25.0		8.0	25.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	45.0	79.0		21.0	55.0		20.0	20.0	21.0	40.0	40.0	
Total Split (%)	28.1%	49.4%		13.1%	34.4%		12.5%	12.5%	13.1%	25.0%	25.0%	
Maximum Green (s)	39.0	72.3		15.0	48.3		12.7	12.7	15.0	31.9	31.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.7		6.0	6.7			7.3	6.0		8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		32.0			32.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	86.0	72.3		92.2	76.5			14.6	39.2		27.7	
Actuated g/C Ratio	0.54	0.45		0.58	0.48			0.09	0.24		0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.73	0.55		0.97	0.98			0.76	0.41		0.79	
Control Delay	80.1	9.5		71.0	37.0			98.2	8.4		69.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	80.1	9.5		71.0	37.0			98.2	8.4		69.0	
LOS	F	A		E	D			F	A		E	
Approach Delay		16.5			41.9			40.6			69.0	
Approach LOS		B			D			D			E	
90th %ile Green (s)	19.3	72.3		15.0	68.0		12.7	12.7	15.0	31.9	31.9	
90th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	15.3	72.3		15.0	72.0		13.1	13.1	15.0	31.5	31.5	
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
50th %ile Green (s)	12.5	72.3		15.0	74.8		16.5	16.5	15.0	28.1	28.1	
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
30th %ile Green (s)	10.0	72.3		16.9	79.2		17.2	17.2	16.9	25.5	25.5	
30th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Max	Gap	Gap	
10th %ile Green (s)	8.0	72.3		24.2	88.5		13.7	13.7	24.2	21.7	21.7	
10th %ile Term Code	Min	Coord		Max	Coord		Gap	Gap	Max	Gap	Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 135 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 76.5%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



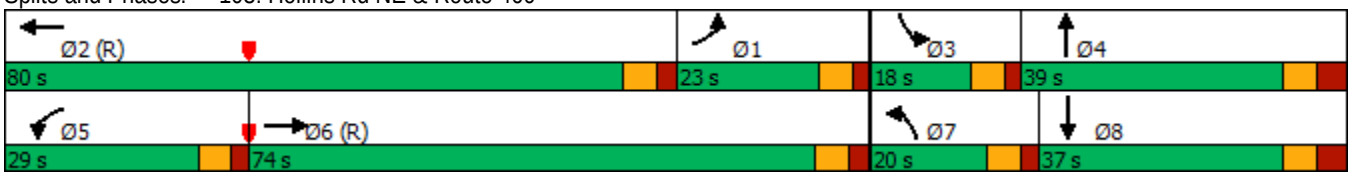
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	1026	62	38	1760	45	90	169	77	37	117	182
Future Volume (vph)	133	1026	62	38	1760	45	90	169	77	37	117	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		0	173		0	300		235	175		215
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor								1.00				
Frt		0.986			0.994			0.951				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4536	0	1556	4226	0	1444	1657	0	1367	1759	1429
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1641	4536	0	1556	4226	0	1444	1657	0	1367	1759	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4			14				204
Link Speed (mph)		35			27			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		26.6			17.9			43.2			66.0	
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.83	0.90	0.54	0.84	0.86	0.58	0.83	0.78	0.73	0.73	0.86	0.89
Heavy Vehicles (%)	10%	11%	30%	16%	7%	14%	25%	5%	16%	32%	8%	13%
Adj. Flow (vph)	160	1140	115	45	2047	78	108	217	105	51	136	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	160	1255	0	45	2125	0	108	322	0	51	136	204
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												Free
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	18.5		12.0	18.5		12.0	13.9		12.0	13.9	
Total Split (s)	23.0	74.0		29.0	80.0		20.0	39.0		18.0	37.0	
Total Split (%)	14.4%	46.3%		18.1%	50.0%		12.5%	24.4%		11.3%	23.1%	
Maximum Green (s)	17.0	67.5		23.0	73.5		14.0	31.1		12.0	29.1	
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	2.5		2.0	2.5		2.0	3.9		2.0	3.9	
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	6.5		6.0	6.5		6.0	7.9		6.0	7.9	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		3.5	4.5		3.5	4.5	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	17.0	86.5		10.5	77.5		13.8	31.2		10.5	25.3	160.0
Actuated g/C Ratio	0.11	0.54		0.07	0.48		0.09	0.20		0.07	0.16	1.00
v/c Ratio	0.92	0.51		0.44	1.04		0.87	0.96		0.57	0.49	0.14

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	94.0	16.0		88.9	51.5		123.0	101.1		96.8	66.5	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	94.0	16.0		88.9	51.5		123.0	101.1		96.8	66.5	0.2
LOS	F	B		F	D		F	F		F	E	A
Approach Delay		24.8			52.3			106.6			35.9	
Approach LOS		C			D			F			D	
90th %ile Green (s)	17.0	75.9		14.6	73.5		14.0	31.1		12.0	29.1	
90th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	Hold	
70th %ile Green (s)	17.0	78.3		12.2	73.5		14.0	31.1		12.0	29.1	
70th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	Hold	
50th %ile Green (s)	17.0	80.2		10.5	73.7		14.0	31.1		11.8	28.9	
50th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Gap	Hold	
30th %ile Green (s)	17.0	84.0		8.8	75.8		14.0	31.1		9.7	26.8	
30th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Gap	Hold	
10th %ile Green (s)	17.0	114.1		0.0	91.1		12.8	31.5		0.0	12.7	
10th %ile Term Code	Max	Coord		Skip	Coord		Gap	Hold		Skip	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 127 (79%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 47.3 Intersection LOS: D
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460

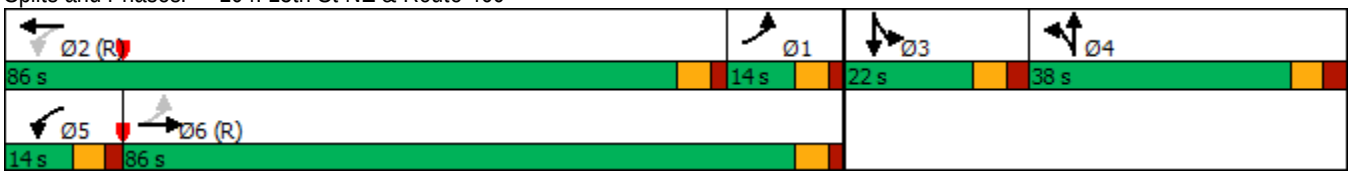


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1089	69	4	1544	35	295	62	6	98	38	75
Future Volume (vph)	12	1089	69	4	1544	35	295	62	6	98	38	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		0	154		0	150		0	200		145
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00							
Frt		0.989			0.996			0.974			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3175	0	1444	3361	0	1719	1677	0	1787	1616	0
Flt Permitted	0.050			0.096			0.950			0.950		
Satd. Flow (perm)	88	3175	0	146	3361	0	1719	1677	0	1787	1616	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7			2			6				
Link Speed (mph)		35			30			25			30	
Link Distance (ft)		303			694			1828			2154	
Travel Time (s)		5.9			15.8			49.9			49.0	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.60	0.91	0.74	0.50	0.91	0.85	0.94	0.82	0.38	0.79	0.79	0.83
Heavy Vehicles (%)	8%	12%	18%	25%	7%	3%	5%	2%	50%	1%	8%	5%
Adj. Flow (vph)	20	1197	93	8	1697	41	314	76	16	124	48	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1290	0	8	1738	0	314	92	0	124	138	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	12.0	18.0		12.0	18.0		13.0	13.0		14.8	14.8	
Total Split (s)	14.0	86.0		14.0	86.0		38.0	38.0		22.0	22.0	
Total Split (%)	8.8%	53.8%		8.8%	53.8%		23.8%	23.8%		13.8%	13.8%	
Maximum Green (s)	8.0	80.0		8.0	80.0		31.0	31.0		15.2	15.2	
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		3.0	3.0		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	6.0		6.0	6.0		7.0	7.0		6.8	6.8	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.5	4.5		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			19.0		21.0	21.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			1		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	94.1	91.7		86.7	86.7		30.8	30.8		15.1	15.1	
Actuated g/C Ratio	0.59	0.57		0.54	0.54		0.19	0.19		0.09	0.09	
v/c Ratio	0.17	0.71		0.06	0.95		0.95	0.28		0.74	0.91	
Control Delay	53.2	44.7		22.0	45.1		101.0	54.0		95.4	122.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	53.2	44.7		22.0	45.1		101.0	54.0		95.4	122.1	
LOS	D	D		C	D		F	D		F	F	
Approach Delay		44.8			45.0			90.4			109.5	
Approach LOS		D			D			F			F	
90th %ile Green (s)	8.0	81.1		6.9	80.0		31.0	31.0		15.2	15.2	
90th %ile Term Code	Hold	Coord		Gap	Coord		Max	Max		Max	Max	
70th %ile Green (s)	6.0	94.0		0.0	82.0		31.0	31.0		15.2	15.2	
70th %ile Term Code	Min	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	6.0	94.0		0.0	82.0		31.0	31.0		15.2	15.2	
50th %ile Term Code	Min	Coord		Skip	Coord		Max	Max		Max	Max	
30th %ile Green (s)	0.0	94.0		0.0	94.0		31.0	31.0		15.2	15.2	
30th %ile Term Code	Skip	Coord		Skip	Coord		Max	Max		Max	Max	
10th %ile Green (s)	0.0	95.5		0.0	95.5		30.0	30.0		14.7	14.7	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap		Gap	Gap	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 67 (42%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 54.4	Intersection LOS: D
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 104: 13th St NE & Route 460

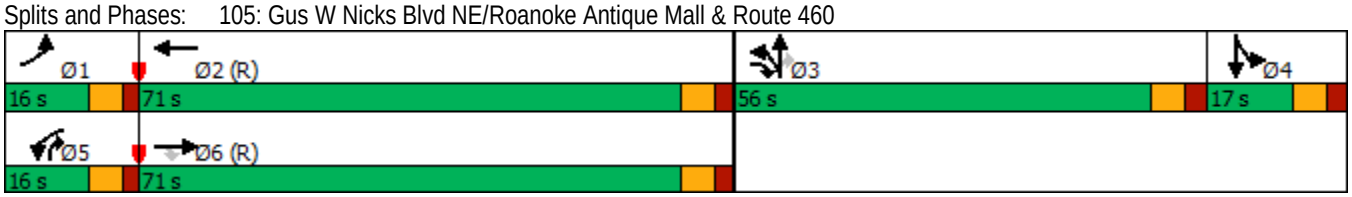


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	860	299	48	1211	1	571	7	104	17	20	9
Future Volume (vph)	8	860	299	48	1211	1	571	7	104	17	20	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	103		0	0		262	150		150
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	0.95	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.957	
Flt Protected	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (prot)	1308	3195	1482	1543	3343	0	1314	1679	1442	1805	1597	0
Flt Permitted	0.950			0.950			0.950	0.956		0.950		
Satd. Flow (perm)	1308	3195	1482	1543	3343	0	1314	1679	1442	1805	1597	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			318						116		10	
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			911	
Travel Time (s)		11.3			4.7			40.8			31.1	
Peak Hour Factor	0.67	0.88	0.94	0.71	0.91	0.25	0.76	0.35	0.78	0.53	0.50	0.56
Heavy Vehicles (%)	38%	13%	9%	17%	8%	0%	3%	0%	12%	0%	15%	11%
Adj. Flow (vph)	12	977	318	68	1331	4	751	20	133	32	40	16
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	12	977	318	68	1335	0	503	268	133	32	56	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6	3	5	2		3	3	5	4	4	
Permitted Phases			6						3			
Detector Phase	1	6	3	5	2		3	3	5	4	4	
Switch Phase												
Minimum Initial (s)	10.0	12.0	6.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	16.0	18.5	12.5	12.0	18.5		12.5	12.5	12.0	12.6	12.6	
Total Split (s)	16.0	71.0	56.0	16.0	71.0		56.0	56.0	16.0	17.0	17.0	
Total Split (%)	10.0%	44.4%	35.0%	10.0%	44.4%		35.0%	35.0%	10.0%	10.6%	10.6%	
Maximum Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
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	2.5	2.5	2.0	2.5		2.5	2.5	2.0	2.6	2.6	
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	6.5	6.5	6.0	6.5		6.5	6.5	6.0	6.6	6.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5	4.5	3.5	3.5	3.5	
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0	25.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0	10.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	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)		20.0	24.0		12.0		24.0	24.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	10.0	68.6	124.6	9.7	77.9		49.5	49.5	60.9	9.2	9.2	
Actuated g/C Ratio	0.06	0.43	0.78	0.06	0.49		0.31	0.31	0.38	0.06	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.15	0.71	0.26	0.73	0.82		1.24	0.52	0.21	0.31	0.55	
Control Delay	103.0	24.2	1.6	125.2	24.6		172.1	49.7	5.6	79.7	80.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	103.0	24.2	1.6	125.2	24.6		172.1	49.7	5.6	79.7	80.6	
LOS	F	C	A	F	C		F	D	A	E	F	
Approach Delay		19.5			29.5			111.3			80.2	
Approach LOS		B			C			F			F	
90th %ile Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
70th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	0.0	64.5	49.5	10.0	80.5		49.5	49.5	10.0	10.4	10.4	
50th %ile Term Code	Skip	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	0.0	66.3	49.5	10.0	82.3		49.5	49.5	10.0	8.6	8.6	
30th %ile Term Code	Skip	Coord	Max	Max	Coord		Max	Max	Max	Gap	Gap	
10th %ile Green (s)	0.0	83.2	49.5	8.3	97.5		49.5	49.5	8.3	0.0	0.0	
10th %ile Term Code	Skip	Coord	Max	Gap	Coord		Max	Max	Gap	Skip	Skip	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.24	
Intersection Signal Delay: 47.1	Intersection LOS: D
Intersection Capacity Utilization 73.4%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	106	863	1294	122	73	45
Future Volume (vph)	106	863	1294	122	73	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	263			305	142	242
Storage Lanes	1			1	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor				0.98		
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1656	3252	3374	1583	1612	1099
Flt Permitted	0.117				0.950	
Satd. Flow (perm)	204	3252	3374	1550	1612	1099
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				112		26
Link Speed (mph)		40	40		25	
Link Distance (ft)		592	426		1532	
Travel Time (s)		10.1	7.3		41.8	
Confl. Peds. (#/hr)				1		
Peak Hour Factor	0.79	0.87	0.87	0.90	0.79	0.77
Heavy Vehicles (%)	9%	11%	7%	2%	12%	47%
Adj. Flow (vph)	134	992	1487	136	92	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	992	1487	136	92	58
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	26.0	119.0	93.0	93.0	41.0	26.0
Total Split (%)	16.3%	74.4%	58.1%	58.1%	25.6%	16.3%
Maximum Green (s)	20.0	112.4	86.4	86.4	32.3	20.0
Yellow Time (s)	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	129.4	128.8	109.3	109.3	15.9	38.1
Actuated g/C Ratio	0.81	0.80	0.68	0.68	0.10	0.24
v/c Ratio	0.47	0.38	0.65	0.12	0.58	0.21

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Control Delay	26.4	1.4	6.6	0.5	82.4	28.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	1.4	6.6	0.5	82.4	28.9
LOS	C	A	A	A	F	C
Approach Delay		4.4	6.1		61.7	
Approach LOS		A	A		E	
90th %ile Green (s)	17.4	123.2	99.8	99.8	21.5	17.4
90th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
70th %ile Green (s)	14.3	126.5	106.2	106.2	18.2	14.3
70th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
50th %ile Green (s)	12.2	128.8	110.6	110.6	15.9	12.2
50th %ile Term Code	Gap	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	12.0	131.2	113.2	113.2	13.5	12.0
30th %ile Term Code	Min	Coord	Coord	Coord	Gap	Min
10th %ile Green (s)	12.0	134.5	116.5	116.5	10.2	12.0
10th %ile Term Code	Min	Coord	Coord	Coord	Gap	Min

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 8.3 Intersection LOS: A
Intersection Capacity Utilization 71.9% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 106: Route 460 & Granby St NE

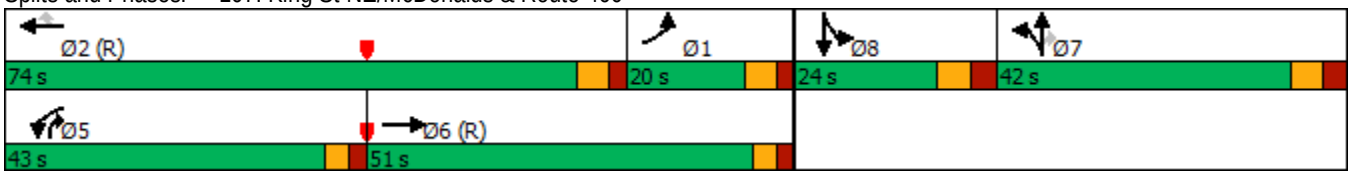
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	794	97	252	1260	62	117	19	351	38	21	27
Future Volume (vph)	40	794	97	252	1260	62	117	19	351	38	21	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	402		300	0		250	35		35
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.955	
Flt Protected	0.950			0.950				0.960			0.982	
Satd. Flow (prot)	1805	3195	1509	1736	3374	1583	0	1779	1583	0	1762	0
Flt Permitted	0.950			0.950				0.960			0.982	
Satd. Flow (perm)	1805	3195	1509	1736	3374	1583	0	1779	1583	0	1762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			117			206		13	
Link Speed (mph)		40			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		12.0			18.2			31.4			42.2	
Peak Hour Factor	0.59	0.91	0.78	0.83	0.90	0.65	0.94	0.79	0.85	0.86	0.58	0.68
Heavy Vehicles (%)	0%	13%	7%	4%	7%	2%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	68	873	124	304	1400	95	124	24	413	44	36	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	873	124	304	1400	95	0	148	413	0	120	0
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		7	7	5	8	8	
Permitted Phases			Free			2			7			
Detector Phase	1	6		5	2	2	7	7	5	8	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0	13.0	12.0	13.1	13.1	
Total Split (s)	20.0	51.0		43.0	74.0	74.0	42.0	42.0	43.0	24.0	24.0	
Total Split (%)	12.5%	31.9%		26.9%	46.3%	46.3%	26.3%	26.3%	26.9%	15.0%	15.0%	
Maximum Green (s)	14.0	46.0		38.0	68.0	68.0	35.0	35.0	38.0	16.9	16.9	
Yellow Time (s)	4.0	3.0		3.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.1	3.1	
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	5.0		5.0	6.0	6.0		7.0	5.0		7.1	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	13.7	67.9	160.0	33.0	85.2	85.2		20.0	60.0		15.0	
Actuated g/C Ratio	0.09	0.42	1.00	0.21	0.53	0.53		0.12	0.38		0.09	
v/c Ratio	0.44	0.64	0.08	0.85	0.78	0.11		0.67	0.57		0.68	
Control Delay	62.3	27.8	0.1	69.2	19.3	0.5		80.8	20.8		81.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	62.3	27.8	0.1	69.2	19.3	0.5		80.8	20.8		81.6	
LOS	E	C	A	E	B	A		F	C		F	
Approach Delay		26.8			26.8			36.6			81.6	
Approach LOS		C			C			D			F	
90th %ile Green (s)	14.0	54.5		38.0	76.5	76.5	26.5	26.5	38.0	16.9	16.9	
90th %ile Term Code	Max	Coord		Max	Coord	Coord	Gap	Gap	Max	Max	Max	
70th %ile Green (s)	14.0	58.3		38.0	80.3	80.3	22.7	22.7	38.0	16.9	16.9	
70th %ile Term Code	Hold	Coord		Max	Coord	Coord	Gap	Gap	Max	Max	Max	
50th %ile Green (s)	14.0	65.0		34.4	83.4	83.4	20.0	20.0	34.4	16.5	16.5	
50th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)	11.9	73.8		30.6	90.5	90.5	17.4	17.4	30.6	14.1	14.1	
30th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)	14.7	87.9		24.0	95.2	95.2	13.5	13.5	24.0	10.5	10.5	
10th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Gap	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 69.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460



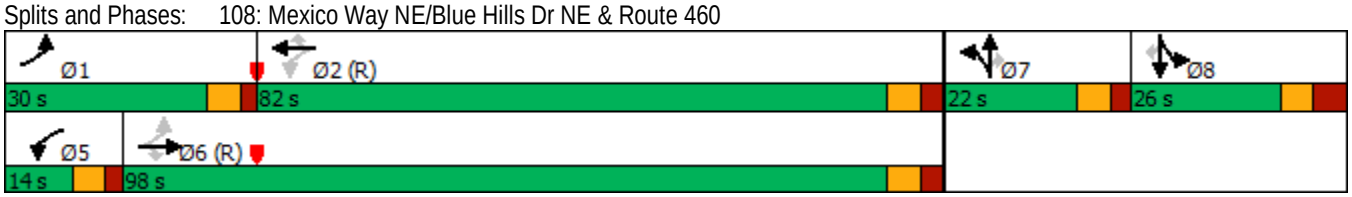
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	217	908	13	11	1403	39	8	7	17	20	0	111
Future Volume (vph)	217	908	13	11	1403	39	8	7	17	20	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	172		392	235		235	0		410
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850			0.850			0.850		0.854	0.850
Flt Protected	0.950			0.950				0.980		0.950	0.999	
Satd. Flow (prot)	1752	3282	1495	1805	3438	1538	0	1862	1442	1319	1161	1208
Flt Permitted	0.055			0.268				0.980		0.950	0.999	
Satd. Flow (perm)	101	3282	1495	509	3438	1538	0	1862	1442	1319	1161	1208
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			120			161			165			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Peak Hour Factor	0.79	0.85	0.65	0.75	0.91	0.67	0.58	0.35	0.53	0.83	1.00	0.83
Heavy Vehicles (%)	3%	10%	8%	0%	5%	5%	0%	0%	12%	30%	0%	27%
Adj. Flow (vph)	275	1068	20	15	1542	58	14	20	32	24	0	134
Shared Lane Traffic (%)										10%		49%
Lane Group Flow (vph)	275	1068	20	15	1542	58	0	34	32	22	68	68
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6		6	2		2			7			8
Detector Phase	1	6	6	5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	8.0	8.0	15.0	15.0	15.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4	14.4	14.4	23.2	23.2	23.2
Total Split (s)	30.0	98.0	98.0	14.0	82.0	82.0	22.0	22.0	22.0	26.0	26.0	26.0
Total Split (%)	18.8%	61.3%	61.3%	8.8%	51.3%	51.3%	13.8%	13.8%	13.8%	16.3%	16.3%	16.3%
Maximum Green (s)	24.0	91.0	91.0	8.0	75.0	75.0	15.6	15.6	15.6	17.8	17.8	17.8
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	4.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.4	2.4	2.4	4.2	4.2	4.2
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)	6.0	7.0	7.0	6.0	7.0	7.0		6.4	6.4	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	8.0	8.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	116.4	109.8	109.8	95.2	86.2	86.2		9.6	9.6	16.2	16.2	16.2
Actuated g/C Ratio	0.73	0.69	0.69	0.60	0.54	0.54		0.06	0.06	0.10	0.10	0.10
v/c Ratio	0.88	0.47	0.02	0.04	0.83	0.06		0.30	0.13	0.17	0.58	0.56
Control Delay	74.5	9.2	0.0	9.4	37.3	0.1		78.5	1.1	68.3	88.3	86.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	74.5	9.2	0.0	9.4	37.3	0.1		78.5	1.1	68.3	88.3	86.0
LOS	E	A	A	A	D	A		E	A	E	F	F
Approach Delay		22.2			35.7			41.0			84.5	
Approach LOS		C			D			D			F	
90th %ile Green (s)	24.0	94.4	94.4	8.0	78.4	78.4	12.2	12.2	12.2	17.8	17.8	17.8
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	24.0	96.0	96.0	8.0	80.0	80.0	10.6	10.6	10.6	17.8	17.8	17.8
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	24.0	113.5	113.5	0.0	83.5	83.5	9.3	9.3	9.3	15.6	15.6	15.6
50th %ile Term Code	Max	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	24.0	115.4	115.4	0.0	85.4	85.4	8.0	8.0	8.0	15.0	15.0	15.0
30th %ile Term Code	Max	Coord	Coord	Skip	Coord	Coord	Min	Min	Min	Min	Min	Min
10th %ile Green (s)	20.3	129.8	129.8	0.0	103.5	103.5	0.0	0.0	0.0	15.0	15.0	15.0
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Min	Min	Min

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 32.5 Intersection LOS: C
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	860	4	1	1342	79	2	1	0	84	0	169
Future Volume (vph)	90	860	4	1	1342	79	2	1	0	84	0	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	415		248	310		232	0		106	0		165
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950				0.976			0.950	
Satd. Flow (prot)	1787	3223	1615	1805	3406	1482	0	1854	1900	0	1770	1583
Flt Permitted	0.063			0.293				0.976			0.950	
Satd. Flow (perm)	119	3223	1615	557	3406	1482	0	1854	1900	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			93						204
Link Speed (mph)		45			45			20			35	
Link Distance (ft)		364			861			704			1748	
Travel Time (s)		5.5			13.0			24.0			34.1	
Peak Hour Factor	0.75	0.91	0.50	0.25	0.87	0.65	0.50	0.25	1.00	0.78	1.00	0.83
Heavy Vehicles (%)	1%	12%	0%	0%	6%	9%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	120	945	8	4	1543	122	4	4	0	108	0	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	945	8	4	1543	122	0	8	0	0	108	204
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	6 4	5	2	2 3	4	4		3	3	
Permitted Phases	6			2					4			3
Detector Phase	1	6	6 4	5	2	2 3	4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	7.0	18.0		7.0	18.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.5	26.5		15.5	26.5		14.3	14.3	14.3	16.2	16.2	16.2
Total Split (s)	30.0	70.0		30.0	70.0		25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%		20.0%	46.7%		16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	21.5	61.5		21.5	61.5		17.7	17.7	17.7	15.8	15.8	15.8
Yellow Time (s)	4.9	4.9		4.9	4.9		3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	3.6	3.6		3.6	3.6		4.1	4.1	4.1	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5			7.3	7.3		9.2	9.2
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	80.4	77.8	81.7	69.3	62.2	84.5		7.4			13.0	13.0
Actuated g/C Ratio	0.69	0.67	0.70	0.59	0.53	0.72		0.06			0.11	0.11
v/c Ratio	0.55	0.44	0.01	0.01	0.85	0.11		0.07			0.55	0.57
Control Delay	25.8	12.5	0.0	9.0	31.2	2.7		58.7			62.0	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Delay	25.8	12.5	0.0	9.0	31.2	2.7		58.7			62.0	13.8
LOS	C	B	A	A	C	A		E			E	B
Approach Delay		13.9			29.0			58.7			30.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C			E			C	
90th %ile Green (s)	14.9	69.4		7.0	61.5		8.3	8.3	8.3	15.8	15.8	15.8
90th %ile Term Code	Gap	Hold		Min	Max		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	11.5	81.5		0.0	61.5		7.5	7.5	7.5	15.8	15.8	15.8
70th %ile Term Code	Gap	Hold		Skip	Max		Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	8.4	78.4		0.0	61.5		0.0	0.0	0.0	14.0	14.0	14.0
50th %ile Term Code	Gap	Hold		Skip	Max		Skip	Skip	Skip	Gap	Gap	Gap
30th %ile Green (s)	7.6	77.6		0.0	61.5		0.0	0.0	0.0	11.2	11.2	11.2
30th %ile Term Code	Gap	Hold		Skip	Max		Skip	Skip	Skip	Gap	Gap	Gap
10th %ile Green (s)	7.0	77.0		0.0	61.5		0.0	0.0	0.0	8.9	8.9	8.9
10th %ile Term Code	Min	Hold		Skip	Max		Skip	Skip	Skip	Gap	Gap	Gap

Intersection Summary	
Area Type:	Other
Cycle Length: 150	
Actuated Cycle Length: 116.8	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 23.9	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 134	
70th %ile Actuated Cycle: 129.8	
50th %ile Actuated Cycle: 110.1	
30th %ile Actuated Cycle: 106.5	
10th %ile Actuated Cycle: 103.6	

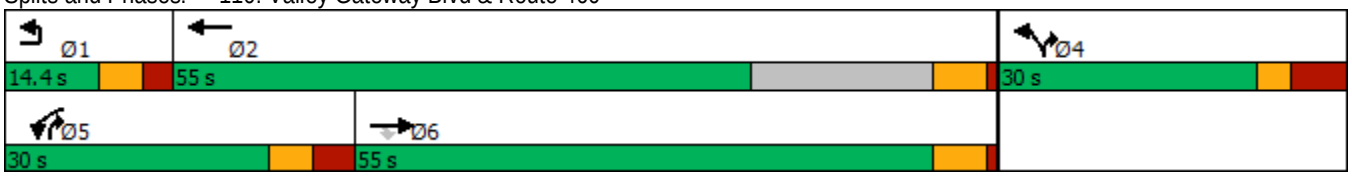
Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	852	92	67	1355	67	11
Future Volume (vph)	0	852	92	67	1355	67	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330	525		250	250
Storage Lanes	1		1	2		1	0
Taper Length (ft)	0			0		0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt			0.850				0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	1900	3223	1553	3467	3438	3072	1468
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	1900	3223	1553	3467	3438	3072	1468
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			107				31
Link Speed (mph)		45			45	25	
Link Distance (ft)		861			1474	1213	
Travel Time (s)		13.0			22.3	33.1	
Peak Hour Factor	1.00	0.90	0.86	0.75	0.91	0.70	0.36
Heavy Vehicles (%)	0%	12%	4%	1%	5%	14%	10%
Adj. Flow (vph)	0	947	107	89	1489	96	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	947	107	89	1489	96	31
Turn Type	Prot	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5	2	4	4 5
Permitted Phases			6				
Detector Phase	1	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	8.0	16.0	16.0	6.0	16.0	8.0	
Minimum Split (s)	14.4	21.6	21.6	13.4	21.6	15.9	
Total Split (s)	14.4	55.0	55.0	30.0	55.0	30.0	
Total Split (%)	12.5%	47.8%	47.8%	26.1%	47.8%	26.1%	
Maximum Green (s)	8.0	49.4	49.4	22.6	49.4	22.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	4.6	3.0	
All-Red Time (s)	2.6	1.0	1.0	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	5.6	5.6	7.4	5.6	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	4.0	3.5	
Recall Mode	None	Min	Min	None	Min	None	
Act Effct Green (s)		36.5	36.5	8.2	48.1	9.2	20.8
Actuated g/C Ratio		0.56	0.56	0.13	0.74	0.14	0.32
v/c Ratio		0.52	0.12	0.20	0.58	0.22	0.06
Control Delay		14.5	2.9	31.0	6.8	30.7	7.5
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		14.5	2.9	31.0	6.8	30.7	7.5
LOS		B	A	C	A	C	A
Approach Delay		13.3			8.1	25.0	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS		B			A	C	
90th %ile Green (s)	0.0	42.2	42.2	9.9	59.5	10.7	
90th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Gap	
70th %ile Green (s)	0.0	33.7	33.7	8.7	49.8	9.3	
70th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Gap	
50th %ile Green (s)	0.0	29.5	29.5	7.9	44.8	8.3	
50th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Gap	
30th %ile Green (s)	0.0	24.6	24.6	7.1	39.1	8.0	
30th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Min	
10th %ile Green (s)	0.0	34.4	34.4	0.0	34.4	0.0	
10th %ile Term Code	Skip	Dwell	Dwell	Skip	Dwell	Skip	

Intersection Summary	
Area Type: Other	
Cycle Length: 115	
Actuated Cycle Length: 64.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.58	
Intersection Signal Delay: 10.9	Intersection LOS: B
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 83.7	
70th %ile Actuated Cycle: 72.6	
50th %ile Actuated Cycle: 66.6	
30th %ile Actuated Cycle: 60.6	
10th %ile Actuated Cycle: 40	

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	70	815	1	1215	77	23	82
Future Volume (vph)	70	815	1	1215	77	23	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3242	3282	1805	3406	1553	1612	1524
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3242	3282	1805	3406	1553	1612	1524
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					34		92
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		951		1551	
Travel Time (s)		15.7		14.4		42.3	
Peak Hour Factor	0.74	0.90	0.25	0.88	0.78	0.78	0.89
Heavy Vehicles (%)	8%	10%	0%	6%	4%	12%	6%
Adj. Flow (vph)	95	906	4	1381	99	29	92
Shared Lane Traffic (%)							
Lane Group Flow (vph)	95	906	4	1381	99	29	92
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	5.0	18.0	10.0	18.0		8.0	8.0
Minimum Split (s)	13.5	24.2	16.3	24.2		15.1	15.1
Total Split (s)	13.5	75.0	30.0	75.0		30.0	30.0
Total Split (%)	10.0%	55.6%	22.2%	55.6%		22.2%	22.2%
Maximum Green (s)	5.0	68.8	23.7	68.8		22.9	22.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	4.2	1.0	2.0	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	6.2	6.3	6.2		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	3.5	5.0	4.0	5.0		4.0	4.0
Recall Mode	None	Min	None	None		Min	Min
Act Effct Green (s)	5.1	64.5	10.2	53.5	69.7	8.9	8.9
Actuated g/C Ratio	0.06	0.72	0.11	0.60	0.78	0.10	0.10
v/c Ratio	0.52	0.38	0.02	0.68	0.08	0.18	0.39
Control Delay	55.8	6.2	42.0	13.9	1.6	44.4	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	6.2	42.0	13.9	1.6	44.4	15.1
LOS	E	A	D	B	A	D	B
Approach Delay		10.9		13.2		22.1	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		B		C	
90th %ile Green (s)	5.0	66.0	10.0	68.8		11.0	11.0
90th %ile Term Code	Max	Hold	Min	Max		Gap	Gap
70th %ile Green (s)	5.0	78.0	0.0	64.5		9.2	9.2
70th %ile Term Code	Max	Hold	Skip	Gap		Gap	Gap
50th %ile Green (s)	5.0	67.7	0.0	54.2		8.2	8.2
50th %ile Term Code	Max	Hold	Skip	Gap		Gap	Gap
30th %ile Green (s)	5.0	59.4	0.0	45.9		8.0	8.0
30th %ile Term Code	Max	Hold	Skip	Gap		Min	Min
10th %ile Green (s)	5.0	50.6	0.0	37.1		8.0	8.0
10th %ile Term Code	Max	Hold	Skip	Gap		Min	Min

Intersection Summary	
Area Type: Other	
Cycle Length: 135	
Actuated Cycle Length: 89.8	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 12.7	Intersection LOS: B
Intersection Capacity Utilization 51.3%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 106.6	
70th %ile Actuated Cycle: 100.5	
50th %ile Actuated Cycle: 89.2	
30th %ile Actuated Cycle: 80.7	
10th %ile Actuated Cycle: 71.9	

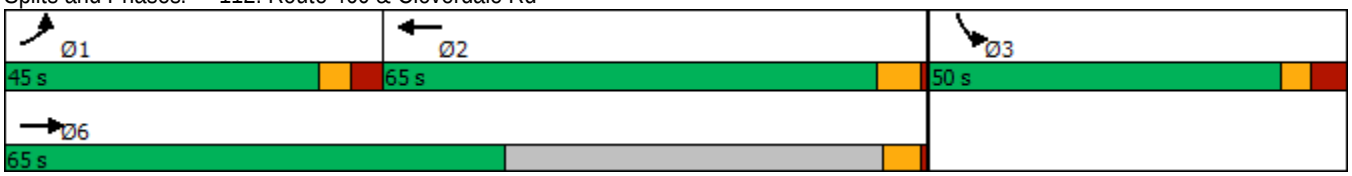
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	416	423	893	746	324	400
Future Volume (vph)	416	423	893	746	324	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	535
Storage Lanes	2			1	2	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3183	3195	3374	1495	3127	1495
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3183	3195	3374	1495	3127	1495
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				802		440
Link Speed (mph)		45	45		45	
Link Distance (ft)		951	4283		1990	
Travel Time (s)		14.4	64.9		30.2	
Peak Hour Factor	0.81	0.88	0.93	0.93	0.90	0.91
Heavy Vehicles (%)	10%	13%	7%	8%	12%	8%
Adj. Flow (vph)	514	481	960	802	360	440
Shared Lane Traffic (%)						
Lane Group Flow (vph)	514	481	960	802	360	440
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	1	6	2		3	
Permitted Phases				Free		Free
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0		8.0	
Minimum Split (s)	15.6	19.5	20.1		16.1	
Total Split (s)	45.0	65.0	65.0		50.0	
Total Split (%)	28.1%	40.6%	40.6%		31.3%	
Maximum Green (s)	37.4	59.5	58.9		41.9	
Yellow Time (s)	3.7	4.5	5.1		3.6	
All-Red Time (s)	3.9	1.0	1.0		4.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.6	5.5	6.1		8.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	4.0		4.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	25.8	76.6	42.3	111.3	20.6	111.3
Actuated g/C Ratio	0.23	0.69	0.38	1.00	0.19	1.00
v/c Ratio	0.70	0.22	0.75	0.54	0.62	0.29
Control Delay	46.3	6.7	34.8	1.4	49.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	6.7	34.8	1.4	49.2	0.5
LOS	D	A	C	A	D	A
Approach Delay		27.1	19.6		22.4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		C	B		C	
90th %ile Green (s)	36.1	103.2	58.9		28.1	
90th %ile Term Code	Gap	Hold	Max		Gap	
70th %ile Green (s)	29.6	85.9	48.1		23.7	
70th %ile Term Code	Gap	Hold	Gap		Gap	
50th %ile Green (s)	25.5	75.7	42.0		20.4	
50th %ile Term Code	Gap	Hold	Gap		Gap	
30th %ile Green (s)	21.8	65.9	35.9		17.5	
30th %ile Term Code	Gap	Hold	Gap		Gap	
10th %ile Green (s)	17.3	54.0	28.5		13.9	
10th %ile Term Code	Gap	Hold	Gap		Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 111.3	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 144.9	
70th %ile Actuated Cycle: 123.2	
50th %ile Actuated Cycle: 109.7	
30th %ile Actuated Cycle: 97	
10th %ile Actuated Cycle: 81.5	

Splits and Phases: 112: Route 460 & Cloverdale Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1125	5	37	1837	29	0	0	38	0	0	6
Future Volume (vph)	10	1125	5	37	1837	29	0	0	38	0	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.865			0.865	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	4625	0	1703	4888	0	0	1417	0	0	1644	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	4625	0	1703	4888	0	0	1417	0	0	1644	0
Link Speed (mph)		35			27			25			25	
Link Distance (ft)		710			216			678			717	
Travel Time (s)		13.8			5.5			18.5			19.6	
Confl. Peds. (#/hr)						4						
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 (%)	0%	12%	20%	6%	6%	0%	0%	0%	16%	0%	0%	0%
Adj. Flow (vph)	11	1250	6	41	2041	32	0	0	42	0	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	1256	0	41	2073	0	0	42	0	0	7	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1162	1	0	1903	0	4
Future Volume (vph)	1162	1	0	1903	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3223	0	0	3406	0	1096
Flt Permitted						
Satd. Flow (perm)	3223	0	0	3406	0	1096
Link Speed (mph)	35			27	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			10.6	10.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	0%	0%	6%	0%	50%
Adj. Flow (vph)	1306	1	0	2138	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1307	0	0	2138	0	4
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	1161	3	13	1897	4	0	0	9	0	0
Future Volume (vph)	1	1	1161	3	13	1897	4	0	0	9	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	30		0	0		0	0	
Storage Lanes		0		0	1		0	0		0	0	
Taper Length (ft)		0			0			0			0	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.865			0.865
Flt Protected					0.950							
Satd. Flow (prot)	0	0	3225	0	1805	3373	0	0	1481	0	0	822
Flt Permitted					0.950							
Satd. Flow (perm)	0	0	3225	0	1805	3373	0	0	1481	0	0	822
Link Speed (mph)			35			27			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			7.7			18.0			12.2
Confl. Peds. (#/hr)				1			2					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	12%	0%	0%	7%	25%	0%	0%	11%	0%	0%
Adj. Flow (vph)	1	1	1185	3	13	1936	4	0	0	9	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1190	0	13	1940	0	0	9	0	0	5
Sign Control			Free			Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	5
Future Volume (vph)	5
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	100%
Adj. Flow (vph)	5
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1193	0	1	0	1583	0	0
Future Volume (vph)	1193	0	1	0	1583	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	3223	0	0	0	3372	0	0
Flt Permitted							
Satd. Flow (perm)	3223	0	0	0	3372	0	0
Link Speed (mph)	35				30	20	
Link Distance (ft)	694				470	250	
Travel Time (s)	13.5				10.7	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	100%	0%	7%	0%	0%
Adj. Flow (vph)	1217	0	1	0	1615	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1217	0	0	0	1616	0	0
Sign Control	Free				Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	1	1193	0	1	0	1583	0	0
Future Volume (vph)	1	1193	0	1	0	1583	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt								
Flt Protected								
Satd. Flow (prot)	0	3223	0	0	0	3374	0	0
Flt Permitted								
Satd. Flow (perm)	0	3223	0	0	0	3374	0	0
Link Speed (mph)		35				30	20	
Link Distance (ft)		470				669	296	
Travel Time (s)		9.2				15.2	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	12%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1	1217	0	1	0	1615	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1218	0	0	0	1616	0	0
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1189	5	1	3	1584	0	5
Future Volume (vph)	1189	5	1	3	1584	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		1	0
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865	
Flt Protected				0.950			
Satd. Flow (prot)	3221	0	0	1805	3374	1644	0
Flt Permitted				0.950			
Satd. Flow (perm)	3221	0	0	1805	3374	1644	0
Link Speed (mph)	35				30	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				16.8	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1213	5	1	3	1616	0	5
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1218	0	0	4	1616	5	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1194	0	0	1587	0	0
Future Volume (vph)	1	1194	0	0	1587	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	0	3223	0	0	3406	1900	0
Flt Permitted							
Satd. Flow (perm)	0	3223	0	0	3406	1900	0
Link Speed (mph)		35			30	20	
Link Distance (ft)		740			487	223	
Travel Time (s)		14.4			11.1	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%
Adj. Flow (vph)	1	1298	0	0	1725	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1299	0	0	1725	0	0
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	16	1178	1569	212	9	18
Future Volume (vph)	16	1178	1569	212	9	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.910	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1597	3223	3363	0	1701	0
Flt Permitted	0.950				0.984	
Satd. Flow (perm)	1597	3223	3363	0	1701	0
Link Speed (mph)		35	30		25	
Link Distance (ft)		487	582		1090	
Travel Time (s)		9.5	13.2		29.7	
Confl. Peds. (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	12%	6%	1%	0%	0%
Adj. Flow (vph)	17	1280	1705	230	10	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	1280	1935	0	30	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	953	9	17	1254	21	3	1	38	1	0	3
Future Volume (vph)	14	953	9	17	1254	21	3	1	38	1	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	270		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
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		0.999			0.998			0.877			0.899	
Flt Protected	0.950			0.950				0.997			0.988	
Satd. Flow (prot)	1805	3189	0	1703	3337	0	0	1548	0	0	1688	0
Flt Permitted	0.950			0.950				0.997			0.988	
Satd. Flow (perm)	1805	3189	0	1703	3337	0	0	1548	0	0	1688	0
Link Speed (mph)		35			35			20			25	
Link Distance (ft)		243			990			290			799	
Travel Time (s)		4.7			19.3			9.9			21.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	22%	6%	8%	5%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	15	1036	10	18	1363	23	3	1	41	1	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	1046	0	18	1386	0	0	45	0	0	4	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	8	946	33	2	0	1288	5	1	4	1	0	0
Future Volume (vph)	8	946	33	2	0	1288	5	1	4	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		0		100	0		0	0	
Storage Lanes	1		0		0		1	0		0	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995					0.850		0.977			0.865
Flt Protected	0.950								0.992			
Satd. Flow (prot)	1444	3180	0	0	0	3343	1346	0	1578	0	0	1236
Flt Permitted	0.950								0.992			
Satd. Flow (perm)	1444	3180	0	0	0	3343	1346	0	1578	0	0	1236
Link Speed (mph)		35				40			20			20
Link Distance (ft)		990				765			302			526
Travel Time (s)		19.3				13.0			10.3			17.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	13%	12%	0%	0%	8%	20%	0%	0%	100%	0%	0%
Adj. Flow (vph)	9	1028	36	2	0	1400	5	1	4	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	9	1064	0	0	0	1402	5	0	6	0	0	3
Sign Control		Free				Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	3
Future Volume (vph)	3
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	33%
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	938	6	6	1290	1	5	0	6	0	0	0
Future Volume (vph)	0	938	6	6	1290	1	5	0	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
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		0.999						0.926				
Flt Protected				0.950				0.978				
Satd. Flow (prot)	1900	3194	0	1805	3343	0	0	1575	0	0	1900	0
Flt Permitted				0.950				0.978				
Satd. Flow (perm)	1900	3194	0	1805	3343	0	0	1575	0	0	1900	0
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		765			990			275			449	
Travel Time (s)		13.0			16.9			9.4			15.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	13%	0%	0%	8%	0%	0%	0%	17%	0%	0%	0%
Adj. Flow (vph)	0	977	6	6	1344	1	5	0	6	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	983	0	6	1345	0	0	11	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	2	927	7	5	56	1288	0	6	0	37	0
Future Volume (vph)	3	2	927	7	5	56	1288	0	6	0	37	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		224		0	0		0	0
Storage Lanes		0		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.999							0.883		
Flt Protected						0.950				0.993		
Satd. Flow (prot)	0	0	3193	0	0	1805	3343	0	0	1597	0	0
Flt Permitted						0.950				0.993		
Satd. Flow (perm)	0	0	3193	0	0	1805	3343	0	0	1597	0	0
Link Speed (mph)			40				40			25		
Link Distance (ft)			990				592			624		
Travel Time (s)			16.9				10.1			17.0		
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
Heavy Vehicles (%)	33%	0%	13%	0%	0%	0%	8%	0%	0%	0%	5%	0%
Adj. Flow (vph)	3	2	966	7	5	58	1342	0	6	0	39	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	978	0	0	63	1342	0	0	45	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	1900	0
Flt Permitted		
Satd. Flow (perm)	1900	0
Link Speed (mph)	20	
Link Distance (ft)	294	
Travel Time (s)	10.0	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	924	12	7	1369	0	37	0	29	0	0	0
Future Volume (vph)	0	924	12	7	1369	0	37	0	29	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		240	270		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.940				
Flt Protected				0.950				0.973				
Satd. Flow (prot)	0	3252	1615	1805	3374	0	0	1738	0	0	1900	0
Flt Permitted				0.950				0.973				
Satd. Flow (perm)	0	3252	1615	1805	3374	0	0	1738	0	0	1900	0
Link Speed (mph)		40			40			25			20	
Link Distance (ft)		426			912			741			284	
Travel Time (s)		7.3			15.5			20.2			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 (%)	0%	11%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	973	13	7	1441	0	39	0	31	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	973	13	7	1441	0	0	70	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	25	926	1365	45	19	4
Future Volume (vph)	2	25	926	1365	45	19	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt				0.995		0.977	
Flt Protected		0.950				0.960	
Satd. Flow (prot)	0	1740	3252	3357	0	1645	0
Flt Permitted		0.950				0.960	
Satd. Flow (perm)	0	1740	3252	3357	0	1645	0
Link Speed (mph)			40	40		25	
Link Distance (ft)			912	543		613	
Travel Time (s)			15.5	9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	11%	7%	7%	5%	25%
Adj. Flow (vph)	2	27	985	1452	48	20	4
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	29	985	1500	0	24	0
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	2	936	0	3	3	1408	0	0	0	2	0
Future Volume (vph)	2	2	936	0	3	3	1408	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1444	3195	0	0	0	3373	0	0	1644	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1444	3195	0	0	0	3373	0	0	1644	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
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 (%)	50%	0%	13%	0%	0%	33%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	2	996	0	3	3	1498	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	996	0	0	0	1504	0	0	2	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	1900	0
Flt Permitted		
Satd. Flow (perm)	1900	0
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	21	1149	0	3	0	1523	33	0	0	0	19
Future Volume (vph)	3	21	1149	0	3	0	1523	33	0	0	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		220	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1729	3195	0	0	0	3374	1568	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1729	3195	0	0	0	3374	1568	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
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
Heavy Vehicles (%)	0%	5%	13%	0%	0%	0%	7%	3%	0%	0%	0%	5%
Adj. Flow (vph)	3	22	1222	0	3	0	1620	35	0	0	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	1222	0	0	0	1623	35	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	8
Future Volume (vph)	0	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.958	
Flt Protected	0.967	
Satd. Flow (prot)	1638	0
Flt Permitted	0.967	
Satd. Flow (perm)	1638	0
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	13%
Adj. Flow (vph)	0	9
Shared Lane Traffic (%)		
Lane Group Flow (vph)	29	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	38	1131	0	1	0	1506	25	0	0	0	16
Future Volume (vph)	2	38	1131	0	1	0	1506	25	0	0	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		0		170	0		0	0
Storage Lanes		1		1		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1677	3282	1900	0	0	3438	1509	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1677	3282	1900	0	0	3438	1509	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
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 (%)	0%	8%	10%	0%	0%	0%	5%	7%	0%	0%	0%	25%
Adj. Flow (vph)	2	41	1216	0	1	0	1619	27	0	0	0	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	1216	0	0	0	1620	27	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	21
Future Volume (vph)	0	21
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.922	
Flt Protected	0.979	
Satd. Flow (prot)	1511	0
Flt Permitted	0.979	
Satd. Flow (perm)	1511	0
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	5%
Adj. Flow (vph)	0	23
Shared Lane Traffic (%)		
Lane Group Flow (vph)	40	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	940	5	0	1453	0	10
Future Volume (vph)	940	5	0	1453	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3251	0	0	3438	0	1644
Flt Permitted						
Satd. Flow (perm)	3251	0	0	3438	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	0%	0%	5%	0%	0%
Adj. Flow (vph)	1011	5	0	1562	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1016	0	0	1562	0	11
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	11	932	0	16	19	1443	82	3	0	10	3
Future Volume (vph)	7	11	932	0	16	19	1443	82	3	0	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850			0.850	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1805	3252	0	0	1758	3438	1553	0	1805	1615	0
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1805	3252	0	0	1758	3438	1553	0	1805	1615	0
Link Speed (mph)			45				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			4.5				8.4			10.3		
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 (%)	0%	0%	11%	0%	0%	5%	5%	4%	0%	0%	0%	0%
Adj. Flow (vph)	8	12	1002	0	17	20	1552	88	3	0	11	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	1002	0	0	37	1552	88	0	3	11	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1805	0
Flt Permitted	0.950	
Satd. Flow (perm)	1805	0
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	949	12	0	1502	11	0	0	5	0	0	58
Future Volume (vph)	0	949	12	0	1502	11	0	0	5	0	0	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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		0.998			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3221	0	0	3402	0	0	0	1644	0	0	1550
Flt Permitted												
Satd. Flow (perm)	0	3221	0	0	3402	0	0	0	1644	0	0	1550
Link Speed (mph)		45			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		8.4			5.5			12.4			19.5	
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
Heavy Vehicles (%)	0%	12%	0%	0%	6%	9%	0%	0%	0%	0%	0%	6%
Adj. Flow (vph)	0	978	12	0	1548	11	0	0	5	0	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	990	0	0	1559	0	0	0	5	0	0	60
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	3	871	17	1	200	1412	3	3	0	83	1
Future Volume (vph)	2	3	871	17	1	200	1412	3	3	0	83	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0		150		175	0		0	0
Storage Lanes		1		0		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997					0.850		0.869		
Flt Protected		0.950				0.950				0.998		
Satd. Flow (prot)	0	1805	3249	0	0	1787	3438	1615	0	1648	0	0
Flt Permitted		0.950				0.950				0.998		
Satd. Flow (perm)	0	1805	3249	0	0	1787	3438	1615	0	1648	0	0
Link Speed (mph)			45				45			25		
Link Distance (ft)			1474				488			1132		
Travel Time (s)			22.3				7.4			30.9		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	11%	0%	0%	1%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	3	1001	20	1	230	1623	3	3	0	95	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	1021	0	0	231	1623	3	0	98	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.0%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	5
Future Volume (vph)	0	5
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.884	
Flt Protected	0.993	
Satd. Flow (prot)	1668	0
Flt Permitted	0.993	
Satd. Flow (perm)	1668	0
Link Speed (mph)	20	
Link Distance (ft)	378	
Travel Time (s)	12.9	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	6
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	9	934	12	1	4	1524	19	30	0	4	41
Future Volume (vph)	1	9	934	12	1	4	1524	19	30	0	4	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	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		0.983		
Flt Protected		0.950				0.950				0.958		
Satd. Flow (prot)	0	1641	3252	1615	0	1494	3438	1468	0	1686	0	0
Flt Permitted		0.950				0.950				0.958		
Satd. Flow (perm)	0	1641	3252	1615	0	1494	3438	1468	0	1686	0	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	11%	0%	0%	25%	5%	10%	7%	0%	0%	0%
Adj. Flow (vph)	1	10	1074	14	1	5	1752	22	34	0	5	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	1074	14	0	6	1752	22	0	39	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	61
Future Volume (vph)	0	61
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.919	
Flt Protected	0.980	
Satd. Flow (prot)	1671	0
Flt Permitted	0.980	
Satd. Flow (perm)	1671	0
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	4%
Adj. Flow (vph)	0	70
Shared Lane Traffic (%)		
Lane Group Flow (vph)	117	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	980	0	0	1544	0	3	0	0	0	0	1
Future Volume (vph)	0	980	0	0	1544	0	3	0	0	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	3252	0	0	3438	0	0	1805	0	0	1644	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	3252	0	0	3438	0	0	1805	0	0	1644	0
Link Speed (mph)		45			45			20			20	
Link Distance (ft)		955			1228			397			265	
Travel Time (s)		14.5			18.6			13.5			9.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1126	0	0	1775	0	3	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1126	0	0	1775	0	0	3	0	0	1	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	96	884	1	1287	9	0	257
Future Volume (vph)	96	884	1	1287	9	0	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0		170	0	0
Storage Lanes	1		0		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.850	0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	3282	0	3406	1615	1611	0
Flt Permitted	0.950						
Satd. Flow (perm)	1770	3282	0	3406	1615	1611	0
Link Speed (mph)		45		45		25	
Link Distance (ft)		1228		1034		827	
Travel Time (s)		18.6		15.7		22.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	10%	0%	6%	0%	0%	2%
Adj. Flow (vph)	105	971	1	1414	10	0	282
Shared Lane Traffic (%)							
Lane Group Flow (vph)	105	971	0	1415	10	282	0
Sign Control		Free		Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.0%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1596	1748	81	0	125
Future Volume (vph)	0	1596	1748	81	0	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	6052	4818	0	0	1481
Flt Permitted						
Satd. Flow (perm)	0	6052	4818	0	0	1481
Link Speed (mph)		30	25		25	
Link Distance (ft)		461	217		284	
Travel Time (s)		10.5	5.9		7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	7%	5%	0%	11%
Adj. Flow (vph)	0	1680	1840	85	0	132
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1680	1925	0	0	132
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	4	0	20	0	0	0	71	64	529	0	0	462
Future Volume (vph)	4	0	20	0	0	0	71	64	529	0	0	462
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		0		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.886										0.995
Flt Protected		0.992							0.990			
Satd. Flow (prot)	0	1428	0	0	1900	0	0	0	3471	0	0	3451
Flt Permitted		0.992							0.990			
Satd. Flow (perm)	0	1428	0	0	1900	0	0	0	3471	0	0	3451
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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 (%)	0%	0%	20%	0%	0%	0%	3%	11%	2%	0%	0%	4%
Adj. Flow (vph)	4	0	22	0	0	0	79	71	588	0	0	513
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	0	0	0	0	738	0	0	532
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	6%
Adj. Flow (vph)	19
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	298	0	490	0	0
Future Volume (vph)	0	298	0	490	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1596	0	1681	0	0
Flt Permitted						
Satd. Flow (perm)	0	1596	0	1681	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.69	0.92	0.88	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	13%	2%	2%
Adj. Flow (vph)	0	432	0	557	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	432	0	557	0	0
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	635	298	0	1074	591	0	0	490	0	0	219
Future Volume (vph)	0	635	298	0	1074	591	0	0	490	0	0	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Flt Permitted												
Satd. Flow (perm)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Link Speed (mph)		35			35			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			12.4			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Heavy Vehicles (%)	0%	10%	3%	0%	5%	11%	0%	0%	13%	0%	0%	3%
Adj. Flow (vph)	0	730	432	0	1220	603	0	0	557	0	0	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	730	432	0	1220	603	0	0	557	0	0	288
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	866	259	0	1355	518	0	310	0	0
Future Volume (vph)	0	866	259	0	1355	518	0	310	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1538	0	3343	1509	0	1580	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1538	0	3343	1509	0	1580	0	0
Link Speed (mph)		35			35		15		20	
Link Distance (ft)		636			557		373		372	
Travel Time (s)		12.4			10.9		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	5%	2%	8%	7%	0%	4%	2%	2%
Adj. Flow (vph)	0	995	336	0	1540	569	0	326	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	995	336	0	1540	569	0	326	0	0
Sign Control		Free			Free		Yield		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	866	0	0	1873	0	730
Future Volume (vph)	866	0	0	1873	0	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	1550
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	1550
Link Speed (mph)	35			25	35	
Link Distance (ft)	557			461	793	
Travel Time (s)	10.9			12.6	15.4	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.94
Heavy Vehicles (%)	2%	2%	0%	7%	0%	6%
Adj. Flow (vph)	941	0	0	1972	0	777
Shared Lane Traffic (%)						
Lane Group Flow (vph)	941	0	0	1972	0	777
Sign Control	Free			Free	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1125	5	37	1837	29	0	0	38	0	0	6
Future Volume (Veh/h)	10	1125	5	37	1837	29	0	0	38	0	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	1250	6	41	2041	32	0	0	42	0	0	7
Pedestrians											4	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		710			937							
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	2077			1256			2044	3434	420	2624	3421	700
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2077			653			1588	3236	0	2275	3220	700
tC, single (s)	4.1			4.2			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	96			95			100	100	95	100	100	98
cM capacity (veh/h)	270			762			57	7	877	17	8	385

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	11	500	500	256	41	816	816	440	42	7
Volume Left	11	0	0	0	41	0	0	0	0	0
Volume Right	0	0	0	6	0	0	0	32	42	7
cSH	270	1700	1700	1700	762	1700	1700	1700	877	385
Volume to Capacity	0.04	0.29	0.29	0.15	0.05	0.48	0.48	0.26	0.05	0.02
Queue Length 95th (ft)	3	0	0	0	4	0	0	0	4	1
Control Delay (s)	18.9	0.0	0.0	0.0	10.0	0.0	0.0	0.0	9.3	14.5
Lane LOS	C				A				A	B
Approach Delay (s)	0.2				0.2				9.3	14.5
Approach LOS									A	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1162	1	0	1903	0	4
Future Volume (Veh/h)	1162	1	0	1903	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1306	1	0	2138	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.80		0.61	0.80
vC, conflicting volume			1307		2376	654
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			894		518	81
tC, single (s)			4.1		6.8	7.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.8
p0 queue free %			100		100	99
cM capacity (veh/h)			617		299	665

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	871	436	1069	1069	4
Volume Left	0	0	0	0	0
Volume Right	0	1	0	0	4
cSH	1700	1700	1700	1700	665
Volume to Capacity	0.51	0.26	0.63	0.63	0.01
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	10.4
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.4
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	1161	3	13	1897	4	0	0	9	0	0
Future Volume (Veh/h)	1	1	1161	3	13	1897	4	0	0	9	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	1185	3	13	1936	4	0	0	9	0	0
Pedestrians									1			2
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.50						0.50	0.50		0.50	0.50
vC, conflicting volume	0	1942			1189			2188	3158	595	2570	3157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	875			1189			1370	3316	595	2135	3315
tC, single (s)	0.0	4.1			4.1			7.5	6.5	7.1	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0	100			98			100	100	98	100	100
cM capacity (veh/h)	0	388			594			52	4	425	14	4

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	594	596	13	1291	649	9	5
Volume Left	1	0	13	0	0	0	0
Volume Right	0	3	0	0	4	9	5
cSH	388	1700	594	1700	1700	425	416
Volume to Capacity	0.00	0.35	0.02	0.76	0.38	0.02	0.01
Queue Length 95th (ft)	0	0	2	0	0	2	1
Control Delay (s)	0.1	0.0	11.2	0.0	0.0	13.6	13.8
Lane LOS	A		B			B	B
Approach Delay (s)	0.0		0.1			13.6	13.8
Approach LOS						B	B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	5
Future Volume (Veh/h)	5
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	5
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.50
vC, conflicting volume	972
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	8.9
tC, 2 stage (s)	
tF (s)	4.3
p0 queue free %	99
cM capacity (veh/h)	416

Direction, Lane #

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1193	0	1	0	1583	0	0
Future Volume (Veh/h)	1193	0	1	0	1583	0	0
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1217	0	0	0	1615	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)	694						
pX, platoon unblocked			0.00	0.71		0.71	0.71
vC, conflicting volume			0	1217		2024	608
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	480		1621	0
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	100		100	100
cM capacity (veh/h)			0	773		68	772

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	608	608	538	1077
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	773	1700
Volume to Capacity	0.36	0.36	0.00	0.63
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	1	1193	0	1	0	1583	0	0
Future Volume (Veh/h)	1	1193	0	1	0	1583	0	0
Sign Control		Free				Free	Stop	
Grade		0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	1217	0	0	0	1615	0	0
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None				None		
Median storage veh)								
Upstream signal (ft)		1164						
pX, platoon unblocked	0.00			0.00	0.72		0.72	0.72
vC, conflicting volume	0			0	1217		2024	608
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0			0	522		1644	0
tC, single (s)	0.0			0.0	4.1		6.8	6.9
tC, 2 stage (s)								
tF (s)	0.0			0.0	2.2		3.5	3.3
p0 queue free %	0			0	100		100	100
cM capacity (veh/h)	0			0	759		66	785

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	608	608	538	1077
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	759	1700
Volume to Capacity	0.36	0.36	0.00	0.63
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1189	5	1	3	1584	0	5
Future Volume (Veh/h)	1189	5	1	3	1584	0	5
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1213	5	0	3	1616	0	5
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	1218		2030	609
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	1218		2030	609
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	99		100	99
cM capacity (veh/h)			0	580		51	443

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	809	409	3	808	808	5
Volume Left	0	0	3	0	0	0
Volume Right	0	5	0	0	0	5
cSH	1700	1700	580	1700	1700	443
Volume to Capacity	0.48	0.24	0.01	0.48	0.48	0.01
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	11.2	0.0	0.0	13.2
Lane LOS			B			B
Approach Delay (s)	0.0		0.0			13.2
Approach LOS						B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1	1194	0	0	1587	0	0
Future Volume (Veh/h)	1	1194	0	0	1587	0	0
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1298	0	0	1725	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked	0.00					0.67	
vC, conflicting volume	0			1298		2160	649
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			1298		1748	649
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			100		100	100
cM capacity (veh/h)	0			540		53	417

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	865	433	575	1150	0
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	540	1700	1700
Volume to Capacity	0.51	0.25	0.00	0.68	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	0.0		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	1178	1569	212	9	18
Future Volume (Veh/h)	16	1178	1569	212	9	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	1280	1705	230	10	20
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			582			
pX, platoon unblocked	0.64				0.64	0.64
vC, conflicting volume	1936				2495	968
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1344				2214	0
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	94				57	97
cM capacity (veh/h)	292				23	700

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	17	640	640	1137	798	30
Volume Left	17	0	0	0	0	10
Volume Right	0	0	0	0	230	20
cSH	292	1700	1700	1700	1700	65
Volume to Capacity	0.06	0.38	0.38	0.67	0.47	0.46
Queue Length 95th (ft)	5	0	0	0	0	45
Control Delay (s)	18.1	0.0	0.0	0.0	0.0	100.9
Lane LOS	C					F
Approach Delay (s)	0.2			0.0		100.9
Approach LOS						F

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	953	9	17	1254	21	3	1	38	1	0	3
Future Volume (Veh/h)	14	953	9	17	1254	21	3	1	38	1	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	1036	10	18	1363	23	3	1	41	1	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		243										
pX, platoon unblocked				0.75			0.75	0.75	0.75	0.75	0.75	
vC, conflicting volume	1386			1046			1792	2493	523	2000	2486	693
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1386			395			1389	2324	0	1667	2315	693
tC, single (s)	4.1			4.2			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	97			98			96	96	95	98	100	99
cM capacity (veh/h)	500			849			74	27	799	43	27	390

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	15	691	355	18	909	477	45	4
Volume Left	15	0	0	18	0	0	3	1
Volume Right	0	0	10	0	0	23	41	3
cSH	500	1700	1700	849	1700	1700	349	129
Volume to Capacity	0.03	0.41	0.21	0.02	0.53	0.28	0.13	0.03
Queue Length 95th (ft)	2	0	0	2	0	0	11	2
Control Delay (s)	12.4	0.0	0.0	9.3	0.0	0.0	16.8	33.8
Lane LOS	B			A			C	D
Approach Delay (s)	0.2			0.1			16.8	33.8
Approach LOS							C	D

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	8	946	33	2	0	1288	5	1	4	1	0	0
Future Volume (Veh/h)	8	946	33	2	0	1288	5	1	4	1	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	9	1028	36	0	0	1400	5	1	4	1	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		1233										
pX, platoon unblocked				0.00	0.77			0.77	0.77	0.77	0.77	0.77
vC, conflicting volume	1405			0	1064			1767	2469	532	1935	2482
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1405			0	490			1401	2311	0	1619	2328
tC, single (s)	4.6			0.0	4.1			7.5	6.5	8.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.5			0.0	2.2			3.5	4.0	4.3	3.5	4.0
p0 queue free %	98			0	100			99	86	100	100	100
cM capacity (veh/h)	379			0	836			76	29	646	47	28

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	9	685	379	467	933	5	6	3
Volume Left	9	0	0	0	0	0	1	0
Volume Right	0	0	36	0	0	5	1	3
cSH	379	1700	1700	836	1700	1700	39	318
Volume to Capacity	0.02	0.40	0.22	0.00	0.55	0.00	0.15	0.01
Queue Length 95th (ft)	2	0	0	0	0	0	12	1
Control Delay (s)	14.7	0.0	0.0	0.0	0.0	0.0	112.3	16.4
Lane LOS	B						F	C
Approach Delay (s)	0.1			0.0			112.3	16.4
Approach LOS							F	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	3
Future Volume (Veh/h)	3
Sign Control	
Grade	
Peak Hour Factor	0.92
Hourly flow rate (vph)	3
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	700
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	700
tC, single (s)	7.6
tC, 2 stage (s)	
tF (s)	3.6
p0 queue free %	99
cM capacity (veh/h)	318

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	938	6	6	1290	1	5	0	6	0	0	0
Future Volume (Veh/h)	0	938	6	6	1290	1	5	0	6	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	977	6	6	1344	1	5	0	6	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1345			983			1664	2337	492	1851	2340	672
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1345			983			1664	2337	492	1851	2340	672
tC, single (s)	4.1			4.1			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	100			99			92	100	99	100	100	100
cM capacity (veh/h)	519			711			64	37	485	46	37	403

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	651	332	6	896	449	11	0
Volume Left	0	0	0	6	0	0	5	0
Volume Right	0	0	6	0	0	1	6	0
cSH	1700	1700	1700	711	1700	1700	122	1700
Volume to Capacity	0.00	0.38	0.20	0.01	0.53	0.26	0.09	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	7	0
Control Delay (s)	0.0	0.0	0.0	10.1	0.0	0.0	37.4	0.0
Lane LOS				B			E	A
Approach Delay (s)	0.0			0.0			37.4	0.0
Approach LOS							E	A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	2	927	7	5	56	1288	0	6	0	37	0
Future Volume (Veh/h)	3	2	927	7	5	56	1288	0	6	0	37	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	966	7	0	58	1342	0	6	0	39	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							592					
pX, platoon unblocked	0.00	0.76			0.00				0.76	0.76		0.76
vC, conflicting volume	0	1342			0	973			1760	2432	486	1984
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	806			0	973			1360	2248	486	1656
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	7.0	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	92			92	100	92	100
cM capacity (veh/h)	0	625			0	717			77	29	519	43

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	485	490	58	895	447	45	0
Volume Left	2	0	58	0	0	6	0
Volume Right	0	7	0	0	0	39	0
cSH	625	1700	717	1700	1700	294	1700
Volume to Capacity	0.00	0.29	0.08	0.53	0.26	0.15	0.00
Queue Length 95th (ft)	0	0	7	0	0	13	0
Control Delay (s)	0.1	0.0	10.5	0.0	0.0	19.4	0.0
Lane LOS	A		B			C	A
Approach Delay (s)	0.0		0.4			19.4	0.0
Approach LOS						C	A

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.76	0.76
vC, conflicting volume	2435	671
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2252	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	29	824

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	924	12	7	1369	0	37	0	29	0	0	0
Future Volume (Veh/h)	0	924	12	7	1369	0	37	0	29	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	973	13	7	1441	0	39	0	31	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		426										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	1441			986			1708	2428	486	1972	2441	720
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1441			817			1599	2380	276	1886	2394	720
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			41	100	95	100	100	100
cM capacity (veh/h)	477			756			66	32	672	39	31	375

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	324	649	13	7	961	480	70	0
Volume Left	0	0	0	7	0	0	39	0
Volume Right	0	0	13	0	0	0	31	0
cSH	477	1700	1700	756	1700	1700	110	1700
Volume to Capacity	0.00	0.38	0.01	0.01	0.57	0.28	0.63	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	80	0
Control Delay (s)	0.0	0.0	0.0	9.8	0.0	0.0	82.0	0.0
Lane LOS				A			F	A
Approach Delay (s)	0.0			0.0			82.0	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	2	25	926	1365	45	19	4
Future Volume (Veh/h)	2	25	926	1365	45	19	4
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	27	985	1452	48	20	4
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				1247			
pX, platoon unblocked	0.00	0.67				0.67	0.67
vC, conflicting volume	0	1500				2022	750
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	745				1530	0
tC, single (s)	0.0	4.2				6.9	7.4
tC, 2 stage (s)							
tF (s)	0.0	2.2				3.5	3.5
p0 queue free %	0	95				70	99
cM capacity (veh/h)	0	563				66	674

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	27	492	492	968	532	24
Volume Left	27	0	0	0	0	20
Volume Right	0	0	0	0	48	4
cSH	563	1700	1700	1700	1700	78
Volume to Capacity	0.05	0.29	0.29	0.57	0.31	0.31
Queue Length 95th (ft)	4	0	0	0	0	29
Control Delay (s)	11.7	0.0	0.0	0.0	0.0	70.5
Lane LOS	B					F
Approach Delay (s)	0.3			0.0		70.5
Approach LOS						F

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	2	936	0	3	3	1408	0	0	0	2	0
Future Volume (Veh/h)	2	2	936	0	3	3	1408	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	996	0	0	3	1498	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.67			0.00				0.67	0.67		0.67
vC, conflicting volume	0	1498			0	997			1756	2505	501	2010
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	745			0	997			1132	2257	501	1514
tC, single (s)	0.0	4.1			0.0	4.8			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.5			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			100	100	100	100
cM capacity (veh/h)	0	581			0	529			106	28	520	55

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	2	664	332	752	749	2	0
Volume Left	2	0	0	3	0	0	0
Volume Right	0	0	0	0	0	2	0
cSH	581	1700	1700	529	1700	520	1700
Volume to Capacity	0.00	0.39	0.20	0.01	0.44	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	11.2	0.0	0.0	0.2	0.0	12.0	0.0
Lane LOS	B			A		B	A
Approach Delay (s)	0.0			0.1		12.0	0.0
Approach LOS						B	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	53.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.67	0.67
vC, conflicting volume	2505	749
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2257	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	28	727

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	21	1149	0	3	0	1523	33	0	0	0	19
Future Volume (Veh/h)	3	21	1149	0	3	0	1523	33	0	0	0	19
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	22	1222	0	0	0	1620	35	0	0	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.61			0.00	0.80			0.71	0.71	0.80	0.71
vC, conflicting volume	0	1655			0	1222			2085	2921	611	2275
vC1, stage 1 conf vol									1266	1266		1620
vC2, stage 2 conf vol									819	1655		655
vCu, unblocked vol	0	797			0	783			455	1633	21	723
tC, single (s)	0.0	4.2			0.0	4.1			7.5	6.5	6.9	7.6
tC, 2 stage (s)									6.5	5.5		6.6
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	96			0	100			100	100	100	90
cM capacity (veh/h)	0	489			0	677			200	147	848	205

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	22	815	407	540	1080	35	0	29
Volume Left	22	0	0	0	0	0	0	20
Volume Right	0	0	0	0	0	35	0	9
cSH	489	1700	1700	677	1700	1700	1700	260
Volume to Capacity	0.04	0.48	0.24	0.00	0.64	0.02	0.00	0.11
Queue Length 95th (ft)	4	0	0	0	0	0	0	9
Control Delay (s)	12.7	0.0	0.0	0.0	0.0	0.0	0.0	20.6
Lane LOS	B						A	C
Approach Delay (s)	0.2			0.0			0.0	20.6
Approach LOS							A	C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	8
Future Volume (Veh/h)	0	8
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	9
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.71	0.61
vC, conflicting volume	2886	810
vC1, stage 1 conf vol	1620	
vC2, stage 2 conf vol	1266	
vCu, unblocked vol	1584	0
tC, single (s)	6.5	7.2
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.4
p0 queue free %	100	99
cM capacity (veh/h)	160	641

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	38	1131	0	1	0	1506	25	0	0	0	16
Future Volume (Veh/h)	2	38	1131	0	1	0	1506	25	0	0	0	16
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	41	1216	0	0	0	1619	27	0	0	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.61			0.00				0.61	0.61		0.61
vC, conflicting volume	0	1646			0	1216			2130	2944	608	2309
vC1, stage 1 conf vol									1298	1298		1619
vC2, stage 2 conf vol									832	1646		690
vCu, unblocked vol	0	789			0	1216			1580	2909	608	1871
tC, single (s)	0.0	4.3			0.0	4.1			7.5	6.5	6.9	8.0
tC, 2 stage (s)									6.5	5.5		7.0
tF (s)	0.0	2.3			0.0	2.2			3.5	4.0	3.3	3.8
p0 queue free %	0	92			0	100			100	100	100	86
cM capacity (veh/h)	0	483			0	581			126	100	444	121

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	41	608	608	0	540	1079	27	0	40
Volume Left	41	0	0	0	0	0	0	0	17
Volume Right	0	0	0	0	0	0	27	0	23
cSH	483	1700	1700	1700	581	1700	1700	1700	227
Volume to Capacity	0.08	0.36	0.36	0.00	0.00	0.63	0.02	0.00	0.18
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	16
Control Delay (s)	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.2
Lane LOS	B							A	C
Approach Delay (s)	0.4				0.0			0.0	24.2
Approach LOS								A	C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	21
Future Volume (Veh/h)	0	21
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	23
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.61	0.61
vC, conflicting volume	2917	810
vC1, stage 1 conf vol	1619	
vC2, stage 2 conf vol	1298	
vCu, unblocked vol	2864	0
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	97
cM capacity (veh/h)	111	658

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	940	5	0	1453	0	10
Future Volume (Veh/h)	940	5	0	1453	0	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1011	5	0	1562	0	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.85		0.72	0.85
vC, conflicting volume			1016		1794	508
vC1, stage 1 conf vol					1014	
vC2, stage 2 conf vol					781	
vCu, unblocked vol			652		353	51
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			798		369	856

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	674	342	781	781	11
Volume Left	0	0	0	0	0
Volume Right	0	5	0	0	11
cSH	1700	1700	1700	1700	856
Volume to Capacity	0.40	0.20	0.46	0.46	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	9.3
Lane LOS					A
Approach Delay (s)	0.0		0.0		9.3
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	11	932	0	16	19	1443	82	3	0	10	3
Future Volume (Veh/h)	7	11	932	0	16	19	1443	82	3	0	10	3
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	12	1002	0	0	20	1552	88	3	0	11	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.64			0.00	0.85			0.71	0.71	0.85	0.71
vC, conflicting volume	0	1640			0	1002			1842	2706	501	2128
vC1, stage 1 conf vol									1026	1026		1592
vC2, stage 2 conf vol									816	1680		536
vCu, unblocked vol	0	863			0	654			430	1647	66	833
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	98			0	97			99	100	99	98
cM capacity (veh/h)	0	502			0	774			311	149	844	198

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	12	668	334	20	776	776	88	3	11	3
Volume Left	12	0	0	20	0	0	0	3	0	3
Volume Right	0	0	0	0	0	0	88	0	11	0
cSH	502	1700	1700	774	1700	1700	1700	311	844	198
Volume to Capacity	0.02	0.39	0.20	0.03	0.46	0.46	0.05	0.01	0.01	0.02
Queue Length 95th (ft)	2	0	0	2	0	0	0	1	1	1
Control Delay (s)	12.4	0.0	0.0	9.8	0.0	0.0	0.0	16.7	9.3	23.4
Lane LOS	B			A				C	A	C
Approach Delay (s)	0.1			0.1				10.9		23.4
Approach LOS								B		C

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.71	0.64
vC, conflicting volume	2618	776
vC1, stage 1 conf vol	1592	
vC2, stage 2 conf vol	1026	
vCu, unblocked vol	1523	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	170	694

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	949	12	0	1502	11	0	0	5	0	0	58
Future Volume (Veh/h)	0	949	12	0	1502	11	0	0	5	0	0	58
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	978	12	0	1548	11	0	0	5	0	0	60
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.62						0.62	0.62		0.62	0.62	0.62
vC, conflicting volume	1559			990			1818	2543	495	2048	2544	780
vC1, stage 1 conf vol							984	984		1554	1554	
vC2, stage 2 conf vol							834	1559		494	990	
vCu, unblocked vol	678			990			1096	2264	495	1465	2264	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			100			100	100	99	100	100	91
cM capacity (veh/h)	573			706			205	150	525	181	151	665

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	652	338	1032	527	5	60
Volume Left	0	0	0	0	0	0
Volume Right	0	12	0	11	5	60
cSH	1700	1700	1700	1700	525	665
Volume to Capacity	0.38	0.20	0.61	0.31	0.01	0.09
Queue Length 95th (ft)	0	0	0	0	1	7
Control Delay (s)	0.0	0.0	0.0	0.0	11.9	10.9
Lane LOS					B	B
Approach Delay (s)	0.0		0.0		11.9	10.9
Approach LOS					B	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	3	871	17	1	200	1412	3	3	0	83	1
Future Volume (Veh/h)	2	3	871	17	1	200	1412	3	3	0	83	1
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	3	1001	20	0	230	1623	3	3	0	95	1
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1626			0	1023			2296	3105	512	2684
vC1, stage 1 conf vol									1019	1019		2083
vC2, stage 2 conf vol									1278	2086		602
vCu, unblocked vol	0	1626			0	1023			2296	3105	512	2684
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	99			0	66			96	100	81	96
cM capacity (veh/h)	0	405			0	679			77	48	511	29

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	3	667	354	230	812	812	3	98	7
Volume Left	3	0	0	230	0	0	0	3	1
Volume Right	0	0	20	0	0	0	3	95	6
cSH	405	1700	1700	679	1700	1700	1700	436	131
Volume to Capacity	0.01	0.39	0.21	0.34	0.48	0.48	0.00	0.22	0.05
Queue Length 95th (ft)	1	0	0	37	0	0	0	21	4
Control Delay (s)	14.0	0.0	0.0	13.0	0.0	0.0	0.0	15.6	34.0
Lane LOS	B			B				C	D
Approach Delay (s)	0.0			1.6				15.6	34.0
Approach LOS								C	D

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	5
Future Volume (Veh/h)	0	5
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	6
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3112	812
vC1, stage 1 conf vol	2083	
vC2, stage 2 conf vol	1029	
vCu, unblocked vol	3112	812
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	98
cM capacity (veh/h)	36	326

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	9	934	12	1	4	1524	19	30	0	4	41
Future Volume (Veh/h)	1	9	934	12	1	4	1524	19	30	0	4	41
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	10	1074	14	0	5	1752	22	34	0	5	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1774			0	1088			2050	2878	537	2324
vC1, stage 1 conf vol									1094	1094		1762
vC2, stage 2 conf vol									956	1784		562
vCu, unblocked vol	0	1774			0	1088			2050	2878	537	2324
tC, single (s)	0.0	4.3			0.0	4.6			7.6	6.5	6.9	7.5
tC, 2 stage (s)									6.6	5.5		6.5
tF (s)	0.0	2.3			0.0	2.5			3.6	4.0	3.3	3.5
p0 queue free %	0	97			0	99			67	100	99	35
cM capacity (veh/h)	0	311			0	518			102	85	494	72

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	10	537	537	14	5	876	876	22	39	117
Volume Left	10	0	0	0	5	0	0	0	34	47
Volume Right	0	0	0	14	0	0	0	22	5	70
cSH	311	1700	1700	1700	518	1700	1700	1700	113	131
Volume to Capacity	0.03	0.32	0.32	0.01	0.01	0.52	0.52	0.01	0.34	0.89
Queue Length 95th (ft)	2	0	0	0	1	0	0	0	34	145
Control Delay (s)	17.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	52.5	116.5
Lane LOS	C				B				F	F
Approach Delay (s)	0.2				0.0				52.5	116.5
Approach LOS									F	F

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	61
Future Volume (Veh/h)	0	61
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	70
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	2870	876
vC1, stage 1 conf vol	1762	
vC2, stage 2 conf vol	1108	
vCu, unblocked vol	2870	876
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	76
cM capacity (veh/h)	90	288

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	980	0	0	1544	0	3	0	0	0	0	1
Future Volume (Veh/h)	0	980	0	0	1544	0	3	0	0	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	1126	0	0	1775	0	3	0	0	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1775			1126			2014	2901	563	2338	2901	888
vC1, stage 1 conf vol							1126	1126		1775	1775	
vC2, stage 2 conf vol							888	1775		563	1126	
vCu, unblocked vol	1775			1126			2014	2901	563	2338	2901	888
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	100	100	100	100
cM capacity (veh/h)	355			628			133	91	475	72	91	291

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	563	563	888	888	3	1
Volume Left	0	0	0	0	3	0
Volume Right	0	0	0	0	0	1
cSH	355	1700	628	1700	133	291
Volume to Capacity	0.00	0.33	0.00	0.52	0.02	0.00
Queue Length 95th (ft)	0	0	0	0	2	0
Control Delay (s)	0.0	0.0	0.0	0.0	32.7	17.4
Lane LOS					D	C
Approach Delay (s)	0.0		0.0		32.7	17.4
Approach LOS					D	C

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	52.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	96	884	1	1287	9	0	257
Future Volume (Veh/h)	96	884	1	1287	9	0	257
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	105	971	0	1414	10	0	282
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised		Raised			
Median storage veh)		1		1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.74		0.00			0.74	0.74
vC, conflicting volume	1424		0			2110	707
vC1, stage 1 conf vol						1414	
vC2, stage 2 conf vol						696	
vCu, unblocked vol	862		0			1792	0
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	82		0			100	65
cM capacity (veh/h)	572		0			168	799

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	105	486	486	707	707	10	282
Volume Left	105	0	0	0	0	0	0
Volume Right	0	0	0	0	0	10	282
cSH	572	1700	1700	1700	1700	1700	799
Volume to Capacity	0.18	0.29	0.29	0.42	0.42	0.01	0.35
Queue Length 95th (ft)	17	0	0	0	0	0	40
Control Delay (s)	12.7	0.0	0.0	0.0	0.0	0.0	11.9
Lane LOS	B						B
Approach Delay (s)	1.2			0.0			11.9
Approach LOS							B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1596	1748	81	0	125
Future Volume (Veh/h)	0	1596	1748	81	0	125
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1680	1840	85	0	132
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			217			
pX, platoon unblocked	0.63				0.63	0.63
vC, conflicting volume	1925				2302	656
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	404				1004	0
tC, single (s)	4.1				6.8	7.1
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	80
cM capacity (veh/h)	733				152	664

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	420	420	420	420	736	736	453	132
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	85	132
cSH	1700	1700	1700	1700	1700	1700	1700	664
Volume to Capacity	0.25	0.25	0.25	0.25	0.43	0.43	0.27	0.20
Queue Length 95th (ft)	0	0	0	0	0	0	0	18
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Lane LOS								B
Approach Delay (s)	0.0				0.0			11.8
Approach LOS								B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	50.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	4	0	20	0	0	0	71	64	529	0	0	462
Future Volume (Veh/h)	4	0	20	0	0	0	71	64	529	0	0	462
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	0	22	0	0	0	0	71	588	0	0	513
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)									391			
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94	0.00				0.94	
vC, conflicting volume	958	1252	266	1008	1262	294	0	532			588	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	822	1136	266	876	1146	114	0	532			427	
tC, single (s)	7.5	6.5	7.3	7.5	6.5	6.9	0.0	4.3			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	98	100	97	100	100	100	0	93			100	
cM capacity (veh/h)	238	177	681	211	175	866	0	972			1072	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	26	0	365	294	256	276
Volume Left	4	0	71	0	0	0
Volume Right	22	0	0	0	0	19
cSH	530	1700	972	1700	1072	1700
Volume to Capacity	0.05	0.00	0.07	0.17	0.00	0.16
Queue Length 95th (ft)	4	0	6	0	0	0
Control Delay (s)	12.1	0.0	2.4	0.0	0.0	0.0
Lane LOS	B	A	A			
Approach Delay (s)	12.1	0.0	1.3		0.0	
Approach LOS	B	A				

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	45.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	17
Future Volume (Veh/h)	17
Sign Control	
Grade	
Peak Hour Factor	0.90
Hourly flow rate (vph)	19
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	635	298	0	1074	591	0	0	490	0	0	219
Future Volume (Veh/h)	0	635	298	0	1074	591	0	0	490	0	0	219
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Hourly flow rate (vph)	0	730	432	0	1220	603	0	0	557	0	0	288
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1220			730			1340	1950	365	1585	1950	610
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1220			730			1340	1950	365	1585	1950	610
tC, single (s)	4.1			4.1			7.5	6.5	7.2	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	7	100	100	34
cM capacity (veh/h)	579			883			38	65	601	5	65	435

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	365	365	432	610	610	603	557	288
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	432	0	0	603	557	288
cSH	1700	1700	1700	1700	1700	1700	601	435
Volume to Capacity	0.21	0.21	0.25	0.36	0.36	0.35	0.93	0.66
Queue Length 95th (ft)	0	0	0	0	0	0	299	117
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	47.1	28.1
Lane LOS							E	D
Approach Delay (s)	0.0			0.0			47.1	28.1
Approach LOS							E	D

Intersection Summary			
Average Delay	9.0		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	866	259	0	1355	518	0	310	0	0
Future Volume (Veh/h)	0	866	259	0	1355	518	0	310	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	995	336	0	1540	569	0	326	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1235					
pX, platoon unblocked	0.67						0.67	0.67	0.67	0.67
vC, conflicting volume	1540			1331			2871	770	1765	2535
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	805			1331			2806	0	1143	2301
tC, single (s)	4.1			4.1			6.5	7.0	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	55	100	100
cM capacity (veh/h)	551			514			12	717	56	25

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	498	498	336	770	770	569	326
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	336	0	0	569	326
cSH	1700	1700	1700	1700	1700	1700	717
Volume to Capacity	0.29	0.29	0.20	0.45	0.45	0.33	0.45
Queue Length 95th (ft)	0	0	0	0	0	0	60
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.1
Lane LOS							B
Approach Delay (s)	0.0			0.0			14.1
Approach LOS							B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	866	0	0	1873	0	730
Future Volume (Veh/h)	866	0	0	1873	0	730
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.94
Hourly flow rate (vph)	941	0	0	1972	0	777
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				678		
pX, platoon unblocked					0.66	
vC, conflicting volume			941		1598	470
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			941		105	470
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	0
cM capacity (veh/h)			737		586	529

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	470	470	657	657	657	777
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	777
cSH	1700	1700	1700	1700	1700	529
Volume to Capacity	0.28	0.28	0.39	0.39	0.39	1.47
Queue Length 95th (ft)	0	0	0	0	0	964
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	242.4
Lane LOS						F
Approach Delay (s)	0.0		0.0			242.4
Approach LOS						F

Intersection Summary			
Average Delay	51.0		
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	94	220	0	112	1213	73	181	189	0	85	187	68
Stop/Veh	0.36	0.27	0.00	0.97	0.87	0.53	1.16	0.96	0.00	0.97	0.75	0.33
Vehicles Entered	257	800	209	111	1372	135	148	189	42	85	240	206
Vehicles Exited	257	796	209	112	1377	136	146	192	42	86	244	205
Hourly Exit Rate	257	796	209	112	1377	136	146	192	42	86	244	205
Input Volume	335	1056	266	125	1491	141	145	188	41	87	258	211
% of Volume	77	75	79	90	92	97	101	102	102	99	95	97

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2422
Stop/Veh	0.63
Vehicles Entered	3794
Vehicles Exited	3802
Hourly Exit Rate	3802
Input Volume	4344
% of Volume	88

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	88	248	8	474	1970	139	19	72	137	45	182	105
Stop/Veh	0.95	0.31	0.36	1.68	1.25	1.16	0.95	0.99	0.79	0.83	0.84	0.87
Vehicles Entered	90	793	22	273	1551	117	18	70	169	51	206	115
Vehicles Exited	93	784	22	268	1503	114	19	71	171	52	210	118
Hourly Exit Rate	93	784	22	268	1503	114	19	71	171	52	210	118
Input Volume	113	1004	26	295	1646	121	18	71	173	54	209	115
% of Volume	82	78	85	91	91	94	106	100	99	96	101	103

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3487
Stop/Veh	0.98
Vehicles Entered	3475
Vehicles Exited	3425
Hourly Exit Rate	3425
Input Volume	3843
% of Volume	89

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	107	294	24	50	1322	36	135	210	97	40	103	50
Stop/Veh	0.95	0.34	0.44	1.39	0.76	0.80	1.45	1.18	1.15	1.05	0.84	0.27
Vehicles Entered	108	846	53	35	1720	44	87	169	79	35	116	183
Vehicles Exited	110	852	54	35	1691	44	90	174	82	36	120	183
Hourly Exit Rate	110	852	54	35	1691	44	90	174	82	36	120	183
Input Volume	133	1036	62	38	1806	45	90	169	77	37	117	182
% of Volume	83	82	87	92	94	98	100	103	106	98	102	100

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2468
Stop/Veh	0.70
Vehicles Entered	3475
Vehicles Exited	3471
Hourly Exit Rate	3471
Input Volume	3792
% of Volume	92

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	9	386	38	5	1195	31	516	116	13	124	44	80
Stop/Veh	1.12	0.39	0.60	1.67	0.77	0.94	1.66	1.71	1.86	1.19	1.10	1.10
Vehicles Entered	8	966	62	3	1513	32	295	65	7	101	39	70
Vehicles Exited	8	977	63	3	1510	32	280	61	7	100	39	70
Hourly Exit Rate	8	977	63	3	1510	32	280	61	7	100	39	70
Input Volume	12	1118	69	4	1576	35	295	62	6	98	38	75
% of Volume	68	87	91	71	96	91	95	99	112	102	102	93

104: 13th St NE & Route 460 Performance by movement

Movement	All
Total Stops	2557
Stop/Veh	0.79
Vehicles Entered	3161
Vehicles Exited	3150
Hourly Exit Rate	3150
Input Volume	3389
% of Volume	93

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	5	224	103	51	369	1	462	7	90	17	17	11
Stop/Veh	1.00	0.29	0.39	1.11	0.30	1.00	0.80	0.78	0.87	0.94	0.94	1.00
Vehicles Entered	5	783	262	45	1229	1	552	9	103	18	17	11
Vehicles Exited	5	781	265	45	1224	1	566	9	103	18	18	11
Hourly Exit Rate	5	781	265	45	1224	1	566	9	103	18	18	11
Input Volume	8	884	299	48	1223	1	571	7	104	17	20	9
% of Volume	61	88	89	94	100	100	99	124	99	106	91	119

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	All
Total Stops	1357
Stop/Veh	0.44
Vehicles Entered	3035
Vehicles Exited	3046
Hourly Exit Rate	3046
Input Volume	3191
% of Volume	95

106: Route 460 & Granby St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	91	76	274	31	66	40	578
Stop/Veh	0.88	0.09	0.21	0.25	0.92	0.85	0.23
Vehicles Entered	103	836	1320	123	70	47	2499
Vehicles Exited	102	836	1322	123	70	47	2500
Hourly Exit Rate	102	836	1322	123	70	47	2500
Input Volume	106	893	1320	122	73	45	2560
% of Volume	96	94	100	101	96	104	98

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	37	439	6	260	437	22	104	16	250	34	21	26
Stop/Veh	0.97	0.56	0.06	0.97	0.34	0.35	0.89	0.84	0.70	0.92	0.91	0.93
Vehicles Entered	38	764	93	255	1269	63	116	19	352	36	22	28
Vehicles Exited	37	775	93	259	1288	63	112	18	350	36	22	27
Hourly Exit Rate	37	775	93	259	1288	63	112	18	350	36	22	27
Input Volume	40	822	97	252	1268	62	117	19	351	38	21	27
% of Volume	92	94	96	103	102	102	96	96	100	95	105	99

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	All
Total Stops	1652
Stop/Veh	0.53
Vehicles Entered	3055
Vehicles Exited	3080
Hourly Exit Rate	3080
Input Volume	3114
% of Volume	99

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Stops	197	140	2	17	883	25	8	6	16	17	104	1415
Stop/Veh	0.92	0.15	0.14	1.21	0.62	0.66	1.00	1.00	0.94	0.85	0.92	0.51
Vehicles Entered	207	902	14	14	1417	38	8	6	17	19	108	2750
Vehicles Exited	211	899	14	14	1409	38	8	6	17	20	112	2748
Hourly Exit Rate	211	899	14	14	1409	38	8	6	17	20	112	2748
Input Volume	217	952	13	11	1416	39	8	7	17	20	111	2813
% of Volume	97	94	106	124	100	97	100	83	100	99	101	98

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBR	All
Total Stops	76	218	1	2	908	38	2	1	70	143	1459
Stop/Veh	0.89	0.26	0.25	1.00	0.65	0.48	1.00	1.00	0.84	0.86	0.55
Vehicles Entered	84	839	4	2	1372	79	2	1	81	162	2626
Vehicles Exited	84	843	4	2	1372	79	2	1	82	162	2631
Hourly Exit Rate	84	843	4	2	1372	79	2	1	82	162	2631
Input Volume	90	883	4	1	1369	79	2	1	84	169	2682
% of Volume	93	95	94	200	100	100	114	100	98	96	98

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	272	31	56	290	56	9	714
Stop/Veh	0.33	0.35	0.89	0.21	0.88	0.75	0.29
Vehicles Entered	816	87	62	1373	63	12	2413
Vehicles Exited	818	86	62	1374	63	12	2415
Hourly Exit Rate	818	86	62	1374	63	12	2415
Input Volume	853	92	67	1369	67	11	2458
% of Volume	96	93	92	100	94	112	98

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	61	153	1	632	27	20	70	964
Stop/Veh	0.91	0.19	1.00	0.50	0.35	0.87	0.83	0.42
Vehicles Entered	66	788	1	1252	77	22	83	2289
Vehicles Exited	67	788	1	1250	77	22	82	2287
Hourly Exit Rate	67	788	1	1250	77	22	82	2287
Input Volume	70	822	1	1240	77	23	82	2316
% of Volume	95	96	100	101	100	96	100	99

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	327	104	571	27	266	38	1333
Stop/Veh	0.80	0.24	0.61	0.04	0.83	0.09	0.41
Vehicles Entered	397	429	902	738	316	397	3179
Vehicles Exited	401	432	905	740	317	398	3193
Hourly Exit Rate	401	432	905	740	317	398	3193
Input Volume	416	444	893	746	324	400	3223
% of Volume	96	97	101	99	98	99	99

201: 11th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	7	46	0	22	53	2	38	7	175
Stop/Veh	0.88	0.05	0.00	0.63	0.03	0.07	1.00	1.00	0.06
Vehicles Entered	8	960	4	35	1755	28	37	7	2834
Vehicles Exited	8	966	4	35	1752	28	38	7	2838
Hourly Exit Rate	8	966	4	35	1752	28	38	7	2838
Input Volume	10	1132	5	37	1844	29	38	6	3103
% of Volume	78	85	76	94	95	97	99	112	91

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	49	0	53	4	106
Stop/Veh	0.05	0.00	0.03	1.00	0.04
Vehicles Entered	999	1	1866	4	2870
Vehicles Exited	1001	1	1859	4	2865
Hourly Exit Rate	1001	1	1859	4	2865
Input Volume	1166	1	1955	4	3126
% of Volume	86	100	95	100	92

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	0	1	261	0	9	54	0	7	5	337
Stop/Veh		1.00	0.25	0.00	0.69	0.03	0.00	1.00	1.00	0.12
Vehicles Entered	0	1	1027	2	13	1852	4	7	5	2911
Vehicles Exited	0	1	1033	2	13	1846	4	7	5	2911
Hourly Exit Rate	0	1	1033	2	13	1846	4	7	5	2911
Input Volume	1	1	1191	3	13	1934	4	9	5	3161
% of Volume	0	100	87	67	100	95	100	78	100	92

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBU	WBT	All
Total Stops	4	0	686	690
Stop/Veh	0.00		0.44	0.26
Vehicles Entered	1092	0	1539	2631
Vehicles Exited	1086	0	1518	2604
Hourly Exit Rate	1086	0	1518	2604
Input Volume	1223	1	1584	2808
% of Volume	89	0	96	93

205: Crossover #2 & Route 460 Performance by movement

Movement	EBU	EBT	WBU	WBT	All
Total Stops	1	15	1	689	706
Stop/Veh	1.00	0.01	1.00	0.44	0.27
Vehicles Entered	1	1061	1	1572	2635
Vehicles Exited	1	1054	1	1537	2593
Hourly Exit Rate	1	1054	1	1537	2593
Input Volume	1	1194	1	1583	2779
% of Volume	100	88	100	97	93

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	0	0	1	4	374	6	385
Stop/Veh	0.00	0.00	1.00	1.33	0.23	1.00	0.14
Vehicles Entered	1049	4	1	3	1614	6	2677
Vehicles Exited	1041	4	1	3	1601	6	2656
Hourly Exit Rate	1041	4	1	3	1601	6	2656
Input Volume	1189	5	1	3	1612	5	2816
% of Volume	88	80	100	100	99	120	94

207: Driveway & Route 460 Performance by movement

Movement	EBU	EBT	WBT	All
Total Stops	0	2	32	34
Stop/Veh		0.00	0.02	0.01
Vehicles Entered	0	1067	1589	2656
Vehicles Exited	0	1066	1590	2656
Hourly Exit Rate	0	1066	1590	2656
Input Volume	1	1214	1588	2803
% of Volume	0	88	100	95

208: Route 460 & 20th St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	13	2	16	11	9	18	69
Stop/Veh	0.87	0.00	0.01	0.05	1.00	0.95	0.02
Vehicles Entered	15	1035	1618	216	9	18	2911
Vehicles Exited	15	1038	1619	217	9	18	2916
Hourly Exit Rate	15	1038	1619	217	9	18	2916
Input Volume	16	1178	1623	212	9	18	3056
% of Volume	92	88	100	102	97	101	95

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Stops	12	4	0	10	393	7	2	1	37	0	3	469
Stop/Veh	0.92	0.00	0.00	0.67	0.31	0.37	1.00	1.00	1.00		1.00	0.21
Vehicles Entered	13	881	10	15	1260	19	2	1	37	0	3	2241
Vehicles Exited	13	882	10	14	1262	19	2	1	37	0	3	2243
Hourly Exit Rate	13	882	10	14	1262	19	2	1	37	0	3	2243
Input Volume	14	973	9	17	1256	21	3	1	38	1	3	2337
% of Volume	91	91	108	81	100	92	67	100	97	0	100	96

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBT	WBR	NBL	NBT	NBR	SBR	All
Total Stops	5	1	1	1	4	0	0	5	1	4	22
Stop/Veh	0.71	0.00	0.03	0.50	0.00	0.00		1.00	1.00	1.00	0.01
Vehicles Entered	7	867	31	2	1303	5	0	5	1	4	2225
Vehicles Exited	7	876	32	2	1302	4	0	5	1	4	2233
Hourly Exit Rate	7	876	32	2	1302	4	0	5	1	4	2233
Input Volume	8	952	33	2	1302	5	1	4	1	3	2312
% of Volume	85	92	97	100	100	80	0	125	100	133	97

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBR	All
Total Stops	1	0	3	0	0	4	7	15
Stop/Veh	0.00	0.00	0.50	0.00	0.00	1.00	1.00	0.01
Vehicles Entered	874	5	6	1292	1	4	7	2189
Vehicles Exited	883	5	6	1291	1	4	7	2197
Hourly Exit Rate	883	5	6	1291	1	4	7	2197
Input Volume	950	6	6	1291	1	5	6	2265
% of Volume	93	83	100	100	100	80	117	97

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	2	1	10	0	4	31	2	6	38	94
Stop/Veh	1.00	0.50	0.01	0.00	0.80	0.55	0.00	1.00	0.97	0.04
Vehicles Entered	2	2	866	6	5	56	1330	6	38	2311
Vehicles Exited	2	2	868	6	5	55	1329	6	39	2312
Hourly Exit Rate	2	2	868	6	5	55	1329	6	39	2312
Input Volume	3	2	932	7	5	56	1325	6	37	2373
% of Volume	67	100	93	86	100	99	100	100	106	97

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	0	0	5	17	36	28	86
Stop/Veh	0.00	0.00	0.71	0.01	0.97	1.00	0.04
Vehicles Entered	889	12	7	1382	36	28	2354
Vehicles Exited	888	11	7	1375	36	28	2345
Hourly Exit Rate	888	11	7	1375	36	28	2345
Input Volume	949	12	7	1372	37	29	2406
% of Volume	94	90	100	100	98	97	97

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	1	19	0	1	2	18	5	46
Stop/Veh	0.50	0.79	0.00	0.00	0.04	1.00	1.00	0.02
Vehicles Entered	2	24	871	1378	45	18	5	2343
Vehicles Exited	2	24	866	1374	45	17	5	2333
Hourly Exit Rate	2	24	866	1374	45	17	5	2333
Input Volume	2	25	930	1365	45	19	4	2390
% of Volume	100	97	93	101	100	88	125	98

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	NBR	All
Total Stops	1	1	2	2	2	24	2	34
Stop/Veh	1.00	0.50	0.00	0.67	1.00	0.02	1.00	0.01
Vehicles Entered	1	2	896	3	2	1439	2	2345
Vehicles Exited	1	2	895	3	2	1439	2	2344
Hourly Exit Rate	1	2	895	3	2	1439	2	2344
Input Volume	2	2	960	3	3	1424	2	2396
% of Volume	50	100	93	100	67	101	100	98

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	1	15	10	1	16	1	18	10	72
Stop/Veh	0.33	0.75	0.01	0.50	0.01	0.03	1.00	1.00	0.03
Vehicles Entered	2	20	1152	2	1524	33	18	10	2761
Vehicles Exited	2	20	1145	2	1529	33	17	10	2758
Hourly Exit Rate	2	20	1145	2	1529	33	17	10	2758
Input Volume	3	21	1198	3	1528	33	19	8	2813
% of Volume	67	94	96	67	100	101	88	121	98

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	1	24	0	0	2	1	12	23	63
Stop/Veh	0.50	0.67	0.00	0.00	0.00	0.04	1.00	1.00	0.02
Vehicles Entered	2	35	1113	1	1521	27	12	23	2734
Vehicles Exited	2	35	1108	1	1525	27	12	23	2733
Hourly Exit Rate	2	35	1108	1	1525	27	12	23	2733
Input Volume	2	38	1166	1	1532	25	16	21	2800
% of Volume	100	92	95	100	100	109	74	111	98

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	1	0	93	12	106
Stop/Veh	0.00	0.00	0.06	1.00	0.04
Vehicles Entered	914	6	1456	12	2388
Vehicles Exited	914	6	1457	12	2389
Hourly Exit Rate	914	6	1457	12	2389
Input Volume	967	5	1454	10	2436
% of Volume	95	120	100	117	98

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBR	SBL	All
Total Stops	7	10	0	13	12	44	4	2	13	2	107
Stop/Veh	0.88	0.83	0.00	0.76	0.63	0.03	0.05	1.00	1.00	1.00	0.04
Vehicles Entered	8	11	881	17	19	1464	75	2	13	2	2492
Vehicles Exited	8	12	881	17	19	1464	75	2	13	2	2493
Hourly Exit Rate	8	12	881	17	19	1464	75	2	13	2	2493
Input Volume	7	11	933	16	19	1463	82	3	10	3	2549
% of Volume	110	107	94	105	99	100	91	67	127	67	98

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	2	0	14	0	5	58	79
Stop/Veh	0.00	0.00	0.01	0.00	1.00	0.98	0.03
Vehicles Entered	911	11	1544	15	5	58	2544
Vehicles Exited	913	11	1542	15	5	58	2544
Hourly Exit Rate	913	11	1542	15	5	58	2544
Input Volume	961	12	1550	11	5	58	2597
% of Volume	95	92	99	136	100	100	98

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	1	2	1	1	0	121	0	0	3	87	1	7
Stop/Veh	0.50	1.00	0.00	0.06	0.00	0.59	0.00	0.00	1.00	0.98	1.00	1.00
Vehicles Entered	2	2	846	18	1	203	1419	3	3	87	1	7
Vehicles Exited	2	2	846	18	1	203	1419	3	3	87	1	6
Hourly Exit Rate	2	2	846	18	1	203	1419	3	3	87	1	6
Input Volume	2	3	878	17	1	200	1420	3	3	83	1	5
% of Volume	100	67	96	106	100	102	100	100	100	105	100	114

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	All
Total Stops	224
Stop/Veh	0.09
Vehicles Entered	2592
Vehicles Exited	2591
Hourly Exit Rate	2591
Input Volume	2616
% of Volume	99

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	0	7	0	0	0	3	0	0	29	5	41	61
Stop/Veh	0.00	0.88	0.00	0.00		0.75	0.00	0.00	0.97	1.00	0.93	0.95
Vehicles Entered	1	8	914	12	0	4	1534	18	29	5	41	60
Vehicles Exited	1	8	911	11	0	4	1536	18	29	5	36	52
Hourly Exit Rate	1	8	911	11	0	4	1536	18	29	5	36	52
Input Volume	1	9	942	12	1	4	1526	19	30	4	41	61
% of Volume	100	86	97	94	0	94	101	95	96	118	88	85

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	146
Stop/Veh	0.06
Vehicles Entered	2626
Vehicles Exited	2611
Hourly Exit Rate	2611
Input Volume	2651
% of Volume	98

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBT	WBT	NBL	SBR	All
Total Stops	0	0	3	2	5
Stop/Veh	0.00	0.00	1.00	1.00	0.00
Vehicles Entered	947	1567	3	2	2519
Vehicles Exited	943	1570	3	2	2518
Hourly Exit Rate	943	1570	3	2	2518
Input Volume	984	1565	3	1	2553
% of Volume	96	100	100	200	99

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBR	All
Total Stops	64	0	1	5	1	258	329
Stop/Veh	0.70	0.00	1.00	0.00	0.10	0.98	0.13
Vehicles Entered	91	872	1	1306	10	258	2538
Vehicles Exited	90	869	1	1300	10	258	2528
Hourly Exit Rate	90	869	1	1300	10	258	2528
Input Volume	96	907	1	1299	9	257	2570
% of Volume	94	96	100	100	108	100	98

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	573	104	6	120	803
Stop/Veh	0.45	0.06	0.08	0.98	0.25
Vehicles Entered	1268	1688	79	121	3156
Vehicles Exited	1254	1692	79	120	3145
Hourly Exit Rate	1254	1692	79	120	3145
Input Volume	1662	1801	81	125	3669
% of Volume	75	94	97	96	86

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Total Stops	4	17	42	32	28	24	1	148
Stop/Veh	1.00	1.00	0.67	0.56	0.06	0.05	0.06	0.13
Vehicles Entered	4	17	63	57	496	446	17	1100
Vehicles Exited	4	17	62	56	495	447	17	1098
Hourly Exit Rate	4	17	62	56	495	447	17	1098
Input Volume	4	20	71	64	556	462	17	1194
% of Volume	100	86	88	87	89	97	101	92

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	6	6
Stop/Veh	0.00	0.01	0.01
Vehicles Entered	292	496	788
Vehicles Exited	293	496	789
Hourly Exit Rate	293	496	789
Input Volume	298	490	788
% of Volume	98	101	100

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	11	0	139	63	7	0	220
Stop/Veh	0.02	0.00	0.13	0.11	0.01	0.00	0.07
Vehicles Entered	635	292	1055	557	496	230	3265
Vehicles Exited	634	292	1053	554	496	229	3258
Hourly Exit Rate	634	292	1053	554	496	229	3258
Input Volume	635	298	1084	591	490	219	3317
% of Volume	100	98	97	94	101	105	98

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	152	16	4	0	1	173
Stop/Veh	0.17	0.06	0.00	0.00	0.00	0.05
Vehicles Entered	908	251	1323	484	318	3284
Vehicles Exited	910	251	1324	485	317	3287
Hourly Exit Rate	910	251	1324	485	317	3287
Input Volume	893	259	1396	518	310	3376
% of Volume	102	97	95	94	102	97

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	137	7	57	201
Stop/Veh	0.14	0.00	0.16	0.07
Vehicles Entered	947	1762	329	3038
Vehicles Exited	944	1773	329	3046
Hourly Exit Rate	944	1773	329	3046
Input Volume	935	1878	730	3543
% of Volume	101	94	45	86

Total Network Performance

Total Stops	27121
Stop/Veh	2.06
Vehicles Entered	12090
Vehicles Exited	11940
Hourly Exit Rate	11940
Input Volume	131187
% of Volume	9

Existing Conditions – PM Peak Hour

Lanes, Volumes, Timings
101: Williamson Rd NE & Route 460

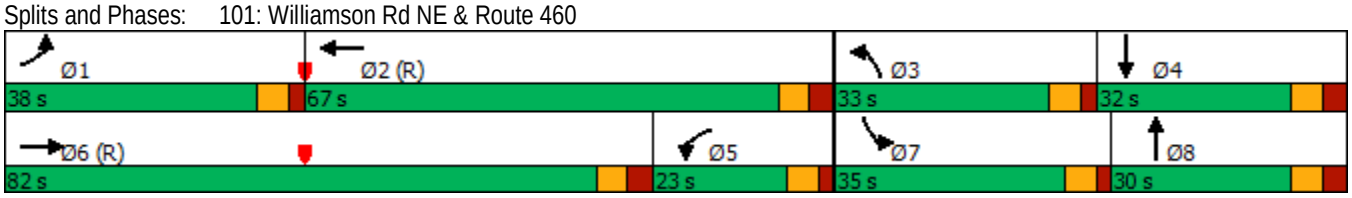
02/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	297	1181	120	87	1300	125	202	278	70	198	315	323
Future Volume (vph)	297	1181	120	87	1300	125	202	278	70	198	315	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	492		212	202		625	300		115
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor									0.99		0.99	
Frt		0.984				0.850			0.850		0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4785	0	1752	3995	1568	1719	3574	1599	1770	3234	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	4785	0	1752	3995	1568	1719	3574	1578	1770	3234	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				198			198		130	
Link Speed (mph)		20			35			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		7.4			23.0			40.4			8.9	
Confl. Peds. (#/hr)									3			5
Peak Hour Factor	0.88	0.91	0.75	0.91	0.87	0.89	0.95	0.77	0.82	0.80	0.84	0.82
Heavy Vehicles (%)	3%	7%	4%	3%	7%	3%	5%	1%	1%	2%	2%	2%
Adj. Flow (vph)	338	1298	160	96	1494	140	213	361	85	248	375	394
Shared Lane Traffic (%)												
Lane Group Flow (vph)	338	1458	0	96	1494	140	213	361	85	248	769	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						Free			Free			
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.0	19.2		14.0	19.2		14.0	15.4		14.0	15.4	
Total Split (s)	38.0	82.0		23.0	67.0		33.0	30.0		35.0	32.0	
Total Split (%)	22.4%	48.2%		13.5%	39.4%		19.4%	17.6%		20.6%	18.8%	
Maximum Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
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	3.2		2.0	3.2		2.0	3.4		2.0	3.4	
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	7.2		6.0	7.2		6.0	7.4		6.0	7.4	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.5	6.0		4.5	6.0		4.5	4.5		4.5	4.5	
Minimum Gap (s)	4.5	3.5		4.5	3.5		4.5	4.5		4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			3			5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	32.0	71.5		20.3	59.8	170.0	25.1	24.2	170.0	27.4	26.5	
Actuated g/C Ratio	0.19	0.42		0.12	0.35	1.00	0.15	0.14	1.00	0.16	0.16	
v/c Ratio	1.03	0.72		0.46	1.06	0.09	0.84	0.71	0.05	0.87	1.25	
Control Delay	122.2	42.3		46.3	63.1	0.1	96.8	78.6	0.1	99.6	173.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	122.2	42.3		46.3	63.1	0.1	96.8	78.6	0.1	99.6	173.9	
LOS	F	D		D	E	A	F	E	A	F	F	
Approach Delay		57.4			57.0			74.4			155.8	
Approach LOS		E			E			E			F	
90th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Ped		Max	Ped	
70th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
50th %ile Term Code	Max	Coord		Hold	Coord		Max	Max		Max	Max	
30th %ile Green (s)	32.0	70.1		21.7	59.8		24.8	24.0		27.6	26.8	
30th %ile Term Code	Max	Coord		Hold	Coord		Gap	Hold		Gap	Max	
10th %ile Green (s)	32.0	63.1		28.7	59.8		19.9	29.1		22.5	31.7	
10th %ile Term Code	Max	Coord		Hold	Coord		Gap	Hold		Gap	Max	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 160 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 78.7	Intersection LOS: E
Intersection Capacity Utilization 95.4%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

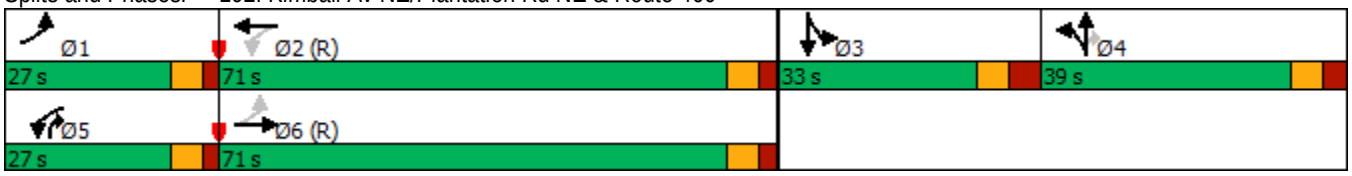


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	1330	18	114	1351	63	25	194	450	124	75	131
Future Volume (vph)	111	1330	18	114	1351	63	25	194	450	124	75	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	148		0	0		0	500		500
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00				0.99			
Frt		0.996			0.993				0.850		0.945	
Flt Protected	0.950			0.950				0.994			0.980	
Satd. Flow (prot)	1687	4907	0	1752	4222	0	0	1816	1583	0	3192	0
Flt Permitted	0.064			0.058				0.994			0.980	
Satd. Flow (perm)	114	4907	0	107	4222	0	0	1816	1563	0	3192	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			4				78		57	
Link Speed (mph)		20			35			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		40.3			26.6			58.2			56.0	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.70	0.92	0.50	0.79	0.92	0.88	0.63	0.71	0.76	0.78	0.82	0.91
Heavy Vehicles (%)	7%	5%	17%	3%	7%	11%	4%	4%	2%	4%	4%	6%
Adj. Flow (vph)	159	1446	36	144	1468	72	40	273	592	159	91	144
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	1482	0	144	1540	0	0	313	592	0	394	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	8.0	25.0		6.0	25.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	27.0	71.0		27.0	71.0		39.0	39.0	27.0	33.0	33.0	
Total Split (%)	15.9%	41.8%		15.9%	41.8%		22.9%	22.9%	15.9%	19.4%	19.4%	
Maximum Green (s)	21.0	64.3		21.0	64.3		31.7	31.7	21.0	24.9	24.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.7		6.0	6.7			7.3	6.0		8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		24.0			24.0							
Pedestrian Calls (#/hr)		0			1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	80.3	62.8		90.9	70.2			31.8	57.3		23.1	
Actuated g/C Ratio	0.47	0.37		0.53	0.41			0.19	0.34		0.14	
v/c Ratio	0.76	0.82		0.49	0.88			0.92	1.02		0.82	
Control Delay	82.5	26.3		78.3	17.7			99.5	86.3		75.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	82.5	26.3		78.3	17.7			99.5	86.3		75.0	
LOS	F	C		E	B			F	F		E	
Approach Delay		31.8			22.9			90.9			75.0	
Approach LOS		C			C			F			E	
90th %ile Green (s)	21.0	64.3		21.0	64.3		31.7	31.7	21.0	24.9	24.9	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	20.4	64.3		21.0	64.9		31.7	31.7	21.0	24.9	24.9	
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	17.5	64.3		21.0	67.8		31.8	31.8	21.0	24.8	24.8	
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
30th %ile Green (s)	14.5	64.3		21.0	70.8		34.4	34.4	21.0	22.2	22.2	
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
10th %ile Green (s)	10.6	56.9		37.0	83.3		29.4	29.4	37.0	18.6	18.6	
10th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Max	Gap	Gap	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 144 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay: 43.8	Intersection LOS: D
Intersection Capacity Utilization 81.3%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



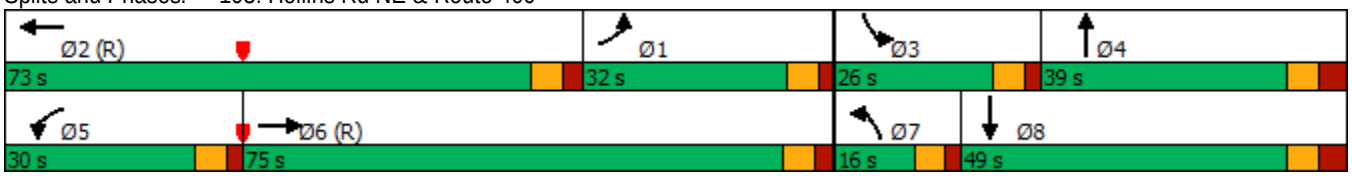
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	1640	78	82	1268	42	89	156	112	119	149	171
Future Volume (vph)	186	1640	78	82	1268	42	89	156	112	119	149	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		0	173		0	300		235	175		215
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	*0.75	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.993			0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	4043	0	1719	4868	0	1583	1696	0	1703	1881	1524
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1703	4043	0	1719	4868	0	1583	1696	0	1703	1881	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			18				230
Link Speed (mph)		20			35			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		46.6			13.8			43.2			66.0	
Peak Hour Factor	0.83	0.91	0.93	0.91	0.94	0.64	0.75	0.87	0.92	0.86	0.76	0.86
Heavy Vehicles (%)	6%	5%	5%	5%	6%	2%	14%	4%	7%	6%	1%	6%
Adj. Flow (vph)	224	1802	84	90	1349	66	119	179	122	138	196	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	1886	0	90	1415	0	119	301	0	138	196	199
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												Free
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	12.0	18.5		12.0	18.5		12.0	13.9		12.0	13.9	
Total Split (s)	32.0	75.0		30.0	73.0		16.0	39.0		26.0	49.0	
Total Split (%)	18.8%	44.1%		17.6%	42.9%		9.4%	22.9%		15.3%	28.8%	
Maximum Green (s)	26.0	68.5		24.0	66.5		10.0	31.1		20.0	41.1	
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	2.5		2.0	2.5		2.0	3.9		2.0	3.9	
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	6.5		6.0	6.5		6.0	7.9		6.0	7.9	
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		3.5	4.5		3.5	4.5	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Act Effct Green (s)	31.7	80.4		14.7	63.4		10.0	30.6		17.9	38.5	170.0
Actuated g/C Ratio	0.19	0.47		0.09	0.37		0.06	0.18		0.11	0.23	1.00
v/c Ratio	0.71	0.99		0.61	0.78		1.28	0.94		0.77	0.46	0.13
Control Delay	68.8	52.6		88.3	74.9		243.7	101.2		100.7	60.1	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	68.8	52.6		88.3	74.9		243.7	101.2		100.7	60.1	0.2
LOS	E	D		F	E		F	F		F	E	A
Approach Delay		54.3			75.7			141.6			48.3	
Approach LOS		D			E			F			D	
90th %ile Green (s)	26.0	72.4		20.1	66.5		10.0	31.1		20.0	41.1	
90th %ile Term Code	Max	Coord		Gap	Coord		Max	Max		Max	Hold	
70th %ile Green (s)	26.4	75.6		16.9	66.1		10.0	31.1		20.0	41.1	
70th %ile Term Code	Hold	Coord		Gap	Coord		Max	Max		Max	Hold	
50th %ile Green (s)	30.2	78.2		14.7	62.7		10.0	31.1		19.6	40.7	
50th %ile Term Code	Hold	Coord		Gap	Coord		Max	Max		Gap	Hold	
30th %ile Green (s)	34.5	83.1		12.5	61.1		10.0	31.1		16.9	38.0	
30th %ile Term Code	Hold	Coord		Gap	Coord		Max	Max		Gap	Hold	
10th %ile Green (s)	41.3	92.8		9.3	60.8		10.0	28.6		12.9	31.5	
10th %ile Term Code	Hold	Coord		Gap	Coord		Max	Gap		Gap	Hold	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 154 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 68.7 Intersection LOS: E
Intersection Capacity Utilization 82.1% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1735	148	12	1264	76	112	58	15	215	86	39
Future Volume (vph)	27	1735	148	12	1264	76	112	58	15	215	86	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		0	154		0	150		0	200		145
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00						0.99	
Frt		0.987			0.989			0.972			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3399	0	1671	3373	0	1770	1794	0	1787	1713	0
Flt Permitted	0.092			0.041			0.950			0.950		
Satd. Flow (perm)	175	3399	0	72	3373	0	1770	1794	0	1787	1713	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		10			7			5				
Link Speed (mph)		35			35			25			30	
Link Distance (ft)		303			694			1828			2154	
Travel Time (s)		5.9			13.5			49.9			49.0	
Confl. Peds. (#/hr)						3						2
Peak Hour Factor	0.54	0.98	0.86	0.75	0.94	0.71	0.76	0.66	0.75	0.88	0.90	0.50
Heavy Vehicles (%)	0%	5%	3%	8%	6%	1%	2%	2%	7%	1%	1%	5%
Adj. Flow (vph)	50	1770	172	16	1345	107	147	88	20	244	96	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	50	1942	0	16	1452	0	147	108	0	244	174	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	12.0	18.0		12.0	18.0		13.0	13.0		14.8	14.8	
Total Split (s)	19.0	101.0		14.0	96.0		25.0	25.0		30.0	30.0	
Total Split (%)	11.2%	59.4%		8.2%	56.5%		14.7%	14.7%		17.6%	17.6%	
Maximum Green (s)	13.0	95.0		8.0	90.0		18.0	18.0		23.2	23.2	
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		3.0	3.0		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	6.0		6.0	6.0		7.0	7.0		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.5	4.5		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			19.0		21.0	21.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			3		0	0		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	106.9	102.2		103.9	98.8		17.3	17.3		23.2	23.2	
Actuated g/C Ratio	0.63	0.60		0.61	0.58		0.10	0.10		0.14	0.14	
v/c Ratio	0.28	0.95		0.16	0.74		0.82	0.58		1.00	0.75	
Control Delay	9.6	22.5		14.5	27.8		106.0	82.1		129.6	90.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.6	22.5		14.5	27.8		106.0	82.1		129.6	90.3	
LOS	A	C		B	C		F	F		F	F	
Approach Delay		22.2			27.7			95.9			113.2	
Approach LOS		C			C			F			F	
90th %ile Green (s)	8.7	96.1		6.9	94.3		18.0	18.0		23.2	23.2	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Ped	Ped	
70th %ile Green (s)	7.8	96.6		6.4	95.2		18.0	18.0		23.2	23.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Max	Max	
50th %ile Green (s)	7.2	97.0		6.0	95.8		18.0	18.0		23.2	23.2	
50th %ile Term Code	Gap	Coord		Min	Coord		Max	Max		Max	Max	
30th %ile Green (s)	6.6	109.0		0.0	96.4		18.0	18.0		23.2	23.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max		Max	Max	
10th %ile Green (s)	0.0	112.3		0.0	112.3		14.7	14.7		23.2	23.2	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap		Max	Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 160 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 37.9	Intersection LOS: D
Intersection Capacity Utilization 86.1%	ICU Level of Service E
Analysis Period (min) 15	

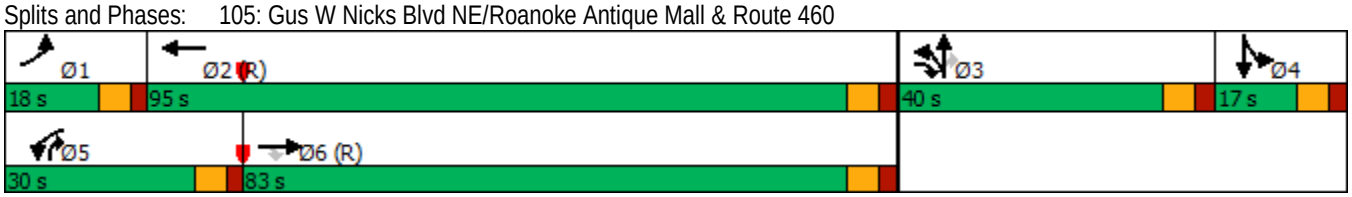
Splits and Phases: 104: 13th St NE & Route 460

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	1210	653	117	983	7	334	32	89	33	69	30
Future Volume (vph)	43	1210	653	117	983	7	334	32	89	33	69	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	103		0	0		262	150		150
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.956	
Flt Protected	0.950			0.950			0.950	0.967		0.950		
Satd. Flow (prot)	1805	3406	1583	1671	3401	0	1327	1722	1404	1805	1788	0
Flt Permitted	0.950			0.950			0.950	0.967		0.950		
Satd. Flow (perm)	1805	3406	1583	1671	3401	0	1327	1722	1404	1805	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		1				74		9	
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			911	
Travel Time (s)		11.3			4.7			40.8			31.1	
Peak Hour Factor	0.77	0.92	0.89	0.87	0.87	0.58	0.90	0.57	0.89	0.83	0.72	0.75
Heavy Vehicles (%)	0%	6%	2%	8%	6%	0%	2%	0%	15%	0%	1%	3%
Adj. Flow (vph)	56	1315	734	134	1130	12	371	56	100	40	96	40
Shared Lane Traffic (%)							33%					
Lane Group Flow (vph)	56	1315	734	134	1142	0	249	178	100	40	136	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6	3	5	2		3	3	5	4	4	
Permitted Phases			6						3			
Detector Phase	1	6	3	5	2		3	3	5	4	4	
Switch Phase												
Minimum Initial (s)	10.0	12.0	6.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	16.0	18.5	12.5	12.0	18.5		12.5	12.5	12.0	12.6	12.6	
Total Split (s)	18.0	83.0	40.0	30.0	95.0		40.0	40.0	30.0	17.0	17.0	
Total Split (%)	10.6%	48.8%	23.5%	17.6%	55.9%		23.5%	23.5%	17.6%	10.0%	10.0%	
Maximum Green (s)	12.0	76.5	33.5	24.0	88.5		33.5	33.5	24.0	10.4	10.4	
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	2.5	2.5	2.0	2.5		2.5	2.5	2.0	2.6	2.6	
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	6.5	6.5	6.0	6.5		6.5	6.5	6.0	6.6	6.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5	4.5	3.5	3.5	3.5	
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0	25.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0	10.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	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)		20.0	24.0		12.0		24.0	24.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	11.0	81.6	121.6	18.9	92.7		33.5	33.5	52.9	10.4	10.4	
Actuated g/C Ratio	0.06	0.48	0.72	0.11	0.55		0.20	0.20	0.31	0.06	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.48	0.80	0.61	0.72	0.62		0.95	0.53	0.21	0.36	1.16	
Control Delay	101.7	26.2	10.0	72.9	46.1		111.3	67.6	9.7	86.4	193.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	101.7	26.2	10.0	72.9	46.1		111.3	67.6	9.7	86.4	193.4	
LOS	F	C	B	E	D		F	E	A	F	F	
Approach Delay		22.5			48.9			77.2			169.1	
Approach LOS		C			D			E			F	
90th %ile Green (s)	12.0	76.5	33.5	24.0	88.5		33.5	33.5	24.0	10.4	10.4	
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	12.0	78.4	33.5	22.1	88.5		33.5	33.5	22.1	10.4	10.4	
70th %ile Term Code	Max	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	
50th %ile Green (s)	11.1	81.2	33.5	19.3	89.4		33.5	33.5	19.3	10.4	10.4	
50th %ile Term Code	Gap	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	
30th %ile Green (s)	10.0	83.9	33.5	16.6	90.5		33.5	33.5	16.6	10.4	10.4	
30th %ile Term Code	Min	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	
10th %ile Green (s)	0.0	88.1	33.4	12.5	106.6		33.4	33.4	12.5	10.4	10.4	
10th %ile Term Code	Skip	Coord	Gap	Gap	Coord		Gap	Gap	Gap	Max	Max	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 88 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 100	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 44.2	Intersection LOS: D
Intersection Capacity Utilization 72.5%	ICU Level of Service C
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	39	1256	1061	85	222	150
Future Volume (vph)	39	1256	1061	85	222	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	263			305	142	242
Storage Lanes	1			1	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1262	3471	3406	1568	1770	1568
Flt Permitted	0.183				0.950	
Satd. Flow (perm)	243	3471	3406	1568	1770	1568
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				83		35
Link Speed (mph)		40	40		25	
Link Distance (ft)		592	426		1532	
Travel Time (s)		10.1	7.3		41.8	
Peak Hour Factor	0.77	0.90	0.94	0.87	0.91	0.72
Heavy Vehicles (%)	43%	4%	6%	3%	2%	3%
Adj. Flow (vph)	51	1396	1129	98	244	208
Shared Lane Traffic (%)						
Lane Group Flow (vph)	51	1396	1129	98	244	208
Turn Type	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1	6	2		3	1
Permitted Phases	6			2		3
Detector Phase	1	6	2	2	3	1
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	18.0	100.0	82.0	82.0	70.0	18.0
Total Split (%)	10.6%	58.8%	48.2%	48.2%	41.2%	10.6%
Maximum Green (s)	12.0	93.4	75.4	75.4	61.3	12.0
Yellow Time (s)	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead		Lag	Lag		Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)	124.7	124.1	106.1	106.1	30.6	51.3
Actuated g/C Ratio	0.73	0.73	0.62	0.62	0.18	0.30
v/c Ratio	0.20	0.55	0.53	0.10	0.77	0.42
Control Delay	4.0	3.4	39.8	16.6	81.7	40.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay	4.0	3.4	39.8	16.6	81.7	40.6
LOS	A	A	D	B	F	D
Approach Delay		3.4	37.9		62.8	
Approach LOS		A	D		E	
90th %ile Green (s)	12.0	115.1	97.1	97.1	39.6	12.0
90th %ile Term Code	Max	Coord	Coord	Coord	Gap	Max
70th %ile Green (s)	12.0	120.4	102.4	102.4	34.3	12.0
70th %ile Term Code	Max	Coord	Coord	Coord	Gap	Max
50th %ile Green (s)	12.0	124.1	106.1	106.1	30.6	12.0
50th %ile Term Code	Max	Coord	Coord	Coord	Gap	Max
30th %ile Green (s)	12.0	127.9	109.9	109.9	26.8	12.0
30th %ile Term Code	Max	Coord	Coord	Coord	Gap	Max
10th %ile Green (s)	12.0	133.2	115.2	115.2	21.5	12.0
10th %ile Term Code	Max	Coord	Coord	Coord	Gap	Max

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 165 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 59.8% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 106: Route 460 & Granby St NE

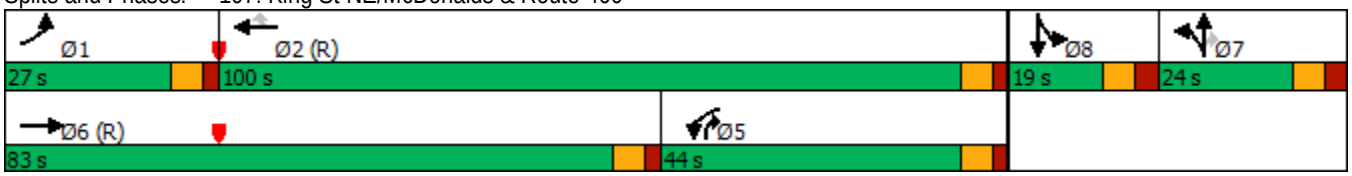
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1264	221	357	1003	37	122	8	399	31	35	11
Future Volume (vph)	33	1264	221	357	1003	37	122	8	399	31	35	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	402		300	210		168	35		35
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850			0.850			0.850		0.981	
Flt Protected	0.950			0.950				0.958			0.981	
Satd. Flow (prot)	1805	3471	1599	1770	3374	1615	0	1788	1599	0	1805	0
Flt Permitted	0.950			0.950				0.958			0.981	
Satd. Flow (perm)	1805	3471	1566	1770	3374	1615	0	1788	1599	0	1805	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			110			103		4	
Link Speed (mph)		20			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		24.0			18.2			31.4			42.2	
Confl. Peds. (#/hr)			1									
Peak Hour Factor	0.53	0.91	0.87	0.89	0.94	0.84	0.78	0.40	0.92	0.71	0.67	0.69
Heavy Vehicles (%)	0%	4%	1%	2%	7%	0%	2%	0%	1%	0%	0%	9%
Adj. Flow (vph)	62	1389	254	401	1067	44	156	20	434	44	52	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	1389	254	401	1067	44	0	176	434	0	112	0
Turn Type	Prot	NA	Free	Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		7	7	5	8	8	
Permitted Phases			Free			2			7			
Detector Phase	1	6		5	2	2	7	7	5	8	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0	13.0	12.0	13.1	13.1	
Total Split (s)	27.0	83.0		44.0	100.0	100.0	24.0	24.0	44.0	19.0	19.0	
Total Split (%)	15.9%	48.8%		25.9%	58.8%	58.8%	14.1%	14.1%	25.9%	11.2%	11.2%	
Maximum Green (s)	21.0	77.0		38.0	94.0	94.0	17.0	17.0	38.0	11.9	11.9	
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	3.0	3.0	2.0	3.1	3.1	
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		7.0	6.0		7.1	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	11.7	77.0	170.0	38.0	103.3	103.3		17.0	56.0		11.9	
Actuated g/C Ratio	0.07	0.45	1.00	0.22	0.61	0.61		0.10	0.33		0.07	
v/c Ratio	0.50	0.88	0.16	1.02	0.52	0.04		0.99	0.73		0.86	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	92.5	50.4	0.2	112.0	25.7	1.2		138.4	32.9		122.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	92.5	50.4	0.2	112.0	25.7	1.2		138.4	32.9		122.1	
LOS	F	D	A	F	C	A		F	C		F	
Approach Delay		44.5			47.9			63.4			122.1	
Approach LOS		D			D			E			F	
90th %ile Green (s)	15.9	77.0		38.0	99.1	99.1	17.0	17.0	38.0	11.9	11.9	
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
70th %ile Green (s)	13.4	77.0		38.0	101.6	101.6	17.0	17.0	38.0	11.9	11.9	
70th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
50th %ile Green (s)	11.7	77.0		38.0	103.3	103.3	17.0	17.0	38.0	11.9	11.9	
50th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
30th %ile Green (s)	9.9	77.0		38.0	105.1	105.1	17.0	17.0	38.0	11.9	11.9	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
10th %ile Green (s)	7.4	77.0		38.0	107.6	107.6	17.0	17.0	38.0	11.9	11.9	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 14 (8%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 50.9 Intersection LOS: D
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460



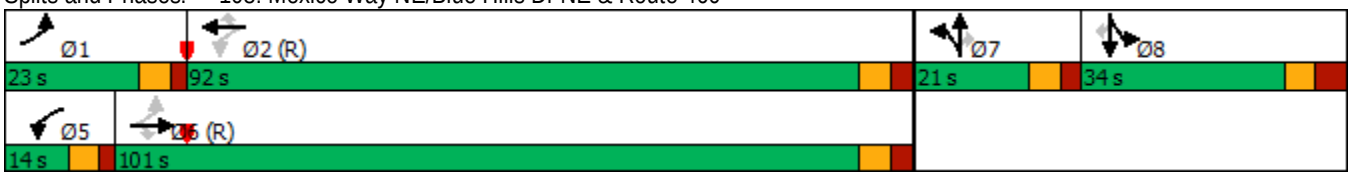
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1595	23	38	1055	17	46	4	56	89	10	275
Future Volume (vph)	95	1595	23	38	1055	17	46	4	56	89	10	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	172		392	235		235	0		410
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Ped Bike Factor						0.98						
Frt			0.850			0.850			0.850		0.876	0.850
Flt Protected	0.950			0.950				0.959		0.950	0.998	
Satd. Flow (prot)	1467	3505	1615	1805	3406	1077	0	1822	1615	1681	1474	1490
Flt Permitted	0.156			0.052				0.959		0.950	0.998	
Satd. Flow (perm)	241	3505	1615	99	3406	1054	0	1822	1615	1681	1474	1490
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			113			151			155			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.64	0.94	0.82	0.83	0.94	0.64	0.69	0.33	0.82	0.89	0.31	0.62
Heavy Vehicles (%)	23%	3%	0%	0%	6%	50%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	148	1697	28	46	1122	27	67	12	68	100	32	444
Shared Lane Traffic (%)										10%		46%
Lane Group Flow (vph)	148	1697	28	46	1122	27	0	79	68	90	246	240
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6		6	2		2			7			8
Detector Phase	1	6	6	5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	8.0	8.0	15.0	15.0	15.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4	14.4	14.4	23.2	23.2	23.2
Total Split (s)	23.0	101.0	101.0	14.0	92.0	92.0	21.0	21.0	21.0	34.0	34.0	34.0
Total Split (%)	13.5%	59.4%	59.4%	8.2%	54.1%	54.1%	12.4%	12.4%	12.4%	20.0%	20.0%	20.0%
Maximum Green (s)	17.0	94.0	94.0	8.0	85.0	85.0	14.6	14.6	14.6	25.8	25.8	25.8
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	4.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.4	2.4	2.4	4.2	4.2	4.2
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)	6.0	7.0	7.0	6.0	7.0	7.0		6.4	6.4	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	8.0	8.0	3.5	8.0	8.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	110.1	98.7	98.7	100.1	91.1	91.1		12.7	12.7	25.8	25.8	25.8
Actuated g/C Ratio	0.65	0.58	0.58	0.59	0.54	0.54		0.07	0.07	0.15	0.15	0.15
v/c Ratio	0.60	0.83	0.03	0.33	0.61	0.04		0.58	0.26	0.35	1.10	1.06

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	17.4	39.4	0.0	20.0	29.8	0.1		92.9	2.4	69.1	153.6	142.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	39.4	0.0	20.0	29.8	0.1		92.9	2.4	69.1	153.6	142.8
LOS	B	D	A	B	C	A		F	A	E	F	F
Approach Delay		37.1			28.8			51.0			135.9	
Approach LOS		D			C			D			F	
90th %ile Green (s)	16.9	94.0	94.0	8.0	85.1	85.1	14.6	14.6	14.6	25.8	25.8	25.8
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	14.3	94.0	94.0	8.0	87.7	87.7	14.6	14.6	14.6	25.8	25.8	25.8
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	12.7	94.9	94.9	8.0	90.2	90.2	13.7	13.7	13.7	25.8	25.8	25.8
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
30th %ile Green (s)	11.1	96.9	96.9	8.0	93.8	93.8	11.7	11.7	11.7	25.8	25.8	25.8
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
10th %ile Green (s)	9.0	113.7	113.7	0.0	98.7	98.7	8.9	8.9	8.9	25.8	25.8	25.8
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Max	Max	Max

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 86 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 50.0 Intersection LOS: D
Intersection Capacity Utilization 81.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	1505	30	10	1023	106	17	3	23	92	1	82
Future Volume (vph)	208	1505	30	10	1023	106	17	3	23	92	1	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		248	310		232	0		106	0		165
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.965			0.954	
Satd. Flow (prot)	1787	3505	1615	1641	3374	1615	0	1834	1615	0	1813	1615
Flt Permitted	0.127			0.089				0.965			0.954	
Satd. Flow (perm)	239	3505	1615	154	3374	1615	0	1834	1615	0	1813	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107			124			169			155
Link Speed (mph)		25			45			20			35	
Link Distance (ft)		364			861			704			1748	
Travel Time (s)		9.9			13.0			24.0			34.1	
Peak Hour Factor	0.93	0.97	0.75	0.63	0.91	0.84	0.80	0.38	0.82	0.82	0.25	0.76
Heavy Vehicles (%)	1%	3%	0%	10%	7%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	224	1552	40	16	1124	126	21	8	28	112	4	108
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	1552	40	16	1124	126	0	29	28	0	116	108
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	6 4	5	2	2 3	4	4		3	3	
Permitted Phases	6			2					4			3
Detector Phase	1	6	6 4	5	2	2 3	4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	7.0	18.0		7.0	18.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	15.5	26.5		15.5	26.5		14.3	14.3	14.3	16.2	16.2	16.2
Total Split (s)	30.0	70.0		30.0	70.0		25.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	20.0%	46.7%		20.0%	46.7%		16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	21.5	61.5		21.5	61.5		17.7	17.7	17.7	15.8	15.8	15.8
Yellow Time (s)	4.9	4.9		4.9	4.9		3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	3.6	3.6		3.6	3.6		4.1	4.1	4.1	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5			7.3	7.3		9.2	9.2
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	Min		None	Min		None	None	None	None	None	None
Act Effct Green (s)	75.1	69.8	79.3	59.6	52.3	75.1		8.8	8.8		13.3	13.3
Actuated g/C Ratio	0.63	0.59	0.67	0.50	0.44	0.63		0.07	0.07		0.11	0.11
v/c Ratio	0.67	0.76	0.04	0.10	0.76	0.12		0.21	0.10		0.57	0.34
Control Delay	25.5	24.3	0.1	12.6	33.8	2.2		62.5	0.7		66.2	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	25.5	24.3	0.1	12.6	33.8	2.2		62.5	0.7		66.2	5.1
LOS	C	C	A	B	C	A		E	A		E	A
Approach Delay		23.9			30.4			32.2			36.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			D	
90th %ile Green (s)	21.5	75.7		7.3	61.5		11.2	11.2	11.2	15.8	15.8	15.8
90th %ile Term Code	Max	Hold		Gap	Max		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	17.2	69.8		7.0	59.6		9.7	9.7	9.7	15.8	15.8	15.8
70th %ile Term Code	Gap	Hold		Min	Gap		Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	13.8	73.7		0.0	51.4		8.5	8.5	8.5	14.6	14.6	14.6
50th %ile Term Code	Gap	Hold		Skip	Gap		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	11.3	61.9		0.0	42.1		7.4	7.4	7.4	12.0	12.0	12.0
30th %ile Term Code	Gap	Hold		Skip	Gap		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	8.1	61.5		0.0	44.9		0.0	0.0	0.0	8.7	8.7	8.7
10th %ile Term Code	Gap	Max		Skip	Hold		Skip	Skip	Skip	Gap	Gap	Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 119.1	
Natural Cycle: 100	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 27.4	Intersection LOS: C
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	
90th %ile Actuated Cycle: 143.5	
70th %ile Actuated Cycle: 135.8	
50th %ile Actuated Cycle: 121.8	
30th %ile Actuated Cycle: 106.3	
10th %ile Actuated Cycle: 87.9	

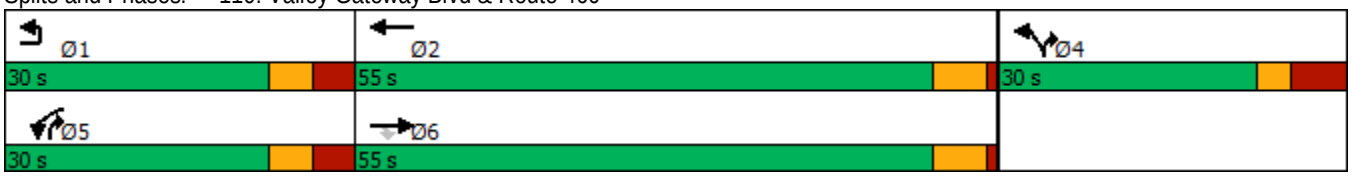
Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1364	255	130	981	157	44
Future Volume (vph)	1	1364	255	130	981	157	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330	525		250	250
Storage Lanes	1		1	2		1	0
Taper Length (ft)	0			0		0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt			0.850				0.850
Flt Protected	0.950			0.950		0.950	
Satd. Flow (prot)	1805	3505	1583	3400	3343	3467	1538
Flt Permitted	0.950			0.950		0.950	
Satd. Flow (perm)	1805	3505	1583	3400	3343	3467	1538
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			271				11
Link Speed (mph)		25			45	25	
Link Distance (ft)		861			1474	1213	
Travel Time (s)		23.5			22.3	33.1	
Peak Hour Factor	0.25	0.95	0.94	0.80	0.95	0.91	0.70
Heavy Vehicles (%)	0%	3%	2%	3%	8%	1%	5%
Adj. Flow (vph)	4	1436	271	163	1033	173	63
Shared Lane Traffic (%)							
Lane Group Flow (vph)	4	1436	271	163	1033	173	63
Turn Type	Prot	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5	2	4	4 5
Permitted Phases			6				
Detector Phase	1	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	6.0	16.0	16.0	6.0	16.0	8.0	
Minimum Split (s)	13.4	21.6	21.6	13.4	21.6	15.9	
Total Split (s)	30.0	55.0	55.0	30.0	55.0	30.0	
Total Split (%)	26.1%	47.8%	47.8%	26.1%	47.8%	26.1%	
Maximum Green (s)	22.6	49.4	49.4	22.6	49.4	22.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	4.6	3.0	
All-Red Time (s)	3.6	1.0	1.0	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	5.6	5.6	7.4	5.6	7.9	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	4.0	3.5	
Recall Mode	None	Min	Min	None	Min	None	
Act Effct Green (s)	6.3	49.1	49.1	10.2	64.0	10.4	28.0
Actuated g/C Ratio	0.07	0.54	0.54	0.11	0.71	0.11	0.31
v/c Ratio	0.03	0.76	0.28	0.43	0.44	0.44	0.13
Control Delay	42.0	20.0	2.3	41.5	7.4	41.3	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	20.0	2.3	41.5	7.4	41.3	19.8
LOS	D	B	A	D	A	D	B
Approach Delay		17.2			12.1	35.6	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS		B			B	D	
90th %ile Green (s)	6.9	49.4	49.4	13.0	55.5	13.2	
90th %ile Term Code	Gap	Max	Max	Gap	Hold	Gap	
70th %ile Green (s)	0.0	49.4	49.4	11.3	68.1	11.5	
70th %ile Term Code	Skip	Max	Max	Gap	Hold	Gap	
50th %ile Green (s)	0.0	49.4	49.4	10.2	67.0	10.3	
50th %ile Term Code	Skip	Max	Max	Gap	Hold	Gap	
30th %ile Green (s)	0.0	49.4	49.4	9.1	65.9	9.3	
30th %ile Term Code	Skip	Max	Max	Gap	Hold	Gap	
10th %ile Green (s)	0.0	47.5	47.5	7.7	62.6	8.0	
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Min	

Intersection Summary	
Area Type: Other	
Cycle Length: 115	
Actuated Cycle Length: 90.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 66.8%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 96.5	
70th %ile Actuated Cycle: 93.1	
50th %ile Actuated Cycle: 90.8	
30th %ile Actuated Cycle: 88.7	
10th %ile Actuated Cycle: 84.1	

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	203	1204	0	956	112	123	182
Future Volume (vph)	203	1204	0	956	112	123	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	3502	3505	1900	3343	1568	1787	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	3502	3505	1900	3343	1568	1787	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					135		204
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		951		1551	
Travel Time (s)		15.7		14.4		42.3	
Peak Hour Factor	0.94	0.95	1.00	0.88	0.83	0.88	0.89
Heavy Vehicles (%)	0%	3%	0%	8%	3%	1%	2%
Adj. Flow (vph)	216	1267	0	1086	135	140	204
Shared Lane Traffic (%)							
Lane Group Flow (vph)	216	1267	0	1086	135	140	204
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	10.0	18.0	5.0	18.0		8.0	8.0
Minimum Split (s)	16.3	24.2	13.5	24.2		15.1	15.1
Total Split (s)	30.0	75.0	13.5	75.0		30.0	30.0
Total Split (%)	22.2%	55.6%	10.0%	55.6%		22.2%	22.2%
Maximum Green (s)	23.7	68.8	5.0	68.8		22.9	22.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	2.0	1.0	4.2	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	6.3	6.2	8.5	6.2		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	4.0	5.0	3.5	5.0		4.0	4.0
Recall Mode	None	Min	None	Min		Min	Min
Act Effct Green (s)	13.1	65.8		46.0	67.9	14.4	14.4
Actuated g/C Ratio	0.14	0.70		0.49	0.72	0.15	0.15
v/c Ratio	0.44	0.52		0.66	0.12	0.51	0.49
Control Delay	43.8	7.5		20.3	0.9	47.4	10.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	43.8	7.5		20.3	0.9	47.4	10.6
LOS	D	A		C	A	D	B
Approach Delay		12.8		18.2		25.6	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		B		C	
90th %ile Green (s)	17.6	92.7	0.0	68.8		21.5	21.5
90th %ile Term Code	Gap	Hold	Skip	Max		Gap	Gap
70th %ile Green (s)	14.5	74.7	0.0	53.9		16.9	16.9
70th %ile Term Code	Gap	Hold	Skip	Gap		Gap	Gap
50th %ile Green (s)	12.4	63.3	0.0	44.6		14.0	14.0
50th %ile Term Code	Gap	Hold	Skip	Gap		Gap	Gap
30th %ile Green (s)	10.8	55.1	0.0	38.0		11.7	11.7
30th %ile Term Code	Gap	Hold	Skip	Gap		Gap	Gap
10th %ile Green (s)	10.0	44.9	0.0	28.6		9.0	9.0
10th %ile Term Code	Min	Hold	Skip	Gap		Gap	Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 135	
Actuated Cycle Length: 94.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 16.4	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 127.5	
70th %ile Actuated Cycle: 104.9	
50th %ile Actuated Cycle: 90.6	
30th %ile Actuated Cycle: 80.1	
10th %ile Actuated Cycle: 67.2	

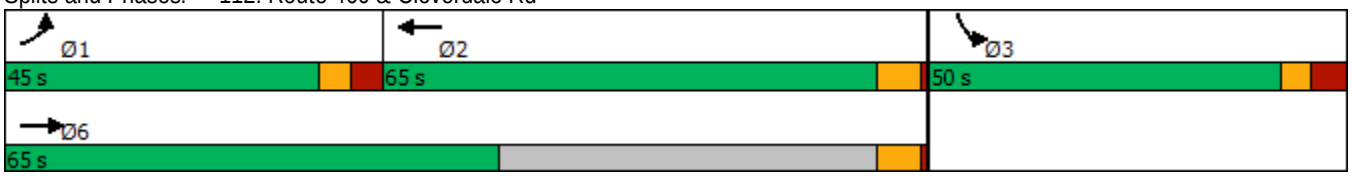
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	410	917	588	407	598	480
Future Volume (vph)	410	917	588	407	598	480
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	535
Storage Lanes	2			1	2	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3303	3471	3374	1455	3242	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3303	3471	3374	1455	3242	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				457		511
Link Speed (mph)		45	45		45	
Link Distance (ft)		951	4283		1990	
Travel Time (s)		14.4	64.9		30.2	
Peak Hour Factor	0.87	0.89	0.91	0.89	0.90	0.94
Heavy Vehicles (%)	6%	4%	7%	11%	8%	2%
Adj. Flow (vph)	471	1030	646	457	664	511
Shared Lane Traffic (%)						
Lane Group Flow (vph)	471	1030	646	457	664	511
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	1	6	2		3	
Permitted Phases				Free		Free
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0		8.0	
Minimum Split (s)	15.6	20.1	20.1		16.1	
Total Split (s)	45.0	65.0	65.0		50.0	
Total Split (%)	28.1%	40.6%	40.6%		31.3%	
Maximum Green (s)	37.4	58.9	58.9		41.9	
Yellow Time (s)	3.7	5.1	5.1		3.6	
All-Red Time (s)	3.9	1.0	1.0		4.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.6	6.1	6.1		8.1	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	4.0		4.0	
Recall Mode	None	Min	Min		None	
Act Effct Green (s)	22.6	60.2	29.7	104.5	29.5	104.5
Actuated g/C Ratio	0.22	0.58	0.28	1.00	0.28	1.00
v/c Ratio	0.66	0.52	0.67	0.31	0.73	0.32
Control Delay	44.0	14.7	38.2	0.6	40.1	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	14.7	38.2	0.6	40.1	0.5
LOS	D	B	D	A	D	A
Approach Delay		23.9	22.6		22.9	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		C	C		C	
90th %ile Green (s)	31.5	80.2	41.1		41.9	
90th %ile Term Code	Gap	Hold	Gap		Max	
70th %ile Green (s)	25.8	67.5	34.1		33.6	
70th %ile Term Code	Gap	Hold	Gap		Gap	
50th %ile Green (s)	22.4	59.8	29.8		29.2	
50th %ile Term Code	Gap	Hold	Gap		Gap	
30th %ile Green (s)	19.2	51.7	24.9		25.1	
30th %ile Term Code	Gap	Hold	Gap		Gap	
10th %ile Green (s)	15.4	43.0	20.0		19.5	
10th %ile Term Code	Gap	Hold	Gap		Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 104.5	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 23.2	Intersection LOS: C
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 136.3	
70th %ile Actuated Cycle: 115.3	
50th %ile Actuated Cycle: 103.2	
30th %ile Actuated Cycle: 91	
10th %ile Actuated Cycle: 76.7	

Splits and Phases: 112: Route 460 & Cloverdale Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	9	1854	4	2	30	1374	18	3	1	31	2
Future Volume (vph)	4	9	1854	4	2	30	1374	18	3	1	31	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190		0		175		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.91	1.00	*0.70	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt							0.998			0.879		
Flt Protected		0.950				0.950				0.996		
Satd. Flow (prot)	0	1805	3797	0	0	1708	4926	0	0	1579	0	0
Flt Permitted		0.950				0.950				0.996		
Satd. Flow (perm)	0	1805	3797	0	0	1708	4926	0	0	1579	0	0
Link Speed (mph)			35				35			25		
Link Distance (ft)			710				216			678		
Travel Time (s)			13.8				4.2			18.5		
Confl. Peds. (#/hr)				1				3				
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
Heavy Vehicles (%)	0%	0%	5%	50%	0%	6%	5%	11%	0%	0%	6%	0%
Adj. Flow (vph)	4	10	2037	4	2	33	1510	20	3	1	34	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	2041	0	0	35	1530	0	0	38	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			
* User Entered Value			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	11
Future Volume (vph)	0	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.884	
Flt Protected	0.993	
Satd. Flow (prot)	1668	0
Flt Permitted	0.993	
Satd. Flow (perm)	1668	0
Link Speed (mph)	25	
Link Distance (ft)	717	
Travel Time (s)	19.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	14	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1883	6	0	1424	0	5
Future Volume (vph)	1883	6	0	1424	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3435	0	0	3438	0	1370
Flt Permitted						
Satd. Flow (perm)	3435	0	0	3438	0	1370
Link Speed (mph)	35			35	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			8.1	10.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	0%	0%	5%	0%	20%
Adj. Flow (vph)	2069	7	0	1565	0	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2076	0	0	1565	0	5
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	1885	1	4	1409	2	1	0	25	0	0
Future Volume (vph)	1	1	1885	1	4	1409	2	1	0	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	30		0	0		0	0	
Storage Lanes		0		0	1		0	0		0	0	
Taper Length (ft)		0			0			0			0	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.870			0.865
Flt Protected					0.950				0.998			
Satd. Flow (prot)	0	0	3438	0	1805	3406	0	0	1650	0	0	1522
Flt Permitted					0.950				0.998			
Satd. Flow (perm)	0	0	3438	0	1805	3406	0	0	1650	0	0	1522
Link Speed (mph)			35			35			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			5.9			18.0			12.2
Confl. Peds. (#/hr)				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
Heavy Vehicles (%)	0%	0%	5%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	1	1923	1	4	1438	2	1	0	26	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1926	0	4	1440	0	0	27	0	0	13
Sign Control			Free			Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	13
Future Volume (vph)	13
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	8%
Adj. Flow (vph)	13
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1965	0	0	1352	0	0
Future Volume (vph)	1965	0	0	1352	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	694			470	250	
Travel Time (s)	13.5			9.2	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2005	0	0	1380	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2005	0	0	1380	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1965	0	0	1352	0	0
Future Volume (vph)	1965	0	0	1352	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	470			669	296	
Travel Time (s)	9.2			13.0	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2005	0	0	1380	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2005	0	0	1380	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1934	31	2	8	1350	2	2
Future Volume (vph)	1934	31	2	8	1350	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		1	0
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					0.932	
Flt Protected				0.950		0.976	
Satd. Flow (prot)	3434	0	0	1805	3406	1383	0
Flt Permitted				0.950		0.976	
Satd. Flow (perm)	3434	0	0	1805	3406	1383	0
Link Speed (mph)	35				35	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				14.4	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	0%	6%	50%	0%
Adj. Flow (vph)	1973	32	2	8	1378	2	2
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2005	0	0	10	1378	4	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.4%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1937	0	0	1359	0	0
Future Volume (vph)	1	1937	0	0	1359	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	0	3471	0	0	3438	1900	0
Flt Permitted							
Satd. Flow (perm)	0	3471	0	0	3438	1900	0
Link Speed (mph)		35			35	20	
Link Distance (ft)		740			487	223	
Travel Time (s)		14.4			9.5	7.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	0%	0%	5%	0%	0%
Adj. Flow (vph)	1	1997	0	0	1401	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1998	0	0	1401	0	0
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	24	1913	1336	31	13	23
Future Volume (vph)	24	1913	1336	31	13	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.912	
Flt Protected	0.950				0.983	
Satd. Flow (prot)	1805	3471	3431	0	1703	0
Flt Permitted	0.950				0.983	
Satd. Flow (perm)	1805	3471	3431	0	1703	0
Link Speed (mph)		35	35		25	
Link Distance (ft)		487	582		1090	
Travel Time (s)		9.5	11.3		29.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	5%	0%	0%	0%
Adj. Flow (vph)	25	1972	1377	32	13	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	1972	1409	0	37	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	26	1298	1	1	16	1094	43	0	0	9	5
Future Volume (vph)	2	26	1298	1	1	16	1094	43	0	0	9	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		70		0		270		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt							0.994			0.865		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3406	0	0	1805	3384	0	0	1644	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3406	0	0	1805	3384	0	0	1644	0	0
Link Speed (mph)			35				35			20		
Link Distance (ft)			243				990			290		
Travel Time (s)			4.7				19.3			9.9		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	6%	7%	0%	0%	0%	20%
Adj. Flow (vph)	2	27	1338	1	1	16	1128	44	0	0	9	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	1339	0	0	17	1172	0	0	9	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	11
Future Volume (vph)	1	11
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.913	
Flt Protected	0.986	
Satd. Flow (prot)	1530	0
Flt Permitted	0.986	
Satd. Flow (perm)	1530	0
Link Speed (mph)	25	
Link Distance (ft)	799	
Travel Time (s)	21.8	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	100%	0%
Adj. Flow (vph)	1	11
Shared Lane Traffic (%)		
Lane Group Flow (vph)	17	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	2	1274	29	1	10	1135	1	8	1	1	0
Future Volume (vph)	3	2	1274	29	1	10	1135	1	8	1	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		0		100	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.997					0.850		0.986		
Flt Protected		0.950								0.962		
Satd. Flow (prot)	0	1805	3400	0	0	0	3440	808	0	1802	0	0
Flt Permitted		0.950								0.962		
Satd. Flow (perm)	0	1805	3400	0	0	0	3440	808	0	1802	0	0
Link Speed (mph)			35				40			20		
Link Distance (ft)			990				765			302		
Travel Time (s)			19.3				13.0			10.3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	5%	100%	0%	0%	0%	0%
Adj. Flow (vph)	3	2	1313	30	1	10	1170	1	8	1	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	1343	0	0	0	1181	1	0	10	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	8
Future Volume (vph)	0	8
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1644	0
Flt Permitted		
Satd. Flow (perm)	1644	0
Link Speed (mph)	20	
Link Distance (ft)	526	
Travel Time (s)	17.9	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	8	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	0	1270	5	3	3	1134	0	7	0	13	0
Future Volume (vph)	6	0	1270	5	3	3	1134	0	7	0	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		100		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.999							0.914		
Flt Protected		0.950				0.950				0.982		
Satd. Flow (prot)	0	1805	3371	0	0	1805	3438	0	0	1405	0	0
Flt Permitted		0.950				0.950				0.982		
Satd. Flow (perm)	0	1805	3371	0	0	1805	3438	0	0	1405	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			765				990			275		
Travel Time (s)			13.0				16.9			9.4		
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 (%)	0%	0%	7%	0%	0%	0%	5%	0%	29%	0%	17%	0%
Adj. Flow (vph)	6	0	1366	5	3	3	1219	0	8	0	14	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	1371	0	0	6	1219	0	0	22	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 45.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	1900	0
Flt Permitted		
Satd. Flow (perm)	1900	0
Link Speed (mph)	20	
Link Distance (ft)	449	
Travel Time (s)	15.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	1	1264	24	90	1131	0	3	0	31	0	1
Future Volume (vph)	2	1	1264	24	90	1131	0	3	0	31	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	224		0	0		0	0	
Storage Lanes		0		0	1		0	0		0	0	
Taper Length (ft)		0			0			0			0	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997						0.876			0.892
Flt Protected					0.950				0.996			
Satd. Flow (prot)	0	0	3368	0	1787	3438	0	0	1658	0	0	1695
Flt Permitted					0.950				0.996			
Satd. Flow (perm)	0	0	3368	0	1787	3438	0	0	1658	0	0	1695
Link Speed (mph)			40			40			25			20
Link Distance (ft)			990			592			624			294
Travel Time (s)			16.9			10.1			17.0			10.0
Confl. Peds. (#/hr)							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 (%)	0%	0%	7%	0%	1%	5%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	1	1374	26	98	1229	0	3	0	34	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1403	0	98	1229	0	0	37	0	0	5
Sign Control			Free			Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.8%		ICU Level of Service D	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	4
Future Volume (vph)	4
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	0%
Adj. Flow (vph)	4
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	0	1441	36	3	27	1128	1	10	0	18	0
Future Volume (vph)	1	0	1441	36	3	27	1128	1	10	0	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		240		270		0	0		0	0
Storage Lanes		0		1		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850						0.914		
Flt Protected						0.950				0.982		
Satd. Flow (prot)	0	0	3471	1615	0	1805	3406	0	0	1705	0	0
Flt Permitted						0.950				0.982		
Satd. Flow (perm)	0	0	3471	1615	0	1805	3406	0	0	1705	0	0
Link Speed (mph)			40				40			25		
Link Distance (ft)			426				912			741		
Travel Time (s)			7.3				15.5			20.2		
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	0	1533	38	3	29	1200	1	11	0	19	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1534	38	0	32	1201	0	0	30	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1644	0
Flt Permitted		
Satd. Flow (perm)	1644	0
Link Speed (mph)	20	
Link Distance (ft)	284	
Travel Time (s)	9.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	1	2	1459	4	1125	20	42	28
Future Volume (vph)	1	2	1459	4	1125	20	42	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215		0		0	0	0
Storage Lanes		1		0		0	1	0
Taper Length (ft)		0		0			0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.997		0.946	
Flt Protected		0.950					0.971	
Satd. Flow (prot)	0	1805	3471	0	3380	0	1691	0
Flt Permitted		0.950					0.971	
Satd. Flow (perm)	0	1805	3471	0	3380	0	1691	0
Link Speed (mph)			40		40		25	
Link Distance (ft)			912		543		613	
Travel Time (s)			15.5		9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	6%	35%	0%	8%
Adj. Flow (vph)	1	2	1552	4	1197	21	45	30
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	3	1552	0	1222	0	75	0
Sign Control			Free		Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	0	1504	1	2	2	1142	0	0	0	2	0
Future Volume (vph)	5	0	1504	1	2	2	1142	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	0	0	0	3375	0	0	1644	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	0	0	0	3375	0	0	1644	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	0	1535	1	2	2	1165	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	1536	0	0	0	1169	0	0	2	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1644	0
Flt Permitted		
Satd. Flow (perm)	1644	0
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	23	1676	0	9	0	1352	40	0	0	0	39
Future Volume (vph)	5	23	1676	0	9	0	1352	40	0	0	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		220	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	0	0	0	3375	1615	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	0	0	0	3375	1615	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	5	23	1710	0	9	0	1380	41	0	0	0	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	1710	0	0	0	1389	41	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	30
Future Volume (vph)	0	30
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.941	
Flt Protected	0.973	
Satd. Flow (prot)	1717	0
Flt Permitted	0.973	
Satd. Flow (perm)	1717	0
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	3%
Adj. Flow (vph)	0	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	71	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	27	1694	0	10	1	1356	19	0	0	0	19
Future Volume (vph)	3	27	1694	0	10	1	1356	19	0	0	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		0		170	0		0	0
Storage Lanes		1		1		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	1900	0	0	3407	1615	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	1900	0	0	3407	1615	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	5%
Adj. Flow (vph)	3	29	1802	0	11	1	1443	20	0	0	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	1802	0	0	0	1455	20	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	32
Future Volume (vph)	0	32
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.915	
Flt Protected	0.982	
Satd. Flow (prot)	1676	0
Flt Permitted	0.982	
Satd. Flow (perm)	1676	0
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	34
Shared Lane Traffic (%)		
Lane Group Flow (vph)	54	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1731	9	0	1110	0	1
Future Volume (vph)	1731	9	0	1110	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3502	0	0	3374	0	1644
Flt Permitted						
Satd. Flow (perm)	3502	0	0	3374	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1766	9	0	1133	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1775	0	0	1133	0	1
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	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	2	1713	12	14	19	1094	20	8	0	17	4
Future Volume (vph)	5	2	1713	12	14	19	1094	20	8	0	17	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.999					0.850			0.850	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1805	3500	0	0	1805	3374	1302	0	1805	1615	0
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1805	3500	0	0	1805	3374	1302	0	1805	1615	0
Link Speed (mph)			30				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			6.8				8.4			10.3		
Confl. Peds. (#/hr)								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
Heavy Vehicles (%)	0%	0%	3%	8%	0%	0%	7%	24%	0%	0%	0%	0%
Adj. Flow (vph)	5	2	1748	12	14	19	1116	20	8	0	17	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	1760	0	0	33	1116	20	0	8	17	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	3
Future Volume (vph)	0	3
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.942	
Flt Protected	0.972	
Satd. Flow (prot)	1524	0
Flt Permitted	0.972	
Satd. Flow (perm)	1524	0
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	33%
Adj. Flow (vph)	0	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1738	10	0	1111	11	0	0	5	0	0	36
Future Volume (vph)	0	1738	10	0	1111	11	0	0	5	0	0	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Link Speed (mph)		30			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		12.6			5.5			12.4			19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	0%	0%	7%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1773	10	0	1134	11	0	0	5	0	0	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1783	0	0	1145	0	0	0	5	0	0	37
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	1472	34	127	1101	0	7	0	188	0	0
Future Volume (vph)	2	0	1472	34	127	1101	0	7	0	188	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0	150		175	0		0	0	
Storage Lanes		1		0	1		1	0		0	0	
Taper Length (ft)		0			0			0			0	
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			0.997						0.870			0.865
Flt Protected		0.950			0.950				0.998			
Satd. Flow (prot)	0	1805	3464	0	1805	3438	1900	0	1650	0	0	1644
Flt Permitted		0.950			0.950				0.998			
Satd. Flow (perm)	0	1805	3464	0	1805	3438	1900	0	1650	0	0	1644
Link Speed (mph)			45			45			25			20
Link Distance (ft)			1474			488			1132			378
Travel Time (s)			22.3			7.4			30.9			12.9
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 (%)	0%	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	0	1533	35	132	1147	0	7	0	196	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	1568	0	132	1147	0	0	203	0	0	1
Sign Control			Free			Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	44	1577	38	1	1	1182	34	14	0	2	16
Future Volume (vph)	1	44	1577	38	1	1	1182	34	14	0	2	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850				0.850		0.984		
Flt Protected		0.950				0.950				0.958		
Satd. Flow (prot)	0	1805	3471	1615	0	1805	3438	1568	0	1791	0	0
Flt Permitted		0.950				0.950				0.958		
Satd. Flow (perm)	0	1805	3471	1615	0	1805	3438	1568	0	1791	0	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Confl. Peds. (#/hr)				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 (%)	0%	0%	4%	0%	0%	0%	5%	3%	0%	0%	0%	0%
Adj. Flow (vph)	1	46	1643	40	1	1	1231	35	15	0	2	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	1643	40	0	2	1231	35	0	17	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	31
Future Volume (vph)	0	31
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.912	
Flt Protected	0.983	
Satd. Flow (prot)	1703	0
Flt Permitted	0.983	
Satd. Flow (perm)	1703	0
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	32
Shared Lane Traffic (%)		
Lane Group Flow (vph)	49	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1579	17	3	7	1214	0	4	0	12	0	0
Future Volume (vph)	0	1579	17	3	7	1214	0	4	0	12	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Ped Bike Factor												
Frt		0.998							0.897			
Flt Protected									0.988			
Satd. Flow (prot)	0	3466	0	0	0	3439	0	0	1684	0	0	1900
Flt Permitted									0.988			
Satd. Flow (perm)	0	3466	0	0	0	3439	0	0	1684	0	0	1900
Link Speed (mph)		45				45			20			20
Link Distance (ft)		955				1228			397			265
Travel Time (s)		14.5				18.6			13.5			9.0
Confl. Peds. (#/hr)							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 (%)	0%	4%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1645	18	3	7	1265	0	4	0	13	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1663	0	0	0	1275	0	0	17	0	0	0
Sign Control		Free				Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	196	1396	1111	27	11	111
Future Volume (vph)	2	196	1396	1111	27	11	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			170	0	0
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850	0.877	
Flt Protected		0.950				0.995	
Satd. Flow (prot)	0	1787	3505	3374	1553	1617	0
Flt Permitted		0.950				0.995	
Satd. Flow (perm)	0	1787	3505	3374	1553	1617	0
Link Speed (mph)			45	45		25	
Link Distance (ft)			1228	1034		827	
Travel Time (s)			18.6	15.7		22.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	7%	4%	18%	1%
Adj. Flow (vph)	2	211	1501	1195	29	12	119
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	213	1501	1195	29	131	0
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1598	1745	80	0	264
Future Volume (vph)	0	1598	1745	80	0	264
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	6225	4953	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	6225	4953	0	0	1627
Link Speed (mph)		30	25		25	
Link Distance (ft)		461	217		284	
Travel Time (s)		10.5	5.9		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	4%	4%	0%	1%
Adj. Flow (vph)	0	1776	1939	89	0	293
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1776	2028	0	0	293
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	10	0	38	0	0	0	73	36	589	2	0	705
Future Volume (vph)	10	0	38	0	0	0	73	36	589	2	0	705
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		0		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.893										0.994
Flt Protected		0.990							0.992			
Satd. Flow (prot)	0	1641	0	0	1900	0	0	0	3482	0	0	3521
Flt Permitted		0.990							0.992			
Satd. Flow (perm)	0	1641	0	0	1900	0	0	0	3482	0	0	3521
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	6%	3%	0%	0%	2%
Adj. Flow (vph)	12	0	45	0	0	0	87	43	701	2	0	839
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	0	0	0	0	833	0	0	874
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	29
Future Volume (vph)	29
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.84
Heavy Vehicles (%)	0%
Adj. Flow (vph)	35
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	352	0	476	0	0
Future Volume (vph)	0	352	0	476	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	1759	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1759	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.87	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	8%	2%	2%
Adj. Flow (vph)	0	405	0	517	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	405	0	517	0	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 28.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	937	352	0	875	744	0	0	476	0	0	211
Future Volume (vph)	0	937	352	0	875	744	0	0	476	0	0	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Link Speed (mph)		35			25			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			17.3			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Heavy Vehicles (%)	0%	10%	2%	0%	5%	5%	0%	0%	8%	0%	0%	2%
Adj. Flow (vph)	0	1077	405	0	994	791	0	0	517	0	0	237
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1077	405	0	994	791	0	0	517	0	0	237
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	987	426	0	1377	632	0	242	0	0
Future Volume (vph)	0	987	426	0	1377	632	0	242	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1583	0	3343	1524	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1583	0	3343	1524	0	1611	0	0
Link Speed (mph)		35			25		15		20	
Link Distance (ft)		636			557		373		372	
Travel Time (s)		12.4			15.2		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	2%	0%	8%	6%	0%	2%	2%	2%
Adj. Flow (vph)	0	1134	501	0	1565	702	0	255	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1134	501	0	1565	702	0	255	0	0
Sign Control		Free			Free		Yield		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	987	0	0	2009	0	611
Future Volume (vph)	987	0	0	2009	0	611
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	1580
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	1580
Link Speed (mph)	35			25	35	
Link Distance (ft)	557			461	793	
Travel Time (s)	10.9			12.6	15.4	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.97
Heavy Vehicles (%)	2%	2%	0%	7%	0%	4%
Adj. Flow (vph)	1073	0	0	2115	0	630
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1073	0	0	2115	0	630
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 71.8%	ICU Level of Service C
Analysis Period (min) 15	

HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	9	1854	4	2	30	1374	18	3	1	31	2
Future Volume (Veh/h)	4	9	1854	4	2	30	1374	18	3	1	31	2
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	10	2037	4	0	33	1510	20	3	1	34	2
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			710				937					
pX, platoon unblocked	0.00				0.00	0.56			0.56	0.56	0.56	0.56
vC, conflicting volume	0	1533			0	2042			2641	3659	682	2322
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1533			0	139			1202	3008	0	636
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	7.0	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.3			3.5	4.0	3.4	3.5
p0 queue free %	0	98			0	96			96	86	94	99
cM capacity (veh/h)	0	439			0	796			74	7	603	165

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	10	815	815	411	33	604	604	322	38	14
Volume Left	10	0	0	0	33	0	0	0	3	2
Volume Right	0	0	0	4	0	0	0	20	34	12
cSH	439	1700	1700	1700	796	1700	1700	1700	161	392
Volume to Capacity	0.02	0.48	0.48	0.24	0.04	0.36	0.36	0.19	0.24	0.04
Queue Length 95th (ft)	2	0	0	0	3	0	0	0	22	3
Control Delay (s)	13.4	0.0	0.0	0.0	9.7	0.0	0.0	0.0	34.1	14.5
Lane LOS	B				A				D	B
Approach Delay (s)	0.1				0.2				34.1	14.5
Approach LOS									D	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	11
Future Volume (Veh/h)	0	11
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	0	12
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.56	
vC, conflicting volume	3651	516
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2994	516
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	98
cM capacity (veh/h)	7	508

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1883	6	0	1424	0	5
Future Volume (Veh/h)	1883	6	0	1424	0	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2069	7	0	1565	0	5
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.54		0.69	0.54
vC, conflicting volume			2076		2855	1038
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1276		766	0
tC, single (s)			4.1		6.8	7.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.5
p0 queue free %			100		100	99
cM capacity (veh/h)			295		237	551

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1379	697	782	782	5
Volume Left	0	0	0	0	0
Volume Right	0	7	0	0	5
cSH	1700	1700	1700	1700	551
Volume to Capacity	0.81	0.41	0.46	0.46	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.6
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	1885	1	4	1409	2	1	0	25	0	0
Future Volume (Veh/h)	1	1	1885	1	4	1409	2	1	0	25	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	1923	1	4	1438	2	1	0	26	0	0
Pedestrians									3			1
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.68						0.68	0.68		0.68	0.68
vC, conflicting volume	0	1441			1927			2668	3378	965	2438	3377
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	718			1927			2515	3553	965	2177	3552
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			99			90	100	90	100	100
cM capacity (veh/h)	0	609			309			10	4	258	16	4

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	962	962	4	959	481	27	13
Volume Left	1	0	4	0	0	1	0
Volume Right	0	1	0	0	2	26	13
cSH	609	1700	309	1700	1700	132	727
Volume to Capacity	0.00	0.57	0.01	0.56	0.28	0.20	0.02
Queue Length 95th (ft)	0	0	1	0	0	18	1
Control Delay (s)	0.1	0.0	16.8	0.0	0.0	39.1	10.0
Lane LOS	A		C			E	B
Approach Delay (s)	0.0		0.0			39.1	10.0
Approach LOS						E	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lanes, Configurations	
Traffic Volume (veh/h)	13
Future Volume (Veh/h)	13
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	13
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.68
vC, conflicting volume	721
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	7.1
tC, 2 stage (s)	
tF (s)	3.4
p0 queue free %	98
cM capacity (veh/h)	727

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1965	0	0	1352	0	0
Future Volume (Veh/h)	1965	0	0	1352	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2005	0	0	1380	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	694					
pX, platoon unblocked			0.44		0.44	0.44
vC, conflicting volume			2005		2695	1002
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			726		2303	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			388		15	477

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1002	1002	460	920
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	388	1700
Volume to Capacity	0.59	0.59	0.00	0.54
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1965	0	0	1352	0	0
Future Volume (Veh/h)	1965	0	0	1352	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2005	0	0	1380	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1164					
pX, platoon unblocked			0.45		0.45	0.45
vC, conflicting volume			2005		2695	1002
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			782		2320	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			379		15	489

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1002	1002	460	920
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	379	1700
Volume to Capacity	0.59	0.59	0.00	0.54
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1934	31	2	8	1350	2	2
Future Volume (Veh/h)	1934	31	2	8	1350	2	2
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1973	32	0	8	1378	2	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	2005		2694	1002
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	2005		2694	1002
tC, single (s)			0.0	4.1		7.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		4.0	3.3
p0 queue free %			0	97		75	99
cM capacity (veh/h)			0	289		8	244

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1315	690	8	689	689	4
Volume Left	0	0	8	0	0	2
Volume Right	0	32	0	0	0	2
cSH	1700	1700	289	1700	1700	16
Volume to Capacity	0.77	0.41	0.03	0.41	0.41	0.26
Queue Length 95th (ft)	0	0	2	0	0	17
Control Delay (s)	0.0	0.0	17.8	0.0	0.0	302.7
Lane LOS			C			F
Approach Delay (s)	0.0		0.1			302.7
Approach LOS						F

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1	1937	0	0	1359	0	0
Future Volume (Veh/h)	1	1937	0	0	1359	0	0
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	1997	0	0	1401	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked	0.00					0.78	
vC, conflicting volume	0			1997		2698	998
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			1997		2612	998
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			100		100	100
cM capacity (veh/h)	0			291		16	246

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1331	666	467	934	0
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	291	1700	1700
Volume to Capacity	0.78	0.39	0.00	0.55	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	0.0		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	1913	1336	31	13	23
Future Volume (Veh/h)	24	1913	1336	31	13	23
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	25	1972	1377	32	13	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			582			
pX, platoon unblocked	0.77				0.77	0.77
vC, conflicting volume	1409				2429	704
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	941				2261	29
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	96				50	97
cM capacity (veh/h)	569				26	808

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	25	986	986	918	491	37
Volume Left	25	0	0	0	0	13
Volume Right	0	0	0	0	32	24
cSH	569	1700	1700	1700	1700	70
Volume to Capacity	0.04	0.58	0.58	0.54	0.29	0.52
Queue Length 95th (ft)	3	0	0	0	0	54
Control Delay (s)	11.6	0.0	0.0	0.0	0.0	102.5
Lane LOS	B					F
Approach Delay (s)	0.1			0.0		102.5
Approach LOS						F

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	26	1298	1	1	16	1094	43	0	0	9	5
Future Volume (Veh/h)	2	26	1298	1	1	16	1094	43	0	0	9	5
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	27	1338	1	0	16	1128	44	0	0	9	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			243									
pX, platoon unblocked	0.00				0.00	0.67			0.67	0.67	0.67	0.67
vC, conflicting volume	0	1172			0	1339			2000	2596	670	1914
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1172			0	536			1517	2402	0	1389
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.9
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.7
p0 queue free %	0	96			0	98			100	100	99	91
cM capacity (veh/h)	0	603			0	702			45	21	736	55

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	27	892	447	16	752	420	9	17
Volume Left	27	0	0	16	0	0	0	5
Volume Right	0	0	1	0	0	44	9	11
cSH	603	1700	1700	702	1700	1700	736	59
Volume to Capacity	0.04	0.52	0.26	0.02	0.44	0.25	0.01	0.29
Queue Length 95th (ft)	4	0	0	2	0	0	1	26
Control Delay (s)	11.2	0.0	0.0	10.2	0.0	0.0	10.0	89.4
Lane LOS	B			B			A	F
Approach Delay (s)	0.2			0.1			10.0	89.4
Approach LOS							A	F

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

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	11
Future Volume (Veh/h)	1	11
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1	11
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.67	
vC, conflicting volume	2575	586
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2370	586
tC, single (s)	8.5	6.9
tC, 2 stage (s)		
tF (s)	5.0	3.3
p0 queue free %	83	98
cM capacity (veh/h)	6	459

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	2	1274	29	1	10	1135	1	8	1	1	0
Future Volume (Veh/h)	3	2	1274	29	1	10	1135	1	8	1	1	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1313	30	0	10	1170	1	8	1	1	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			1233									
pX, platoon unblocked	0.00				0.00	0.68			0.68	0.68	0.68	0.68
vC, conflicting volume	0	1171			0	1343			1945	2523	672	1852
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1171			0	561			1447	2298	0	1310
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			87	96	100	100
cM capacity (veh/h)	0	604			0	693			62	26	741	77

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	875	468	400	780	1	10	8
Volume Left	2	0	0	10	0	0	8	0
Volume Right	0	0	30	0	0	1	1	8
cSH	604	1700	1700	693	1700	1700	59	459
Volume to Capacity	0.00	0.51	0.28	0.01	0.46	0.00	0.17	0.02
Queue Length 95th (ft)	0	0	0	1	0	0	14	1
Control Delay (s)	11.0	0.0	0.0	0.4	0.0	0.0	77.7	13.0
Lane LOS	B			A			F	B
Approach Delay (s)	0.0			0.2			77.7	13.0
Approach LOS							F	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	8
Future Volume (Veh/h)	0	8
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	0	8
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.68	
vC, conflicting volume	2537	585
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2318	585
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	98
cM capacity (veh/h)	25	459

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	0	1270	5	3	3	1134	0	7	0	13	0
Future Volume (Veh/h)	6	0	1270	5	3	3	1134	0	7	0	13	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1366	5	0	3	1219	0	8	0	14	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1219			0	1371			1984	2594	686	1922
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1219			0	1371			1984	2594	686	1922
tC, single (s)	0.0	4.1			0.0	4.1			8.1	6.5	7.2	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.8	4.0	3.5	3.5
p0 queue free %	0	100			0	99			70	100	96	100
cM capacity (veh/h)	0	579			0	507			26	25	357	40

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	911	460	3	813	406	22	0
Volume Left	0	0	0	3	0	0	8	0
Volume Right	0	0	5	0	0	0	14	0
cSH	1700	1700	1700	507	1700	1700	64	1700
Volume to Capacity	0.00	0.54	0.27	0.01	0.48	0.24	0.34	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	32	0
Control Delay (s)	0.0	0.0	0.0	12.1	0.0	0.0	88.3	0.0
Lane LOS				B			F	A
Approach Delay (s)	0.0			0.0			88.3	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	2596	610
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2596	610
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	25	443

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	1	1264	24	90	1131	0	3	0	31	0	1
Future Volume (Veh/h)	2	1	1264	24	90	1131	0	3	0	31	0	1
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	1374	26	98	1229	0	3	0	34	0	1
Pedestrians			1									2
Lane Width (ft)			12.0									12.0
Walking Speed (ft/s)			4.0									4.0
Percent Blockage			0									0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						592						
pX, platoon unblocked	0.00	0.82						0.82	0.82		0.82	0.82
vC, conflicting volume	0	1231			1400			2205	2816	700	2150	2829
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	837			1400			2028	2775	700	1961	2791
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			80			87	100	91	100	92
cM capacity (veh/h)	0	658			489			22	13	386	24	12

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	688	713	98	819	410	37	5
Volume Left	1	0	98	0	0	3	0
Volume Right	0	26	0	0	0	34	4
cSH	658	1700	489	1700	1700	166	58
Volume to Capacity	0.00	0.42	0.20	0.48	0.24	0.22	0.09
Queue Length 95th (ft)	0	0	19	0	0	20	7
Control Delay (s)	0.0	0.0	14.2	0.0	0.0	32.8	72.8
Lane LOS	A		B			D	F
Approach Delay (s)	0.0		1.0			32.8	72.8
Approach LOS						D	F

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	4
Future Volume (Veh/h)	4
Sign Control	
Grade	
Peak Hour Factor	0.92
Hourly flow rate (vph)	4
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.82
vC, conflicting volume	618
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	87
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	99
cM capacity (veh/h)	783

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	0	1441	36	3	27	1128	1	10	0	18	0
Future Volume (Veh/h)	1	0	1441	36	3	27	1128	1	10	0	18	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1533	38	0	29	1200	1	11	0	19	0
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			426									
pX, platoon unblocked	0.00				0.00	0.82			0.82	0.82	0.82	0.82
vC, conflicting volume	0	1201			0	1572			2194	2793	768	2044
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1201			0	1253			2014	2747	269	1830
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	94			60	100	97	100
cM capacity (veh/h)	0	588			0	459			27	15	601	37

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	511	1022	38	29	800	401	30	2
Volume Left	0	0	0	29	0	0	11	0
Volume Right	0	0	38	0	0	1	19	2
cSH	588	1700	1700	459	1700	1700	69	449
Volume to Capacity	0.00	0.60	0.02	0.06	0.47	0.24	0.43	0.00
Queue Length 95th (ft)	0	0	0	5	0	0	43	0
Control Delay (s)	0.0	0.0	0.0	13.4	0.0	0.0	92.3	13.1
Lane LOS				B			F	B
Approach Delay (s)	0.0			0.3			92.3	13.1
Approach LOS							F	B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	2
Future Volume (Veh/h)	0	2
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	2
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.82	
vC, conflicting volume	2830	600
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2793	600
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	14	449

Direction, Lane #

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	1	2	1459	4	1125	20	42	28
Future Volume (Veh/h)	1	2	1459	4	1125	20	42	28
Sign Control			Free		Free		Stop	
Grade			0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2	1552	0	1197	21	45	30
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type			None		None			
Median storage veh)								
Upstream signal (ft)					1247			
pX, platoon unblocked	0.00	0.83		0.00			0.83	0.83
vC, conflicting volume	0	1218		0			1988	609
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0	844		0			1775	107
tC, single (s)	0.0	4.1		0.0			6.8	7.1
tC, 2 stage (s)								
tF (s)	0.0	2.2		0.0			3.5	3.4
p0 queue free %	0	100		0			28	96
cM capacity (veh/h)	0	662		0			62	750

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	776	776	798	420	75
Volume Left	2	0	0	0	0	45
Volume Right	0	0	0	0	21	30
cSH	662	1700	1700	1700	1700	98
Volume to Capacity	0.00	0.46	0.46	0.47	0.25	0.76
Queue Length 95th (ft)	0	0	0	0	0	101
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	112.4
Lane LOS	B					F
Approach Delay (s)	0.0			0.0		112.4
Approach LOS						F

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	5	0	1504	1	2	2	1142	0	0	0	2	0
Future Volume (Veh/h)	5	0	1504	1	2	2	1142	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1535	1	0	2	1165	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.82			0.00				0.82	0.82		0.82
vC, conflicting volume	0	1165			0	1537			2125	2706	771	1940
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	770			0	1537			1937	2642	771	1712
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	100			100	100	99	100
cM capacity (veh/h)	0	702			0	438			33	19	346	48

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	0	1023	513	584	582	2	2
Volume Left	0	0	0	2	0	0	0
Volume Right	0	0	1	0	0	2	2
cSH	1700	1700	1700	438	1700	346	820
Volume to Capacity	0.00	0.60	0.30	0.00	0.34	0.01	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.1	0.0	15.5	9.4
Lane LOS				A		C	A
Approach Delay (s)	0.0			0.1		15.5	9.4
Approach LOS						C	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	2
Future Volume (Veh/h)	0	2
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	2
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.82	0.82
vC, conflicting volume	2706	582
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2643	62
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	19	820

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	5	23	1676	0	9	0	1352	40	0	0	0	39
Future Volume (Veh/h)	5	23	1676	0	9	0	1352	40	0	0	0	39
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	23	1710	0	0	0	1380	41	0	0	0	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.80			0.00	0.64			0.74	0.74	0.64	0.74
vC, conflicting volume	0	1421			0	1710			2477	3177	855	2281
vC1, stage 1 conf vol									1756	1756		1380
vC2, stage 2 conf vol									721	1421		901
vCu, unblocked vol	0	1018			0	971			1050	1999	0	784
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	96			0	100			100	100	100	80
cM capacity (veh/h)	0	549			0	456			137	114	694	201

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	23	1140	570	460	920	41	0	71
Volume Left	23	0	0	0	0	0	0	40
Volume Right	0	0	0	0	0	41	0	31
cSH	549	1700	1700	456	1700	1700	1700	295
Volume to Capacity	0.04	0.67	0.34	0.00	0.54	0.02	0.00	0.24
Queue Length 95th (ft)	3	0	0	0	0	0	0	23
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	0.0	0.0	21.0
Lane LOS	B						A	C
Approach Delay (s)	0.2			0.0			0.0	21.0
Approach LOS							A	C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	30
Future Volume (Veh/h)	0	30
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	31
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.74	0.80
vC, conflicting volume	3136	690
vC1, stage 1 conf vol	1380	
vC2, stage 2 conf vol	1756	
vCu, unblocked vol	1943	100
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	96
cM capacity (veh/h)	121	743

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	27	1694	0	10	1	1356	19	0	0	0	19
Future Volume (Veh/h)	3	27	1694	0	10	1	1356	19	0	0	0	19
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	29	1802	0	0	1	1443	20	0	0	0	20
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.78			0.00				0.78	0.78		0.78
vC, conflicting volume	0	1463			0	1804			2620	3327	903	2404
vC1, stage 1 conf vol									1862	1862		1445
vC2, stage 2 conf vol									758	1465		959
vCu, unblocked vol	0	1026			0	1804			2511	3420	903	2234
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.6
tC, 2 stage (s)									6.5	5.5		6.6
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	95			0	100			100	100	100	82
cM capacity (veh/h)	0	533			0	346			61	71	284	109

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	29	901	901	0	482	962	20	0	54
Volume Left	29	0	0	0	1	0	0	0	20
Volume Right	0	0	0	0	0	0	20	0	34
cSH	533	1700	1700	1700	346	1700	1700	1700	237
Volume to Capacity	0.05	0.53	0.53	0.00	0.00	0.57	0.01	0.00	0.23
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	21
Control Delay (s)	12.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	24.7
Lane LOS	B				A			A	C
Approach Delay (s)	0.2				0.0			0.0	24.7
Approach LOS								A	C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	32
Future Volume (Veh/h)	0	32
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	34
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.78	0.78
vC, conflicting volume	3307	722
vC1, stage 1 conf vol	1445	
vC2, stage 2 conf vol	1862	
vCu, unblocked vol	3394	73
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	96
cM capacity (veh/h)	75	763

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1731	9	0	1110	0	1
Future Volume (Veh/h)	1731	9	0	1110	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1766	9	0	1133	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.59		0.71	0.59
vC, conflicting volume			1775		2337	888
vC1, stage 1 conf vol					1770	
vC2, stage 2 conf vol					566	
vCu, unblocked vol			913		504	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			443		122	640

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1177	598	566	566	1
Volume Left	0	0	0	0	0
Volume Right	0	9	0	0	1
cSH	1700	1700	1700	1700	640
Volume to Capacity	0.69	0.35	0.33	0.33	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	10.6
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.6
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	5	2	1713	12	14	19	1094	20	8	0	17	4
Future Volume (Veh/h)	5	2	1713	12	14	19	1094	20	8	0	17	4
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1748	12	0	19	1116	20	8	0	17	4
Pedestrians							1					
Lane Width (ft)							12.0					
Walking Speed (ft/s)							4.0					
Percent Blockage							0					
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.75			0.00	0.58			0.71	0.71	0.58	0.71
vC, conflicting volume	0	1137			0	1760			2357	2933	881	2051
vC1, stage 1 conf vol									1758	1758		1155
vC2, stage 2 conf vol									599	1175		896
vCu, unblocked vol	0	511			0	872			494	1307	0	63
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	96			93	100	97	99
cM capacity (veh/h)	0	796			0	456			114	169	635	619

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	2	1165	595	19	558	558	20	8	17	7
Volume Left	2	0	0	19	0	0	0	8	0	4
Volume Right	0	0	12	0	0	0	20	0	17	3
cSH	796	1700	1700	456	1700	1700	1700	114	635	666
Volume to Capacity	0.00	0.69	0.35	0.04	0.33	0.33	0.01	0.07	0.03	0.01
Queue Length 95th (ft)	0	0	0	3	0	0	0	6	2	1
Control Delay (s)	9.5	0.0	0.0	13.2	0.0	0.0	0.0	38.9	10.8	10.5
Lane LOS	A			B				E	B	B
Approach Delay (s)	0.0			0.2				19.8		10.5
Approach LOS								C		B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	3
Future Volume (Veh/h)	0	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	3
Pedestrians	1	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.71	0.75
vC, conflicting volume	2919	559
vC1, stage 1 conf vol	1155	
vC2, stage 2 conf vol	1764	
vCu, unblocked vol	1288	0
tC, single (s)	6.5	7.6
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.6
p0 queue free %	100	100
cM capacity (veh/h)	160	742

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1738	10	0	1111	11	0	0	5	0	0	36
Future Volume (Veh/h)	0	1738	10	0	1111	11	0	0	5	0	0	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	1773	10	0	1134	11	0	0	5	0	0	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.74						0.74	0.74		0.74	0.74	0.74
vC, conflicting volume	1145			1783			2382	2923	596	1736	2922	572
vC1, stage 1 conf vol							1778	1778		1140	1140	
vC2, stage 2 conf vol							604	1145		596	1783	
vCu, unblocked vol	478			1783			2160	2895	596	1281	2895	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	95
cM capacity (veh/h)	805			353			74	98	452	237	97	802

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	709	709	365	756	389	5	37
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	10	0	11	5	37
cSH	1700	1700	1700	1700	1700	452	802
Volume to Capacity	0.42	0.42	0.21	0.44	0.23	0.01	0.05
Queue Length 95th (ft)	0	0	0	0	0	1	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	13.1	9.7
Lane LOS						B	A
Approach Delay (s)	0.0			0.0		13.1	9.7
Approach LOS						B	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	0	1472	34	127	1101	0	7	0	188	0	0
Future Volume (Veh/h)	2	0	1472	34	127	1101	0	7	0	188	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	0	1533	35	132	1147	0	7	0	196	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised			Raised						
Median storage veh)			1			1						
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	1147			1568			2389	2962	784	2374	2979
vC1, stage 1 conf vol								1550	1550		1411	1411
vC2, stage 2 conf vol								838	1411		962	1568
vCu, unblocked vol	0	1147			1568			2389	2962	784	2374	2979
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			69			91	100	42	100	100
cM capacity (veh/h)	0	616			426			78	77	340	6	32

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	0	1022	546	132	574	574	0	203	1
Volume Left	0	0	0	132	0	0	0	7	0
Volume Right	0	0	35	0	0	0	0	196	1
cSH	1700	1700	1700	426	1700	1700	1700	305	467
Volume to Capacity	0.00	0.60	0.32	0.31	0.34	0.34	0.00	0.67	0.00
Queue Length 95th (ft)	0	0	0	32	0	0	0	111	0
Control Delay (s)	0.0	0.0	0.0	17.2	0.0	0.0	0.0	37.5	12.7
Lane LOS				C				E	B
Approach Delay (s)	0.0			1.8				37.5	12.7
Approach LOS								E	B

Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	1
Future Volume (Veh/h)	1
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	1
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	574
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	574
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	467

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	44	1577	38	1	1	1182	34	14	0	2	16
Future Volume (Veh/h)	1	44	1577	38	1	1	1182	34	14	0	2	16
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	46	1643	40	0	1	1231	35	15	0	2	17
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1266			0	1684			2386	3004	822	2148
vC1, stage 1 conf vol									1736	1736		1233
vC2, stage 2 conf vol									650	1268		916
vCu, unblocked vol	0	1266			0	1684			2386	3004	822	2148
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	92			0	100			78	100	99	85
cM capacity (veh/h)	0	556			0	385			67	77	321	113

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	46	822	822	40	1	616	616	35	17	49
Volume Left	46	0	0	0	1	0	0	0	15	17
Volume Right	0	0	0	40	0	0	0	35	2	32
cSH	556	1700	1700	1700	385	1700	1700	1700	74	220
Volume to Capacity	0.08	0.48	0.48	0.02	0.00	0.36	0.36	0.02	0.23	0.22
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	20	21
Control Delay (s)	12.1	0.0	0.0	0.0	14.4	0.0	0.0	0.0	68.0	26.0
Lane LOS	B				B				F	D
Approach Delay (s)	0.3				0.0				68.0	26.0
Approach LOS									F	D

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	31
Future Volume (Veh/h)	0	31
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	32
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3009	616
vC1, stage 1 conf vol	1233	
vC2, stage 2 conf vol	1776	
vCu, unblocked vol	3009	616
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	93
cM capacity (veh/h)	81	439

Direction, Lane #

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1579	17	3	7	1214	0	4	0	12	0	0
Future Volume (Veh/h)	0	1579	17	3	7	1214	0	4	0	12	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			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
Hourly flow rate (vph)	0	1645	18	0	7	1265	0	4	0	13	0	0
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type		Raised				Raised						
Median storage veh)		1				1						
Upstream signal (ft)												
pX, platoon unblocked				0.00								
vC, conflicting volume	1266			0	1663			2300	2934	832	2116	2943
vC1, stage 1 conf vol								1654	1654		1280	1280
vC2, stage 2 conf vol								646	1280		836	1663
vCu, unblocked vol	1266			0	1663			2300	2934	832	2116	2943
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	98			95	100	96	100	100
cM capacity (veh/h)	555			0	392			82	92	317	114	89

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	822	840	640	632	17	0
Volume Left	0	0	7	0	4	0
Volume Right	0	18	0	0	13	0
cSH	555	1700	392	1700	190	1700
Volume to Capacity	0.00	0.49	0.02	0.37	0.09	0.00
Queue Length 95th (ft)	0	0	1	0	7	0
Control Delay (s)	0.0	0.0	0.6	0.0	25.9	0.0
Lane LOS			A		D	A
Approach Delay (s)	0.0		0.3		25.9	0.0
Approach LOS					D	A

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (Veh/h)	0
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	634
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	634
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	427

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	2	196	1396	1111	27	11	111
Future Volume (Veh/h)	2	196	1396	1111	27	11	111
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	211	1501	1195	29	12	119
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh)			1	1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.00	0.77				0.77	0.77
vC, conflicting volume	0	1224				2368	598
vC1, stage 1 conf vol						1195	
vC2, stage 2 conf vol						1172	
vCu, unblocked vol	0	700				2181	0
tC, single (s)	0.0	4.1				7.2	6.9
tC, 2 stage (s)						6.2	
tF (s)	0.0	2.2				3.7	3.3
p0 queue free %	0	70				89	86
cM capacity (veh/h)	0	695				104	840

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	211	750	750	598	598	29	131
Volume Left	211	0	0	0	0	0	12
Volume Right	0	0	0	0	0	29	119
cSH	695	1700	1700	1700	1700	1700	510
Volume to Capacity	0.30	0.44	0.44	0.35	0.35	0.02	0.26
Queue Length 95th (ft)	32	0	0	0	0	0	25
Control Delay (s)	12.4	0.0	0.0	0.0	0.0	0.0	14.5
Lane LOS	B						B
Approach Delay (s)	1.5			0.0			14.5
Approach LOS							B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1598	1745	80	0	264
Future Volume (Veh/h)	0	1598	1745	80	0	264
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	1776	1939	89	0	293
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			217			
pX, platoon unblocked	0.66				0.66	0.66
vC, conflicting volume	2028				2428	691
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	761				1365	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	59
cM capacity (veh/h)	569				93	719

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	444	444	444	444	776	776	477	293
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	89	293
cSH	1700	1700	1700	1700	1700	1700	1700	719
Volume to Capacity	0.26	0.26	0.26	0.26	0.46	0.46	0.28	0.41
Queue Length 95th (ft)	0	0	0	0	0	0	0	50
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.4
Lane LOS								B
Approach Delay (s)	0.0				0.0			13.4
Approach LOS								B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	10	0	38	0	0	0	73	36	589	2	0	705
Future Volume (Veh/h)	10	0	38	0	0	0	73	36	589	2	0	705
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			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
Hourly flow rate (vph)	12	0	45	0	0	0	0	43	701	2	0	839
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			Raised
Median storage veh)												1
Upstream signal (ft)									391			
pX, platoon unblocked	0.91	0.91		0.91	0.91	0.91	0.00				0.91	
vC, conflicting volume	1293	1646	437	1252	1662	352	0	874			703	
vC1, stage 1 conf vol	856	856		788	788							
vC2, stage 2 conf vol	436	789		464	874							
vCu, unblocked vol	1117	1506	437	1072	1524	78	0	874			466	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	0.0	4.2			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	95	100	92	100	100	100	0	94			100	
cM capacity (veh/h)	254	232	565	264	216	882	0	743			1003	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	57	0	394	352	420	454
Volume Left	12	0	43	0	0	0
Volume Right	45	0	0	2	0	35
cSH	449	1700	743	1700	1003	1700
Volume to Capacity	0.13	0.00	0.06	0.21	0.00	0.27
Queue Length 95th (ft)	11	0	5	0	0	0
Control Delay (s)	14.2	0.0	1.8	0.0	0.0	0.0
Lane LOS	B	A	A			
Approach Delay (s)	14.2	0.0	0.9		0.0	
Approach LOS	B	A				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	29
Future Volume (Veh/h)	29
Sign Control	
Grade	
Peak Hour Factor	0.84
Hourly flow rate (vph)	35
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	937	352	0	875	744	0	0	476	0	0	211
Future Volume (Veh/h)	0	937	352	0	875	744	0	0	476	0	0	211
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Hourly flow rate (vph)	0	1077	405	0	994	791	0	0	517	0	0	237
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	994			1077			1574	2071	538	1532	2071	497
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	994			1077			1574	2071	538	1532	2071	497
tC, single (s)	4.1			4.1			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	54
cM capacity (veh/h)	704			655			41	55	472	0	55	519

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	538	538	405	497	497	791	517	237
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	405	0	0	791	517	237
cSH	1700	1700	1700	1700	1700	1700	472	519
Volume to Capacity	0.32	0.32	0.24	0.29	0.29	0.47	1.10	0.46
Queue Length 95th (ft)	0	0	0	0	0	0	425	59
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	99.1	17.7
Lane LOS							F	C
Approach Delay (s)	0.0			0.0			99.1	17.7
Approach LOS							F	C

Intersection Summary			
Average Delay	13.8		
Intersection Capacity Utilization	62.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	987	426	0	1377	632	0	242	0	0
Future Volume (Veh/h)	0	987	426	0	1377	632	0	242	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	1134	501	0	1565	702	0	255	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1235					
pX, platoon unblocked	0.72						0.72	0.72	0.72	0.72
vC, conflicting volume	1565			1635			3200	782	1916	2699
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	999			1635			3279	0	1489	2580
tC, single (s)	4.1			4.1			6.5	6.9	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	67	100	100
cM capacity (veh/h)	503			402			6	778	41	18

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	567	567	501	782	782	702	255
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	501	0	0	702	255
cSH	1700	1700	1700	1700	1700	1700	778
Volume to Capacity	0.33	0.33	0.29	0.46	0.46	0.41	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	36
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.9
Approach LOS							B

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection Sign configuration not allowed in HCM analysis.

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	46	275	0	74	794	47	245	353	0	191	280	150
Stop/Veh	0.20	0.29	0.00	0.81	0.60	0.38	1.21	1.21	0.00	0.99	0.89	0.48
Vehicles Entered	219	937	93	88	1314	123	196	280	75	187	304	310
Vehicles Exited	219	938	93	89	1312	123	190	277	75	189	307	307
Hourly Exit Rate	219	938	93	89	1312	123	190	277	75	189	307	307
Input Volume	298	1198	120	87	1315	125	202	278	70	198	315	323
% of Volume	74	78	77	102	100	98	94	100	107	95	97	95

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2455
Stop/Veh	0.59
Vehicles Entered	4126
Vehicles Exited	4119
Hourly Exit Rate	4119
Input Volume	4528
% of Volume	91

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	100	702	11	108	558	28	21	178	383	110	67	126
Stop/Veh	1.00	0.63	0.69	0.92	0.41	0.47	0.91	0.88	0.82	0.89	0.85	0.90
Vehicles Entered	96	1098	16	115	1356	60	22	194	456	120	78	137
Vehicles Exited	98	1094	16	115	1353	60	23	198	462	121	78	137
Hourly Exit Rate	98	1094	16	115	1353	60	23	198	462	121	78	137
Input Volume	111	1340	18	114	1361	63	25	194	450	124	75	131
% of Volume	88	82	89	101	99	95	92	102	103	98	104	104

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2392
Stop/Veh	0.63
Vehicles Entered	3748
Vehicles Exited	3755
Hourly Exit Rate	3755
Input Volume	4006
% of Volume	94

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	159	988	46	108	1074	36	141	174	132	113	123	24
Stop/Veh	0.98	0.66	0.66	1.30	0.81	0.86	1.48	1.09	1.12	1.01	0.78	0.14
Vehicles Entered	158	1468	68	79	1285	41	91	154	114	109	152	169
Vehicles Exited	159	1471	68	80	1275	41	92	156	116	109	154	168
Hourly Exit Rate	159	1471	68	80	1275	41	92	156	116	109	154	168
Input Volume	186	1666	78	82	1281	42	89	156	112	119	149	171
% of Volume	86	88	87	98	100	98	103	100	103	91	104	98

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3118
Stop/Veh	0.78
Vehicles Entered	3888
Vehicles Exited	3889
Hourly Exit Rate	3889
Input Volume	4131
% of Volume	94

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	26	361	32	15	425	30	120	57	15	326	126	59
Stop/Veh	1.04	0.23	0.24	1.15	0.33	0.36	0.99	0.95	1.00	1.42	1.35	1.48
Vehicles Entered	25	1575	134	13	1286	84	116	57	15	215	87	38
Vehicles Exited	25	1569	134	13	1279	84	116	56	15	218	90	40
Hourly Exit Rate	25	1569	134	13	1279	84	116	56	15	218	90	40
Input Volume	27	1746	148	12	1286	76	112	58	15	215	86	39
% of Volume	93	90	91	106	99	110	104	97	102	102	104	103

104: 13th St NE & Route 460 Performance by movement

Movement	All
Total Stops	1592
Stop/Veh	0.43
Vehicles Entered	3645
Vehicles Exited	3639
Hourly Exit Rate	3639
Input Volume	3820
% of Volume	95

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	50	507	185	124	361	2	277	27	65	44	82	35
Stop/Veh	1.11	0.43	0.31	1.09	0.35	0.33	0.81	0.79	0.71	1.29	1.14	1.13
Vehicles Entered	45	1169	596	112	1025	6	331	33	90	33	69	30
Vehicles Exited	44	1173	597	109	1030	6	328	33	91	33	70	30
Hourly Exit Rate	44	1173	597	109	1030	6	328	33	91	33	70	30
Input Volume	43	1266	653	117	1018	7	334	32	89	33	69	30
% of Volume	102	93	91	93	101	89	98	103	103	99	101	99

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	All
Total Stops	1759
Stop/Veh	0.49
Vehicles Entered	3539
Vehicles Exited	3544
Hourly Exit Rate	3544
Input Volume	3690
% of Volume	96

106: Route 460 & Granby St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	29	183	381	35	210	130	968
Stop/Veh	0.83	0.15	0.35	0.39	0.91	0.86	0.35
Vehicles Entered	35	1198	1064	90	224	149	2760
Vehicles Exited	35	1198	1069	90	226	149	2767
Hourly Exit Rate	35	1198	1069	90	226	149	2767
Input Volume	39	1278	1062	85	222	150	2837
% of Volume	90	94	101	106	102	99	98

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	41	881	80	516	558	20	169	13	432	28	32	11
Stop/Veh	1.28	0.70	0.39	1.41	0.54	0.49	1.37	1.62	1.05	0.93	0.94	1.00
Vehicles Entered	32	1244	204	348	1028	41	118	8	399	29	32	10
Vehicles Exited	32	1230	204	343	1021	41	119	8	408	29	33	11
Hourly Exit Rate	32	1230	204	343	1021	41	119	8	408	29	33	11
Input Volume	33	1296	221	357	1021	37	122	8	399	31	35	11
% of Volume	98	95	92	96	100	110	97	100	102	93	95	102

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	All
Total Stops	2781
Stop/Veh	0.78
Vehicles Entered	3493
Vehicles Exited	3479
Hourly Exit Rate	3479
Input Volume	3571
% of Volume	97

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	82	518	6	48	457	6	41	3	53	74	10	280
Stop/Veh	0.87	0.33	0.26	1.14	0.42	0.33	0.89	0.75	0.91	0.87	1.00	1.02
Vehicles Entered	93	1569	23	41	1085	17	44	3	57	83	10	268
Vehicles Exited	93	1576	23	41	1090	18	44	4	57	82	10	267
Hourly Exit Rate	93	1576	23	41	1090	18	44	4	57	82	10	267
Input Volume	95	1616	23	38	1070	17	46	4	56	89	10	275
% of Volume	98	98	101	109	102	104	96	107	102	92	98	97

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	All
Total Stops	1578
Stop/Veh	0.47
Vehicles Entered	3293
Vehicles Exited	3305
Hourly Exit Rate	3305
Input Volume	3339
% of Volume	99

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	172	598	10	10	527	39	17	3	24	77	1	75
Stop/Veh	0.84	0.41	0.33	0.91	0.49	0.38	0.94	1.00	0.96	0.85	1.00	0.86
Vehicles Entered	204	1471	30	11	1050	103	18	3	25	89	1	85
Vehicles Exited	203	1466	29	11	1055	103	18	3	25	88	1	86
Hourly Exit Rate	203	1466	29	11	1055	103	18	3	25	88	1	86
Input Volume	208	1515	30	10	1039	106	17	3	23	92	1	82
% of Volume	97	97	96	110	102	97	104	109	110	96	100	105

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	1553
Stop/Veh	0.50
Vehicles Entered	3090
Vehicles Exited	3088
Hourly Exit Rate	3088
Input Volume	3125
% of Volume	99

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	1	735	117	114	208	123	29	1327
Stop/Veh	1.00	0.55	0.48	0.86	0.20	0.83	0.64	0.45
Vehicles Entered	1	1331	243	130	1026	146	45	2922
Vehicles Exited	1	1326	243	130	1030	145	45	2920
Hourly Exit Rate	1	1326	243	130	1030	145	45	2920
Input Volume	1	1368	255	130	1011	157	44	2967
% of Volume	100	97	95	100	102	92	102	98

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	170	238	570	50	106	155	1289
Stop/Veh	0.83	0.20	0.56	0.41	0.87	0.83	0.45
Vehicles Entered	202	1183	1010	120	120	185	2820
Vehicles Exited	201	1183	1014	120	120	184	2822
Hourly Exit Rate	201	1183	1014	120	120	184	2822
Input Volume	203	1218	993	112	123	182	2830
% of Volume	99	97	102	107	98	101	100

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	324	379	410	0	464	16	1593
Stop/Veh	0.80	0.40	0.67	0.00	0.76	0.03	0.46
Vehicles Entered	398	931	599	405	600	496	3429
Vehicles Exited	398	932	600	404	602	497	3433
Hourly Exit Rate	398	932	600	404	602	497	3433
Input Volume	410	956	588	407	598	480	3440
% of Volume	97	97	102	99	101	103	100

201: 11th St NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Stops	2	6	628	2	1	22	2	0	3	1	32	2
Stop/Veh	0.67	0.67	0.38	0.50	0.50	0.81	0.00	0.00	1.00	1.00	0.94	1.00
Vehicles Entered	2	9	1657	4	2	26	1376	18	3	1	32	2
Vehicles Exited	3	9	1664	4	2	27	1376	18	2	1	33	2
Hourly Exit Rate	3	9	1664	4	2	27	1376	18	2	1	33	2
Input Volume	4	9	1857	4	2	30	1376	18	3	1	31	2
% of Volume	75	97	90	100	100	90	100	101	67	100	106	100

201: 11th St NE & Route 460 Performance by movement

Movement	SBR	All
Total Stops	13	714
Stop/Veh	1.00	0.23
Vehicles Entered	13	3145
Vehicles Exited	13	3154
Hourly Exit Rate	13	3154
Input Volume	11	3348
% of Volume	116	94

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	92	0	0	4	96
Stop/Veh	0.05	0.00	0.00	0.80	0.03
Vehicles Entered	1691	6	1448	4	3149
Vehicles Exited	1693	6	1450	5	3154
Hourly Exit Rate	1693	6	1450	5	3154
Input Volume	1884	6	1454	5	3349
% of Volume	90	96	100	100	94

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBR	All
Total Stops	0	1	305	0	3	3	0	1	27	13	353
Stop/Veh	0.00	1.00	0.18	0.00	0.75	0.00	0.00	1.00	0.96	1.00	0.11
Vehicles Entered	1	1	1730	2	4	1438	3	1	27	13	3220
Vehicles Exited	1	1	1732	2	4	1438	3	1	27	13	3222
Hourly Exit Rate	1	1	1732	2	4	1438	3	1	27	13	3222
Input Volume	1	1	1922	1	4	1440	2	1	25	13	3410
% of Volume	100	100	90	200	100	100	150	100	107	100	94

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	2	0	2
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1802	1362	3164
Vehicles Exited	1805	1361	3166
Hourly Exit Rate	1805	1361	3166
Input Volume	1974	1352	3327
% of Volume	91	101	95

205: Crossover #2 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	1	0	1
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1795	1361	3156
Vehicles Exited	1796	1362	3158
Hourly Exit Rate	1796	1362	3158
Input Volume	1965	1352	3318
% of Volume	91	101	95

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	0	0	2	6	0	1	4	13
Stop/Veh	0.00	0.00	0.67	0.86	0.00	1.00	1.00	0.00
Vehicles Entered	1772	26	3	7	1371	1	4	3184
Vehicles Exited	1774	26	3	7	1371	1	4	3186
Hourly Exit Rate	1774	26	3	7	1371	1	4	3186
Input Volume	1936	31	2	8	1363	2	2	3344
% of Volume	92	83	150	88	101	50	200	95

207: Driveway & Route 460 Performance by movement

Movement	EBU	EBT	WBT	All
Total Stops	0	1	0	1
Stop/Veh		0.00	0.00	0.00
Vehicles Entered	0	1797	1370	3167
Vehicles Exited	0	1796	1368	3164
Hourly Exit Rate	0	1796	1368	3164
Input Volume	1	1956	1360	3317
% of Volume	0	92	101	95

208: Route 460 & 20th St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	14	33	4	0	12	24	87
Stop/Veh	0.74	0.02	0.00	0.00	1.00	1.00	0.03
Vehicles Entered	19	1763	1380	32	12	23	3229
Vehicles Exited	19	1763	1380	32	12	23	3229
Hourly Exit Rate	19	1763	1380	32	12	23	3229
Input Volume	24	1914	1369	31	13	23	3374
% of Volume	78	92	101	102	92	99	96

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Total Stops	1	17	3	0	0	11	433	17	9	6	1	12
Stop/Veh	1.00	0.71	0.00	0.00		0.73	0.39	0.37	1.00	1.00	1.00	0.92
Vehicles Entered	1	24	1242	2	0	15	1103	45	9	6	1	12
Vehicles Exited	1	24	1242	2	0	15	1108	46	9	6	1	12
Hourly Exit Rate	1	24	1242	2	0	15	1108	46	9	6	1	12
Input Volume	2	26	1325	1	1	16	1106	43	9	5	1	11
% of Volume	50	91	94	200	0	94	100	106	100	120	100	109

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	All
Total Stops	510
Stop/Veh	0.21
Vehicles Entered	2460
Vehicles Exited	2466
Hourly Exit Rate	2466
Input Volume	2546
% of Volume	97

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBR
Total Stops	2	1	1	0	0	6	19	0	7	1	2	8
Stop/Veh	0.67	0.50	0.00	0.00	0.00	0.60	0.02	0.00	1.00	1.00	1.00	1.00
Vehicles Entered	3	2	1198	26	1	10	1148	1	7	1	2	7
Vehicles Exited	3	1	1194	26	1	10	1145	1	7	1	2	8
Hourly Exit Rate	3	1	1194	26	1	10	1145	1	7	1	2	8
Input Volume	3	2	1279	29	1	10	1148	1	8	1	1	8
% of Volume	100	50	93	89	100	100	100	100	88	100	200	100

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	All
Total Stops	47
Stop/Veh	0.02
Vehicles Entered	2406
Vehicles Exited	2399
Hourly Exit Rate	2399
Input Volume	2491
% of Volume	96

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	3	1	0	2	2	0	6	15	29
Stop/Veh	0.60	0.00	0.00	0.67	0.67	0.00	1.00	1.00	0.01
Vehicles Entered	5	1206	4	3	3	1141	6	15	2383
Vehicles Exited	5	1203	4	3	3	1138	6	15	2377
Hourly Exit Rate	5	1203	4	3	3	1138	6	15	2377
Input Volume	6	1289	5	3	3	1138	7	13	2464
% of Volume	83	93	80	100	100	100	83	113	96

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	NBL	NBR	SBT	SBR	All
Total Stops	2	1	14	1	62	1	3	29	0	4	117
Stop/Veh	1.00	1.00	0.01	0.05	0.69	0.00	1.00	1.00		1.00	0.05
Vehicles Entered	2	1	1187	20	89	1144	3	28	0	4	2478
Vehicles Exited	2	1	1185	20	90	1144	3	29	0	4	2478
Hourly Exit Rate	2	1	1185	20	90	1144	3	29	0	4	2478
Input Volume	2	1	1266	24	90	1141	3	31	1	4	2563
% of Volume	100	100	94	84	100	100	100	94	0	100	97

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Total Stops	1	4	1	2	19	32	0	9	18	2	88
Stop/Veh	1.00	0.00	0.03	0.67	0.76	0.03	0.00	1.00	1.00	1.00	0.03
Vehicles Entered	1	1383	31	3	25	1132	1	9	18	2	2605
Vehicles Exited	1	1385	31	3	25	1138	1	9	17	2	2612
Hourly Exit Rate	1	1385	31	3	25	1138	1	9	17	2	2612
Input Volume	1	1458	36	3	27	1130	1	10	18	2	2686
% of Volume	100	95	87	100	93	101	100	88	93	100	97

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	1	1	0	2	8	0	42	28	82
Stop/Veh	1.00	1.00	0.00	0.67	0.01	0.00	0.98	0.97	0.03
Vehicles Entered	1	1	1387	3	1140	19	42	28	2621
Vehicles Exited	1	1	1387	3	1142	19	42	28	2623
Hourly Exit Rate	1	1	1387	3	1142	19	42	28	2623
Input Volume	1	2	1460	4	1138	20	42	28	2695
% of Volume	100	50	95	75	100	94	100	101	97

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBR	SBR	All
Total Stops	3	40	0	2	1	38	2	2	88
Stop/Veh	0.75	0.03	0.00	1.00	0.50	0.03	0.67	1.00	0.03
Vehicles Entered	4	1450	2	2	2	1160	2	2	2624
Vehicles Exited	4	1449	2	2	2	1161	3	2	2625
Hourly Exit Rate	4	1449	2	2	2	1161	3	2	2625
Input Volume	5	1519	1	2	2	1160	2	2	2693
% of Volume	80	95	200	100	100	100	150	100	97

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	3	17	6	8	262	6	38	31	371
Stop/Veh	0.75	0.77	0.00	0.89	0.19	0.14	0.97	0.97	0.12
Vehicles Entered	4	22	1658	8	1376	43	38	31	3180
Vehicles Exited	4	22	1663	9	1375	43	32	27	3175
Hourly Exit Rate	4	22	1663	9	1375	43	32	27	3175
Input Volume	5	23	1710	9	1367	40	39	30	3224
% of Volume	80	96	97	100	101	107	82	89	98

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	SBL	SBR	All
Total Stops	2	22	25	11	1	245	2	16	32	356
Stop/Veh	0.67	0.79	0.01	1.00	1.00	0.17	0.10	0.94	0.97	0.11
Vehicles Entered	3	27	1662	10	1	1402	21	16	32	3174
Vehicles Exited	3	27	1666	10	1	1405	21	16	32	3181
Hourly Exit Rate	3	27	1666	10	1	1405	21	16	32	3181
Input Volume	3	27	1714	10	1	1397	19	19	32	3222
% of Volume	100	101	97	98	100	101	109	83	101	99

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	9	0	24	1	34
Stop/Veh	0.01	0.00	0.02	1.00	0.01
Vehicles Entered	1710	9	1130	1	2850
Vehicles Exited	1712	9	1130	1	2852
Hourly Exit Rate	1712	9	1130	1	2852
Input Volume	1753	9	1110	1	2874
% of Volume	98	100	102	100	99

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	3	1	2	0	11	14	20	0	8	18	4	4
Stop/Veh	0.75	0.50	0.00	0.00	0.85	0.78	0.02	0.00	1.00	1.00	1.00	1.00
Vehicles Entered	4	2	1668	15	13	18	1120	19	8	18	4	4
Vehicles Exited	4	2	1667	15	13	17	1118	19	7	18	4	4
Hourly Exit Rate	4	2	1667	15	13	17	1118	19	7	18	4	4
Input Volume	5	2	1713	12	14	19	1098	20	8	17	4	3
% of Volume	80	100	97	125	93	89	102	95	88	106	100	133

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	All
Total Stops	85
Stop/Veh	0.03
Vehicles Entered	2893
Vehicles Exited	2888
Hourly Exit Rate	2888
Input Volume	2915
% of Volume	99

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	92	1	2	0	5	36	136
Stop/Veh	0.05	0.10	0.00	0.00	1.00	1.00	0.05
Vehicles Entered	1694	9	1154	15	5	36	2913
Vehicles Exited	1690	9	1155	15	5	36	2910
Hourly Exit Rate	1690	9	1155	15	5	36	2910
Input Volume	1739	10	1138	11	5	36	2939
% of Volume	97	90	101	136	100	99	99

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Total Stops	1	3	2	94	1	7	188	1	297
Stop/Veh	1.00	0.00	0.06	0.72	0.00	1.00	0.99	1.00	0.10
Vehicles Entered	1	1430	34	129	1120	7	188	1	2910
Vehicles Exited	1	1434	35	130	1120	7	186	1	2914
Hourly Exit Rate	1	1434	35	130	1120	7	186	1	2914
Input Volume	2	1472	34	127	1106	7	188	1	2936
% of Volume	50	97	102	103	101	100	99	100	99

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	1	31	0	2	1	1	0	0	14	3	16	30
Stop/Veh	1.00	0.74	0.00	0.05	1.00	1.00	0.00	0.00	1.00	1.00	0.94	0.97
Vehicles Entered	1	42	1545	36	1	1	1200	33	14	3	16	30
Vehicles Exited	1	42	1547	36	1	1	1202	33	14	3	16	31
Hourly Exit Rate	1	42	1547	36	1	1	1202	33	14	3	16	31
Input Volume	1	44	1582	38	1	1	1183	34	14	2	16	31
% of Volume	100	96	98	95	100	100	102	96	98	150	98	99

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	99
Stop/Veh	0.03
Vehicles Entered	2922
Vehicles Exited	2927
Hourly Exit Rate	2927
Input Volume	2948
% of Volume	99

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	0	0	2	5	23	3	15	48
Stop/Veh	0.00	0.00	1.00	0.83	0.02	1.00	1.00	0.02
Vehicles Entered	1544	18	2	6	1257	3	15	2845
Vehicles Exited	1542	18	2	6	1253	3	15	2839
Hourly Exit Rate	1542	18	2	6	1253	3	15	2839
Input Volume	1579	17	3	7	1237	4	12	2860
% of Volume	98	104	67	86	101	75	122	99

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	1	140	0	1	1	9	116	268
Stop/Veh	1.00	0.71	0.00	0.00	0.03	1.00	0.99	0.09
Vehicles Entered	1	195	1382	1146	31	9	115	2879
Vehicles Exited	1	194	1381	1146	31	8	113	2874
Hourly Exit Rate	1	194	1381	1146	31	8	113	2874
Input Volume	2	196	1415	1128	27	11	111	2889
% of Volume	50	99	98	102	116	71	102	99

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	932	63	3	236	1234
Stop/Veh	0.70	0.04	0.04	0.89	0.36
Vehicles Entered	1310	1756	80	262	3408
Vehicles Exited	1271	1760	80	263	3374
Hourly Exit Rate	1271	1760	80	263	3374
Input Volume	1642	1787	80	264	3772
% of Volume	77	98	100	100	89

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	NBR	SBT	SBR	All
Total Stops	4	25	57	25	80	0	496	19	706
Stop/Veh	0.80	0.74	0.88	0.83	0.15	0.00	0.68	0.68	0.50
Vehicles Entered	5	33	65	30	526	2	723	27	1411
Vehicles Exited	5	28	62	29	521	2	690	26	1363
Hourly Exit Rate	5	28	62	29	521	2	690	26	1363
Input Volume	10	38	73	36	593	2	705	29	1486
% of Volume	51	73	85	80	88	100	98	90	92

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	22	22
Stop/Veh	0.00	0.05	0.03
Vehicles Entered	347	414	761
Vehicles Exited	347	409	756
Hourly Exit Rate	347	409	756
Input Volume	352	476	828
% of Volume	99	86	91

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	124	1	96	55	24	0	300
Stop/Veh	0.14	0.00	0.10	0.07	0.06	0.00	0.08
Vehicles Entered	913	347	921	734	409	208	3532
Vehicles Exited	906	347	921	734	406	208	3522
Hourly Exit Rate	906	347	921	734	406	208	3522
Input Volume	937	352	909	744	476	211	3628
% of Volume	97	99	101	99	85	99	97

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	550	111	2	0	0	663
Stop/Veh	0.59	0.27	0.00	0.00	0.00	0.18
Vehicles Entered	926	410	1405	618	248	3607
Vehicles Exited	901	407	1409	620	248	3585
Hourly Exit Rate	901	407	1409	620	248	3585
Input Volume	1012	426	1418	632	242	3730
% of Volume	89	96	99	98	102	96

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	345	8	96	449
Stop/Veh	0.37	0.00	0.21	0.13
Vehicles Entered	934	2052	459	3445
Vehicles Exited	907	2055	432	3394
Hourly Exit Rate	907	2055	432	3394
Input Volume	1066	2076	611	3754
% of Volume	85	99	71	90

Total Network Performance

Total Stops	30084
Stop/Veh	2.01
Vehicles Entered	13874
Vehicles Exited	13662
Hourly Exit Rate	13662
Input Volume	146926
% of Volume	9

2040 No Build Conditions – AM Peak Hour

Lanes, Volumes, Timings
101: Williamson Rd NE & Route 460

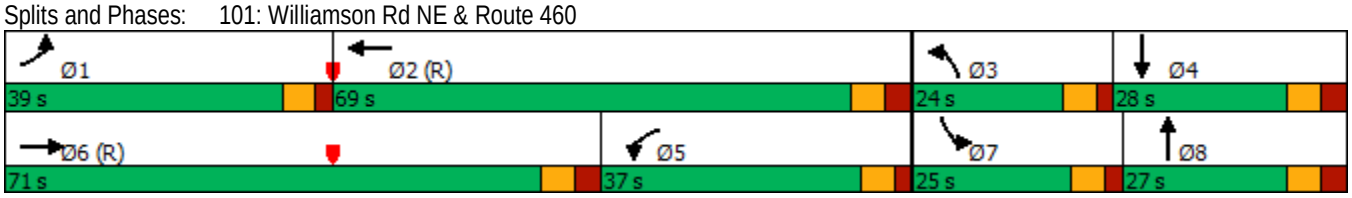
02/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	1125	294	143	1677	161	160	208	46	97	227	233
Future Volume (vph)	370	1125	294	143	1677	161	160	208	46	97	227	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	492		212	202		625	300		115
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor									0.99		0.99	
Frt		0.970				0.850			0.850		0.924	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	4493	0	1703	4183	1538	1752	3574	1615	1656	3153	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	4493	0	1703	4183	1538	1752	3574	1595	1656	3153	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				210			210		134	
Link Speed (mph)		30			25			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		4.9			32.2			40.4			8.9	
Confl. Peds. (#/hr)									1			2
Peak Hour Factor	0.85	0.87	0.90	0.89	0.90	0.83	0.77	0.68	0.73	0.87	0.81	0.80
Heavy Vehicles (%)	4%	14%	4%	6%	9%	5%	3%	1%	0%	9%	6%	4%
Adj. Flow (vph)	435	1293	327	161	1863	194	208	306	63	111	280	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	1620	0	161	1863	194	208	306	63	111	571	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						Free			Free			
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.0	19.2		14.0	19.2		14.0	15.4		14.0	15.4	
Total Split (s)	39.0	71.0		37.0	69.0		24.0	27.0		25.0	28.0	
Total Split (%)	24.4%	44.4%		23.1%	43.1%		15.0%	16.9%		15.6%	17.5%	
Maximum Green (s)	33.0	63.8		31.0	61.8		18.0	19.6		19.0	20.6	
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	3.2		2.0	3.2		2.0	3.4		2.0	3.4	
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	7.2		6.0	7.2		6.0	7.4		6.0	7.4	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.5	6.0		4.5	6.0		4.5	4.5		4.5	4.5	
Minimum Gap (s)	4.5	3.5		4.5	3.5		4.5	4.5		4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
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)		19.0			21.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			2			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	33.0	63.8		31.0	61.8	160.0	18.0	22.3	160.0	16.3	20.6	
Actuated g/C Ratio	0.21	0.40		0.19	0.39	1.00	0.11	0.14	1.00	0.10	0.13	
v/c Ratio	1.22	0.89		0.49	1.15	0.13	1.06	0.62	0.04	0.66	1.09	
Control Delay	171.2	50.5		31.0	93.3	0.0	144.7	71.5	0.0	89.4	117.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	171.2	50.5		31.0	93.3	0.0	144.7	71.5	0.0	89.4	117.0	
LOS	F	D		C	F	A	F	E	A	F	F	
Approach Delay		76.1			80.6			90.1			112.5	
Approach LOS		E			F			F			F	
90th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	19.6		19.0	20.6	
90th %ile Term Code	Max	Coord		Hold	Coord		Max	Ped		Max	Ped	
70th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	19.6		19.0	20.6	
70th %ile Term Code	Max	Coord		Hold	Coord		Max	Max		Max	Max	
50th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	21.2		17.4	20.6	
50th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	
30th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	23.7		14.9	20.6	
30th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	
10th %ile Green (s)	33.0	63.8		31.0	61.8		18.0	27.2		11.4	20.6	
10th %ile Term Code	Max	Coord		Hold	Coord		Max	Hold		Gap	Max	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 145 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.22	
Intersection Signal Delay: 83.8	Intersection LOS: F
Intersection Capacity Utilization 98.6%	ICU Level of Service F
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

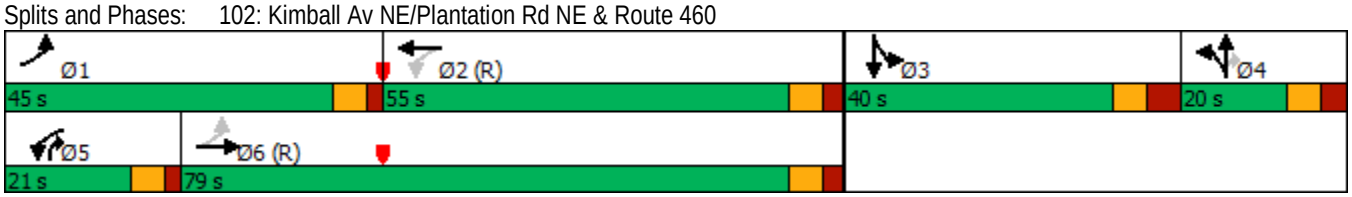


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1124	29	344	1844	139	20	78	201	62	236	127
Future Volume (vph)	125	1124	29	344	1844	139	20	78	201	62	236	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	148		0	0		0	500		500
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.994			0.989				0.850		0.958	
Flt Protected	0.950			0.950				0.990			0.993	
Satd. Flow (prot)	1597	4570	0	1770	4153	0	0	1738	1495	0	3237	0
Flt Permitted	0.055			0.132				0.990			0.993	
Satd. Flow (perm)	92	4570	0	246	4153	0	0	1738	1495	0	3237	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			7				232		32	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		23.0			37.3			58.2			56.0	
Peak Hour Factor	0.91	0.91	0.59	0.91	0.89	0.89	0.75	0.74	0.81	0.78	0.79	0.87
Heavy Vehicles (%)	13%	13%	8%	2%	9%	3%	17%	6%	8%	9%	1%	15%
Adj. Flow (vph)	137	1235	49	378	2072	156	27	105	248	79	299	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1284	0	378	2228	0	0	132	248	0	524	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	8.0	25.0		8.0	25.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	45.0	79.0		21.0	55.0		20.0	20.0	21.0	40.0	40.0	
Total Split (%)	28.1%	49.4%		13.1%	34.4%		12.5%	12.5%	13.1%	25.0%	25.0%	
Maximum Green (s)	39.0	72.3		15.0	48.3		12.7	12.7	15.0	31.9	31.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.7		6.0	6.7			7.3	6.0		8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		32.0			32.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	87.2	72.3		89.4	73.8			14.4	37.3		29.6	
Actuated g/C Ratio	0.54	0.45		0.56	0.46			0.09	0.23		0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.75	0.62		1.32	1.16			0.85	0.47		0.84	
Control Delay	79.0	11.6		188.2	102.9			111.0	10.7		71.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	79.0	11.6		188.2	102.9			111.0	10.7		71.8	
LOS	E	B		F	F			F	B		E	
Approach Delay		18.1			115.3			45.6			71.8	
Approach LOS		B			F			D			E	
90th %ile Green (s)	20.9	72.3		15.0	66.4		12.7	12.7	15.0	31.9	31.9	
90th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	16.7	72.3		15.0	70.6		12.7	12.7	15.0	31.9	31.9	
70th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	13.8	72.3		15.0	73.5		12.9	12.9	15.0	31.7	31.7	
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
30th %ile Green (s)	10.9	72.3		15.0	76.4		16.4	16.4	15.0	28.2	28.2	
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	
10th %ile Green (s)	8.7	72.3		18.3	81.9		17.1	17.1	18.3	24.2	24.2	
10th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Max	Gap	Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 135 (84%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.32	
Intersection Signal Delay: 77.3	Intersection LOS: E
Intersection Capacity Utilization 83.7%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



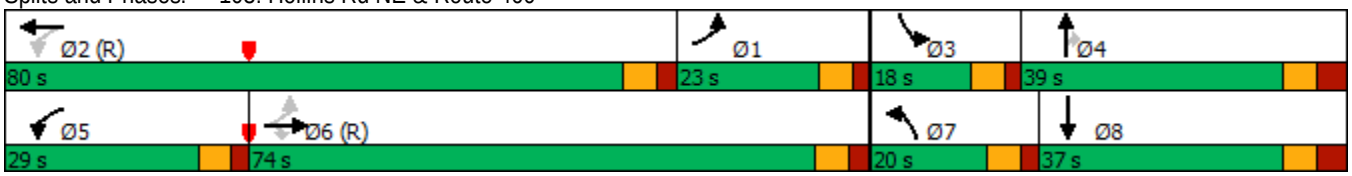
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1171	69	43	2026	52	99	187	87	43	129	202
Future Volume (vph)	147	1171	69	43	2026	52	99	187	87	43	129	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		250	173		0	300		235	175		215
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	*0.80	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99			
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4673	1242	1556	4226	0	1444	1810	1392	1367	1759	1429
Flt Permitted	0.055			0.128			0.950			0.950		
Satd. Flow (perm)	95	4673	1242	210	4226	0	1444	1810	1373	1367	1759	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115		4				150			227
Link Speed (mph)		35			27			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		26.6			17.9			43.2			66.0	
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.83	0.90	0.54	0.84	0.86	0.58	0.83	0.78	0.73	0.73	0.86	0.89
Heavy Vehicles (%)	10%	11%	30%	16%	7%	14%	25%	5%	16%	32%	8%	13%
Adj. Flow (vph)	177	1301	128	51	2356	90	119	240	119	59	150	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1301	128	51	2446	0	119	240	119	59	150	227
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4			Free
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.5	18.5	12.0	18.5		12.0	13.9	13.9	12.0	13.9	
Total Split (s)	23.0	74.0	74.0	29.0	80.0		20.0	39.0	39.0	18.0	37.0	
Total Split (%)	14.4%	46.3%	46.3%	18.1%	50.0%		12.5%	24.4%	24.4%	11.3%	23.1%	
Maximum Green (s)	17.0	67.5	67.5	23.0	73.5		14.0	31.1	31.1	12.0	29.1	
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	2.5	2.5	2.0	2.5		2.0	3.9	3.9	2.0	3.9	
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	6.5	6.5	6.0	6.5		6.0	7.9	7.9	6.0	7.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	6.0	3.5	6.0		3.5	4.5	4.5	3.5	4.5	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Time To Reduce (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	90.1	89.6	89.6	81.9	81.4		14.0	29.5	29.5	10.8	23.7	160.0
Actuated g/C Ratio	0.56	0.56	0.56	0.51	0.51		0.09	0.18	0.18	0.07	0.15	1.00
v/c Ratio	0.92	0.50	0.17	0.28	1.14		0.94	0.72	0.32	0.64	0.58	0.16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	83.5	18.8	3.7	12.0	86.2		136.9	74.7	5.4	102.4	71.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	18.8	3.7	12.0	86.2		136.9	74.7	5.4	102.4	71.5	0.2
LOS	F	B	A	B	F		F	E	A	F	E	A
Approach Delay		24.7			84.7			72.9			38.6	
Approach LOS		C			F			E			D	
90th %ile Green (s)	17.0	79.0	79.0	11.5	73.5		14.0	31.1	31.1	12.0	29.1	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Hold	
70th %ile Green (s)	17.0	80.8	80.8	9.9	73.7		14.0	30.9	30.9	12.0	28.9	
70th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	17.0	85.2	85.2	8.7	76.9		14.0	27.7	27.7	12.0	25.7	
50th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	
30th %ile Green (s)	14.1	91.1	91.1	7.6	84.6		14.0	24.3	24.3	10.6	20.9	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Gap	Gap	Gap	Hold	
10th %ile Green (s)	7.5	111.9	111.9	0.0	98.4		14.0	33.7	33.7	0.0	13.7	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord		Max	Hold	Hold	Skip	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 127 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 60.4 Intersection LOS: E
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460

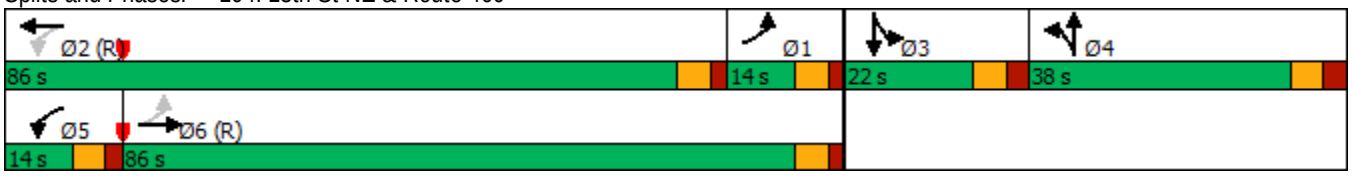


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1247	76	4	1791	41	326	69	7	113	42	83
Future Volume (vph)	13	1247	76	4	1791	41	326	69	7	113	42	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		0	154		0	150		0	200		145
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00							
Frt		0.990			0.996			0.974			0.902	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1671	3179	0	1444	3361	0	1719	1675	0	1787	1616	0
Flt Permitted	0.050			0.054			0.950			0.950		
Satd. Flow (perm)	88	3179	0	82	3361	0	1719	1675	0	1787	1616	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7			2			6				
Link Speed (mph)		35			30			25			30	
Link Distance (ft)		303			694			1828			2154	
Travel Time (s)		5.9			15.8			49.9			49.0	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.60	0.91	0.74	0.50	0.91	0.85	0.94	0.82	0.38	0.79	0.79	0.83
Heavy Vehicles (%)	8%	12%	18%	25%	7%	3%	5%	2%	50%	1%	8%	5%
Adj. Flow (vph)	22	1370	103	8	1968	48	347	84	18	143	53	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1473	0	8	2016	0	347	102	0	143	153	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	12.0	18.0		12.0	18.0		13.0	13.0		14.8	14.8	
Total Split (s)	14.0	86.0		14.0	86.0		38.0	38.0		22.0	22.0	
Total Split (%)	8.8%	53.8%		8.8%	53.8%		23.8%	23.8%		13.8%	13.8%	
Maximum Green (s)	8.0	80.0		8.0	80.0		31.0	31.0		15.2	15.2	
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		3.0	3.0		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	6.0		6.0	6.0		7.0	7.0		6.8	6.8	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.5	4.5		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			19.0		21.0	21.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			1		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	93.8	91.4		86.0	86.0		31.0	31.0		15.2	15.2	
Actuated g/C Ratio	0.59	0.57		0.54	0.54		0.19	0.19		0.10	0.10	
v/c Ratio	0.19	0.81		0.08	1.12		1.04	0.31		0.85	1.00	
Control Delay	58.0	53.1		21.5	90.1		121.3	55.0		108.3	142.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.0	53.1		21.5	90.1		121.3	55.0		108.3	142.8	
LOS	E	D		C	F		F	D		F	F	
Approach Delay		53.1			89.8			106.2			126.1	
Approach LOS		D			F			F			F	
90th %ile Green (s)	8.0	81.1		6.9	80.0		31.0	31.0		15.2	15.2	
90th %ile Term Code	Hold	Coord		Gap	Coord		Max	Max		Max	Max	
70th %ile Green (s)	8.0	94.0		0.0	80.0		31.0	31.0		15.2	15.2	
70th %ile Term Code	Hold	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	6.0	94.0		0.0	82.0		31.0	31.0		15.2	15.2	
50th %ile Term Code	Min	Coord		Skip	Coord		Max	Max		Max	Max	
30th %ile Green (s)	0.0	94.0		0.0	94.0		31.0	31.0		15.2	15.2	
30th %ile Term Code	Skip	Coord		Skip	Coord		Max	Max		Max	Max	
10th %ile Green (s)	0.0	94.0		0.0	94.0		31.0	31.0		15.2	15.2	
10th %ile Term Code	Skip	Coord		Skip	Coord		Max	Max		Max	Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 67 (42%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.12	
Intersection Signal Delay: 81.2	Intersection LOS: F
Intersection Capacity Utilization 92.7%	ICU Level of Service F
Analysis Period (min) 15	

Splits and Phases: 104: 13th St NE & Route 460

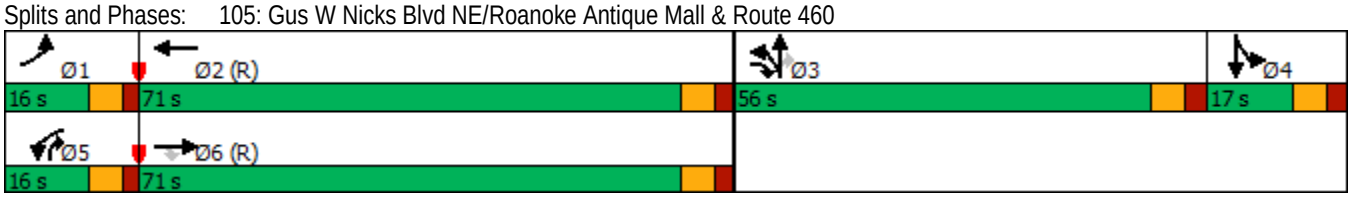


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1000	331	67	1435	1	631	8	122	19	22	10
Future Volume (vph)	9	1000	331	67	1435	1	631	8	122	19	22	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	103		0	0		262	150		150
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	0.95	1.00	1.00	1.00	1.00
Frt			0.850						0.850		0.956	
Flt Protected	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (prot)	1308	3195	1482	1543	3343	0	1314	1677	1442	1805	1596	0
Flt Permitted	0.950			0.950			0.950	0.955		0.950		
Satd. Flow (perm)	1308	3195	1482	1543	3343	0	1314	1677	1442	1805	1596	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304						95		10	
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			911	
Travel Time (s)		11.3			4.7			40.8			31.1	
Peak Hour Factor	0.67	0.88	0.94	0.71	0.91	0.25	0.76	0.35	0.78	0.53	0.50	0.56
Heavy Vehicles (%)	38%	13%	9%	17%	8%	0%	3%	0%	12%	0%	15%	11%
Adj. Flow (vph)	13	1136	352	94	1577	4	830	23	156	36	44	18
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	13	1136	352	94	1581	0	498	355	156	36	62	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6	3	5	2		3	3	5	4	4	
Permitted Phases			6						3			
Detector Phase	1	6	3	5	2		3	3	5	4	4	
Switch Phase												
Minimum Initial (s)	10.0	12.0	6.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	16.0	18.5	12.5	12.0	18.5		12.5	12.5	12.0	12.6	12.6	
Total Split (s)	16.0	71.0	56.0	16.0	71.0		56.0	56.0	16.0	17.0	17.0	
Total Split (%)	10.0%	44.4%	35.0%	10.0%	44.4%		35.0%	35.0%	10.0%	10.6%	10.6%	
Maximum Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
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	2.5	2.5	2.0	2.5		2.5	2.5	2.0	2.6	2.6	
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	6.5	6.5	6.0	6.5		6.5	6.5	6.0	6.6	6.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5	4.5	3.5	3.5	3.5	
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0	25.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0	10.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	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)		20.0	24.0		12.0		24.0	24.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	10.0	68.2	124.2	10.0	77.8		49.5	49.5	61.2	9.3	9.3	
Actuated g/C Ratio	0.06	0.43	0.78	0.06	0.49		0.31	0.31	0.38	0.06	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.16	0.84	0.29	0.98	0.97		1.23	0.69	0.26	0.34	0.61	
Control Delay	103.4	30.6	1.4	164.1	40.1		167.5	56.4	10.0	80.9	85.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	103.4	30.6	1.4	164.1	40.1		167.5	56.4	10.0	80.9	85.6	
LOS	F	C	A	F	D		F	E	A	F	F	
Approach Delay		24.4			47.0			104.1			83.9	
Approach LOS		C			D			F			F	
90th %ile Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	10.0	64.5	49.5	10.0	64.5		49.5	49.5	10.0	10.4	10.4	
70th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	0.0	64.5	49.5	10.0	80.5		49.5	49.5	10.0	10.4	10.4	
50th %ile Term Code	Skip	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	0.0	65.8	49.5	10.0	81.8		49.5	49.5	10.0	9.1	9.1	
30th %ile Term Code	Skip	Coord	Max	Max	Coord		Max	Max	Max	Gap	Gap	
10th %ile Green (s)	0.0	81.5	49.5	10.0	97.5		49.5	49.5	10.0	0.0	0.0	
10th %ile Term Code	Skip	Coord	Max	Max	Coord		Max	Max	Max	Skip	Skip	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 139 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 53.4	Intersection LOS: D
Intersection Capacity Utilization 88.2%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	5	124	1011	1475	135	80	52
Future Volume (vph)	5	124	1011	1475	135	80	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		263			305	142	242
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.98		
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1651	3252	3374	1583	1612	1099
Flt Permitted		0.075				0.950	
Satd. Flow (perm)	0	130	3252	3374	1550	1612	1099
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					109		15
Link Speed (mph)			40	40		25	
Link Distance (ft)			592	426		1532	
Travel Time (s)			10.1	7.3		41.8	
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.79	0.87	0.87	0.90	0.79	0.77
Heavy Vehicles (%)	20%	9%	11%	7%	2%	12%	47%
Adj. Flow (vph)	5	157	1162	1695	150	101	68
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	162	1162	1695	150	101	68
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1!	1	6	2		3	1!
Permitted Phases	6!	6			2		3
Detector Phase	1	1	6	2	2	3	1
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	26.0	26.0	119.0	93.0	93.0	41.0	26.0
Total Split (%)	16.3%	16.3%	74.4%	58.1%	58.1%	25.6%	16.3%
Maximum Green (s)	20.0	20.0	112.4	86.4	86.4	32.3	20.0
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.5	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)		128.5	127.9	105.6	105.6	16.8	41.8
Actuated g/C Ratio		0.80	0.80	0.66	0.66	0.10	0.26
v/c Ratio		0.63	0.45	0.76	0.14	0.60	0.23

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Control Delay		57.1	1.8	10.5	0.5	82.4	35.6
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0
Total Delay		57.1	1.9	10.5	0.5	82.4	35.6
LOS		E	A	B	A	F	D
Approach Delay			8.7	9.7		63.5	
Approach LOS			A	A		E	
90th %ile Green (s)	20.0	20.0	122.0	96.0	96.0	22.7	20.0
90th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
70th %ile Green (s)	19.4	19.4	125.5	100.1	100.1	19.2	19.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Gap	Gap
50th %ile Green (s)	16.2	16.2	127.9	105.7	105.7	16.8	16.2
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	13.9	13.9	130.4	110.5	110.5	14.3	13.9
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Gap	Gap
10th %ile Green (s)	12.0	12.0	133.9	115.9	115.9	10.8	12.0
10th %ile Term Code	Min	Min	Coord	Coord	Coord	Gap	Min

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 106: Route 460 & Granby St NE

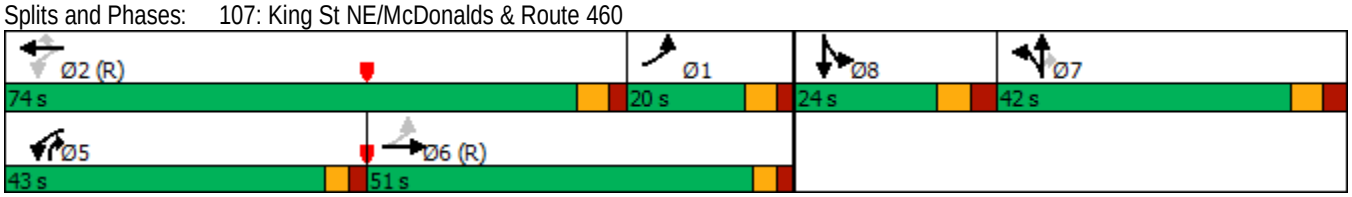
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	926	114	286	1432	69	138	21	402	43	24	30
Future Volume (vph)	46	926	114	286	1432	69	138	21	402	43	24	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	800		0	210		250	35		35
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.956	
Flt Protected	0.950			0.950				0.959			0.982	
Satd. Flow (prot)	1805	3195	1509	1736	3374	1583	0	1777	1583	0	1764	0
Flt Permitted	0.088			0.092				0.959			0.982	
Satd. Flow (perm)	167	3195	1509	168	3374	1583	0	1777	1583	0	1764	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			117			186		12	
Link Speed (mph)		40			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		12.0			18.2			31.4			42.2	
Peak Hour Factor	0.59	0.91	0.78	0.83	0.90	0.65	0.94	0.79	0.85	0.86	0.58	0.68
Heavy Vehicles (%)	0%	13%	7%	4%	7%	2%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	78	1018	146	345	1591	106	147	27	473	50	41	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1018	146	345	1591	106	0	174	473	0	135	0
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		7	7	5	8	8	
Permitted Phases	6		Free	2		2			7			
Detector Phase	1	6		5	2	2	7	7	7	8	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0	13.0	12.0	13.1	13.1	
Total Split (s)	20.0	51.0		43.0	74.0	74.0	42.0	42.0	43.0	24.0	24.0	
Total Split (%)	12.5%	31.9%		26.9%	46.3%	46.3%	26.3%	26.3%	26.9%	15.0%	15.0%	
Maximum Green (s)	14.0	46.0		38.0	68.0	68.0	35.0	35.0	38.0	16.9	16.9	
Yellow Time (s)	4.0	3.0		3.0	4.0	4.0	4.0	4.0	3.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.1	3.1	
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	5.0		5.0	6.0	6.0		7.0	5.0		7.1	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	58.3	59.3	160.0	74.0	73.0	73.0		31.3	68.0		15.6	
Actuated g/C Ratio	0.36	0.37	1.00	0.46	0.46	0.46		0.20	0.42		0.10	
v/c Ratio	0.38	0.86	0.10	0.94	1.03	0.13		0.50	0.61		0.74	
Control Delay	73.0	62.1	0.1	58.0	53.6	1.4		61.9	22.7		87.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	73.0	62.1	0.1	58.0	53.6	1.4		61.9	22.7		87.1	
LOS	E	E	A	E	D	A		E	C		F	
Approach Delay		55.5			51.6			33.2			87.1	
Approach LOS		E			D			C			F	
90th %ile Green (s)	14.0	46.0		38.0	68.0	68.0	35.0	35.0	38.0	16.9	16.9	
90th %ile Term Code	Hold	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
70th %ile Green (s)	14.0	47.7		36.3	68.0	68.0	35.0	35.0	36.3	16.9	16.9	
70th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Max	Max	Gap	Max	Max	
50th %ile Green (s)	14.0	53.9		31.3	69.2	69.2	33.8	33.8	31.3	16.9	16.9	
50th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Max	Max	
30th %ile Green (s)	14.0	65.0		25.6	74.6	74.6	29.8	29.8	25.6	15.5	15.5	
30th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Gap	Gap	
10th %ile Green (s)	14.0	83.9		17.3	85.2	85.2	22.9	22.9	17.3	11.8	11.8	
10th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap	Gap	Gap	Gap	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 84 (53%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 51.1 Intersection LOS: D
Intersection Capacity Utilization 75.8% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460



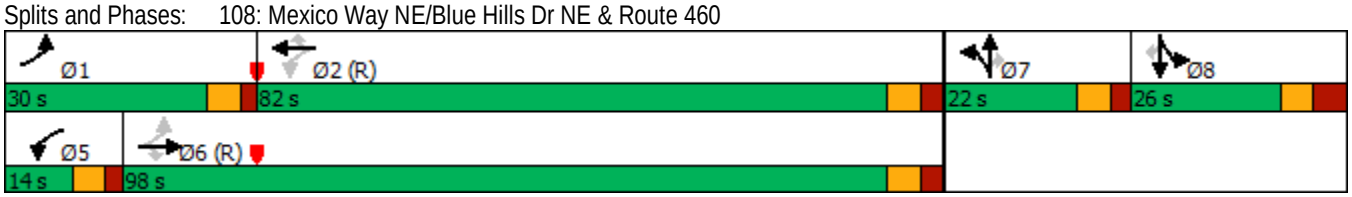
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1060	14	12	1606	44	9	8	20	23	0	124
Future Volume (vph)	250	1060	14	12	1606	44	9	8	20	23	0	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	275		392	235		235	0		410
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Frt			0.850			0.850			0.850		0.856	0.850
Flt Protected	0.950			0.950				0.980		0.950	0.998	
Satd. Flow (prot)	1752	3282	1495	1805	3438	1538	0	1862	1442	1319	1162	1208
Flt Permitted	0.045			0.213				0.980		0.950	0.998	
Satd. Flow (perm)	83	3282	1495	405	3438	1538	0	1862	1442	1319	1162	1208
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			120			161			165			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Peak Hour Factor	0.79	0.85	0.65	0.75	0.91	0.67	0.58	0.35	0.53	0.83	1.00	0.83
Heavy Vehicles (%)	3%	10%	8%	0%	5%	5%	0%	0%	12%	30%	0%	27%
Adj. Flow (vph)	316	1247	22	16	1765	66	16	23	38	28	0	149
Shared Lane Traffic (%)										10%		49%
Lane Group Flow (vph)	316	1247	22	16	1765	66	0	39	38	25	76	76
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6		6	2		2			7			8
Detector Phase	1	6	6	5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	8.0	8.0	15.0	15.0	15.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4	14.4	14.4	23.2	23.2	23.2
Total Split (s)	30.0	98.0	98.0	14.0	82.0	82.0	22.0	22.0	22.0	26.0	26.0	26.0
Total Split (%)	18.8%	61.3%	61.3%	8.8%	51.3%	51.3%	13.8%	13.8%	13.8%	16.3%	16.3%	16.3%
Maximum Green (s)	24.0	91.0	91.0	8.0	75.0	75.0	15.6	15.6	15.6	17.8	17.8	17.8
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	4.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.4	2.4	2.4	4.2	4.2	4.2
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)	6.0	7.0	7.0	6.0	7.0	7.0		6.4	6.4	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	8.0	8.0	3.5	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	115.8	109.2	109.2	93.8	84.8	84.8		10.0	10.0	16.5	16.5	16.5
Actuated g/C Ratio	0.72	0.68	0.68	0.59	0.53	0.53		0.06	0.06	0.10	0.10	0.10
v/c Ratio	1.02	0.56	0.02	0.05	0.97	0.07		0.34	0.16	0.19	0.64	0.61
Control Delay	107.0	9.8	0.0	4.6	32.3	0.1		78.9	1.4	68.6	92.9	89.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	107.0	9.8	0.0	4.6	32.3	0.1		78.9	1.4	68.6	92.9	89.8
LOS	F	A	A	A	C	A		E	A	E	F	F
Approach Delay		29.1			30.9			40.6			88.1	
Approach LOS		C			C			D			F	
90th %ile Green (s)	24.0	93.7	93.7	8.0	77.7	77.7	12.9	12.9	12.9	17.8	17.8	17.8
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	24.0	95.5	95.5	8.0	79.5	79.5	11.1	11.1	11.1	17.8	17.8	17.8
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	24.0	112.0	112.0	0.0	82.0	82.0	9.7	9.7	9.7	16.7	16.7	16.7
50th %ile Term Code	Max	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	24.0	115.0	115.0	0.0	85.0	85.0	8.4	8.4	8.4	15.0	15.0	15.0
30th %ile Term Code	Max	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Min	Min	Min
10th %ile Green (s)	24.0	129.8	129.8	0.0	99.8	99.8	0.0	0.0	0.0	15.0	15.0	15.0
10th %ile Term Code	Max	Coord	Coord	Skip	Coord	Coord	Skip	Skip	Skip	Min	Min	Min

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 143 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 88.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	998	4	1	1539	101	2	1	0	99	0	189
Future Volume (vph)	111	998	4	1	1539	101	2	1	0	99	0	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		248	310		232	0		106	0		165
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected	0.950			0.950				0.976			0.950	
Satd. Flow (prot)	1787	3223	1615	1805	3406	1482	0	1854	1900	0	1770	1583
Flt Permitted	0.042			0.252				0.976			0.950	
Satd. Flow (perm)	79	3223	1615	479	3406	1482	0	1854	1900	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			126						145
Link Speed (mph)		45			45			20			35	
Link Distance (ft)		364			861			704			1748	
Travel Time (s)		5.5			13.0			24.0			34.1	
Peak Hour Factor	0.75	0.91	0.50	0.25	0.87	0.65	0.50	0.25	1.00	0.78	1.00	0.83
Heavy Vehicles (%)	1%	12%	0%	0%	6%	9%	0%	0%	0%	2%	0%	2%
Adj. Flow (vph)	148	1097	8	4	1769	155	4	4	0	127	0	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1097	8	4	1769	155	0	8	0	0	127	228
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	6 4	5	2	2 3	4	4		3	3	
Permitted Phases	6			2					4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	7.0	18.0		5.0	18.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	15.5	26.5		13.5	26.5		12.3	12.3	12.3	16.2	16.2	16.2
Total Split (s)	19.0	106.0		14.0	101.0		13.0	13.0	13.0	27.0	27.0	27.0
Total Split (%)	11.9%	66.3%		8.8%	63.1%		8.1%	8.1%	8.1%	16.9%	16.9%	16.9%
Maximum Green (s)	10.5	97.5		5.5	92.5		5.7	5.7	5.7	17.8	17.8	17.8
Yellow Time (s)	4.9	4.9		4.9	4.9		3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	3.6	3.6		3.6	3.6		4.1	4.1	4.1	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5			7.3	7.3		9.2	9.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	122.5	120.4	123.0	106.4	100.5	124.5		5.7			16.5	16.5
Actuated g/C Ratio	0.77	0.75	0.77	0.66	0.63	0.78		0.04			0.10	0.10
v/c Ratio	0.70	0.45	0.01	0.01	0.83	0.13		0.12			0.70	0.78
Control Delay	53.4	11.5	0.0	4.0	17.4	0.8		79.0			89.2	43.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0		0.0			0.0	0.0
Total Delay	53.4	11.5	0.0	4.0	17.5	0.8		79.0			89.2	43.7
LOS	D	B	A	A	B	A		E			F	D
Approach Delay		16.3			16.2			79.0			60.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			B			E			E	
90th %ile Green (s)	10.5	97.5		5.5	92.5		5.7	5.7	5.7	17.8	17.8	17.8
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	Max
70th %ile Green (s)	18.5	122.2		0.0	95.2		0.0	0.0	0.0	20.1	20.1	20.1
70th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	Gap
50th %ile Green (s)	16.8	124.6		0.0	99.3		0.0	0.0	0.0	17.7	17.7	17.7
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	Gap
30th %ile Green (s)	14.6	127.1		0.0	104.0		0.0	0.0	0.0	15.2	15.2	15.2
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	Gap
10th %ile Green (s)	10.7	130.7		0.0	111.5		0.0	0.0	0.0	11.6	11.6	11.6
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	Gap

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 98 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 20.8 Intersection LOS: C
Intersection Capacity Utilization 82.7% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

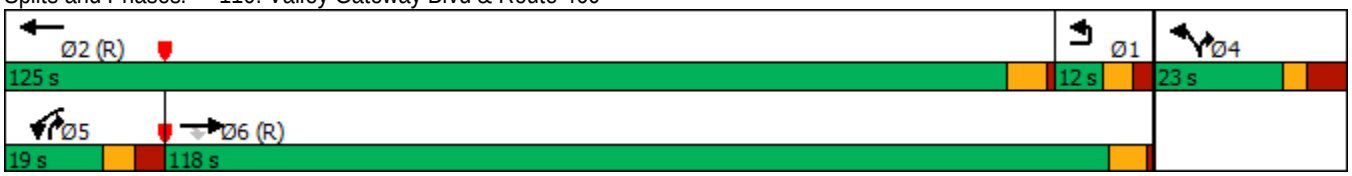
Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	0	992	105	75	1566	75	12
Future Volume (vph)	0	992	105	75	1566	75	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330	525		250	250
Storage Lanes	1		1	2		1	0
Taper Length (ft)	0			0		0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt			0.850				0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	1900	3223	1553	3467	3438	3072	1468
Flt Permitted				0.950		0.950	
Satd. Flow (perm)	1900	3223	1553	3467	3438	3072	1468
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			122				33
Link Speed (mph)		45			45	25	
Link Distance (ft)		861			1474	1213	
Travel Time (s)		13.0			22.3	33.1	
Peak Hour Factor	1.00	0.90	0.86	0.75	0.91	0.70	0.36
Heavy Vehicles (%)	0%	12%	4%	1%	5%	14%	10%
Adj. Flow (vph)	0	1102	122	100	1721	107	33
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1102	122	100	1721	107	33
Turn Type	Prot	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5	2	4	4 5
Permitted Phases			6				
Detector Phase	1	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	8.0	16.0	8.0	
Minimum Split (s)	11.4	21.6	21.6	15.4	21.6	15.9	
Total Split (s)	12.0	118.0	118.0	19.0	125.0	23.0	
Total Split (%)	7.5%	73.8%	73.8%	11.9%	78.1%	14.4%	
Maximum Green (s)	5.6	112.4	112.4	11.6	119.4	15.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	4.6	3.0	
All-Red Time (s)	2.6	1.0	1.0	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	5.6	5.6	7.4	5.6	7.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	4.0	4.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)		117.0	117.0	10.2	134.6	11.9	29.5
Actuated g/C Ratio		0.73	0.73	0.06	0.84	0.07	0.18
v/c Ratio		0.47	0.10	0.45	0.60	0.47	0.11
Control Delay		7.5	0.7	97.7	1.6	77.3	15.7
Queue Delay		0.0	0.0	0.0	0.1	0.0	0.0
Total Delay		7.5	0.7	97.7	1.6	77.3	15.7
LOS		A	A	F	A	E	B
Approach Delay		6.9			6.9	62.8	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS		A			A	E	
90th %ile Green (s)	0.0	112.4	112.4	11.6	131.4	15.1	
90th %ile Term Code	Skip	Coord	Coord	Max	Coord	Max	
70th %ile Green (s)	0.0	114.3	114.3	11.6	133.3	13.2	
70th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
50th %ile Green (s)	0.0	116.7	116.7	10.5	134.6	11.9	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
30th %ile Green (s)	0.0	119.2	119.2	9.3	135.9	10.6	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
10th %ile Green (s)	0.0	122.4	122.4	8.0	137.8	8.7	
10th %ile Term Code	Skip	Coord	Coord	Min	Coord	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 85 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 61.2% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	79	969	1	1416	87	26	90
Future Volume (vph)	79	969	1	1416	87	26	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3242	3282	1805	3406	1553	1612	1524
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3242	3282	1805	3406	1553	1612	1524
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					112		101
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		951		1551	
Travel Time (s)		15.7		14.4		42.3	
Peak Hour Factor	0.74	0.90	0.25	0.88	0.78	0.78	0.89
Heavy Vehicles (%)	8%	10%	0%	6%	4%	12%	6%
Adj. Flow (vph)	107	1077	4	1609	112	33	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	1077	4	1609	112	33	101
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	7.0	18.0	5.0	18.0		8.0	8.0
Minimum Split (s)	15.5	24.2	11.3	24.2		15.1	15.1
Total Split (s)	22.0	122.0	12.0	112.0		26.0	26.0
Total Split (%)	13.8%	76.3%	7.5%	70.0%		16.3%	16.3%
Maximum Green (s)	13.5	115.8	5.7	105.8		18.9	18.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	4.2	1.0	2.0	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	6.2	6.3	6.2		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	4.0	5.0	4.0	5.0		5.0	5.0
Recall Mode	None	C-Max	None	C-Max		None	None
Act Effct Green (s)	11.6	133.1	7.0	115.8	133.7	10.8	10.8
Actuated g/C Ratio	0.07	0.83	0.04	0.72	0.84	0.07	0.07
v/c Ratio	0.46	0.39	0.05	0.65	0.09	0.31	0.51
Control Delay	86.4	2.6	87.0	5.2	0.1	77.5	21.1
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	86.4	2.6	87.0	5.3	0.1	77.5	21.1
LOS	F	A	F	A	A	E	C
Approach Delay		10.2		5.2		35.0	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		A		D	
90th %ile Green (s)	14.6	118.5	7.8	109.5		14.1	14.1
90th %ile Term Code	Gap	Coord	Gap	Coord		Gap	Gap
70th %ile Green (s)	12.9	134.7	0.0	113.3		12.0	12.0
70th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
50th %ile Green (s)	11.6	136.1	0.0	116.0		10.6	10.6
50th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
30th %ile Green (s)	10.4	137.4	0.0	118.5		9.3	9.3
30th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
10th %ile Green (s)	8.6	138.7	0.0	121.6		8.0	8.0
10th %ile Term Code	Gap	Coord	Skip	Coord		Min	Min

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 8.4	Intersection LOS: A
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

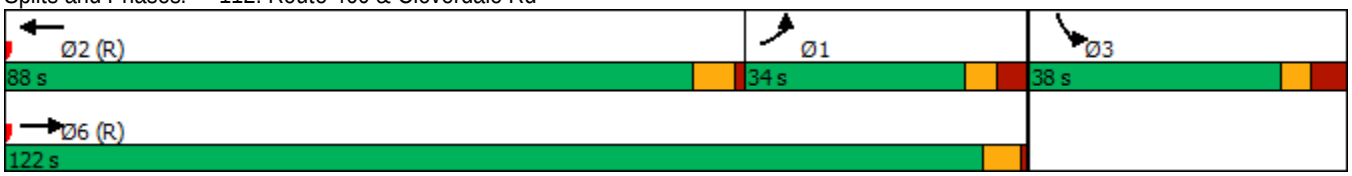
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	523	473	1000	929	403	504
Future Volume (vph)	523	473	1000	929	403	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	535
Storage Lanes	2			1	2	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3183	3195	3374	1495	3127	1495
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3183	3195	3374	1495	3127	1495
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				883		484
Link Speed (mph)		45	45		45	
Link Distance (ft)		951	4283		1990	
Travel Time (s)		14.4	64.9		30.2	
Peak Hour Factor	0.81	0.88	0.93	0.93	0.90	0.91
Heavy Vehicles (%)	10%	13%	7%	8%	12%	8%
Adj. Flow (vph)	646	538	1075	999	448	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	646	538	1075	999	448	554
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	1	6	2		3	
Permitted Phases				Free		Free
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0		8.0	
Minimum Split (s)	15.6	19.5	20.1		16.1	
Total Split (s)	34.0	122.0	88.0		38.0	
Total Split (%)	21.3%	76.3%	55.0%		23.8%	
Maximum Green (s)	26.4	116.5	81.9		29.9	
Yellow Time (s)	3.7	4.5	5.1		3.6	
All-Red Time (s)	3.9	1.0	1.0		4.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.6	5.5	6.1		8.1	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	4.0		4.0	
Recall Mode	None	C-Max	C-Max		None	
Act Effct Green (s)	26.4	118.9	84.3	160.0	27.5	160.0
Actuated g/C Ratio	0.16	0.74	0.53	1.00	0.17	1.00
v/c Ratio	1.23	0.23	0.60	0.67	0.84	0.37
Control Delay	167.0	2.9	28.4	2.4	78.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	167.0	2.9	28.4	2.4	78.3	0.7
LOS	F	A	C	A	E	A
Approach Delay		92.5	15.9		35.4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		F	B		D	
90th %ile Green (s)	26.4	116.5	81.9		29.9	
90th %ile Term Code	Max	Coord	Coord		Max	
70th %ile Green (s)	26.4	116.5	81.9		29.9	
70th %ile Term Code	Max	Coord	Coord		Max	
50th %ile Green (s)	26.4	117.6	83.0		28.8	
50th %ile Term Code	Max	Coord	Coord		Gap	
30th %ile Green (s)	26.4	120.2	85.6		26.2	
30th %ile Term Code	Max	Coord	Coord		Gap	
10th %ile Green (s)	26.4	123.9	89.3		22.5	
10th %ile Term Code	Max	Coord	Coord		Gap	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.23	
Intersection Signal Delay: 41.8	Intersection LOS: D
Intersection Capacity Utilization 70.5%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 112: Route 460 & Cloverdale Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1284	6	42	2114	33	0	0	44	0	0	7
Future Volume (vph)	11	1284	6	42	2114	33	0	0	44	0	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998			0.865			0.865	
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	4625	0	1703	4888	0	0	1417	0	0	1644	0
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	4625	0	1703	4888	0	0	1417	0	0	1644	0
Link Speed (mph)		35			27			25			25	
Link Distance (ft)		710			216			678			717	
Travel Time (s)		13.8			5.5			18.5			19.6	
Confl. Peds. (#/hr)						4						
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 (%)	0%	12%	20%	6%	6%	0%	0%	0%	16%	0%	0%	0%
Adj. Flow (vph)	12	1427	7	47	2349	37	0	0	49	0	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1434	0	47	2386	0	0	49	0	0	8	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1327	1	0	2189	0	4
Future Volume (vph)	1327	1	0	2189	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3223	0	0	3406	0	1096
Flt Permitted						
Satd. Flow (perm)	3223	0	0	3406	0	1096
Link Speed (mph)	35			27	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			10.6	10.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	0%	0%	6%	0%	50%
Adj. Flow (vph)	1491	1	0	2460	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1492	0	0	2460	0	4
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	1326	3	14	2182	4	0	0	10	0	0
Future Volume (vph)	1	1	1326	3	14	2182	4	0	0	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	30		0	0		0	0	
Storage Lanes		0		0	1		0	0		0	0	
Taper Length (ft)		0			0			0			0	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.865			0.865
Flt Protected					0.950							
Satd. Flow (prot)	0	0	3224	0	1805	3373	0	0	1481	0	0	822
Flt Permitted					0.950							
Satd. Flow (perm)	0	0	3224	0	1805	3373	0	0	1481	0	0	822
Link Speed (mph)			35			27			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			7.7			18.0			12.2
Confl. Peds. (#/hr)				1			2					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	12%	0%	0%	7%	25%	0%	0%	11%	0%	0%
Adj. Flow (vph)	1	1	1353	3	14	2227	4	0	0	10	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1358	0	14	2231	0	0	10	0	0	6
Sign Control			Free			Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	6
Future Volume (vph)	6
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	100%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1367	0	1	0	1836	0	0
Future Volume (vph)	1367	0	1	0	1836	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	3223	0	0	0	3372	0	0
Flt Permitted							
Satd. Flow (perm)	3223	0	0	0	3372	0	0
Link Speed (mph)	35				30	20	
Link Distance (ft)	694				470	250	
Travel Time (s)	13.5				10.7	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	100%	0%	7%	0%	0%
Adj. Flow (vph)	1395	0	1	0	1873	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1395	0	0	0	1874	0	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	1	1367	0	1	0	1836	0	0
Future Volume (vph)	1	1367	0	1	0	1836	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt								
Flt Protected								
Satd. Flow (prot)	0	3223	0	0	0	3374	0	0
Flt Permitted								
Satd. Flow (perm)	0	3223	0	0	0	3374	0	0
Link Speed (mph)		35				30	20	
Link Distance (ft)		470				669	296	
Travel Time (s)		9.2				15.2	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	12%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1	1395	0	1	0	1873	0	0
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	1396	0	0	0	1874	0	0
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1362	6	1	3	1837	0	6
Future Volume (vph)	1362	6	1	3	1837	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		1	0
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865	
Flt Protected				0.950			
Satd. Flow (prot)	3221	0	0	1805	3374	1644	0
Flt Permitted				0.950			
Satd. Flow (perm)	3221	0	0	1805	3374	1644	0
Link Speed (mph)	35				30	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				16.8	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1390	6	1	3	1874	0	6
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1396	0	0	4	1874	6	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1368	0	0	1840	0	0
Future Volume (vph)	1	1368	0	0	1840	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	0	3223	0	0	3406	1900	0
Flt Permitted							
Satd. Flow (perm)	0	3223	0	0	3406	1900	0
Link Speed (mph)		35			30	20	
Link Distance (ft)		740			487	223	
Travel Time (s)		14.4			11.1	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	12%	0%	0%	6%	0%	0%
Adj. Flow (vph)	1	1487	0	0	2000	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	1488	0	0	2000	0	0
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	18	1350	1820	246	10	20
Future Volume (vph)	18	1350	1820	246	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor						
Frt			0.982		0.910	
Flt Protected	0.950				0.984	
Satd. Flow (prot)	1597	3223	3363	0	1701	0
Flt Permitted	0.950				0.984	
Satd. Flow (perm)	1597	3223	3363	0	1701	0
Link Speed (mph)		35	30		25	
Link Distance (ft)		487	582		1090	
Travel Time (s)		9.5	13.2		29.7	
Confl. Peds. (#/hr)				1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	12%	6%	1%	0%	0%
Adj. Flow (vph)	20	1467	1978	267	11	22
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	1467	2245	0	33	0
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	1111	10	19	1497	24	3	1	42	2	0	3
Future Volume (vph)	15	1111	10	19	1497	24	3	1	42	2	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	270		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
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		0.999			0.998			0.876			0.919	
Flt Protected	0.950			0.950				0.997			0.980	
Satd. Flow (prot)	1805	3189	0	1703	3337	0	0	1546	0	0	1711	0
Flt Permitted	0.950			0.950				0.997			0.980	
Satd. Flow (perm)	1805	3189	0	1703	3337	0	0	1546	0	0	1711	0
Link Speed (mph)		35			35			20			25	
Link Distance (ft)		243			990			290			799	
Travel Time (s)		4.7			19.3			9.9			21.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	22%	6%	8%	5%	0%	0%	8%	0%	0%	0%
Adj. Flow (vph)	16	1208	11	21	1627	26	3	1	46	2	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	1219	0	21	1653	0	0	50	0	0	5	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	21	1093	36	2	0	1487	10	1	4	1	16	0
Future Volume (vph)	21	1093	36	2	0	1487	10	1	4	1	16	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0		0		100	0		0	0	
Storage Lanes	1		0		0		1	0		0	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995					0.850		0.977			0.896
Flt Protected	0.950								0.992			0.989
Satd. Flow (prot)	1444	3180	0	0	0	3343	1346	0	1578	0	0	1342
Flt Permitted	0.950								0.992			0.989
Satd. Flow (perm)	1444	3180	0	0	0	3343	1346	0	1578	0	0	1342
Link Speed (mph)		35				40			20			20
Link Distance (ft)		990				765			302			526
Travel Time (s)		19.3				13.0			10.3			17.9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	25%	13%	12%	0%	0%	8%	20%	0%	0%	100%	0%	0%
Adj. Flow (vph)	23	1188	39	2	0	1616	11	1	4	1	17	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1227	0	0	0	1618	11	0	6	0	0	74
Sign Control		Free				Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.4%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Heavy Vehicles (%)	33%
Adj. Flow (vph)	57
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1088	7	7	1444	5	6	0	7	16	0	49
Future Volume (vph)	12	1088	7	7	1444	5	6	0	7	16	0	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	100		50	0		0	0		0
Storage Lanes	1		0	1		1	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850		0.927			0.899	
Flt Protected	0.950			0.950				0.977			0.988	
Satd. Flow (prot)	1805	3194	0	1805	3343	1615	0	1576	0	0	1688	0
Flt Permitted	0.950			0.950				0.977			0.988	
Satd. Flow (perm)	1805	3194	0	1805	3343	1615	0	1576	0	0	1688	0
Link Speed (mph)		40			40			20			20	
Link Distance (ft)		765			990			275			449	
Travel Time (s)		13.0			16.9			9.4			15.3	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	13%	0%	0%	8%	0%	0%	0%	17%	0%	0%	0%
Adj. Flow (vph)	13	1133	7	7	1504	5	6	0	7	17	0	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	1140	0	7	1504	5	0	13	0	0	68	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1073	33	6	99	1435	2	21	0	61	0	0
Future Volume (vph)	0	1073	33	6	99	1435	2	21	0	61	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		224		0	0		0	0	
Storage Lanes	0		0		1		0	0		0	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.900			
Flt Protected					0.950				0.987			
Satd. Flow (prot)	0	3193	0	0	1805	3343	0	0	1627	0	0	1900
Flt Permitted					0.214				0.912			
Satd. Flow (perm)	0	3193	0	0	407	3343	0	0	1504	0	0	1900
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		4							70			
Link Speed (mph)		40				40			25			20
Link Distance (ft)		990				592			624			294
Travel Time (s)		16.9				10.1			17.0			10.0
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
Heavy Vehicles (%)	0%	13%	0%	0%	0%	8%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	1118	34	6	103	1495	2	22	0	64	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1152	0	0	109	1497	0	0	86	0	0	0
Turn Type		NA		pm+pt	pm+pt	NA		Perm	NA			
Protected Phases		6		5	5	2			8			4
Permitted Phases				2	2			8			4	
Detector Phase		6		5	5	2		8	8		4	4
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)		24.6		10.6	10.6	24.6		24.0	24.0		24.0	24.0
Total Split (s)		114.0		17.0	17.0	131.0		29.0	29.0		29.0	29.0
Total Split (%)		71.3%		10.6%	10.6%	81.9%		18.1%	18.1%		18.1%	18.1%
Maximum Green (s)		107.4		10.4	10.4	124.4		23.0	23.0		23.0	23.0
Yellow Time (s)		4.5		4.5	4.5	4.5		4.0	4.0		4.0	4.0
All-Red Time (s)		2.1		2.1	2.1	2.1		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)		6.6			6.6	6.6			6.0			6.0
Lead/Lag		Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode		C-Max		None	None	C-Max		None	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)		125.7			139.2	139.2			8.2			
Actuated g/C Ratio		0.79			0.87	0.87			0.05			
v/c Ratio		0.46			0.26	0.51			0.60			
Control Delay		18.6			1.2	1.0			38.4			
Queue Delay		0.0			0.0	0.2			0.0			

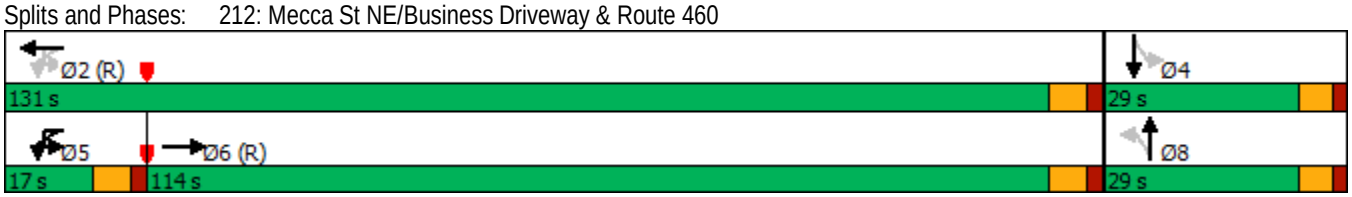
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
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	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay		18.6			1.2	1.2			38.4			
LOS		B			A	A			D			
Approach Delay		18.6				1.2			38.4			
Approach LOS		B				A			D			
90th %ile Green (s)		119.4		8.2	8.2	134.2		13.2	13.2		13.2	13.2
90th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
70th %ile Green (s)		123.8		7.3	7.3	137.7		9.7	9.7		9.7	9.7
70th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
50th %ile Green (s)		126.9		6.7	6.7	140.2		7.2	7.2		7.2	7.2
50th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
30th %ile Green (s)		129.0		6.3	6.3	141.9		5.5	5.5		5.5	5.5
30th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
10th %ile Green (s)		129.4		5.9	5.9	141.9		5.5	5.5		5.5	5.5
10th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 74 (46%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 212: Mecca St NE/Business Driveway & Route 460



Lane Group	SBR
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1078	13	8	1559	0	41	0	32	0	0	0
Future Volume (vph)	0	1078	13	8	1559	0	41	0	32	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		240	270		0	0		0	0		0
Storage Lanes	0		1	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.940				
Flt Protected				0.950				0.973				
Satd. Flow (prot)	0	3252	1615	1805	3374	0	0	1738	0	0	1900	0
Flt Permitted				0.950				0.973				
Satd. Flow (perm)	0	3252	1615	1805	3374	0	0	1738	0	0	1900	0
Link Speed (mph)		40			40			25			20	
Link Distance (ft)		426			912			741			284	
Travel Time (s)		7.3			15.5			20.2			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 (%)	0%	11%	0%	0%	7%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1135	14	8	1641	0	43	0	34	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1135	14	8	1641	0	0	77	0	0	0	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	29	1079	1556	50	21	4
Future Volume (vph)	2	29	1079	1556	50	21	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt				0.995		0.979	
Flt Protected		0.950				0.959	
Satd. Flow (prot)	0	1740	3252	3357	0	1651	0
Flt Permitted		0.950				0.959	
Satd. Flow (perm)	0	1740	3252	3357	0	1651	0
Link Speed (mph)			40	40		25	
Link Distance (ft)			912	543		613	
Travel Time (s)			15.5	9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	11%	7%	7%	5%	25%
Adj. Flow (vph)	2	31	1148	1655	53	22	4
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	33	1148	1708	0	26	0
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	2	1091	0	3	3	1604	0	0	0	2	0
Future Volume (vph)	2	2	1091	0	3	3	1604	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1444	3195	0	0	0	3373	0	0	1644	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1444	3195	0	0	0	3373	0	0	1644	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
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 (%)	50%	0%	13%	0%	0%	33%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	2	1161	0	3	3	1706	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	1161	0	0	0	1712	0	0	2	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	1900	0
Flt Permitted		
Satd. Flow (perm)	1900	0
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	23	1335	0	3	0	1735	37	0	0	0	22
Future Volume (vph)	3	23	1335	0	3	0	1735	37	0	0	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1728	3195	0	0	0	3374	1568	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1728	3195	0	0	0	3374	1568	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
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
Heavy Vehicles (%)	0%	5%	13%	0%	0%	0%	7%	3%	0%	0%	0%	5%
Adj. Flow (vph)	3	24	1420	0	3	0	1846	39	0	0	0	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	1420	0	0	0	1849	39	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	9
Future Volume (vph)	0	9
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.959	
Flt Protected	0.966	
Satd. Flow (prot)	1639	0
Flt Permitted	0.966	
Satd. Flow (perm)	1639	0
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	13%
Adj. Flow (vph)	0	10
Shared Lane Traffic (%)		
Lane Group Flow (vph)	33	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	44	1314	0	1	0	1720	28	0	0	0	19
Future Volume (vph)	2	44	1314	0	1	0	1720	28	0	0	0	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		0		0	0		0	0
Storage Lanes		1		1		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1676	3282	1900	0	0	3438	1509	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1676	3282	1900	0	0	3438	1509	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
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 (%)	0%	8%	10%	0%	0%	0%	5%	7%	0%	0%	0%	25%
Adj. Flow (vph)	2	47	1413	0	1	0	1849	30	0	0	0	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	1413	0	0	0	1850	30	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	23
Future Volume (vph)	0	23
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.925	
Flt Protected	0.978	
Satd. Flow (prot)	1509	0
Flt Permitted	0.978	
Satd. Flow (perm)	1509	0
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	5%
Adj. Flow (vph)	0	25
Shared Lane Traffic (%)		
Lane Group Flow (vph)	45	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1097	6	0	1662	0	11
Future Volume (vph)	1097	6	0	1662	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3251	0	0	3438	0	1644
Flt Permitted						
Satd. Flow (perm)	3251	0	0	3438	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	0%	0%	5%	0%	0%
Adj. Flow (vph)	1180	6	0	1787	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1186	0	0	1787	0	12
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	8	12	1088	0	18	21	1651	92	3	0	11	3
Future Volume (vph)	8	12	1088	0	18	21	1651	92	3	0	11	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850			0.850	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1805	3252	0	0	1757	3438	1553	0	1805	1615	0
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1805	3252	0	0	1757	3438	1553	0	1805	1615	0
Link Speed (mph)			45				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			4.5				8.4			10.3		
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 (%)	0%	0%	11%	0%	0%	5%	5%	4%	0%	0%	0%	0%
Adj. Flow (vph)	9	13	1170	0	19	23	1775	99	3	0	12	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	1170	0	0	42	1775	99	0	3	12	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected	0.950	
Satd. Flow (prot)	1805	0
Flt Permitted	0.950	
Satd. Flow (perm)	1805	0
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	3	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1107	13	0	1718	12	0	0	6	0	0	64
Future Volume (vph)	0	1107	13	0	1718	12	0	0	6	0	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	4628	0	0	3402	0	0	0	1644	0	0	1550
Flt Permitted												
Satd. Flow (perm)	0	4628	0	0	3402	0	0	0	1644	0	0	1550
Link Speed (mph)		45			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		8.4			5.5			12.4			19.5	
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
Heavy Vehicles (%)	0%	12%	0%	0%	6%	9%	0%	0%	0%	0%	0%	6%
Adj. Flow (vph)	0	1141	13	0	1771	12	0	0	6	0	0	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1154	0	0	1783	0	0	0	6	0	0	66
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	3	1030	19	1	225	1630	3	3	0	95	1
Future Volume (vph)	2	3	1030	19	1	225	1630	3	3	0	95	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0		150		175	0		0	0
Storage Lanes		1		0		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997					0.850		0.869		
Flt Protected		0.950				0.950				0.999		
Satd. Flow (prot)	0	1805	3248	0	0	1787	3438	1615	0	1649	0	0
Flt Permitted		0.950				0.950				0.999		
Satd. Flow (perm)	0	1805	3248	0	0	1787	3438	1615	0	1649	0	0
Link Speed (mph)			45				45			25		
Link Distance (ft)			1474				488			1132		
Travel Time (s)			22.3				7.4			30.9		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	11%	0%	0%	1%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	3	1184	22	1	259	1874	3	3	0	109	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	1206	0	0	260	1874	3	0	112	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	6
Future Volume (vph)	0	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.882	
Flt Protected	0.994	
Satd. Flow (prot)	1666	0
Flt Permitted	0.994	
Satd. Flow (perm)	1666	0
Link Speed (mph)	20	
Link Distance (ft)	378	
Travel Time (s)	12.9	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	8	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	10	1103	13	1	4	1758	21	33	0	4	47
Future Volume (vph)	1	10	1103	13	1	4	1758	21	33	0	4	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	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		0.984		
Flt Protected		0.950				0.950				0.958		
Satd. Flow (prot)	0	1640	3252	1615	0	1494	3438	1468	0	1687	0	0
Flt Permitted		0.950				0.950				0.958		
Satd. Flow (perm)	0	1640	3252	1615	0	1494	3438	1468	0	1687	0	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	11%	0%	0%	25%	5%	10%	7%	0%	0%	0%
Adj. Flow (vph)	1	11	1268	15	1	5	2021	24	38	0	5	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	1268	15	0	6	2021	24	0	43	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 61.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	67
Future Volume (vph)	0	67
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.921	
Flt Protected	0.980	
Satd. Flow (prot)	1676	0
Flt Permitted	0.980	
Satd. Flow (perm)	1676	0
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	4%
Adj. Flow (vph)	0	77
Shared Lane Traffic (%)		
Lane Group Flow (vph)	131	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1155	0	0	1780	0	3	0	0	0	0	1
Future Volume (vph)	0	1155	0	0	1780	0	3	0	0	0	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt											0.865	
Flt Protected								0.950				
Satd. Flow (prot)	0	3252	0	0	3438	0	0	1805	0	0	1644	0
Flt Permitted								0.950				
Satd. Flow (perm)	0	3252	0	0	3438	0	0	1805	0	0	1644	0
Link Speed (mph)		45			45			20			20	
Link Distance (ft)		955			1228			397			265	
Travel Time (s)		14.5			18.6			13.5			9.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1328	0	0	2046	0	3	0	0	0	0	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1328	0	0	2046	0	0	3	0	0	1	0
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	108	1047	1	1495	10	0	285
Future Volume (vph)	108	1047	1	1495	10	0	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		0		170	0	0
Storage Lanes	1		0		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Frt					0.850	0.865	
Flt Protected	0.950						
Satd. Flow (prot)	1770	3282	0	3406	1615	1611	0
Flt Permitted	0.950						
Satd. Flow (perm)	1770	3282	0	3406	1615	1611	0
Link Speed (mph)		45		45		25	
Link Distance (ft)		1228		1034		827	
Travel Time (s)		18.6		15.7		22.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	10%	0%	6%	0%	0%	2%
Adj. Flow (vph)	119	1151	1	1643	11	0	313
Shared Lane Traffic (%)							
Lane Group Flow (vph)	119	1151	0	1644	11	313	0
Sign Control		Free		Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 97.9%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1789	1979	91	0	140
Future Volume (vph)	0	1789	1979	91	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	6052	4818	0	0	1481
Flt Permitted						
Satd. Flow (perm)	0	6052	4818	0	0	1481
Link Speed (mph)		30	25		25	
Link Distance (ft)		461	217		284	
Travel Time (s)		10.5	5.9		7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	7%	5%	0%	11%
Adj. Flow (vph)	0	1883	2083	96	0	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1883	2179	0	0	147
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	0	22	0	0	0	80	72	587	0	0	520
Future Volume (vph)	5	0	22	0	0	0	80	72	587	0	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		0		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.892										0.995
Flt Protected		0.990							0.990			
Satd. Flow (prot)	0	1446	0	0	1900	0	0	0	3470	0	0	3451
Flt Permitted		0.990							0.990			
Satd. Flow (perm)	0	1446	0	0	1900	0	0	0	3470	0	0	3451
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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 (%)	0%	0%	20%	0%	0%	0%	3%	11%	2%	0%	0%	4%
Adj. Flow (vph)	6	0	24	0	0	0	89	80	652	0	0	578
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	0	0	0	0	821	0	0	599
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.0%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	19
Future Volume (vph)	19
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	6%
Adj. Flow (vph)	21
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	334	0	550	0	0
Future Volume (vph)	0	334	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1596	0	1681	0	0
Flt Permitted						
Satd. Flow (perm)	0	1596	0	1681	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.69	0.92	0.88	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	13%	2%	2%
Adj. Flow (vph)	0	484	0	625	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	484	0	625	0	0
Sign Control	Free			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	710	334	0	1223	663	0	0	550	0	0	246
Future Volume (vph)	0	710	334	0	1223	663	0	0	550	0	0	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Flt Permitted												
Satd. Flow (perm)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Link Speed (mph)		35			35			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			12.4			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Heavy Vehicles (%)	0%	10%	3%	0%	5%	11%	0%	0%	13%	0%	0%	3%
Adj. Flow (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	970	290	0	1538	581	0	348	0	0
Future Volume (vph)	0	970	290	0	1538	581	0	348	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1538	0	3343	1509	0	1580	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1538	0	3343	1509	0	1580	0	0
Link Speed (mph)		35			35		15		20	
Link Distance (ft)		636			557		373		372	
Travel Time (s)		12.4			10.9		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	5%	2%	8%	7%	0%	4%	2%	2%
Adj. Flow (vph)	0	1115	377	0	1748	638	0	366	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1115	377	0	1748	638	0	366	0	0
Sign Control		Free			Free		Yield		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	0	0	2119	0	819
Future Volume (vph)	970	0	0	2119	0	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	1550
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	1550
Link Speed (mph)	35			25	35	
Link Distance (ft)	557			461	793	
Travel Time (s)	10.9			12.6	15.4	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.94
Heavy Vehicles (%)	2%	2%	0%	7%	0%	6%
Adj. Flow (vph)	1054	0	0	2231	0	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1054	0	0	2231	0	871
Sign Control	Free			Free	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 84.2%	ICU Level of Service E
Analysis Period (min) 15	

HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1284	6	42	2114	33	0	0	44	0	0	7
Future Volume (Veh/h)	11	1284	6	42	2114	33	0	0	44	0	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	1427	7	47	2349	37	0	0	49	0	0	8
Pedestrians											4	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		710			937							
pX, platoon unblocked	0.58			0.84			0.66	0.66	0.84	0.66	0.66	0.58
vC, conflicting volume	2390			1434			2340	3938	479	3014	3924	806
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	866			834			0	1984	0	589	1961	0
tC, single (s)	4.1			4.2			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	97			93			100	100	94	100	100	99
cM capacity (veh/h)	455			644			621	37	870	228	38	631

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	12	571	571	292	47	940	940	507	49	8
Volume Left	12	0	0	0	47	0	0	0	0	0
Volume Right	0	0	0	7	0	0	0	37	49	8
cSH	455	1700	1700	1700	644	1700	1700	1700	870	631
Volume to Capacity	0.03	0.34	0.34	0.17	0.07	0.55	0.55	0.30	0.06	0.01
Queue Length 95th (ft)	2	0	0	0	6	0	0	0	4	1
Control Delay (s)	13.1	0.0	0.0	0.0	11.0	0.0	0.0	0.0	9.4	10.8
Lane LOS	B				B				A	B
Approach Delay (s)	0.1				0.2				9.4	10.8
Approach LOS									A	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1327	1	0	2189	0	4
Future Volume (Veh/h)	1327	1	0	2189	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1491	1	0	2460	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.80		0.61	0.80
vC, conflicting volume			1492		2722	746
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1106		1031	169
tC, single (s)			4.1		6.8	7.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.8
p0 queue free %			100		100	99
cM capacity (veh/h)			509		141	568

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	994	498	1230	1230	4
Volume Left	0	0	0	0	0
Volume Right	0	1	0	0	4
cSH	1700	1700	1700	1700	568
Volume to Capacity	0.58	0.29	0.72	0.72	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.4
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.4
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	1326	3	14	2182	4	0	0	10	0	0
Future Volume (Veh/h)	1	1	1326	3	14	2182	4	0	0	10	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	1353	3	14	2227	4	0	0	10	0	0
Pedestrians									1			2
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.50						0.50	0.50		0.50	0.50
vC, conflicting volume	0	2233			1357			2505	3618	679	2948	3618
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1461			1357			2007	4241	679	2895	4240
tC, single (s)	0.0	4.1			4.1			7.5	6.5	7.1	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0	100			97			100	100	97	100	100
cM capacity (veh/h)	0	233			513			17	1	373	3	1

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	678	680	14	1485	746	10	6
Volume Left	1	0	14	0	0	0	0
Volume Right	0	3	0	0	4	10	6
cSH	233	1700	513	1700	1700	373	417
Volume to Capacity	0.00	0.40	0.03	0.87	0.44	0.03	0.01
Queue Length 95th (ft)	0	0	2	0	0	2	1
Control Delay (s)	0.2	0.0	12.2	0.0	0.0	14.9	13.8
Lane LOS	A		B			B	B
Approach Delay (s)	0.1		0.1			14.9	13.8
Approach LOS						B	B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	6
Future Volume (Veh/h)	6
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	6
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.50
vC, conflicting volume	1118
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	8.9
tC, 2 stage (s)	
tF (s)	4.3
p0 queue free %	99
cM capacity (veh/h)	417

Direction, Lane #

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1367	0	1	0	1836	0	0
Future Volume (Veh/h)	1367	0	1	0	1836	0	0
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1395	0	0	0	1873	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)	694						
pX, platoon unblocked			0.00	0.62		0.62	0.62
vC, conflicting volume			0	1395		2332	698
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	417		1924	0
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	100		100	100
cM capacity (veh/h)			0	716		37	678

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	698	698	624	1249
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	716	1700
Volume to Capacity	0.41	0.41	0.00	0.73
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (veh/h)	1	1367	0	1	0	1836	0	0
Future Volume (Veh/h)	1	1367	0	1	0	1836	0	0
Sign Control		Free				Free	Stop	
Grade		0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	1395	0	0	0	1873	0	0
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type		None				None		
Median storage veh)								
Upstream signal (ft)		1164						
pX, platoon unblocked	0.00			0.00	0.63		0.63	0.63
vC, conflicting volume	0			0	1395		2332	698
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0			0	460		1942	0
tC, single (s)	0.0			0.0	4.1		6.8	6.9
tC, 2 stage (s)								
tF (s)	0.0			0.0	2.2		3.5	3.3
p0 queue free %	0			0	100		100	100
cM capacity (veh/h)	0			0	702		37	689

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	698	698	624	1249
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	702	1700
Volume to Capacity	0.41	0.41	0.00	0.73
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1362	6	1	3	1837	0	6
Future Volume (Veh/h)	1362	6	1	3	1837	0	6
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1390	6	0	3	1874	0	6
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	1396		2336	698
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	1396		2336	698
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	99		100	98
cM capacity (veh/h)			0	496		31	388

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	927	469	3	937	937	6
Volume Left	0	0	3	0	0	0
Volume Right	0	6	0	0	0	6
cSH	1700	1700	496	1700	1700	388
Volume to Capacity	0.55	0.28	0.01	0.55	0.55	0.02
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	12.3	0.0	0.0	14.4
Lane LOS			B			B
Approach Delay (s)	0.0		0.0			14.4
Approach LOS						B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1	1368	0	0	1840	0	0
Future Volume (Veh/h)	1	1368	0	0	1840	0	0
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1487	0	0	2000	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked	0.00					0.58	
vC, conflicting volume	0			1487		2487	744
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			1487		2119	744
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			100		100	100
cM capacity (veh/h)	0			458		26	362

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	991	496	667	1333	0
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	458	1700	1700
Volume to Capacity	0.58	0.29	0.00	0.78	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	0.0		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	1350	1820	246	10	20
Future Volume (Veh/h)	18	1350	1820	246	10	20
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	20	1467	1978	267	11	22
Pedestrians					1	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			582			
pX, platoon unblocked	0.56				0.56	0.56
vC, conflicting volume	2246				2886	1124
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1647				2795	0
tC, single (s)	4.4				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.3				3.5	3.3
p0 queue free %	89				0	96
cM capacity (veh/h)	190				8	607

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	20	734	734	1319	926	33
Volume Left	20	0	0	0	0	11
Volume Right	0	0	0	0	267	22
cSH	190	1700	1700	1700	1700	22
Volume to Capacity	0.11	0.43	0.43	0.78	0.54	1.48
Queue Length 95th (ft)	9	0	0	0	0	106
Control Delay (s)	26.1	0.0	0.0	0.0	0.0	622.7
Lane LOS	D					F
Approach Delay (s)	0.4			0.0		622.7
Approach LOS						F

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	68.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1111	10	19	1497	24	3	1	42	2	0	3
Future Volume (Veh/h)	15	1111	10	19	1497	24	3	1	42	2	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	1208	11	21	1627	26	3	1	46	2	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		243										
pX, platoon unblocked				0.68			0.68	0.68	0.68	0.68	0.68	
vC, conflicting volume	1653			1219			2104	2940	610	2364	2933	826
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1653			394			1689	2913	0	2070	2902	826
tC, single (s)	4.1			4.2			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	96			97			92	90	94	89	100	99
cM capacity (veh/h)	396			774			40	10	728	18	10	319

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	16	805	414	21	1085	568	50	5
Volume Left	16	0	0	21	0	0	3	2
Volume Right	0	0	11	0	0	26	46	3
cSH	396	1700	1700	774	1700	1700	210	41
Volume to Capacity	0.04	0.47	0.24	0.03	0.64	0.33	0.24	0.12
Queue Length 95th (ft)	3	0	0	2	0	0	22	9
Control Delay (s)	14.5	0.0	0.0	9.8	0.0	0.0	27.4	103.4
Lane LOS	B			A			D	F
Approach Delay (s)	0.2			0.1			27.4	103.4
Approach LOS							D	F

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	52.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	21	1093	36	2	0	1487	10	1	4	1	16	0
Future Volume (Veh/h)	21	1093	36	2	0	1487	10	1	4	1	16	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	1188	39	0	0	1616	11	1	4	1	17	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		1233										
pX, platoon unblocked				0.00	0.70			0.70	0.70	0.70	0.70	0.70
vC, conflicting volume	1627			0	1227			2118	2880	614	2259	2889
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1627			0	482			1748	2830	0	1947	2842
tC, single (s)	4.6			0.0	4.1			7.5	6.5	8.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.5			0.0	2.2			3.5	4.0	4.3	3.5	4.0
p0 queue free %	92			0	100			97	66	100	12	100
cM capacity (veh/h)	304			0	768			29	12	589	19	11

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	23	792	435	539	1077	11	6	74
Volume Left	23	0	0	0	0	0	1	17
Volume Right	0	0	39	0	0	11	1	57
cSH	304	1700	1700	768	1700	1700	16	68
Volume to Capacity	0.08	0.47	0.26	0.00	0.63	0.01	0.38	1.09
Queue Length 95th (ft)	6	0	0	0	0	0	25	142
Control Delay (s)	17.8	0.0	0.0	0.0	0.0	0.0	335.6	243.0
Lane LOS	C						F	F
Approach Delay (s)	0.3			0.0			335.6	243.0
Approach LOS							F	F

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	52
Future Volume (Veh/h)	52
Sign Control	
Grade	
Peak Hour Factor	0.92
Hourly flow rate (vph)	57
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	808
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	808
tC, single (s)	7.6
tC, 2 stage (s)	
tF (s)	3.6
p0 queue free %	79
cM capacity (veh/h)	266

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	1088	7	7	1444	5	6	0	7	16	0	49
Future Volume (Veh/h)	12	1088	7	7	1444	5	6	0	7	16	0	49
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	13	1133	7	7	1504	5	6	0	7	17	0	51
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					990							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	1509			1140			1980	2686	570	2118	2684	752
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1318			1140			1848	2645	570	2004	2643	463
tC, single (s)	4.1			4.1			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	97			99			83	100	98	44	100	90
cM capacity (veh/h)	471			620			36	20	429	30	20	488

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	13	755	385	7	752	752	5	13	68
Volume Left	13	0	0	7	0	0	0	6	17
Volume Right	0	0	7	0	0	0	5	7	51
cSH	471	1700	1700	620	1700	1700	1700	72	102
Volume to Capacity	0.03	0.44	0.23	0.01	0.44	0.44	0.00	0.18	0.66
Queue Length 95th (ft)	2	0	0	1	0	0	0	15	83
Control Delay (s)	12.9	0.0	0.0	10.9	0.0	0.0	0.0	66.2	91.9
Lane LOS	B			B				F	F
Approach Delay (s)	0.1			0.1				66.2	91.9
Approach LOS								F	F

Intersection Summary			
Average Delay	2.7		
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1078	13	8	1559	0	41	0	32	0	0	0
Future Volume (Veh/h)	0	1078	13	8	1559	0	41	0	32	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	1135	14	8	1641	0	43	0	34	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		426										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	1641			1149			1972	2792	568	2258	2806	820
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1641			933			1851	2768	284	2172	2783	820
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			0	100	95	100	100	100
cM capacity (veh/h)	400			664			42	17	644	23	17	322

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	378	757	14	8	1094	547	77	0
Volume Left	0	0	0	8	0	0	43	0
Volume Right	0	0	14	0	0	0	34	0
cSH	400	1700	1700	664	1700	1700	71	1700
Volume to Capacity	0.00	0.45	0.01	0.01	0.64	0.32	1.09	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	144	0
Control Delay (s)	0.0	0.0	0.0	10.5	0.0	0.0	234.3	0.0
Lane LOS				B			F	A
Approach Delay (s)	0.0			0.1			234.3	0.0
Approach LOS							F	A

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	2	29	1079	1556	50	21	4
Future Volume (Veh/h)	2	29	1079	1556	50	21	4
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	31	1148	1655	53	22	4
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				1247			
pX, platoon unblocked	0.00	0.56				0.56	0.56
vC, conflicting volume	0	1708				2318	854
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	688				1779	0
tC, single (s)	0.0	4.2				6.9	7.4
tC, 2 stage (s)							
tF (s)	0.0	2.2				3.5	3.5
p0 queue free %	0	94				41	99
cM capacity (veh/h)	0	497				37	567

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	31	574	574	1103	605	26
Volume Left	31	0	0	0	0	22
Volume Right	0	0	0	0	53	4
cSH	497	1700	1700	1700	1700	44
Volume to Capacity	0.06	0.34	0.34	0.65	0.36	0.60
Queue Length 95th (ft)	5	0	0	0	0	55
Control Delay (s)	12.7	0.0	0.0	0.0	0.0	171.6
Lane LOS	B					F
Approach Delay (s)	0.3			0.0		171.6
Approach LOS						F

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	2	1091	0	3	3	1604	0	0	0	2	0
Future Volume (Veh/h)	2	2	1091	0	3	3	1604	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1161	0	0	3	1706	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.55			0.00				0.55	0.55		0.55
vC, conflicting volume	0	1706			0	1162			2025	2878	584	2300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	658			0	1162			1235	2779	584	1734
tC, single (s)	0.0	4.1			0.0	4.8			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.5			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			100	100	100	100
cM capacity (veh/h)	0	519			0	448			74	11	459	31

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	2	774	387	856	853	2	0
Volume Left	2	0	0	3	0	0	0
Volume Right	0	0	0	0	0	2	0
cSH	519	1700	1700	448	1700	459	1700
Volume to Capacity	0.00	0.46	0.23	0.01	0.50	0.00	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	0
Control Delay (s)	12.0	0.0	0.0	0.2	0.0	12.9	0.0
Lane LOS	B			A		B	A
Approach Delay (s)	0.0			0.1		12.9	0.0
Approach LOS						B	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.55	0.55
vC, conflicting volume	2878	853
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2779	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	11	603

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	23	1335	0	3	0	1735	37	0	0	0	22
Future Volume (Veh/h)	3	23	1335	0	3	0	1735	37	0	0	0	22
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	24	1420	0	0	0	1846	39	0	0	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.50			0.00	0.72			0.64	0.64	0.72	0.64
vC, conflicting volume	0	1885			0	1420			2401	3353	710	2604
vC1, stage 1 conf vol									1468	1468		1846
vC2, stage 2 conf vol									933	1885		758
vCu, unblocked vol	0	792			0	812			127	1605	0	442
tC, single (s)	0.0	4.2			0.0	4.1			7.5	6.5	6.9	7.6
tC, 2 stage (s)									6.5	5.5		6.6
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	94			0	100			100	100	100	83
cM capacity (veh/h)	0	407			0	595			506	124	788	136

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	24	947	473	615	1231	39	0	33
Volume Left	24	0	0	0	0	0	0	23
Volume Right	0	0	0	0	0	39	0	10
cSH	407	1700	1700	595	1700	1700	1700	175
Volume to Capacity	0.06	0.56	0.28	0.00	0.72	0.02	0.00	0.19
Queue Length 95th (ft)	5	0	0	0	0	0	0	17
Control Delay (s)	14.4	0.0	0.0	0.0	0.0	0.0	0.0	30.2
Lane LOS	B						A	D
Approach Delay (s)	0.2			0.0			0.0	30.2
Approach LOS							A	D

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	9
Future Volume (Veh/h)	0	9
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	10
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.64	0.50
vC, conflicting volume	3314	923
vC1, stage 1 conf vol	1846	
vC2, stage 2 conf vol	1468	
vCu, unblocked vol	1545	0
tC, single (s)	6.5	7.2
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.4
p0 queue free %	100	98
cM capacity (veh/h)	139	530

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	44	1314	0	1	0	1720	28	0	0	0	19
Future Volume (Veh/h)	2	44	1314	0	1	0	1720	28	0	0	0	19
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	47	1413	0	0	0	1849	30	0	0	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.49			0.00				0.49	0.49		0.49
vC, conflicting volume	0	1879			0	1413			2456	3386	706	2650
vC1, stage 1 conf vol									1507	1507		1849
vC2, stage 2 conf vol									950	1879		800
vCu, unblocked vol	0	726			0	1413			1897	3783	706	2289
tC, single (s)	0.0	4.3			0.0	4.1			7.5	6.5	6.9	8.0
tC, 2 stage (s)									6.5	5.5		7.0
tF (s)	0.0	2.3			0.0	2.2			3.5	4.0	3.3	3.8
p0 queue free %	0	89			0	100			100	100	100	80
cM capacity (veh/h)	0	411			0	489			88	76	383	101

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	47	706	706	0	616	1233	30	0	45
Volume Left	47	0	0	0	0	0	0	0	20
Volume Right	0	0	0	0	0	0	30	0	25
cSH	411	1700	1700	1700	489	1700	1700	1700	183
Volume to Capacity	0.11	0.42	0.42	0.00	0.00	0.73	0.02	0.00	0.25
Queue Length 95th (ft)	10	0	0	0	0	0	0	0	23
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.9
Lane LOS	B							A	D
Approach Delay (s)	0.5				0.0			0.0	30.9
Approach LOS								A	D

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	23
Future Volume (Veh/h)	0	23
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	25
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.49	0.49
vC, conflicting volume	3356	924
vC1, stage 1 conf vol	1849	
vC2, stage 2 conf vol	1507	
vCu, unblocked vol	3722	0
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	95
cM capacity (veh/h)	88	530

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1097	6	0	1662	0	11
Future Volume (Veh/h)	1097	6	0	1662	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1180	6	0	1787	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.80		0.67	0.80
vC, conflicting volume			1186		2076	593
vC1, stage 1 conf vol					1183	
vC2, stage 2 conf vol					894	
vCu, unblocked vol			720		262	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			709		1500	868

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	787	399	894	894	12
Volume Left	0	0	0	0	0
Volume Right	0	6	0	0	12
cSH	1700	1700	1700	1700	868
Volume to Capacity	0.46	0.23	0.53	0.53	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	9.2
Lane LOS					A
Approach Delay (s)	0.0		0.0		9.2
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	8	12	1088	0	18	21	1651	92	3	0	11	3
Future Volume (Veh/h)	8	12	1088	0	18	21	1651	92	3	0	11	3
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	13	1170	0	0	23	1775	99	3	0	12	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.57			0.00	0.80			0.67	0.67	0.80	0.67
vC, conflicting volume	0	1874			0	1170			2130	3116	585	2444
vC1, stage 1 conf vol									1196	1196		1821
vC2, stage 2 conf vol									934	1920		623
vCu, unblocked vol	0	1019			0	717			358	1836	0	829
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	97			0	97			99	100	99	98
cM capacity (veh/h)	0	392			0	689			217	110	874	147

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	13	780	390	23	888	888	99	3	12	3
Volume Left	13	0	0	23	0	0	0	3	0	3
Volume Right	0	0	0	0	0	0	99	0	12	0
cSH	392	1700	1700	689	1700	1700	1700	217	874	147
Volume to Capacity	0.03	0.46	0.23	0.03	0.52	0.52	0.06	0.01	0.01	0.02
Queue Length 95th (ft)	3	0	0	3	0	0	0	1	1	2
Control Delay (s)	14.5	0.0	0.0	10.4	0.0	0.0	0.0	21.8	9.2	30.0
Lane LOS	B			B				C	A	D
Approach Delay (s)	0.2			0.1				11.7		30.0
Approach LOS								B		D

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.67	0.57
vC, conflicting volume	3017	888
vC1, stage 1 conf vol	1821	
vC2, stage 2 conf vol	1196	
vCu, unblocked vol	1688	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	133	620

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1107	13	0	1718	12	0	0	6	0	0	64
Future Volume (Veh/h)	0	1107	13	0	1718	12	0	0	6	0	0	64
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	1141	13	0	1771	12	0	0	6	0	0	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.56						0.56	0.56		0.56	0.56	0.56
vC, conflicting volume	1783			1154			2099	2930	387	2163	2931	892
vC1, stage 1 conf vol							1148	1148		1777	1777	
vC2, stage 2 conf vol							952	1783		386	1154	
vCu, unblocked vol	815			1154			1383	2875	387	1498	2876	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			100			100	100	99	100	100	89
cM capacity (veh/h)	457			613			157	116	617	149	116	597

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	456	456	241	1181	602	6	66
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	13	0	12	6	66
cSH	1700	1700	1700	1700	1700	617	597
Volume to Capacity	0.27	0.27	0.14	0.69	0.35	0.01	0.11
Queue Length 95th (ft)	0	0	0	0	0	1	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.9	11.8
Lane LOS						B	B
Approach Delay (s)	0.0			0.0		10.9	11.8
Approach LOS						B	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	3	1030	19	1	225	1630	3	3	0	95	1
Future Volume (Veh/h)	2	3	1030	19	1	225	1630	3	3	0	95	1
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	3	1184	22	0	259	1874	3	3	0	109	1
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1877			0	1208			2665	3598	605	3099
vC1, stage 1 conf vol									1203	1203		2392
vC2, stage 2 conf vol									1462	2395		707
vCu, unblocked vol	0	1877			0	1208			2665	3598	605	3099
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	99			0	55			94	100	76	92
cM capacity (veh/h)	0	324			0	578			50	28	445	13

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	3	789	417	259	937	937	3	112	8
Volume Left	3	0	0	259	0	0	0	3	1
Volume Right	0	0	22	0	0	0	3	109	7
cSH	324	1700	1700	578	1700	1700	1700	367	77
Volume to Capacity	0.01	0.46	0.25	0.45	0.55	0.55	0.00	0.30	0.10
Queue Length 95th (ft)	1	0	0	58	0	0	0	32	8
Control Delay (s)	16.2	0.0	0.0	16.2	0.0	0.0	0.0	19.0	57.4
Lane LOS	C			C				C	F
Approach Delay (s)	0.0			2.0				19.0	57.4
Approach LOS								C	F

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	6
Future Volume (Veh/h)	0	6
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	7
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3606	937
vC1, stage 1 conf vol	2392	
vC2, stage 2 conf vol	1214	
vCu, unblocked vol	3606	937
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	97
cM capacity (veh/h)	3	270

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	10	1103	13	1	4	1758	21	33	0	4	47
Future Volume (Veh/h)	1	10	1103	13	1	4	1758	21	33	0	4	47
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	11	1268	15	0	5	2021	24	38	0	5	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	2045			0	1283			2388	3345	634	2692
vC1, stage 1 conf vol									1290	1290		2031
vC2, stage 2 conf vol									1098	2055		661
vCu, unblocked vol	0	2045			0	1283			2388	3345	634	2692
tC, single (s)	0.0	4.3			0.0	4.6			7.6	6.5	6.9	7.5
tC, 2 stage (s)									6.6	5.5		6.5
tF (s)	0.0	2.3			0.0	2.5			3.6	4.0	3.3	3.5
p0 queue free %	0	95			0	99			46	100	99	0
cM capacity (veh/h)	0	241			0	428			71	60	427	49

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	11	634	634	15	5	1010	1010	24	43	131
Volume Left	11	0	0	0	5	0	0	0	38	54
Volume Right	0	0	0	15	0	0	0	24	5	77
cSH	241	1700	1700	1700	428	1700	1700	1700	79	92
Volume to Capacity	0.05	0.37	0.37	0.01	0.01	0.59	0.59	0.01	0.55	1.43
Queue Length 95th (ft)	4	0	0	0	1	0	0	0	59	247
Control Delay (s)	20.7	0.0	0.0	0.0	13.5	0.0	0.0	0.0	96.0	325.6
Lane LOS	C				B				F	F
Approach Delay (s)	0.2				0.0				96.0	325.6
Approach LOS									F	F

Intersection Summary			
Average Delay	13.4		
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	67
Future Volume (Veh/h)	0	67
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	77
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3336	1010
vC1, stage 1 conf vol	2031	
vC2, stage 2 conf vol	1305	
vCu, unblocked vol	3336	1010
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	67
cM capacity (veh/h)	66	234

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1155	0	0	1780	0	3	0	0	0	0	1
Future Volume (Veh/h)	0	1155	0	0	1780	0	3	0	0	0	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	1328	0	0	2046	0	3	0	0	0	0	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2046			1328			2352	3374	664	2710	3374	1023
vC1, stage 1 conf vol							1328	1328		2046	2046	
vC2, stage 2 conf vol							1024	2046		664	1328	
vCu, unblocked vol	2046			1328			2352	3374	664	2710	3374	1023
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	100	100	100	100	100
cM capacity (veh/h)	279			527			100	66	408	49	66	237

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	664	664	1023	1023	3	1
Volume Left	0	0	0	0	3	0
Volume Right	0	0	0	0	0	1
cSH	279	1700	527	1700	100	237
Volume to Capacity	0.00	0.39	0.00	0.60	0.03	0.00
Queue Length 95th (ft)	0	0	0	0	2	0
Control Delay (s)	0.0	0.0	0.0	0.0	42.0	20.3
Lane LOS					E	C
Approach Delay (s)	0.0		0.0		42.0	20.3
Approach LOS					E	C

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	59.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	108	1047	1	1495	10	0	285
Future Volume (Veh/h)	108	1047	1	1495	10	0	285
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	119	1151	0	1643	11	0	313
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised		Raised			
Median storage veh)		1		1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.74		0.00			0.74	0.74
vC, conflicting volume	1654		0			2456	822
vC1, stage 1 conf vol						1643	
vC2, stage 2 conf vol						814	
vCu, unblocked vol	1185		0			2267	62
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	73		0			100	57
cM capacity (veh/h)	434		0			115	734

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	119	576	576	822	822	11	313
Volume Left	119	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	313
cSH	434	1700	1700	1700	1700	1700	734
Volume to Capacity	0.27	0.34	0.34	0.48	0.48	0.01	0.43
Queue Length 95th (ft)	28	0	0	0	0	0	54
Control Delay (s)	16.4	0.0	0.0	0.0	0.0	0.0	13.5
Lane LOS	C						B
Approach Delay (s)	1.5			0.0			13.5
Approach LOS							B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	97.9%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1789	1979	91	0	140
Future Volume (Veh/h)	0	1789	1979	91	0	140
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	1883	2083	96	0	147
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			217			
pX, platoon unblocked	0.63				0.63	0.63
vC, conflicting volume	2179				2602	742
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	788				1464	0
tC, single (s)	4.1				6.8	7.1
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.4
p0 queue free %	100				100	78
cM capacity (veh/h)	525				76	660

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	471	471	471	471	833	833	513	147
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	96	147
cSH	1700	1700	1700	1700	1700	1700	1700	660
Volume to Capacity	0.28	0.28	0.28	0.28	0.49	0.49	0.30	0.22
Queue Length 95th (ft)	0	0	0	0	0	0	0	21
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0
Lane LOS								B
Approach Delay (s)	0.0				0.0			12.0
Approach LOS								B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	0	22	0	0	0	80	72	587	0	0	520
Future Volume (Veh/h)	5	0	22	0	0	0	80	72	587	0	0	520
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	0	24	0	0	0	0	80	652	0	0	578
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			None
Median storage veh)												
Upstream signal (ft)									391			
pX, platoon unblocked	0.93	0.93		0.93	0.93	0.93	0.00				0.93	
vC, conflicting volume	1074	1400	300	1125	1411	326	0	599			652	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	926	1277	300	980	1289	120	0	599			471	
tC, single (s)	7.5	6.5	7.3	7.5	6.5	6.9	0.0	4.3			4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	97	100	96	100	100	100	0	91			100	
cM capacity (veh/h)	196	142	646	173	140	850	0	915			1023	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	30	0	406	326	289	310
Volume Left	6	0	80	0	0	0
Volume Right	24	0	0	0	0	21
cSH	443	1700	915	1700	1023	1700
Volume to Capacity	0.07	0.00	0.09	0.19	0.00	0.18
Queue Length 95th (ft)	5	0	7	0	0	0
Control Delay (s)	13.7	0.0	2.6	0.0	0.0	0.0
Lane LOS	B	A	A			
Approach Delay (s)	13.7	0.0	1.5		0.0	
Approach LOS	B	A				

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (Veh/h)	19
Sign Control	
Grade	
Peak Hour Factor	0.90
Hourly flow rate (vph)	21
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	710	334	0	1223	663	0	0	550	0	0	246
Future Volume (Veh/h)	0	710	334	0	1223	663	0	0	550	0	0	246
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Hourly flow rate (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1390			816			1511	2206	408	1798	2206	695
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1390			816			1511	2206	408	1798	2206	695
tC, single (s)	4.1			4.1			7.5	6.5	7.2	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	15
cM capacity (veh/h)	499			820			13	45	563	0	45	382

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	408	408	484	695	695	677	625	324
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	484	0	0	677	625	324
cSH	1700	1700	1700	1700	1700	1700	563	382
Volume to Capacity	0.24	0.24	0.28	0.41	0.41	0.40	1.11	0.85
Queue Length 95th (ft)	0	0	0	0	0	0	492	199
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	98.1	49.1
Lane LOS							F	E
Approach Delay (s)	0.0			0.0			98.1	49.1
Approach LOS							F	E

Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	970	290	0	1538	581	0	348	0	0
Future Volume (Veh/h)	0	970	290	0	1538	581	0	348	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	1115	377	0	1748	638	0	366	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1235					
pX, platoon unblocked	0.64						0.64	0.64	0.64	0.64
vC, conflicting volume	1748			1492			3240	874	1989	2863
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1054			1492			3373	0	1429	2787
tC, single (s)	4.1			4.1			6.5	7.0	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	47	100	100
cM capacity (veh/h)	430			446			5	693	29	12

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	558	558	377	874	874	638	366
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	377	0	0	638	366
cSH	1700	1700	1700	1700	1700	1700	693
Volume to Capacity	0.33	0.33	0.22	0.51	0.51	0.38	0.53
Queue Length 95th (ft)	0	0	0	0	0	0	78
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.8
Lane LOS							C
Approach Delay (s)	0.0			0.0			15.8
Approach LOS							C

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	970	0	0	2119	0	819
Future Volume (Veh/h)	970	0	0	2119	0	819
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.94
Hourly flow rate (vph)	1054	0	0	2231	0	871
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				678		
pX, platoon unblocked					0.64	
vC, conflicting volume			1054		1798	527
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1054		307	527
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.4
p0 queue free %			100		100	0
cM capacity (veh/h)			668		429	485

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	527	527	744	744	744	871
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	871
cSH	1700	1700	1700	1700	1700	485
Volume to Capacity	0.31	0.31	0.44	0.44	0.44	1.79
Queue Length 95th (ft)	0	0	0	0	0	1356
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	385.9
Lane LOS						F
Approach Delay (s)	0.0		0.0			385.9
Approach LOS						F

Intersection Summary			
Average Delay	80.9		
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	60	271	0	108	1187	76	245	248	0	105	242	114
Stop/Veh	0.24	0.33	0.00	0.94	0.84	0.55	1.42	1.14	0.00	1.03	0.80	0.50
Vehicles Entered	244	822	216	110	1376	135	163	208	47	98	294	228
Vehicles Exited	244	812	216	113	1375	136	159	214	46	100	300	227
Hourly Exit Rate	244	812	216	113	1375	136	159	214	46	100	300	227
Input Volume	370	1194	294	143	1698	161	160	208	46	97	297	233
% of Volume	66	68	73	79	81	84	99	103	101	103	101	97

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2656
Stop/Veh	0.66
Vehicles Entered	3941
Vehicles Exited	3942
Hourly Exit Rate	3942
Input Volume	4900
% of Volume	80

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	88	318	11	496	2144	147	22	82	171	53	204	116
Stop/Veh	0.94	0.38	0.46	1.70	1.36	1.28	1.10	1.00	0.80	0.84	0.83	0.88
Vehicles Entered	91	832	24	280	1544	112	20	78	209	60	233	126
Vehicles Exited	93	829	24	274	1491	110	20	80	210	62	240	129
Hourly Exit Rate	93	829	24	274	1491	110	20	80	210	62	240	129
Input Volume	125	1136	29	344	1877	139	20	78	201	62	236	127
% of Volume	74	73	83	80	79	79	99	103	105	100	102	101

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3852
Stop/Veh	1.04
Vehicles Entered	3609
Vehicles Exited	3562
Hourly Exit Rate	3562
Input Volume	4373
% of Volume	81

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	118	332	29	42	1467	36	104	174	79	51	123	88
Stop/Veh	0.92	0.36	0.45	1.27	0.86	0.80	1.01	0.87	0.89	1.16	0.91	0.42
Vehicles Entered	123	913	64	33	1685	45	96	192	87	41	128	203
Vehicles Exited	127	919	65	33	1647	44	100	198	88	43	132	205
Hourly Exit Rate	127	919	65	33	1647	44	100	198	88	43	132	205
Input Volume	147	1182	69	43	2079	52	99	187	87	43	129	202
% of Volume	86	78	95	77	79	85	101	106	101	99	102	101

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2643
Stop/Veh	0.72
Vehicles Entered	3610
Vehicles Exited	3601
Hourly Exit Rate	3601
Input Volume	4318
% of Volume	83

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	14	465	43	4	790	22	503	112	18	156	52	104
Stop/Veh	1.17	0.44	0.66	1.33	0.53	0.67	1.51	1.53	1.80	1.41	1.24	1.20
Vehicles Entered	12	1036	64	3	1444	32	308	68	10	107	40	82
Vehicles Exited	12	1045	65	3	1445	32	282	62	10	100	38	77
Hourly Exit Rate	12	1045	65	3	1445	32	282	62	10	100	38	77
Input Volume	13	1280	76	4	1828	41	326	69	7	113	42	83
% of Volume	92	82	86	71	79	78	87	90	148	88	91	93

104: 13th St NE & Route 460 Performance by movement

Movement	All
Total Stops	2283
Stop/Veh	0.69
Vehicles Entered	3206
Vehicles Exited	3171
Hourly Exit Rate	3171
Input Volume	3882
% of Volume	82

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	7	290	116	64	498	1	599	10	118	18	22	10
Stop/Veh	0.88	0.34	0.42	1.14	0.42	1.00	0.91	1.11	0.92	1.00	0.92	1.00
Vehicles Entered	7	839	276	54	1187	1	634	9	127	18	24	10
Vehicles Exited	8	839	278	54	1176	1	650	9	127	18	24	9
Hourly Exit Rate	8	839	278	54	1176	1	650	9	127	18	24	9
Input Volume	9	1026	331	67	1450	1	631	8	122	19	22	10
% of Volume	86	82	84	81	81	100	103	112	104	96	108	92

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	All
Total Stops	1753
Stop/Veh	0.54
Vehicles Entered	3186
Vehicles Exited	3193
Hourly Exit Rate	3193
Input Volume	3696
% of Volume	86

106: Route 460 & Granby St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	4	104	137	513	44	75	44	921
Stop/Veh	1.00	0.90	0.15	0.36	0.33	0.95	0.83	0.34
Vehicles Entered	4	114	925	1411	131	78	52	2715
Vehicles Exited	4	112	923	1406	131	76	52	2704
Hourly Exit Rate	4	112	923	1406	131	76	52	2704
Input Volume	5	124	1046	1505	135	80	52	2948
% of Volume	80	90	88	93	97	95	100	92

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	46	674	25	236	528	17	118	18	304	38	20	26
Stop/Veh	1.07	0.77	0.25	0.82	0.37	0.25	0.86	0.90	0.73	0.93	0.91	0.96
Vehicles Entered	42	853	101	280	1391	69	136	20	411	39	21	27
Vehicles Exited	41	866	100	283	1390	68	133	20	407	40	22	27
Hourly Exit Rate	41	866	100	283	1390	68	133	20	407	40	22	27
Input Volume	46	958	114	286	1441	69	138	21	402	43	24	30
% of Volume	90	90	88	99	96	98	96	95	101	92	93	91

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	All
Total Stops	2050
Stop/Veh	0.59
Vehicles Entered	3390
Vehicles Exited	3397
Hourly Exit Rate	3397
Input Volume	3571
% of Volume	95

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Stops	224	172	3	16	1300	36	8	7	19	18	118	1921
Stop/Veh	0.94	0.17	0.20	1.33	0.82	0.82	0.89	0.88	0.90	0.86	0.96	0.62
Vehicles Entered	233	1031	15	12	1573	44	9	7	20	20	118	3082
Vehicles Exited	232	1026	15	12	1550	43	9	8	20	21	122	3058
Hourly Exit Rate	232	1026	15	12	1550	43	9	8	20	21	122	3058
Input Volume	250	1111	14	12	1620	44	9	8	20	23	124	3236
% of Volume	93	92	109	98	96	97	97	100	100	92	98	95

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBR	All
Total Stops	101	324	2	1	1226	67	2	1	90	176	1990
Stop/Veh	0.93	0.34	0.40	1.00	0.79	0.66	1.00	1.00	0.89	0.92	0.66
Vehicles Entered	106	955	5	1	1540	100	2	1	97	186	2993
Vehicles Exited	109	958	5	1	1526	100	2	1	99	189	2990
Hourly Exit Rate	109	958	5	1	1526	100	2	1	99	189	2990
Input Volume	111	1025	4	1	1571	101	2	1	99	189	3105
% of Volume	98	93	118	100	97	99	114	100	100	100	96

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	133	20	78	628	72	10	941
Stop/Veh	0.14	0.19	0.95	0.40	0.91	0.77	0.34
Vehicles Entered	927	107	79	1547	76	12	2748
Vehicles Exited	928	106	82	1550	78	12	2756
Hourly Exit Rate	928	106	82	1550	78	12	2756
Input Volume	994	105	75	1582	75	12	2842
% of Volume	93	101	109	98	104	100	97

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	71	147	1	467	27	29	83	825
Stop/Veh	0.93	0.16	1.00	0.32	0.30	1.00	0.92	0.31
Vehicles Entered	75	894	1	1444	87	28	88	2617
Vehicles Exited	73	896	1	1451	88	27	88	2624
Hourly Exit Rate	73	896	1	1451	88	27	88	2624
Input Volume	79	976	1	1444	87	26	90	2704
% of Volume	92	92	100	100	101	103	98	97

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	719	73	524	155	399	206	2076
Stop/Veh	1.48	0.16	0.51	0.16	0.96	0.40	0.54
Vehicles Entered	478	463	989	923	405	503	3761
Vehicles Exited	466	463	998	924	402	506	3759
Hourly Exit Rate	466	463	998	924	402	506	3759
Input Volume	523	499	1000	929	403	504	3858
% of Volume	89	93	100	99	100	100	97

201: 11th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	8	89	1	22	232	4	44	8	408
Stop/Veh	0.89	0.09	0.20	0.67	0.13	0.16	0.98	1.00	0.14
Vehicles Entered	9	1036	5	33	1724	25	44	8	2884
Vehicles Exited	8	1032	5	33	1717	25	44	8	2872
Hourly Exit Rate	8	1032	5	33	1717	25	44	8	2872
Input Volume	11	1292	6	42	2122	33	44	7	3558
% of Volume	71	80	80	79	81	75	101	110	81

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	56	0	214	4	274
Stop/Veh	0.05	0.00	0.12	1.00	0.09
Vehicles Entered	1071	1	1829	4	2905
Vehicles Exited	1073	1	1819	4	2897
Hourly Exit Rate	1073	1	1819	4	2897
Input Volume	1330	1	2249	4	3584
% of Volume	81	100	81	100	81

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	0	1	234	0	9	121	1	9	7	382
Stop/Veh		1.00	0.21	0.00	0.75	0.07	0.25	0.90	1.00	0.13
Vehicles Entered	0	1	1107	2	12	1809	4	9	7	2951
Vehicles Exited	0	1	1106	2	12	1801	4	9	7	2942
Hourly Exit Rate	0	1	1106	2	12	1801	4	9	7	2942
Input Volume	1	1	1360	3	14	2224	4	10	6	3624
% of Volume	0	100	81	67	86	81	100	90	117	81

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBU	WBT	All
Total Stops	17	0	278	295
Stop/Veh	0.01		0.19	0.11
Vehicles Entered	1166	0	1475	2641
Vehicles Exited	1152	0	1450	2602
Hourly Exit Rate	1152	0	1450	2602
Input Volume	1401	1	1837	3240
% of Volume	82	0	79	80

205: Crossover #2 & Route 460 Performance by movement

Movement	EBU	EBT	WBU	WBT	All
Total Stops	1	64	0	600	665
Stop/Veh	1.00	0.06	0.00	0.39	0.25
Vehicles Entered	1	1122	1	1518	2642
Vehicles Exited	0	1109	1	1474	2584
Hourly Exit Rate	0	1109	1	1474	2584
Input Volume	1	1368	1	1836	3206
% of Volume	0	81	100	80	81

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	0	0	0	3	915	7	925
Stop/Veh	0.00	0.00		1.00	0.57	1.00	0.34
Vehicles Entered	1105	4	0	3	1597	7	2716
Vehicles Exited	1102	4	0	3	1550	7	2666
Hourly Exit Rate	1102	4	0	3	1550	7	2666
Input Volume	1363	6	1	3	1871	6	3250
% of Volume	81	67	0	100	83	117	82

207: Driveway & Route 460 Performance by movement

Movement	EBU	EBT	WBT	All
Total Stops	0	6	742	748
Stop/Veh	0.00	0.01	0.46	0.27
Vehicles Entered	1	1130	1609	2740
Vehicles Exited	1	1131	1587	2719
Hourly Exit Rate	1	1131	1587	2719
Input Volume	1	1391	1840	3232
% of Volume	100	81	86	84

208: Route 460 & 20th St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	10	2	716	94	10	22	854
Stop/Veh	0.83	0.00	0.43	0.43	1.00	0.96	0.28
Vehicles Entered	12	1100	1654	215	10	22	3013
Vehicles Exited	12	1107	1642	214	10	22	3007
Hourly Exit Rate	12	1107	1642	214	10	22	3007
Input Volume	18	1350	1880	246	10	20	3524
% of Volume	68	82	87	87	98	111	85

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Stops	12	7	0	21	1264	20	2	1	40	1	4	1372
Stop/Veh	0.86	0.01	0.00	1.31	0.96	0.91	1.00	0.50	0.89	1.00	1.00	0.57
Vehicles Entered	14	959	8	16	1295	21	2	2	45	1	4	2367
Vehicles Exited	14	964	8	15	1235	20	2	2	45	1	4	2310
Hourly Exit Rate	14	964	8	15	1235	20	2	2	45	1	4	2310
Input Volume	15	1134	10	19	1512	24	3	1	42	2	3	2766
% of Volume	92	85	78	80	82	84	67	200	107	50	133	84

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBT	WBR	NBL	NBT	NBR	SBL	SBR	All
Total Stops	12	2	1	1	576	4	0	4	1	12	44	657
Stop/Veh	0.75	0.00	0.03	1.00	0.43	0.40		1.00	1.00	0.92	0.98	0.27
Vehicles Entered	15	943	34	1	1343	10	0	4	1	12	44	2407
Vehicles Exited	16	956	35	1	1300	9	0	4	1	9	34	2365
Hourly Exit Rate	16	956	35	1	1300	9	0	4	1	9	34	2365
Input Volume	21	1103	36	2	1506	10	1	4	1	16	52	2752
% of Volume	77	87	97	50	86	88	0	100	100	55	66	86

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	7	0	0	4	336	4	5	7	18	51	432
Stop/Veh	0.70	0.00	0.00	0.67	0.25	1.00	1.00	1.00	1.00	1.00	0.18
Vehicles Entered	10	953	6	6	1334	4	5	7	18	51	2394
Vehicles Exited	10	960	6	6	1284	4	5	7	17	49	2348
Hourly Exit Rate	10	960	6	6	1284	4	5	7	17	49	2348
Input Volume	12	1102	7	7	1445	5	6	7	16	49	2656
% of Volume	82	87	86	86	89	80	83	100	105	101	88

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	All
Total Stops	117	5	4	70	263	0	21	61	541
Stop/Veh	0.12	0.19	0.80	0.75	0.19	0.00	0.91	0.94	0.21
Vehicles Entered	944	26	5	93	1386	2	22	63	2541
Vehicles Exited	942	26	5	91	1363	2	23	64	2516
Hourly Exit Rate	942	26	5	91	1363	2	23	64	2516
Input Volume	1078	33	6	99	1482	2	21	61	2782
% of Volume	87	78	83	92	92	100	108	105	90

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	0	0	4	112	40	30	186
Stop/Veh	0.00	0.00	0.67	0.08	0.98	0.97	0.07
Vehicles Entered	982	13	6	1488	40	30	2559
Vehicles Exited	980	13	6	1465	40	30	2534
Hourly Exit Rate	980	13	6	1465	40	30	2534
Input Volume	1106	13	8	1563	41	32	2763
% of Volume	89	98	75	94	98	94	92

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	1	20	6	10	3	21	6	67
Stop/Veh	1.00	0.83	0.01	0.01	0.06	1.00	1.00	0.03
Vehicles Entered	1	24	962	1490	49	21	6	2553
Vehicles Exited	1	24	958	1479	48	21	6	2537
Hourly Exit Rate	1	24	958	1479	48	21	6	2537
Input Volume	2	29	1083	1557	50	21	4	2746
% of Volume	50	83	88	95	96	99	150	92

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	NBR	All
Total Stops	0	1	55	2	2	31	2	93
Stop/Veh	0.00	0.50	0.06	1.00	0.67	0.02	1.00	0.04
Vehicles Entered	1	2	994	2	3	1568	2	2572
Vehicles Exited	1	2	992	2	3	1555	2	2557
Hourly Exit Rate	1	2	992	2	3	1555	2	2557
Input Volume	2	2	1120	3	3	1623	2	2754
% of Volume	50	100	89	67	100	96	100	93

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	2	17	10	2	6	2	25	10	74
Stop/Veh	0.67	0.74	0.01	1.00	0.00	0.06	1.00	1.00	0.02
Vehicles Entered	3	23	1304	2	1678	36	25	10	3081
Vehicles Exited	3	23	1296	2	1686	36	22	9	3077
Hourly Exit Rate	3	23	1296	2	1686	36	22	9	3077
Input Volume	3	23	1390	3	1741	37	22	9	3228
% of Volume	100	99	93	67	97	98	99	97	95

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	1	30	1	1	2	1	19	25	80
Stop/Veh	1.00	0.71	0.00	1.00	0.00	0.04	0.95	1.00	0.03
Vehicles Entered	1	42	1264	1	1676	27	19	25	3055
Vehicles Exited	1	42	1260	1	1683	27	19	24	3057
Hourly Exit Rate	1	42	1260	1	1683	27	19	24	3057
Input Volume	2	44	1354	1	1750	28	19	23	3221
% of Volume	50	95	93	100	96	97	99	105	95

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	1	0	514	12	527
Stop/Veh	0.00	0.00	0.32	1.00	0.20
Vehicles Entered	1049	5	1618	12	2684
Vehicles Exited	1050	5	1615	12	2682
Hourly Exit Rate	1050	5	1615	12	2682
Input Volume	1128	6	1662	11	2808
% of Volume	93	83	97	107	96

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBL	NBR	SBL	All
Total Stops	6	13	1	19	21	694	29	3	13	2	801
Stop/Veh	1.00	0.93	0.00	1.06	0.95	0.42	0.32	1.00	1.00	0.67	0.28
Vehicles Entered	6	14	1013	18	21	1631	89	3	13	2	2810
Vehicles Exited	6	14	1015	18	22	1630	90	3	13	2	2813
Hourly Exit Rate	6	14	1015	18	22	1630	90	3	13	2	2813
Input Volume	8	12	1089	18	21	1674	92	3	11	3	2932
% of Volume	73	114	93	99	106	97	98	100	116	67	96

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	2	1	262	2	6	60	333
Stop/Veh	0.00	0.08	0.15	0.17	1.00	0.95	0.12
Vehicles Entered	1046	13	1734	12	6	62	2873
Vehicles Exited	1051	13	1734	12	6	56	2872
Hourly Exit Rate	1051	13	1734	12	6	56	2872
Input Volume	1122	13	1772	12	6	64	2989
% of Volume	94	100	98	100	100	88	96

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	1	3	0	2	1	153	8	0	3	97	1	8
Stop/Veh	1.00	1.00	0.00	0.11	1.00	0.71	0.00	0.00	1.00	0.99	1.00	1.00
Vehicles Entered	1	3	970	17	1	215	1608	3	3	97	1	8
Vehicles Exited	1	3	967	17	1	216	1607	3	3	97	1	8
Hourly Exit Rate	1	3	967	17	1	216	1607	3	3	97	1	8
Input Volume	2	3	1038	19	1	225	1640	3	3	95	1	6
% of Volume	50	100	93	89	100	96	98	100	100	102	100	128

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	All
Total Stops	277
Stop/Veh	0.09
Vehicles Entered	2927
Vehicles Exited	2924
Hourly Exit Rate	2924
Input Volume	3036
% of Volume	96

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	0	7	0	0	1	3	1	0	34	4	24	43
Stop/Veh		0.88	0.00	0.00	1.00	0.75	0.00	0.00	0.94	1.00	0.71	0.72
Vehicles Entered	0	8	1044	13	1	4	1768	18	34	4	29	54
Vehicles Exited	0	8	1044	13	1	4	1760	18	30	4	13	24
Hourly Exit Rate	0	8	1044	13	1	4	1760	18	30	4	13	24
Input Volume	1	10	1112	13	1	4	1760	21	33	4	47	67
% of Volume	0	78	94	102	100	94	100	86	92	94	28	36

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	117
Stop/Veh	0.04
Vehicles Entered	2977
Vehicles Exited	2919
Hourly Exit Rate	2919
Input Volume	3073
% of Volume	95

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBT	WBT	NBL	SBR	All
Total Stops	0	1	4	1	6
Stop/Veh	0.00	0.00	1.00	1.00	0.00
Vehicles Entered	1059	1815	4	1	2879
Vehicles Exited	1060	1807	3	1	2871
Hourly Exit Rate	1060	1807	3	1	2871
Input Volume	1162	1804	3	1	2970
% of Volume	91	100	100	100	97

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBR	All
Total Stops	88	0	0	2	1	272	363
Stop/Veh	0.89	0.00		0.00	0.09	0.92	0.12
Vehicles Entered	98	984	0	1514	11	290	2897
Vehicles Exited	96	987	0	1517	11	287	2898
Hourly Exit Rate	96	987	0	1517	11	287	2898
Input Volume	108	1075	1	1509	10	285	2988
% of Volume	89	92	0	101	107	101	97

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	542	83	4	142	771
Stop/Veh	0.40	0.05	0.05	0.99	0.23
Vehicles Entered	1335	1723	77	143	3278
Vehicles Exited	1314	1731	77	143	3265
Hourly Exit Rate	1314	1731	77	143	3265
Input Volume	1864	2038	91	140	4133
% of Volume	70	85	85	102	79

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Total Stops	4	24	51	40	43	154	6	322
Stop/Veh	1.00	0.92	0.80	0.69	0.09	0.29	0.35	0.27
Vehicles Entered	4	26	64	58	501	524	17	1194
Vehicles Exited	4	26	63	58	500	524	17	1192
Hourly Exit Rate	4	26	63	58	500	524	17	1192
Input Volume	5	22	80	72	618	520	19	1335
% of Volume	76	120	79	81	81	101	91	89

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	21	21
Stop/Veh	0.00	0.04	0.02
Vehicles Entered	322	534	856
Vehicles Exited	322	530	852
Hourly Exit Rate	322	530	852
Input Volume	334	550	884
% of Volume	96	96	96

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	29	0	163	88	12	0	292
Stop/Veh	0.04	0.00	0.14	0.15	0.02	0.00	0.08
Vehicles Entered	726	323	1124	572	530	247	3522
Vehicles Exited	726	322	1120	568	529	247	3512
Hourly Exit Rate	726	322	1120	568	529	247	3512
Input Volume	710	334	1235	663	550	246	3738
% of Volume	102	96	91	86	96	100	94

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	389	55	6	0	3	453
Stop/Veh	0.39	0.18	0.00	0.00	0.01	0.13
Vehicles Entered	988	298	1370	505	351	3512
Vehicles Exited	973	297	1369	505	351	3495
Hourly Exit Rate	973	297	1369	505	351	3495
Input Volume	1002	290	1584	581	348	3805
% of Volume	97	102	86	87	101	92

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	360	10	133	503
Stop/Veh	0.36	0.01	0.35	0.16
Vehicles Entered	1002	1824	350	3176
Vehicles Exited	985	1835	351	3171
Hourly Exit Rate	985	1835	351	3171
Input Volume	1048	2124	819	3991
% of Volume	94	86	43	79

Total Network Performance

Total Stops	37848
Stop/Veh	2.51
Vehicles Entered	13822
Vehicles Exited	13086
Hourly Exit Rate	13086
Input Volume	150914
% of Volume	9

2040 No Build Conditions – PM Peak Hour

Lanes, Volumes, Timings
101: Williamson Rd NE & Route 460

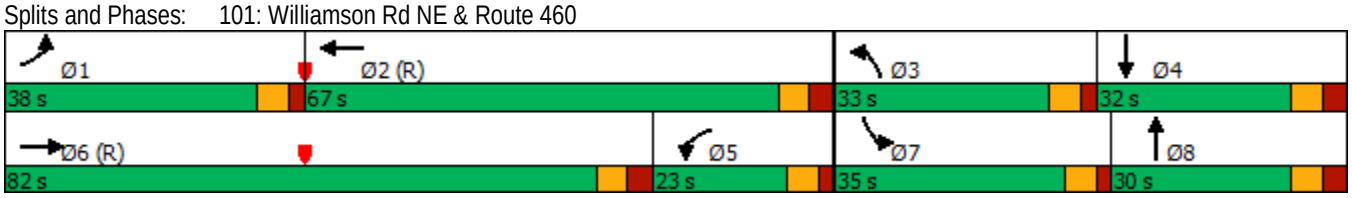
02/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	1349	133	98	1478	141	223	307	80	225	348	357
Future Volume (vph)	328	1349	133	98	1478	141	223	307	80	225	348	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	492		212	202		625	300		115
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Ped Bike Factor									0.99		0.99	
Frt		0.984				0.850			0.850		0.923	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	4784	0	1752	3995	1568	1719	3574	1599	1770	3234	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	4784	0	1752	3995	1568	1719	3574	1578	1770	3234	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				198			198		131	
Link Speed (mph)		20			35			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		7.4			23.0			40.4			8.9	
Confl. Peds. (#/hr)									3			5
Peak Hour Factor	0.88	0.91	0.75	0.91	0.87	0.89	0.95	0.77	0.82	0.80	0.84	0.82
Heavy Vehicles (%)	3%	7%	4%	3%	7%	3%	5%	1%	1%	2%	2%	2%
Adj. Flow (vph)	373	1482	177	108	1699	158	235	399	98	281	414	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	1659	0	108	1699	158	235	399	98	281	849	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						Free			Free			
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.0	19.2		14.0	19.2		14.0	15.4		14.0	15.4	
Total Split (s)	38.0	82.0		23.0	67.0		33.0	30.0		35.0	32.0	
Total Split (%)	22.4%	48.2%		13.5%	39.4%		19.4%	17.6%		20.6%	18.8%	
Maximum Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
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	3.2		2.0	3.2		2.0	3.4		2.0	3.4	
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	7.2		6.0	7.2		6.0	7.4		6.0	7.4	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.5	6.0		4.5	6.0		4.5	4.5		4.5	4.5	
Minimum Gap (s)	4.5	3.5		4.5	3.5		4.5	4.5		4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			21.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			3			5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	32.0	74.5		17.3	59.8	170.0	26.1	22.8	170.0	28.8	25.5	
Actuated g/C Ratio	0.19	0.44		0.10	0.35	1.00	0.15	0.13	1.00	0.17	0.15	
v/c Ratio	1.13	0.79		0.61	1.21	0.10	0.89	0.83	0.06	0.94	1.42	
Control Delay	150.1	43.6		51.3	124.1	0.0	102.9	87.0	0.1	109.6	242.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	150.1	43.6		51.3	124.1	0.0	102.9	87.0	0.1	109.6	242.2	
LOS	F	D		D	F	A	F	F	A	F	F	
Approach Delay		63.1			110.1			80.4			209.2	
Approach LOS		E			F			F			F	
90th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Ped		Max	Ped	
70th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	32.0	74.8		17.0	59.8		27.0	22.6		29.0	24.6	
30th %ile Term Code	Max	Coord		Hold	Coord		Max	Max		Max	Max	
10th %ile Green (s)	32.0	73.3		18.5	59.8		22.6	23.8		27.8	29.0	
10th %ile Term Code	Max	Coord		Hold	Coord		Gap	Hold		Gap	Max	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 160 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.42	
Intersection Signal Delay: 109.2	Intersection LOS: F
Intersection Capacity Utilization 103.4%	ICU Level of Service G
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

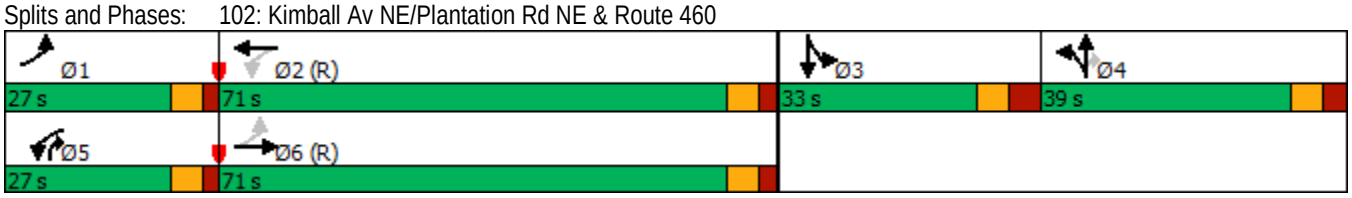


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1521	20	132	1538	73	28	214	526	141	85	146
Future Volume (vph)	123	1521	20	132	1538	73	28	214	526	141	85	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	148		0	0		0	500		500
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor					1.00				0.99			
Frt		0.996			0.993				0.850		0.946	
Flt Protected	0.950			0.950				0.994			0.980	
Satd. Flow (prot)	1687	4907	0	1752	4222	0	0	1816	1583	0	3196	0
Flt Permitted	0.062			0.059				0.994			0.980	
Satd. Flow (perm)	110	4907	0	109	4222	0	0	1816	1563	0	3196	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			4				76		54	
Link Speed (mph)		20			35			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		40.3			26.6			58.2			56.0	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.70	0.92	0.50	0.79	0.92	0.88	0.63	0.71	0.76	0.78	0.82	0.91
Heavy Vehicles (%)	7%	5%	17%	3%	7%	11%	4%	4%	2%	4%	4%	6%
Adj. Flow (vph)	176	1653	40	167	1672	83	44	301	692	181	104	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1693	0	167	1755	0	0	345	692	0	445	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	8.0	25.0		6.0	25.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	27.0	71.0		27.0	71.0		39.0	39.0	27.0	33.0	33.0	
Total Split (%)	15.9%	41.8%		15.9%	41.8%		22.9%	22.9%	15.9%	19.4%	19.4%	
Maximum Green (s)	21.0	64.3		21.0	64.3		31.7	31.7	21.0	24.9	24.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.7		6.0	6.7			7.3	6.0		8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		24.0			24.0							
Pedestrian Calls (#/hr)		0			1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	82.8	64.3		88.5	67.5			32.3	54.6		24.3	
Actuated g/C Ratio	0.49	0.38		0.52	0.40			0.19	0.32		0.14	
v/c Ratio	0.81	0.91		0.64	1.05			1.00	1.25		0.89	
Control Delay	84.9	34.9		83.5	51.4			115.6	164.5		82.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	84.9	34.9		83.5	51.4			115.6	164.5		82.3	
LOS	F	C		F	D			F	F		F	
Approach Delay		39.6			54.2			148.2			82.3	
Approach LOS		D			D			F			F	
90th %ile Green (s)	21.0	64.3		21.0	64.3		31.7	31.7	21.0	24.9	24.9	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	21.0	64.3		21.0	64.3		31.7	31.7	21.0	24.9	24.9	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	19.2	64.3		21.0	66.1		31.7	31.7	21.0	24.9	24.9	
50th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	16.1	64.3		21.0	69.2		31.7	31.7	21.0	24.9	24.9	
30th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	11.5	64.3		21.0	73.8		34.8	34.8	21.0	21.8	21.8	
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Max	Max	Gap	Gap	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 144 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.25	
Intersection Signal Delay: 69.9	Intersection LOS: E
Intersection Capacity Utilization 91.0%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



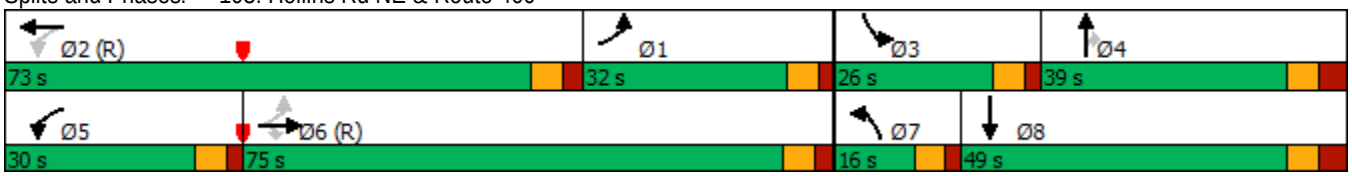
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1895	86	94	1455	48	98	172	129	136	165	190
Future Volume (vph)	207	1895	86	94	1455	48	98	172	129	136	165	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		250	173		0	300		235	175		215
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	4071	1538	1719	4868	0	1583	1827	1509	1703	1881	1524
Flt Permitted	0.083			0.069			0.950			0.950		
Satd. Flow (perm)	149	4071	1538	125	4868	0	1583	1827	1509	1703	1881	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147		5				180			230
Link Speed (mph)		20			35			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		46.6			13.8			43.2			66.0	
Peak Hour Factor	0.83	0.91	0.93	0.91	0.94	0.64	0.75	0.87	0.92	0.86	0.76	0.86
Heavy Vehicles (%)	6%	5%	5%	5%	6%	2%	14%	4%	7%	6%	1%	6%
Adj. Flow (vph)	249	2082	92	103	1548	75	131	198	140	158	217	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	2082	92	103	1623	0	131	198	140	158	217	221
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4			Free
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.5	18.5	12.0	18.5		12.0	13.9	13.9	12.0	13.9	
Total Split (s)	32.0	75.0	75.0	30.0	73.0		16.0	39.0	39.0	26.0	49.0	
Total Split (%)	18.8%	44.1%	44.1%	17.6%	42.9%		9.4%	22.9%	22.9%	15.3%	28.8%	
Maximum Green (s)	26.0	68.5	68.5	24.0	66.5		10.0	31.1	31.1	20.0	41.1	
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	2.5	2.5	2.0	2.5		2.0	3.9	3.9	2.0	3.9	
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	6.5	6.5	6.0	6.5		6.0	7.9	7.9	6.0	7.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	6.0	3.5	6.0		3.5	4.5	4.5	3.5	4.5	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Time To Reduce (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	88.2	87.7	87.7	71.0	70.5		10.0	24.7	24.7	18.9	33.5	170.0
Actuated g/C Ratio	0.52	0.52	0.52	0.42	0.41		0.06	0.15	0.15	0.11	0.20	1.00
v/c Ratio	0.72	0.99	0.11	0.61	0.80		1.41	0.75	0.38	0.84	0.58	0.15
Control Delay	58.7	45.7	2.4	60.9	70.3		287.8	86.6	5.4	107.0	67.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	58.7	45.7	2.4	60.9	70.3		287.8	86.6	5.4	107.0	67.6	0.2
LOS	E	D	A	E	E		F	F	A	F	E	A
Approach Delay		45.4			69.8			118.5			53.0	
Approach LOS		D			E			F			D	
90th %ile Green (s)	26.0	75.8	75.8	16.7	66.5		10.0	31.1	31.1	20.0	41.1	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Hold	
70th %ile Green (s)	26.0	81.6	81.6	14.0	69.6		10.0	28.0	28.0	20.0	38.0	
70th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	
50th %ile Green (s)	26.0	86.5	86.5	12.1	72.6		10.0	25.0	25.0	20.0	35.0	
50th %ile Term Code	Hold	Coord	Coord	Gap	Coord		Max	Gap	Gap	Max	Hold	
30th %ile Green (s)	30.8	91.8	91.8	10.6	71.6		10.0	21.9	21.9	19.3	31.2	
30th %ile Term Code	Hold	Coord	Coord	Gap	Coord		Max	Gap	Gap	Gap	Hold	
10th %ile Green (s)	38.8	102.8	102.8	8.4	72.4		10.0	17.4	17.4	15.0	22.4	
10th %ile Term Code	Hold	Coord	Coord	Gap	Coord		Max	Gap	Gap	Gap	Hold	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 154 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.41
Intersection Signal Delay: 60.9 Intersection LOS: E
Intersection Capacity Utilization 80.4% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2011	165	13	1458	87	124	64	18	247	95	43
Future Volume (vph)	30	2011	165	13	1458	87	124	64	18	247	95	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		0	154		0	150		0	200		145
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00						0.99	
Frt		0.987			0.989			0.970			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3399	0	1671	3373	0	1770	1789	0	1787	1713	0
Flt Permitted	0.047			0.041			0.950			0.950		
Satd. Flow (perm)	89	3399	0	72	3373	0	1770	1789	0	1787	1713	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		9			7			6				
Link Speed (mph)		35			35			25			30	
Link Distance (ft)		303			694			1828			2154	
Travel Time (s)		5.9			13.5			49.9			49.0	
Confl. Peds. (#/hr)						3						2
Peak Hour Factor	0.54	0.98	0.86	0.75	0.94	0.71	0.76	0.66	0.75	0.88	0.90	0.50
Heavy Vehicles (%)	0%	5%	3%	8%	6%	1%	2%	2%	7%	1%	1%	5%
Adj. Flow (vph)	56	2052	192	17	1551	123	163	97	24	281	106	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2244	0	17	1674	0	163	121	0	281	192	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4		3	3	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	12.0	18.0		12.0	18.0		13.0	13.0		14.8	14.8	
Total Split (s)	19.0	101.0		14.0	96.0		25.0	25.0		30.0	30.0	
Total Split (%)	11.2%	59.4%		8.2%	56.5%		14.7%	14.7%		17.6%	17.6%	
Maximum Green (s)	13.0	95.0		8.0	90.0		18.0	18.0		23.2	23.2	
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		3.0	3.0		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	6.0		6.0	6.0		7.0	7.0		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.5	4.5		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			19.0		21.0	21.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			3		0	0		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	106.9	101.7		103.0	97.8		17.8	17.8		23.2	23.2	
Actuated g/C Ratio	0.63	0.60		0.61	0.58		0.10	0.10		0.14	0.14	
v/c Ratio	0.42	1.10		0.17	0.86		0.88	0.63		1.16	0.82	
Control Delay	36.1	66.8		14.1	30.5		114.7	84.5		167.6	98.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.1	66.8		14.1	30.5		114.7	84.5		167.6	98.0	
LOS	D	E		B	C		F	F		F	F	
Approach Delay		66.1			30.3			101.8			139.3	
Approach LOS		E			C			F			F	
90th %ile Green (s)	10.5	96.0		7.0	92.5		18.0	18.0		23.2	23.2	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Ped	Ped	
70th %ile Green (s)	8.1	96.5		6.5	94.9		18.0	18.0		23.2	23.2	
70th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Max	Max	
50th %ile Green (s)	7.4	96.9		6.1	95.6		18.0	18.0		23.2	23.2	
50th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Max	Max	
30th %ile Green (s)	6.8	109.0		0.0	96.2		18.0	18.0		23.2	23.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max		Max	Max	
10th %ile Green (s)	0.0	110.0		0.0	110.0		17.0	17.0		23.2	23.2	
10th %ile Term Code	Skip	Coord		Skip	Coord		Gap	Gap		Max	Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 160 (94%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.16	
Intersection Signal Delay: 62.8	Intersection LOS: E
Intersection Capacity Utilization 96.0%	ICU Level of Service F
Analysis Period (min) 15	

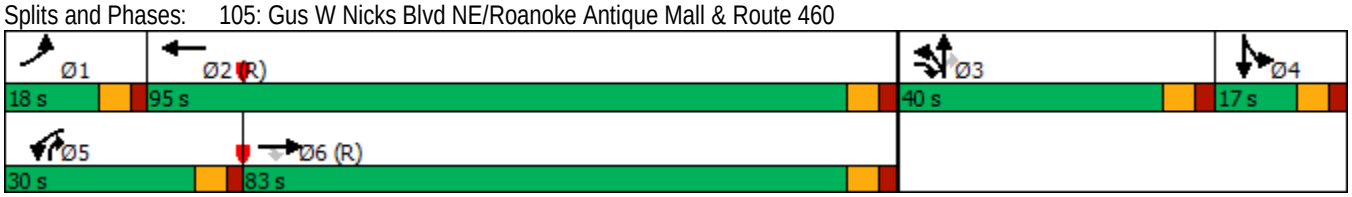
Splits and Phases: 104: 13th St NE & Route 460

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1440	725	138	1152	8	371	35	111	36	76	33
Future Volume (vph)	48	1440	725	138	1152	8	371	35	111	36	76	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	103		0	0		262	150		150
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850		0.956	
Flt Protected	0.950			0.950			0.950	0.965		0.950		
Satd. Flow (prot)	1805	3406	1583	1671	3401	0	1327	1717	1404	1805	1788	0
Flt Permitted	0.950			0.950			0.950	0.965		0.950		
Satd. Flow (perm)	1805	3406	1583	1671	3401	0	1327	1717	1404	1805	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198		1				65		9	
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			911	
Travel Time (s)		11.3			4.7			40.8			31.1	
Peak Hour Factor	0.77	0.92	0.89	0.87	0.87	0.58	0.90	0.57	0.89	0.83	0.72	0.75
Heavy Vehicles (%)	0%	6%	2%	8%	6%	0%	2%	0%	15%	0%	1%	3%
Adj. Flow (vph)	62	1565	815	159	1324	14	412	61	125	43	106	44
Shared Lane Traffic (%)							40%					
Lane Group Flow (vph)	62	1565	815	159	1338	0	247	226	125	43	150	0
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	1	6	3	5	2		3	3	5	4	4	
Permitted Phases			6						3			
Detector Phase	1	6	3	5	2		3	3	5	4	4	
Switch Phase												
Minimum Initial (s)	10.0	12.0	6.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	16.0	18.5	12.5	12.0	18.5		12.5	12.5	12.0	12.6	12.6	
Total Split (s)	18.0	83.0	40.0	30.0	95.0		40.0	40.0	30.0	17.0	17.0	
Total Split (%)	10.6%	48.8%	23.5%	17.6%	55.9%		23.5%	23.5%	17.6%	10.0%	10.0%	
Maximum Green (s)	12.0	76.5	33.5	24.0	88.5		33.5	33.5	24.0	10.4	10.4	
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	2.5	2.5	2.0	2.5		2.5	2.5	2.0	2.6	2.6	
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	6.5	6.5	6.0	6.5		6.5	6.5	6.0	6.6	6.6	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5	4.5	3.5	3.5	3.5	
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5	3.5	3.5	
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0	25.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0	10.0	0.0	0.0	0.0	
Recall Mode	None	C-Min	None	None	C-Min		None	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)		20.0	24.0		12.0		24.0	24.0		27.0	27.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	11.1	79.9	119.9	20.6	89.4		33.5	33.5	54.6	10.4	10.4	
Actuated g/C Ratio	0.07	0.47	0.71	0.12	0.53		0.20	0.20	0.32	0.06	0.06	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.53	0.98	0.69	0.79	0.75		0.95	0.67	0.25	0.39	1.28	
Control Delay	96.8	34.0	16.3	83.4	49.9		109.5	73.9	14.6	87.6	231.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.8	34.0	16.3	83.4	49.9		109.5	73.9	14.6	87.6	231.2	
LOS	F	C	B	F	D		F	E	B	F	F	
Approach Delay		29.7			53.4			76.2			199.2	
Approach LOS		C			D			E			F	
90th %ile Green (s)	12.0	76.5	33.5	24.0	88.5		33.5	33.5	24.0	10.4	10.4	
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	12.0	76.5	33.5	24.0	88.5		33.5	33.5	24.0	10.4	10.4	
70th %ile Term Code	Max	Coord	Max	Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	11.7	78.7	33.5	21.8	88.8		33.5	33.5	21.8	10.4	10.4	
50th %ile Term Code	Gap	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	
30th %ile Green (s)	10.0	81.7	33.5	18.8	90.5		33.5	33.5	18.8	10.4	10.4	
30th %ile Term Code	Min	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	
10th %ile Green (s)	10.0	86.0	33.5	14.5	90.5		33.5	33.5	14.5	10.4	10.4	
10th %ile Term Code	Min	Coord	Max	Gap	Coord		Max	Max	Gap	Max	Max	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 88 (52%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.28	
Intersection Signal Delay: 50.0	Intersection LOS: D
Intersection Capacity Utilization 81.1%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	3	47	1456	1235	94	244	174
Future Volume (vph)	3	47	1456	1235	94	244	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		263			305	142	242
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1280	3471	3406	1568	1770	1568
Flt Permitted		0.132				0.950	
Satd. Flow (perm)	0	178	3471	3406	1568	1770	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					78		19
Link Speed (mph)			40	40		25	
Link Distance (ft)			592	426		1532	
Travel Time (s)			10.1	7.3		41.8	
Peak Hour Factor	0.92	0.77	0.90	0.94	0.87	0.91	0.72
Heavy Vehicles (%)	0%	43%	4%	6%	3%	2%	3%
Adj. Flow (vph)	3	61	1618	1314	108	268	242
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	64	1618	1314	108	268	242
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1!	1	6	2		3	1!
Permitted Phases	6!	6			2		3
Detector Phase	1	1	6	2	2	3	1
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	18.0	18.0	100.0	82.0	82.0	70.0	18.0
Total Split (%)	10.6%	10.6%	58.8%	48.2%	48.2%	41.2%	10.6%
Maximum Green (s)	12.0	12.0	93.4	75.4	75.4	61.3	12.0
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.5	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)		122.4	121.8	103.8	103.8	32.9	53.6
Actuated g/C Ratio		0.72	0.72	0.61	0.61	0.19	0.32
v/c Ratio		0.31	0.65	0.63	0.11	0.78	0.48
Control Delay		7.4	4.5	41.5	16.3	80.5	45.3
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay		7.4	4.5	41.5	16.3	80.5	45.3
LOS		A	A	D	B	F	D
Approach Delay			4.6	39.6		63.8	
Approach LOS			A	D		E	
90th %ile Green (s)	12.0	12.0	112.2	94.2	94.2	42.5	12.0
90th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
70th %ile Green (s)	12.0	12.0	117.8	99.8	99.8	36.9	12.0
70th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
50th %ile Green (s)	12.0	12.0	121.8	103.8	103.8	32.9	12.0
50th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
30th %ile Green (s)	12.0	12.0	125.7	107.7	107.7	29.0	12.0
30th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
10th %ile Green (s)	12.0	12.0	131.3	113.3	113.3	23.4	12.0
10th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 165 (97%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 67.8% ICU Level of Service C
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 106: Route 460 & Granby St NE

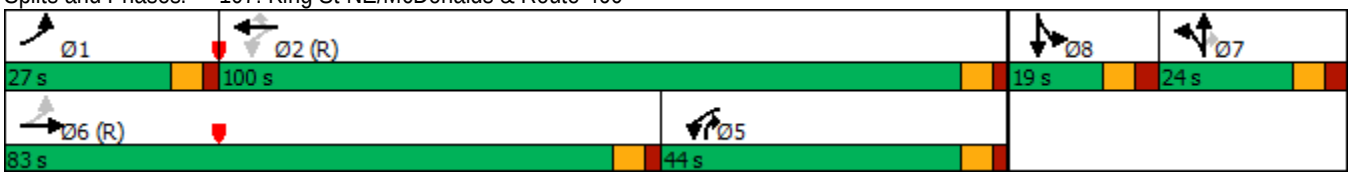
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1448	258	408	1167	41	144	9	452	34	40	12
Future Volume (vph)	36	1448	258	408	1167	41	144	9	452	34	40	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	800		0	210		250	35		35
Storage Lanes	1		1	1		1	0		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850			0.850			0.850		0.982	
Flt Protected	0.950			0.950				0.957			0.981	
Satd. Flow (prot)	1805	3471	1599	1770	3374	1615	0	1787	1599	0	1808	0
Flt Permitted	0.102			0.059				0.957			0.981	
Satd. Flow (perm)	194	3471	1566	110	3374	1615	0	1787	1599	0	1808	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			110			103		4	
Link Speed (mph)		20			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		24.0			18.2			31.4			42.2	
Confl. Peds. (#/hr)			1									
Peak Hour Factor	0.53	0.91	0.87	0.89	0.94	0.84	0.78	0.40	0.92	0.71	0.67	0.69
Heavy Vehicles (%)	0%	4%	1%	2%	7%	0%	2%	0%	1%	0%	0%	9%
Adj. Flow (vph)	68	1591	297	458	1241	49	185	23	491	48	60	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1591	297	458	1241	49	0	208	491	0	125	0
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	1	6		5	2		7	7	5	8	8	
Permitted Phases	6		Free	2		2			7			
Detector Phase	1	6		5	2	2	7	7	7	8	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0	13.0	12.0	13.1	13.1	
Total Split (s)	27.0	83.0		44.0	100.0	100.0	24.0	24.0	44.0	19.0	19.0	
Total Split (%)	15.9%	48.8%		25.9%	58.8%	58.8%	14.1%	14.1%	25.9%	11.2%	11.2%	
Maximum Green (s)	21.0	77.0		38.0	94.0	94.0	17.0	17.0	38.0	11.9	11.9	
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	3.0	3.0	2.0	3.1	3.1	
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		7.0	6.0		7.1	
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	None	None	None	
Act Effct Green (s)	77.0	77.0	170.0	105.4	105.4	105.4		17.0	56.0		11.9	
Actuated g/C Ratio	0.45	0.45	1.00	0.62	0.62	0.62		0.10	0.33		0.07	
v/c Ratio	0.38	1.01	0.19	1.04	0.59	0.05		1.17	0.83		0.96	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	39.2	73.4	0.2	105.3	21.8	0.7		182.4	40.4		142.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	
Total Delay	39.2	73.4	0.2	105.3	21.8	0.7		182.4	40.4		142.6	
LOS	D	E	A	F	C	A		F	D		F	
Approach Delay		61.1			43.1			82.6			142.6	
Approach LOS		E			D			F			F	
90th %ile Green (s)	12.4	77.0		38.0	102.6	102.6	17.0	17.0	38.0	11.9	11.9	
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
70th %ile Green (s)	10.7	77.0		38.0	104.3	104.3	17.0	17.0	38.0	11.9	11.9	
70th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
50th %ile Green (s)	9.6	77.0		38.0	105.4	105.4	17.0	17.0	38.0	11.9	11.9	
50th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
30th %ile Green (s)	8.5	77.0		38.0	106.5	106.5	17.0	17.0	38.0	11.9	11.9	
30th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	
10th %ile Green (s)	6.9	77.0		38.0	108.1	108.1	17.0	17.0	38.0	11.9	11.9	
10th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 14 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 59.7 Intersection LOS: E
Intersection Capacity Utilization 93.6% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460



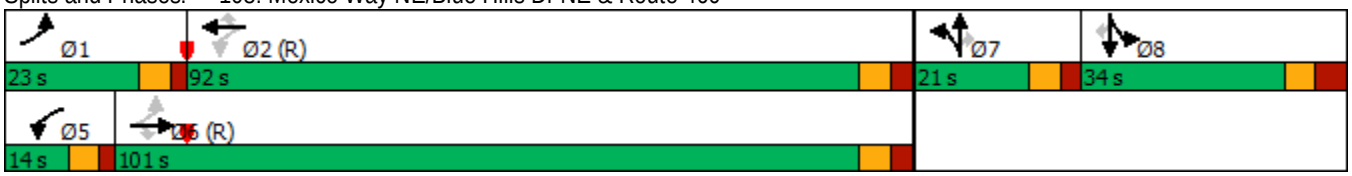
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1819	26	43	1231	19	52	4	62	98	11	311
Future Volume (vph)	108	1819	26	43	1231	19	52	4	62	98	11	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	275		392	235		235	0		410
Storage Lanes	1		1	1		1	0		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.91	0.95
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850		0.875	0.850
Flt Protected	0.950			0.950				0.959		0.950	0.998	
Satd. Flow (prot)	1467	3505	1615	1805	3406	1077	0	1822	1615	1681	1472	1490
Flt Permitted	0.100			0.045				0.959		0.950	0.998	
Satd. Flow (perm)	154	3505	1615	86	3406	1063	0	1822	1615	1681	1472	1490
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			113			151			155			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.64	0.94	0.82	0.83	0.94	0.64	0.69	0.33	0.82	0.89	0.31	0.62
Heavy Vehicles (%)	23%	3%	0%	0%	6%	50%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	169	1935	32	52	1310	30	75	12	76	110	35	502
Shared Lane Traffic (%)										10%		46%
Lane Group Flow (vph)	169	1935	32	52	1310	30	0	87	76	99	277	271
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		7	7		8	8	
Permitted Phases	6		6	2		2			7			8
Detector Phase	1	6	6	5	2	2	7	7	7	8	8	8
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0	8.0	8.0	15.0	15.0	15.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4	14.4	14.4	23.2	23.2	23.2
Total Split (s)	23.0	101.0	101.0	14.0	92.0	92.0	21.0	21.0	21.0	34.0	34.0	34.0
Total Split (%)	13.5%	59.4%	59.4%	8.2%	54.1%	54.1%	12.4%	12.4%	12.4%	20.0%	20.0%	20.0%
Maximum Green (s)	17.0	94.0	94.0	8.0	85.0	85.0	14.6	14.6	14.6	25.8	25.8	25.8
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	4.0
All-Red Time (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.4	2.4	2.4	4.2	4.2	4.2
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)	6.0	7.0	7.0	6.0	7.0	7.0		6.4	6.4	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	8.0	8.0	3.5	8.0	8.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Act Effct Green (s)	110.4	98.3	98.3	97.7	88.7	88.7		13.1	13.1	25.8	25.8	25.8
Actuated g/C Ratio	0.65	0.58	0.58	0.57	0.52	0.52		0.08	0.08	0.15	0.15	0.15
v/c Ratio	0.79	0.95	0.03	0.40	0.74	0.05		0.63	0.28	0.39	1.24	1.20

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	32.2	50.8	0.0	38.8	31.5	0.1		95.3	2.7	70.1	196.5	181.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	32.2	50.8	0.0	38.8	31.5	0.1		95.3	2.7	70.1	196.5	181.9
LOS	C	D	A	D	C	A		F	A	E	F	F
Approach Delay		48.5			31.1			52.1			171.1	
Approach LOS		D			C			D			F	
90th %ile Green (s)	17.0	94.0	94.0	8.0	85.0	85.0	14.6	14.6	14.6	25.8	25.8	25.8
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	17.0	94.0	94.0	8.0	85.0	85.0	14.6	14.6	14.6	25.8	25.8	25.8
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	16.7	94.2	94.2	8.0	85.5	85.5	14.4	14.4	14.4	25.8	25.8	25.8
50th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
30th %ile Green (s)	13.2	96.3	96.3	8.0	91.1	91.1	12.3	12.3	12.3	25.8	25.8	25.8
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Gap	Gap	Max	Max	Max
10th %ile Green (s)	10.4	113.2	113.2	0.0	96.8	96.8	9.4	9.4	9.4	25.8	25.8	25.8
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Gap	Gap	Gap	Max	Max	Max

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 86 (51%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 61.4 Intersection LOS: E
Intersection Capacity Utilization 87.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



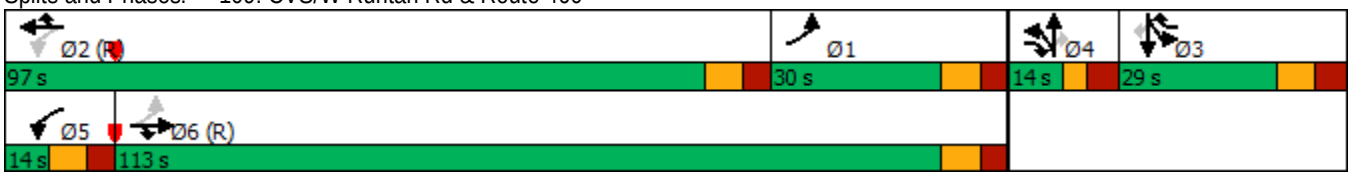
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	1710	34	11	1183	125	19	3	25	118	1	103
Future Volume (vph)	238	1710	34	11	1183	125	19	3	25	118	1	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		248	310		232	0		106	0		165
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950				0.964			0.954	
Satd. Flow (prot)	1787	3505	1615	1641	3374	1615	0	1832	1615	0	1813	1615
Flt Permitted	0.137			0.047				0.964			0.954	
Satd. Flow (perm)	258	3505	1615	81	3374	1615	0	1832	1615	0	1813	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94			149			203			191
Link Speed (mph)		25			45			20			35	
Link Distance (ft)		364			861			704			1748	
Travel Time (s)		9.9			13.0			24.0			34.1	
Peak Hour Factor	0.93	0.97	0.75	0.63	0.91	0.84	0.80	0.38	0.82	0.82	0.25	0.76
Heavy Vehicles (%)	1%	3%	0%	10%	7%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	256	1763	45	17	1300	149	24	8	30	144	4	136
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	1763	45	17	1300	149	0	32	30	0	148	136
Turn Type	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6	6 4	5	2	2 3	4	4		3	3	
Permitted Phases	6			2					4			3
Detector Phase	1	6	6	5	2	2	4	4	4	3	3	3
Switch Phase												
Minimum Initial (s)	7.0	18.0		5.0	18.0		5.0	5.0	5.0	7.0	7.0	7.0
Minimum Split (s)	15.5	26.5		13.5	26.5		12.3	12.3	12.3	16.2	16.2	16.2
Total Split (s)	30.0	113.0		14.0	97.0		14.0	14.0	14.0	29.0	29.0	29.0
Total Split (%)	17.6%	66.5%		8.2%	57.1%		8.2%	8.2%	8.2%	17.1%	17.1%	17.1%
Maximum Green (s)	21.5	104.5		5.5	88.5		6.7	6.7	6.7	19.8	19.8	19.8
Yellow Time (s)	4.9	4.9		4.9	4.9		3.2	3.2	3.2	5.0	5.0	5.0
All-Red Time (s)	3.6	3.6		3.6	3.6		4.1	4.1	4.1	4.2	4.2	4.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	8.5		8.5	8.5			7.3	7.3		9.2	9.2
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	3.5		3.5	3.5		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Act Effct Green (s)	114.6	114.6	125.8	93.0	93.0	120.3		6.7	6.7		18.1	18.1
Actuated g/C Ratio	0.67	0.67	0.74	0.55	0.55	0.71		0.04	0.04		0.11	0.11
v/c Ratio	0.70	0.75	0.04	0.18	0.70	0.13		0.44	0.12		0.77	0.40
Control Delay	24.4	3.3	0.0	36.3	38.3	7.9		99.4	0.9		98.4	4.8
Queue Delay	0.0	0.2	0.0	0.0	0.6	0.0		0.0	0.0		0.0	0.0
Total Delay	24.4	3.5	0.0	36.3	38.9	7.9		99.4	0.9		98.4	4.8
LOS	C	A	A	D	D	A		F	A		F	A
Approach Delay		6.0			35.7			51.8			53.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			D			D			D	
90th %ile Green (s)	21.5	104.5		5.5	88.5		6.7	6.7	6.7	19.8	19.8	19.8
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	Max
70th %ile Green (s)	21.5	104.5		5.5	88.5		6.7	6.7	6.7	19.8	19.8	19.8
70th %ile Term Code	Hold	Coord		Max	Coord		Max	Max	Max	Max	Max	Max
50th %ile Green (s)	21.5	104.5		5.5	88.5		6.7	6.7	6.7	19.8	19.8	19.8
50th %ile Term Code	Hold	Coord		Max	Coord		Max	Max	Max	Max	Max	Max
30th %ile Green (s)	21.5	120.7		0.0	90.7		6.7	6.7	6.7	17.6	17.6	17.6
30th %ile Term Code	Hold	Coord		Skip	Coord		Max	Max	Max	Gap	Gap	Gap
10th %ile Green (s)	21.5	138.7		0.0	108.7		0.0	0.0	0.0	13.6	13.6	13.6
10th %ile Term Code	Hold	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	Gap

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 111 (65%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 21.5 Intersection LOS: C
Intersection Capacity Utilization 86.5% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

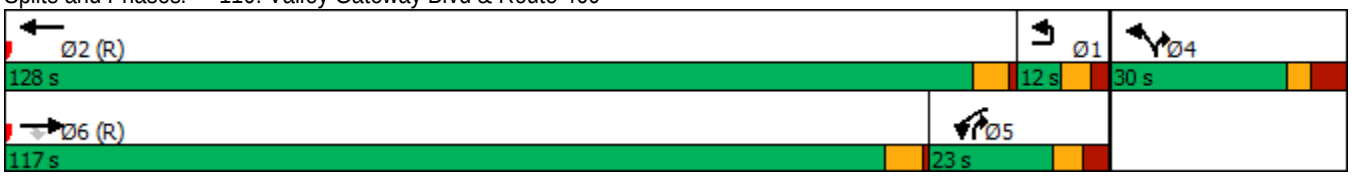


Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	1566	286	147	1144	174	51
Future Volume (vph)	1	1566	286	147	1144	174	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330	525		250	250
Storage Lanes	1		1	2		1	0
Taper Length (ft)	0			0		0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt			0.850				0.850
Flt Protected	0.950			0.950		0.950	
Satd. Flow (prot)	1805	3505	1583	3400	3343	3467	1538
Flt Permitted	0.950			0.950		0.950	
Satd. Flow (perm)	1805	3505	1583	3400	3343	3467	1538
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			304				37
Link Speed (mph)		25			45	25	
Link Distance (ft)		861			1474	1213	
Travel Time (s)		23.5			22.3	33.1	
Peak Hour Factor	0.25	0.95	0.94	0.80	0.95	0.91	0.70
Heavy Vehicles (%)	0%	3%	2%	3%	8%	1%	5%
Adj. Flow (vph)	4	1648	304	184	1204	191	73
Shared Lane Traffic (%)							
Lane Group Flow (vph)	4	1648	304	184	1204	191	73
Turn Type	Prot	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5	2	4	4 5
Permitted Phases			6				
Detector Phase	1	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	8.0	16.0	8.0	
Minimum Split (s)	11.4	21.6	21.6	15.4	21.6	15.9	
Total Split (s)	12.0	117.0	117.0	23.0	128.0	30.0	
Total Split (%)	7.1%	68.8%	68.8%	13.5%	75.3%	17.6%	
Maximum Green (s)	5.6	111.4	111.4	15.6	122.4	22.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	4.6	3.0	
All-Red Time (s)	2.6	1.0	1.0	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	5.6	5.6	7.4	5.6	7.9	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	4.0	4.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	5.6	119.4	119.4	14.1	138.5	15.6	37.1
Actuated g/C Ratio	0.03	0.70	0.70	0.08	0.81	0.09	0.22
v/c Ratio	0.07	0.67	0.25	0.65	0.44	0.60	0.20
Control Delay	111.0	14.6	1.7	103.4	10.3	82.0	28.6
Queue Delay	0.0	2.9	0.0	0.0	0.0	0.1	0.0
Total Delay	111.0	17.5	1.7	103.4	10.3	82.1	28.6
LOS	F	B	A	F	B	F	C
Approach Delay		15.2			22.6	67.3	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS		B			C	E	
90th %ile Green (s)	5.6	114.0	114.0	15.6	125.0	19.5	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Gap	
70th %ile Green (s)	0.0	116.3	116.3	15.6	139.3	17.2	
70th %ile Term Code	Skip	Coord	Coord	Max	Coord	Gap	
50th %ile Green (s)	0.0	118.5	118.5	15.0	140.9	15.6	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
30th %ile Green (s)	0.0	121.7	121.7	13.4	142.5	14.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
10th %ile Green (s)	0.0	126.4	126.4	11.0	144.8	11.7	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 165 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 21.9	Intersection LOS: C
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	229	1398	0	1128	129	140	199
Future Volume (vph)	229	1398	0	1128	129	140	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	3502	3505	1900	3343	1568	1787	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	3502	3505	1900	3343	1568	1787	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					94		224
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		951		1551	
Travel Time (s)		15.7		14.4		42.3	
Peak Hour Factor	0.94	0.95	1.00	0.88	0.83	0.88	0.89
Heavy Vehicles (%)	0%	3%	0%	8%	3%	1%	2%
Adj. Flow (vph)	244	1472	0	1282	155	159	224
Shared Lane Traffic (%)							
Lane Group Flow (vph)	244	1472	0	1282	155	159	224
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	7.0	18.0	5.0	18.0		8.0	8.0
Minimum Split (s)	15.5	24.2	11.3	24.2		15.1	15.1
Total Split (s)	31.0	120.0	12.0	101.0		38.0	38.0
Total Split (%)	18.2%	70.6%	7.1%	59.4%		22.4%	22.4%
Maximum Green (s)	22.5	113.8	5.7	94.8		30.9	30.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	4.2	1.0	2.0	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	6.2	6.3	6.2		7.1	7.1
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	4.0	5.0	4.0	5.0		5.0	5.0
Recall Mode	None	C-Max	None	C-Max		None	None
Act Effct Green (s)	22.5	134.3		103.3	132.8	22.4	22.4
Actuated g/C Ratio	0.13	0.79		0.61	0.78	0.13	0.13
v/c Ratio	0.53	0.53		0.63	0.12	0.68	0.56
Control Delay	62.9	3.4		11.1	0.5	84.3	12.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	62.9	3.4		11.1	0.5	84.3	12.4
LOS	E	A		B	A	F	B
Approach Delay		11.9		10.0		42.2	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		A		D	
90th %ile Green (s)	22.5	126.8	0.0	95.8		29.9	29.9
90th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
70th %ile Green (s)	22.5	131.7	0.0	100.7		25.0	25.0
70th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
50th %ile Green (s)	22.5	134.5	0.0	103.5		22.2	22.2
50th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
30th %ile Green (s)	22.5	137.3	0.0	106.3		19.4	19.4
30th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
10th %ile Green (s)	22.5	141.4	0.0	110.4		15.3	15.3
10th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 59 (35%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.4 Intersection LOS: B
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15

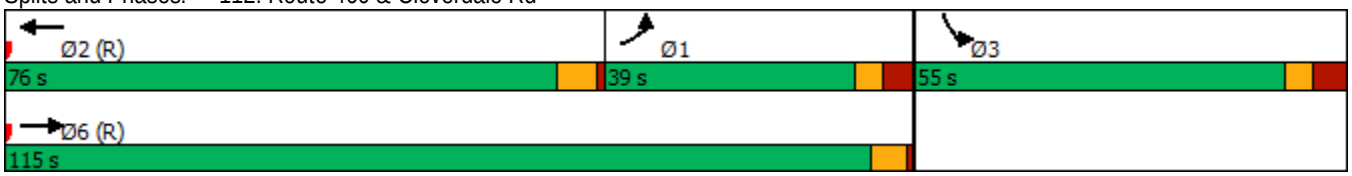
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	515	1023	656	507	745	601
Future Volume (vph)	515	1023	656	507	745	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	535
Storage Lanes	2			1	2	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	0.97	1.00
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3303	3471	3374	1455	3242	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3303	3471	3374	1455	3242	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				570		627
Link Speed (mph)		45	45		45	
Link Distance (ft)		951	4283		1990	
Travel Time (s)		14.4	64.9		30.2	
Peak Hour Factor	0.87	0.89	0.91	0.89	0.90	0.94
Heavy Vehicles (%)	6%	4%	7%	11%	8%	2%
Adj. Flow (vph)	592	1149	721	570	828	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	592	1149	721	570	828	639
Turn Type	Prot	NA	NA	Free	Prot	Free
Protected Phases	1	6	2		3	
Permitted Phases				Free		Free
Detector Phase	1	6	2		3	
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0		8.0	
Minimum Split (s)	15.6	19.5	20.1		16.1	
Total Split (s)	39.0	115.0	76.0		55.0	
Total Split (%)	22.9%	67.6%	44.7%		32.4%	
Maximum Green (s)	31.4	109.5	69.9		46.9	
Yellow Time (s)	3.7	4.5	5.1		3.6	
All-Red Time (s)	3.9	1.0	1.0		4.5	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.6	5.5	6.1		8.1	
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	4.0	4.0	4.0		4.0	
Recall Mode	None	C-Max	C-Max		None	
Act Effct Green (s)	31.4	110.3	70.7	170.0	46.1	170.0
Actuated g/C Ratio	0.18	0.65	0.42	1.00	0.27	1.00
v/c Ratio	0.97	0.51	0.51	0.39	0.94	0.40
Control Delay	82.5	8.0	38.7	0.8	79.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.5	8.0	38.7	0.8	79.3	0.8
LOS	F	A	D	A	E	A
Approach Delay		33.4	22.0		45.1	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		C	C		D	
90th %ile Green (s)	31.4	109.5	69.9		46.9	
90th %ile Term Code	Max	Coord	Coord		Max	
70th %ile Green (s)	31.4	109.5	69.9		46.9	
70th %ile Term Code	Max	Coord	Coord		Max	
50th %ile Green (s)	31.4	109.5	69.9		46.9	
50th %ile Term Code	Max	Coord	Coord		Max	
30th %ile Green (s)	31.4	109.5	69.9		46.9	
30th %ile Term Code	Max	Coord	Coord		Max	
10th %ile Green (s)	31.4	113.3	73.7		43.1	
10th %ile Term Code	Max	Coord	Coord		Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 61 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 72.2%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 112: Route 460 & Cloverdale Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	10	2142	4	2	34	1578	21	3	1	35	2
Future Volume (vph)	4	10	2142	4	2	34	1578	21	3	1	35	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190		0		175		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.91	1.00	*0.70	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt							0.998			0.878		
Flt Protected		0.950				0.950				0.996		
Satd. Flow (prot)	0	1805	3797	0	0	1708	4926	0	0	1576	0	0
Flt Permitted		0.950				0.950				0.996		
Satd. Flow (perm)	0	1805	3797	0	0	1708	4926	0	0	1576	0	0
Link Speed (mph)			35				35			25		
Link Distance (ft)			710				216			678		
Travel Time (s)			13.8				4.2			18.5		
Confl. Peds. (#/hr)				1				3				
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
Heavy Vehicles (%)	0%	0%	5%	50%	0%	6%	5%	11%	0%	0%	6%	0%
Adj. Flow (vph)	4	11	2354	4	2	37	1734	23	3	1	38	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	2358	0	0	39	1757	0	0	42	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	
* User Entered Value	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	12
Future Volume (vph)	0	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.883	
Flt Protected	0.993	
Satd. Flow (prot)	1666	0
Flt Permitted	0.993	
Satd. Flow (perm)	1666	0
Link Speed (mph)	25	
Link Distance (ft)	717	
Travel Time (s)	19.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	13
Shared Lane Traffic (%)		
Lane Group Flow (vph)	15	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2174	7	0	1635	0	6
Future Volume (vph)	2174	7	0	1635	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3435	0	0	3438	0	1370
Flt Permitted						
Satd. Flow (perm)	3435	0	0	3438	0	1370
Link Speed (mph)	35			35	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			8.1	10.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	0%	0%	5%	0%	20%
Adj. Flow (vph)	2389	8	0	1797	0	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2397	0	0	1797	0	7
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	2177	1	4	1619	2	1	0	29	0	0
Future Volume (vph)	1	1	2177	1	4	1619	2	1	0	29	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0	30		0	0		0	0	
Storage Lanes		0		0	1		0	0		0	0	
Taper Length (ft)		0			0			0			0	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt									0.869			0.865
Flt Protected					0.950				0.998			
Satd. Flow (prot)	0	0	3438	0	1805	3406	0	0	1648	0	0	1522
Flt Permitted					0.950				0.998			
Satd. Flow (perm)	0	0	3438	0	1805	3406	0	0	1648	0	0	1522
Link Speed (mph)			35			35			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			5.9			18.0			12.2
Confl. Peds. (#/hr)				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
Heavy Vehicles (%)	0%	0%	5%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	1	2221	1	4	1652	2	1	0	30	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	2224	0	4	1654	0	0	31	0	0	14
Sign Control			Free			Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	8%
Adj. Flow (vph)	14
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2276	0	0	1558	0	0
Future Volume (vph)	2276	0	0	1558	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	694			470	250	
Travel Time (s)	13.5			9.2	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2322	0	0	1590	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2322	0	0	1590	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2276	0	0	1558	0	0
Future Volume (vph)	2276	0	0	1558	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	470			669	296	
Travel Time (s)	9.2			13.0	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2322	0	0	1590	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2322	0	0	1590	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2242	34	2	9	1556	2	2
Future Volume (vph)	2242	34	2	9	1556	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		1	0
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998					0.932	
Flt Protected				0.950		0.976	
Satd. Flow (prot)	3434	0	0	1805	3406	1383	0
Flt Permitted				0.950		0.976	
Satd. Flow (perm)	3434	0	0	1805	3406	1383	0
Link Speed (mph)	35				35	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				14.4	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	0%	6%	50%	0%
Adj. Flow (vph)	2288	35	2	9	1588	2	2
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2323	0	0	11	1588	4	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1	2245	0	0	1566	0	0
Future Volume (vph)	1	2245	0	0	1566	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00
Frt							
Flt Protected							
Satd. Flow (prot)	0	3471	0	0	3438	1900	0
Flt Permitted							
Satd. Flow (perm)	0	3471	0	0	3438	1900	0
Link Speed (mph)		35			35	20	
Link Distance (ft)		740			487	223	
Travel Time (s)		14.4			9.5	7.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	0%	0%	5%	0%	0%
Adj. Flow (vph)	1	2314	0	0	1614	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	2315	0	0	1614	0	0
Sign Control		Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.1%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	27	2218	1541	35	15	25
Future Volume (vph)	27	2218	1541	35	15	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.914	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1805	3471	3431	0	1705	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1805	3471	3431	0	1705	0
Link Speed (mph)		35	35		25	
Link Distance (ft)		487	582		1090	
Travel Time (s)		9.5	11.3		29.7	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	4%	5%	0%	0%	0%
Adj. Flow (vph)	28	2287	1589	36	15	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	2287	1625	0	41	0
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 71.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	29	1555	1	1	18	1284	49	0	0	10	6
Future Volume (vph)	2	29	1555	1	1	18	1284	49	0	0	10	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		70		0		270		0	0		0	0
Storage Lanes		1		0		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt							0.994			0.865		
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3406	0	0	1805	3384	0	0	1644	0	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3406	0	0	1805	3384	0	0	1644	0	0
Link Speed (mph)			35				35			20		
Link Distance (ft)			243				990			290		
Travel Time (s)			4.7				19.3			9.9		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	6%	7%	0%	0%	0%	20%
Adj. Flow (vph)	2	30	1603	1	1	19	1324	51	0	0	10	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	1604	0	0	20	1375	0	0	10	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	12
Future Volume (vph)	1	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.915	
Flt Protected	0.984	
Satd. Flow (prot)	1533	0
Flt Permitted	0.984	
Satd. Flow (perm)	1533	0
Link Speed (mph)	25	
Link Distance (ft)	799	
Travel Time (s)	21.8	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	100%	0%
Adj. Flow (vph)	1	12
Shared Lane Traffic (%)		
Lane Group Flow (vph)	19	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	50	1482	32	1	11	1305	16	9	1	1	8
Future Volume (vph)	3	50	1482	32	1	11	1305	16	9	1	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		0		100	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.997					0.850		0.988		
Flt Protected		0.950								0.961		
Satd. Flow (prot)	0	1805	3400	0	0	0	3440	808	0	1804	0	0
Flt Permitted		0.950								0.961		
Satd. Flow (perm)	0	1805	3400	0	0	0	3440	808	0	1804	0	0
Link Speed (mph)			35				40			20		
Link Distance (ft)			990				765			302		
Travel Time (s)			19.3				13.0			10.3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	5%	100%	0%	0%	0%	0%
Adj. Flow (vph)	3	52	1528	33	1	11	1345	16	9	1	1	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	1561	0	0	0	1357	16	0	11	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	35
Future Volume (vph)	0	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.890	
Flt Protected	0.991	
Satd. Flow (prot)	1676	0
Flt Permitted	0.991	
Satd. Flow (perm)	1676	0
Link Speed (mph)	20	
Link Distance (ft)	526	
Travel Time (s)	17.9	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	36
Shared Lane Traffic (%)		
Lane Group Flow (vph)	44	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	7	48	1436	6	3	3	1292	15	8	0	14	8
Future Volume (vph)	7	48	1436	6	3	3	1292	15	8	0	14	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		100		50	0		0	0
Storage Lanes		1		0		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.999					0.850		0.916		
Flt Protected		0.950				0.950				0.982		
Satd. Flow (prot)	0	1805	3371	0	0	1805	3438	1615	0	1407	0	0
Flt Permitted		0.950				0.950				0.982		
Satd. Flow (perm)	0	1805	3371	0	0	1805	3438	1615	0	1407	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			765				990			275		
Travel Time (s)			13.0				16.9			9.4		
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 (%)	0%	0%	7%	0%	0%	0%	5%	0%	29%	0%	17%	0%
Adj. Flow (vph)	8	52	1544	6	3	3	1389	16	9	0	15	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	1550	0	0	6	1389	16	0	24	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	26
Future Volume (vph)	0	26
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.898	
Flt Protected	0.988	
Satd. Flow (prot)	1686	0
Flt Permitted	0.988	
Satd. Flow (perm)	1686	0
Link Speed (mph)	20	
Link Distance (ft)	449	
Travel Time (s)	15.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	28
Shared Lane Traffic (%)		
Lane Group Flow (vph)	37	0
Sign Control	Stop	

Intersection Summary

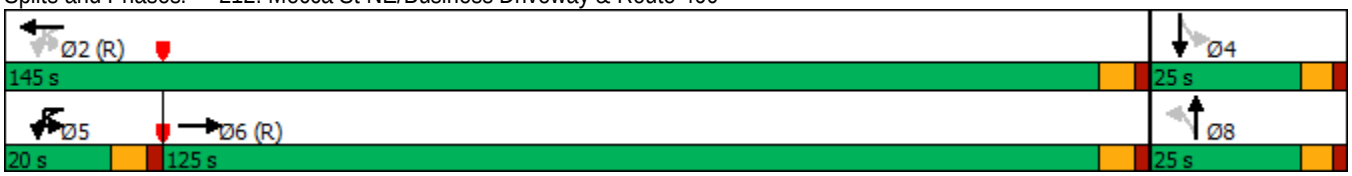
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1422	44	137	1284	1	25	0	84	0	1	4
Future Volume (vph)	0	1422	44	137	1284	1	25	0	84	0	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	224		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00						0.99	
Frt		0.995						0.896			0.892	
Flt Protected				0.950				0.989				
Satd. Flow (prot)	0	3364	0	1787	3438	0	0	1684	0	0	1675	0
Flt Permitted				0.120				0.920				
Satd. Flow (perm)	0	3364	0	226	3438	0	0	1566	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						80			4	
Link Speed (mph)		40			40			25			20	
Link Distance (ft)		990			592			624			294	
Travel Time (s)		16.9			10.1			17.0			10.0	
Confl. Peds. (#/hr)						2						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 (%)	0%	7%	0%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1546	48	149	1396	1	27	0	91	0	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1594	0	149	1397	0	0	118	0	0	5	0
Turn Type		NA		pm+pt	NA		Perm	NA			NA	
Protected Phases		6		5	2			8			4	
Permitted Phases				2			8			4		
Detector Phase		6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)		24.6		10.6	24.6		24.0	24.0		24.0	24.0	
Total Split (s)		125.0		20.0	145.0		25.0	25.0		25.0	25.0	
Total Split (%)		73.5%		11.8%	85.3%		14.7%	14.7%		14.7%	14.7%	
Maximum Green (s)		118.4		13.4	138.4		19.0	19.0		19.0	19.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.1		2.1	2.1		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)		6.6		6.6	6.6			6.0			6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max		None	C-Max		None	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)		132.3		147.1	147.1			10.3			10.3	
Actuated g/C Ratio		0.78		0.87	0.87			0.06			0.06	
v/c Ratio		0.61		0.55	0.47			0.69			0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		2.4		21.9	1.5			48.7			46.0	
Queue Delay		0.0		0.0	0.1			0.0			0.0	
Total Delay		2.4		21.9	1.6			48.7			46.0	
LOS		A		C	A			D			D	
Approach Delay		2.4			3.6			48.7			46.0	
Approach LOS		A			A			D			D	
90th %ile Green (s)		121.7		12.2	140.5		16.9	16.9		16.9	16.9	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		130.0		8.2	144.8		12.6	12.6		12.6	12.6	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		133.6		7.5	147.7		9.7	9.7		9.7	9.7	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		137.2		6.8	150.6		6.8	6.8		6.8	6.8	
30th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		139.0		6.3	151.9		5.5	5.5		5.5	5.5	
10th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 138 (81%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 4.7 Intersection LOS: A
Intersection Capacity Utilization 77.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 212: Mecca St NE/Business Driveway & Route 460



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	0	1660	39	3	30	1310	1	11	0	20	0
Future Volume (vph)	1	0	1660	39	3	30	1310	1	11	0	20	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		240		270		0	0		0	0
Storage Lanes		0		1		1		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850						0.914		
Flt Protected						0.950				0.982		
Satd. Flow (prot)	0	0	3471	1615	0	1805	3406	0	0	1705	0	0
Flt Permitted						0.950				0.982		
Satd. Flow (perm)	0	0	3471	1615	0	1805	3406	0	0	1705	0	0
Link Speed (mph)			40				40			25		
Link Distance (ft)			426				912			741		
Travel Time (s)			7.3				15.5			20.2		
Confl. Peds. (#/hr)				1								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	0	1766	41	3	32	1394	1	12	0	21	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	1767	41	0	35	1395	0	0	33	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1644	0
Flt Permitted		
Satd. Flow (perm)	1644	0
Link Speed (mph)	20	
Link Distance (ft)	284	
Travel Time (s)	9.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	1	2	1680	4	1311	22	46	32
Future Volume (vph)	1	2	1680	4	1311	22	46	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215		0		0	0	0
Storage Lanes		1		0		0	1	0
Taper Length (ft)		0		0			0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.998		0.945	
Flt Protected		0.950					0.971	
Satd. Flow (prot)	0	1805	3471	0	3384	0	1688	0
Flt Permitted		0.950					0.971	
Satd. Flow (perm)	0	1805	3471	0	3384	0	1688	0
Link Speed (mph)			40		40		25	
Link Distance (ft)			912		543		613	
Travel Time (s)			15.5		9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	6%	35%	0%	8%
Adj. Flow (vph)	1	2	1787	4	1395	23	49	34
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	3	1787	0	1422	0	83	0
Sign Control			Free		Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	0	1728	1	2	2	1329	0	0	0	2	0
Future Volume (vph)	6	0	1728	1	2	2	1329	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		0	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	0	0	0	3374	0	0	1644	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	0	0	0	3374	0	0	1644	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	0	1763	1	2	2	1356	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	1764	0	0	0	1360	0	0	2	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.865	
Flt Protected		
Satd. Flow (prot)	1644	0
Flt Permitted		
Satd. Flow (perm)	1644	0
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	26	1912	0	10	0	1566	44	0	0	0	43
Future Volume (vph)	6	26	1912	0	10	0	1566	44	0	0	0	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		0		0	0		0	0
Storage Lanes		1		0		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	0	0	0	3375	1615	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	0	0	0	3375	1615	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	27	1951	0	10	0	1598	45	0	0	0	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	1951	0	0	0	1608	45	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	34
Future Volume (vph)	0	34
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt	0.940	
Flt Protected	0.973	
Satd. Flow (prot)	1715	0
Flt Permitted	0.973	
Satd. Flow (perm)	1715	0
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	3%
Adj. Flow (vph)	0	35
Shared Lane Traffic (%)		
Lane Group Flow (vph)	79	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	31	1931	0	11	1	1571	21	0	0	0	21
Future Volume (vph)	3	31	1931	0	11	1	1571	21	0	0	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		0		0	0		0	0
Storage Lanes		1		1		0		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3471	1900	0	0	3407	1615	0	1900	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3471	1900	0	0	3407	1615	0	1900	0	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	5%
Adj. Flow (vph)	3	33	2054	0	12	1	1671	22	0	0	0	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	2054	0	0	0	1684	22	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	36
Future Volume (vph)	0	36
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.914	
Flt Protected	0.982	
Satd. Flow (prot)	1675	0
Flt Permitted	0.982	
Satd. Flow (perm)	1675	0
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	60	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1969	10	0	1293	0	1
Future Volume (vph)	1969	10	0	1293	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3502	0	0	3374	0	1644
Flt Permitted						
Satd. Flow (perm)	3502	0	0	3374	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	0%	0%	7%	0%	0%
Adj. Flow (vph)	2009	10	0	1319	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2019	0	0	1319	0	1
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	2	1949	13	15	21	1275	22	9	0	19	4
Future Volume (vph)	6	2	1949	13	15	21	1275	22	9	0	19	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.999					0.850			0.850	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1805	3500	0	0	1805	3374	1302	0	1805	1615	0
Flt Permitted		0.950				0.950				0.950		
Satd. Flow (perm)	0	1805	3500	0	0	1805	3374	1302	0	1805	1615	0
Link Speed (mph)			30				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			6.8				8.4			10.3		
Confl. Peds. (#/hr)								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
Heavy Vehicles (%)	0%	0%	3%	8%	0%	0%	7%	24%	0%	0%	0%	0%
Adj. Flow (vph)	6	2	1989	13	15	21	1301	22	9	0	19	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	2002	0	0	36	1301	22	0	9	19	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	3
Future Volume (vph)	0	3
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.942	
Flt Protected	0.972	
Satd. Flow (prot)	1524	0
Flt Permitted	0.972	
Satd. Flow (perm)	1524	0
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	33%
Adj. Flow (vph)	0	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	7	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1976	11	0	1293	12	0	0	6	0	0	40
Future Volume (vph)	0	1976	11	0	1293	12	0	0	6	0	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Link Speed (mph)		30			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		12.6			5.5			12.4			19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	0%	0%	7%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	2016	11	0	1319	12	0	0	6	0	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2027	0	0	1331	0	0	0	6	0	0	41
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	2	0	1697	38	143	1280	0	8	0	212	0	0
Future Volume (vph)	2	0	1697	38	143	1280	0	8	0	212	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0	150		175	0		0	0	
Storage Lanes		1		0	1		1	0		0	0	
Taper Length (ft)		0			0			0			0	
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			0.997						0.870			0.865
Flt Protected		0.950			0.950				0.998			
Satd. Flow (prot)	0	1805	3464	0	1805	3438	1900	0	1650	0	0	1644
Flt Permitted		0.950			0.950				0.998			
Satd. Flow (perm)	0	1805	3464	0	1805	3438	1900	0	1650	0	0	1644
Link Speed (mph)			45			45			25			20
Link Distance (ft)			1474			488			1132			378
Travel Time (s)			22.3			7.4			30.9			12.9
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 (%)	0%	0%	4%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	0	1768	40	149	1333	0	8	0	221	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	1808	0	149	1333	0	0	229	0	0	1
Sign Control			Free			Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 86.3%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	1
Future Volume (vph)	1
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	1
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	1	49	1817	42	1	1	1374	39	15	0	2	18
Future Volume (vph)	1	49	1817	42	1	1	1374	39	15	0	2	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		0	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850				0.850		0.985		
Flt Protected		0.950				0.950				0.957		
Satd. Flow (prot)	0	1805	3471	1615	0	1805	3438	1568	0	1791	0	0
Flt Permitted		0.950				0.950				0.957		
Satd. Flow (perm)	0	1805	3471	1615	0	1805	3438	1568	0	1791	0	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Confl. Peds. (#/hr)				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 (%)	0%	0%	4%	0%	0%	0%	5%	3%	0%	0%	0%	0%
Adj. Flow (vph)	1	51	1893	44	1	1	1431	41	16	0	2	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	1893	44	0	2	1431	41	0	18	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	33
Future Volume (vph)	0	33
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt	0.913	
Flt Protected	0.982	
Satd. Flow (prot)	1703	0
Flt Permitted	0.982	
Satd. Flow (perm)	1703	0
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	34
Shared Lane Traffic (%)		
Lane Group Flow (vph)	53	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1819	19	3	8	1411	0	4	0	13	0	0
Future Volume (vph)	0	1819	19	3	8	1411	0	4	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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
Ped Bike Factor												
Frt		0.998							0.895			
Flt Protected									0.989			
Satd. Flow (prot)	0	3466	0	0	0	3439	0	0	1682	0	0	1900
Flt Permitted									0.989			
Satd. Flow (perm)	0	3466	0	0	0	3439	0	0	1682	0	0	1900
Link Speed (mph)		45				45			20			20
Link Distance (ft)		955				1228			397			265
Travel Time (s)		14.5				18.6			13.5			9.0
Confl. Peds. (#/hr)							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 (%)	0%	4%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1895	20	3	8	1470	0	4	0	14	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1915	0	0	0	1481	0	0	18	0	0	0
Sign Control		Free				Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	218	1615	1296	31	12	124
Future Volume (vph)	2	218	1615	1296	31	12	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			170	0	0
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850	0.877	
Flt Protected		0.950				0.996	
Satd. Flow (prot)	0	1787	3505	3374	1553	1619	0
Flt Permitted		0.950				0.996	
Satd. Flow (perm)	0	1787	3505	3374	1553	1619	0
Link Speed (mph)			45	45		25	
Link Distance (ft)			1228	1034		827	
Travel Time (s)			18.6	15.7		22.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	7%	4%	18%	1%
Adj. Flow (vph)	2	234	1737	1394	33	13	133
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	236	1737	1394	33	146	0
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 98.8%	ICU Level of Service F
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1810	1968	90	0	296
Future Volume (vph)	0	1810	1968	90	0	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	6225	4953	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	6225	4953	0	0	1627
Link Speed (mph)		30	25		25	
Link Distance (ft)		461	217		284	
Travel Time (s)		10.5	5.9		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	4%	4%	0%	1%
Adj. Flow (vph)	0	2011	2187	100	0	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2011	2287	0	0	329
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	11	0	43	0	0	0	82	40	652	2	0	785
Future Volume (vph)	11	0	43	0	0	0	82	40	652	2	0	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		0		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.892										0.994
Flt Protected		0.990							0.992			
Satd. Flow (prot)	0	1639	0	0	1900	0	0	0	3483	0	0	3521
Flt Permitted		0.990							0.992			
Satd. Flow (perm)	0	1639	0	0	1900	0	0	0	3483	0	0	3521
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	6%	3%	0%	0%	2%
Adj. Flow (vph)	13	0	51	0	0	0	98	48	776	2	0	935
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	0	0	0	0	924	0	0	974
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	33
Future Volume (vph)	33
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.84
Heavy Vehicles (%)	0%
Adj. Flow (vph)	39
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	395	0	534	0	0
Future Volume (vph)	0	395	0	534	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	1759	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1759	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.87	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	8%	2%	2%
Adj. Flow (vph)	0	454	0	580	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	454	0	580	0	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 31.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1069	395	0	1082	744	0	0	534	0	0	237
Future Volume (vph)	0	1069	395	0	1082	744	0	0	534	0	0	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Link Speed (mph)		35			25			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			17.3			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Heavy Vehicles (%)	0%	10%	2%	0%	5%	5%	0%	0%	8%	0%	0%	2%
Adj. Flow (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	1125	478	0	1555	709	0	271	0	0
Future Volume (vph)	0	1125	478	0	1555	709	0	271	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1583	0	3343	1524	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1583	0	3343	1524	0	1611	0	0
Link Speed (mph)		35			25		15		20	
Link Distance (ft)		636			557		373		372	
Travel Time (s)		12.4			15.2		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	2%	0%	8%	6%	0%	2%	2%	2%
Adj. Flow (vph)	0	1293	562	0	1767	788	0	285	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1293	562	0	1767	788	0	285	0	0
Sign Control		Free			Free		Yield		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1125	0	0	2264	0	685
Future Volume (vph)	1125	0	0	2264	0	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	0
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	1580
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	1580
Link Speed (mph)	35			25	35	
Link Distance (ft)	557			461	793	
Travel Time (s)	10.9			12.6	15.4	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.97
Heavy Vehicles (%)	2%	2%	0%	7%	0%	4%
Adj. Flow (vph)	1223	0	0	2383	0	706
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1223	0	0	2383	0	706
Sign Control	Free			Free	Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 80.2%	ICU Level of Service D
Analysis Period (min) 15	

HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	10	2142	4	2	34	1578	21	3	1	35	2
Future Volume (Veh/h)	4	10	2142	4	2	34	1578	21	3	1	35	2
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	11	2354	4	0	37	1734	23	3	1	38	2
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			710				937					
pX, platoon unblocked	0.00				0.00	0.51			0.51	0.51	0.51	0.51
vC, conflicting volume	0	1760			0	2359			3044	4213	788	2668
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1760			0	332			1666	3941	0	933
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	7.0	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.3			3.5	4.0	3.4	3.5
p0 queue free %	0	97			0	94			90	34	93	96
cM capacity (veh/h)	0	359			0	614			30	2	550	47

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	11	942	942	475	37	694	694	370	42	15
Volume Left	11	0	0	0	37	0	0	0	3	2
Volume Right	0	0	0	4	0	0	0	23	38	13
cSH	359	1700	1700	1700	614	1700	1700	1700	51	210
Volume to Capacity	0.03	0.55	0.55	0.28	0.06	0.41	0.41	0.22	0.83	0.07
Queue Length 95th (ft)	2	0	0	0	5	0	0	0	87	6
Control Delay (s)	15.3	0.0	0.0	0.0	11.2	0.0	0.0	0.0	205.8	23.4
Lane LOS	C				B				F	C
Approach Delay (s)	0.1				0.2				205.8	23.4
Approach LOS									F	C

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	12
Future Volume (Veh/h)	0	12
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	0	13
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.51	
vC, conflicting volume	4204	592
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3923	592
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	97
cM capacity (veh/h)	2	453

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2174	7	0	1635	0	6
Future Volume (Veh/h)	2174	7	0	1635	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2389	8	0	1797	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.49		0.70	0.49
vC, conflicting volume			2397		3292	1198
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1764		716	0
tC, single (s)			4.1		6.8	7.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.5
p0 queue free %			100		100	99
cM capacity (veh/h)			175		258	502

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1593	804	898	898	7
Volume Left	0	0	0	0	0
Volume Right	0	8	0	0	7
cSH	1700	1700	1700	1700	502
Volume to Capacity	0.94	0.47	0.53	0.53	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	12.3
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.3
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	2177	1	4	1619	2	1	0	29	0	0
Future Volume (Veh/h)	1	1	2177	1	4	1619	2	1	0	29	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	2221	1	4	1652	2	1	0	30	0	0
Pedestrians									3			1
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.58						0.58	0.58		0.58	0.58
vC, conflicting volume	0	1655			2225			3074	3890	1114	2804	3889
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	672			2225			3129	4540	1114	2662	4539
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			98			63	100	85	100	100
cM capacity (veh/h)	0	536			237			3	1	205	5	1

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1112	1112	4	1101	553	31	14
Volume Left	1	0	4	0	0	1	0
Volume Right	0	1	0	0	2	30	14
cSH	536	1700	237	1700	1700	60	615
Volume to Capacity	0.00	0.65	0.02	0.65	0.33	0.52	0.02
Queue Length 95th (ft)	0	0	1	0	0	51	2
Control Delay (s)	0.1	0.0	20.5	0.0	0.0	117.5	11.0
Lane LOS	A		C			F	B
Approach Delay (s)	0.0		0.0			117.5	11.0
Approach LOS						F	B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	14
Future Volume (Veh/h)	14
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	14
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.58
vC, conflicting volume	828
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	7.1
tC, 2 stage (s)	
tF (s)	3.4
p0 queue free %	98
cM capacity (veh/h)	615

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2276	0	0	1558	0	0
Future Volume (Veh/h)	2276	0	0	1558	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2322	0	0	1590	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	694					
pX, platoon unblocked			0.42		0.42	0.42
vC, conflicting volume			2322		3117	1161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1402		3276	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			209		3	463

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1161	1161	530	1060
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	209	1700
Volume to Capacity	0.68	0.68	0.00	0.62
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2276	0	0	1558	0	0
Future Volume (Veh/h)	2276	0	0	1558	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2322	0	0	1590	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1164					
pX, platoon unblocked			0.43		0.43	0.43
vC, conflicting volume			2322		3117	1161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1421		3273	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			208		3	468

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1161	1161	530	1060
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	208	1700
Volume to Capacity	0.68	0.68	0.00	0.62
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	2242	34	2	9	1556	2	2
Future Volume (Veh/h)	2242	34	2	9	1556	2	2
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2288	35	0	9	1588	2	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	2323		3118	1162
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	2323		3118	1162
tC, single (s)			0.0	4.1		7.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		4.0	3.3
p0 queue free %			0	96		44	99
cM capacity (veh/h)			0	217		4	191

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1525	798	9	794	794	4
Volume Left	0	0	9	0	0	2
Volume Right	0	35	0	0	0	2
cSH	1700	1700	217	1700	1700	7
Volume to Capacity	0.90	0.47	0.04	0.47	0.47	0.57
Queue Length 95th (ft)	0	0	3	0	0	26
Control Delay (s)	0.0	0.0	22.3	0.0	0.0	791.1
Lane LOS			C			F
Approach Delay (s)	0.0		0.1			791.1
Approach LOS						F

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1	2245	0	0	1566	0	0
Future Volume (Veh/h)	1	2245	0	0	1566	0	0
Sign Control		Free			Free	Stop	
Grade		0%			0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	2314	0	0	1614	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None			None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked	0.00					0.70	
vC, conflicting volume	0			2314		3121	1157
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0			2314		3172	1157
tC, single (s)	0.0			4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0			2.2		3.5	3.3
p0 queue free %	0			100		100	100
cM capacity (veh/h)	0			219		6	193

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1543	771	538	1076	0
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	219	1700	1700
Volume to Capacity	0.91	0.45	0.00	0.63	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	0.0		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	2218	1541	35	15	25
Future Volume (Veh/h)	27	2218	1541	35	15	25
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	28	2287	1589	36	15	26
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			582			
pX, platoon unblocked	0.70				0.70	0.70
vC, conflicting volume	1625				2806	812
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1026				2722	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				0	97
cM capacity (veh/h)	477				11	760

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	28	1144	1144	1059	566	41
Volume Left	28	0	0	0	0	15
Volume Right	0	0	0	0	36	26
cSH	477	1700	1700	1700	1700	30
Volume to Capacity	0.06	0.67	0.67	0.62	0.33	1.37
Queue Length 95th (ft)	5	0	0	0	0	117
Control Delay (s)	13.0	0.0	0.0	0.0	0.0	493.3
Lane LOS	B					F
Approach Delay (s)	0.2			0.0		493.3
Approach LOS						F

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	29	1555	1	1	18	1284	49	0	0	10	6
Future Volume (Veh/h)	2	29	1555	1	1	18	1284	49	0	0	10	6
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	30	1603	1	0	19	1324	51	0	0	10	6
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			243									
pX, platoon unblocked	0.00				0.00	0.55			0.55	0.55	0.55	0.55
vC, conflicting volume	0	1375			0	1604			2376	3076	802	2259
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1375			0	454			1862	3140	0	1648
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.9
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.7
p0 queue free %	0	94			0	97			100	100	98	78
cM capacity (veh/h)	0	505			0	613			4	6	598	27

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	30	1069	535	19	883	492	10	19
Volume Left	30	0	0	19	0	0	0	6
Volume Right	0	0	1	0	0	51	10	12
cSH	505	1700	1700	613	1700	1700	598	16
Volume to Capacity	0.06	0.63	0.31	0.03	0.52	0.29	0.02	1.20
Queue Length 95th (ft)	5	0	0	2	0	0	1	72
Control Delay (s)	12.6	0.0	0.0	11.1	0.0	0.0	11.1	630.6
Lane LOS	B			B			B	F
Approach Delay (s)	0.2			0.2			11.1	630.6
Approach LOS							B	F

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1	12
Future Volume (Veh/h)	1	12
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	1	12
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.55	
vC, conflicting volume	3052	688
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3094	688
tC, single (s)	8.5	6.9
tC, 2 stage (s)		
tF (s)	5.0	3.3
p0 queue free %	5	97
cM capacity (veh/h)	1	394

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	50	1482	32	1	11	1305	16	9	1	1	8
Future Volume (Veh/h)	3	50	1482	32	1	11	1305	16	9	1	1	8
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	52	1528	33	0	11	1345	16	9	1	1	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			1233									
pX, platoon unblocked	0.00				0.00	0.57			0.57	0.57	0.57	0.57
vC, conflicting volume	0	1361			0	1561			2379	3032	780	2236
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1361			0	454			1901	3056	0	1649
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	90			0	98			55	84	100	73
cM capacity (veh/h)	0	512			0	631			20	6	617	30

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	52	1019	542	459	897	16	11	44
Volume Left	52	0	0	11	0	0	9	8
Volume Right	0	0	33	0	0	16	1	36
cSH	512	1700	1700	631	1700	1700	18	124
Volume to Capacity	0.10	0.60	0.32	0.02	0.53	0.01	0.61	0.36
Queue Length 95th (ft)	8	0	0	1	0	0	41	36
Control Delay (s)	12.8	0.0	0.0	0.5	0.0	0.0	364.0	49.3
Lane LOS	B			A			F	E
Approach Delay (s)	0.4			0.2			364.0	49.3
Approach LOS							F	E

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	35
Future Volume (Veh/h)	0	35
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	0	36
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.57	
vC, conflicting volume	3032	672
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3057	672
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	91
cM capacity (veh/h)	6	403

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	7	48	1436	6	3	3	1292	15	8	0	14	8
Future Volume (Veh/h)	7	48	1436	6	3	3	1292	15	8	0	14	8
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	52	1544	6	0	3	1389	16	9	0	15	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							990					
pX, platoon unblocked	0.00	0.90			0.00				0.90	0.90		0.90
vC, conflicting volume	0	1405			0	1550			2380	3062	775	2286
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1235			0	1550			2313	3069	775	2210
tC, single (s)	0.0	4.1			0.0	4.1			8.1	6.5	7.2	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.8	4.0	3.5	3.5
p0 queue free %	0	90			0	99			19	100	95	54
cM capacity (veh/h)	0	516			0	433			11	10	310	20

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	52	1029	521	3	694	694	16	24	37
Volume Left	52	0	0	3	0	0	0	9	9
Volume Right	0	0	6	0	0	0	16	15	28
cSH	516	1700	1700	433	1700	1700	1700	28	73
Volume to Capacity	0.10	0.61	0.31	0.01	0.41	0.41	0.01	0.86	0.51
Queue Length 95th (ft)	8	0	0	1	0	0	0	69	53
Control Delay (s)	12.8	0.0	0.0	13.4	0.0	0.0	0.0	329.8	97.8
Lane LOS	B			B				F	F
Approach Delay (s)	0.4			0.0				329.8	97.8
Approach LOS								F	F

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	26
Future Volume (Veh/h)	0	26
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	28
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.90	0.90
vC, conflicting volume	3049	694
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3054	448
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	94
cM capacity (veh/h)	10	509

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	0	1660	39	3	30	1310	1	11	0	20	0
Future Volume (Veh/h)	1	0	1660	39	3	30	1310	1	11	0	20	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1766	41	0	32	1394	1	12	0	21	0
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			426									
pX, platoon unblocked	0.00				0.00	0.75			0.75	0.75	0.75	0.75
vC, conflicting volume	0	1395			0	1808			2530	3226	884	2362
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1395			0	1406			2372	3302	171	2148
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	91			8	100	97	100
cM capacity (veh/h)	0	497			0	367			13	6	635	19

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	589	1177	41	32	929	466	33	2
Volume Left	0	0	0	32	0	0	12	0
Volume Right	0	0	41	0	0	1	21	2
cSH	497	1700	1700	367	1700	1700	35	388
Volume to Capacity	0.00	0.69	0.02	0.09	0.55	0.27	0.95	0.01
Queue Length 95th (ft)	0	0	0	7	0	0	85	0
Control Delay (s)	0.0	0.0	0.0	15.7	0.0	0.0	309.3	14.3
Lane LOS				C			F	B
Approach Delay (s)	0.0			0.4			309.3	14.3
Approach LOS							F	B

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	2
Future Volume (Veh/h)	0	2
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	2
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.75	
vC, conflicting volume	3266	698
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3356	698
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	99
cM capacity (veh/h)	5	388

Direction, Lane #

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (veh/h)	1	2	1680	4	1311	22	46	32
Future Volume (Veh/h)	1	2	1680	4	1311	22	46	32
Sign Control			Free		Free		Stop	
Grade			0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2	1787	0	1395	23	49	34
Pedestrians								
Lane Width (ft)								
Walking Speed (ft/s)								
Percent Blockage								
Right turn flare (veh)								
Median type			None		None			
Median storage veh)								
Upstream signal (ft)					1247			
pX, platoon unblocked	0.00	0.78		0.00			0.78	0.78
vC, conflicting volume	0	1418		0			2304	709
vC1, stage 1 conf vol								
vC2, stage 2 conf vol								
vCu, unblocked vol	0	980		0			2111	75
tC, single (s)	0.0	4.1		0.0			6.8	7.1
tC, 2 stage (s)								
tF (s)	0.0	2.2		0.0			3.5	3.4
p0 queue free %	0	100		0			0	95
cM capacity (veh/h)	0	558		0			35	746

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	894	894	930	488	83
Volume Left	2	0	0	0	0	49
Volume Right	0	0	0	0	23	34
cSH	558	1700	1700	1700	1700	57
Volume to Capacity	0.00	0.53	0.53	0.55	0.29	1.44
Queue Length 95th (ft)	0	0	0	0	0	185
Control Delay (s)	11.5	0.0	0.0	0.0	0.0	392.7
Lane LOS	B					F
Approach Delay (s)	0.0			0.0		392.7
Approach LOS						F

Intersection Summary			
Average Delay	9.9		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	0	1728	1	2	2	1329	0	0	0	2	0
Future Volume (Veh/h)	6	0	1728	1	2	2	1329	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1763	1	0	2	1356	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.78			0.00				0.78	0.78		0.78
vC, conflicting volume	0	1356			0	1765			2448	3124	885	2246
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	895			0	1765			2294	3159	885	2034
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			100	100	99	100
cM capacity (veh/h)	0	599			0	358			17	8	291	26

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	0	1175	589	680	678	2	2
Volume Left	0	0	0	2	0	0	0
Volume Right	0	0	1	0	0	2	2
cSH	1700	1700	1700	358	1700	291	819
Volume to Capacity	0.00	0.69	0.35	0.01	0.40	0.01	0.00
Queue Length 95th (ft)	0	0	0	0	0	1	0
Control Delay (s)	0.0	0.0	0.0	0.2	0.0	17.4	9.4
Lane LOS				A		C	A
Approach Delay (s)	0.0			0.1		17.4	9.4
Approach LOS						C	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	2
Future Volume (Veh/h)	0	2
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	2
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.78	0.78
vC, conflicting volume	3125	678
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3160	28
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	8	819

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	26	1912	0	10	0	1566	44	0	0	0	43
Future Volume (Veh/h)	6	26	1912	0	10	0	1566	44	0	0	0	43
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	27	1951	0	0	0	1598	45	0	0	0	44
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.72			0.00	0.56			0.70	0.70	0.56	0.70
vC, conflicting volume	0	1643			0	1951			2839	3648	976	2628
vC1, stage 1 conf vol									2005	2005		1598
vC2, stage 2 conf vol									834	1643		1030
vCu, unblocked vol	0	1121			0	1134			987	2140	0	685
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	94			0	100			100	100	100	71
cM capacity (veh/h)	0	455			0	350			91	84	613	152

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	27	1301	650	533	1065	45	0	79
Volume Left	27	0	0	0	0	0	0	44
Volume Right	0	0	0	0	0	45	0	35
cSH	455	1700	1700	350	1700	1700	1700	236
Volume to Capacity	0.06	0.77	0.38	0.00	0.63	0.03	0.00	0.33
Queue Length 95th (ft)	5	0	0	0	0	0	0	35
Control Delay (s)	13.4	0.0	0.0	0.0	0.0	0.0	0.0	27.7
Lane LOS	B						A	D
Approach Delay (s)	0.2			0.0			0.0	27.7
Approach LOS							A	D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	34
Future Volume (Veh/h)	0	34
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	35
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.70	0.72
vC, conflicting volume	3603	799
vC1, stage 1 conf vol	1598	
vC2, stage 2 conf vol	2005	
vCu, unblocked vol	2076	0
tC, single (s)	6.5	7.0
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	96
cM capacity (veh/h)	91	781

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	31	1931	0	11	1	1571	21	0	0	0	21
Future Volume (Veh/h)	3	31	1931	0	11	1	1571	21	0	0	0	21
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	33	2054	0	0	1	1671	22	0	0	0	22
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.71			0.00				0.71	0.71		0.71
vC, conflicting volume	0	1693			0	2056			2998	3817	1029	2766
vC1, stage 1 conf vol									2122	2122		1673
vC2, stage 2 conf vol									876	1695		1093
vCu, unblocked vol	0	1147			0	2056			2996	4158	1029	2668
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.6
tC, 2 stage (s)									6.5	5.5		6.6
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	92			0	100			100	100	100	73
cM capacity (veh/h)	0	435			0	276			42	51	234	83

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	33	1027	1027	0	558	1114	22	0	60
Volume Left	33	0	0	0	1	0	0	0	22
Volume Right	0	0	0	0	0	0	22	0	38
cSH	435	1700	1700	1700	276	1700	1700	1700	190
Volume to Capacity	0.08	0.60	0.60	0.00	0.00	0.66	0.01	0.00	0.32
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	32
Control Delay (s)	14.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	32.5
Lane LOS	B				A			A	D
Approach Delay (s)	0.2				0.0			0.0	32.5
Approach LOS								A	D

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	36
Future Volume (Veh/h)	0	36
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	38
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.71	0.71
vC, conflicting volume	3795	836
vC1, stage 1 conf vol	1673	
vC2, stage 2 conf vol	2122	
vCu, unblocked vol	4127	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	95
cM capacity (veh/h)	54	770

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1969	10	0	1293	0	1
Future Volume (Veh/h)	1969	10	0	1293	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2009	10	0	1319	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.45		0.59	0.45
vC, conflicting volume			2019		2674	1010
vC1, stage 1 conf vol					2014	
vC2, stage 2 conf vol					660	
vCu, unblocked vol			812		259	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		0	100
cM capacity (veh/h)			369		-586	489

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1339	680	660	660	1
Volume Left	0	0	0	0	0
Volume Right	0	10	0	0	1
cSH	1700	1700	1700	1700	489
Volume to Capacity	0.79	0.40	0.39	0.39	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	12.4
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.4
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	2	1949	13	15	21	1275	22	9	0	19	4
Future Volume (Veh/h)	6	2	1949	13	15	21	1275	22	9	0	19	4
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1989	13	0	21	1301	22	9	0	19	4
Pedestrians							1					
Lane Width (ft)							12.0					
Walking Speed (ft/s)							4.0					
Percent Blockage							0					
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.71			0.00	0.46			0.60	0.60	0.46	0.60
vC, conflicting volume	0	1324			0	2002			2695	3366	1002	2362
vC1, stage 1 conf vol									2000	2000		1344
vC2, stage 2 conf vol									696	1366		1018
vCu, unblocked vol	0	635			0	809			312	1427	0	0
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	94			0	100	96	99
cM capacity (veh/h)	0	678			0	376			-133	135	497	567

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1
Volume Total	2	1326	676	21	650	650	22	9	19	7
Volume Left	2	0	0	21	0	0	0	9	0	4
Volume Right	0	0	13	0	0	0	22	0	19	3
cSH	678	1700	1700	376	1700	1700	1700	0	497	618
Volume to Capacity	0.00	0.78	0.40	0.06	0.38	0.38	0.01	Err	0.04	0.01
Queue Length 95th (ft)	0	0	0	4	0	0	0	Err	3	1
Control Delay (s)	10.3	0.0	0.0	15.1	0.0	0.0	0.0	Err	12.5	10.9
Lane LOS	B			C				F	B	B
Approach Delay (s)	0.0			0.2				Err		10.9
Approach LOS								F		B

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	3
Future Volume (Veh/h)	0	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	3
Pedestrians	1	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.60	0.71
vC, conflicting volume	3350	652
vC1, stage 1 conf vol	1344	
vC2, stage 2 conf vol	2006	
vCu, unblocked vol	1401	0
tC, single (s)	6.5	7.6
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.6
p0 queue free %	100	100
cM capacity (veh/h)	126	702

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1976	11	0	1293	12	0	0	6	0	0	40
Future Volume (Veh/h)	0	1976	11	0	1293	12	0	0	6	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	2016	11	0	1319	12	0	0	6	0	0	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.70						0.70	0.70		0.70	0.70	0.70
vC, conflicting volume	1331			2027			2722	3352	678	2003	3352	666
vC1, stage 1 conf vol							2022	2022		1325	1325	
vC2, stage 2 conf vol							700	1331		678	2027	
vCu, unblocked vol	617			2027			2603	3503	678	1576	3503	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	98	100	100	95
cM capacity (veh/h)	681			284			52	74	400	186	73	764

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	806	806	414	879	452	6	41
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	11	0	12	6	41
cSH	1700	1700	1700	1700	1700	400	764
Volume to Capacity	0.47	0.47	0.24	0.52	0.27	0.02	0.05
Queue Length 95th (ft)	0	0	0	0	0	1	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.1	10.0
Lane LOS						B	A
Approach Delay (s)	0.0			0.0		14.1	10.0
Approach LOS						B	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	2	0	1697	38	143	1280	0	8	0	212	0	0
Future Volume (Veh/h)	2	0	1697	38	143	1280	0	8	0	212	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	0	1768	40	149	1333	0	8	0	221	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised			Raised						
Median storage veh)			1			1						
Upstream signal (ft)												
pX, platoon unblocked	0.00											
vC, conflicting volume	0	1333			1808			2754	3419	904	2736	3439
vC1, stage 1 conf vol								1788	1788		1631	1631
vC2, stage 2 conf vol								966	1631		1105	1808
vCu, unblocked vol	0	1333			1808			2754	3419	904	2736	3439
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			57			85	100	22	100	100
cM capacity (veh/h)	0	524			345			53	52	284	1	4

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	0	1179	629	149	666	666	0	229	1
Volume Left	0	0	0	149	0	0	0	8	0
Volume Right	0	0	40	0	0	0	0	221	1
cSH	1700	1700	1700	345	1700	1700	1700	247	406
Volume to Capacity	0.00	0.69	0.37	0.43	0.39	0.39	0.00	0.93	0.00
Queue Length 95th (ft)	0	0	0	53	0	0	0	206	0
Control Delay (s)	0.0	0.0	0.0	23.1	0.0	0.0	0.0	83.4	13.9
Lane LOS				C				F	B
Approach Delay (s)	0.0			2.3				83.4	13.9
Approach LOS								F	B

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	1
Future Volume (Veh/h)	1
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	1
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	666
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	666
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	406

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	1	49	1817	42	1	1	1374	39	15	0	2	18
Future Volume (Veh/h)	1	49	1817	42	1	1	1374	39	15	0	2	18
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	51	1893	44	0	1	1431	41	16	0	2	19
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1472			0	1938			2748	3470	948	2484
vC1, stage 1 conf vol									1996	1996		1433
vC2, stage 2 conf vol									752	1474		1050
vCu, unblocked vol	0	1472			0	1938			2748	3470	948	2484
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	89			0	100			64	100	99	78
cM capacity (veh/h)	0	464			0	307			45	54	265	85

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	51	946	946	44	1	716	716	41	18	53
Volume Left	51	0	0	0	1	0	0	0	16	19
Volume Right	0	0	0	44	0	0	0	41	2	34
cSH	464	1700	1700	1700	307	1700	1700	1700	50	169
Volume to Capacity	0.11	0.56	0.56	0.03	0.00	0.42	0.42	0.02	0.36	0.31
Queue Length 95th (ft)	9	0	0	0	0	0	0	0	32	32
Control Delay (s)	13.7	0.0	0.0	0.0	16.8	0.0	0.0	0.0	114.4	35.9
Lane LOS	B				C				F	E
Approach Delay (s)	0.4				0.0				114.4	35.9
Approach LOS									F	E

Intersection Summary			
Average Delay	1.3		
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	33
Future Volume (Veh/h)	0	33
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	34
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3473	716
vC1, stage 1 conf vol	1433	
vC2, stage 2 conf vol	2040	
vCu, unblocked vol	3473	716
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	91
cM capacity (veh/h)	58	377

Direction, Lane #

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1819	19	3	8	1411	0	4	0	13	0	0
Future Volume (Veh/h)	0	1819	19	3	8	1411	0	4	0	13	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			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
Hourly flow rate (vph)	0	1895	20	0	8	1470	0	4	0	14	0	0
Pedestrians												1
Lane Width (ft)												12.0
Walking Speed (ft/s)												4.0
Percent Blockage												0
Right turn flare (veh)												
Median type		Raised				Raised						
Median storage veh)		1				1						
Upstream signal (ft)												
pX, platoon unblocked				0.00								
vC, conflicting volume	1471			0	1915			2656	3392	958	2448	3402
vC1, stage 1 conf vol								1905	1905		1487	1487
vC2, stage 2 conf vol								751	1487		962	1915
vCu, unblocked vol	1471			0	1915			2656	3392	958	2448	3402
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)								6.5	5.5		6.5	5.5
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	97			93	100	95	100	100
cM capacity (veh/h)	464			0	314			58	69	262	85	66

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	948	968	743	735	18	0
Volume Left	0	0	8	0	4	0
Volume Right	0	20	0	0	14	0
cSH	464	1700	314	1700	147	1700
Volume to Capacity	0.00	0.57	0.03	0.43	0.12	0.00
Queue Length 95th (ft)	0	0	2	0	10	0
Control Delay (s)	0.0	0.0	0.9	0.0	32.9	0.0
Lane LOS			A		D	A
Approach Delay (s)	0.0		0.5		32.9	0.0
Approach LOS					D	A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (Veh/h)	0
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	736
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	736
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	366

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	2	218	1615	1296	31	12	124
Future Volume (Veh/h)	2	218	1615	1296	31	12	124
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	234	1737	1394	33	13	133
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh)			1	1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.00	0.76				0.76	0.76
vC, conflicting volume	0	1427				2730	697
vC1, stage 1 conf vol						1394	
vC2, stage 2 conf vol						1336	
vCu, unblocked vol	0	933				2646	0
tC, single (s)	0.0	4.1				7.2	6.9
tC, 2 stage (s)						6.2	
tF (s)	0.0	2.2				3.7	3.3
p0 queue free %	0	58				81	84
cM capacity (veh/h)	0	560				70	828

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	234	868	868	697	697	33	146
Volume Left	234	0	0	0	0	0	13
Volume Right	0	0	0	0	0	33	133
cSH	560	1700	1700	1700	1700	1700	422
Volume to Capacity	0.42	0.51	0.51	0.41	0.41	0.02	0.35
Queue Length 95th (ft)	51	0	0	0	0	0	38
Control Delay (s)	16.0	0.0	0.0	0.0	0.0	0.0	18.0
Lane LOS	C						C
Approach Delay (s)	1.9			0.0			18.0
Approach LOS							C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1810	1968	90	0	296
Future Volume (Veh/h)	0	1810	1968	90	0	296
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	2011	2187	100	0	329
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			217			
pX, platoon unblocked	0.66				0.66	0.66
vC, conflicting volume	2287				2740	779
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1153				1838	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	54
cM capacity (veh/h)	406				45	719

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	503	503	503	503	875	875	537	329
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	100	329
cSH	1700	1700	1700	1700	1700	1700	1700	719
Volume to Capacity	0.30	0.30	0.30	0.30	0.51	0.51	0.32	0.46
Queue Length 95th (ft)	0	0	0	0	0	0	0	60
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.2
Lane LOS								B
Approach Delay (s)	0.0				0.0			14.2
Approach LOS								B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	0	43	0	0	0	82	40	652	2	0	785
Future Volume (Veh/h)	11	0	43	0	0	0	82	40	652	2	0	785
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			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
Hourly flow rate (vph)	13	0	51	0	0	0	0	48	776	2	0	935
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									None			Raised
Median storage veh)												1
Upstream signal (ft)									391			
pX, platoon unblocked	0.89	0.89		0.89	0.89	0.89	0.00				0.89	
vC, conflicting volume	1438	1828	487	1392	1847	389	0	974			778	
vC1, stage 1 conf vol	954	954		873	873							
vC2, stage 2 conf vol	484	874		518	974							
vCu, unblocked vol	1253	1689	487	1200	1710	78	0	974			514	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	0.0	4.2			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	94	100	90	100	100	100	0	93			100	
cM capacity (veh/h)	220	203	524	229	185	869	0	680			949	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	64	0	436	390	468	506
Volume Left	13	0	48	0	0	0
Volume Right	51	0	0	2	0	39
cSH	409	1700	680	1700	949	1700
Volume to Capacity	0.16	0.00	0.07	0.23	0.00	0.30
Queue Length 95th (ft)	14	0	6	0	0	0
Control Delay (s)	15.4	0.0	2.0	0.0	0.0	0.0
Lane LOS	C	A	A			
Approach Delay (s)	15.4	0.0	1.1		0.0	
Approach LOS	C	A				

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	57.7%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (Veh/h)	33
Sign Control	
Grade	
Peak Hour Factor	0.84
Hourly flow rate (vph)	39
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1069	395	0	1082	744	0	0	534	0	0	237
Future Volume (Veh/h)	0	1069	395	0	1082	744	0	0	534	0	0	237
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Hourly flow rate (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1230			1229			1844	2459	614	1844	2459	615
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1230			1229			1844	2459	614	1844	2459	615
tC, single (s)	4.1			4.1			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	39
cM capacity (veh/h)	574			574			18	31	420	0	31	434

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	614	614	454	615	615	791	580	266
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	454	0	0	791	580	266
cSH	1700	1700	1700	1700	1700	1700	420	434
Volume to Capacity	0.36	0.36	0.27	0.36	0.36	0.47	1.38	0.61
Queue Length 95th (ft)	0	0	0	0	0	0	695	100
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	211.8	25.5
Lane LOS							F	D
Approach Delay (s)	0.0			0.0			211.8	25.5
Approach LOS							F	D

Intersection Summary			
Average Delay	28.5		
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	1125	478	0	1555	709	0	271	0	0
Future Volume (Veh/h)	0	1125	478	0	1555	709	0	271	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	1293	562	0	1767	788	0	285	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					1235					
pX, platoon unblocked	0.69						0.69	0.69	0.69	0.69
vC, conflicting volume	1767			1855			3622	884	2176	3060
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1214			1855			3901	0	1807	3087
tC, single (s)	4.1			4.1			6.5	6.9	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	62	100	100
cM capacity (veh/h)	401			331			2	749	21	8

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	646	646	562	884	884	788	285
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	562	0	0	788	285
cSH	1700	1700	1700	1700	1700	1700	749
Volume to Capacity	0.38	0.38	0.33	0.52	0.52	0.46	0.38
Queue Length 95th (ft)	0	0	0	0	0	0	45
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.7
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.7
Approach LOS							B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1125	0	0	2264	0	685
Future Volume (Veh/h)	1125	0	0	2264	0	685
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.95	0.92	0.97
Hourly flow rate (vph)	1223	0	0	2383	0	706
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				678		
pX, platoon unblocked					0.68	
vC, conflicting volume			1223		2017	612
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1223		862	612
tC, single (s)			4.1		6.8	7.0
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	0
cM capacity (veh/h)			577		203	432

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	612	612	794	794	794	706
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	706
cSH	1700	1700	1700	1700	1700	432
Volume to Capacity	0.36	0.36	0.47	0.47	0.47	1.64
Queue Length 95th (ft)	0	0	0	0	0	1020
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	319.6
Lane LOS						F
Approach Delay (s)	0.0		0.0			319.6
Approach LOS						F

Intersection Summary			
Average Delay	52.3		
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	27	217	0	77	975	64	330	523	0	220	300	165
Stop/Veh	0.14	0.28	0.00	0.83	0.68	0.46	1.43	1.62	0.00	1.03	0.91	0.51
Vehicles Entered	187	781	82	92	1424	137	218	308	83	207	315	320
Vehicles Exited	188	781	82	91	1416	137	206	292	83	209	317	320
Hourly Exit Rate	188	781	82	91	1416	137	206	292	83	209	317	320
Input Volume	328	1368	133	98	1496	141	223	307	80	225	348	357
% of Volume	57	57	62	93	95	97	92	95	104	93	91	90

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2898
Stop/Veh	0.68
Vehicles Entered	4154
Vehicles Exited	4122
Hourly Exit Rate	4122
Input Volume	5103
% of Volume	81

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	93	743	12	137	831	41	31	242	462	134	76	130
Stop/Veh	1.07	0.73	0.80	1.06	0.55	0.57	1.03	1.03	0.83	0.92	0.87	0.90
Vehicles Entered	85	987	15	126	1481	71	28	225	535	142	86	141
Vehicles Exited	85	988	15	126	1468	70	29	230	544	140	86	142
Hourly Exit Rate	85	988	15	126	1468	70	29	230	544	140	86	142
Input Volume	123	1533	20	132	1550	73	28	214	526	141	85	146
% of Volume	69	64	76	96	95	96	103	107	103	99	101	97

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2932
Stop/Veh	0.73
Vehicles Entered	3922
Vehicles Exited	3923
Hourly Exit Rate	3923
Input Volume	4572
% of Volume	86

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	170	1113	47	116	1123	35	114	162	122	188	182	94
Stop/Veh	0.99	0.74	0.76	1.26	0.78	0.76	1.19	0.89	0.90	1.33	1.06	0.50
Vehicles Entered	167	1468	61	87	1406	45	92	175	133	136	164	182
Vehicles Exited	166	1464	61	88	1407	45	92	176	133	136	166	183
Hourly Exit Rate	166	1464	61	88	1407	45	92	176	133	136	166	183
Input Volume	207	1926	86	94	1470	48	98	172	129	136	165	190
% of Volume	80	76	71	94	96	94	94	102	103	100	100	96

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3466
Stop/Veh	0.82
Vehicles Entered	4116
Vehicles Exited	4117
Hourly Exit Rate	4117
Input Volume	4721
% of Volume	87

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	25	444	37	14	457	30	119	61	21	529	203	96
Stop/Veh	1.09	0.27	0.26	1.17	0.32	0.37	0.97	0.95	1.00	2.01	1.99	2.04
Vehicles Entered	23	1620	140	12	1414	82	117	61	20	246	94	45
Vehicles Exited	23	1616	140	12	1407	81	117	61	20	234	92	44
Hourly Exit Rate	23	1616	140	12	1407	81	117	61	20	234	92	44
Input Volume	30	2024	165	13	1483	87	124	64	18	247	95	43
% of Volume	77	80	85	91	95	93	94	95	111	95	97	102

104: 13th St NE & Route 460 Performance by movement

Movement	All
Total Stops	2036
Stop/Veh	0.52
Vehicles Entered	3874
Vehicles Exited	3847
Hourly Exit Rate	3847
Input Volume	4393
% of Volume	88

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	45	649	252	137	390	2	315	27	73	64	98	40
Stop/Veh	1.25	0.52	0.42	1.03	0.34	0.25	0.83	0.79	0.66	1.60	1.20	1.21
Vehicles Entered	36	1229	600	132	1127	8	370	33	108	38	77	33
Vehicles Exited	36	1229	598	129	1133	8	368	33	107	38	79	32
Hourly Exit Rate	36	1229	598	129	1133	8	368	33	107	38	79	32
Input Volume	48	1503	725	138	1192	8	371	35	111	36	76	33
% of Volume	75	82	82	93	95	100	99	95	97	105	104	98

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	All
Total Stops	2092
Stop/Veh	0.54
Vehicles Entered	3791
Vehicles Exited	3790
Hourly Exit Rate	3790
Input Volume	4275
% of Volume	89

106: Route 460 & Granby St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	2	34	210	445	37	235	162	1125
Stop/Veh	0.67	0.87	0.17	0.39	0.40	0.94	0.89	0.38
Vehicles Entered	3	38	1249	1146	93	239	178	2946
Vehicles Exited	3	38	1249	1140	92	245	179	2946
Hourly Exit Rate	3	38	1249	1140	92	245	179	2946
Input Volume	3	47	1478	1236	94	244	174	3275
% of Volume	100	81	85	92	98	100	103	90

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	44	970	113	473	393	11	222	17	544	31	39	13
Stop/Veh	1.29	0.74	0.50	1.23	0.36	0.28	1.47	1.70	1.17	0.97	0.95	0.93
Vehicles Entered	34	1298	222	374	1101	39	143	10	451	31	40	13
Vehicles Exited	34	1294	222	371	1099	38	144	10	456	31	40	13
Hourly Exit Rate	34	1294	222	371	1099	38	144	10	456	31	40	13
Input Volume	36	1486	258	408	1189	41	144	9	452	34	40	12
% of Volume	95	87	86	91	92	93	100	114	101	92	101	111

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	All
Total Stops	2870
Stop/Veh	0.75
Vehicles Entered	3756
Vehicles Exited	3752
Hourly Exit Rate	3752
Input Volume	4107
% of Volume	91

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	92	762	9	55	794	11	46	4	57	122	14	467
Stop/Veh	0.91	0.46	0.36	1.25	0.65	0.58	0.92	1.00	0.90	1.56	1.27	1.58
Vehicles Entered	100	1648	25	43	1223	19	48	4	62	76	10	274
Vehicles Exited	100	1645	25	43	1220	19	48	4	62	70	10	246
Hourly Exit Rate	100	1645	25	43	1220	19	48	4	62	70	10	246
Input Volume	108	1841	26	43	1249	19	52	4	62	98	11	311
% of Volume	92	89	96	100	98	101	93	107	100	71	91	79

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	All
Total Stops	2433
Stop/Veh	0.68
Vehicles Entered	3532
Vehicles Exited	3492
Hourly Exit Rate	3492
Input Volume	3824
% of Volume	91

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	184	273	4	12	693	81	18	3	29	110	1	99
Stop/Veh	0.87	0.18	0.14	1.09	0.57	0.66	1.00	1.00	0.97	0.89	1.00	0.97
Vehicles Entered	210	1540	29	10	1184	120	18	3	30	118	1	100
Vehicles Exited	208	1540	29	11	1189	120	18	3	29	123	1	100
Hourly Exit Rate	208	1540	29	11	1189	120	18	3	29	123	1	100
Input Volume	238	1722	34	11	1201	125	19	3	25	118	1	103
% of Volume	87	89	86	100	99	96	96	109	117	104	100	97

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	1507
Stop/Veh	0.44
Vehicles Entered	3363
Vehicles Exited	3371
Hourly Exit Rate	3371
Input Volume	3598
% of Volume	94

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	2	722	106	142	250	169	37	1428
Stop/Veh	2.00	0.50	0.42	0.95	0.21	0.93	0.71	0.44
Vehicles Entered	1	1437	250	142	1161	175	50	3216
Vehicles Exited	1	1432	249	142	1151	175	49	3199
Hourly Exit Rate	1	1432	249	142	1151	175	49	3199
Input Volume	1	1571	286	147	1178	174	51	3408
% of Volume	100	91	87	96	98	101	96	94

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	176	184	548	55	135	192	1290
Stop/Veh	0.80	0.14	0.45	0.40	0.96	0.93	0.40
Vehicles Entered	217	1315	1192	136	138	202	3200
Vehicles Exited	212	1313	1187	136	138	202	3188
Hourly Exit Rate	212	1313	1187	136	138	202	3188
Input Volume	229	1412	1172	129	140	199	3282
% of Volume	93	93	101	106	98	101	97

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	433	221	377	2	696	125	1854
Stop/Veh	0.88	0.22	0.55	0.00	0.94	0.20	0.46
Vehicles Entered	486	997	656	510	726	610	3985
Vehicles Exited	480	999	671	510	725	609	3994
Hourly Exit Rate	480	999	671	510	725	609	3994
Input Volume	515	1070	656	507	745	601	4093
% of Volume	93	93	102	101	97	101	98

201: 11th St NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Stops	4	8	1035	2	1	30	6	0	1	1	34	2
Stop/Veh	1.00	1.00	0.60	0.67	0.50	0.86	0.00	0.00	0.50	0.50	0.94	1.00
Vehicles Entered	4	8	1691	3	2	34	1509	22	1	1	34	2
Vehicles Exited	4	8	1705	3	2	34	1509	22	1	1	33	2
Hourly Exit Rate	4	8	1705	3	2	34	1509	22	1	1	33	2
Input Volume	4	10	2146	4	2	34	1580	21	3	1	35	2
% of Volume	100	78	79	75	100	100	96	106	33	100	94	100

201: 11th St NE & Route 460 Performance by movement

Movement	SBR	All
Total Stops	13	1137
Stop/Veh	1.00	0.34
Vehicles Entered	13	3324
Vehicles Exited	12	3336
Hourly Exit Rate	12	3336
Input Volume	12	3854
% of Volume	98	87

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	229	1	15	6	251
Stop/Veh	0.13	0.17	0.01	1.00	0.07
Vehicles Entered	1732	6	1592	6	3336
Vehicles Exited	1735	6	1596	5	3342
Hourly Exit Rate	1735	6	1596	5	3342
Input Volume	2175	7	1670	6	3858
% of Volume	80	83	96	80	87

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBR	All
Total Stops	1	0	726	0	3	7	0	1	30	12	780
Stop/Veh		0.00	0.40	0.00	0.75	0.00	0.00	1.00	0.94	1.00	0.23
Vehicles Entered	0	1	1781	1	4	1575	3	1	30	12	3408
Vehicles Exited	0	1	1785	1	4	1576	3	1	26	12	3409
Hourly Exit Rate	0	1	1785	1	4	1576	3	1	26	12	3409
Input Volume	1	1	2220	1	4	1654	2	1	29	14	3928
% of Volume	0	100	80	100	100	95	150	100	89	86	87

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	4	2	6
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1872	1481	3353
Vehicles Exited	1878	1484	3362
Hourly Exit Rate	1878	1484	3362
Input Volume	2287	1558	3845
% of Volume	82	95	87

205: Crossover #2 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	0	0	0
Stop/Veh	0.00	0.00	0.00
Vehicles Entered	1867	1479	3346
Vehicles Exited	1867	1482	3349
Hourly Exit Rate	1867	1482	3349
Input Volume	2276	1559	3835
% of Volume	82	95	87

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	1	1	1	9	0	2	2	16
Stop/Veh	0.00	0.04	1.00	0.90	0.00	1.00	1.00	0.00
Vehicles Entered	1843	26	1	10	1494	2	2	3378
Vehicles Exited	1842	26	1	10	1492	2	2	3375
Hourly Exit Rate	1842	26	1	10	1492	2	2	3375
Input Volume	2244	34	2	9	1571	2	2	3864
% of Volume	82	76	50	111	95	100	100	87

207: Driveway & Route 460 Performance by movement

Movement	EBU	EBT	WBT	All
Total Stops	0	12	0	12
Stop/Veh	0.00	0.01	0.00	0.00
Vehicles Entered	1	1862	1499	3362
Vehicles Exited	1	1862	1494	3357
Hourly Exit Rate	1	1862	1494	3357
Input Volume	1	2267	1568	3836
% of Volume	100	82	95	88

208: Route 460 & 20th St NE Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	18	116	3	1	13	25	176
Stop/Veh	0.69	0.06	0.00	0.03	0.93	1.00	0.05
Vehicles Entered	26	1819	1518	38	13	25	3439
Vehicles Exited	26	1814	1508	37	12	24	3421
Hourly Exit Rate	26	1814	1508	37	12	24	3421
Input Volume	27	2219	1580	35	15	25	3902
% of Volume	95	82	95	105	80	95	88

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBL	SBT	SBR
Total Stops	1	21	10	0	1	14	813	25	10	5	2	12
Stop/Veh	0.50	0.81	0.01	0.00	1.00	0.88	0.65	0.56	1.00	1.00	1.00	0.92
Vehicles Entered	2	26	1329	1	1	16	1230	44	10	5	2	12
Vehicles Exited	2	26	1324	1	1	16	1227	44	10	5	2	12
Hourly Exit Rate	2	26	1324	1	1	16	1227	44	10	5	2	12
Input Volume	2	29	1585	1	1	18	1299	49	10	6	1	12
% of Volume	100	89	84	100	100	88	94	90	100	83	200	100

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	All
Total Stops	914
Stop/Veh	0.34
Vehicles Entered	2678
Vehicles Exited	2670
Hourly Exit Rate	2670
Input Volume	3014
% of Volume	89

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Total Stops	1	29	1	0	0	6	21	1	9	1	2	6
Stop/Veh	0.50	0.66	0.00	0.00		0.67	0.02	0.07	1.00	1.00	1.00	1.00
Vehicles Entered	2	43	1240	27	0	9	1242	15	9	1	2	6
Vehicles Exited	2	43	1233	27	0	9	1245	15	9	1	2	6
Hourly Exit Rate	2	43	1233	27	0	9	1245	15	9	1	2	6
Input Volume	3	50	1487	32	1	11	1323	16	9	1	1	8
% of Volume	67	86	83	84	0	82	94	94	100	100	200	75

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	SBR	All
Total Stops	36	113
Stop/Veh	1.00	0.04
Vehicles Entered	36	2632
Vehicles Exited	36	2628
Hourly Exit Rate	36	2628
Input Volume	35	2978
% of Volume	102	88

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	6	29	0	0	1	2	0	8	5	14	8	27
Stop/Veh	0.75	0.71	0.00	0.00	0.33	0.67	0.00	0.50	1.00	1.00	1.00	1.00
Vehicles Entered	8	41	1208	4	3	3	1208	16	5	14	8	27
Vehicles Exited	8	41	1208	4	3	3	1213	16	5	14	8	27
Hourly Exit Rate	8	41	1208	4	3	3	1213	16	5	14	8	27
Input Volume	7	48	1456	6	3	3	1296	15	8	14	8	26
% of Volume	110	85	83	67	100	100	94	105	61	98	97	105

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	All
Total Stops	100
Stop/Veh	0.04
Vehicles Entered	2545
Vehicles Exited	2550
Hourly Exit Rate	2550
Input Volume	2892
% of Volume	88

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBT	SBR	All
Total Stops	47	5	105	70	0	21	81	0	4	333
Stop/Veh	0.04	0.12	0.81	0.06	0.00	0.91	0.94		0.80	0.12
Vehicles Entered	1188	39	129	1215	1	22	85	0	5	2684
Vehicles Exited	1188	39	129	1210	1	23	85	0	5	2680
Hourly Exit Rate	1188	39	129	1210	1	23	85	0	5	2680
Input Volume	1425	44	137	1299	1	25	84	1	4	3021
% of Volume	83	88	94	93	100	93	101	0	125	89

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBR	All
Total Stops	0	2	0	2	24	63	0	10	22	1	124
Stop/Veh		0.00	0.00	1.00	0.80	0.05	0.00	0.91	1.00	1.00	0.04
Vehicles Entered	0	1458	36	2	29	1226	2	11	22	1	2787
Vehicles Exited	0	1453	36	2	30	1225	2	10	22	1	2781
Hourly Exit Rate	0	1453	36	2	30	1225	2	10	22	1	2781
Input Volume	1	1680	39	3	30	1312	1	11	20	2	3099
% of Volume	0	86	93	67	101	93	200	89	109	50	90

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	1	1	0	4	28	0	45	32	111
Stop/Veh	1.00	0.50	0.00	1.00	0.02	0.00	0.98	0.97	0.04
Vehicles Entered	1	2	1457	4	1239	20	44	33	2800
Vehicles Exited	1	2	1457	4	1238	20	44	32	2798
Hourly Exit Rate	1	2	1457	4	1238	20	44	32	2798
Input Volume	1	2	1681	4	1326	22	46	32	3114
% of Volume	100	100	87	100	93	90	96	101	90

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBR	SBR	All
Total Stops	4	109	0	1	2	17	2	2	137
Stop/Veh	0.80	0.07	0.00	1.00	1.00	0.01	1.00	1.00	0.05
Vehicles Entered	5	1519	1	1	2	1265	2	2	2797
Vehicles Exited	5	1519	1	1	2	1262	2	2	2794
Hourly Exit Rate	5	1519	1	1	2	1262	2	2	2794
Input Volume	6	1745	1	2	2	1350	2	2	3110
% of Volume	83	87	100	50	100	93	100	100	90

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	4	16	5	9	264	0	28	23	349
Stop/Veh	0.80	0.76	0.00	1.00	0.18	0.00	0.70	0.74	0.10
Vehicles Entered	5	21	1766	9	1481	41	36	29	3388
Vehicles Exited	5	21	1768	9	1475	42	22	16	3358
Hourly Exit Rate	5	21	1768	9	1475	42	22	16	3358
Input Volume	6	26	1951	10	1584	44	43	34	3698
% of Volume	83	80	91	90	93	95	51	47	91

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	SBL	SBR	All
Total Stops	2	20	111	11	1	278	0	17	34	474
Stop/Veh	1.00	0.74	0.06	1.00	1.00	0.18	0.00	0.85	0.89	0.14
Vehicles Entered	2	27	1756	11	1	1524	20	18	35	3394
Vehicles Exited	2	27	1756	10	1	1524	20	14	29	3383
Hourly Exit Rate	2	27	1756	10	1	1524	20	14	29	3383
Input Volume	3	31	1953	11	1	1618	21	21	36	3695
% of Volume	67	88	90	89	100	94	94	66	81	92

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	12	0	69	1	82
Stop/Veh	0.01	0.00	0.05	1.00	0.03
Vehicles Entered	1776	7	1270	1	3054
Vehicles Exited	1774	8	1268	1	3051
Hourly Exit Rate	1774	8	1268	1	3051
Input Volume	1995	10	1293	1	3298
% of Volume	89	80	98	100	92

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	4	1	6	0	13	17	55	0	9	19	2	3
Stop/Veh	0.80	0.50	0.00	0.00	0.87	0.85	0.04	0.00	1.00	1.00	1.00	1.00
Vehicles Entered	5	2	1733	12	14	20	1263	22	9	19	2	3
Vehicles Exited	5	2	1732	12	14	20	1258	22	9	19	2	3
Hourly Exit Rate	5	2	1732	12	14	20	1258	22	9	19	2	3
Input Volume	6	2	1950	13	15	21	1279	22	9	19	4	3
% of Volume	83	100	89	92	93	95	98	100	100	100	50	100

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	All
Total Stops	129
Stop/Veh	0.04
Vehicles Entered	3104
Vehicles Exited	3098
Hourly Exit Rate	3098
Input Volume	3342
% of Volume	93

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	21	0	41	0	6	40	108
Stop/Veh	0.01	0.00	0.03	0.00	1.00	1.00	0.03
Vehicles Entered	1760	9	1312	11	6	40	3138
Vehicles Exited	1762	9	1306	11	6	40	3134
Hourly Exit Rate	1762	9	1306	11	6	40	3134
Input Volume	1977	11	1326	12	6	40	3372
% of Volume	89	82	99	92	100	99	93

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	SBR	All
Total Stops	2	6	1	113	38	6	192	2	360
Stop/Veh	1.00	0.00	0.03	0.77	0.03	0.75	0.90	1.00	0.11
Vehicles Entered	2	1561	34	145	1264	7	208	2	3223
Vehicles Exited	2	1578	35	144	1263	6	190	2	3220
Hourly Exit Rate	2	1578	35	144	1263	6	190	2	3220
Input Volume	2	1697	38	143	1285	8	212	1	3385
% of Volume	100	93	93	101	98	75	90	200	95

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	SBL	SBR
Total Stops	0	28	0	1	1	0	29	2	14	2	21	33
Stop/Veh		0.68	0.00	0.03	1.00		0.02	0.05	0.93	1.00	1.00	0.97
Vehicles Entered	0	40	1696	36	1	0	1385	42	14	2	20	33
Vehicles Exited	0	40	1696	35	1	0	1380	42	10	2	8	15
Hourly Exit Rate	0	40	1696	35	1	0	1380	42	10	2	8	15
Input Volume	1	49	1822	42	1	1	1375	39	15	2	18	33
% of Volume	0	82	93	84	100	0	100	108	66	100	44	45

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	All
Total Stops	131
Stop/Veh	0.04
Vehicles Entered	3269
Vehicles Exited	3229
Hourly Exit Rate	3229
Input Volume	3398
% of Volume	95

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	0	0	3	8	72	3	14	100
Stop/Veh	0.00	0.00	1.00	0.89	0.05	1.00	1.00	0.03
Vehicles Entered	1684	18	3	9	1456	3	14	3187
Vehicles Exited	1683	18	3	9	1451	3	13	3180
Hourly Exit Rate	1683	18	3	9	1451	3	13	3180
Input Volume	1819	19	3	8	1437	4	13	3304
% of Volume	93	94	100	112	101	75	98	96

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	1	166	0	0	2	12	124	305
Stop/Veh	0.50	0.85	0.00	0.00	0.06	1.00	0.98	0.09
Vehicles Entered	2	194	1525	1332	30	12	125	3220
Vehicles Exited	2	191	1524	1336	30	12	125	3220
Hourly Exit Rate	2	191	1524	1336	30	12	125	3220
Input Volume	2	218	1638	1316	31	12	124	3341
% of Volume	100	88	93	102	98	98	101	96

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	755	64	2	216	1037
Stop/Veh	0.68	0.03	0.02	0.72	0.31
Vehicles Entered	1066	1895	82	295	3338
Vehicles Exited	1058	1896	82	295	3331
Hourly Exit Rate	1058	1896	82	295	3331
Input Volume	1859	2016	90	296	4261
% of Volume	57	94	91	100	78

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	NBR	SBT	SBR	All
Total Stops	3	15	59	30	138	0	812	32	1089
Stop/Veh	0.43	0.50	0.97	0.91	0.26	0.00	1.03	0.97	0.73
Vehicles Entered	7	29	60	33	528	1	767	33	1458
Vehicles Exited	6	22	58	32	523	1	740	31	1413
Hourly Exit Rate	6	22	58	32	523	1	740	31	1413
Input Volume	11	43	82	40	656	2	785	33	1652
% of Volume	56	51	71	81	80	50	94	94	86

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	19	19
Stop/Veh	0.00	0.07	0.03
Vehicles Entered	357	256	613
Vehicles Exited	357	246	603
Hourly Exit Rate	357	246	603
Input Volume	395	534	929
% of Volume	90	46	65

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	426	2	113	66	12	0	619
Stop/Veh	0.45	0.01	0.10	0.09	0.05	0.00	0.17
Vehicles Entered	953	358	1081	699	246	235	3572
Vehicles Exited	936	357	1084	698	239	235	3549
Hourly Exit Rate	936	357	1084	698	239	235	3549
Input Volume	1069	395	1120	744	534	237	4099
% of Volume	88	90	97	94	45	99	87

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	684	129	7	0	0	820
Stop/Veh	0.86	0.31	0.00	0.00	0.00	0.22
Vehicles Entered	786	417	1508	688	275	3674
Vehicles Exited	746	408	1508	691	276	3629
Hourly Exit Rate	746	408	1508	691	276	3629
Input Volume	1153	478	1600	709	271	4212
% of Volume	65	85	94	97	102	86

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	229	8	39	276
Stop/Veh	0.29	0.00	0.11	0.08
Vehicles Entered	773	2221	341	3335
Vehicles Exited	752	2223	327	3302
Hourly Exit Rate	752	2223	327	3302
Input Volume	1215	2341	685	4241
% of Volume	62	95	48	78

Total Network Performance

Total Stops	36857
Stop/Veh	2.20
Vehicles Entered	15310
Vehicles Exited	14887
Hourly Exit Rate	14887
Input Volume	169136
% of Volume	9

2040 Build Conditions – AM Peak Hour

Lanes, Volumes, Timings
101: Williamson Rd NE & Route 460

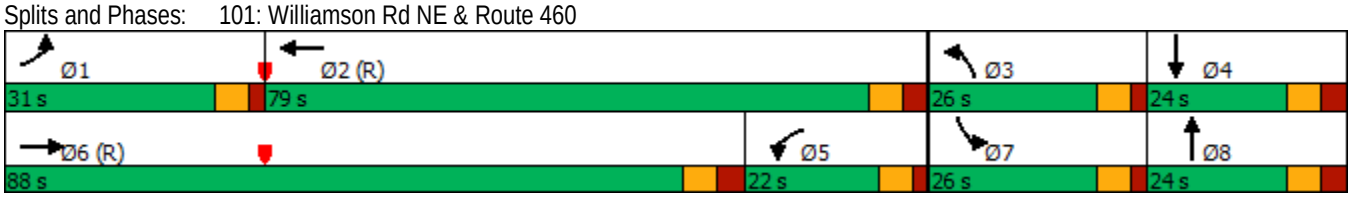
02/18/2021

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	1125	294	143	1677	161	160	208	46	97	227	233
Future Volume (vph)	370	1125	294	143	1677	161	160	208	46	97	227	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	492		212	202		625	300		300
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	*0.80	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor									0.99			0.99
Frt		0.970				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	4493	0	1703	4183	1538	1752	3574	1615	1656	3406	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	4493	0	1703	4183	1538	1752	3574	1595	1656	3406	1533
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56				210			210			291
Link Speed (mph)		30			25			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		4.9			32.2			40.4			8.9	
Confl. Peds. (#/hr)									1			2
Peak Hour Factor	0.85	0.87	0.90	0.89	0.90	0.83	0.77	0.68	0.73	0.87	0.81	0.80
Heavy Vehicles (%)	4%	14%	4%	6%	9%	5%	3%	1%	0%	9%	6%	4%
Adj. Flow (vph)	435	1293	327	161	1863	194	208	306	63	111	280	291
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	1620	0	161	1863	194	208	306	63	111	280	291
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						Free			Free			Free
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	14.0	19.2		14.0	19.2		14.0	15.4		14.0	15.4	
Total Split (s)	31.0	88.0		22.0	79.0		26.0	24.0		26.0	24.0	
Total Split (%)	19.4%	55.0%		13.8%	49.4%		16.3%	15.0%		16.3%	15.0%	
Maximum Green (s)	25.0	80.8		16.0	71.8		20.0	16.6		20.0	16.6	
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	3.2		2.0	3.2		2.0	3.4		2.0	3.4	
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	7.2		6.0	7.2		6.0	7.4		6.0	7.4	
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.5	6.0		4.5	6.0		4.5	4.5		4.5	4.5	
Minimum Gap (s)	4.5	3.5		4.5	3.5		4.5	4.5		4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0		0.0	0.0	
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)		19.0			21.0			25.0			25.0	
Pedestrian Calls (#/hr)		0			0			2			1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	24.3	81.0		16.0	72.7	160.0	20.0	19.7	160.0	16.7	16.4	160.0
Actuated g/C Ratio	0.15	0.51		0.10	0.45	1.00	0.12	0.12	1.00	0.10	0.10	1.00
v/c Ratio	0.85	0.70		0.95	0.98	0.13	0.95	0.70	0.04	0.65	0.80	0.19
Control Delay	75.4	31.9		78.5	27.3	0.1	117.1	76.7	0.0	88.4	92.6	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	31.9		78.5	27.3	0.1	117.1	76.7	0.0	88.4	92.6	0.3
LOS	E	C		E	C	A	F	E	A	F	F	A
Approach Delay		41.1			28.7			82.9			52.5	
Approach LOS		D			C			F			D	
90th %ile Green (s)	25.0	80.8		16.0	71.8		20.0	16.6		20.0	16.6	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Ped		Max	Ped	
70th %ile Green (s)	25.0	80.8		16.0	71.8		20.0	16.8		19.8	16.6	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Gap	Max	
50th %ile Green (s)	25.0	80.8		16.0	71.8		20.0	19.2		17.4	16.6	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Gap	Max	
30th %ile Green (s)	25.0	80.8		16.0	71.8		20.0	21.7		14.9	16.6	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Hold		Gap	Max	
10th %ile Green (s)	21.6	82.0		16.0	76.4		20.0	24.0		11.4	15.4	
10th %ile Term Code	Gap	Coord		Max	Coord		Max	Hold		Gap	Gap	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 36 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 41.9	Intersection LOS: D
Intersection Capacity Utilization 81.9%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

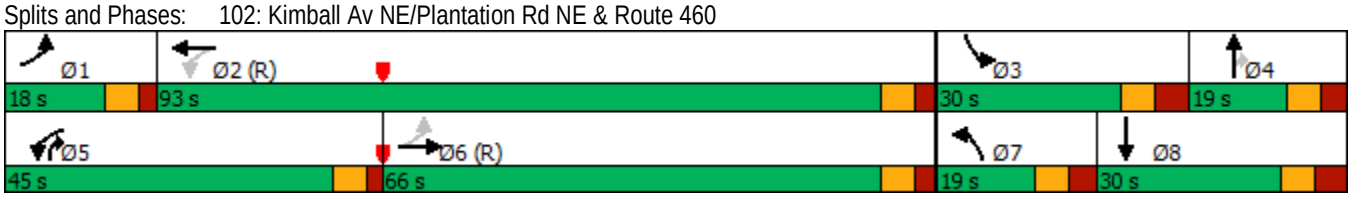


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1124	29	344	1844	139	20	78	201	62	236	127
Future Volume (vph)	125	1124	29	344	1844	139	20	78	201	62	236	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	340		0	300		0	0		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.994			0.989				0.850		0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1597	4570	0	1770	4153	0	1543	1792	1495	1656	3251	0
Flt Permitted	0.059			0.117			0.950			0.950		
Satd. Flow (perm)	99	4570	0	218	4153	0	1543	1792	1495	1656	3251	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10				130		43	
Link Speed (mph)		35			25			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		23.0			37.3			58.2			56.0	
Peak Hour Factor	0.91	0.91	0.59	0.91	0.89	0.89	0.75	0.74	0.81	0.78	0.79	0.87
Heavy Vehicles (%)	13%	13%	8%	2%	9%	3%	17%	6%	8%	9%	1%	15%
Adj. Flow (vph)	137	1235	49	378	2072	156	27	105	248	79	299	146
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1284	0	378	2228	0	27	105	248	79	445	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												
Minimum Initial (s)	8.0	25.0		8.0	25.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	18.0	66.0		45.0	93.0		19.0	19.0	45.0	30.0	30.0	
Total Split (%)	11.3%	41.3%		28.1%	58.1%		11.9%	11.9%	28.1%	18.8%	18.8%	
Maximum Green (s)	12.0	59.3		39.0	86.3		11.7	11.7	39.0	21.9	21.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
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	6.7		6.0	6.7		7.3	7.3	6.0	8.1	8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		32.0			32.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)	83.8	71.1		108.8	90.1		9.8	15.4	53.7	14.4	26.3	
Actuated g/C Ratio	0.52	0.44		0.68	0.56		0.06	0.10	0.34	0.09	0.16	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.84	0.63		0.84	0.95		0.29	0.61	0.42	0.53	0.78	
Control Delay	80.0	23.4		59.1	24.6		79.1	84.4	19.6	81.7	68.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	80.0	23.4		59.1	24.6		79.1	84.4	19.6	81.7	68.3	
LOS	E	C		E	C		E	F	B	F	E	
Approach Delay		28.9			29.6			41.8			70.3	
Approach LOS		C			C			D			E	
90th %ile Green (s)	12.0	59.3		39.0	86.3		11.7	14.1	39.0	19.5	21.9	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Gap	Max	
70th %ile Green (s)	12.0	60.9		37.4	86.3		11.0	17.1	37.4	16.5	22.6	
70th %ile Term Code	Max	Coord		Gap	Coord		Gap	Max	Gap	Gap	Max	
50th %ile Green (s)	12.0	65.5		32.8	86.3		9.7	19.2	32.8	14.4	23.9	
50th %ile Term Code	Max	Coord		Gap	Coord		Gap	Hold	Gap	Gap	Max	
30th %ile Green (s)	14.0	78.2		26.5	90.7		0.0	14.9	26.5	12.3	34.5	
30th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Gap	Gap	Gap	Hold	
10th %ile Green (s)	9.8	91.8		19.0	101.0		0.0	11.8	19.0	9.3	28.4	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Gap	Gap	Gap	Hold	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 13 (8%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.95	
Intersection Signal Delay: 34.7	Intersection LOS: C
Intersection Capacity Utilization 78.9%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	147	1171	69	43	2026	52	99	187	87	43	129	202
Future Volume (vph)	147	1171	69	43	2026	52	99	187	87	43	129	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		250	173		0	300		235	175		215
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	1.00	1.00	*0.80	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor									0.99			
Frt			0.850		0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1641	4673	1242	1556	4226	0	1444	1810	1392	1367	1759	1429
Flt Permitted	0.052			0.138			0.950			0.950		
Satd. Flow (perm)	90	4673	1242	226	4226	0	1444	1810	1373	1367	1759	1429
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			128		5				150			227
Link Speed (mph)		35			27			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		26.6			17.9			43.2			66.0	
Confl. Peds. (#/hr)									1			
Peak Hour Factor	0.83	0.90	0.54	0.84	0.86	0.58	0.83	0.78	0.73	0.73	0.86	0.89
Heavy Vehicles (%)	10%	11%	30%	16%	7%	14%	25%	5%	16%	32%	8%	13%
Adj. Flow (vph)	177	1301	128	51	2356	90	119	240	119	59	150	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	1301	128	51	2446	0	119	240	119	59	150	227
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4			Free
Detector Phase	1	6	6	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	12.0	18.5	18.5	12.0	18.5		12.0	13.9	13.9	12.0	13.9	
Total Split (s)	22.0	96.0	96.0	15.0	89.0		22.0	33.0	33.0	16.0	27.0	
Total Split (%)	13.8%	60.0%	60.0%	9.4%	55.6%		13.8%	20.6%	20.6%	10.0%	16.9%	
Maximum Green (s)	16.0	89.5	89.5	9.0	82.5		16.0	25.1	25.1	10.0	19.1	
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	2.5	2.5	2.0	2.5		2.0	3.9	3.9	2.0	3.9	
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	6.5	6.5	6.0	6.5		6.0	7.9	7.9	6.0	7.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0	6.0	3.5	6.0		3.5	4.5	4.5	3.5	4.5	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Time To Reduce (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Act Effct Green (s)	94.6	94.1	94.1	85.3	84.8		15.5	24.3	24.3	9.6	18.4	160.0
Actuated g/C Ratio	0.59	0.59	0.59	0.53	0.53		0.10	0.15	0.15	0.06	0.12	1.00
v/c Ratio	0.89	0.47	0.16	0.27	1.09		0.86	0.88	0.36	0.73	0.75	0.16

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	80.9	17.8	3.3	27.6	85.3		115.3	96.2	6.4	116.2	90.5	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	17.8	3.3	27.6	85.3		115.3	96.2	6.4	116.2	90.5	0.2
LOS	F	B	A	C	F		F	F	A	F	F	A
Approach Delay		23.6			84.2			78.6			47.0	
Approach LOS		C			F			E			D	
90th %ile Green (s)	16.0	89.5	89.5	9.0	82.5		16.0	25.1	25.1	10.0	19.1	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	16.0	89.5	89.5	9.0	82.5		16.0	25.1	25.1	10.0	19.1	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	16.0	89.9	89.9	8.6	82.5		16.0	25.1	25.1	10.0	19.1	
50th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	16.0	90.9	90.9	7.6	82.5		16.0	25.1	25.1	10.0	19.1	
30th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Hold	
10th %ile Green (s)	11.0	110.8	110.8	0.0	93.8		13.3	20.9	20.9	7.9	15.5	
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord		Gap	Gap	Gap	Gap	Hold	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 153 (96%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 61.0 Intersection LOS: E
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	1247	76	2	4	1791	41	326	69	7	113	42
Future Volume (vph)	13	1247	76	2	4	1791	41	326	69	7	113	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0		200		0	150		250	220	
Storage Lanes	1		0		1		0	1		1	1	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	0.97	1.00	1.00	0.97	1.00
Ped Bike Factor						1.00						
Frt		0.990				0.996			0.974			0.902
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1671	3179	0	0	1354	3361	0	3335	1675	0	3467	1616
Flt Permitted	0.044				0.085			0.950			0.950	
Satd. Flow (perm)	77	3179	0	0	121	3361	0	3335	1675	0	3467	1616
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		8				2			6			
Link Speed (mph)		35				30			25			30
Link Distance (ft)		303				694			1828			2154
Travel Time (s)		5.9				15.8			49.9			49.0
Confl. Peds. (#/hr)							1					
Peak Hour Factor	0.60	0.91	0.74	0.50	0.50	0.91	0.85	0.94	0.82	0.38	0.79	0.79
Heavy Vehicles (%)	8%	12%	18%	50%	25%	7%	3%	5%	2%	50%	1%	8%
Adj. Flow (vph)	22	1370	103	4	8	1968	48	347	84	18	143	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	1473	0	0	12	2016	0	347	102	0	143	153
Turn Type	pm+pt	NA		pm+pt	pm+pt	NA		Split	NA		Split	NA
Protected Phases	1	6		5	5	2		4	4		8	8
Permitted Phases	6			2	2							
Detector Phase	1	6		5	5	2		4	4		8	8
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	6.0	12.0		6.0	6.0		8.0	8.0
Minimum Split (s)	12.0	18.0		12.0	12.0	18.0		13.0	13.0		14.8	14.8
Total Split (s)	14.0	96.0		14.0	14.0	96.0		30.0	30.0		20.0	20.0
Total Split (%)	8.8%	60.0%		8.8%	8.8%	60.0%		18.8%	18.8%		12.5%	12.5%
Maximum Green (s)	8.0	90.0		8.0	8.0	90.0		23.0	23.0		13.2	13.2
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		3.0	3.0		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	6.0			6.0	6.0		7.0	7.0		6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead	Lead						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	4.0		3.0	3.0	4.0		4.5	4.5		3.0	3.0
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)	6.0	6.0		6.0	6.0	6.0		6.0	6.0		6.0	6.0
Time To Reduce (s)	20.0	20.0		20.0	20.0	20.0		20.0	20.0		20.0	20.0
Recall Mode	None	C-Min		None	None	C-Min		None	None		None	None
Walk Time (s)		7.0				7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		16.0				19.0		21.0	21.0		23.0	23.0
Pedestrian Calls (#/hr)		0				1		0	0		0	0

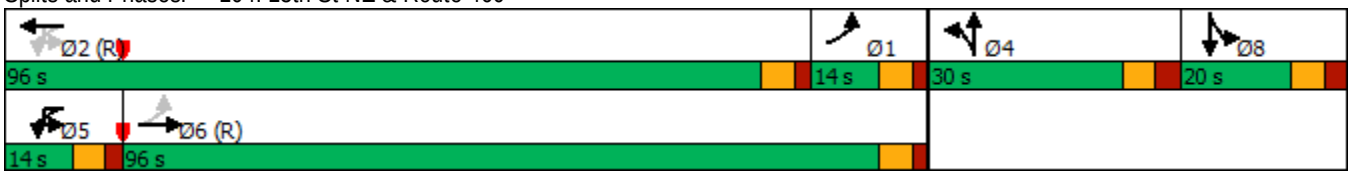
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	83
Future Volume (vph)	83
Ideal Flow (vphpl)	1900
Storage Length (ft)	100
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	No
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	5%
Adj. Flow (vph)	100
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
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)	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effct Green (s)	102.7	100.3			97.8	97.8		21.6	21.6		13.2	13.2
Actuated g/C Ratio	0.64	0.63			0.61	0.61		0.14	0.14		0.08	0.08
v/c Ratio	0.19	0.74			0.10	0.98		0.77	0.44		0.50	1.15
Control Delay	24.5	22.6			15.5	39.9		79.0	65.9		76.7	185.1
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	24.5	22.6			15.5	39.9		79.0	65.9		76.7	185.1
LOS	C	C			B	D		E	E		E	F
Approach Delay		22.6				39.7			76.0			132.7
Approach LOS		C				D			E			F
90th %ile Green (s)	8.0	90.8		7.2	7.2	90.0		23.0	23.0		13.2	13.2
90th %ile Term Code	Hold	Coord		Gap	Gap	Coord		Max	Max		Max	Max
70th %ile Green (s)	6.0	91.5		6.5	6.5	92.0		23.0	23.0		13.2	13.2
70th %ile Term Code	Min	Coord		Gap	Gap	Coord		Max	Max		Max	Max
50th %ile Green (s)	6.0	104.0		0.0	0.0	92.0		23.0	23.0		13.2	13.2
50th %ile Term Code	Min	Coord		Skip	Skip	Coord		Max	Max		Max	Max
30th %ile Green (s)	0.0	106.0		0.0	0.0	106.0		21.0	21.0		13.2	13.2
30th %ile Term Code	Skip	Coord		Skip	Skip	Coord		Gap	Gap		Max	Max
10th %ile Green (s)	0.0	109.1		0.0	0.0	109.1		17.9	17.9		13.2	13.2
10th %ile Term Code	Skip	Coord		Skip	Skip	Coord		Gap	Gap		Max	Max

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 9 (6%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 104: 13th St NE & Route 460



Lane Group	SBR
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	

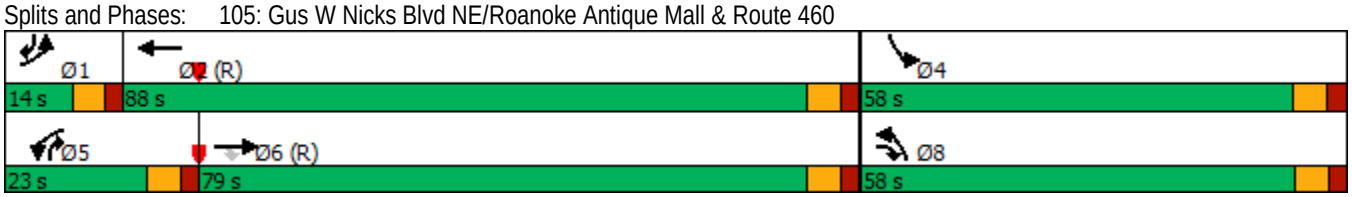
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	978	353	86	1435	9	631	0	130	28	0	32
Future Volume (vph)	24	978	353	86	1435	9	631	0	130	28	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	0		0	0		262	150		150
Storage Lanes	1		1	1		0	2		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1583	3195	1482	1570	3340	0	2629	0	1455	1805	0	1417
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1583	3195	1482	1570	3340	0	2629	0	1455	1805	0	1417
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272		1				90			110
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			231	
Travel Time (s)		11.3			4.7			40.8			7.9	
Peak Hour Factor	0.83	0.88	0.91	0.76	0.91	0.34	0.76	0.92	0.75	0.66	0.50	0.52
Heavy Vehicles (%)	14%	13%	9%	15%	8%	0%	3%	0%	11%	0%	0%	14%
Adj. Flow (vph)	29	1111	388	113	1577	26	830	0	173	42	0	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1111	388	113	1603	0	830	0	173	42	0	62
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6	8	5	2		8		5	4		1
Permitted Phases			6									
Detector Phase	1	6	6	5	2		8		5	4		1
Switch Phase												
Minimum Initial (s)	6.0	12.0	6.0	6.0	12.0		6.0		6.0	6.0		6.0
Minimum Split (s)	12.0	18.5	12.5	12.0	18.5		12.5		12.0	12.6		12.0
Total Split (s)	14.0	79.0	58.0	23.0	88.0		58.0		23.0	58.0		14.0
Total Split (%)	8.8%	49.4%	36.3%	14.4%	55.0%		36.3%		14.4%	36.3%		8.8%
Maximum Green (s)	8.0	72.5	51.5	17.0	81.5		51.5		17.0	51.4		8.0
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	2.5	2.5	2.0	2.5		2.5		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)	6.0	6.5	6.5	6.0	6.5		6.5		6.0	6.6		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5		3.5	3.5		3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5		3.5
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0		0.0	0.0		0.0
Recall Mode	None	C-Min	None	None	C-Min		None		None	None		None
Walk Time (s)		7.0	7.0		7.0		7.0			7.0		
Flash Dont Walk (s)		20.0	24.0		12.0		24.0			27.0		
Pedestrian Calls (#/hr)		0	0		0		0			0		
Act Effct Green (s)	7.5	74.1	132.1	15.4	84.4		51.5		15.4	42.4		7.5
Actuated g/C Ratio	0.05	0.46	0.83	0.10	0.53		0.32		0.10	0.26		0.05

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.39	0.75	0.31	0.75	0.91		0.98		0.78	0.09		0.36
Control Delay	98.0	27.8	1.6	120.0	27.8		79.8		56.9	38.6		5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	98.0	27.8	1.6	120.0	27.8		79.8		56.9	38.6		5.9
LOS	F	C	A	F	C		E		E	D		A
Approach Delay		22.5			33.8			75.9			19.1	
Approach LOS		C			C			E			B	
90th %ile Green (s)	8.0	72.5	51.5	17.0	81.5		51.5		17.0	51.4		8.0
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max		Max	Hold		Max
70th %ile Green (s)	8.0	72.5	51.5	17.0	81.5		51.5		17.0	51.4		8.0
70th %ile Term Code	Max	Coord	Max	Max	Coord		Max		Max	Hold		Max
50th %ile Green (s)	8.0	72.5	51.5	17.0	81.5		51.5		17.0	51.4		8.0
50th %ile Term Code	Max	Coord	Max	Max	Coord		Max		Max	Hold		Max
30th %ile Green (s)	7.5	74.6	51.5	14.9	82.0		51.5		14.9	51.4		7.5
30th %ile Term Code	Gap	Coord	Max	Gap	Coord		Max		Gap	Hold		Gap
10th %ile Green (s)	0.0	78.5	51.5	11.0	95.5		51.5		11.0	0.0		0.0
10th %ile Term Code	Skip	Coord	Max	Gap	Coord		Max		Gap	Skip		Skip

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 76 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 130	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.98	
Intersection Signal Delay: 39.2	Intersection LOS: D
Intersection Capacity Utilization 78.8%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	11	124	1011	1475	135	90	52
Future Volume (vph)	11	124	1011	1475	135	90	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		263			305	142	242
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor					0.98		
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1656	3252	3374	1583	1612	1099
Flt Permitted		0.072				0.950	
Satd. Flow (perm)	0	126	3252	3374	1550	1612	1099
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					109		15
Link Speed (mph)			40	40		25	
Link Distance (ft)			592	426		1532	
Travel Time (s)			10.1	7.3		41.8	
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.96	0.79	0.87	0.87	0.90	0.79	0.77
Heavy Vehicles (%)	9%	9%	11%	7%	2%	12%	47%
Adj. Flow (vph)	11	157	1162	1695	150	114	68
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	168	1162	1695	150	114	68
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1!	1	6	2		3	1!
Permitted Phases	6!	6			2		3
Detector Phase	1	1	6	2	2	3	1
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	26.0	26.0	119.0	93.0	93.0	41.0	26.0
Total Split (%)	16.3%	16.3%	74.4%	58.1%	58.1%	25.6%	16.3%
Maximum Green (s)	20.0	20.0	112.4	86.4	86.4	32.3	20.0
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.5	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)		127.3	126.7	104.0	104.0	18.0	43.4
Actuated g/C Ratio		0.80	0.79	0.65	0.65	0.11	0.27
v/c Ratio		0.65	0.45	0.77	0.14	0.63	0.22

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Control Delay		51.3	3.1	12.9	1.4	82.3	34.4
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0
Total Delay		51.3	3.2	12.9	1.4	82.3	34.4
LOS		D	A	B	A	F	C
Approach Delay			9.3	12.0		64.4	
Approach LOS			A	B		E	
90th %ile Green (s)	20.0	20.0	120.3	94.3	94.3	24.4	20.0
90th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
70th %ile Green (s)	20.0	20.0	124.0	98.0	98.0	20.7	20.0
70th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
50th %ile Green (s)	16.7	16.7	126.7	104.0	104.0	18.0	16.7
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	14.4	14.4	129.3	108.9	108.9	15.4	14.4
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Gap	Gap
10th %ile Green (s)	12.0	12.0	133.0	115.0	115.0	11.7	12.0
10th %ile Term Code	Min	Min	Coord	Coord	Coord	Gap	Min

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 18 (11%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 76.9% ICU Level of Service D
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 106: Route 460 & Granby St NE

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	937	138	286	1443	90	138	0	423	43	0	54
Future Volume (vph)	46	937	138	286	1443	90	138	0	423	43	0	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	700		0	210		250	35		35
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3195	1524	1736	3374	1583	1752	0	1583	1752	0	1615
Flt Permitted	0.140			0.199			0.950			0.950		
Satd. Flow (perm)	266	3195	1524	364	3374	1583	1752	0	1583	1752	0	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			144			111			110			55
Link Speed (mph)		40			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		12.0			18.2			31.4			42.2	
Peak Hour Factor	0.59	0.91	0.75	0.83	0.90	0.68	0.94	0.79	0.85	0.86	0.58	0.64
Heavy Vehicles (%)	0%	13%	6%	4%	7%	2%	3%	0%	2%	3%	0%	0%
Adj. Flow (vph)	78	1030	184	345	1603	132	147	0	498	50	0	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1030	184	345	1603	132	147	0	498	50	0	84
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases	6		Free	2		2			4			8
Detector Phase	1	6		5	2	2	4		5	8		1
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0		6.0	6.0		6.0
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0		12.0	13.1		12.0
Total Split (s)	20.0	100.0		30.0	110.0	110.0	30.0		30.0	30.0		20.0
Total Split (%)	12.5%	62.5%		18.8%	68.8%	68.8%	18.8%		18.8%	18.8%		12.5%
Maximum Green (s)	14.0	95.0		25.0	104.0	104.0	23.0		25.0	22.9		14.0
Yellow Time (s)	4.0	3.0		3.0	4.0	4.0	4.0		3.0	4.0		4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	3.0		2.0	3.1		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	5.0		5.0	6.0	6.0	7.0		5.0	7.1		6.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead			Lead			Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5		3.5	4.5		3.5
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5		3.5	4.5		3.5
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	99.9	100.9	160.0	112.5	111.5	111.5	19.3		49.1	18.1		32.4
Actuated g/C Ratio	0.62	0.63	1.00	0.70	0.70	0.70	0.12		0.31	0.11		0.20
v/c Ratio	0.30	0.51	0.12	0.76	0.68	0.12	0.70		0.89	0.25		0.23
Control Delay	26.4	22.5	0.2	31.1	7.6	0.4	84.5		58.9	65.8		20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	26.4	22.5	0.2	31.1	7.6	0.4	84.5		58.9	65.8		20.6
LOS	C	C	A	C	A	A	F		E	E		C
Approach Delay		19.6			11.1			64.7			37.4	
Approach LOS		B			B			E			D	
90th %ile Green (s)	12.7	95.0		25.0	105.3	105.3	23.0		25.0	22.9		12.7
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max		Max	Hold		Gap
70th %ile Green (s)	9.9	95.3		25.0	108.4	108.4	22.7		25.0	22.6		9.9
70th %ile Term Code	Gap	Coord		Max	Coord	Coord	Gap		Max	Hold		Gap
50th %ile Green (s)	8.2	98.0		25.0	112.8	112.8	20.0		25.0	19.9		8.2
50th %ile Term Code	Gap	Coord		Max	Coord	Coord	Gap		Max	Hold		Gap
30th %ile Green (s)	9.0	103.1		22.5	114.6	114.6	17.4		22.5	17.3		9.0
30th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap		Gap	Hold		Hold
10th %ile Green (s)	11.0	113.3		16.2	116.5	116.5	13.5		16.2	0.0		11.0
10th %ile Term Code	Hold	Coord		Gap	Coord	Coord	Gap		Gap	Skip		Hold

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 17 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 22.9 Intersection LOS: C
Intersection Capacity Utilization 68.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460

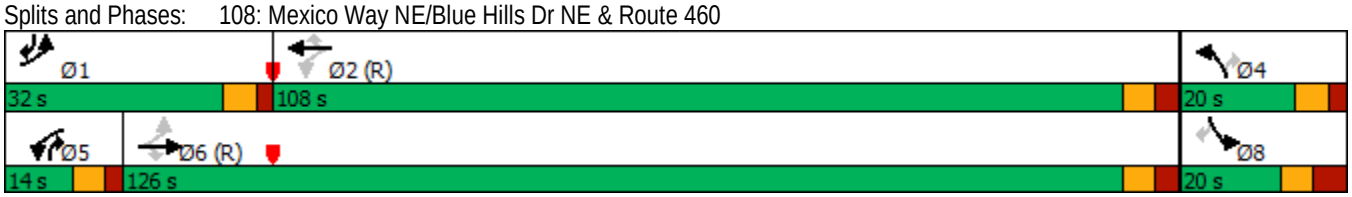
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1060	14	12	1606	52	9	0	28	26	0	124
Future Volume (vph)	250	1060	14	12	1606	52	9	0	28	26	0	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	275		392	235		235	0		410
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3282	1495	1805	3438	1553	1805	0	1482	1421	0	2238
Flt Permitted	0.064			0.224			0.950			0.950		
Satd. Flow (perm)	118	3282	1495	426	3438	1553	1805	0	1482	1421	0	2238
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			76			117			68			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Peak Hour Factor	0.79	0.85	0.65	0.75	0.91	0.62	0.58	0.35	0.48	0.83	1.00	0.83
Heavy Vehicles (%)	3%	10%	8%	0%	5%	4%	0%	0%	9%	27%	0%	27%
Adj. Flow (vph)	316	1247	22	16	1765	84	16	0	58	31	0	149
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	1247	22	16	1765	84	16	0	58	31	0	149
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4		5	8		1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0		8.0	8.0		8.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4		14.0	16.2		14.0
Total Split (s)	32.0	126.0	126.0	14.0	108.0	108.0	20.0		14.0	20.0		32.0
Total Split (%)	20.0%	78.8%	78.8%	8.8%	67.5%	67.5%	12.5%		8.8%	12.5%		20.0%
Maximum Green (s)	26.0	119.0	119.0	8.0	101.0	101.0	13.6		8.0	11.8		26.0
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	3.0	3.0	2.0	3.0	3.0	2.4		2.0	4.2		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)	6.0	7.0	7.0	6.0	7.0	7.0	6.4		6.0	8.2		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	8.0	8.0	3.5	6.0	6.0	4.0		3.5	4.0		3.5
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0		3.5	4.0		3.5
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	139.2	128.4	128.4	115.7	106.7	106.7	10.2		15.9	9.9		40.3
Actuated g/C Ratio	0.87	0.80	0.80	0.72	0.67	0.67	0.06		0.10	0.06		0.25
v/c Ratio	0.87	0.47	0.02	0.04	0.77	0.08	0.14		0.28	0.36		0.26
Control Delay	53.2	12.0	0.1	2.8	11.6	0.1	72.0		12.0	82.8		47.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	53.2	12.0	0.1	2.8	11.6	0.1	72.0		12.0	82.8		47.7
LOS	D	B	A	A	B	A	E		B	F		D
Approach Delay		20.1			11.0			24.9			53.7	
Approach LOS		C			B			C			D	
90th %ile Green (s)	26.0	119.0	119.0	8.0	101.0	101.0	13.6		8.0	11.8		26.0
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Hold		Max	Max		Max
70th %ile Green (s)	26.0	119.4	119.4	8.0	101.4	101.4	13.2		8.0	11.4		26.0
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Hold		Max	Gap		Max
50th %ile Green (s)	26.0	120.9	120.9	8.0	102.9	102.9	0.0		8.0	9.9		26.0
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Skip		Max	Gap		Max
30th %ile Green (s)	26.0	122.5	122.5	8.0	104.5	104.5	0.0		8.0	8.3		26.0
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Skip		Max	Gap		Max
10th %ile Green (s)	23.4	153.0	153.0	0.0	123.6	123.6	0.0		0.0	0.0		23.4
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord	Coord	Skip		Skip	Skip		Gap

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 95 (59%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 17.2 Intersection LOS: B
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	3	111	998	4	1	1539	102	2	0	1	99	0
Future Volume (vph)	3	111	998	4	1	1539	102	2	0	1	99	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		248	310		232	0		106	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		0			0			0			0	
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	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1787	3223	1615	1805	3406	1482	1805	0	1615	1770	0
Flt Permitted		0.070			0.254			0.950			0.950	
Satd. Flow (perm)	0	132	3223	1615	483	3406	1482	1805	0	1615	1770	0
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				38			157			38		
Link Speed (mph)			45			45			20			35
Link Distance (ft)			364			861			704			1748
Travel Time (s)			5.5			13.0			24.0			34.1
Peak Hour Factor	0.93	0.75	0.91	0.50	0.25	0.87	0.65	0.50	0.25	1.00	0.78	1.00
Heavy Vehicles (%)	0%	1%	12%	0%	0%	6%	9%	0%	0%	0%	2%	0%
Adj. Flow (vph)	3	148	1097	8	4	1769	157	4	0	1	127	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	151	1097	8	4	1769	157	4	0	1	127	0
Turn Type	pm+pt	pm+pt	NA	pt+ov	pm+pt	NA	pt+ov	Prot		pm+ov	Prot	
Protected Phases	1!	1	6	6 4	5	2	2 8	4		5	8	
Permitted Phases	6!	6			2					4		
Detector Phase	1	1	6	6	5	2	2 8	4		5	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	18.0		5.0	18.0		5.0		5.0	7.0	
Minimum Split (s)	15.5	15.5	26.5		13.5	26.5		12.3		13.5	16.2	
Total Split (s)	20.0	20.0	120.0		15.0	115.0		25.0		15.0	25.0	
Total Split (%)	12.5%	12.5%	75.0%		9.4%	71.9%		15.6%		9.4%	15.6%	
Maximum Green (s)	11.5	11.5	111.5		6.5	106.5		17.7		6.5	15.8	
Yellow Time (s)	4.9	4.9	4.9		4.9	4.9		3.2		4.9	5.0	
All-Red Time (s)	3.6	3.6	3.6		3.6	3.6		4.1		3.6	4.2	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)		8.5	8.5		8.5	8.5		7.3		8.5	9.2	
Lead/Lag	Lead	Lead	Lag		Lead	Lag				Lead		
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes				Yes		
Vehicle Extension (s)	3.5	3.5	3.5		3.5	3.5		4.0		3.5	4.0	
Recall Mode	None	None	C-Max		None	C-Max		None		None	None	
Act Effct Green (s)		126.6	124.3	155.4	114.7	108.6	132.9	16.9		30.3	15.0	
Actuated g/C Ratio		0.79	0.78	0.97	0.72	0.68	0.83	0.11		0.19	0.09	
v/c Ratio		0.72	0.44	0.01	0.01	0.77	0.12	0.02		0.00	0.77	
Control Delay		52.1	5.6	0.0	2.0	12.7	0.3	64.0		0.0	98.6	
Queue Delay		0.0	0.0	0.0	0.0	0.1	0.0	0.0		0.0	0.0	
Total Delay		52.1	5.6	0.0	2.0	12.7	0.3	64.0		0.0	98.6	
LOS		D	A	A	A	B	A	E		A	F	
Approach Delay			11.1			11.7			51.2			70.3

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	189
Future Volume (vph)	189
Ideal Flow (vphpl)	1900
Storage Length (ft)	165
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)	38
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.83
Heavy Vehicles (%)	2%
Adj. Flow (vph)	228
Shared Lane Traffic (%)	
Lane Group Flow (vph)	228
Turn Type	pm+ov
Protected Phases	1!
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.5
Total Split (s)	20.0
Total Split (%)	12.5%
Maximum Green (s)	11.5
Yellow Time (s)	4.9
All-Red Time (s)	3.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.5
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.5
Recall Mode	None
Act Effct Green (s)	34.4
Actuated g/C Ratio	0.22
v/c Ratio	0.62
Control Delay	54.5
Queue Delay	0.0
Total Delay	54.5
LOS	D
Approach Delay	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Approach LOS			B			B			D			E
90th %ile Green (s)	11.5	11.5	111.8		6.2	106.5		17.7		6.2	15.8	
90th %ile Term Code	Max	Max	Coord		Gap	Coord		Hold		Gap	Max	
70th %ile Green (s)	11.5	11.5	126.5		0.0	106.5		17.7		0.0	15.8	
70th %ile Term Code	Max	Max	Coord		Skip	Coord		Hold		Skip	Max	
50th %ile Green (s)	11.4	11.4	126.5		0.0	106.6		17.7		0.0	15.8	
50th %ile Term Code	Gap	Gap	Coord		Skip	Coord		Hold		Skip	Max	
30th %ile Green (s)	8.7	8.7	126.6		0.0	109.4		17.6		0.0	15.7	
30th %ile Term Code	Gap	Gap	Coord		Skip	Coord		Hold		Skip	Gap	
10th %ile Green (s)	7.5	7.5	130.2		0.0	114.2		14.0		0.0	12.1	
10th %ile Term Code	Gap	Gap	Coord		Skip	Coord		Hold		Skip	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 88.5% ICU Level of Service E
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

Lane Group	SBR
Approach LOS	
90th %ile Green (s)	11.5
90th %ile Term Code	Max
70th %ile Green (s)	11.5
70th %ile Term Code	Max
50th %ile Green (s)	11.4
50th %ile Term Code	Gap
30th %ile Green (s)	8.7
30th %ile Term Code	Gap
10th %ile Green (s)	7.5
10th %ile Term Code	Gap

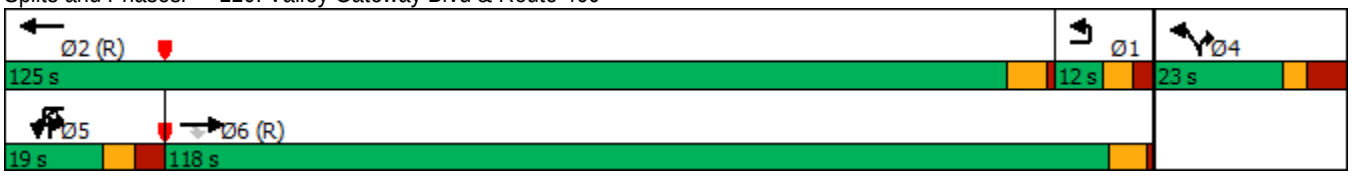
Intersection Summary

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	1	992	105	1	75	1566	75	12
Future Volume (vph)	1	992	105	1	75	1566	75	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330		525		250	250
Storage Lanes	1		1		2		1	0
Taper Length (ft)	0				0		0	
Lane Util. Factor	1.00	0.95	1.00	0.95	0.97	0.95	0.97	1.00
Frt			0.850					0.850
Flt Protected	0.950				0.950		0.950	
Satd. Flow (prot)	1805	3223	1553	0	3468	3438	3072	1468
Flt Permitted	0.950				0.950		0.950	
Satd. Flow (perm)	1805	3223	1553	0	3468	3438	3072	1468
Right Turn on Red			Yes					Yes
Satd. Flow (RTOR)			122					33
Link Speed (mph)		45				45	25	
Link Distance (ft)		861				1474	1213	
Travel Time (s)		13.0				22.3	33.1	
Peak Hour Factor	0.25	0.90	0.86	0.25	0.75	0.91	0.70	0.36
Heavy Vehicles (%)	0%	12%	4%	0%	1%	5%	14%	10%
Adj. Flow (vph)	4	1102	122	4	100	1721	107	33
Shared Lane Traffic (%)								
Lane Group Flow (vph)	4	1102	122	0	104	1721	107	33
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5!	5	2	4	4 5!
Permitted Phases			6					
Detector Phase	1	6	6	5	5	2	4	4
Switch Phase								
Minimum Initial (s)	5.0	16.0	16.0	8.0	8.0	16.0	8.0	
Minimum Split (s)	11.4	21.6	21.6	15.4	15.4	21.6	15.9	
Total Split (s)	12.0	118.0	118.0	19.0	19.0	125.0	23.0	
Total Split (%)	7.5%	73.8%	73.8%	11.9%	11.9%	78.1%	14.4%	
Maximum Green (s)	5.6	112.4	112.4	11.6	11.6	119.4	15.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	3.8	4.6	3.0	
All-Red Time (s)	2.6	1.0	1.0	3.6	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.4	5.6	5.6		7.4	5.6	7.9	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	3.5	4.0	4.0	
Recall Mode	None	C-Max	C-Max	None	None	C-Max	None	
Act Effct Green (s)	5.6	116.9	116.9		10.3	132.2	11.9	29.6
Actuated g/C Ratio	0.04	0.73	0.73		0.06	0.83	0.07	0.18
v/c Ratio	0.06	0.47	0.10		0.47	0.61	0.47	0.11
Control Delay	71.0	6.2	0.8		102.0	2.0	77.3	15.7
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	71.0	6.2	0.8		102.0	2.1	77.3	15.7
LOS	E	A	A		F	A	E	B
Approach Delay		5.9				7.8	62.8	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Approach LOS		A				A	E	
90th %ile Green (s)	5.6	112.4	112.4	11.6	11.6	119.4	15.1	
90th %ile Term Code	Max	Coord	Coord	Max	Max	Coord	Max	
70th %ile Green (s)	0.0	114.1	114.1	11.8	11.8	133.3	13.2	
70th %ile Term Code	Skip	Coord	Coord	Gap	Gap	Coord	Gap	
50th %ile Green (s)	0.0	116.6	116.6	10.6	10.6	134.6	11.9	
50th %ile Term Code	Skip	Coord	Coord	Gap	Gap	Coord	Gap	
30th %ile Green (s)	0.0	119.0	119.0	9.5	9.5	135.9	10.6	
30th %ile Term Code	Skip	Coord	Coord	Gap	Gap	Coord	Gap	
10th %ile Green (s)	0.0	122.4	122.4	8.0	8.0	137.8	8.7	
10th %ile Term Code	Skip	Coord	Coord	Min	Min	Coord	Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 85 (53%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 61.2%	ICU Level of Service B
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	79	969	1	1416	87	26	90
Future Volume (vph)	79	969	1	1416	87	26	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3242	3282	1805	3406	1553	1612	1524
Flt Permitted	0.950		0.950			0.950	
Satd. Flow (perm)	3242	3282	1805	3406	1553	1612	1524
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					112		101
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		943		1551	
Travel Time (s)		15.7		14.3		42.3	
Peak Hour Factor	0.74	0.90	0.25	0.88	0.78	0.78	0.89
Heavy Vehicles (%)	8%	10%	0%	6%	4%	12%	6%
Adj. Flow (vph)	107	1077	4	1609	112	33	101
Shared Lane Traffic (%)							
Lane Group Flow (vph)	107	1077	4	1609	112	33	101
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	7.0	18.0	5.0	18.0		8.0	8.0
Minimum Split (s)	15.5	24.2	11.3	24.2		15.1	15.1
Total Split (s)	22.0	122.0	12.0	112.0		26.0	26.0
Total Split (%)	13.8%	76.3%	7.5%	70.0%		16.3%	16.3%
Maximum Green (s)	13.5	115.8	5.7	105.8		18.9	18.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	4.2	1.0	2.0	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	6.2	6.3	6.2		7.1	7.1
Lead/Lag	Lead	Lag	Lead	Lag			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	4.0	5.0	4.0	5.0		5.0	5.0
Recall Mode	None	C-Max	None	C-Max		None	None
Act Effct Green (s)	11.6	133.1	7.0	115.8	133.7	10.8	10.8
Actuated g/C Ratio	0.07	0.83	0.04	0.72	0.84	0.07	0.07
v/c Ratio	0.46	0.39	0.05	0.65	0.09	0.31	0.51
Control Delay	91.4	2.0	80.0	13.0	1.5	77.5	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.4	2.0	80.0	13.1	1.5	77.5	21.1
LOS	F	A	E	B	A	E	C
Approach Delay		10.0		12.5		35.0	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		B		D	
90th %ile Green (s)	14.6	118.5	7.8	109.5		14.1	14.1
90th %ile Term Code	Gap	Coord	Gap	Coord		Gap	Gap
70th %ile Green (s)	12.9	134.7	0.0	113.3		12.0	12.0
70th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
50th %ile Green (s)	11.6	136.1	0.0	116.0		10.6	10.6
50th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
30th %ile Green (s)	10.4	137.4	0.0	118.5		9.3	9.3
30th %ile Term Code	Gap	Coord	Skip	Coord		Gap	Gap
10th %ile Green (s)	8.6	138.7	0.0	121.6		8.0	8.0
10th %ile Term Code	Gap	Coord	Skip	Coord		Min	Min

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 3 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

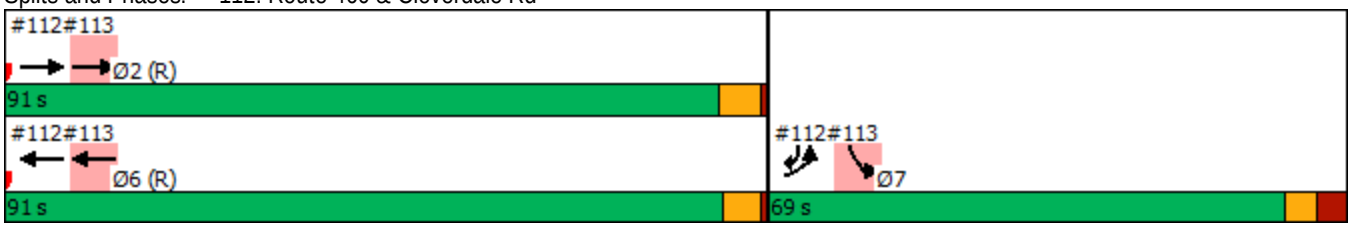
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	523	473	1000	0	0	504
Future Volume (vph)	523	473	1000	0	0	504
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	0
Storage Lanes	2			0	0	2
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt						0.850
Flt Protected	0.950					
Satd. Flow (prot)	3183	3195	3374	0	0	2632
Flt Permitted	0.950					
Satd. Flow (perm)	3183	3195	3374	0	0	2632
Right Turn on Red				Yes		No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		45	
Link Distance (ft)		943	139		1990	
Travel Time (s)		14.3	2.1		30.2	
Peak Hour Factor	0.81	0.88	0.93	0.93	0.91	0.91
Heavy Vehicles (%)	10%	13%	7%	0%	0%	8%
Adj. Flow (vph)	646	538	1075	0	0	554
Shared Lane Traffic (%)						
Lane Group Flow (vph)	646	538	1075	0	0	554
Turn Type	Prot	NA	NA			Over
Protected Phases	7	2	6			7
Permitted Phases						
Detector Phase	7	2	6			7
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0			8.0
Minimum Split (s)	15.6	20.1	19.5			15.6
Total Split (s)	69.0	91.0	91.0			69.0
Total Split (%)	43.1%	56.9%	56.9%			43.1%
Maximum Green (s)	61.4	84.9	85.5			61.4
Yellow Time (s)	3.7	5.1	4.5			3.7
All-Red Time (s)	3.9	1.0	1.0			3.9
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	7.6	6.1	5.5			7.6
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	4.0			4.0
Recall Mode	None	C-Max	C-Max			None
Act Effct Green (s)	47.4	98.9	99.5			47.4
Actuated g/C Ratio	0.30	0.62	0.62			0.30
v/c Ratio	0.69	0.27	0.51			0.71
Control Delay	65.0	9.6	1.6			54.7
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	65.0	9.6	1.6			54.7
LOS	E	A	A			D
Approach Delay		39.8	1.6		54.7	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		D	A		D	
90th %ile Green (s)	59.8	86.5	87.1			59.8
90th %ile Term Code	Gap	Coord	Coord			Gap
70th %ile Green (s)	52.2	94.1	94.7			52.2
70th %ile Term Code	Gap	Coord	Coord			Gap
50th %ile Green (s)	47.5	98.8	99.4			47.5
50th %ile Term Code	Gap	Coord	Coord			Gap
30th %ile Green (s)	42.5	103.8	104.4			42.5
30th %ile Term Code	Gap	Coord	Coord			Gap
10th %ile Green (s)	35.1	111.2	111.8			35.1
10th %ile Term Code	Gap	Coord	Coord			Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 17 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 28.1	Intersection LOS: C
Intersection Capacity Utilization 56.2%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 112: Route 460 & Cloverdale Rd

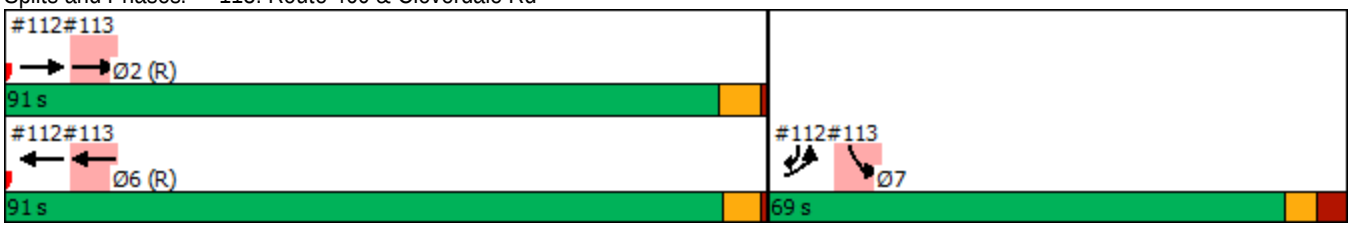


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	473	1000	929	403	0
Future Volume (vph)	0	473	1000	929	403	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			350	0	0
Storage Lanes	0			1	2	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	3195	3374	1495	3127	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3195	3374	1495	3127	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				596		
Link Speed (mph)		45	45		45	
Link Distance (ft)		139	4108		640	
Travel Time (s)		2.1	62.2		9.7	
Peak Hour Factor	0.88	0.88	0.93	0.93	0.90	0.90
Heavy Vehicles (%)	0%	13%	7%	8%	12%	0%
Adj. Flow (vph)	0	538	1075	999	448	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	538	1075	999	448	0
Turn Type		NA	NA	Free	Prot	
Protected Phases		2	6		7	
Permitted Phases				Free		
Detector Phase		2	6		7	
Switch Phase						
Minimum Initial (s)		14.0	14.0		8.0	
Minimum Split (s)		20.1	19.5		15.6	
Total Split (s)		91.0	91.0		69.0	
Total Split (%)		56.9%	56.9%		43.1%	
Maximum Green (s)		84.9	85.5		61.4	
Yellow Time (s)		5.1	4.5		3.7	
All-Red Time (s)		1.0	1.0		3.9	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.1	5.5		7.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.0	4.0		4.0	
Recall Mode		C-Max	C-Max		None	
Act Effct Green (s)		98.9	99.5	160.0	47.4	
Actuated g/C Ratio		0.62	0.62	1.00	0.30	
v/c Ratio		0.27	0.51	0.67	0.48	
Control Delay		1.1	19.1	2.4	47.0	
Queue Delay		0.3	0.0	0.0	0.0	
Total Delay		1.3	19.1	2.4	47.0	
LOS		A	B	A	D	
Approach Delay		1.3	11.0		47.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		A	B		D	
90th %ile Green (s)		86.5	87.1		59.8	
90th %ile Term Code		Coord	Coord		Gap	
70th %ile Green (s)		94.1	94.7		52.2	
70th %ile Term Code		Coord	Coord		Gap	
50th %ile Green (s)		98.8	99.4		47.5	
50th %ile Term Code		Coord	Coord		Gap	
30th %ile Green (s)		103.8	104.4		42.5	
30th %ile Term Code		Coord	Coord		Gap	
10th %ile Green (s)		111.2	111.8		35.1	
10th %ile Term Code		Coord	Coord		Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 17 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 45	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 14.6	Intersection LOS: B
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 113: Route 460 & Cloverdale Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1284	6	56	2114	33	0	0	44	0	0	7
Future Volume (vph)	11	1284	6	56	2114	33	0	0	44	0	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	175		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.999			0.998				0.865			0.865
Flt Protected	0.950			0.950								
Satd. Flow (prot)	1805	4625	0	1719	4888	0	0	0	1417	0	0	1644
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1805	4625	0	1719	4888	0	0	0	1417	0	0	1644
Link Speed (mph)		35			27			25			25	
Link Distance (ft)		710			216			678			717	
Travel Time (s)		13.8			5.5			18.5			19.6	
Confl. Peds. (#/hr)						4						
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 (%)	0%	12%	20%	5%	6%	0%	0%	0%	16%	0%	0%	0%
Adj. Flow (vph)	12	1427	7	62	2349	37	0	0	49	0	0	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	1434	0	62	2386	0	0	0	49	0	0	8
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1327	1	0	2203	0	4
Future Volume (vph)	1327	1	0	2203	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	3223	0	0	3406	0	1096
Flt Permitted						
Satd. Flow (perm)	3223	0	0	3406	0	1096
Link Speed (mph)	35			27	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			10.6	10.1	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	12%	0%	0%	6%	0%	50%
Adj. Flow (vph)	1491	1	0	2475	0	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1492	0	0	2475	0	4
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 64.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	1326	3	0	2196	4	0	0	10	0	0
Future Volume (vph)	1	1	1326	3	0	2196	4	0	0	10	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	30		0	0		0	0	
Storage Lanes		1		0	0		0	0		1	0	
Taper Length (ft)		0			0			0			0	
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
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3224	0	0	3373	0	0	0	1481	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3224	0	0	3373	0	0	0	1481	0	0
Link Speed (mph)			35			27			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			7.7			18.0			12.2
Confl. Peds. (#/hr)				1			2					
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	12%	0%	0%	7%	25%	0%	0%	11%	0%	0%
Adj. Flow (vph)	1	1	1353	3	0	2241	4	0	0	10	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	1356	0	0	2245	0	0	0	10	0	0
Sign Control			Free			Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
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
Ped Bike Factor	
Frt	0.865
Flt Protected	
Satd. Flow (prot)	822
Flt Permitted	
Satd. Flow (perm)	822
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	100%
Adj. Flow (vph)	6
Shared Lane Traffic (%)	
Lane Group Flow (vph)	6
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1369	0	0	1838	0	0
Future Volume (vph)	1369	0	0	1838	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3223	0	0	3374	0	0
Flt Permitted						
Satd. Flow (perm)	3223	0	0	3374	0	0
Link Speed (mph)	35			30	20	
Link Distance (ft)	694			470	250	
Travel Time (s)	13.5			10.7	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1397	0	0	1876	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1397	0	0	1876	0	0
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1369	0	0	1838	0	0
Future Volume (vph)	1369	0	0	1838	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3223	0	0	3374	0	0
Flt Permitted						
Satd. Flow (perm)	3223	0	0	3374	0	0
Link Speed (mph)	35			30	20	
Link Distance (ft)	470			669	296	
Travel Time (s)	9.2			15.2	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1397	0	0	1876	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1397	0	0	1876	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1363	6	1	3	1838	0	6
Future Volume (vph)	1363	6	1	3	1838	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999						0.865
Flt Protected				0.950			
Satd. Flow (prot)	3221	0	0	1805	3374	0	1644
Flt Permitted				0.950			
Satd. Flow (perm)	3221	0	0	1805	3374	0	1644
Link Speed (mph)	35				30	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				16.8	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	12%	0%	0%	0%	7%	0%	0%
Adj. Flow (vph)	1391	6	1	3	1876	0	6
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1397	0	0	4	1876	0	6
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1370	0	25	0	1842	0	0
Future Volume (vph)	1370	0	25	0	1842	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		200		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt							
Flt Protected				0.950			
Satd. Flow (prot)	3223	0	0	1597	3406	0	1900
Flt Permitted				0.950			
Satd. Flow (perm)	3223	0	0	1597	3406	0	1900
Link Speed (mph)	35				30	20	
Link Distance (ft)	740				487	223	
Travel Time (s)	14.4				11.1	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	0%	13%	0%	6%	0%	0%
Adj. Flow (vph)	1489	0	27	0	2002	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1489	0	0	27	2002	0	0
Sign Control	Free				Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	2	18	1375	1842	246	0	23
Future Volume (vph)	2	18	1375	1842	246	0	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Ped Bike Factor							
Frt				0.982			0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1641	3223	3363	0	0	1644
Flt Permitted		0.950					
Satd. Flow (perm)	0	1641	3223	3363	0	0	1644
Link Speed (mph)			35	30		25	
Link Distance (ft)			487	582		239	
Travel Time (s)			9.5	13.2		6.5	
Confl. Peds. (#/hr)					1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	12%	6%	1%	0%	0%
Adj. Flow (vph)	2	20	1495	2002	267	0	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	22	1495	2269	0	0	25
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 68.8%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1121	10	0	1527	25	0	0	46	0	0	3
Future Volume (vph)	0	1121	10	0	1527	25	0	0	46	0	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	270		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3189	0	0	4795	0	0	0	1536	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	3189	0	0	4795	0	0	0	1536	0	0	1644
Link Speed (mph)		35			35			20			25	
Link Distance (ft)		243			990			290			243	
Travel Time (s)		4.7			19.3			9.9			6.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	13%	22%	0%	8%	5%	0%	0%	7%	0%	0%	0%
Adj. Flow (vph)	0	1218	11	0	1660	27	0	0	50	0	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1229	0	0	1687	0	0	0	50	0	0	3
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 41.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	12	21	1093	36	34	0	1488	14	0	0	6	0
Future Volume (vph)	12	21	1093	36	34	0	1488	14	0	0	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		100	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.995					0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1556	3180	0	0	1643	3202	1417	0	0	1405	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1556	3180	0	0	1643	3202	1417	0	0	1405	0
Link Speed (mph)			35				40			20		
Link Distance (ft)			990				765			302		
Travel Time (s)			19.3				13.0			10.3		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	25%	13%	12%	0%	0%	8%	14%	0%	0%	17%	0%
Adj. Flow (vph)	13	23	1188	39	37	0	1617	15	0	0	7	0
Shared Lane Traffic (%)						0%						
Lane Group Flow (vph)	0	36	1227	0	0	37	1617	15	0	0	7	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	52
Future Volume (vph)	0	52
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1236
Flt Permitted		
Satd. Flow (perm)	0	1236
Link Speed (mph)	20	
Link Distance (ft)	526	
Travel Time (s)	17.9	
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	0%	33%
Adj. Flow (vph)	0	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	57
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	12	1104	7	7	1450	5	0	0	13	0	0
Future Volume (vph)	5	12	1104	7	7	1450	5	0	0	13	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	100		50	0		0	0	
Storage Lanes		1		0	1		1	0		1	0	
Taper Length (ft)		0			0			0			0	
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			0.999				0.850			0.865		
Flt Protected		0.950			0.950							
Satd. Flow (prot)	0	1805	3194	0	1805	3343	1615	0	0	1508	0	0
Flt Permitted		0.950			0.950							
Satd. Flow (perm)	0	1805	3194	0	1805	3343	1615	0	0	1508	0	0
Link Speed (mph)			40			40			20			20
Link Distance (ft)			765			990			275			449
Travel Time (s)			13.0			16.9			9.4			15.3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	13%	0%	0%	8%	0%	0%	0%	9%	0%	0%
Adj. Flow (vph)	5	13	1150	7	7	1510	5	0	0	14	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	1157	0	7	1510	5	0	0	14	0	0
Sign Control			Free			Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 51.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	81
Future Volume (vph)	81
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.865
Flt Protected	
Satd. Flow (prot)	1644
Flt Permitted	
Satd. Flow (perm)	1644
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	84
Shared Lane Traffic (%)	
Lane Group Flow (vph)	84
Sign Control	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1079	33	6	99	1441	2	21	0	61	0	0
Future Volume (vph)	0	1079	33	6	99	1441	2	21	0	61	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		224		0	0		0	0	
Storage Lanes	0		0		1		0	0		0	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Frt		0.996							0.900			
Flt Protected					0.950				0.987			
Satd. Flow (prot)	0	3193	0	0	1805	3343	0	0	1627	0	0	1900
Flt Permitted					0.212				0.912			
Satd. Flow (perm)	0	3193	0	0	403	3343	0	0	1504	0	0	1900
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		4							70			
Link Speed (mph)		40				40			25			20
Link Distance (ft)		990				592			624			294
Travel Time (s)		16.9				10.1			17.0			10.0
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
Heavy Vehicles (%)	0%	13%	0%	0%	0%	8%	0%	0%	0%	5%	0%	0%
Adj. Flow (vph)	0	1124	34	6	103	1501	2	22	0	64	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1158	0	0	109	1503	0	0	86	0	0	0
Turn Type		NA		pm+pt	pm+pt	NA		Perm	NA			
Protected Phases		6		5	5	2			8			4
Permitted Phases				2	2			8			4	
Detector Phase		6		5	5	2		8	8		4	4
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0
Minimum Split (s)		24.6		10.6	10.6	24.6		24.0	24.0		24.0	24.0
Total Split (s)		114.0		17.0	17.0	131.0		29.0	29.0		29.0	29.0
Total Split (%)		71.3%		10.6%	10.6%	81.9%		18.1%	18.1%		18.1%	18.1%
Maximum Green (s)		107.4		10.4	10.4	124.4		23.0	23.0		23.0	23.0
Yellow Time (s)		4.5		4.5	4.5	4.5		4.0	4.0		4.0	4.0
All-Red Time (s)		2.1		2.1	2.1	2.1		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)		6.6			6.6	6.6			6.0			6.0
Lead/Lag		Lag		Lead	Lead							
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0
Recall Mode		C-Max		None	None	C-Max		None	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)		125.7			139.2	139.2			8.2			
Actuated g/C Ratio		0.79			0.87	0.87			0.05			
v/c Ratio		0.46			0.27	0.52			0.60			
Control Delay		18.0			1.3	1.9			38.4			
Queue Delay		0.0			0.0	0.3			0.0			

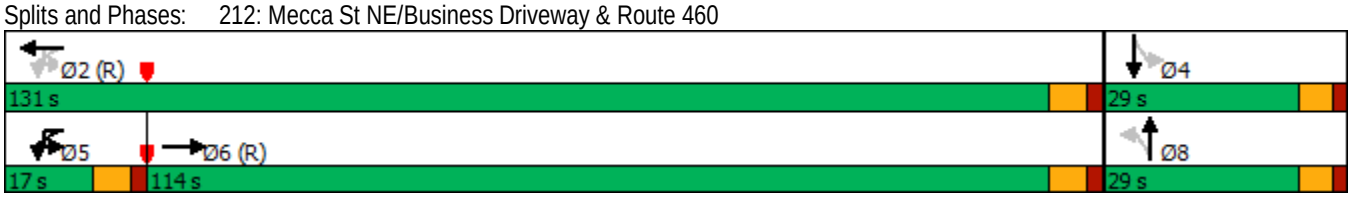
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
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	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Delay		18.0			1.3	2.2			38.4			
LOS		B			A	A			D			
Approach Delay		18.0				2.1			38.4			
Approach LOS		B				A			D			
90th %ile Green (s)		119.4		8.2	8.2	134.2		13.2	13.2		13.2	13.2
90th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
70th %ile Green (s)		123.8		7.3	7.3	137.7		9.7	9.7		9.7	9.7
70th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
50th %ile Green (s)		126.9		6.7	6.7	140.2		7.2	7.2		7.2	7.2
50th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
30th %ile Green (s)		129.0		6.3	6.3	141.9		5.5	5.5		5.5	5.5
30th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold
10th %ile Green (s)		129.4		5.9	5.9	141.9		5.5	5.5		5.5	5.5
10th %ile Term Code		Coord		Gap	Gap	Coord		Gap	Gap		Hold	Hold

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 32 (20%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 9.7 Intersection LOS: A
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 212: Mecca St NE/Business Driveway & Route 460



Lane Group	SBR
Total Delay	
LOS	
Approach Delay	
Approach LOS	
90th %ile Green (s)	
90th %ile Term Code	
70th %ile Green (s)	
70th %ile Term Code	
50th %ile Green (s)	
50th %ile Term Code	
30th %ile Green (s)	
30th %ile Term Code	
10th %ile Green (s)	
10th %ile Term Code	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1088	13	11	8	1600	0	0	0	73	0	0
Future Volume (vph)	0	1088	13	11	8	1600	0	0	0	73	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		240		270		0	0		0	0	
Storage Lanes	0		1		1		0	0		1	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	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	3252	1615	0	1805	3374	0	0	0	1644	0	0
Flt Permitted					0.950							
Satd. Flow (perm)	0	3252	1615	0	1805	3374	0	0	0	1644	0	0
Link Speed (mph)		40				40			25			20
Link Distance (ft)		426				912			741			284
Travel Time (s)		7.3				15.5			20.2			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 (%)	0%	11%	0%	0%	0%	7%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1145	14	12	8	1684	0	0	0	77	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1145	14	0	20	1684	0	0	0	77	0	0
Sign Control		Free				Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	0
Future Volume (vph)	0
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	
Flt Protected	
Satd. Flow (prot)	1900
Flt Permitted	
Satd. Flow (perm)	1900
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.95
Heavy Vehicles (%)	0%
Adj. Flow (vph)	0
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	43	29	1100	1556	50	0	15
Future Volume (vph)	43	29	1100	1556	50	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt				0.995			0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1776	3252	3357	0	0	1522
Flt Permitted		0.950					
Satd. Flow (perm)	0	1776	3252	3357	0	0	1522
Link Speed (mph)			40	40		25	
Link Distance (ft)			912	543		613	
Travel Time (s)			15.5	9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	11%	7%	7%	0%	8%
Adj. Flow (vph)	46	31	1170	1655	53	0	16
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	77	1170	1708	0	0	16
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 61.9%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	2	1091	0	38	3	1604	0	0	0	2	0
Future Volume (vph)	2	2	1091	0	38	3	1604	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		200		0	0		0	0
Storage Lanes		1		0		1		0	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1444	3195	0	0	1764	3374	0	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1444	3195	0	0	1764	3374	0	0	0	1644	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
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 (%)	50%	0%	13%	0%	0%	33%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	2	1161	0	40	3	1706	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	1161	0	0	43	1706	0	0	0	2	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	1900
Flt Permitted		
Satd. Flow (perm)	0	1900
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	24	23	1346	0	33	0	1735	37	0	0	0	0
Future Volume (vph)	24	23	1346	0	33	0	1735	37	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		200		0	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1763	3195	0	0	1570	3374	1568	0	0	1900	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1763	3195	0	0	1570	3374	1568	0	0	1900	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
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
Heavy Vehicles (%)	0%	5%	13%	0%	15%	0%	7%	3%	0%	0%	0%	0%
Adj. Flow (vph)	26	24	1432	0	35	0	1846	39	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	1432	0	0	35	1846	39	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	20
Future Volume (vph)	0	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1481
Flt Permitted		
Satd. Flow (perm)	0	1481
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	11%
Adj. Flow (vph)	0	21
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	21
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	44	1333	0	1	0	1720	28	0	0	0	0
Future Volume (vph)	2	44	1333	0	1	0	1720	28	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		200		0	0		0	0
Storage Lanes		1		1		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1676	3282	1900	0	1805	3438	1509	0	0	1900	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1676	3282	1900	0	1805	3438	1509	0	0	1900	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
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 (%)	0%	8%	10%	0%	0%	0%	5%	7%	0%	0%	0%	0%
Adj. Flow (vph)	2	47	1433	0	1	0	1849	30	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	1433	0	0	1	1849	30	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 57.5%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	53
Future Volume (vph)	0	53
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1442
Flt Permitted		
Satd. Flow (perm)	0	1442
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	14%
Adj. Flow (vph)	0	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	57
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1108	6	0	1670	0	11
Future Volume (vph)	1108	6	0	1670	0	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3251	0	0	3438	0	1644
Flt Permitted						
Satd. Flow (perm)	3251	0	0	3438	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	11%	0%	0%	5%	0%	0%
Adj. Flow (vph)	1191	6	0	1796	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1197	0	0	1796	0	12
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	16	12	1091	0	18	21	1654	92	0	0	14	0
Future Volume (vph)	16	12	1091	0	18	21	1654	92	0	0	14	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3252	0	0	1757	3438	1553	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3252	0	0	1757	3438	1553	0	0	1644	0
Link Speed (mph)			45				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			4.5				8.4			10.3		
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 (%)	0%	0%	11%	0%	0%	5%	5%	4%	0%	0%	0%	0%
Adj. Flow (vph)	17	13	1173	0	19	23	1778	99	0	0	15	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	1173	0	0	42	1778	99	0	0	15	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		
Flt Protected		
Satd. Flow (prot)	0	1900
Flt Permitted		
Satd. Flow (perm)	0	1900
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1110	13	0	1721	12	0	0	6	0	0	64
Future Volume (vph)	0	1110	13	0	1721	12	0	0	6	0	0	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	4628	0	0	3402	0	0	0	1644	0	0	1550
Flt Permitted												
Satd. Flow (perm)	0	4628	0	0	3402	0	0	0	1644	0	0	1550
Link Speed (mph)		45			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		8.4			5.5			12.4			19.5	
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
Heavy Vehicles (%)	0%	12%	0%	0%	6%	9%	0%	0%	0%	0%	0%	6%
Adj. Flow (vph)	0	1144	13	0	1774	12	0	0	6	0	0	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1157	0	0	1786	0	0	0	6	0	0	66
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 58.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	3	1031	19	48	225	1633	3	0	0	98	0
Future Volume (vph)	2	3	1031	19	48	225	1633	3	0	0	98	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0		0		175	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.997					0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3248	0	0	1790	3438	1615	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3248	0	0	1790	3438	1615	0	0	1644	0
Link Speed (mph)			45				45			25		
Link Distance (ft)			1474				488			1132		
Travel Time (s)			22.3				7.4			30.9		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	11%	0%	0%	1%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	3	1185	22	55	259	1877	3	0	0	113	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	1207	0	0	314	1877	3	0	0	113	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	7
Future Volume (vph)	0	7
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	378	
Travel Time (s)	12.9	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	8
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	8
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	10	1150	13	1	4	1791	21	0	0	37	0
Future Volume (vph)	4	10	1150	13	1	4	1791	21	0	0	37	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	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			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1678	3252	1615	0	1494	3438	1468	0	0	1550	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1678	3252	1615	0	1494	3438	1468	0	0	1550	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	11%	11%	0%	0%	25%	5%	10%	0%	0%	6%	0%
Adj. Flow (vph)	5	11	1322	15	1	5	2059	24	0	0	43	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	1322	15	0	6	2059	24	0	0	43	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	114
Future Volume (vph)	0	114
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1611
Flt Permitted		
Satd. Flow (perm)	0	1611
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	2%
Adj. Flow (vph)	0	131
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	131
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	33	0	1155	0	1	0	1783	0	0	0	3	0
Future Volume (vph)	33	0	1155	0	1	0	1783	0	0	0	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt											0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1687	3252	0	0	1805	3438	0	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1687	3252	0	0	1805	3438	0	0	0	1644	0
Link Speed (mph)			45				45			20		
Link Distance (ft)			955				1228			397		
Travel Time (s)			14.5				18.6			13.5		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	7%	0%	11%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	38	0	1328	0	1	0	2049	0	0	0	3	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	1328	0	0	1	2049	0	0	0	3	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	265	
Travel Time (s)	9.0	
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	1
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	3	108	1048	1496	10	0	285
Future Volume (vph)	3	108	1048	1496	10	0	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			170	0	0
Storage Lanes		1			1	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1770	3282	3406	1615	0	1611
Flt Permitted		0.950					
Satd. Flow (perm)	0	1770	3282	3406	1615	0	1611
Link Speed (mph)			45	45		25	
Link Distance (ft)			1228	1034		827	
Travel Time (s)			18.6	15.7		22.6	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	10%	6%	0%	0%	2%
Adj. Flow (vph)	3	119	1152	1644	11	0	313
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	122	1152	1644	11	0	313
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 75.2%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1789	1979	91	0	140
Future Volume (vph)	0	1789	1979	91	0	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.81	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	7125	4818	0	0	1481
Flt Permitted						
Satd. Flow (perm)	0	7125	4818	0	0	1481
Link Speed (mph)		30	25		25	
Link Distance (ft)		549	217		284	
Travel Time (s)		12.5	5.9		7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	8%	7%	5%	0%	11%
Adj. Flow (vph)	0	1883	2083	96	0	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1883	2179	0	0	147
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 55.6%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	5	0	22	0	0	0	80	72	587	0	0	520
Future Volume (vph)	5	0	22	0	0	0	80	72	587	0	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.892										0.995
Flt Protected		0.990						0.950				
Satd. Flow (prot)	0	1446	0	0	1900	0	0	1690	3539	0	0	3451
Flt Permitted		0.990						0.950				
Satd. Flow (perm)	0	1446	0	0	1900	0	0	1690	3539	0	0	3451
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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 (%)	0%	0%	20%	0%	0%	0%	3%	11%	2%	0%	0%	4%
Adj. Flow (vph)	6	0	24	0	0	0	89	80	652	0	0	578
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	0	0	0	169	652	0	0	599
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	19
Future Volume (vph)	19
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.90
Heavy Vehicles (%)	6%
Adj. Flow (vph)	21
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	334	0	550	0	0
Future Volume (vph)	0	334	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1596	0	1681	0	0
Flt Permitted						
Satd. Flow (perm)	0	1596	0	1681	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.69	0.92	0.88	0.92	0.92
Heavy Vehicles (%)	0%	3%	0%	13%	2%	2%
Adj. Flow (vph)	0	484	0	625	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	484	0	625	0	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 32.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	7	2	0	5	0	18	15	1	51	1
Future Volume (vph)	0	0	7	2	0	5	0	18	15	1	51	1
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	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.904			0.940			0.998	
Flt Protected					0.986						0.999	
Satd. Flow (prot)	0	1644	0	0	1694	0	0	1615	0	0	1743	0
Flt Permitted					0.986						0.999	
Satd. Flow (perm)	0	1644	0	0	1694	0	0	1615	0	0	1743	0
Link Speed (mph)		25			25			20			20	
Link Distance (ft)		565			296			231			692	
Travel Time (s)		15.4			8.1			7.9			23.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	19%	0%	0%	9%	0%
Adj. Flow (vph)	0	0	8	2	0	5	0	20	16	1	55	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	8	0	0	7	0	0	36	0	0	57	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 13.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	264	0	7	23
Future Volume (vph)	0	1	264	0	7	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.988
Satd. Flow (prot)	1644	0	1863	0	0	1877
Flt Permitted						0.988
Satd. Flow (perm)	1644	0	1863	0	0	1877
Link Speed (mph)	25		25			25
Link Distance (ft)	565		239			859
Travel Time (s)	15.4		6.5			23.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%
Adj. Flow (vph)	0	1	287	0	8	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	287	0	0	33
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	0	5	20	3	2
Future Volume (vph)	16	0	5	20	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.946	
Flt Protected	0.950			0.991		
Satd. Flow (prot)	1805	0	0	1795	1797	0
Flt Permitted	0.950			0.991		
Satd. Flow (perm)	1805	0	0	1795	1797	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	296			243	570	
Travel Time (s)	8.1			6.6	15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	17	0	5	22	3	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	27	5	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 15.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	710	334	0	1223	663	0	0	550	0	0	246
Future Volume (vph)	0	710	334	0	1223	663	0	0	550	0	0	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Flt Permitted												
Satd. Flow (perm)	0	3282	1568	0	3438	1455	0	0	1454	0	0	1596
Link Speed (mph)		35			35			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			12.4			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Heavy Vehicles (%)	0%	10%	3%	0%	5%	11%	0%	0%	13%	0%	0%	3%
Adj. Flow (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.3%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	970	290	0	1538	581	0	348	0	0
Future Volume (vph)	0	970	290	0	1538	581	0	348	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1538	0	3343	1509	0	1580	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1538	0	3343	1509	0	1580	0	0
Link Speed (mph)		35			35		15		20	
Link Distance (ft)		636			285		373		372	
Travel Time (s)		12.4			5.6		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	5%	2%	8%	7%	0%	4%	2%	2%
Adj. Flow (vph)	0	1115	377	0	1748	638	0	366	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1115	377	0	1748	638	0	366	0	0
Sign Control		Free			Free		Yield		Stop	

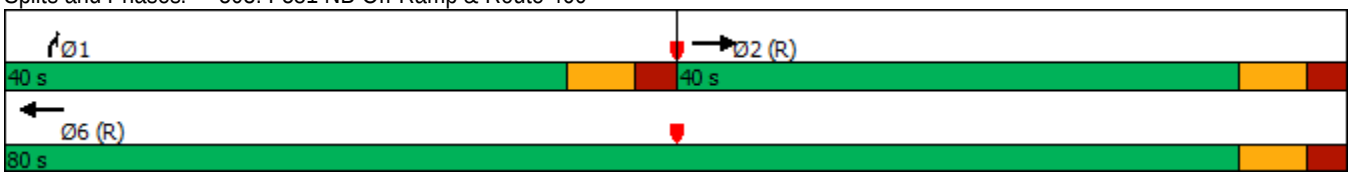
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	970	0	0	2119	0	819
Future Volume (vph)	970	0	0	2119	0	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	1
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	2682
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	2682
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			25	35	
Link Distance (ft)	285			183	634	
Travel Time (s)	5.6			5.0	12.4	
Peak Hour Factor	0.92	1.00	1.00	0.95	1.00	0.94
Heavy Vehicles (%)	2%	0%	0%	7%	0%	6%
Adj. Flow (vph)	1054	0	0	2231	0	871
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1054	0	0	2231	0	871
Turn Type	NA			NA		Prot
Protected Phases	2			6		1
Permitted Phases						
Detector Phase	2			6		1
Switch Phase						
Minimum Initial (s)	15.0			15.0		5.0
Minimum Split (s)	21.5			21.5		11.5
Total Split (s)	40.0			80.0		40.0
Total Split (%)	50.0%			100.0%		50.0%
Maximum Green (s)	33.5			73.5		33.5
Yellow Time (s)	4.0			4.0		4.0
All-Red Time (s)	2.5			2.5		2.5
Lost Time Adjust (s)	0.0			0.0		0.0
Total Lost Time (s)	6.5			6.5		6.5
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		3.0
Recall Mode	C-Max			C-Max		None
Act Effct Green (s)	36.6			80.0		30.4
Actuated g/C Ratio	0.46			1.00		0.38
v/c Ratio	0.65			0.46		0.86
Control Delay	19.6			0.2		31.8
Queue Delay	0.0			0.0		0.0
Total Delay	19.6			0.2		31.8
LOS	B			A		C
Approach Delay	19.6			0.2	31.8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			A	C	
90th %ile Green (s)	33.5			73.5		33.5
90th %ile Term Code	Coord			Coord		Max
70th %ile Green (s)	33.5			73.5		33.5
70th %ile Term Code	Coord			Coord		Max
50th %ile Green (s)	35.3			73.5		31.7
50th %ile Term Code	Coord			Coord		Gap
30th %ile Green (s)	37.9			73.5		29.1
30th %ile Term Code	Coord			Coord		Gap
10th %ile Green (s)	42.9			73.5		24.1
10th %ile Term Code	Coord			Coord		Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 74 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 66.3%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 503: I-581 NB Off-Ramp & Route 460



HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1284	6	56	2114	33	0	0	44	0	0	7
Future Volume (Veh/h)	11	1284	6	56	2114	33	0	0	44	0	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	1427	7	62	2349	37	0	0	49	0	0	8
Pedestrians											4	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		710			937							
pX, platoon unblocked				0.85			0.85	0.85	0.85	0.85	0.85	
vC, conflicting volume	2390			1434			2370	3968	479	3044	3954	806
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2390			892			1993	3875	0	2787	3857	806
tC, single (s)	4.1			4.2			7.5	6.5	7.2	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.5	3.5	4.0	3.3
p0 queue free %	94			90			100	100	94	100	100	98
cM capacity (veh/h)	204			627			27	3	884	6	3	328

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	12	571	571	292	62	940	940	507	49	8
Volume Left	12	0	0	0	62	0	0	0	0	0
Volume Right	0	0	0	7	0	0	0	37	49	8
cSH	204	1700	1700	1700	627	1700	1700	1700	884	328
Volume to Capacity	0.06	0.34	0.34	0.17	0.10	0.55	0.55	0.30	0.06	0.02
Queue Length 95th (ft)	5	0	0	0	8	0	0	0	4	2
Control Delay (s)	23.8	0.0	0.0	0.0	11.4	0.0	0.0	0.0	9.3	16.2
Lane LOS	C				B				A	C
Approach Delay (s)	0.2				0.3				9.3	16.2
Approach LOS									A	C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1327	1	0	2203	0	4
Future Volume (Veh/h)	1327	1	0	2203	0	4
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1491	1	0	2475	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.81		0.53	0.81
vC, conflicting volume			1492		2729	746
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1138		857	217
tC, single (s)			4.1		6.8	7.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.8
p0 queue free %			100		100	99
cM capacity (veh/h)			503		158	533

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	994	498	1238	1238	4
Volume Left	0	0	0	0	0
Volume Right	0	1	0	0	4
cSH	1700	1700	1700	1700	533
Volume to Capacity	0.58	0.29	0.73	0.73	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	11.8
Lane LOS					B
Approach Delay (s)	0.0		0.0		11.8
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	1326	3	0	2196	4	0	0	10	0	0
Future Volume (Veh/h)	1	1	1326	3	0	2196	4	0	0	10	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	1353	3	0	2241	4	0	0	10	0	0
Pedestrians									1			2
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.42						0.42	0.42		0.42	0.42
vC, conflicting volume	0	2247			1357			2484	3604	679	2934	3604
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1209			1357			1772	4438	679	2842	4437
tC, single (s)	0.0	4.1			4.1			7.5	6.5	7.1	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0	100			100			100	100	97	100	100
cM capacity (veh/h)	0	245			513			22	1	373	3	1

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	1	902	454	1494	751	10	6
Volume Left	1	0	0	0	0	0	0
Volume Right	0	0	3	0	4	10	6
cSH	245	1700	1700	1700	1700	373	351
Volume to Capacity	0.00	0.53	0.27	0.88	0.44	0.03	0.02
Queue Length 95th (ft)	0	0	0	0	0	2	1
Control Delay (s)	19.7	0.0	0.0	0.0	0.0	14.9	15.4
Lane LOS	C					B	C
Approach Delay (s)	0.0			0.0		14.9	15.4
Approach LOS						B	C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	6
Future Volume (Veh/h)	6
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	6
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.42
vC, conflicting volume	1124
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	8.9
tC, 2 stage (s)	
tF (s)	4.3
p0 queue free %	98
cM capacity (veh/h)	351

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1369	0	0	1838	0	0
Future Volume (Veh/h)	1369	0	0	1838	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1397	0	0	1876	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	694					
pX, platoon unblocked			0.68		0.68	0.68
vC, conflicting volume			1397		2335	698
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			629		2016	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			651		35	737

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	698	698	938	938
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.41	0.41	0.55	0.55
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1369	0	0	1838	0	0
Future Volume (Veh/h)	1369	0	0	1838	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1397	0	0	1876	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1164					
pX, platoon unblocked			0.69		0.69	0.69
vC, conflicting volume			1397		2335	698
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			665		2032	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			641		35	749

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	698	698	938	938
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.41	0.41	0.55	0.55
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1363	6	1	3	1838	0	6
Future Volume (Veh/h)	1363	6	1	3	1838	0	6
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	1391	6	0	3	1876	0	6
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	1397		2338	698
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	1397		2338	698
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	99		100	98
cM capacity (veh/h)			0	496		31	387

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	927	470	3	938	938	6
Volume Left	0	0	3	0	0	0
Volume Right	0	6	0	0	0	6
cSH	1700	1700	496	1700	1700	387
Volume to Capacity	0.55	0.28	0.01	0.55	0.55	0.02
Queue Length 95th (ft)	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	12.3	0.0	0.0	14.4
Lane LOS			B			B
Approach Delay (s)	0.0		0.0			14.4
Approach LOS						B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1370	0	25	0	1842	0	0
Future Volume (Veh/h)	1370	0	25	0	1842	0	0
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1489	0	0	0	2002	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked			0.00			0.59	
vC, conflicting volume			0	1489		2490	744
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	1489		2138	744
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	100		100	100
cM capacity (veh/h)			0	457		25	361

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	993	496	0	1001	1001	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.58	0.29	0.00	0.59	0.59	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	2	18	1375	1842	246	0	23
Future Volume (Veh/h)	2	18	1375	1842	246	0	23
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	20	1495	2002	267	0	25
Pedestrians						1	
Lane Width (ft)						12.0	
Walking Speed (ft/s)						4.0	
Percent Blockage						0	
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				582			
pX, platoon unblocked	0.00	0.56				0.56	0.56
vC, conflicting volume	0	2270				2924	1136
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	1693				2864	0
tC, single (s)	0.0	4.3				6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0	2.3				3.5	3.3
p0 queue free %	0	89				100	96
cM capacity (veh/h)	0	187				7	609

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	20	748	748	1335	934	25
Volume Left	20	0	0	0	0	0
Volume Right	0	0	0	0	267	25
cSH	187	1700	1700	1700	1700	609
Volume to Capacity	0.11	0.44	0.44	0.79	0.55	0.04
Queue Length 95th (ft)	9	0	0	0	0	3
Control Delay (s)	26.5	0.0	0.0	0.0	0.0	11.2
Lane LOS	D					B
Approach Delay (s)	0.4			0.0		11.2
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1121	10	0	1527	25	0	0	46	0	0	3
Future Volume (Veh/h)	0	1121	10	0	1527	25	0	0	46	0	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1218	11	0	1660	27	0	0	50	0	0	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		243										
pX, platoon unblocked				0.72			0.72	0.72	0.72	0.72	0.72	
vC, conflicting volume	1687			1229			1780	2910	614	2332	2902	567
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1687			535			1301	2875	0	2071	2864	567
tC, single (s)	4.1			4.1			7.5	6.5	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	93	100	100	99
cM capacity (veh/h)	384			750			86	12	767	21	12	472

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	812	417	664	664	359	50	3
Volume Left	0	0	0	0	0	0	0
Volume Right	0	11	0	0	27	50	3
cSH	1700	1700	1700	1700	1700	767	472
Volume to Capacity	0.48	0.25	0.39	0.39	0.21	0.07	0.01
Queue Length 95th (ft)	0	0	0	0	0	5	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.0	12.7
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.0	12.7
Approach LOS						B	B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	41.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	12	21	1093	36	34	0	1488	14	0	0	6	0
Future Volume (Veh/h)	12	21	1093	36	34	0	1488	14	0	0	6	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	23	1188	39	0	0	1617	15	0	0	7	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			1233									
pX, platoon unblocked	0.00				0.00	0.74			0.74	0.74	0.74	0.74
vC, conflicting volume	0	1632			0	1227			2119	2886	614	2264
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1632			0	601			1808	2845	0	2004
tC, single (s)	0.0	4.6			0.0	4.1			7.5	6.5	7.2	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.5			0.0	2.2			3.5	4.0	3.5	3.5
p0 queue free %	0	92			0	100			100	100	99	100
cM capacity (veh/h)	0	302			0	729			28	12	767	25

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	23	792	435	0	539	1078	15	7	57
Volume Left	23	0	0	0	0	0	0	0	0
Volume Right	0	0	39	0	0	0	15	7	57
cSH	302	1700	1700	1700	1700	1700	1700	767	266
Volume to Capacity	0.08	0.47	0.26	0.00	0.00	0.63	0.01	0.01	0.21
Queue Length 95th (ft)	6	0	0	0	0	0	0	1	20
Control Delay (s)	17.9	0.0	0.0	0.0	0.0	0.0	0.0	9.7	22.2
Lane LOS	C							A	C
Approach Delay (s)	0.3			0.0				9.7	22.2
Approach LOS								A	C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	52
Future Volume (Veh/h)	0	52
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.92	0.92
Hourly flow rate (vph)	0	57
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.74	
vC, conflicting volume	2890	808
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2851	808
tC, single (s)	6.5	7.6
tC, 2 stage (s)		
tF (s)	4.0	3.6
p0 queue free %	100	79
cM capacity (veh/h)	12	266

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	12	1104	7	7	1450	5	0	0	13	0	0
Future Volume (Veh/h)	5	12	1104	7	7	1450	5	0	0	13	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	13	1150	7	7	1510	5	0	0	14	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						990						
pX, platoon unblocked	0.00	0.89						0.89	0.89		0.89	0.89
vC, conflicting volume	0	1515			1157			2032	2708	578	2139	2707
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1322			1157			1907	2671	578	2027	2669
tC, single (s)	0.0	4.1			4.1			7.5	6.5	7.1	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.4	3.5	4.0
p0 queue free %	0	97			99			100	100	97	100	100
cM capacity (veh/h)	0	468			611			30	19	442	29	19

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	13	767	390	7	755	755	5	14	84
Volume Left	13	0	0	7	0	0	0	0	0
Volume Right	0	0	7	0	0	0	5	14	84
cSH	468	1700	1700	611	1700	1700	1700	442	487
Volume to Capacity	0.03	0.45	0.23	0.01	0.44	0.44	0.00	0.03	0.17
Queue Length 95th (ft)	2	0	0	1	0	0	0	2	15
Control Delay (s)	12.9	0.0	0.0	11.0	0.0	0.0	0.0	13.4	13.9
Lane LOS	B			B				B	B
Approach Delay (s)	0.1			0.1				13.4	13.9
Approach LOS								B	B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	81
Future Volume (Veh/h)	81
Sign Control	
Grade	
Peak Hour Factor	0.96
Hourly flow rate (vph)	84
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.89
vC, conflicting volume	755
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	464
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	83
cM capacity (veh/h)	487

Direction, Lane #

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1088	13	11	8	1600	0	0	0	73	0	0
Future Volume (Veh/h)	0	1088	13	11	8	1600	0	0	0	73	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			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
Hourly flow rate (vph)	0	1145	14	0	8	1684	0	0	0	77	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		426										
pX, platoon unblocked				0.00	0.89			0.89	0.89	0.89	0.89	0.89
vC, conflicting volume	1684			0	1159			2003	2845	572	2350	2859
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1684			0	935			1882	2826	277	2270	2842
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	99			100	100	88	100	100
cM capacity (veh/h)	385			0	660			39	16	648	18	15

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	572	572	14	8	1123	561	77	0
Volume Left	0	0	0	8	0	0	0	0
Volume Right	0	0	14	0	0	0	77	0
cSH	1700	1700	1700	660	1700	1700	648	1700
Volume to Capacity	0.34	0.34	0.01	0.01	0.66	0.33	0.12	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	10	0
Control Delay (s)	0.0	0.0	0.0	10.5	0.0	0.0	11.3	0.0
Lane LOS				B			B	A
Approach Delay (s)	0.0			0.0			11.3	0.0
Approach LOS							B	A

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	0
Future Volume (Veh/h)	0
Sign Control	
Grade	
Peak Hour Factor	0.95
Hourly flow rate (vph)	0
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	842
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	842
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	100
cM capacity (veh/h)	312

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	43	29	1100	1556	50	0	15
Future Volume (Veh/h)	43	29	1100	1556	50	0	15
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	31	1170	1655	53	0	16
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				1247			
pX, platoon unblocked	0.00	0.72				0.72	0.72
vC, conflicting volume	0	1708				2328	854
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	1205				2067	18
tC, single (s)	0.0	4.2				6.8	7.1
tC, 2 stage (s)							
tF (s)	0.0	2.2				3.5	3.4
p0 queue free %	0	92				100	98
cM capacity (veh/h)	0	406				32	746

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	31	585	585	1103	605	16
Volume Left	31	0	0	0	0	0
Volume Right	0	0	0	0	53	16
cSH	406	1700	1700	1700	1700	746
Volume to Capacity	0.08	0.34	0.34	0.65	0.36	0.02
Queue Length 95th (ft)	6	0	0	0	0	2
Control Delay (s)	14.6	0.0	0.0	0.0	0.0	9.9
Lane LOS	B					A
Approach Delay (s)	0.4			0.0		9.9
Approach LOS						A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	2	1091	0	38	3	1604	0	0	0	2	0
Future Volume (Veh/h)	2	2	1091	0	38	3	1604	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1161	0	0	3	1706	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.72			0.00				0.72	0.72		0.72
vC, conflicting volume	0	1706			0	1162			2025	2878	584	2300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1208			0	1162			1650	2831	584	2031
tC, single (s)	0.0	4.1			0.0	4.8			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.5			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			100	100	100	100
cM capacity (veh/h)	0	422			0	448			47	13	459	24

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	2	774	387	3	1137	569	2	0
Volume Left	2	0	0	3	0	0	0	0
Volume Right	0	0	0	0	0	0	2	0
cSH	422	1700	1700	448	1700	1700	459	1700
Volume to Capacity	0.00	0.46	0.23	0.01	0.67	0.33	0.00	0.00
Queue Length 95th (ft)	0	0	0	1	0	0	0	0
Control Delay (s)	13.6	0.0	0.0	13.1	0.0	0.0	12.9	0.0
Lane LOS	B			B			B	A
Approach Delay (s)	0.0			0.0			12.9	0.0
Approach LOS							B	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.72	0.72
vC, conflicting volume	2878	853
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	2831	26
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	13	758

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	24	23	1346	0	33	0	1735	37	0	0	0	0
Future Volume (Veh/h)	24	23	1346	0	33	0	1735	37	0	0	0	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	24	1432	0	0	0	1846	39	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.62			0.00	0.84			0.70	0.70	0.84	0.70
vC, conflicting volume	0	1885			0	1432			2424	3365	716	2610
vC1, stage 1 conf vol									1480	1480		1846
vC2, stage 2 conf vol									944	1885		764
vCu, unblocked vol	0	1204			0	1140			1166	2511	290	1432
tC, single (s)	0.0	4.2			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	93			0	100			100	100	100	100
cM capacity (veh/h)	0	347			0	523			138	83	600	114

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	24	955	477	0	923	923	39	0	21
Volume Left	24	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	39	0	21
cSH	347	1700	1700	1700	1700	1700	1700	1700	656
Volume to Capacity	0.07	0.56	0.28	0.00	0.54	0.54	0.02	0.00	0.03
Queue Length 95th (ft)	6	0	0	0	0	0	0	0	2
Control Delay (s)	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.7
Lane LOS	C							A	B
Approach Delay (s)	0.3			0.0				0.0	10.7
Approach LOS								A	B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	20
Future Volume (Veh/h)	0	20
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	21
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.70	0.62
vC, conflicting volume	3326	923
vC1, stage 1 conf vol	1846	
vC2, stage 2 conf vol	1480	
vCu, unblocked vol	2456	0
tC, single (s)	6.5	7.1
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.4
p0 queue free %	100	97
cM capacity (veh/h)	95	656

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	44	1333	0	1	0	1720	28	0	0	0	0
Future Volume (Veh/h)	2	44	1333	0	1	0	1720	28	0	0	0	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	47	1433	0	0	0	1849	30	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.62			0.00				0.62	0.62		0.62
vC, conflicting volume	0	1879			0	1433			2508	3406	716	2660
vC1, stage 1 conf vol									1527	1527		1849
vC2, stage 2 conf vol									982	1879		810
vCu, unblocked vol	0	1203			0	1433			2212	3651	716	2454
tC, single (s)	0.0	4.3			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.3			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	86			0	100			100	100	100	100
cM capacity (veh/h)	0	339			0	480			85	62	377	87

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	47	716	716	0	0	924	924	30	0	57
Volume Left	47	0	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	30	0	57
cSH	339	1700	1700	1700	1700	1700	1700	1700	1700	653
Volume to Capacity	0.14	0.42	0.42	0.00	0.00	0.54	0.54	0.02	0.00	0.09
Queue Length 95th (ft)	12	0	0	0	0	0	0	0	0	7
Control Delay (s)	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Lane LOS	C								A	B
Approach Delay (s)	0.6				0.0				0.0	11.0
Approach LOS									A	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	53
Future Volume (Veh/h)	0	53
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	57
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.62	0.62
vC, conflicting volume	3376	924
vC1, stage 1 conf vol	1849	
vC2, stage 2 conf vol	1527	
vCu, unblocked vol	3603	0
tC, single (s)	6.5	7.2
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.4
p0 queue free %	100	91
cM capacity (veh/h)	76	653

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1108	6	0	1670	0	11
Future Volume (Veh/h)	1108	6	0	1670	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	1191	6	0	1796	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.87		0.73	0.87
vC, conflicting volume			1197		2092	598
vC1, stage 1 conf vol					1194	
vC2, stage 2 conf vol					898	
vCu, unblocked vol			933		967	247
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			647		257	662

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	794	403	898	898	12
Volume Left	0	0	0	0	0
Volume Right	0	6	0	0	12
cSH	1700	1700	1700	1700	662
Volume to Capacity	0.47	0.24	0.53	0.53	0.02
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	10.5
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.5
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	16	12	1091	0	18	21	1654	92	0	0	14	0
Future Volume (Veh/h)	16	12	1091	0	18	21	1654	92	0	0	14	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	13	1173	0	0	23	1778	99	0	0	15	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.66			0.00	0.88			0.72	0.72	0.88	0.72
vC, conflicting volume	0	1877			0	1173			2134	3122	586	2452
vC1, stage 1 conf vol									1199	1199		1824
vC2, stage 2 conf vol									935	1923		628
vCu, unblocked vol	0	1306			0	924			1055	2422	257	1494
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	96			0	96			100	100	98	100
cM capacity (veh/h)	0	356			0	631			200	88	658	105

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	13	782	391	23	889	889	99	15	0
Volume Left	13	0	0	23	0	0	0	0	0
Volume Right	0	0	0	0	0	0	99	15	0
cSH	356	1700	1700	631	1700	1700	1700	658	1700
Volume to Capacity	0.04	0.46	0.23	0.04	0.52	0.52	0.06	0.02	0.00
Queue Length 95th (ft)	3	0	0	3	0	0	0	2	0
Control Delay (s)	15.5	0.0	0.0	10.9	0.0	0.0	0.0	10.6	0.0
Lane LOS	C			B				B	A
Approach Delay (s)	0.2			0.1				10.6	0.0
Approach LOS								B	A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	0
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.72	0.66
vC, conflicting volume	3023	889
vC1, stage 1 conf vol	1824	
vC2, stage 2 conf vol	1199	
vCu, unblocked vol	2285	0
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	103	723

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1110	13	0	1721	12	0	0	6	0	0	64
Future Volume (Veh/h)	0	1110	13	0	1721	12	0	0	6	0	0	64
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	1144	13	0	1774	12	0	0	6	0	0	66
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.65						0.65	0.65		0.65	0.65	0.65
vC, conflicting volume	1786			1157			2104	2936	388	2167	2937	893
vC1, stage 1 conf vol							1150	1150		1780	1780	
vC2, stage 2 conf vol							953	1786		387	1157	
vCu, unblocked vol	1137			1157			1624	2903	388	1722	2903	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	7.0
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			100			100	100	99	100	100	91
cM capacity (veh/h)	405			611			158	104	616	116	105	698

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	458	458	242	1183	603	6	66
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	13	0	12	6	66
cSH	1700	1700	1700	1700	1700	616	698
Volume to Capacity	0.27	0.27	0.14	0.70	0.35	0.01	0.09
Queue Length 95th (ft)	0	0	0	0	0	1	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.9	10.7
Lane LOS						B	B
Approach Delay (s)	0.0			0.0		10.9	10.7
Approach LOS						B	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	3	1031	19	48	225	1633	3	0	0	98	0
Future Volume (Veh/h)	2	3	1031	19	48	225	1633	3	0	0	98	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	3	1185	22	0	259	1877	3	0	0	113	0
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1880			0	1209			2668	3602	606	3106
vC1, stage 1 conf vol									1204	1204		2395
vC2, stage 2 conf vol									1464	2398		712
vCu, unblocked vol	0	1880			0	1209			2668	3602	606	3106
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	99			0	55			100	100	75	100
cM capacity (veh/h)	0	323			0	577			50	28	445	12

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	3	790	417	259	938	938	3	113	8
Volume Left	3	0	0	259	0	0	0	0	0
Volume Right	0	0	22	0	0	0	3	113	8
cSH	323	1700	1700	577	1700	1700	1700	445	269
Volume to Capacity	0.01	0.46	0.25	0.45	0.55	0.55	0.00	0.25	0.03
Queue Length 95th (ft)	1	0	0	58	0	0	0	25	2
Control Delay (s)	16.2	0.0	0.0	16.2	0.0	0.0	0.0	15.8	18.8
Lane LOS	C			C				C	C
Approach Delay (s)	0.0			2.0				15.8	18.8
Approach LOS								C	C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	7
Future Volume (Veh/h)	0	7
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	8
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3610	938
vC1, stage 1 conf vol	2395	
vC2, stage 2 conf vol	1215	
vCu, unblocked vol	3610	938
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	97
cM capacity (veh/h)	3	269

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	10	1150	13	1	4	1791	21	0	0	37	0
Future Volume (Veh/h)	4	10	1150	13	1	4	1791	21	0	0	37	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	11	1322	15	0	5	2059	24	0	0	43	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	2083			0	1337			2514	3437	661	2795
vC1, stage 1 conf vol									1344	1344		2069
vC2, stage 2 conf vol									1170	2093		726
vCu, unblocked vol	0	2083			0	1337			2514	3437	661	2795
tC, single (s)	0.0	4.3			0.0	4.6			7.5	6.5	7.0	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.3			0.0	2.5			3.5	4.0	3.4	3.5
p0 queue free %	0	95			0	99			100	100	89	100
cM capacity (veh/h)	0	232			0	405			50	57	396	45

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	11	661	661	15	5	1030	1030	24	43	131
Volume Left	11	0	0	0	5	0	0	0	0	0
Volume Right	0	0	0	15	0	0	0	24	43	131
cSH	232	1700	1700	1700	405	1700	1700	1700	396	231
Volume to Capacity	0.05	0.39	0.39	0.01	0.01	0.61	0.61	0.01	0.11	0.57
Queue Length 95th (ft)	4	0	0	0	1	0	0	0	9	79
Control Delay (s)	21.3	0.0	0.0	0.0	14.0	0.0	0.0	0.0	15.2	39.3
Lane LOS	C				B				C	E
Approach Delay (s)	0.2				0.0				15.2	39.3
Approach LOS									C	E

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	114
Future Volume (Veh/h)	0	114
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	131
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3428	1030
vC1, stage 1 conf vol	2069	
vC2, stage 2 conf vol	1359	
vCu, unblocked vol	3428	1030
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	43
cM capacity (veh/h)	62	231

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	33	0	1155	0	1	0	1783	0	0	0	3	0
Future Volume (Veh/h)	33	0	1155	0	1	0	1783	0	0	0	3	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			0%		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	1328	0	0	0	2049	0	0	0	3	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	2049			0	1328			2354	3377	664	2716
vC1, stage 1 conf vol									1328	1328		2049
vC2, stage 2 conf vol									1026	2049		667
vCu, unblocked vol	0	2049			0	1328			2354	3377	664	2716
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	100			100	100	99	100
cM capacity (veh/h)	0	278			0	527			100	66	408	49

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	885	443	0	1366	683	3	1
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	3	1
cSH	1700	1700	1700	1700	1700	1700	408	236
Volume to Capacity	0.00	0.52	0.26	0.00	0.80	0.40	0.01	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	1	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	13.9	20.3
Lane LOS							B	C
Approach Delay (s)	0.0			0.0			13.9	20.3
Approach LOS							B	C

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	1
Future Volume (Veh/h)	0	1
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.87	0.87
Hourly flow rate (vph)	0	1
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3377	1024
vC1, stage 1 conf vol	2049	
vC2, stage 2 conf vol	1328	
vCu, unblocked vol	3377	1024
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	66	236

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	3	108	1048	1496	10	0	285
Future Volume (Veh/h)	3	108	1048	1496	10	0	285
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	119	1152	1644	11	0	313
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh)			1	1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.00	0.74				0.74	0.74
vC, conflicting volume	0	1655				2458	822
vC1, stage 1 conf vol						1644	
vC2, stage 2 conf vol						814	
vCu, unblocked vol	0	1186				2269	62
tC, single (s)	0.0	4.1				6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	73				100	57
cM capacity (veh/h)	0	433				114	733

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	119	576	576	822	822	11	313
Volume Left	119	0	0	0	0	0	0
Volume Right	0	0	0	0	0	11	313
cSH	433	1700	1700	1700	1700	1700	733
Volume to Capacity	0.27	0.34	0.34	0.48	0.48	0.01	0.43
Queue Length 95th (ft)	28	0	0	0	0	0	54
Control Delay (s)	16.4	0.0	0.0	0.0	0.0	0.0	13.5
Lane LOS	C						B
Approach Delay (s)	1.5			0.0			13.5
Approach LOS							B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	5	0	22	0	0	0	80	72	587	0	0	520
Future Volume (Veh/h)	5	0	22	0	0	0	80	72	587	0	0	520
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	0	24	0	0	0	0	80	652	0	0	578
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)									391			
pX, platoon unblocked	0.94	0.94		0.94	0.94	0.94	0.00				0.94	
vC, conflicting volume	1074	1400	300	1125	1411	326	0	599			652	
vC1, stage 1 conf vol	588	588		812	812							
vC2, stage 2 conf vol	486	812		313	599							
vCu, unblocked vol	956	1302	300	1010	1313	161	0	599			507	
tC, single (s)	7.5	6.5	7.3	7.5	6.5	6.9	0.0	4.3			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.5	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	98	100	96	100	100	100	0	91			100	
cM capacity (veh/h)	319	262	646	270	246	811	0	915			1006	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	30	0	80	435	217	289	310
Volume Left	6	0	80	0	0	0	0
Volume Right	24	0	0	0	0	0	21
cSH	536	1700	915	1700	1700	1006	1700
Volume to Capacity	0.06	0.00	0.09	0.26	0.13	0.00	0.18
Queue Length 95th (ft)	4	0	7	0	0	0	0
Control Delay (s)	12.1	0.0	9.3	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	12.1	0.0	1.0			0.0	
Approach LOS	B	A					

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	19
Future Volume (Veh/h)	19
Sign Control	
Grade	
Peak Hour Factor	0.90
Hourly flow rate (vph)	21
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	7	2	0	5	0	18	15	1	51	1
Future Volume (vph)	0	0	7	2	0	5	0	18	15	1	51	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
Hourly flow rate (vph)	0	0	8	2	0	5	0	20	16	1	55	1

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	8	7	36	57
Volume Left (vph)	0	2	0	1
Volume Right (vph)	8	5	16	1
Hadj (s)	-0.60	-0.37	-0.09	0.14
Departure Headway (s)	3.5	3.7	3.9	4.1
Degree Utilization, x	0.01	0.01	0.04	0.06
Capacity (veh/h)	994	936	905	869
Control Delay (s)	6.5	6.8	7.1	7.4
Approach Delay (s)	6.5	6.8	7.1	7.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.2		
Level of Service	A		
Intersection Capacity Utilization	13.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	264	0	7	23
Future Volume (Veh/h)	0	1	264	0	7	23
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	287	0	8	25
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	328	287			287	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328	287			287	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	666	757			1287	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	287	33
Volume Left	0	0	8
Volume Right	1	0	0
cSH	757	1700	1287
Volume to Capacity	0.00	0.17	0.01
Queue Length 95th (ft)	0	0	0
Control Delay (s)	9.8	0.0	1.9
Lane LOS	A		A
Approach Delay (s)	9.8	0.0	1.9
Approach LOS	A		

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	23.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	0	5	20	3	2
Future Volume (Veh/h)	16	0	5	20	3	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	0	5	22	3	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	36	4	5			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36	4	5			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	979	1085	1630			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	17	27	5
Volume Left	17	5	0
Volume Right	0	0	2
cSH	979	1630	1700
Volume to Capacity	0.02	0.00	0.00
Queue Length 95th (ft)	1	0	0
Control Delay (s)	8.7	1.4	0.0
Lane LOS	A	A	
Approach Delay (s)	8.7	1.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	15.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	710	334	0	1223	663	0	0	550	0	0	246
Future Volume (Veh/h)	0	710	334	0	1223	663	0	0	550	0	0	246
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.69	0.92	0.88	0.98	0.92	0.92	0.88	0.92	0.92	0.76
Hourly flow rate (vph)	0	816	484	0	1390	677	0	0	625	0	0	324
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					921							
pX, platoon unblocked												
vC, conflicting volume	1390			816			1511	2206	408	1798	2206	695
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1390			816			1511	2206	408	1798	2206	695
tC, single (s)	4.1			4.1			7.5	6.5	7.2	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	15
cM capacity (veh/h)	499			820			13	45	563	0	45	382

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	408	408	484	695	695	677	625	324
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	484	0	0	677	625	324
cSH	1700	1700	1700	1700	1700	1700	563	382
Volume to Capacity	0.24	0.24	0.28	0.41	0.41	0.40	1.11	0.85
Queue Length 95th (ft)	0	0	0	0	0	0	492	199
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	98.1	49.1
Lane LOS							F	E
Approach Delay (s)	0.0			0.0			98.1	49.1
Approach LOS							F	E

Intersection Summary			
Average Delay	17.9		
Intersection Capacity Utilization	60.3%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	970	290	0	1538	581	0	348	0	0
Future Volume (Veh/h)	0	970	290	0	1538	581	0	348	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.77	0.92	0.88	0.91	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	1115	377	0	1748	638	0	366	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					285					
pX, platoon unblocked										
vC, conflicting volume	1748			1492			3240	874	1989	2863
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1748			1492			3240	874	1989	2863
tC, single (s)	4.1			4.1			6.5	7.0	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	0	0	100
cM capacity (veh/h)	364			446			10	289	0	16

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	558	558	377	874	874	638	366
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	377	0	0	638	366
cSH	1700	1700	1700	1700	1700	1700	289
Volume to Capacity	0.33	0.33	0.22	0.51	0.51	0.38	1.27
Queue Length 95th (ft)	0	0	0	0	0	0	437
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	180.9
Lane LOS							F
Approach Delay (s)	0.0			0.0			180.9
Approach LOS							F

Intersection Summary			
Average Delay	15.6		
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	85	302	6	146	1261	69	226	224	0	112	236	50
Stop/Veh	0.24	0.26	0.02	1.10	0.80	0.46	1.39	1.06	0.00	1.12	0.78	0.21
Vehicles Entered	344	1162	281	129	1547	147	156	208	46	98	298	233
Vehicles Exited	339	1166	281	106	1554	148	152	204	46	97	294	233
Hourly Exit Rate	339	1166	281	106	1554	148	152	204	46	97	294	233
Input Volume	370	1194	294	143	1698	161	160	208	46	97	297	233
% of Volume	92	98	96	74	92	92	95	98	101	100	99	100

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2717
Stop/Veh	0.58
Vehicles Entered	4649
Vehicles Exited	4620
Hourly Exit Rate	4620
Input Volume	4900
% of Volume	94

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	135	515	13	371	1410	103	18	77	144	62	211	120
Stop/Veh	1.09	0.46	0.50	1.16	0.81	0.79	0.95	0.91	0.69	0.90	0.87	0.90
Vehicles Entered	122	1112	26	313	1710	128	18	81	206	66	235	130
Vehicles Exited	119	1109	26	309	1699	126	19	81	206	68	235	129
Hourly Exit Rate	119	1109	26	309	1699	126	19	81	206	68	235	129
Input Volume	125	1136	29	344	1877	139	20	78	201	62	236	127
% of Volume	95	98	90	90	91	91	94	104	103	110	100	101

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3179
Stop/Veh	0.75
Vehicles Entered	4147
Vehicles Exited	4126
Hourly Exit Rate	4126
Input Volume	4373
% of Volume	94

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	156	511	32	56	1648	42	124	237	106	55	145	106
Stop/Veh	1.02	0.43	0.48	1.44	0.87	0.86	1.20	1.17	1.20	1.22	1.08	0.51
Vehicles Entered	146	1171	64	39	1881	48	98	194	87	42	128	204
Vehicles Exited	151	1170	66	38	1854	48	101	195	87	44	127	205
Hourly Exit Rate	151	1170	66	38	1854	48	101	195	87	44	127	205
Input Volume	147	1182	69	43	2079	52	99	187	87	43	129	202
% of Volume	103	99	96	89	89	93	102	104	100	102	98	101

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3218
Stop/Veh	0.77
Vehicles Entered	4102
Vehicles Exited	4086
Hourly Exit Rate	4086
Input Volume	4318
% of Volume	95

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Stops	14	404	41	2	6	905	26	428	86	12	221	66
Stop/Veh	1.00	0.31	0.57	2.00	1.50	0.55	0.70	1.26	1.19	1.33	1.87	1.47
Vehicles Entered	14	1279	72	1	4	1620	36	326	69	9	115	42
Vehicles Exited	14	1279	72	1	4	1608	37	325	69	9	102	38
Hourly Exit Rate	14	1279	72	1	4	1608	37	325	69	9	102	38
Input Volume	13	1280	76	2	4	1828	41	326	69	7	113	42
% of Volume	108	100	95	57	94	88	90	100	100	133	90	91

104: 13th St NE & Route 460 Performance by movement

Movement	SBR	All
Total Stops	132	2343
Stop/Veh	1.48	0.63
Vehicles Entered	84	3671
Vehicles Exited	74	3632
Hourly Exit Rate	74	3632
Input Volume	83	3884
% of Volume	89	94

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Total Stops	25	373	152	80	489	5	546	98	20	0	14	1802
Stop/Veh	1.00	0.37	0.43	0.94	0.35	0.62	0.85	0.72	0.80	0.00	0.47	0.48
Vehicles Entered	24	998	353	83	1401	8	633	135	25	12	30	3702
Vehicles Exited	24	1001	351	84	1402	8	631	134	24	12	30	3701
Hourly Exit Rate	24	1001	351	84	1402	8	631	134	24	12	30	3701
Input Volume	24	1007	353	86	1452	9	631	130	28	10	32	3762
% of Volume	101	99	100	98	97	91	100	103	86	114	94	98

106: Route 460 & Granby St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	9	118	117	476	47	84	42	893
Stop/Veh	0.90	0.94	0.11	0.32	0.34	0.91	0.76	0.30
Vehicles Entered	9	124	1040	1504	138	89	53	2957
Vehicles Exited	9	123	1044	1501	138	90	53	2958
Hourly Exit Rate	9	123	1044	1501	138	90	53	2958
Input Volume	11	124	1046	1505	135	90	52	2964
% of Volume	82	99	100	100	102	100	101	100

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	42	404	7	279	343	21	145	346	43	37	1667
Stop/Veh	0.88	0.42	0.05	0.96	0.23	0.22	0.99	0.82	0.96	0.66	0.45
Vehicles Entered	46	960	137	286	1450	95	142	418	43	55	3632
Vehicles Exited	47	948	137	285	1449	95	142	418	44	55	3620
Hourly Exit Rate	47	948	137	285	1449	95	142	418	44	55	3620
Input Volume	46	971	138	286	1452	90	138	423	43	54	3641
% of Volume	103	98	99	100	100	106	103	99	102	102	99

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	232	113	3	14	833	26	9	1	23	69	1323
Stop/Veh	0.91	0.10	0.20	1.00	0.51	0.51	0.90	0.03	0.92	0.56	0.40
Vehicles Entered	248	1105	15	13	1624	51	9	30	23	121	3239
Vehicles Exited	253	1105	15	13	1620	51	10	30	25	122	3244
Hourly Exit Rate	253	1105	15	13	1620	51	10	30	25	122	3244
Input Volume	250	1110	14	12	1623	52	9	28	26	124	3248
% of Volume	101	100	109	106	100	99	108	107	97	98	100

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	3	102	139	0	1	683	38	1	0	108	138	1213
Stop/Veh	1.00	0.91	0.14	0.00	1.00	0.43	0.37	0.50	0.00	1.04	0.69	0.39
Vehicles Entered	3	108	1021	5	1	1571	102	1	2	100	195	3109
Vehicles Exited	3	111	1020	5	1	1563	101	2	2	101	196	3105
Hourly Exit Rate	3	111	1020	5	1	1563	101	2	2	101	196	3105
Input Volume	3	111	1025	4	1	1571	102	2	1	99	189	3109
% of Volume	100	100	99	118	100	99	99	114	200	102	104	100

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR	All
Total Stops	0	146	18	2	70	191	73	11	511
Stop/Veh	0.00	0.15	0.17	1.00	0.91	0.12	0.90	0.85	0.18
Vehicles Entered	0	997	104	2	73	1582	78	13	2849
Vehicles Exited	1	994	103	2	76	1581	79	13	2849
Hourly Exit Rate	1	994	103	2	76	1581	79	13	2849
Input Volume	1	994	105	1	75	1582	75	12	2845
% of Volume	100	100	98	200	101	100	106	108	100

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	All
Total Stops	70	93	2	642	30	25	89	951
Stop/Veh	0.93	0.09	1.00	0.44	0.36	0.93	0.93	0.35
Vehicles Entered	75	989	2	1448	84	26	94	2718
Vehicles Exited	73	989	2	1441	83	25	94	2707
Hourly Exit Rate	73	989	2	1441	83	25	94	2707
Input Volume	79	976	1	1444	87	26	90	2704
% of Volume	92	101	200	100	95	95	105	100

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Total Stops	389	179	14	22	604
Stop/Veh	0.73	0.35	0.01	0.04	0.24
Vehicles Entered	530	505	1004	500	2539
Vehicles Exited	519	509	1006	500	2534
Hourly Exit Rate	519	509	1006	500	2534
Input Volume	523	499	1000	504	2526
% of Volume	99	102	101	99	100

113: Route 460 & Cloverdale Rd Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Total Stops	7	490	69	280	846
Stop/Veh	0.01	0.48	0.07	0.69	0.29
Vehicles Entered	480	981	936	405	2802
Vehicles Exited	481	1004	939	395	2819
Hourly Exit Rate	481	1004	939	395	2819
Input Volume	474	1000	929	403	2806
% of Volume	102	100	101	98	100

201: 11th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	11	176	1	40	131	4	49	9	421
Stop/Veh	0.92	0.14	0.12	0.71	0.07	0.12	1.00	1.00	0.12
Vehicles Entered	12	1278	7	55	1916	34	49	9	3360
Vehicles Exited	12	1280	8	55	1912	34	49	9	3359
Hourly Exit Rate	12	1280	8	55	1912	34	49	9	3359
Input Volume	11	1292	6	56	2122	33	44	7	3572
% of Volume	107	99	128	98	90	102	112	124	94

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	83	0	100	4	187
Stop/Veh	0.06	0.00	0.05	1.00	0.06
Vehicles Entered	1322	1	2048	4	3375
Vehicles Exited	1322	1	2044	4	3371
Hourly Exit Rate	1322	1	2044	4	3371
Input Volume	1330	1	2263	4	3599
% of Volume	99	100	90	100	94

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	0	1	79	1	84	0	9	6	180
Stop/Veh		1.00	0.06	0.33	0.04	0.00	1.00	1.00	0.05
Vehicles Entered	0	1	1354	3	2017	4	9	6	3394
Vehicles Exited	0	1	1355	3	2021	4	9	6	3399
Hourly Exit Rate	0	1	1355	3	2021	4	9	6	3399
Input Volume	1	1	1360	3	2238	4	10	6	3624
% of Volume	0	100	100	100	90	100	90	100	94

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	4	329	333
Stop/Veh	0.00	0.20	0.11
Vehicles Entered	1394	1644	3038
Vehicles Exited	1399	1627	3026
Hourly Exit Rate	1399	1627	3026
Input Volume	1404	1838	3242
% of Volume	100	89	93

205: Crossover #2 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	1	657	658
Stop/Veh	0.00	0.39	0.22
Vehicles Entered	1366	1676	3042
Vehicles Exited	1368	1644	3012
Hourly Exit Rate	1368	1644	3012
Input Volume	1369	1838	3207
% of Volume	100	89	94

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	0	0	0	4	985	7	996
Stop/Veh	0.00	0.00		1.33	0.56	1.00	0.32
Vehicles Entered	1364	6	0	3	1750	7	3130
Vehicles Exited	1364	6	0	3	1710	7	3090
Hourly Exit Rate	1364	6	0	3	1710	7	3090
Input Volume	1364	6	1	3	1871	6	3251
% of Volume	100	100	0	100	91	117	95

207: Driveway & Route 460 Performance by movement

Movement	EBT	WBU	WBT	All
Total Stops	1	26	680	707
Stop/Veh	0.00	1.00	0.38	0.22
Vehicles Entered	1394	26	1772	3192
Vehicles Exited	1387	26	1744	3157
Hourly Exit Rate	1387	26	1744	3157
Input Volume	1393	25	1846	3263
% of Volume	100	105	95	97

208: Route 460 & 20th St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBR	All
Total Stops	1	15	3	538	74	22	653
Stop/Veh	1.00	0.88	0.00	0.29	0.29	1.00	0.18
Vehicles Entered	1	17	1374	1852	249	22	3515
Vehicles Exited	1	17	1368	1839	247	22	3494
Hourly Exit Rate	1	17	1368	1839	247	22	3494
Input Volume	2	18	1376	1909	246	23	3574
% of Volume	50	96	99	96	100	97	98

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	56	0	691	14	44	3	808
Stop/Veh	0.05	0.00	0.45	0.50	1.00	1.00	0.29
Vehicles Entered	1141	10	1516	28	44	3	2742
Vehicles Exited	1136	10	1488	27	44	2	2707
Hourly Exit Rate	1136	10	1488	27	44	2	2707
Input Volume	1146	10	1540	25	46	3	2770
% of Volume	99	98	97	109	95	67	98

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBT	WBR	NBR	SBR	All
Total Stops	8	18	1	0	26	82	1	6	55	197
Stop/Veh	0.80	0.82	0.00	0.00	0.79	0.05	0.06	1.00	1.00	0.07
Vehicles Entered	10	22	1091	36	33	1500	16	6	55	2769
Vehicles Exited	10	21	1079	37	33	1487	16	6	53	2742
Hourly Exit Rate	10	21	1079	37	33	1487	16	6	53	2742
Input Volume	12	21	1101	36	34	1508	14	6	52	2784
% of Volume	82	101	98	103	97	99	112	96	102	98

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBR	SBR	All
Total Stops	4	8	1	0	3	23	4	14	81	138
Stop/Veh	0.80	0.67	0.00	0.00	0.50	0.02	0.80	1.00	0.99	0.05
Vehicles Entered	5	12	1093	7	6	1451	5	14	80	2673
Vehicles Exited	5	12	1096	8	6	1444	5	14	81	2671
Hourly Exit Rate	5	12	1096	8	6	1444	5	14	81	2671
Input Volume	5	12	1118	7	7	1450	5	13	81	2700
% of Volume	100	98	98	114	86	100	100	106	100	99

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBR	All
Total Stops	211	8	5	77	95	0	21	55	472
Stop/Veh	0.20	0.25	0.83	0.74	0.06	0.00	0.95	0.93	0.17
Vehicles Entered	1064	32	6	103	1479	3	22	58	2767
Vehicles Exited	1078	32	6	104	1482	3	22	58	2785
Hourly Exit Rate	1078	32	6	104	1482	3	22	58	2785
Input Volume	1084	33	6	99	1487	2	21	61	2794
% of Volume	99	96	100	105	100	150	104	95	100

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	0	1	8	5	59	70	143
Stop/Veh	0.00	0.07	0.73	0.56	0.04	1.00	0.05
Vehicles Entered	1115	14	11	9	1606	70	2825
Vehicles Exited	1116	15	11	8	1606	69	2825
Hourly Exit Rate	1116	15	11	8	1606	69	2825
Input Volume	1117	13	11	8	1604	73	2826
% of Volume	100	113	98	100	100	94	100

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBR	All
Total Stops	40	27	1	1	2	14	85
Stop/Veh	0.89	0.90	0.00	0.00	0.04	1.00	0.03
Vehicles Entered	45	30	1097	1556	51	14	2793
Vehicles Exited	45	29	1094	1559	51	14	2792
Hourly Exit Rate	45	29	1094	1559	51	14	2792
Input Volume	43	29	1105	1557	50	15	2798
% of Volume	105	101	99	100	102	92	100

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	NBR	All
Total Stops	1	2	1	31	2	38	2	77
Stop/Veh	1.00	1.00	0.00	0.79	0.67	0.02	1.00	0.03
Vehicles Entered	1	2	1107	39	3	1626	2	2780
Vehicles Exited	1	2	1106	39	3	1628	2	2781
Hourly Exit Rate	1	2	1106	39	3	1628	2	2781
Input Volume	2	2	1118	38	3	1626	2	2792
% of Volume	50	100	99	103	100	100	100	100

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBR	All
Total Stops	21	21	33	31	6	1	21	134
Stop/Veh	0.91	0.95	0.02	0.89	0.00	0.03	0.95	0.04
Vehicles Entered	22	21	1380	34	1740	36	22	3255
Vehicles Exited	22	22	1388	35	1745	37	21	3270
Hourly Exit Rate	22	22	1388	35	1745	37	21	3270
Input Volume	24	23	1400	33	1741	37	20	3278
% of Volume	93	95	99	107	100	101	104	100

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBR	All
Total Stops	2	35	0	0	36	2	48	123
Stop/Veh	0.67	0.85	0.00		0.02	0.08	1.00	0.04
Vehicles Entered	3	40	1369	0	1750	25	48	3235
Vehicles Exited	3	41	1372	0	1755	25	48	3244
Hourly Exit Rate	3	41	1372	0	1755	25	48	3244
Input Volume	2	44	1376	1	1750	28	53	3254
% of Volume	150	93	100	0	100	90	90	100

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	28	1	3	12	44
Stop/Veh	0.02	0.17	0.00	1.00	0.02
Vehicles Entered	1139	6	1669	12	2826
Vehicles Exited	1136	6	1670	12	2824
Hourly Exit Rate	1136	6	1670	12	2824
Input Volume	1142	6	1671	11	2830
% of Volume	99	100	100	107	100

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	NBR	All
Total Stops	15	13	2	15	14	2	5	14	80
Stop/Veh	0.94	1.00	0.00	0.83	0.70	0.00	0.05	1.00	0.03
Vehicles Entered	16	13	1090	17	20	1672	96	14	2938
Vehicles Exited	15	13	1088	18	20	1675	96	14	2939
Hourly Exit Rate	15	13	1088	18	20	1675	96	14	2939
Input Volume	16	12	1093	18	21	1677	92	14	2944
% of Volume	92	106	100	99	96	100	104	98	100

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	0	0	78	0	7	62	147
Stop/Veh	0.00	0.00	0.04	0.00	1.00	0.97	0.05
Vehicles Entered	1117	14	1777	13	7	62	2990
Vehicles Exited	1115	14	1776	13	7	63	2988
Hourly Exit Rate	1115	14	1776	13	7	63	2988
Input Volume	1125	13	1775	12	6	64	2995
% of Volume	99	108	100	108	117	99	100

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	2	3	17	2	39	174	0	0	95	7	339
Stop/Veh	1.00	0.75	0.02	0.10	0.81	0.78	0.00	0.00	0.99	1.00	0.11
Vehicles Entered	2	4	1038	20	47	219	1642	5	95	7	3079
Vehicles Exited	2	4	1029	20	48	222	1642	5	96	7	3075
Hourly Exit Rate	2	4	1029	20	48	222	1642	5	96	7	3075
Input Volume	2	3	1038	19	48	225	1641	3	98	7	3085
% of Volume	100	133	99	105	99	99	100	167	98	97	100

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	3	8	20	0	0	2	6	1	37	113	190
Stop/Veh	1.00	1.00	0.02	0.00		0.50	0.00	0.05	1.00	0.97	0.06
Vehicles Entered	3	8	1158	10	0	4	1792	21	37	113	3146
Vehicles Exited	3	8	1162	10	0	4	1788	21	37	113	3146
Hourly Exit Rate	3	8	1162	10	0	4	1788	21	37	113	3146
Input Volume	4	10	1164	13	1	4	1791	21	37	114	3160
% of Volume	71	78	100	78	0	94	100	100	100	99	100

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBU	EBT	WBU	WBT	NBR	SBR	All
Total Stops	32	46	1	0	4	1	84
Stop/Veh	1.00	0.04	1.00	0.00	1.00	1.00	0.03
Vehicles Entered	31	1156	1	1816	4	1	3009
Vehicles Exited	30	1161	1	1809	4	1	3006
Hourly Exit Rate	30	1161	1	1809	4	1	3006
Input Volume	33	1156	1	1807	3	1	3001
% of Volume	92	100	100	100	133	100	100

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBR	All
Total Stops	2	99	1	1	1	270	374
Stop/Veh	1.00	0.88	0.00	0.00	0.10	0.93	0.12
Vehicles Entered	2	110	1080	1513	10	283	2998
Vehicles Exited	2	109	1085	1520	10	282	3008
Hourly Exit Rate	2	109	1085	1520	10	282	3008
Input Volume	3	108	1076	1510	10	285	2992
% of Volume	67	101	101	101	98	99	101

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	711	164	9	136	1020
Stop/Veh	0.38	0.09	0.10	0.97	0.26
Vehicles Entered	1841	1890	88	139	3958
Vehicles Exited	1830	1879	88	138	3935
Hourly Exit Rate	1830	1879	88	138	3935
Input Volume	1864	2038	91	140	4133
% of Volume	98	92	97	98	95

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR	All
Total Stops	4	24	55	41	14	13	1	152
Stop/Veh	1.00	1.00	0.72	0.61	0.02	0.02	0.06	0.12
Vehicles Entered	4	24	75	66	579	523	18	1289
Vehicles Exited	4	24	76	67	583	524	18	1296
Hourly Exit Rate	4	24	76	67	583	524	18	1296
Input Volume	5	22	80	72	618	520	19	1335
% of Volume	76	110	95	93	94	101	96	97

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	12	12
Stop/Veh	0.00	0.02	0.01
Vehicles Entered	330	538	868
Vehicles Exited	331	536	867
Hourly Exit Rate	331	536	867
Input Volume	334	550	884
% of Volume	99	97	98

228: Roanoke Antique Mall & Frontage Road Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	SBR	All
Total Stops	8	3	4	16	16	0	47	3	97
Stop/Veh	1.00	1.00	1.00	0.80	1.00		0.98	1.00	0.95
Vehicles Entered	8	3	4	20	16	0	47	3	101
Vehicles Exited	8	3	4	20	16	0	47	3	101
Hourly Exit Rate	8	3	4	20	16	0	47	3	101
Input Volume	7	2	5	22	15	1	51	1	105
% of Volume	110	150	80	89	105	0	92	300	96

229: 20th St NE & Frontage Road Performance by movement

Movement	WBR	NBT	SBL	SBT	All
Total Stops	3	12	3	0	18
Stop/Veh	1.00	0.05	0.38	0.00	0.06
Vehicles Entered	3	266	8	22	299
Vehicles Exited	3	265	8	22	298
Hourly Exit Rate	3	265	8	22	298
Input Volume	1	265	7	23	296
% of Volume	300	100	110	97	101

230: 24th St NE & Frontage Road Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Total Stops	17	0	1	0	0	18
Stop/Veh	1.00	0.00	0.04	0.00	0.00	0.37
Vehicles Entered	17	4	23	3	3	50
Vehicles Exited	17	4	22	3	3	49
Hourly Exit Rate	17	4	22	3	3	49
Input Volume	16	5	20	3	2	46
% of Volume	105	80	111	100	150	107

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	24	0	186	111	4	0	325
Stop/Veh	0.03	0.00	0.16	0.18	0.01	0.00	0.09
Vehicles Entered	701	330	1169	599	536	250	3585
Vehicles Exited	701	330	1165	599	535	250	3580
Hourly Exit Rate	701	330	1165	599	535	250	3580
Input Volume	710	334	1235	663	550	246	3738
% of Volume	99	99	94	90	97	102	96

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	285	34	11	1	7	338
Stop/Veh	0.29	0.12	0.01	0.00	0.02	0.09
Vehicles Entered	988	281	1450	537	351	3607
Vehicles Exited	983	281	1445	537	352	3598
Hourly Exit Rate	983	281	1445	537	352	3598
Input Volume	1002	290	1584	581	348	3805
% of Volume	98	97	91	92	101	95

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	556	1	754	1311
Stop/Veh	0.54	0.00	0.90	0.34
Vehicles Entered	1023	1950	823	3796
Vehicles Exited	1019	1947	822	3788
Hourly Exit Rate	1019	1947	822	3788
Input Volume	1048	2124	819	3991
% of Volume	97	92	100	95

Total Network Performance

Total Stops	33179
Stop/Veh	2.12
Vehicles Entered	14458
Vehicles Exited	14140
Hourly Exit Rate	14140
Input Volume	157568
% of Volume	9

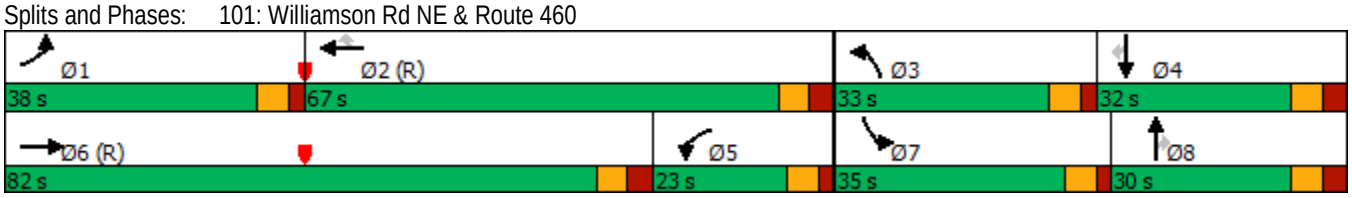
2040 Build Conditions – PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	1349	133	98	1478	141	223	307	80	225	348	357
Future Volume (vph)	328	1349	133	98	1478	141	223	307	80	225	348	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	492		212	202		625	300		300
Storage Lanes	0		0	1		1	1		0	1		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	*0.75	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor									0.98			0.98
Frt		0.984				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	4784	0	1752	3995	1568	1719	3574	1599	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4784	0	1752	3995	1568	1719	3574	1572	1770	3539	1552
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				105			150			351
Link Speed (mph)		20			35			35			30	
Link Distance (ft)		217			1181			2073			391	
Travel Time (s)		7.4			23.0			40.4			8.9	
Confl. Peds. (#/hr)									3			5
Peak Hour Factor	0.88	0.91	0.75	0.91	0.87	0.89	0.95	0.77	0.82	0.80	0.84	0.82
Heavy Vehicles (%)	3%	7%	4%	3%	7%	3%	5%	1%	1%	2%	2%	2%
Adj. Flow (vph)	373	1482	177	108	1699	158	235	399	98	281	414	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	373	1659	0	108	1699	158	235	399	98	281	414	435
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases						2			8			4
Detector Phase	1	6		5	2	2	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	8.0	12.0		8.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	8.0
Minimum Split (s)	14.0	19.2		14.0	19.2	19.2	14.0	15.4	15.4	14.0	15.4	15.4
Total Split (s)	38.0	82.0		23.0	67.0	67.0	33.0	30.0	30.0	35.0	32.0	32.0
Total Split (%)	22.4%	48.2%		13.5%	39.4%	39.4%	19.4%	17.6%	17.6%	20.6%	18.8%	18.8%
Maximum Green (s)	32.0	74.8		17.0	59.8	59.8	27.0	22.6	22.6	29.0	24.6	24.6
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	3.2		2.0	3.2	3.2	2.0	3.4	3.4	2.0	3.4	3.4
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.2		6.0	7.2	7.2	6.0	7.4	7.4	6.0	7.4	7.4
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	4.5	6.0		4.5	6.0	6.0	4.5	4.5	4.5	4.5	4.5	4.5
Minimum Gap (s)	4.5	3.5		4.5	3.5	3.5	4.5	4.5	4.5	4.5	4.5	4.5
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None	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)		21.0			21.0	21.0		25.0	25.0		25.0	25.0
Pedestrian Calls (#/hr)		0			0	0		3	3		5	5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	25.3	74.8		17.6	67.1	67.1	26.1	22.2	22.2	28.8	24.8	24.8
Actuated g/C Ratio	0.15	0.44		0.10	0.39	0.39	0.15	0.13	0.13	0.17	0.15	0.15
v/c Ratio	0.74	0.78		0.60	1.08	0.23	0.89	0.86	0.29	0.94	0.80	0.83
Control Delay	75.9	38.8		59.7	71.1	7.7	102.9	90.0	3.0	109.8	86.0	31.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.9	38.8		59.7	71.1	7.7	102.9	90.0	3.0	109.8	86.0	31.2
LOS	E	D		E	E	A	F	F	A	F	F	C
Approach Delay		45.6			65.4			82.5			70.8	
Approach LOS		D			E			F			E	
90th %ile Green (s)	31.5	74.8		17.0	60.3	60.3	27.0	22.6	22.6	29.0	24.6	24.6
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Ped	Ped	Max	Ped	Ped
70th %ile Green (s)	27.5	74.8		17.0	64.3	64.3	27.0	22.6	22.6	29.0	24.6	24.6
70th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	25.2	74.8		17.0	66.6	66.6	27.0	22.6	22.6	29.0	24.6	24.6
50th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max	Max	Max	Max	Max	Max
30th %ile Green (s)	22.9	74.8		17.0	68.9	68.9	27.0	22.6	22.6	29.0	24.6	24.6
30th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Max	Max	Max	Max	Max	Max
10th %ile Green (s)	19.6	75.0		20.1	75.5	75.5	22.6	20.5	20.5	27.8	25.7	25.7
10th %ile Term Code	Gap	Coord		Hold	Coord	Coord	Gap	Gap	Gap	Gap	Hold	Hold

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 83 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 140	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.08	
Intersection Signal Delay: 61.7	Intersection LOS: E
Intersection Capacity Utilization 84.7%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 101: Williamson Rd NE & Route 460

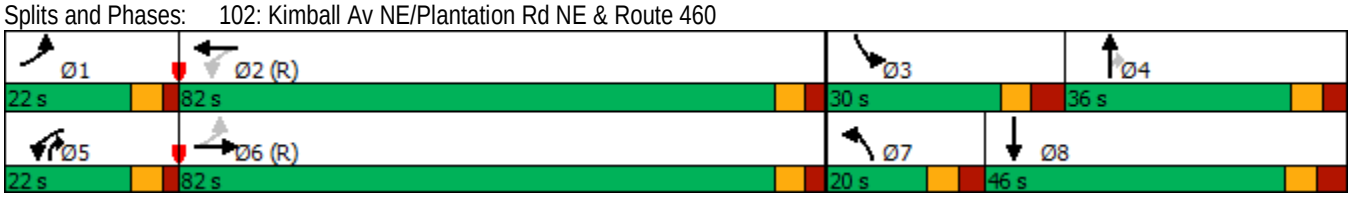


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	1521	20	132	1538	73	28	214	526	141	85	146
Future Volume (vph)	123	1521	20	132	1538	73	28	214	526	141	85	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	332		0	340		0	300		0	0		200
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	*0.80	0.91	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor					1.00				0.99			
Frt		0.996			0.993				0.850		0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1687	4907	0	1752	4222	0	1736	1827	1583	1736	3119	0
Flt Permitted	0.054			0.055			0.950			0.950		
Satd. Flow (perm)	96	4907	0	101	4222	0	1736	1827	1563	1736	3119	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			5				123		160	
Link Speed (mph)		20			35			30			30	
Link Distance (ft)		1181			1367			2561			2464	
Travel Time (s)		40.3			26.6			58.2			56.0	
Confl. Peds. (#/hr)						1			1			
Peak Hour Factor	0.70	0.92	0.50	0.79	0.92	0.88	0.63	0.71	0.76	0.78	0.82	0.91
Heavy Vehicles (%)	7%	5%	17%	3%	7%	11%	4%	4%	2%	4%	4%	6%
Adj. Flow (vph)	176	1653	40	167	1672	83	44	301	692	181	104	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1693	0	167	1755	0	44	301	692	181	264	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases	6			2					4			
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	8.0	25.0		6.0	25.0		8.0	8.0	6.0	8.0	8.0	
Minimum Split (s)	14.0	31.7		14.0	31.7		15.3	15.3	14.0	16.1	16.1	
Total Split (s)	22.0	82.0		22.0	82.0		20.0	36.0	22.0	30.0	46.0	
Total Split (%)	12.9%	48.2%		12.9%	48.2%		11.8%	21.2%	12.9%	17.6%	27.1%	
Maximum Green (s)	16.0	75.3		16.0	75.3		12.7	28.7	16.0	21.9	37.9	
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	2.7		2.0	2.7		3.3	3.3	2.0	4.1	4.1	
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	6.7		6.0	6.7		7.3	7.3	6.0	8.1	8.1	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.5	6.0		3.5	6.0		4.5	4.5	3.5	4.5	4.5	
Minimum Gap (s)	3.5	2.5		3.5	2.5		4.5	4.5	3.5	4.5	4.5	
Time Before Reduce (s)	0.0	30.0		0.0	30.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	20.0		0.0	20.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0							
Flash Dont Walk (s)		24.0			24.0							
Pedestrian Calls (#/hr)		0			1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	92.1	75.8		90.7	75.1		10.8	30.2	46.3	21.0	43.5	
Actuated g/C Ratio	0.54	0.45		0.53	0.44		0.06	0.18	0.27	0.12	0.26	
v/c Ratio	0.89	0.77		0.84	0.94		0.40	0.93	1.34	0.85	0.29	
Control Delay	95.2	20.8		97.5	21.1		86.6	102.6	201.4	103.7	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	95.2	20.8		97.5	21.1		86.6	102.6	201.4	103.7	21.7	
LOS	F	C		F	C		F	F	F	F	C	
Approach Delay		27.8			27.7			167.8			55.1	
Approach LOS		C			C			F			E	
90th %ile Green (s)	16.0	75.3		16.0	75.3		12.7	28.7	16.0	21.9	37.9	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
70th %ile Green (s)	16.0	75.3		16.0	75.3		12.7	28.7	16.0	21.9	37.9	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
50th %ile Green (s)	16.0	75.3		16.0	75.3		11.1	28.7	16.0	21.9	39.5	
50th %ile Term Code	Max	Coord		Max	Coord		Gap	Max	Max	Max	Hold	
30th %ile Green (s)	16.0	76.1		15.2	75.3		9.6	28.7	15.2	21.9	41.0	
30th %ile Term Code	Max	Coord		Gap	Coord		Gap	Max	Gap	Max	Hold	
10th %ile Green (s)	13.7	77.2		11.0	74.5		0.0	36.1	11.0	17.6	61.0	
10th %ile Term Code	Gap	Coord		Gap	Coord		Skip	Max	Gap	Gap	Hold	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 63 (37%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.34	
Intersection Signal Delay: 57.6	Intersection LOS: E
Intersection Capacity Utilization 87.7%	ICU Level of Service E
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 102: Kimball Av NE/Plantation Rd NE & Route 460



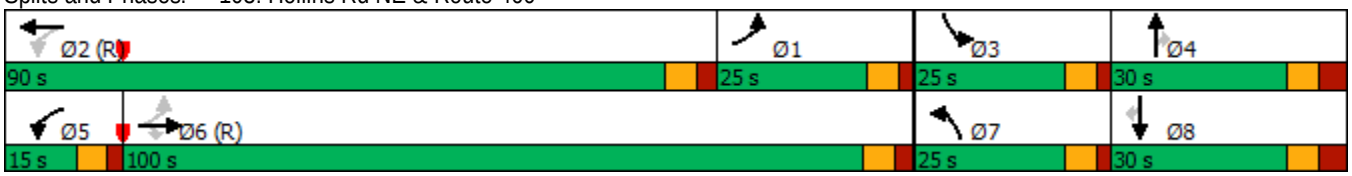
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	207	1895	86	94	1451	48	102	172	130	138	165	190
Future Volume (vph)	207	1895	86	94	1451	48	102	172	130	138	165	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	248		250	173		0	300		235	175		215
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	*0.75	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.993				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1703	4071	1538	1719	4868	0	1583	1827	1509	1703	1881	1524
Flt Permitted	0.087			0.061			0.950			0.950		
Satd. Flow (perm)	156	4071	1538	110	4868	0	1583	1827	1509	1703	1881	1524
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			108		6				141			221
Link Speed (mph)		20			35			25			30	
Link Distance (ft)		1367			710			1584			2906	
Travel Time (s)		46.6			13.8			43.2			66.0	
Peak Hour Factor	0.83	0.91	0.93	0.91	0.94	0.64	0.75	0.87	0.92	0.86	0.76	0.86
Heavy Vehicles (%)	6%	5%	5%	5%	6%	2%	14%	4%	7%	6%	1%	6%
Adj. Flow (vph)	249	2082	92	103	1544	75	136	198	141	160	217	221
Shared Lane Traffic (%)												
Lane Group Flow (vph)	249	2082	92	103	1619	0	136	198	141	160	217	221
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2					4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	6.0	12.0	12.0	6.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	18.5	18.5	12.0	18.5		12.0	13.9	13.9	12.0	13.9	13.9
Total Split (s)	25.0	100.0	100.0	15.0	90.0		25.0	30.0	30.0	25.0	30.0	30.0
Total Split (%)	14.7%	58.8%	58.8%	8.8%	52.9%		14.7%	17.6%	17.6%	14.7%	17.6%	17.6%
Maximum Green (s)	19.0	93.5	93.5	9.0	83.5		19.0	22.1	22.1	19.0	22.1	22.1
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	2.5	2.5	2.0	2.5		2.0	3.9	3.9	2.0	3.9	3.9
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	6.5	6.5	6.0	6.5		6.0	7.9	7.9	6.0	7.9	7.9
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.5	6.0	6.0	3.5	6.0		3.5	4.5	4.5	3.5	4.5	4.5
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)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Time To Reduce (s)	20.0	20.0	20.0	20.0	20.0		20.0	20.0	20.0	20.0	20.0	20.0
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	95.3	94.8	94.8	74.9	74.4		17.8	21.4	21.4	18.4	22.0	22.0
Actuated g/C Ratio	0.56	0.56	0.56	0.44	0.44		0.10	0.13	0.13	0.11	0.13	0.13
v/c Ratio	0.70	0.92	0.10	0.77	0.76		0.82	0.86	0.45	0.87	0.89	0.57
Control Delay	50.9	28.7	1.9	73.0	62.7		109.3	104.5	14.1	113.1	107.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Delay	50.9	28.7	1.9	73.0	62.7		109.3	104.5	14.1	113.1	107.6	13.6
LOS	D	C	A	E	E		F	F	B	F	F	B
Approach Delay		30.0			63.3			79.0			74.3	
Approach LOS		C			E			E			E	
90th %ile Green (s)	20.3	93.5	93.5	9.0	82.2		19.0	22.1	22.1	19.0	22.1	22.1
90th %ile Term Code	Hold	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
70th %ile Green (s)	24.8	93.5	93.5	9.0	77.7		19.0	22.1	22.1	19.0	22.1	22.1
70th %ile Term Code	Hold	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
50th %ile Green (s)	28.5	93.5	93.5	9.0	74.0		19.0	22.1	22.1	19.0	22.1	22.1
50th %ile Term Code	Hold	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
30th %ile Green (s)	32.5	93.5	93.5	9.0	70.0		18.1	22.1	22.1	19.0	23.0	23.0
30th %ile Term Code	Hold	Coord	Coord	Max	Coord		Gap	Max	Max	Max	Hold	Hold
10th %ile Green (s)	41.2	100.2	100.2	9.0	68.0		13.8	18.6	18.6	15.8	20.6	20.6
10th %ile Term Code	Hold	Coord	Coord	Max	Coord		Gap	Gap	Gap	Gap	Hold	Hold

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 67 (39%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 50.5 Intersection LOS: D
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15
* User Entered Value

Splits and Phases: 103: Hollins Rd NE & Route 460



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2011	165	13	1456	87	126	64	18	247	95	43
Future Volume (vph)	30	2011	165	13	1456	87	126	64	18	247	95	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		0	200		0	150		250	220		100
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor					1.00						0.99	
Frt		0.987			0.989			0.970			0.933	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3399	0	1671	3373	0	3400	1789	0	3467	1713	0
Flt Permitted	0.062			0.039			0.950			0.950		
Satd. Flow (perm)	118	3399	0	69	3373	0	3400	1789	0	3467	1713	0
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		11			9			6				
Link Speed (mph)		35			35			25			30	
Link Distance (ft)		303			694			1828			2154	
Travel Time (s)		5.9			13.5			49.9			49.0	
Confl. Peds. (#/hr)						3						2
Peak Hour Factor	0.54	0.98	0.86	0.75	0.94	0.71	0.76	0.66	0.75	0.88	0.90	0.50
Heavy Vehicles (%)	0%	5%	3%	8%	6%	1%	3%	2%	7%	1%	1%	5%
Adj. Flow (vph)	56	2052	192	17	1549	123	166	97	24	281	106	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	2244	0	17	1672	0	166	121	0	281	192	0
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0		6.0	6.0		8.0	8.0	
Minimum Split (s)	12.0	18.0		12.0	18.0		13.0	13.0		14.8	14.8	
Total Split (s)	15.0	112.0		14.0	111.0		18.0	18.0		26.0	26.0	
Total Split (%)	8.8%	65.9%		8.2%	65.3%		10.6%	10.6%		15.3%	15.3%	
Maximum Green (s)	9.0	106.0		8.0	105.0		11.0	11.0		19.2	19.2	
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		3.0	3.0		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	6.0		6.0	6.0		7.0	7.0		6.8	6.8	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	4.0		3.0	4.0		4.5	4.5		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Time To Reduce (s)	20.0	20.0		20.0	20.0		20.0	20.0		20.0	20.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			19.0		21.0	21.0		23.0	23.0	
Pedestrian Calls (#/hr)		0			3		0	0		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	112.4	112.4		111.4	109.0		11.0	11.0		19.2	19.2	
Actuated g/C Ratio	0.66	0.66		0.66	0.64		0.06	0.06		0.11	0.11	
v/c Ratio	0.37	1.00		0.16	0.77		0.75	1.00		0.72	0.99	
Control Delay	18.8	25.5		25.7	27.8		99.0	153.9		84.0	136.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	25.5		25.7	27.8		99.0	153.9		84.0	136.3	
LOS	B	C		C	C		F	F		F	F	
Approach Delay		25.3			27.8			122.2			105.2	
Approach LOS		C			C			F			F	
90th %ile Green (s)	9.0	106.0		8.0	105.0		11.0	11.0		19.2	19.2	
90th %ile Term Code	Max	Coord		Hold	Coord		Max	Max		Ped	Ped	
70th %ile Green (s)	8.1	108.0		6.0	105.9		11.0	11.0		19.2	19.2	
70th %ile Term Code	Gap	Coord		Min	Coord		Max	Max		Max	Max	
50th %ile Green (s)	7.4	108.0		6.0	106.6		11.0	11.0		19.2	19.2	
50th %ile Term Code	Gap	Coord		Min	Coord		Max	Max		Max	Max	
30th %ile Green (s)	6.5	120.0		0.0	107.5		11.0	11.0		19.2	19.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Max	Max		Max	Max	
10th %ile Green (s)	0.0	120.0		0.0	120.0		11.0	11.0		19.2	19.2	
10th %ile Term Code	Skip	Coord		Skip	Coord		Max	Max		Max	Max	

Intersection Summary	
Area Type:	Other
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 97 (57%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 40.0	Intersection LOS: D
Intersection Capacity Utilization 91.1%	ICU Level of Service F
Analysis Period (min) 15	

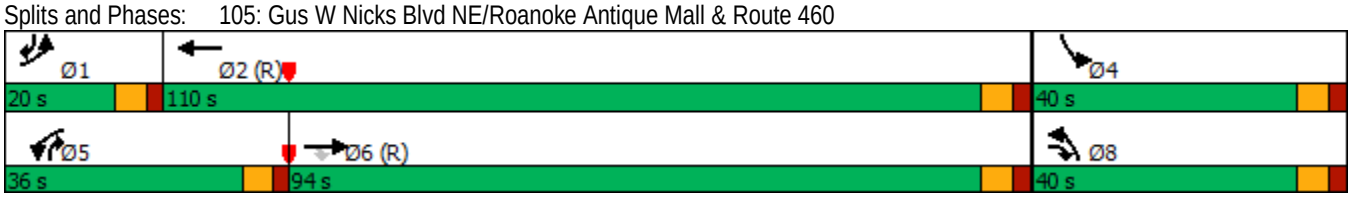
Splits and Phases: 104: 13th St NE & Route 460

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1402	763	194	1153	43	371	0	146	53	0	71
Future Volume (vph)	77	1402	763	194	1153	43	371	0	146	53	0	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	218		248	0		0	0		262	150		150
Storage Lanes	1		1	1		0	2		1	0		0
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	*0.75	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3406	1583	1703	3389	0	2654	0	1455	1736	0	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1805	3406	1583	1703	3389	0	2654	0	1455	1736	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			201		6				180			103
Link Speed (mph)		35			35			35			20	
Link Distance (ft)		582			243			2094			231	
Travel Time (s)		11.3			4.7			40.8			7.9	
Peak Hour Factor	0.83	0.92	0.88	0.85	0.87	0.57	0.90	0.57	0.81	0.86	0.72	0.73
Heavy Vehicles (%)	0%	6%	2%	6%	6%	0%	2%	0%	11%	4%	0%	2%
Adj. Flow (vph)	93	1524	867	228	1325	75	412	0	180	62	0	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	1524	867	228	1400	0	412	0	180	62	0	97
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot		Over	Prot		Over
Protected Phases	1	6	8	5	2		8		5	4		1
Permitted Phases			6									
Detector Phase	1	6	8	5	2		8		5	4		1
Switch Phase												
Minimum Initial (s)	10.0	12.0	6.0	6.0	12.0		6.0		6.0	6.0		10.0
Minimum Split (s)	16.0	18.5	12.5	12.0	18.5		12.5		12.0	12.6		16.0
Total Split (s)	20.0	94.0	40.0	36.0	110.0		40.0		36.0	40.0		20.0
Total Split (%)	11.8%	55.3%	23.5%	21.2%	64.7%		23.5%		21.2%	23.5%		11.8%
Maximum Green (s)	14.0	87.5	33.5	30.0	103.5		33.5		30.0	33.4		14.0
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	2.5	2.5	2.0	2.5		2.5		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)	6.0	6.5	6.5	6.0	6.5		6.5		6.0	6.6		6.0
Lead/Lag	Lead	Lag		Lead	Lag				Lead			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes				Yes			Yes
Vehicle Extension (s)	3.5	6.0	4.5	3.5	6.0		4.5		3.5	3.5		3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5		3.5		3.5	3.5		3.5
Time Before Reduce (s)	0.0	30.0	25.0	0.0	30.0		25.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	20.0	10.0	0.0	20.0		10.0		0.0	0.0		0.0
Recall Mode	None	C-Min	None	None	C-Min		None		None	None		None
Walk Time (s)		7.0	7.0		7.0		7.0			7.0		
Flash Dont Walk (s)		20.0	24.0		12.0		24.0			27.0		
Pedestrian Calls (#/hr)		0	0		0		0			0		
Act Effct Green (s)	12.9	91.7	130.7	26.8	105.6		32.5		26.8	32.4		12.9
Actuated g/C Ratio	0.08	0.54	0.77	0.16	0.62		0.19		0.16	0.19		0.08

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.68	0.83	0.69	0.85	0.66		0.81		0.47	0.19		0.45
Control Delay	101.4	20.8	12.0	88.2	23.9		79.2		11.7	58.6		11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		0.0	0.0		0.0
Total Delay	101.4	20.8	12.0	88.2	23.9		79.2		11.7	58.6		11.9
LOS	F	C	B	F	C		E		B	E		B
Approach Delay		20.7			32.9			58.7			30.1	
Approach LOS		C			C			E			C	
90th %ile Green (s)	14.0	87.5	33.5	30.0	103.5		33.5		30.0	33.4		14.0
90th %ile Term Code	Max	Coord	Max	Max	Coord		Max		Max	Hold		Max
70th %ile Green (s)	14.0	87.5	33.5	30.0	103.5		33.5		30.0	33.4		14.0
70th %ile Term Code	Max	Coord	Max	Max	Coord		Max		Max	Hold		Max
50th %ile Green (s)	14.0	88.8	33.5	28.7	103.5		33.5		28.7	33.4		14.0
50th %ile Term Code	Max	Coord	Max	Gap	Coord		Max		Gap	Hold		Max
30th %ile Green (s)	12.5	92.6	33.2	25.2	105.3		33.2		25.2	33.1		12.5
30th %ile Term Code	Gap	Coord	Gap	Gap	Coord		Gap		Gap	Hold		Gap
10th %ile Green (s)	10.0	102.0	29.0	20.0	112.0		29.0		20.0	28.9		10.0
10th %ile Term Code	Min	Coord	Gap	Gap	Coord		Gap		Gap	Hold		Min

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.85	
Intersection Signal Delay: 29.7	Intersection LOS: C
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	
* User Entered Value	

Splits and Phases: 105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460



Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	11	47	1456	1235	94	267	174
Future Volume (vph)	11	47	1456	1235	94	267	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		263			305	142	242
Storage Lanes		1			1	1	0
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected		0.950				0.950	
Satd. Flow (prot)	0	1295	3471	3406	1568	1770	1568
Flt Permitted		0.127				0.950	
Satd. Flow (perm)	0	173	3471	3406	1568	1770	1568
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					78		19
Link Speed (mph)			40	40		25	
Link Distance (ft)			592	426		1532	
Travel Time (s)			10.1	7.3		41.8	
Peak Hour Factor	0.93	0.77	0.90	0.94	0.87	0.91	0.72
Heavy Vehicles (%)	21%	43%	4%	6%	3%	2%	3%
Adj. Flow (vph)	12	61	1618	1314	108	293	242
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	73	1618	1314	108	293	242
Turn Type	pm+pt	pm+pt	NA	NA	Perm	Prot	pm+ov
Protected Phases	1!	1	6	2		3	1!
Permitted Phases	6!	6			2		3
Detector Phase	1	1	6	2	2	3	1
Switch Phase							
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	10.0	12.0
Minimum Split (s)	18.0	18.0	18.6	18.6	18.6	18.7	18.0
Total Split (s)	18.0	18.0	100.0	82.0	82.0	70.0	18.0
Total Split (%)	10.6%	10.6%	58.8%	48.2%	48.2%	41.2%	10.6%
Maximum Green (s)	12.0	12.0	93.4	75.4	75.4	61.3	12.0
Yellow Time (s)	4.0	4.0	4.5	4.5	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	2.1	2.1	2.1	4.7	2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.0	6.6	6.6	6.6	8.7	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.5	3.5	6.0	6.0	6.0	4.5	3.5
Minimum Gap (s)	3.5	3.5	3.5	3.5	3.5	4.5	3.5
Time Before Reduce (s)	0.0	0.0	30.0	30.0	30.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	20.0	20.0	20.0	0.0	0.0
Recall Mode	None	None	C-Min	C-Min	C-Min	None	None
Act Effct Green (s)		119.9	119.3	101.3	101.3	35.4	56.1
Actuated g/C Ratio		0.71	0.70	0.60	0.60	0.21	0.33
v/c Ratio		0.36	0.66	0.65	0.11	0.80	0.46
Control Delay		8.1	4.3	28.9	11.1	79.4	43.1
Queue Delay		0.0	0.1	0.0	0.0	0.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Delay		8.1	4.4	28.9	11.1	79.4	43.1
LOS		A	A	C	B	E	D
Approach Delay			4.5	27.5		63.0	
Approach LOS			A	C		E	
90th %ile Green (s)	12.0	12.0	109.5	91.5	91.5	45.2	12.0
90th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
70th %ile Green (s)	12.0	12.0	115.3	97.3	97.3	39.4	12.0
70th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
50th %ile Green (s)	12.0	12.0	119.3	101.3	101.3	35.4	12.0
50th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
30th %ile Green (s)	12.0	12.0	123.3	105.3	105.3	31.4	12.0
30th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max
10th %ile Green (s)	12.0	12.0	129.3	111.3	111.3	25.4	12.0
10th %ile Term Code	Max	Max	Coord	Coord	Coord	Gap	Max

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 92 (54%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 75.7% ICU Level of Service D
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 106: Route 460 & Granby St NE

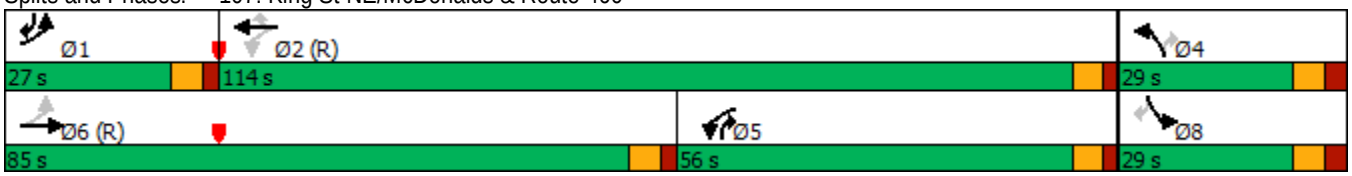
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	1470	298	408	1189	50	144	0	461	34	0	52
Future Volume (vph)	36	1470	298	408	1189	50	144	0	461	34	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	312		342	700		0	210		250	35		35
Storage Lanes	1		1	1		1	1		0	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor			0.98									
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3471	1599	1770	3374	1615	1770	0	1599	1805	0	1583
Flt Permitted	0.134			0.054			0.950			0.950		
Satd. Flow (perm)	255	3471	1566	101	3374	1615	1770	0	1599	1805	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142			65			58			77
Link Speed (mph)		20			40			30			20	
Link Distance (ft)		704			1066			1382			1239	
Travel Time (s)		24.0			18.2			31.4			42.2	
Confl. Peds. (#/hr)			1									
Peak Hour Factor	0.53	0.91	0.87	0.89	0.94	0.76	0.78	0.40	0.91	0.71	0.67	0.67
Heavy Vehicles (%)	0%	4%	1%	2%	7%	0%	2%	0%	1%	0%	0%	2%
Adj. Flow (vph)	68	1615	343	458	1265	66	185	0	507	48	0	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1615	343	458	1265	66	185	0	507	48	0	78
Turn Type	pm+pt	NA	Free	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases	6		Free	2		2			4			8
Detector Phase	1	6		5	2	2	4		5	8		1
Switch Phase												
Minimum Initial (s)	6.0	12.0		6.0	12.0	12.0	6.0		6.0	6.0		6.0
Minimum Split (s)	12.0	18.0		12.0	18.0	18.0	13.0		12.0	13.1		12.0
Total Split (s)	27.0	85.0		56.0	114.0	114.0	29.0		56.0	29.0		27.0
Total Split (%)	15.9%	50.0%		32.9%	67.1%	67.1%	17.1%		32.9%	17.1%		15.9%
Maximum Green (s)	21.0	79.0		50.0	108.0	108.0	22.0		50.0	21.9		21.0
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	3.0		2.0	3.1		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	7.0		6.0	7.1		6.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag			Lag			Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes			Yes			Yes
Vehicle Extension (s)	3.5	6.0		3.5	6.0	6.0	4.5		3.5	4.5		3.5
Minimum Gap (s)	3.5	3.5		3.5	3.5	3.5	4.5		3.5	4.5		3.5
Time Before Reduce (s)	0.0	30.0		0.0	30.0	30.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	20.0		0.0	20.0	20.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	84.1	84.1	170.0	120.4	120.4	120.4	21.1		73.9	19.0		32.7
Actuated g/C Ratio	0.49	0.49	1.00	0.71	0.71	0.71	0.12		0.43	0.11		0.19
v/c Ratio	0.32	0.94	0.22	0.88	0.53	0.06	0.84		0.70	0.24		0.21

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	20.9	41.5	0.3	73.2	15.3	2.8	102.5		39.2	70.0		11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	20.9	41.5	0.3	73.2	15.3	2.8	102.5		39.2	70.0		11.2
LOS	C	D	A	E	B	A	F		D	E		B
Approach Delay		33.9			29.7			56.1			33.6	
Approach LOS		C			C			E			C	
90th %ile Green (s)	12.3	79.0		50.0	116.7	116.7	22.0		50.0	21.9		12.3
90th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max		Max	Hold		Gap
70th %ile Green (s)	10.6	79.0		50.0	118.4	118.4	22.0		50.0	21.9		10.6
70th %ile Term Code	Gap	Coord		Max	Coord	Coord	Max		Max	Hold		Gap
50th %ile Green (s)	9.4	80.8		48.2	119.6	119.6	22.0		48.2	21.9		9.4
50th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max		Gap	Hold		Gap
30th %ile Green (s)	8.3	84.9		44.1	120.7	120.7	22.0		44.1	21.9		8.3
30th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Max		Gap	Hold		Gap
10th %ile Green (s)	6.7	96.6		36.7	126.6	126.6	17.7		36.7	0.0		6.7
10th %ile Term Code	Gap	Coord		Gap	Coord	Coord	Gap		Gap	Skip		Gap

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 144 (85%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 87.0% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 107: King St NE/McDonalds & Route 460



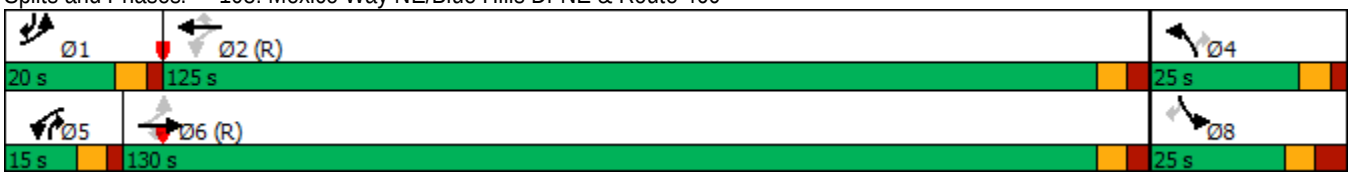
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1819	37	43	1231	23	52	0	66	102	0	322
Future Volume (vph)	108	1819	37	43	1231	23	52	0	66	102	0	322
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	405		612	275		392	235		235	0		410
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	0.88
Ped Bike Factor						0.99						
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1467	3505	1615	1805	3406	1145	1805	0	1615	1770	0	2760
Flt Permitted	0.159			0.068			0.950			0.950		
Satd. Flow (perm)	246	3505	1615	129	3406	1131	1805	0	1615	1770	0	2760
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)			72			72			29			
Link Speed (mph)		40			40			25			30	
Link Distance (ft)		579			739			583			1158	
Travel Time (s)		9.9			12.6			15.9			26.3	
Confl. Peds. (#/hr)						1						
Peak Hour Factor	0.64	0.94	0.67	0.83	0.94	0.59	0.69	0.33	0.79	0.89	0.31	0.61
Heavy Vehicles (%)	23%	3%	0%	0%	6%	41%	0%	0%	0%	2%	0%	3%
Adj. Flow (vph)	169	1935	55	52	1310	39	75	0	84	115	0	528
Shared Lane Traffic (%)												
Lane Group Flow (vph)	169	1935	55	52	1310	39	75	0	84	115	0	528
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot		pm+ov
Protected Phases	1	6		5	2		4		5	8		1
Permitted Phases	6		6	2		2			4			8
Detector Phase	1	6	6	5	2	2	4		5	8		1
Switch Phase												
Minimum Initial (s)	8.0	12.0	12.0	8.0	12.0	12.0	8.0		8.0	15.0		8.0
Minimum Split (s)	14.0	19.0	19.0	14.0	19.0	19.0	14.4		14.0	23.2		14.0
Total Split (s)	20.0	130.0	130.0	15.0	125.0	125.0	25.0		15.0	25.0		20.0
Total Split (%)	11.8%	76.5%	76.5%	8.8%	73.5%	73.5%	14.7%		8.8%	14.7%		11.8%
Maximum Green (s)	14.0	123.0	123.0	9.0	118.0	118.0	18.6		9.0	16.8		14.0
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	3.0	3.0	2.0	3.0	3.0	2.4		2.0	4.2		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)	6.0	7.0	7.0	6.0	7.0	7.0	6.4		6.0	8.2		6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag			Lead			Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.5	8.0	8.0	3.5	8.0	8.0	4.0		3.5	4.0		3.5
Minimum Gap (s)	3.5	3.0	3.0	3.5	3.0	3.0	4.0		3.5	4.0		3.5
Time Before Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	30.0	30.0	0.0	30.0	30.0	0.0		0.0	0.0		0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None		None	None		None
Act Effct Green (s)	139.5	124.7	124.7	128.0	119.0	119.0	17.9		32.3	16.1		38.0
Actuated g/C Ratio	0.82	0.73	0.73	0.75	0.70	0.70	0.11		0.19	0.09		0.22
v/c Ratio	0.56	0.75	0.05	0.30	0.55	0.05	0.40		0.25	0.69		0.86

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay	16.4	7.9	0.1	8.6	6.8	0.1	77.4		40.0	95.7		77.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	16.4	7.9	0.1	8.6	6.8	0.1	77.4		40.0	95.7		77.6
LOS	B	A	A	A	A	A	E		D	F		E
Approach Delay		8.3			6.7			57.7			80.8	
Approach LOS		A			A			E			F	
90th %ile Green (s)	14.0	124.0	124.0	8.0	118.0	118.0	18.6		8.0	16.8		14.0
90th %ile Term Code	Max	Coord	Coord	Min	Coord	Coord	Hold		Min	Max		Max
70th %ile Green (s)	14.0	124.0	124.0	8.0	118.0	118.0	18.6		8.0	16.8		14.0
70th %ile Term Code	Max	Coord	Coord	Min	Coord	Coord	Hold		Min	Max		Max
50th %ile Green (s)	14.0	124.0	124.0	8.0	118.0	118.0	18.6		8.0	16.8		14.0
50th %ile Term Code	Max	Coord	Coord	Min	Coord	Coord	Hold		Min	Max		Max
30th %ile Green (s)	14.0	125.8	125.8	8.0	119.8	119.8	16.8		8.0	15.0		14.0
30th %ile Term Code	Max	Coord	Coord	Min	Coord	Coord	Hold		Min	Min		Max
10th %ile Green (s)	12.7	125.8	125.8	8.0	121.1	121.1	16.8		8.0	15.0		12.7
10th %ile Term Code	Gap	Coord	Coord	Min	Coord	Coord	Hold		Min	Min		Gap

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 151 (89%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 108: Mexico Way NE/Blue Hills Dr NE & Route 460



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	9	238	1710	35	11	1183	128	19	0	28	118	0
Future Volume (vph)	9	238	1710	35	11	1183	128	19	0	28	118	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		248	310		232	0		106	0	
Storage Lanes		1		1	1		1	1		0	1	
Taper Length (ft)		0			0			0			0	
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	1.00
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1788	3505	1615	1641	3374	1615	1805	0	1615	1805	0
Flt Permitted		0.175			0.064			0.950			0.950	
Satd. Flow (perm)	0	329	3505	1615	111	3374	1615	1805	0	1615	1805	0
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				94			129			90		
Link Speed (mph)			25			45			20			35
Link Distance (ft)			364			861			704			1748
Travel Time (s)			9.9			13.0			24.0			34.1
Peak Hour Factor	0.98	0.93	0.97	0.74	0.63	0.91	0.83	0.80	0.38	0.77	0.82	0.25
Heavy Vehicles (%)	0%	1%	3%	0%	10%	7%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	9	256	1763	47	17	1300	154	24	0	36	144	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	265	1763	47	17	1300	154	24	0	36	144	0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot		pm+ov	Prot	
Protected Phases	1!	1	6		5	2		4		5	8	
Permitted Phases	6!	6		6	2		2			4		
Detector Phase	1	1	6	6	5	2	2	4		5	8	
Switch Phase												
Minimum Initial (s)	7.0	7.0	18.0	18.0	5.0	18.0	18.0	5.0		5.0	7.0	
Minimum Split (s)	15.5	15.5	26.5	26.5	13.5	26.5	26.5	12.3		13.5	16.2	
Total Split (s)	28.0	28.0	127.0	127.0	15.0	114.0	114.0	28.0		15.0	28.0	
Total Split (%)	16.5%	16.5%	74.7%	74.7%	8.8%	67.1%	67.1%	16.5%		8.8%	16.5%	
Maximum Green (s)	19.5	19.5	118.5	118.5	6.5	105.5	105.5	20.7		6.5	18.8	
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9	4.9	4.9	3.2		4.9	5.0	
All-Red Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	3.6	4.1		3.6	4.2	
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)		8.5	8.5	8.5	8.5	8.5	8.5	7.3		8.5	9.2	
Lead/Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead			Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes			Yes		
Vehicle Extension (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	4.0		3.5	4.0	
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None		None	None	
Act Effct Green (s)		122.9	122.9	122.9	106.8	106.8	106.8	19.4		33.0	17.5	
Actuated g/C Ratio		0.72	0.72	0.72	0.63	0.63	0.63	0.11		0.19	0.10	
v/c Ratio		0.66	0.70	0.04	0.13	0.61	0.15	0.12		0.09	0.78	
Control Delay		24.8	9.2	0.2	7.9	8.2	0.3	68.3		0.5	100.9	
Queue Delay		0.0	0.0	0.0	0.0	0.1	0.0	0.0		0.0	0.0	
Total Delay		24.8	9.2	0.2	7.9	8.3	0.3	68.3		0.5	100.9	
LOS		C	A	A	A	A	A	E		A	F	
Approach Delay			11.0			7.5			27.6			60.9

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	104
Future Volume (vph)	104
Ideal Flow (vphpl)	1900
Storage Length (ft)	165
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	90
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.76
Heavy Vehicles (%)	0%
Adj. Flow (vph)	137
Shared Lane Traffic (%)	
Lane Group Flow (vph)	137
Turn Type	pm+ov
Protected Phases	1!
Permitted Phases	8
Detector Phase	1
Switch Phase	
Minimum Initial (s)	7.0
Minimum Split (s)	15.5
Total Split (s)	28.0
Total Split (%)	16.5%
Maximum Green (s)	19.5
Yellow Time (s)	4.9
All-Red Time (s)	3.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	8.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.5
Recall Mode	None
Act Effct Green (s)	46.2
Actuated g/C Ratio	0.27
v/c Ratio	0.27
Control Delay	18.9
Queue Delay	0.0
Total Delay	18.9
LOS	B
Approach Delay	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Approach LOS			B			A			C			E
90th %ile Green (s)	19.5	19.5	118.5	118.5	6.5	105.5	105.5	20.7		6.5	18.8	
90th %ile Term Code	Max	Max	Coord	Coord	Max	Coord	Coord	Hold		Max	Max	
70th %ile Green (s)	19.5	19.5	118.5	118.5	6.5	105.5	105.5	20.7		6.5	18.8	
70th %ile Term Code	Hold	Hold	Coord	Coord	Max	Coord	Coord	Hold		Max	Max	
50th %ile Green (s)	19.5	19.5	118.5	118.5	6.5	105.5	105.5	20.7		6.5	18.8	
50th %ile Term Code	Hold	Hold	Coord	Coord	Max	Coord	Coord	Hold		Max	Max	
30th %ile Green (s)	19.5	19.5	120.2	120.2	6.2	106.9	106.9	19.3		6.2	17.4	
30th %ile Term Code	Hold	Hold	Coord	Coord	Gap	Coord	Coord	Hold		Gap	Gap	
10th %ile Green (s)	19.5	19.5	138.7	138.7	0.0	110.7	110.7	15.5		0.0	13.6	
10th %ile Term Code	Hold	Hold	Coord	Coord	Skip	Coord	Coord	Hold		Skip	Gap	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 148 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 80.7% ICU Level of Service D
Analysis Period (min) 15
! Phase conflict between lane groups.

Splits and Phases: 109: CVS/W Ruritan Rd & Route 460

Lane Group	SBR
Approach LOS	
90th %ile Green (s)	19.5
90th %ile Term Code	Max
70th %ile Green (s)	19.5
70th %ile Term Code	Hold
50th %ile Green (s)	19.5
50th %ile Term Code	Hold
30th %ile Green (s)	19.5
30th %ile Term Code	Hold
10th %ile Green (s)	19.5
10th %ile Term Code	Hold

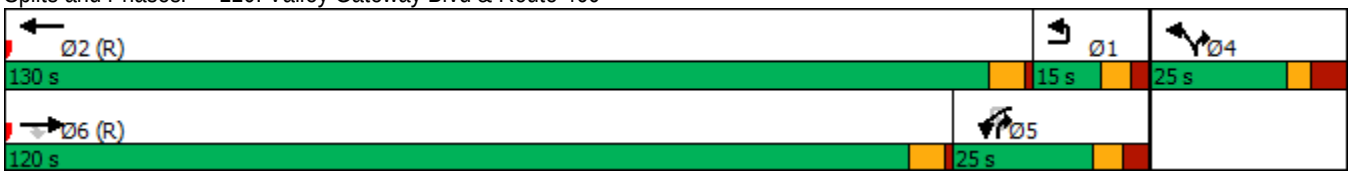
Intersection Summary

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	4	1566	286	147	1144	174	51
Future Volume (vph)	4	1566	286	147	1144	174	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	172		330	525		250	250
Storage Lanes	1		1	2		1	0
Taper Length (ft)	0			0		0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.97	1.00
Frt			0.850				0.850
Flt Protected	0.950			0.950		0.950	
Satd. Flow (prot)	1805	3505	1583	3400	3343	3467	1538
Flt Permitted	0.950			0.950		0.950	
Satd. Flow (perm)	1805	3505	1583	3400	3343	3467	1538
Right Turn on Red			Yes				Yes
Satd. Flow (RTOR)			304				40
Link Speed (mph)		25			45	25	
Link Distance (ft)		861			1474	1213	
Travel Time (s)		23.5			22.3	33.1	
Peak Hour Factor	0.35	0.95	0.94	0.80	0.95	0.91	0.70
Heavy Vehicles (%)	0%	3%	2%	3%	8%	1%	5%
Adj. Flow (vph)	11	1648	304	184	1204	191	73
Shared Lane Traffic (%)							
Lane Group Flow (vph)	11	1648	304	184	1204	191	73
Turn Type	Prot	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	1	6		5	2	4	4 5!
Permitted Phases			6				
Detector Phase	1	6	6	5	2	4	4
Switch Phase							
Minimum Initial (s)	5.0	16.0	16.0	8.0	16.0	8.0	
Minimum Split (s)	11.4	21.6	21.6	15.4	21.6	15.9	
Total Split (s)	15.0	120.0	120.0	25.0	130.0	25.0	
Total Split (%)	8.8%	70.6%	70.6%	14.7%	76.5%	14.7%	
Maximum Green (s)	8.6	114.4	114.4	17.6	124.4	17.1	
Yellow Time (s)	3.8	4.6	4.6	3.8	4.6	3.0	
All-Red Time (s)	2.6	1.0	1.0	3.6	1.0	4.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.4	5.6	5.6	7.4	5.6	7.9	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.5	4.0	4.0	3.5	4.0	4.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	
Act Effct Green (s)	7.1	119.2	119.2	14.8	135.6	15.1	37.3
Actuated g/C Ratio	0.04	0.70	0.70	0.09	0.80	0.09	0.22
v/c Ratio	0.15	0.67	0.25	0.62	0.45	0.62	0.20
Control Delay	67.8	11.2	1.5	98.6	5.3	83.5	26.8
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	11.3	1.5	98.6	5.3	83.5	26.8
LOS	E	B	A	F	A	F	C
Approach Delay		10.1			17.6	67.9	

Lane Group	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS		B			B	E	
90th %ile Green (s)	8.6	114.4	114.4	17.6	124.4	17.1	
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Max	
70th %ile Green (s)	7.7	115.2	115.2	16.7	125.2	17.2	
70th %ile Term Code	Gap	Coord	Coord	Hold	Coord	Gap	
50th %ile Green (s)	0.0	118.5	118.5	15.0	140.9	15.6	
50th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
30th %ile Green (s)	0.0	121.7	121.7	13.4	142.5	14.0	
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	
10th %ile Green (s)	0.0	126.3	126.3	11.1	144.8	11.7	
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 152 (89%), Referenced to phase 2:WBT and 6:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 17.2	Intersection LOS: B
Intersection Capacity Utilization 74.0%	ICU Level of Service D
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 110: Valley Gateway Blvd & Route 460



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	229	1398	0	1128	129	140	199
Future Volume (vph)	229	1398	0	1128	129	140	199
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	545		255		270	75	75
Storage Lanes	2		1		1	1	0
Taper Length (ft)	0		0			0	
Lane Util. Factor	0.97	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	3502	3505	1900	3343	1568	1787	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	3502	3505	1900	3343	1568	1787	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					94		224
Link Speed (mph)		45		45		25	
Link Distance (ft)		1034		943		1551	
Travel Time (s)		15.7		14.3		42.3	
Peak Hour Factor	0.94	0.95	1.00	0.88	0.83	0.88	0.89
Heavy Vehicles (%)	0%	3%	0%	8%	3%	1%	2%
Adj. Flow (vph)	244	1472	0	1282	155	159	224
Shared Lane Traffic (%)							
Lane Group Flow (vph)	244	1472	0	1282	155	159	224
Turn Type	Prot	NA	Prot	NA	pt+ov	Prot	Perm
Protected Phases	1	6	5	2	2 4	4	
Permitted Phases							4
Detector Phase	1	6	5	2	2	4	4
Switch Phase							
Minimum Initial (s)	7.0	18.0	5.0	18.0		8.0	8.0
Minimum Split (s)	15.5	24.2	11.3	24.2		15.1	15.1
Total Split (s)	31.0	120.0	12.0	101.0		38.0	38.0
Total Split (%)	18.2%	70.6%	7.1%	59.4%		22.4%	22.4%
Maximum Green (s)	22.5	113.8	5.7	94.8		30.9	30.9
Yellow Time (s)	4.3	5.2	4.3	5.2		3.2	3.2
All-Red Time (s)	4.2	1.0	2.0	1.0		3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	8.5	6.2	6.3	6.2		7.1	7.1
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			
Vehicle Extension (s)	4.0	5.0	4.0	5.0		5.0	5.0
Recall Mode	None	C-Max	None	C-Max		None	None
Act Effct Green (s)	22.5	134.3		103.3	132.8	22.4	22.4
Actuated g/C Ratio	0.13	0.79		0.61	0.78	0.13	0.13
v/c Ratio	0.53	0.53		0.63	0.12	0.68	0.56
Control Delay	70.9	3.5		22.7	2.4	84.3	12.4
Queue Delay	0.0	0.0		0.1	0.0	0.0	0.0
Total Delay	70.9	3.5		22.8	2.4	84.3	12.4
LOS	E	A		C	A	F	B
Approach Delay		13.0		20.6		42.2	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Approach LOS		B		C		D	
90th %ile Green (s)	22.5	126.8	0.0	95.8		29.9	29.9
90th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
70th %ile Green (s)	22.5	131.7	0.0	100.7		25.0	25.0
70th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
50th %ile Green (s)	22.5	134.5	0.0	103.5		22.2	22.2
50th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
30th %ile Green (s)	22.5	137.3	0.0	106.3		19.4	19.4
30th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap
10th %ile Green (s)	22.5	141.4	0.0	110.4		15.3	15.3
10th %ile Term Code	Hold	Coord	Skip	Coord		Gap	Gap

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 82 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 19.3 Intersection LOS: B
Intersection Capacity Utilization 66.9% ICU Level of Service C
Analysis Period (min) 15

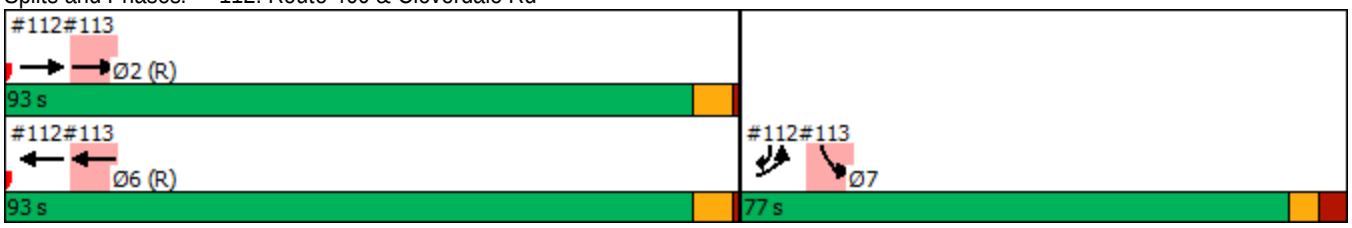
Splits and Phases: 111: Route 460 & Wal-Mart

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	515	1023	656	0	0	601
Future Volume (vph)	515	1023	656	0	0	601
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	445			975	0	0
Storage Lanes	2			0	0	2
Taper Length (ft)	0				0	
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	0.88
Frt						0.850
Flt Protected	0.950					
Satd. Flow (prot)	3303	3471	3374	0	0	2787
Flt Permitted	0.950					
Satd. Flow (perm)	3303	3471	3374	0	0	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						301
Link Speed (mph)		45	45		45	
Link Distance (ft)		943	139		1990	
Travel Time (s)		14.3	2.1		30.2	
Peak Hour Factor	0.87	0.89	0.91	0.91	0.94	0.94
Heavy Vehicles (%)	6%	4%	7%	0%	0%	2%
Adj. Flow (vph)	592	1149	721	0	0	639
Shared Lane Traffic (%)						
Lane Group Flow (vph)	592	1149	721	0	0	639
Turn Type	Prot	NA	NA			Over
Protected Phases	7	2	6			7
Permitted Phases						
Detector Phase	7	2	6			7
Switch Phase						
Minimum Initial (s)	8.0	14.0	14.0			8.0
Minimum Split (s)	15.6	20.1	20.1			15.6
Total Split (s)	77.0	93.0	93.0			77.0
Total Split (%)	45.3%	54.7%	54.7%			45.3%
Maximum Green (s)	69.4	86.9	86.9			69.4
Yellow Time (s)	3.7	5.1	5.1			3.7
All-Red Time (s)	3.9	1.0	1.0			3.9
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	7.6	6.1	6.1			7.6
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	4.0			4.0
Recall Mode	None	C-Max	C-Max			None
Act Effct Green (s)	60.3	96.0	96.0			60.3
Actuated g/C Ratio	0.35	0.56	0.56			0.35
v/c Ratio	0.51	0.59	0.38			0.54
Control Delay	53.5	17.5	1.5			22.8
Queue Delay	0.0	0.0	0.1			0.0
Total Delay	53.5	17.5	1.6			22.8
LOS	D	B	A			C
Approach Delay		29.8	1.6		22.8	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		C	A		C	
90th %ile Green (s)	69.4	86.9	86.9			69.4
90th %ile Term Code	Max	Coord	Coord			Max
70th %ile Green (s)	67.3	89.0	89.0			67.3
70th %ile Term Code	Gap	Coord	Coord			Gap
50th %ile Green (s)	61.1	95.2	95.2			61.1
50th %ile Term Code	Gap	Coord	Coord			Gap
30th %ile Green (s)	55.9	100.4	100.4			55.9
30th %ile Term Code	Gap	Coord	Coord			Gap
10th %ile Green (s)	48.0	108.3	108.3			48.0
10th %ile Term Code	Gap	Coord	Coord			Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 72 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 21.8	Intersection LOS: C
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 112: Route 460 & Cloverdale Rd

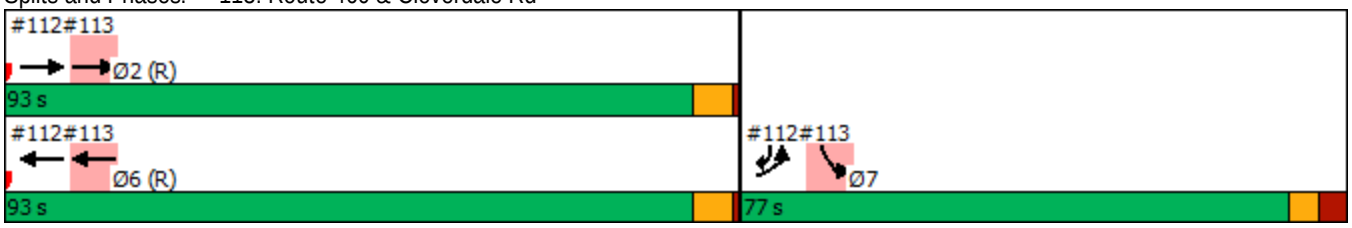


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1023	656	507	745	0
Future Volume (vph)	0	1023	656	507	745	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			350	0	0
Storage Lanes	0			1	2	0
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt				0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	3471	3374	1455	3242	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	3471	3374	1455	3242	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				478		
Link Speed (mph)		45	45		45	
Link Distance (ft)		139	4108		640	
Travel Time (s)		2.1	62.2		9.7	
Peak Hour Factor	0.89	0.89	0.91	0.89	0.90	0.90
Heavy Vehicles (%)	0%	4%	7%	11%	8%	0%
Adj. Flow (vph)	0	1149	721	570	828	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1149	721	570	828	0
Turn Type		NA	NA	Free	Prot	
Protected Phases		2	6		7	
Permitted Phases				Free		
Detector Phase		2	6		7	
Switch Phase						
Minimum Initial (s)		14.0	14.0		8.0	
Minimum Split (s)		20.1	20.1		15.6	
Total Split (s)		93.0	93.0		77.0	
Total Split (%)		54.7%	54.7%		45.3%	
Maximum Green (s)		86.9	86.9		69.4	
Yellow Time (s)		5.1	5.1		3.7	
All-Red Time (s)		1.0	1.0		3.9	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		6.1	6.1		7.6	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		4.0	4.0		4.0	
Recall Mode		C-Max	C-Max		None	
Act Effct Green (s)		96.0	96.0	170.0	60.3	
Actuated g/C Ratio		0.56	0.56	1.00	0.35	
v/c Ratio		0.59	0.38	0.39	0.72	
Control Delay		1.9	22.2	0.8	50.8	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		1.9	22.2	0.8	50.8	
LOS		A	C	A	D	
Approach Delay		1.9	12.8		50.8	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Approach LOS		A	B		D	
90th %ile Green (s)		86.9	86.9		69.4	
90th %ile Term Code		Coord	Coord		Max	
70th %ile Green (s)		89.0	89.0		67.3	
70th %ile Term Code		Coord	Coord		Gap	
50th %ile Green (s)		95.2	95.2		61.1	
50th %ile Term Code		Coord	Coord		Gap	
30th %ile Green (s)		100.4	100.4		55.9	
30th %ile Term Code		Coord	Coord		Gap	
10th %ile Green (s)		108.3	108.3		48.0	
10th %ile Term Code		Coord	Coord		Gap	

Intersection Summary	
Area Type: Other	
Cycle Length: 170	
Actuated Cycle Length: 170	
Offset: 72 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.6	Intersection LOS: B
Intersection Capacity Utilization 60.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 113: Route 460 & Cloverdale Rd



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	11	2144	4	2	38	1577	21	0	0	35	0
Future Volume (vph)	4	11	2144	4	2	38	1577	21	0	0	35	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		190		0		175		0	0		0	0
Storage Lanes		1		0		1		0	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.91	1.00	*0.70	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt							0.998				0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3797	0	0	1707	4926	0	0	0	1550	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3797	0	0	1707	4926	0	0	0	1550	0
Link Speed (mph)			35				35			25		
Link Distance (ft)			710				216			678		
Travel Time (s)			13.8				4.2			18.5		
Confl. Peds. (#/hr)				1				3				
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
Heavy Vehicles (%)	0%	0%	5%	50%	0%	6%	5%	11%	0%	0%	6%	0%
Adj. Flow (vph)	4	12	2356	4	2	42	1733	23	0	0	38	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	2360	0	0	44	1756	0	0	0	38	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			
* User Entered Value			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	12
Future Volume (vph)	0	12
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	25	
Link Distance (ft)	717	
Travel Time (s)	19.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.91	0.91
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	13
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	13
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2174	7	0	1638	0	6
Future Volume (vph)	2174	7	0	1638	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3435	0	0	3438	0	1370
Flt Permitted						
Satd. Flow (perm)	3435	0	0	3438	0	1370
Link Speed (mph)	35			35	25	
Link Distance (ft)	216			418	372	
Travel Time (s)	4.2			8.1	10.1	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	5%	0%	0%	5%	0%	20%
Adj. Flow (vph)	2389	8	0	1800	0	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2397	0	0	1800	0	7
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 70.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	1	1	2177	1	0	1623	2	0	0	29	0	0
Future Volume (vph)	1	1	2177	1	0	1623	2	0	0	29	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0	30		0	0		0	0	
Storage Lanes		1		0	0		0	0		1	0	
Taper Length (ft)		0			0			0			0	
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
Ped Bike Factor												
Frt										0.865		
Flt Protected		0.950										
Satd. Flow (prot)	0	1805	3438	0	0	3406	0	0	0	1644	0	0
Flt Permitted		0.950										
Satd. Flow (perm)	0	1805	3438	0	0	3406	0	0	0	1644	0	0
Link Speed (mph)			35			35			25			20
Link Distance (ft)			418			303			659			358
Travel Time (s)			8.1			5.9			18.0			12.2
Confl. Peds. (#/hr)				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
Heavy Vehicles (%)	0%	0%	5%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	1	2221	1	0	1656	2	0	0	30	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	2222	0	0	1658	0	0	0	30	0	0
Sign Control			Free			Free			Stop			Stop

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	14
Future Volume (vph)	14
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.865
Flt Protected	
Satd. Flow (prot)	1522
Flt Permitted	
Satd. Flow (perm)	1522
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.98
Heavy Vehicles (%)	8%
Adj. Flow (vph)	14
Shared Lane Traffic (%)	
Lane Group Flow (vph)	14
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2276	0	0	1556	0	0
Future Volume (vph)	2276	0	0	1556	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	694			470	250	
Travel Time (s)	13.5			9.2	8.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2322	0	0	1588	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2322	0	0	1588	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2276	0	0	1556	0	0
Future Volume (vph)	2276	0	0	1556	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3438	0	0	3406	0	0
Flt Permitted						
Satd. Flow (perm)	3438	0	0	3406	0	0
Link Speed (mph)	35			35	20	
Link Distance (ft)	470			669	296	
Travel Time (s)	9.2			13.0	10.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2322	0	0	1588	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2322	0	0	1588	0	0
Sign Control	Free			Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.2%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2242	34	2	9	1556	0	2
Future Volume (vph)	2242	34	2	9	1556	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		125		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.998						0.865
Flt Protected				0.950			
Satd. Flow (prot)	3434	0	0	1805	3406	0	1644
Flt Permitted				0.950			
Satd. Flow (perm)	3434	0	0	1805	3406	0	1644
Link Speed (mph)	35				35	25	
Link Distance (ft)	669				740	890	
Travel Time (s)	13.0				14.4	24.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	5%	0%	0%	0%	6%	0%	0%
Adj. Flow (vph)	2288	35	2	9	1588	0	2
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2323	0	0	11	1588	0	2
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 73.1%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2246	0	44	0	1567	0	0
Future Volume (vph)	2246	0	44	0	1567	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		200		0	0
Storage Lanes		0		1		0	1
Taper Length (ft)				0		0	
Lane Util. Factor	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt							
Flt Protected				0.950			
Satd. Flow (prot)	3471	0	0	1787	3438	0	1900
Flt Permitted				0.950			
Satd. Flow (perm)	3471	0	0	1787	3438	0	1900
Link Speed (mph)	35				35	20	
Link Distance (ft)	740				487	223	
Travel Time (s)	14.4				9.5	7.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	4%	0%	1%	0%	5%	0%	0%
Adj. Flow (vph)	2315	0	45	0	1615	0	0
Shared Lane Traffic (%)							
Lane Group Flow (vph)	2315	0	0	45	1615	0	0
Sign Control	Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.4%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	1	27	2262	1580	35	0	30
Future Volume (vph)	1	27	2262	1580	35	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		125			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt				0.997			0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1805	3471	3431	0	0	1644
Flt Permitted		0.950					
Satd. Flow (perm)	0	1805	3471	3431	0	0	1644
Link Speed (mph)			35	35		25	
Link Distance (ft)			487	582		239	
Travel Time (s)			9.5	11.3		6.5	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	4%	5%	0%	0%	0%
Adj. Flow (vph)	1	28	2332	1629	36	0	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	29	2332	1665	0	0	31
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1599	2	0	1340	49	0	0	10	0	0	50
Future Volume (vph)	0	1599	2	0	1340	49	0	0	10	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	270		0	0		0	0		0
Storage Lanes	0		0	1		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.995				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3404	0	0	4872	0	0	0	1644	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	3404	0	0	4872	0	0	0	1644	0	0	1644
Link Speed (mph)		35			35			20			25	
Link Distance (ft)		243			990			290			243	
Travel Time (s)		4.7			19.3			9.9			6.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	6%	50%	0%	6%	4%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1648	2	0	1381	51	0	0	10	0	0	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1650	0	0	1432	0	0	0	10	0	0	52
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	40	50	1482	32	17	11	1314	17	0	0	11	0
Future Volume (vph)	40	50	1482	32	17	11	1314	17	0	0	11	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		100	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	0.91	0.91	1.00	1.00	1.00	1.00	1.00
Frt			0.997					0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3400	0	0	1643	3293	808	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3400	0	0	1643	3293	808	0	0	1644	0
Link Speed (mph)			35				40			20		
Link Distance (ft)			990				765			302		
Travel Time (s)			19.3				13.0			10.3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	6%	0%	0%	0%	5%	100%	0%	0%	0%	0%
Adj. Flow (vph)	41	52	1528	33	18	11	1355	18	0	0	11	0
Shared Lane Traffic (%)						10%						
Lane Group Flow (vph)	0	93	1561	0	0	28	1356	18	0	0	11	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 84.8%	ICU Level of Service E
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	35
Future Volume (vph)	0	35
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	526	
Travel Time (s)	17.9	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	36
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	36
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	17	48	1444	6	3	3	1300	15	0	0	22	0
Future Volume (vph)	17	48	1444	6	3	3	1300	15	0	0	22	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		100		50	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.999					0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3371	0	0	1805	3438	1615	0	0	1358	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3371	0	0	1805	3438	1615	0	0	1358	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			765				990			275		
Travel Time (s)			13.0				16.9			9.4		
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 (%)	0%	0%	7%	0%	0%	0%	5%	0%	0%	0%	21%	0%
Adj. Flow (vph)	18	52	1553	6	3	3	1398	16	0	0	24	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	70	1559	0	0	6	1398	16	0	0	24	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.8%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	42
Future Volume (vph)	0	42
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	449	
Travel Time (s)	15.3	
Peak Hour Factor	0.93	0.93
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	45
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	45
Sign Control	Stop	

Intersection Summary

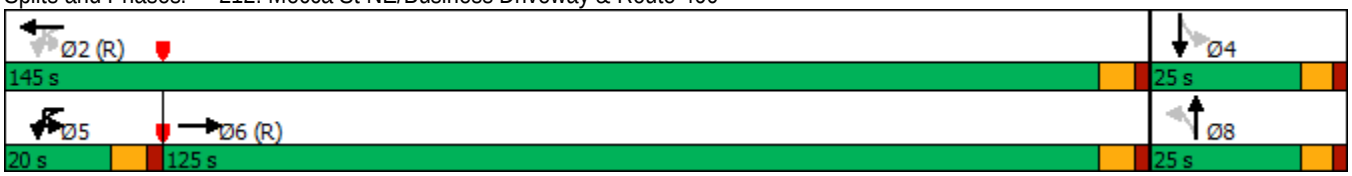
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1430	44	137	1292	1	25	0	84	0	1	4
Future Volume (vph)	0	1430	44	137	1292	1	25	0	84	0	1	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	224		0	0		0	0		0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	0			0			0			0		
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
Ped Bike Factor					1.00						0.99	
Frt		0.996						0.896			0.892	
Flt Protected				0.950				0.989				
Satd. Flow (prot)	0	3367	0	1787	3438	0	0	1684	0	0	1675	0
Flt Permitted				0.119				0.920				
Satd. Flow (perm)	0	3367	0	224	3438	0	0	1566	0	0	1675	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4						80			4	
Link Speed (mph)		40			40			25			20	
Link Distance (ft)		990			592			624			294	
Travel Time (s)		16.9			10.1			17.0			10.0	
Confl. Peds. (#/hr)						2						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 (%)	0%	7%	0%	1%	5%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1554	48	149	1404	1	27	0	91	0	1	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1602	0	149	1405	0	0	118	0	0	5	0
Turn Type		NA		pm+pt	NA		Perm	NA			NA	
Protected Phases		6		5	2			8			4	
Permitted Phases				2			8			4		
Detector Phase		6		5	2		8	8		4	4	
Switch Phase												
Minimum Initial (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Minimum Split (s)		24.6		10.6	24.6		24.0	24.0		24.0	24.0	
Total Split (s)		125.0		20.0	145.0		25.0	25.0		25.0	25.0	
Total Split (%)		73.5%		11.8%	85.3%		14.7%	14.7%		14.7%	14.7%	
Maximum Green (s)		118.4		13.4	138.4		19.0	19.0		19.0	19.0	
Yellow Time (s)		4.5		4.5	4.5		4.0	4.0		4.0	4.0	
All-Red Time (s)		2.1		2.1	2.1		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)		6.6		6.6	6.6			6.0			6.0	
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode		C-Max		None	C-Max		None	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)		132.2		147.1	147.1			10.3			10.3	
Actuated g/C Ratio		0.78		0.87	0.87			0.06			0.06	
v/c Ratio		0.61		0.55	0.47			0.69			0.05	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay		3.2		22.6	1.5			48.7			46.0	
Queue Delay		0.0		0.0	0.1			0.0			0.0	
Total Delay		3.2		22.6	1.5			48.7			46.0	
LOS		A		C	A			D			D	
Approach Delay		3.2			3.6			48.7			46.0	
Approach LOS		A			A			D			D	
90th %ile Green (s)		121.4		12.5	140.5		16.9	16.9		16.9	16.9	
90th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
70th %ile Green (s)		130.0		8.2	144.8		12.6	12.6		12.6	12.6	
70th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
50th %ile Green (s)		133.6		7.5	147.7		9.7	9.7		9.7	9.7	
50th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
30th %ile Green (s)		137.2		6.8	150.6		6.8	6.8		6.8	6.8	
30th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	
10th %ile Green (s)		139.0		6.3	151.9		5.5	5.5		5.5	5.5	
10th %ile Term Code		Coord		Gap	Coord		Gap	Gap		Hold	Hold	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 49 (29%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 5.1 Intersection LOS: A
Intersection Capacity Utilization 77.7% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 212: Mecca St NE/Business Driveway & Route 460



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	0	1684	39	30	30	1322	1	0	0	31	0	0
Future Volume (vph)	0	1684	39	30	30	1322	1	0	0	31	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		240		270		0	0		0	0	
Storage Lanes	0		1		1		0	0		1	0	
Taper Length (ft)	0				0			0			0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850							0.865		
Flt Protected					0.950							
Satd. Flow (prot)	0	3471	1615	0	1805	3406	0	0	0	1644	0	0
Flt Permitted					0.950							
Satd. Flow (perm)	0	3471	1615	0	1805	3406	0	0	0	1644	0	0
Link Speed (mph)		40				40			25			20
Link Distance (ft)		426				912			741			284
Travel Time (s)		7.3				15.5			20.2			9.7
Confl. Peds. (#/hr)			1									
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	1791	41	32	32	1406	1	0	0	33	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1791	41	0	64	1407	0	0	0	33	0	0
Sign Control		Free				Free			Stop			Stop

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	2
Future Volume (vph)	2
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Ped Bike Factor	
Frt	0.865
Flt Protected	
Satd. Flow (prot)	1644
Flt Permitted	
Satd. Flow (perm)	1644
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	0.94
Heavy Vehicles (%)	0%
Adj. Flow (vph)	2
Shared Lane Traffic (%)	
Lane Group Flow (vph)	2
Sign Control	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	13	2	1730	1315	22	0	55
Future Volume (vph)	13	2	1730	1315	22	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		215			0	0	0
Storage Lanes		1			0	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	1.00
Frt				0.998			0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1805	3471	3384	0	0	1565
Flt Permitted		0.950					
Satd. Flow (perm)	0	1805	3471	3384	0	0	1565
Link Speed (mph)			40	40		25	
Link Distance (ft)			912	543		613	
Travel Time (s)			15.5	9.3		16.7	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	6%	35%	0%	5%
Adj. Flow (vph)	14	2	1840	1399	23	0	59
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	16	1840	1422	0	0	59
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 53.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	0	1728	1	64	2	1329	0	0	0	2	0
Future Volume (vph)	6	0	1728	1	64	2	1329	0	0	0	2	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		200		0	0		0	0
Storage Lanes		1		0		1		0	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt											0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3471	0	0	1805	3374	0	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3471	0	0	1805	3374	0	0	0	1644	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			543				704			301		
Travel Time (s)			9.3				12.0			10.3		
Confl. Peds. (#/hr)				1							2	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	6	0	1763	1	65	2	1356	0	0	0	2	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	1764	0	0	67	1356	0	0	0	2	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.4%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	2
Future Volume (vph)	0	2
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	339	
Travel Time (s)	11.6	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	2
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	2
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	26	1934	0	52	0	1566	44	0	0	0	0
Future Volume (vph)	15	26	1934	0	52	0	1566	44	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		285		0		200		0	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt								0.850				
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3471	0	0	1770	3374	1615	0	0	1900	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3471	0	0	1770	3374	1615	0	0	1900	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			1066				731			403		
Travel Time (s)			18.2				12.5			13.7		
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	4%	0%	2%	0%	7%	0%	0%	0%	0%	0%
Adj. Flow (vph)	15	27	1973	0	53	0	1598	45	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	1973	0	0	53	1598	45	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	56
Future Volume (vph)	0	56
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1611
Flt Permitted		
Satd. Flow (perm)	0	1611
Link Speed (mph)	25	
Link Distance (ft)	869	
Travel Time (s)	23.7	
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	2%
Adj. Flow (vph)	0	57
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	57
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	3	31	1952	0	22	1	1571	21	0	0	0	0
Future Volume (vph)	3	31	1952	0	22	1	1571	21	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		100		200		0	0		0	0
Storage Lanes		1		1		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt								0.850				
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3471	1900	0	1805	3406	1615	0	0	1900	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3471	1900	0	1805	3406	1615	0	0	1900	0
Link Speed (mph)			40				40			20		
Link Distance (ft)			731				579			490		
Travel Time (s)			12.5				9.9			16.7		
Confl. Peds. (#/hr)				2								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	6%	0%	0%	0%	0%	0%
Adj. Flow (vph)	3	33	2077	0	23	1	1671	22	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	2077	0	0	24	1671	22	0	0	0	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	78
Future Volume (vph)	0	78
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1611
Flt Permitted		
Satd. Flow (perm)	0	1611
Link Speed (mph)	25	
Link Distance (ft)	667	
Travel Time (s)	18.2	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.94	0.94
Heavy Vehicles (%)	0%	2%
Adj. Flow (vph)	0	83
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	83
Sign Control	Stop	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1977	10	0	1297	0	1
Future Volume (vph)	1977	10	0	1297	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3502	0	0	3374	0	1644
Flt Permitted						
Satd. Flow (perm)	3502	0	0	3374	0	1644
Link Speed (mph)	40			45	25	
Link Distance (ft)	739			298	657	
Travel Time (s)	12.6			4.5	17.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	3%	0%	0%	7%	0%	0%
Adj. Flow (vph)	2017	10	0	1323	0	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2027	0	0	1323	0	1
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.0%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	2	1953	13	16	21	1284	22	0	0	28	0
Future Volume (vph)	10	2	1953	13	16	21	1284	22	0	0	28	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		210		0		155		170	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.999					0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3500	0	0	1805	3374	1302	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3500	0	0	1805	3374	1302	0	0	1644	0
Link Speed (mph)			30				45			20		
Link Distance (ft)			298				554			301		
Travel Time (s)			6.8				8.4			10.3		
Confl. Peds. (#/hr)								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
Heavy Vehicles (%)	0%	0%	3%	8%	0%	0%	7%	24%	0%	0%	0%	0%
Adj. Flow (vph)	10	2	1993	13	16	21	1310	22	0	0	29	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	2006	0	0	37	1310	22	0	0	29	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	3
Future Volume (vph)	0	3
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1236
Flt Permitted		
Satd. Flow (perm)	0	1236
Link Speed (mph)	25	
Link Distance (ft)	615	
Travel Time (s)	16.8	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.98	0.98
Heavy Vehicles (%)	0%	33%
Adj. Flow (vph)	0	3
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	3
Sign Control	Stop	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1986	11	0	1303	12	0	0	6	0	0	40
Future Volume (vph)	0	1986	11	0	1303	12	0	0	6	0	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	0		0	0		0	0		0
Storage Lanes	1		0	0		0	0		1	0		1
Taper Length (ft)	0			0			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.999				0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Flt Permitted												
Satd. Flow (perm)	0	5032	0	0	3370	0	0	0	1644	0	0	1644
Link Speed (mph)		30			45			20			25	
Link Distance (ft)		554			364			364			715	
Travel Time (s)		12.6			5.5			12.4			19.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	3%	0%	0%	7%	8%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	2027	11	0	1330	12	0	0	6	0	0	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2038	0	0	1342	0	0	0	6	0	0	41
Sign Control		Free			Free			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	2	0	1697	38	18	143	1288	0	0	0	220	0
Future Volume (vph)	2	0	1697	38	18	143	1288	0	0	0	220	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		240		0		0		175	0		0	0
Storage Lanes		1		0		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Frt			0.997								0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3464	0	0	1805	3438	1900	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3464	0	0	1805	3438	1900	0	0	1644	0
Link Speed (mph)			45				45			25		
Link Distance (ft)			1474				488			1132		
Travel Time (s)			22.3				7.4			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
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	2	0	1768	40	19	149	1342	0	0	0	229	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2	1808	0	0	168	1342	0	0	0	229	0
Sign Control			Free				Free			Stop		

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 80.7%	ICU Level of Service D
Analysis Period (min) 15	

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	1
Future Volume (vph)	0	1
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	20	
Link Distance (ft)	378	
Travel Time (s)	12.9	
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	1
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	1
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	9	49	1835	42	1	1	1389	39	0	0	17	0
Future Volume (vph)	9	49	1835	42	1	1	1389	39	0	0	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		140		50		155		155	0		0	0
Storage Lanes		1		1		1		1	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt				0.850				0.850			0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3471	1615	0	1805	3438	1568	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3471	1615	0	1805	3438	1568	0	0	1644	0
Link Speed (mph)			45				45			35		
Link Distance (ft)			488				955			855		
Travel Time (s)			7.4				14.5			16.7		
Confl. Peds. (#/hr)				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 (%)	0%	0%	4%	0%	0%	0%	5%	3%	0%	0%	0%	0%
Adj. Flow (vph)	9	51	1911	44	1	1	1447	41	0	0	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	1911	44	0	2	1447	41	0	0	18	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	51
Future Volume (vph)	0	51
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		0.865
Flt Protected		
Satd. Flow (prot)	0	1644
Flt Permitted		
Satd. Flow (perm)	0	1644
Link Speed (mph)	35	
Link Distance (ft)	1442	
Travel Time (s)	28.1	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	53
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	53
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	15	0	1819	19	15	8	1415	0	0	0	17	0
Future Volume (vph)	15	0	1819	19	15	8	1415	0	0	0	17	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200		0		200		0	0		0	0
Storage Lanes		1		0		1		0	0		1	0
Taper Length (ft)		0				0			0			0
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.998								0.865	
Flt Protected		0.950				0.950						
Satd. Flow (prot)	0	1805	3466	0	0	1651	3438	0	0	0	1644	0
Flt Permitted		0.950				0.950						
Satd. Flow (perm)	0	1805	3466	0	0	1651	3438	0	0	0	1644	0
Link Speed (mph)			45				45			20		
Link Distance (ft)			955				1228			397		
Travel Time (s)			14.5				18.6			13.5		
Confl. Peds. (#/hr)								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 (%)	0%	0%	4%	0%	14%	0%	5%	0%	0%	0%	0%	0%
Adj. Flow (vph)	16	0	1895	20	16	8	1474	0	0	0	18	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	1915	0	0	24	1474	0	0	0	18	0
Sign Control			Free				Free			Stop		

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	0	0
Future Volume (vph)	0	0
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	1.00	1.00
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)	0	1900
Flt Permitted		
Satd. Flow (perm)	0	1900
Link Speed (mph)	20	
Link Distance (ft)	265	
Travel Time (s)	9.0	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	0%	0%
Adj. Flow (vph)	0	0
Shared Lane Traffic (%)		
Lane Group Flow (vph)	0	0
Sign Control	Stop	

Intersection Summary

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	6	218	1627	1296	31	0	136
Future Volume (vph)	6	218	1627	1296	31	0	136
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		310			170	0	0
Storage Lanes		1			1	0	1
Taper Length (ft)		0				0	
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	1.00	1.00
Frt					0.850		0.865
Flt Protected		0.950					
Satd. Flow (prot)	0	1788	3505	3374	1553	0	1596
Flt Permitted		0.950					
Satd. Flow (perm)	0	1788	3505	3374	1553	0	1596
Link Speed (mph)			45	45		25	
Link Distance (ft)			1228	1034		827	
Travel Time (s)			18.6	15.7		22.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	1%	3%	7%	4%	0%	3%
Adj. Flow (vph)	6	234	1749	1394	33	0	146
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	240	1749	1394	33	0	146
Sign Control			Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.7%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1810	1968	90	0	296
Future Volume (vph)	0	1810	1968	90	0	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	0.81	0.91	0.91	1.00	1.00
Frt			0.993			0.865
Flt Protected						
Satd. Flow (prot)	0	7329	4953	0	0	1627
Flt Permitted						
Satd. Flow (perm)	0	7329	4953	0	0	1627
Link Speed (mph)		30	25		25	
Link Distance (ft)		549	217		284	
Travel Time (s)		12.5	5.9		7.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	0%	5%	4%	4%	0%	1%
Adj. Flow (vph)	0	2011	2187	100	0	329
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2011	2287	0	0	329
Sign Control		Free	Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 65.0%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	11	0	43	0	0	0	82	40	652	2	0	785
Future Volume (vph)	11	0	43	0	0	0	82	40	652	2	0	785
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		200		0	0	
Storage Lanes	0		0	0		0		1		0	0	
Taper Length (ft)	0			0				0			0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	0.95
Frt		0.892										0.994
Flt Protected		0.990						0.950				
Satd. Flow (prot)	0	1639	0	0	1900	0	0	1770	3505	0	0	3521
Flt Permitted		0.990						0.950				
Satd. Flow (perm)	0	1639	0	0	1900	0	0	1770	3505	0	0	3521
Link Speed (mph)		25			20				30			30
Link Distance (ft)		277			196				391			1441
Travel Time (s)		7.6			6.7				8.9			32.8
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
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	0%	6%	3%	0%	0%	2%
Adj. Flow (vph)	13	0	51	0	0	0	98	48	776	2	0	935
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	64	0	0	0	0	0	146	778	0	0	974
Sign Control		Stop			Stop				Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 54.2%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	33
Future Volume (vph)	33
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.84
Heavy Vehicles (%)	0%
Adj. Flow (vph)	39
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Sign Control	

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	395	0	534	0	0
Future Volume (vph)	0	395	0	534	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865				
Flt Protected						
Satd. Flow (prot)	0	1611	0	1759	0	0
Flt Permitted						
Satd. Flow (perm)	0	1611	0	1759	0	0
Link Speed (mph)	25			20	25	
Link Distance (ft)	478			292	320	
Travel Time (s)	13.0			10.0	8.7	
Peak Hour Factor	0.92	0.87	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	2%	0%	8%	2%	2%
Adj. Flow (vph)	0	454	0	580	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	454	0	580	0	0
Sign Control	Free			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 31.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	10	7	0	9	0	91	29	38	107	0
Future Volume (vph)	0	0	10	7	0	9	0	91	29	38	107	0
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	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.865			0.925			0.967				
Flt Protected					0.978						0.987	
Satd. Flow (prot)	0	1644	0	0	1496	0	0	1810	0	0	1848	0
Flt Permitted					0.978						0.987	
Satd. Flow (perm)	0	1644	0	0	1496	0	0	1810	0	0	1848	0
Link Speed (mph)		25			25			20			20	
Link Distance (ft)		565			296			231			698	
Travel Time (s)		15.4			8.1			7.9			23.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	31%	0%	2%	0%	2%	0%	0%	2%	0%
Adj. Flow (vph)	0	0	11	8	0	10	0	99	32	41	116	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	18	0	0	131	0	0	157	0
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 28.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	62	0	10	30
Future Volume (vph)	0	0	62	0	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						0.988
Satd. Flow (prot)	1900	0	1900	0	0	1877
Flt Permitted						0.988
Satd. Flow (perm)	1900	0	1900	0	0	1877
Link Speed (mph)	25		25			25
Link Distance (ft)	565		239			859
Travel Time (s)	15.4		6.5			23.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	0	0	67	0	11	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	67	0	0	44
Sign Control	Stop		Free			Free

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 12.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	38	9	40	12	7
Future Volume (vph)	29	38	9	40	12	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.924				0.949	
Flt Protected	0.979			0.991		
Satd. Flow (prot)	1719	0	0	1755	1613	0
Flt Permitted	0.979			0.991		
Satd. Flow (perm)	1719	0	0	1755	1613	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	296			243	578	
Travel Time (s)	8.1			6.6	15.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	9%	0%	31%
Adj. Flow (vph)	32	41	10	43	13	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	53	21	0
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 19.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1069	395	0	1082	744	0	0	534	0	0	237
Future Volume (vph)	0	1069	395	0	1082	744	0	0	534	0	0	237
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.865			0.865
Flt Protected												
Satd. Flow (prot)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Flt Permitted												
Satd. Flow (perm)	0	3282	1583	0	3438	1538	0	0	1522	0	0	1611
Link Speed (mph)		35			25			20			30	
Link Distance (ft)		367			636			478			402	
Travel Time (s)		7.1			17.3			16.3			9.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Heavy Vehicles (%)	0%	10%	2%	0%	5%	5%	0%	0%	8%	0%	0%	2%
Adj. Flow (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Sign Control		Free			Free			Yield			Yield	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 69.3%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (vph)	0	1125	478	0	1555	709	0	271	0	0
Future Volume (vph)	0	1125	478	0	1555	709	0	271	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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			0.850		0.865		
Flt Protected										
Satd. Flow (prot)	0	3282	1583	0	3343	1524	0	1611	0	0
Flt Permitted										
Satd. Flow (perm)	0	3282	1583	0	3343	1524	0	1611	0	0
Link Speed (mph)		35			25		15		20	
Link Distance (ft)		636			285		373		372	
Travel Time (s)		12.4			7.8		17.0		12.7	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Heavy Vehicles (%)	0%	10%	2%	0%	8%	6%	0%	2%	2%	2%
Adj. Flow (vph)	0	1293	562	0	1767	788	0	285	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1293	562	0	1767	788	0	285	0	0
Sign Control		Free			Free		Yield		Stop	

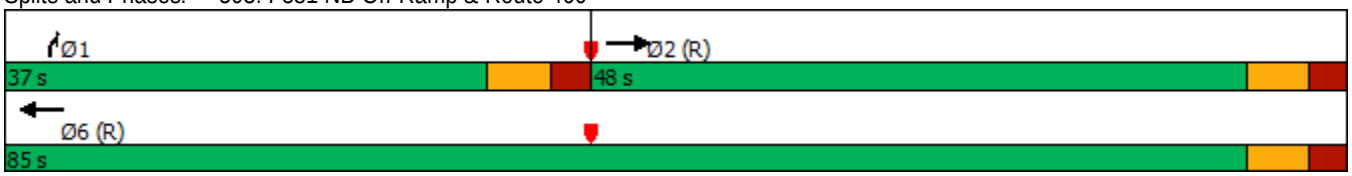
Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 66.4%	ICU Level of Service C
Analysis Period (min) 15	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1125	0	0	2264	0	685
Future Volume (vph)	1125	0	0	2264	0	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	200
Storage Lanes		0	0		0	1
Taper Length (ft)			0		0	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	0.88
Frt						0.850
Flt Protected						
Satd. Flow (prot)	3539	0	0	4848	0	2733
Flt Permitted						
Satd. Flow (perm)	3539	0	0	4848	0	2733
Right Turn on Red		Yes				No
Satd. Flow (RTOR)						
Link Speed (mph)	35			25	35	
Link Distance (ft)	285			183	634	
Travel Time (s)	5.6			5.0	12.4	
Peak Hour Factor	0.92	1.00	1.00	0.95	1.00	0.97
Heavy Vehicles (%)	2%	0%	0%	7%	0%	4%
Adj. Flow (vph)	1223	0	0	2383	0	706
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1223	0	0	2383	0	706
Turn Type	NA			NA		Prot
Protected Phases	2			6		1
Permitted Phases						
Detector Phase	2			6		1
Switch Phase						
Minimum Initial (s)	15.0			15.0		5.0
Minimum Split (s)	21.5			21.5		11.5
Total Split (s)	48.0			85.0		37.0
Total Split (%)	56.5%			100.0%		43.5%
Maximum Green (s)	41.5			78.5		30.5
Yellow Time (s)	4.0			4.0		4.0
All-Red Time (s)	2.5			2.5		2.5
Lost Time Adjust (s)	0.0			0.0		0.0
Total Lost Time (s)	6.5			6.5		6.5
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0		3.0
Recall Mode	C-Max			C-Max		None
Act Effct Green (s)	45.4			85.0		26.6
Actuated g/C Ratio	0.53			1.00		0.31
v/c Ratio	0.65			0.49		0.83
Control Delay	16.7			0.6		35.8
Queue Delay	0.0			0.0		0.0
Total Delay	16.7			0.6		35.8
LOS	B			A		D
Approach Delay	16.7			0.6	35.8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Approach LOS	B			A	D	
90th %ile Green (s)	41.5			78.5		30.5
90th %ile Term Code	Coord			Coord		Max
70th %ile Green (s)	41.8			78.5		30.2
70th %ile Term Code	Coord			Coord		Gap
50th %ile Green (s)	44.9			78.5		27.1
50th %ile Term Code	Coord			Coord		Gap
30th %ile Green (s)	47.5			78.5		24.5
30th %ile Term Code	Coord			Coord		Gap
10th %ile Green (s)	51.5			78.5		20.5
10th %ile Term Code	Coord			Coord		Gap

Intersection Summary	
Area Type: Other	
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 66 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 11.0	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 503: I-581 NB Off-Ramp & Route 460



HCM Unsignalized Intersection Capacity Analysis
201: 11th St NE & Route 460

02/23/2021

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	4	11	2144	4	2	38	1577	21	0	0	35	0
Future Volume (Veh/h)	4	11	2144	4	2	38	1577	21	0	0	35	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	12	2356	4	0	42	1733	23	0	0	38	0
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			710				937					
pX, platoon unblocked	0.00				0.00	0.55			0.55	0.55	0.55	0.55
vC, conflicting volume	0	1759			0	2361			3058	4226	788	2679
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1759			0	623			1886	4003	0	1200
tC, single (s)	0.0	4.1			0.0	4.2			7.5	6.5	7.0	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.3			3.5	4.0	3.4	3.5
p0 queue free %	0	97			0	92			100	100	94	100
cM capacity (veh/h)	0	359			0	511			22	1	591	67

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	12	942	942	475	42	693	693	370	38	13
Volume Left	12	0	0	0	42	0	0	0	0	0
Volume Right	0	0	0	4	0	0	0	23	38	13
cSH	359	1700	1700	1700	511	1700	1700	1700	591	453
Volume to Capacity	0.03	0.55	0.55	0.28	0.08	0.41	0.41	0.22	0.06	0.03
Queue Length 95th (ft)	3	0	0	0	7	0	0	0	5	2
Control Delay (s)	15.4	0.0	0.0	0.0	12.7	0.0	0.0	0.0	11.5	13.2
Lane LOS	C				B				B	B
Approach Delay (s)	0.1				0.3				11.5	13.2
Approach LOS									B	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	12
Future Volume (Veh/h)	0	12
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.91	0.91
Hourly flow rate (vph)	0	13
Pedestrians	3	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.55	
vC, conflicting volume	4216	592
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3986	592
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	97
cM capacity (veh/h)	1	453

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2174	7	0	1638	0	6
Future Volume (Veh/h)	2174	7	0	1638	0	6
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	2389	8	0	1800	0	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	926			721		
pX, platoon unblocked			0.46		0.64	0.46
vC, conflicting volume			2397		3293	1198
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1692		967	0
tC, single (s)			4.1		6.8	7.3
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.5
p0 queue free %			100		100	99
cM capacity (veh/h)			176		163	474

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1593	804	900	900	7
Volume Left	0	0	0	0	0
Volume Right	0	8	0	0	7
cSH	1700	1700	1700	1700	474
Volume to Capacity	0.94	0.47	0.53	0.53	0.01
Queue Length 95th (ft)	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	12.7
Lane LOS					B
Approach Delay (s)	0.0		0.0		12.7
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	1	1	2177	1	0	1623	2	0	0	29	0	0
Future Volume (Veh/h)	1	1	2177	1	0	1623	2	0	0	29	0	0
Sign Control			Free			Free			Stop			Stop
Grade			0%			0%			0%			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
Hourly flow rate (vph)	0	1	2221	1	0	1656	2	0	0	30	0	0
Pedestrians									3			1
Lane Width (ft)									12.0			12.0
Walking Speed (ft/s)									4.0			4.0
Percent Blockage									0			0
Right turn flare (veh)												
Median type			None			None						
Median storage veh)												
Upstream signal (ft)						303						
pX, platoon unblocked	0.00	0.64						0.64	0.64		0.64	0.64
vC, conflicting volume	0	1659			2225			3068	3886	1114	2800	3885
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	916			2225			3106	4376	1114	2690	4375
tC, single (s)	0.0	4.1			4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	0	100			100			100	100	85	100	100
cM capacity (veh/h)	0	484			237			3	1	205	6	1

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	1	1481	741	1104	554	30	14
Volume Left	1	0	0	0	0	0	0
Volume Right	0	0	1	0	2	30	14
cSH	484	1700	1700	1700	1700	205	685
Volume to Capacity	0.00	0.87	0.44	0.65	0.33	0.15	0.02
Queue Length 95th (ft)	0	0	0	0	0	13	2
Control Delay (s)	12.5	0.0	0.0	0.0	0.0	25.5	10.4
Lane LOS	B					D	B
Approach Delay (s)	0.0			0.0		25.5	10.4
Approach LOS						D	B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	14
Future Volume (Veh/h)	14
Sign Control	
Grade	
Peak Hour Factor	0.98
Hourly flow rate (vph)	14
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	0.64
vC, conflicting volume	830
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	0
tC, single (s)	7.1
tC, 2 stage (s)	
tF (s)	3.4
p0 queue free %	98
cM capacity (veh/h)	685

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2276	0	0	1556	0	0
Future Volume (Veh/h)	2276	0	0	1556	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2322	0	0	1588	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	694					
pX, platoon unblocked			0.37		0.37	0.37
vC, conflicting volume			2322		3116	1161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1150		3317	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			225		2	400

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1161	1161	794	794
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.68	0.68	0.47	0.47
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	2276	0	0	1556	0	0
Future Volume (Veh/h)	2276	0	0	1556	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2322	0	0	1588	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	1164					
pX, platoon unblocked			0.37		0.37	0.37
vC, conflicting volume			2322		3116	1161
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1190		3310	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			222		2	409

Direction, Lane #	EB 1	EB 2	WB 1	WB 2
Volume Total	1161	1161	794	794
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.68	0.68	0.47	0.47
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS				
Approach Delay (s)	0.0		0.0	
Approach LOS				

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	2242	34	2	9	1556	0	2
Future Volume (Veh/h)	2242	34	2	9	1556	0	2
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2288	35	0	9	1588	0	2
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)							
pX, platoon unblocked			0.00				
vC, conflicting volume			0	2323		3118	1162
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	2323		3118	1162
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	96		100	99
cM capacity (veh/h)			0	217		9	191

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1525	798	9	794	794	2
Volume Left	0	0	9	0	0	0
Volume Right	0	35	0	0	0	2
cSH	1700	1700	217	1700	1700	191
Volume to Capacity	0.90	0.47	0.04	0.47	0.47	0.01
Queue Length 95th (ft)	0	0	3	0	0	1
Control Delay (s)	0.0	0.0	22.3	0.0	0.0	24.0
Lane LOS			C			C
Approach Delay (s)	0.0		0.1			24.0
Approach LOS						C

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	2246	0	44	0	1567	0	0
Future Volume (Veh/h)	2246	0	44	0	1567	0	0
Sign Control	Free				Free	Stop	
Grade	0%				0%	0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	2315	0	0	0	1615	0	0
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type	None				None		
Median storage veh)							
Upstream signal (ft)					1069		
pX, platoon unblocked			0.00			0.75	
vC, conflicting volume			0	2315		3122	1158
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol			0	2315		3162	1158
tC, single (s)			0.0	4.1		6.8	6.9
tC, 2 stage (s)							
tF (s)			0.0	2.2		3.5	3.3
p0 queue free %			0	100		100	100
cM capacity (veh/h)			0	219		6	193

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1
Volume Total	1543	772	0	808	808	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.91	0.45	0.00	0.47	0.47	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS						A
Approach Delay (s)	0.0		0.0			0.0
Approach LOS						A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	1	27	2262	1580	35	0	30
Future Volume (Veh/h)	1	27	2262	1580	35	0	30
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	28	2332	1629	36	0	31
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				582			
pX, platoon unblocked	0.00	0.74				0.74	0.74
vC, conflicting volume	0	1665				2869	832
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	1199				2823	76
tC, single (s)	0.0	4.1				6.8	6.9
tC, 2 stage (s)							
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	94				100	96
cM capacity (veh/h)	0	437				10	724

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	28	1166	1166	1086	579	31
Volume Left	28	0	0	0	0	0
Volume Right	0	0	0	0	36	31
cSH	437	1700	1700	1700	1700	724
Volume to Capacity	0.06	0.69	0.69	0.64	0.34	0.04
Queue Length 95th (ft)	5	0	0	0	0	3
Control Delay (s)	13.8	0.0	0.0	0.0	0.0	10.2
Lane LOS	B					B
Approach Delay (s)	0.2			0.0		10.2
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1599	2	0	1340	49	0	0	10	0	0	50
Future Volume (Veh/h)	0	1599	2	0	1340	49	0	0	10	0	0	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	1648	2	0	1381	51	0	0	10	0	0	52
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		243										
pX, platoon unblocked				0.63			0.63	0.63	0.63	0.63	0.63	
vC, conflicting volume	1432			1650			2161	3081	825	2240	3056	486
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1432			843			1660	3129	0	1786	3090	486
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	99	100	100	90
cM capacity (veh/h)	481			502			37	7	683	32	8	533

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	1099	551	552	552	327	10	52
Volume Left	0	0	0	0	0	0	0
Volume Right	0	2	0	0	51	10	52
cSH	1700	1700	1700	1700	1700	683	533
Volume to Capacity	0.65	0.32	0.32	0.32	0.19	0.01	0.10
Queue Length 95th (ft)	0	0	0	0	0	1	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	10.4	12.5
Lane LOS						B	B
Approach Delay (s)	0.0		0.0			10.4	12.5
Approach LOS						B	B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	40	50	1482	32	17	11	1314	17	0	0	11	0
Future Volume (Veh/h)	40	50	1482	32	17	11	1314	17	0	0	11	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	52	1528	33	0	11	1355	18	0	0	11	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)			1233									
pX, platoon unblocked	0.00				0.00	0.63			0.63	0.63	0.63	0.63
vC, conflicting volume	0	1373			0	1561			2384	3044	780	2256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1373			0	732			2029	3069	0	1827
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	90			0	98			100	100	98	100
cM capacity (veh/h)	0	506			0	560			18	7	692	28

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	52	1019	542	7	455	903	18	11	36
Volume Left	52	0	0	7	4	0	0	0	0
Volume Right	0	0	33	0	0	0	18	11	36
cSH	506	1700	1700	560	560	1700	1700	692	400
Volume to Capacity	0.10	0.60	0.32	0.02	0.02	0.53	0.01	0.02	0.09
Queue Length 95th (ft)	9	0	0	2	2	0	0	1	7
Control Delay (s)	12.9	0.0	0.0	11.6	0.4	0.0	0.0	10.3	14.9
Lane LOS	B			B	A			B	B
Approach Delay (s)	0.4			0.2				10.3	14.9
Approach LOS								B	B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	35
Future Volume (Veh/h)	0	35
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.97	0.97
Hourly flow rate (vph)	0	36
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.63	
vC, conflicting volume	3042	678
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3066	678
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	91
cM capacity (veh/h)	7	400

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	17	48	1444	6	3	3	1300	15	0	0	22	0
Future Volume (Veh/h)	17	48	1444	6	3	3	1300	15	0	0	22	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	52	1553	6	0	3	1398	16	0	0	24	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							990					
pX, platoon unblocked	0.00	0.90			0.00				0.90	0.90		0.90
vC, conflicting volume	0	1414			0	1559			2410	3080	780	2308
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1242			0	1559			2346	3089	780	2234
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	7.3	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.5	3.5
p0 queue free %	0	90			0	99			100	100	92	100
cM capacity (veh/h)	0	512			0	430			15	10	300	18

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	52	1035	524	3	699	699	16	24	45
Volume Left	52	0	0	3	0	0	0	0	0
Volume Right	0	0	6	0	0	0	16	24	45
cSH	512	1700	1700	430	1700	1700	1700	300	507
Volume to Capacity	0.10	0.61	0.31	0.01	0.41	0.41	0.01	0.08	0.09
Queue Length 95th (ft)	8	0	0	1	0	0	0	6	7
Control Delay (s)	12.8	0.0	0.0	13.4	0.0	0.0	0.0	18.0	12.8
Lane LOS	B			B				C	B
Approach Delay (s)	0.4			0.0				18.0	12.8
Approach LOS								C	B

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	42
Future Volume (Veh/h)	0	42
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.93	0.93
Hourly flow rate (vph)	0	45
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.90	0.90
vC, conflicting volume	3067	699
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3074	450
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	91
cM capacity (veh/h)	10	507

Direction, Lane #

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	0	1684	39	30	30	1322	1	0	0	31	0	0
Future Volume (Veh/h)	0	1684	39	30	30	1322	1	0	0	31	0	0
Sign Control		Free				Free			Stop			Stop
Grade		0%				0%			0%			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
Hourly flow rate (vph)	0	1791	41	0	32	1406	1	0	0	33	0	0
Pedestrians									1			
Lane Width (ft)									12.0			
Walking Speed (ft/s)									4.0			
Percent Blockage									0			
Right turn flare (veh)												
Median type		None				None						
Median storage veh)												
Upstream signal (ft)		426										
pX, platoon unblocked				0.00	0.74			0.74	0.74	0.74	0.74	0.74
vC, conflicting volume	1407			0	1833			2561	3263	896	2399	3304
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1407			0	1412			2403	3358	138	2182	3413
tC, single (s)	4.1			0.0	4.1			7.5	6.5	6.9	7.5	6.5
tC, 2 stage (s)												
tF (s)	2.2			0.0	2.2			3.5	4.0	3.3	3.5	4.0
p0 queue free %	100			0	91			100	100	95	100	100
cM capacity (veh/h)	491			0	359			12	5	654	17	5

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	896	896	41	32	937	470	33	2
Volume Left	0	0	0	32	0	0	0	0
Volume Right	0	0	41	0	0	1	33	2
cSH	1700	1700	1700	359	1700	1700	654	384
Volume to Capacity	0.53	0.53	0.02	0.09	0.55	0.28	0.05	0.01
Queue Length 95th (ft)	0	0	0	7	0	0	4	0
Control Delay (s)	0.0	0.0	0.0	16.0	0.0	0.0	10.8	14.4
Lane LOS				C			B	B
Approach Delay (s)	0.0			0.4			10.8	14.4
Approach LOS							B	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	2
Future Volume (Veh/h)	2
Sign Control	
Grade	
Peak Hour Factor	0.94
Hourly flow rate (vph)	2
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	704
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	704
tC, single (s)	6.9
tC, 2 stage (s)	
tF (s)	3.3
p0 queue free %	99
cM capacity (veh/h)	384

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	13	2	1730	1315	22	0	55
Future Volume (Veh/h)	13	2	1730	1315	22	0	55
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2	1840	1399	23	0	59
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			None	None			
Median storage veh)							
Upstream signal (ft)				1247			
pX, platoon unblocked	0.00	0.84				0.84	0.84
vC, conflicting volume	0	1422				2334	711
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	0	1116				2205	267
tC, single (s)	0.0	4.1				6.8	7.0
tC, 2 stage (s)							
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	100				100	90
cM capacity (veh/h)	0	530				32	605

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	2	920	920	933	489	59
Volume Left	2	0	0	0	0	0
Volume Right	0	0	0	0	23	59
cSH	530	1700	1700	1700	1700	605
Volume to Capacity	0.00	0.54	0.54	0.55	0.29	0.10
Queue Length 95th (ft)	0	0	0	0	0	8
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	11.6
Lane LOS	B					B
Approach Delay (s)	0.0			0.0		11.6
Approach LOS						B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	6	0	1728	1	64	2	1329	0	0	0	2	0
Future Volume (Veh/h)	6	0	1728	1	64	2	1329	0	0	0	2	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1763	1	0	2	1356	0	0	0	2	0
Pedestrians							2			1		
Lane Width (ft)							12.0			12.0		
Walking Speed (ft/s)							4.0			4.0		
Percent Blockage							0			0		
Right turn flare (veh)												
Median type			None				None					
Median storage veh)												
Upstream signal (ft)							704					
pX, platoon unblocked	0.00	0.83			0.00				0.83	0.83		0.83
vC, conflicting volume	0	1356			0	1765			2448	3124	885	2246
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0	1025			0	1765			2337	3150	885	2093
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)												
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	99			100	100	99	100
cM capacity (veh/h)	0	570			0	358			17	9	291	25

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	1175	589	2	904	452	2	2
Volume Left	0	0	0	2	0	0	0	0
Volume Right	0	0	1	0	0	0	2	2
cSH	1700	1700	1700	358	1700	1700	291	667
Volume to Capacity	0.00	0.69	0.35	0.01	0.53	0.27	0.01	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	1	0
Control Delay (s)	0.0	0.0	0.0	15.1	0.0	0.0	17.4	10.4
Lane LOS				C			C	B
Approach Delay (s)	0.0			0.0			17.4	10.4
Approach LOS							C	B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	2
Future Volume (Veh/h)	0	2
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	2
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.83	0.83
vC, conflicting volume	3125	678
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol	3150	210
tC, single (s)	6.5	6.9
tC, 2 stage (s)		
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	9	667

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	15	26	1934	0	52	0	1566	44	0	0	0	0
Future Volume (Veh/h)	15	26	1934	0	52	0	1566	44	0	0	0	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	27	1973	0	0	0	1598	45	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1066				1310					
pX, platoon unblocked	0.00	0.84			0.00	0.56			0.63	0.63	0.56	0.63
vC, conflicting volume	0	1643			0	1973			2883	3670	986	2638
vC1, stage 1 conf vol									2027	2027		1598
vC2, stage 2 conf vol									856	1643		1040
vCu, unblocked vol	0	1389			0	1152			1697	2937	0	1311
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	94			0	100			100	100	100	100
cM capacity (veh/h)	0	420			0	341			80	67	606	119

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	27	1315	658	0	799	799	45	0	57
Volume Left	27	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	45	0	57
cSH	420	1700	1700	1700	1700	1700	1700	1700	515
Volume to Capacity	0.06	0.77	0.39	0.00	0.47	0.47	0.03	0.00	0.11
Queue Length 95th (ft)	5	0	0	0	0	0	0	0	9
Control Delay (s)	14.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.9
Lane LOS	B							A	B
Approach Delay (s)	0.2			0.0				0.0	12.9
Approach LOS								A	B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	60.1%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	56
Future Volume (Veh/h)	0	56
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	57
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.63	0.84
vC, conflicting volume	3625	799
vC1, stage 1 conf vol	1598	
vC2, stage 2 conf vol	2027	
vCu, unblocked vol	2866	387
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	89
cM capacity (veh/h)	74	515

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	3	31	1952	0	22	1	1571	21	0	0	0	0
Future Volume (Veh/h)	3	31	1952	0	22	1	1571	21	0	0	0	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	33	2077	0	0	1	1671	22	0	0	0	0
Pedestrians										2		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)							579					
pX, platoon unblocked	0.00	0.82			0.00				0.82	0.82		0.82
vC, conflicting volume	0	1693			0	2079			3066	3840	1040	2778
vC1, stage 1 conf vol									2145	2145		1673
vC2, stage 2 conf vol									920	1695		1104
vCu, unblocked vol	0	1404			0	2079			3080	4026	1040	2728
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	92			0	100			100	100	100	100
cM capacity (veh/h)	0	403			0	270			38	48	230	75

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	33	1038	1038	0	1	836	836	22	0	83
Volume Left	33	0	0	0	1	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	22	0	83
cSH	403	1700	1700	1700	270	1700	1700	1700	1700	524
Volume to Capacity	0.08	0.61	0.61	0.00	0.00	0.49	0.49	0.01	0.00	0.16
Queue Length 95th (ft)	7	0	0	0	0	0	0	0	0	14
Control Delay (s)	14.7	0.0	0.0	0.0	18.4	0.0	0.0	0.0	0.0	13.2
Lane LOS	B				C				A	B
Approach Delay (s)	0.2				0.0				0.0	13.2
Approach LOS									A	B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	78
Future Volume (Veh/h)	0	78
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.94	0.94
Hourly flow rate (vph)	0	83
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.82	0.82
vC, conflicting volume	3818	836
vC1, stage 1 conf vol	1673	
vC2, stage 2 conf vol	2145	
vCu, unblocked vol	3999	357
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	84
cM capacity (veh/h)	51	524

Direction, Lane #

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1977	10	0	1297	0	1
Future Volume (Veh/h)	1977	10	0	1297	0	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	2017	10	0	1323	0	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	Raised			Raised		
Median storage veh)	1			1		
Upstream signal (ft)	739			1216		
pX, platoon unblocked			0.64		0.76	0.64
vC, conflicting volume			2027		2684	1014
vC1, stage 1 conf vol					2022	
vC2, stage 2 conf vol					662	
vCu, unblocked vol			1487		1238	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			295		105	701

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	1345	682	662	662	1
Volume Left	0	0	0	0	0
Volume Right	0	10	0	0	1
cSH	1700	1700	1700	1700	701
Volume to Capacity	0.79	0.40	0.39	0.39	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	10.1
Lane LOS					B
Approach Delay (s)	0.0		0.0		10.1
Approach LOS					B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	10	2	1953	13	16	21	1284	22	0	0	28	0
Future Volume (Veh/h)	10	2	1953	13	16	21	1284	22	0	0	28	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	2	1993	13	0	21	1310	22	0	0	29	0
Pedestrians							1					
Lane Width (ft)							12.0					
Walking Speed (ft/s)							4.0					
Percent Blockage							0					
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)			1037				918					
pX, platoon unblocked	0.00	0.77			0.00	0.63			0.75	0.75	0.63	0.75
vC, conflicting volume	0	1333			0	2006			2704	3378	1004	2384
vC1, stage 1 conf vol									2004	2004		1353
vC2, stage 2 conf vol									700	1375		1030
vCu, unblocked vol	0	839			0	1432			1229	2131	0	801
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	93			100	100	96	100
cM capacity (veh/h)	0	620			0	305			83	92	691	206

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	2	1329	677	21	655	655	22	29	3
Volume Left	2	0	0	21	0	0	0	0	0
Volume Right	0	0	13	0	0	0	22	29	3
cSH	620	1700	1700	305	1700	1700	1700	691	764
Volume to Capacity	0.00	0.78	0.40	0.07	0.39	0.39	0.01	0.04	0.00
Queue Length 95th (ft)	0	0	0	6	0	0	0	3	0
Control Delay (s)	10.8	0.0	0.0	17.7	0.0	0.0	0.0	10.4	9.7
Lane LOS	B			C				B	A
Approach Delay (s)	0.0			0.3				10.4	9.7
Approach LOS								B	A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	3
Future Volume (Veh/h)	0	3
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.98	0.98
Hourly flow rate (vph)	0	3
Pedestrians	1	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked	0.75	0.77
vC, conflicting volume	3363	656
vC1, stage 1 conf vol	1353	
vC2, stage 2 conf vol	2010	
vCu, unblocked vol	2110	0
tC, single (s)	6.5	7.6
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.6
p0 queue free %	100	100
cM capacity (veh/h)	82	764

Direction, Lane #

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1986	11	0	1303	12	0	0	6	0	0	40
Future Volume (Veh/h)	0	1986	11	0	1303	12	0	0	6	0	0	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			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
Hourly flow rate (vph)	0	2027	11	0	1330	12	0	0	6	0	0	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh)		1			1							
Upstream signal (ft)					364							
pX, platoon unblocked	0.76						0.76	0.76		0.76	0.76	0.76
vC, conflicting volume	1342			2038			2738	3374	681	2018	3374	671
vC1, stage 1 conf vol							2032	2032		1336	1336	
vC2, stage 2 conf vol							706	1342		682	2038	
vCu, unblocked vol	827			2038			2657	3491	681	1712	3490	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	98	100	100	95
cM capacity (veh/h)	620			281			52	71	398	164	71	832

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	NB 1	SB 1
Volume Total	811	811	416	887	455	6	41
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	11	0	12	6	41
cSH	1700	1700	1700	1700	1700	398	832
Volume to Capacity	0.48	0.48	0.24	0.52	0.27	0.02	0.05
Queue Length 95th (ft)	0	0	0	0	0	1	4
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	14.2	9.5
Lane LOS						B	A
Approach Delay (s)	0.0			0.0		14.2	9.5
Approach LOS						B	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	2	0	1697	38	18	143	1288	0	0	0	220	0
Future Volume (Veh/h)	2	0	1697	38	18	143	1288	0	0	0	220	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1768	40	0	149	1342	0	0	0	229	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1342			0	1808			2758	3428	904	2753
vC1, stage 1 conf vol									1788	1788		1640
vC2, stage 2 conf vol									970	1640		1113
vCu, unblocked vol	0	1342			0	1808			2758	3428	904	2753
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	57			100	100	19	100
cM capacity (veh/h)	0	520			0	345			53	51	284	1

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	0	1179	629	149	671	671	0	229	1
Volume Left	0	0	0	149	0	0	0	0	0
Volume Right	0	0	40	0	0	0	0	229	1
cSH	1700	1700	1700	345	1700	1700	1700	284	404
Volume to Capacity	0.00	0.69	0.37	0.43	0.39	0.39	0.00	0.81	0.00
Queue Length 95th (ft)	0	0	0	53	0	0	0	161	0
Control Delay (s)	0.0	0.0	0.0	23.1	0.0	0.0	0.0	54.9	13.9
Lane LOS				C				F	B
Approach Delay (s)	0.0			2.3				54.9	13.9
Approach LOS								F	B

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	1
Future Volume (Veh/h)	0	1
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	1
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3448	671
vC1, stage 1 conf vol	1640	
vC2, stage 2 conf vol	1808	
vCu, unblocked vol	3448	671
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	4	404
Direction, Lane #		

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	9	49	1835	42	1	1	1389	39	0	0	17	0
Future Volume (Veh/h)	9	49	1835	42	1	1	1389	39	0	0	17	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	51	1911	44	0	1	1447	41	0	0	18	0
Pedestrians										1		
Lane Width (ft)										12.0		
Walking Speed (ft/s)										4.0		
Percent Blockage										0		
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1488			0	1956			2792	3504	956	2524
vC1, stage 1 conf vol									2014	2014		1449
vC2, stage 2 conf vol									778	1490		1076
vCu, unblocked vol	0	1488			0	1956			2792	3504	956	2524
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	89			0	100			100	100	93	100
cM capacity (veh/h)	0	458			0	302			43	53	262	80

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	SB 1
Volume Total	51	956	956	44	1	724	724	41	18	53
Volume Left	51	0	0	0	1	0	0	0	0	0
Volume Right	0	0	0	44	0	0	0	41	18	53
cSH	458	1700	1700	1700	302	1700	1700	1700	262	373
Volume to Capacity	0.11	0.56	0.56	0.03	0.00	0.43	0.43	0.02	0.07	0.14
Queue Length 95th (ft)	9	0	0	0	0	0	0	0	5	12
Control Delay (s)	13.9	0.0	0.0	0.0	17.0	0.0	0.0	0.0	19.8	16.2
Lane LOS	B				C				C	C
Approach Delay (s)	0.4				0.0				19.8	16.2
Approach LOS									C	C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	51
Future Volume (Veh/h)	0	51
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	53
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3507	724
vC1, stage 1 conf vol	1449	
vC2, stage 2 conf vol	2058	
vCu, unblocked vol	3507	724
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	86
cM capacity (veh/h)	57	373

Direction, Lane #

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	15	0	1819	19	15	8	1415	0	0	0	17	0
Future Volume (Veh/h)	15	0	1819	19	15	8	1415	0	0	0	17	0
Sign Control			Free				Free			Stop		
Grade			0%				0%			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
Hourly flow rate (vph)	0	0	1895	20	0	8	1474	0	0	0	18	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type			Raised				Raised					
Median storage veh)			1				1					
Upstream signal (ft)												
pX, platoon unblocked	0.00				0.00							
vC, conflicting volume	0	1475			0	1915			2658	3396	958	2456
vC1, stage 1 conf vol									1905	1905		1491
vC2, stage 2 conf vol									753	1491		966
vCu, unblocked vol	0	1475			0	1915			2658	3396	958	2456
tC, single (s)	0.0	4.1			0.0	4.1			7.5	6.5	6.9	7.5
tC, 2 stage (s)									6.5	5.5		6.5
tF (s)	0.0	2.2			0.0	2.2			3.5	4.0	3.3	3.5
p0 queue free %	0	100			0	97			100	100	93	100
cM capacity (veh/h)	0	462			0	314			58	69	262	83

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	1263	652	8	983	491	18	0
Volume Left	0	0	0	8	0	0	0	0
Volume Right	0	0	20	0	0	0	18	0
cSH	1700	1700	1700	314	1700	1700	262	1700
Volume to Capacity	0.00	0.74	0.38	0.03	0.58	0.29	0.07	0.00
Queue Length 95th (ft)	0	0	0	2	0	0	6	0
Control Delay (s)	0.0	0.0	0.0	16.8	0.0	0.0	19.8	0.0
Lane LOS				C			C	A
Approach Delay (s)	0.0			0.1			19.8	0.0
Approach LOS							C	A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	0	0
Future Volume (Veh/h)	0	0
Sign Control	Stop	
Grade	0%	
Peak Hour Factor	0.96	0.96
Hourly flow rate (vph)	0	0
Pedestrians	1	
Lane Width (ft)	12.0	
Walking Speed (ft/s)	4.0	
Percent Blockage	0	
Right turn flare (veh)		
Median type		
Median storage veh)		
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume	3406	738
vC1, stage 1 conf vol	1491	
vC2, stage 2 conf vol	1915	
vCu, unblocked vol	3406	738
tC, single (s)	6.5	6.9
tC, 2 stage (s)	5.5	
tF (s)	4.0	3.3
p0 queue free %	100	100
cM capacity (veh/h)	65	365

Direction, Lane #

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	6	218	1627	1296	31	0	136
Future Volume (Veh/h)	6	218	1627	1296	31	0	136
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	234	1749	1394	33	0	146
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh)			1	1			
Upstream signal (ft)				1034			
pX, platoon unblocked	0.00	0.76				0.76	0.76
vC, conflicting volume	0	1427				2736	697
vC1, stage 1 conf vol						1394	
vC2, stage 2 conf vol						1342	
vCu, unblocked vol	0	933				2654	0
tC, single (s)	0.0	4.1				6.8	7.0
tC, 2 stage (s)						5.8	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	58				100	82
cM capacity (veh/h)	0	560				81	823

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	234	874	874	697	697	33	146
Volume Left	234	0	0	0	0	0	0
Volume Right	0	0	0	0	0	33	146
cSH	560	1700	1700	1700	1700	1700	823
Volume to Capacity	0.42	0.51	0.51	0.41	0.41	0.02	0.18
Queue Length 95th (ft)	51	0	0	0	0	0	16
Control Delay (s)	16.0	0.0	0.0	0.0	0.0	0.0	10.3
Lane LOS	C						B
Approach Delay (s)	1.9			0.0			10.3
Approach LOS							B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

Intersection has too many lanes per leg.

HCM All-Way analysis is limited to two lanes per leg.

Channelized right turn lanes are not counted.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	11	0	43	0	0	0	82	40	652	2	0	785
Future Volume (Veh/h)	11	0	43	0	0	0	82	40	652	2	0	785
Sign Control		Stop			Stop				Free			Free
Grade		0%			0%				0%			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
Hourly flow rate (vph)	13	0	51	0	0	0	0	48	776	2	0	935
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			Raised
Median storage veh)									1			1
Upstream signal (ft)									391			
pX, platoon unblocked	0.90	0.90		0.90	0.90	0.90	0.00				0.90	
vC, conflicting volume	1438	1828	487	1392	1847	389	0	974			778	
vC1, stage 1 conf vol	954	954		873	873							
vC2, stage 2 conf vol	484	874		518	974							
vCu, unblocked vol	1267	1700	487	1215	1721	103	0	974			534	
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	0.0	4.2			4.1	
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	0.0	2.3			2.2	
p0 queue free %	94	100	90	100	100	100	0	93			100	
cM capacity (veh/h)	219	202	524	226	185	846	0	680			941	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	64	0	48	517	261	468	506
Volume Left	13	0	48	0	0	0	0
Volume Right	51	0	0	0	2	0	39
cSH	408	1700	680	1700	1700	941	1700
Volume to Capacity	0.16	0.00	0.07	0.30	0.15	0.00	0.30
Queue Length 95th (ft)	14	0	6	0	0	0	0
Control Delay (s)	15.4	0.0	10.7	0.0	0.0	0.0	0.0
Lane LOS	C	A	B				
Approach Delay (s)	15.4	0.0	0.6			0.0	
Approach LOS	C	A					

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	54.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	33
Future Volume (Veh/h)	33
Sign Control	
Grade	
Peak Hour Factor	0.84
Hourly flow rate (vph)	39
Pedestrians	
Lane Width (ft)	
Walking Speed (ft/s)	
Percent Blockage	
Right turn flare (veh)	
Median type	
Median storage veh)	
Upstream signal (ft)	
pX, platoon unblocked	
vC, conflicting volume	
vC1, stage 1 conf vol	
vC2, stage 2 conf vol	
vCu, unblocked vol	
tC, single (s)	
tC, 2 stage (s)	
tF (s)	
p0 queue free %	
cM capacity (veh/h)	

Direction, Lane #

Intersection Sign configuration not allowed in HCM analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	10	7	0	9	0	91	29	38	107	0
Future Volume (vph)	0	0	10	7	0	9	0	91	29	38	107	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	11	8	0	10	0	99	32	41	116	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	11	18	131	157
Volume Left (vph)	0	8	0	41
Volume Right (vph)	11	10	32	0
Hadj (s)	-0.60	0.01	-0.12	0.08
Departure Headway (s)	3.9	4.5	4.0	4.2
Degree Utilization, x	0.01	0.02	0.15	0.18
Capacity (veh/h)	847	734	879	851
Control Delay (s)	7.0	7.6	7.7	8.1
Approach Delay (s)	7.0	7.6	7.7	8.1
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.9		
Level of Service	A		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	62	0	10	30
Future Volume (Veh/h)	0	0	62	0	10	30
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	67	0	11	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	122	67			67	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	67			67	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	872	1002			1547	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	67	44
Volume Left	0	0	11
Volume Right	0	0	0
cSH	1700	1700	1547
Volume to Capacity	0.00	0.04	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	1.9
Lane LOS	A		A
Approach Delay (s)	0.0	0.0	1.9
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	12.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	29	38	9	40	12	7
Future Volume (Veh/h)	29	38	9	40	12	7
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	41	10	43	13	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80	17	21			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	17	21			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	99			
cM capacity (veh/h)	922	1068	1608			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	73	53	21
Volume Left	32	10	0
Volume Right	41	0	8
cSH	998	1608	1700
Volume to Capacity	0.07	0.01	0.01
Queue Length 95th (ft)	6	0	0
Control Delay (s)	8.9	1.4	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.4	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.9		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1069	395	0	1082	744	0	0	534	0	0	237
Future Volume (Veh/h)	0	1069	395	0	1082	744	0	0	534	0	0	237
Sign Control		Free			Free			Yield			Yield	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.88	0.94	0.92	0.92	0.92	0.92	0.92	0.89
Hourly flow rate (vph)	0	1229	454	0	1230	791	0	0	580	0	0	266
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					921							
pX, platoon unblocked												
vC, conflicting volume	1230			1229			1844	2459	614	1844	2459	615
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1230			1229			1844	2459	614	1844	2459	615
tC, single (s)	4.1			4.1			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			100	100	0	0	100	39
cM capacity (veh/h)	574			574			18	31	420	0	31	434

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	614	614	454	615	615	791	580	266
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	454	0	0	791	580	266
cSH	1700	1700	1700	1700	1700	1700	420	434
Volume to Capacity	0.36	0.36	0.27	0.36	0.36	0.47	1.38	0.61
Queue Length 95th (ft)	0	0	0	0	0	0	695	100
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	211.8	25.5
Lane LOS							F	D
Approach Delay (s)	0.0			0.0			211.8	25.5
Approach LOS							F	D

Intersection Summary			
Average Delay	28.5		
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL	SBR	NWL	NWR
Lane Configurations										
Traffic Volume (veh/h)	0	1125	478	0	1555	709	0	271	0	0
Future Volume (Veh/h)	0	1125	478	0	1555	709	0	271	0	0
Sign Control		Free			Free		Yield		Stop	
Grade		0%			0%		0%		0%	
Peak Hour Factor	0.92	0.87	0.85	0.92	0.88	0.90	0.92	0.95	0.92	0.92
Hourly flow rate (vph)	0	1293	562	0	1767	788	0	285	0	0
Pedestrians										
Lane Width (ft)										
Walking Speed (ft/s)										
Percent Blockage										
Right turn flare (veh)										
Median type		None			None					
Median storage veh)										
Upstream signal (ft)					285					
pX, platoon unblocked										
vC, conflicting volume	1767			1855			3622	884	2176	3060
vC1, stage 1 conf vol										
vC2, stage 2 conf vol										
vCu, unblocked vol	1767			1855			3622	884	2176	3060
tC, single (s)	4.1			4.1			6.5	6.9	7.5	6.5
tC, 2 stage (s)										
tF (s)	2.2			2.2			4.0	3.3	3.5	4.0
p0 queue free %	100			100			100	1	100	100
cM capacity (veh/h)	358			331			5	289	0	12

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	646	646	562	884	884	788	285
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	562	0	0	788	285
cSH	1700	1700	1700	1700	1700	1700	289
Volume to Capacity	0.38	0.38	0.33	0.52	0.52	0.46	0.99
Queue Length 95th (ft)	0	0	0	0	0	0	253
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	89.1
Lane LOS							F
Approach Delay (s)	0.0			0.0			89.1
Approach LOS							F

Intersection Summary			
Average Delay	5.4		
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

101: Williamson Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	178	329	3	103	670	37	346	505	0	256	340	82
Stop/Veh	0.56	0.24	0.02	0.99	0.44	0.26	1.48	1.55	0.00	1.16	0.98	0.24
Vehicles Entered	317	1355	133	102	1503	140	224	317	84	212	342	341
Vehicles Exited	312	1360	134	99	1502	138	195	303	83	206	336	341
Hourly Exit Rate	312	1360	134	99	1502	138	195	303	83	206	336	341
Input Volume	328	1368	133	98	1496	141	223	307	80	225	348	357
% of Volume	95	99	101	101	100	98	87	99	104	92	97	96

101: Williamson Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	2849
Stop/Veh	0.55
Vehicles Entered	5070
Vehicles Exited	5009
Hourly Exit Rate	5009
Input Volume	5103
% of Volume	98

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	150	982	13	133	681	39	40	282	553	130	63	104
Stop/Veh	1.16	0.64	0.54	1.03	0.43	0.50	1.38	1.25	1.01	0.92	0.73	0.72
Vehicles Entered	126	1498	23	127	1554	76	28	219	525	135	84	142
Vehicles Exited	125	1482	23	125	1562	77	28	220	522	135	84	142
Hourly Exit Rate	125	1482	23	125	1562	77	28	220	522	135	84	142
Input Volume	123	1533	20	132	1550	73	28	214	526	141	85	146
% of Volume	102	97	116	95	101	105	99	103	99	96	99	97

102: Kimball Av NE/Plantation Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	3170
Stop/Veh	0.68
Vehicles Entered	4537
Vehicles Exited	4525
Hourly Exit Rate	4525
Input Volume	4571
% of Volume	99

103: Hollins Rd NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	267	2088	79	141	1211	38	111	176	130	232	236	143
Stop/Veh	1.26	1.10	0.92	1.47	0.82	0.79	1.02	1.00	0.99	1.56	1.40	0.74
Vehicles Entered	204	1859	85	94	1454	48	105	170	127	141	161	187
Vehicles Exited	200	1812	82	93	1467	48	106	170	128	141	162	187
Hourly Exit Rate	200	1812	82	93	1467	48	106	170	128	141	162	187
Input Volume	207	1926	86	94	1466	48	102	172	130	138	165	190
% of Volume	97	94	95	99	100	100	104	99	99	102	98	98

103: Hollins Rd NE & Route 460 Performance by movement

Movement	All
Total Stops	4852
Stop/Veh	1.02
Vehicles Entered	4635
Vehicles Exited	4596
Hourly Exit Rate	4596
Input Volume	4724
% of Volume	97

104: 13th St NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Stops	30	505	39	15	642	38	138	66	22	508	189	98
Stop/Veh	1.11	0.28	0.25	1.25	0.43	0.41	1.10	1.06	1.05	1.97	1.97	1.96
Vehicles Entered	27	1798	153	12	1476	91	122	61	20	248	92	47
Vehicles Exited	27	1805	155	12	1477	92	122	61	20	244	92	48
Hourly Exit Rate	27	1805	155	12	1477	92	122	61	20	244	92	48
Input Volume	30	2024	165	13	1481	87	126	64	18	247	95	43
% of Volume	91	89	94	91	100	106	97	95	111	99	97	111

104: 13th St NE & Route 460 Performance by movement

Movement	All
Total Stops	2290
Stop/Veh	0.54
Vehicles Entered	4147
Vehicles Exited	4155
Hourly Exit Rate	4155
Input Volume	4393
% of Volume	95

105: Gus W Nicks Blvd NE/Roanoke Antique Mall & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Total Stops	92	653	293	152	393	15	309	57	45	0	10	2019
Stop/Veh	1.18	0.49	0.42	0.77	0.33	0.36	0.81	0.39	0.80	0.00	0.15	0.48
Vehicles Entered	74	1318	695	192	1194	42	365	141	54	8	67	4150
Vehicles Exited	75	1312	695	191	1189	42	372	143	56	8	67	4150
Hourly Exit Rate	75	1312	695	191	1189	42	372	143	56	8	67	4150
Input Volume	77	1466	763	194	1201	43	371	146	53	7	71	4391
% of Volume	97	90	91	98	99	98	100	98	106	119	95	95

106: Route 460 & Granby St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	10	40	193	490	32	274	178	1217
Stop/Veh	1.00	0.93	0.14	0.40	0.34	1.00	0.96	0.38
Vehicles Entered	10	43	1366	1222	93	266	180	3180
Vehicles Exited	10	43	1370	1229	93	263	180	3188
Hourly Exit Rate	10	43	1370	1229	93	263	180	3188
Input Volume	11	47	1476	1237	94	267	174	3305
% of Volume	89	92	93	99	99	99	104	96

107: King St NE/McDonalds & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	43	980	130	321	300	12	193	432	30	23	2464
Stop/Veh	1.26	0.68	0.46	0.78	0.25	0.24	1.22	0.90	0.86	0.41	0.59
Vehicles Entered	34	1426	283	401	1190	48	149	466	33	55	4085
Vehicles Exited	34	1418	283	400	1186	49	156	474	34	56	4090
Hourly Exit Rate	34	1418	283	400	1186	49	156	474	34	56	4090
Input Volume	36	1510	298	408	1212	50	144	461	34	52	4205
% of Volume	95	94	95	98	98	98	109	103	101	108	97

108: Mexico Way NE/Blue Hills Dr NE & Route 460 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	102	267	6	42	213	5	49	5	212	547	1448
Stop/Veh	0.95	0.15	0.16	0.98	0.17	0.22	0.91	0.08	2.04	1.65	0.38
Vehicles Entered	105	1777	37	42	1257	23	53	62	101	317	3774
Vehicles Exited	105	1776	37	42	1255	23	53	61	94	294	3740
Hourly Exit Rate	105	1776	37	42	1255	23	53	61	94	294	3740
Input Volume	108	1844	37	43	1250	23	52	66	102	322	3847
% of Volume	97	96	100	98	100	99	102	92	92	91	97

109: CVS/W Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBR	All
Total Stops	7	214	473	9	11	278	37	15	1	116	23	1184
Stop/Veh	0.88	0.90	0.28	0.25	0.92	0.23	0.30	0.83	0.04	0.92	0.22	0.33
Vehicles Entered	8	231	1663	36	11	1204	123	17	26	122	103	3544
Vehicles Exited	8	235	1664	36	11	1201	123	16	26	120	103	3543
Hourly Exit Rate	8	235	1664	36	11	1201	123	16	26	120	103	3543
Input Volume	9	238	1722	35	11	1201	128	19	28	118	104	3611
% of Volume	89	99	97	103	100	100	96	85	94	102	99	98

110: Valley Gateway Blvd & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR	All
Total Stops	6	461	73	137	84	174	43	978
Stop/Veh	1.00	0.30	0.26	0.94	0.07	0.94	0.77	0.29
Vehicles Entered	5	1525	276	139	1170	180	54	3349
Vehicles Exited	5	1525	276	139	1174	178	54	3351
Hourly Exit Rate	5	1525	276	139	1174	178	54	3351
Input Volume	4	1571	286	147	1177	174	51	3410
% of Volume	118	97	97	94	100	102	105	98

111: Route 460 & Wal-Mart Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Total Stops	190	146	694	65	135	196	1426
Stop/Veh	0.86	0.10	0.58	0.50	0.98	0.95	0.43
Vehicles Entered	219	1381	1177	130	136	202	3245
Vehicles Exited	216	1384	1175	128	136	201	3240
Hourly Exit Rate	216	1384	1175	128	136	201	3240
Input Volume	229	1411	1172	129	140	199	3281
% of Volume	94	98	100	99	97	101	99

112: Route 460 & Cloverdale Rd Performance by movement

Movement	EBL	EBT	WBT	SBR	All
Total Stops	357	368	10	6	741
Stop/Veh	0.70	0.35	0.02	0.01	0.26
Vehicles Entered	506	1045	662	602	2815
Vehicles Exited	500	1049	661	602	2812
Hourly Exit Rate	500	1049	661	602	2812
Input Volume	515	1070	656	601	2842
% of Volume	97	98	101	100	99

113: Route 460 & Cloverdale Rd Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Total Stops	10	310	4	514	838
Stop/Veh	0.01	0.46	0.01	0.68	0.28
Vehicles Entered	1008	646	522	750	2926
Vehicles Exited	1007	662	522	744	2935
Hourly Exit Rate	1007	662	522	744	2935
Input Volume	1023	656	507	745	2930
% of Volume	98	101	103	100	100

201: 11th St NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	4	14	2027	4	2	38	30	0	32	12	2163
Stop/Veh	1.33	1.56	0.99	1.00	1.00	0.95	0.02	0.00	0.94	1.00	0.58
Vehicles Entered	3	9	2036	4	2	39	1570	21	33	11	3728
Vehicles Exited	3	9	1991	4	2	39	1570	21	12	12	3663
Hourly Exit Rate	3	9	1991	4	2	39	1570	21	12	12	3663
Input Volume	4	11	2148	4	2	38	1578	21	35	12	3854
% of Volume	75	80	93	100	100	102	99	101	34	98	95

202: 12th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	399	2	54	5	460
Stop/Veh	0.20	0.29	0.03	1.00	0.12
Vehicles Entered	1994	7	1669	5	3675
Vehicles Exited	1986	7	1663	1	3657
Hourly Exit Rate	1986	7	1663	1	3657
Input Volume	2175	7	1673	6	3861
% of Volume	91	97	99	16	95

203: Rhodes Ave NE/United Rentals & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	0	1	864	0	44	0	24	15	948
Stop/Veh		1.00	0.42	0.00	0.03	0.00	0.83	1.00	0.25
Vehicles Entered	0	1	2018	1	1660	2	26	15	3723
Vehicles Exited	0	1	2005	1	1653	2	0	15	3677
Hourly Exit Rate	0	1	2005	1	1653	2	0	15	3677
Input Volume	1	1	2220	1	1659	2	29	14	3927
% of Volume	0	100	90	100	100	100	0	107	94

204: Crossover #1 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	6	31	37
Stop/Veh	0.00	0.02	0.01
Vehicles Entered	2068	1555	3623
Vehicles Exited	2064	1554	3618
Hourly Exit Rate	2064	1554	3618
Input Volume	2287	1556	3843
% of Volume	90	100	94

205: Crossover #2 & Route 460 Performance by movement

Movement	EBT	WBT	All
Total Stops	1	8	9
Stop/Veh	0.00	0.01	0.00
Vehicles Entered	2052	1552	3604
Vehicles Exited	2049	1555	3604
Hourly Exit Rate	2049	1555	3604
Input Volume	2276	1556	3832
% of Volume	90	100	94

206: Walton St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	1	1	1	8	0	2	13
Stop/Veh	0.00	0.03	1.00	0.89	0.00	1.00	0.00
Vehicles Entered	2018	33	1	9	1568	2	3631
Vehicles Exited	2012	33	1	9	1568	2	3625
Hourly Exit Rate	2012	33	1	9	1568	2	3625
Input Volume	2244	34	2	9	1571	2	3862
% of Volume	90	96	50	100	100	100	94

207: Driveway & Route 460 Performance by movement

Movement	EBT	WBU	WBT	All
Total Stops	1	37	0	38
Stop/Veh	0.00	0.92	0.00	0.01
Vehicles Entered	2035	39	1564	3638
Vehicles Exited	2041	39	1564	3644
Hourly Exit Rate	2041	39	1564	3644
Input Volume	2268	44	1567	3879
% of Volume	90	88	100	94

208: Route 460 & 20th St NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBT	SBR	All
Total Stops	0	18	62	76	3	0	29	188
Stop/Veh		0.78	0.03	0.05	0.08		1.00	0.05
Vehicles Entered	0	22	2041	1616	36	0	29	3744
Vehicles Exited	0	23	2045	1616	35	0	29	3748
Hourly Exit Rate	0	23	2045	1616	35	0	29	3748
Input Volume	1	27	2263	1622	35	0	30	3980
% of Volume	0	84	90	100	99	0	96	94

209: Hardee's/24th St NE & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBT	SBR	All
Total Stops	71	0	128	6	11	0	51	267
Stop/Veh	0.05	0.00	0.09	0.13	1.00		0.98	0.09
Vehicles Entered	1486	2	1346	46	11	0	51	2942
Vehicles Exited	1488	2	1341	46	11	0	51	2939
Hourly Exit Rate	1488	2	1341	46	11	0	51	2939
Input Volume	1630	2	1358	49	10	0	50	3099
% of Volume	91	100	99	94	110	0	103	95

210: Gas Station/Apartment Complex Main Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	28	33	1	0	10	7	16	1	11	35	142
Stop/Veh	0.76	0.66	0.00	0.00	0.59	0.64	0.01	0.05	0.92	0.97	0.05
Vehicles Entered	37	50	1355	31	16	11	1323	19	11	36	2889
Vehicles Exited	37	50	1360	31	16	11	1320	19	12	35	2891
Hourly Exit Rate	37	50	1360	31	16	11	1320	19	12	35	2891
Input Volume	40	50	1489	32	17	11	1332	17	11	35	3036
% of Volume	92	101	91	96	93	100	99	110	109	99	95

211: GCR Tire/Apartment Complex Entrance & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	12	32	0	0	2	3	0	9	24	44	126
Stop/Veh	0.80	0.70	0.00	0.00	0.67	0.75	0.00	0.64	1.00	1.00	0.04
Vehicles Entered	15	46	1339	6	3	4	1293	14	24	44	2788
Vehicles Exited	15	46	1342	7	3	4	1296	14	24	44	2795
Hourly Exit Rate	15	46	1342	7	3	4	1296	14	24	44	2795
Input Volume	17	48	1465	6	3	3	1304	15	22	42	2925
% of Volume	87	95	92	117	100	133	99	92	110	105	96

212: Mecca St NE/Business Driveway & Route 460 Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBT	SBR	All
Total Stops	64	5	132	47	0	24	78	1	4	355
Stop/Veh	0.05	0.12	0.90	0.04	0.00	0.96	0.93	1.00	1.00	0.12
Vehicles Entered	1318	42	144	1296	2	24	84	1	4	2915
Vehicles Exited	1322	42	143	1300	2	24	83	1	4	2921
Hourly Exit Rate	1322	42	143	1300	2	24	83	1	4	2921
Input Volume	1436	44	137	1309	1	25	84	1	4	3041
% of Volume	92	95	104	99	200	97	99	100	100	96

213: Hickory Woods Dr NE/Hotel/Restaurant & Route 460 Performance by movement

Movement	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	0	1	27	25	57	0	32	3	145
Stop/Veh	0.00	0.03	0.84	0.81	0.04	0.00	1.00	1.00	0.05
Vehicles Entered	1604	33	32	30	1308	1	32	3	3043
Vehicles Exited	1604	33	32	30	1307	1	32	3	3042
Hourly Exit Rate	1604	33	32	30	1307	1	32	3	3042
Input Volume	1704	39	30	30	1324	1	31	2	3160
% of Volume	94	85	108	101	99	100	104	150	96

214: Route 460 & Seibel Dr NE Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBR	All
Total Stops	10	1	2	0	0	52	65
Stop/Veh	0.77	0.50	0.00	0.00	0.00	1.00	0.02
Vehicles Entered	13	2	1636	1318	24	51	3044
Vehicles Exited	13	2	1633	1319	24	52	3043
Hourly Exit Rate	13	2	1633	1319	24	52	3043
Input Volume	13	2	1731	1330	22	55	3154
% of Volume	98	100	94	99	108	94	96

215: Budget Inn/GCR Tire & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBR	SBR	All
Total Stops	7	207	0	63	2	49	2	2	332
Stop/Veh	0.88	0.13	0.00	0.97	1.00	0.04	1.00	1.00	0.11
Vehicles Entered	8	1644	1	64	2	1345	2	2	3068
Vehicles Exited	8	1642	1	62	2	1345	2	2	3064
Hourly Exit Rate	8	1642	1	62	2	1345	2	2	3064
Input Volume	6	1745	1	64	2	1355	2	2	3178
% of Volume	133	94	100	96	100	99	100	100	96

216: Church Driveway/Lynn Brae Dr NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBR	All
Total Stops	14	23	34	47	10	0	53	181
Stop/Veh	0.93	0.88	0.02	0.90	0.01	0.00	0.98	0.05
Vehicles Entered	15	25	1898	50	1560	44	53	3645
Vehicles Exited	15	25	1901	50	1559	44	53	3647
Hourly Exit Rate	15	25	1901	50	1559	44	53	3647
Input Volume	15	26	1975	52	1584	44	56	3753
% of Volume	100	95	96	96	98	99	94	97

217: Church Driveway/Patrick Rd NE & Route 460 Performance by movement

Movement	EBU	EBL	EBT	WBU	WBL	WBT	WBR	SBR	All
Total Stops	3	28	0	21	1	31	1	79	164
Stop/Veh	1.00	0.97	0.00	0.95	1.00	0.02	0.05	1.00	0.04
Vehicles Entered	3	29	1901	21	1	1601	22	78	3656
Vehicles Exited	3	29	1902	21	1	1601	22	79	3658
Hourly Exit Rate	3	29	1902	21	1	1601	22	79	3658
Input Volume	3	31	1974	22	1	1622	21	78	3752
% of Volume	100	94	96	94	100	99	104	102	98

218: Evan Ln & Route 460 Performance by movement

Movement	EBT	EBR	WBT	NBR	All
Total Stops	53	0	0	1	54
Stop/Veh	0.03	0.00	0.00	1.00	0.02
Vehicles Entered	1926	11	1300	1	3238
Vehicles Exited	1928	11	1301	1	3241
Hourly Exit Rate	1928	11	1301	1	3241
Input Volume	2004	10	1297	1	3312
% of Volume	96	110	100	100	98

219: Advance Auto/Blue Hills Village Dr & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	8	2	4	0	18	19	1	0	30	4	86
Stop/Veh	0.89	1.00	0.00	0.00	0.90	0.90	0.00	0.00	1.00	1.00	0.03
Vehicles Entered	9	2	1878	12	19	20	1287	20	30	4	3281
Vehicles Exited	9	2	1880	12	19	20	1291	20	30	4	3287
Hourly Exit Rate	9	2	1880	12	19	20	1291	20	30	4	3287
Input Volume	10	2	1953	13	16	21	1288	22	28	3	3356
% of Volume	90	100	96	92	119	95	100	91	106	133	98

220: Sunoco/Bank/Trail Dr & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	24	0	78	1	7	40	150
Stop/Veh	0.01	0.00	0.06	0.08	1.00	1.00	0.04
Vehicles Entered	1918	12	1333	13	7	40	3323
Vehicles Exited	1921	12	1335	13	7	40	3328
Hourly Exit Rate	1921	12	1335	13	7	40	3328
Input Volume	1988	11	1336	12	6	40	3392
% of Volume	97	109	100	108	117	99	98

221: Carson Rd/Church Driveway & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBR	SBR	All
Total Stops	1	3	1	17	121	0	226	1	370
Stop/Veh	1.00	0.00	0.03	0.89	0.80	0.00	0.98	1.00	0.11
Vehicles Entered	1	1649	39	19	149	1279	226	1	3363
Vehicles Exited	1	1646	39	19	147	1279	226	0	3357
Hourly Exit Rate	1	1646	39	19	147	1279	226	0	3357
Input Volume	2	1697	38	18	143	1293	220	1	3412
% of Volume	50	97	103	104	103	99	103	0	98

222: Bonsack Rd/E Ruritan Rd & Route 460 Performance by movement

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBR	SBR	All
Total Stops	8	36	1	1	1	1	0	1	18	49	116
Stop/Veh	0.80	0.77	0.00	0.03	1.00	0.50	0.00	0.03	1.00	0.98	0.03
Vehicles Entered	10	46	1800	39	1	1	1386	39	18	49	3389
Vehicles Exited	10	47	1799	39	1	2	1383	39	18	49	3387
Hourly Exit Rate	10	47	1799	39	1	2	1383	39	18	49	3387
Input Volume	9	49	1840	42	1	1	1390	39	17	51	3438
% of Volume	111	96	98	93	100	200	100	101	104	97	99

223: Country Corner/Driveway & Route 460 Performance by movement

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBR	All
Total Stops	12	0	0	13	6	0	19	50
Stop/Veh	0.75	0.00	0.00	1.00	1.00	0.00	1.00	0.02
Vehicles Entered	16	1777	20	13	6	1442	19	3293
Vehicles Exited	16	1778	20	13	6	1437	19	3289
Hourly Exit Rate	16	1778	20	13	6	1437	19	3289
Input Volume	15	1819	19	15	8	1442	17	3336
% of Volume	105	98	104	85	75	100	110	99

224: Route 460 & Huntridge Rd Performance by movement

Movement	EBU	EBL	EBT	WBT	WBR	SBR	All
Total Stops	4	192	8	1	2	143	350
Stop/Veh	0.80	0.88	0.00	0.00	0.06	0.99	0.10
Vehicles Entered	5	217	1611	1317	35	143	3328
Vehicles Exited	5	216	1610	1308	35	143	3317
Hourly Exit Rate	5	216	1610	1308	35	143	3317
Input Volume	6	218	1651	1316	31	136	3358
% of Volume	83	99	98	99	114	105	99

225: Route 460 & Courtland Rd NE Performance by movement

Movement	EBT	WBT	WBR	SBR	All
Total Stops	675	168	7	108	958
Stop/Veh	0.36	0.08	0.08	0.37	0.23
Vehicles Entered	1836	1982	86	290	4194
Vehicles Exited	1832	1973	86	289	4180
Hourly Exit Rate	1832	1973	86	289	4180
Input Volume	1859	2016	90	296	4261
% of Volume	99	98	95	98	98

226: Williamson Rd NE & Carver Ave NE/Driveway Performance by movement

Movement	EBL	EBR	NBU	NBL	NBT	NBR	SBT	SBR	All
Total Stops	8	30	69	36	20	0	393	11	567
Stop/Veh	0.89	0.86	0.87	0.88	0.03	0.00	0.49	0.34	0.35
Vehicles Entered	9	34	78	40	636	2	786	32	1617
Vehicles Exited	7	30	76	40	642	2	769	31	1597
Hourly Exit Rate	7	30	76	40	642	2	769	31	1597
Input Volume	11	43	82	40	656	2	785	33	1652
% of Volume	65	70	92	101	98	100	98	94	97

227: I-581 SB On-Ramp & I-581 SB Ramps/I-581 SB Off-Ramp Loop Performance by movement

Movement	EBR	WBT	All
Total Stops	0	8	8
Stop/Veh	0.00	0.02	0.01
Vehicles Entered	396	522	918
Vehicles Exited	396	521	917
Hourly Exit Rate	396	521	917
Input Volume	395	534	929
% of Volume	100	98	99

228: Roanoke Antique Mall & Frontage Road Performance by movement

Movement	EBR	WBL	WBR	NBT	NBR	SBL	SBT	All
Total Stops	9	8	8	89	29	38	108	289
Stop/Veh	1.00	1.00	1.00	0.93	1.00	1.00	1.00	0.98
Vehicles Entered	9	8	8	96	29	38	107	295
Vehicles Exited	9	8	8	95	29	38	107	294
Hourly Exit Rate	9	8	8	95	29	38	107	294
Input Volume	10	7	9	100	29	38	107	301
% of Volume	88	110	86	95	100	100	100	98

229: 20th St NE & Frontage Road Performance by movement

Movement	NBT	SBL	SBT	All
Total Stops	0	1	0	1
Stop/Veh	0.00	0.11	0.00	0.01
Vehicles Entered	59	9	29	97
Vehicles Exited	59	9	29	97
Hourly Exit Rate	59	9	29	97
Input Volume	63	10	30	104
% of Volume	93	88	97	94

230: 24th St NE & Frontage Road Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Total Stops	29	39	0	0	0	0	68
Stop/Veh	1.00	1.00	0.00	0.00	0.00	0.00	0.50
Vehicles Entered	29	38	8	39	13	9	136
Vehicles Exited	29	39	8	39	13	8	136
Hourly Exit Rate	29	39	8	39	13	8	136
Input Volume	29	38	9	42	12	7	137
% of Volume	100	103	86	94	106	110	99

501: I-581 SB Ramps & Route 460 Performance by movement

Movement	EBT	EBR	WBT	WBR	NBR	SBR	All
Total Stops	4	0	127	81	3	0	215
Stop/Veh	0.00	0.00	0.12	0.11	0.01	0.00	0.05
Vehicles Entered	1079	396	1091	732	521	240	4059
Vehicles Exited	1079	396	1092	732	521	239	4059
Hourly Exit Rate	1079	396	1092	732	521	239	4059
Input Volume	1069	395	1120	744	534	237	4099
% of Volume	101	100	97	98	98	101	99

502: I-581 NB On-Ramp Loop & Route 460 & I-581 NB Ramps Performance by movement

Movement	EBT	EBR	WBT	WBR	SBR	All
Total Stops	181	35	5	0	0	221
Stop/Veh	0.16	0.07	0.00	0.00	0.00	0.05
Vehicles Entered	1145	484	1562	689	266	4146
Vehicles Exited	1144	483	1562	689	266	4144
Hourly Exit Rate	1144	483	1562	689	266	4144
Input Volume	1153	478	1600	709	271	4212
% of Volume	99	101	98	97	98	98

503: I-581 NB Off-Ramp & Route 460 Performance by movement

Movement	EBT	WBT	NBR	All
Total Stops	516	4	590	1110
Stop/Veh	0.43	0.00	0.86	0.27
Vehicles Entered	1202	2285	682	4169
Vehicles Exited	1206	2284	674	4164
Hourly Exit Rate	1206	2284	674	4164
Input Volume	1215	2341	685	4241
% of Volume	99	98	98	98

Total Network Performance

Total Stops	35970
Stop/Veh	2.04
Vehicles Entered	16265
Vehicles Exited	15992
Hourly Exit Rate	15992
Input Volume	176473
% of Volume	9