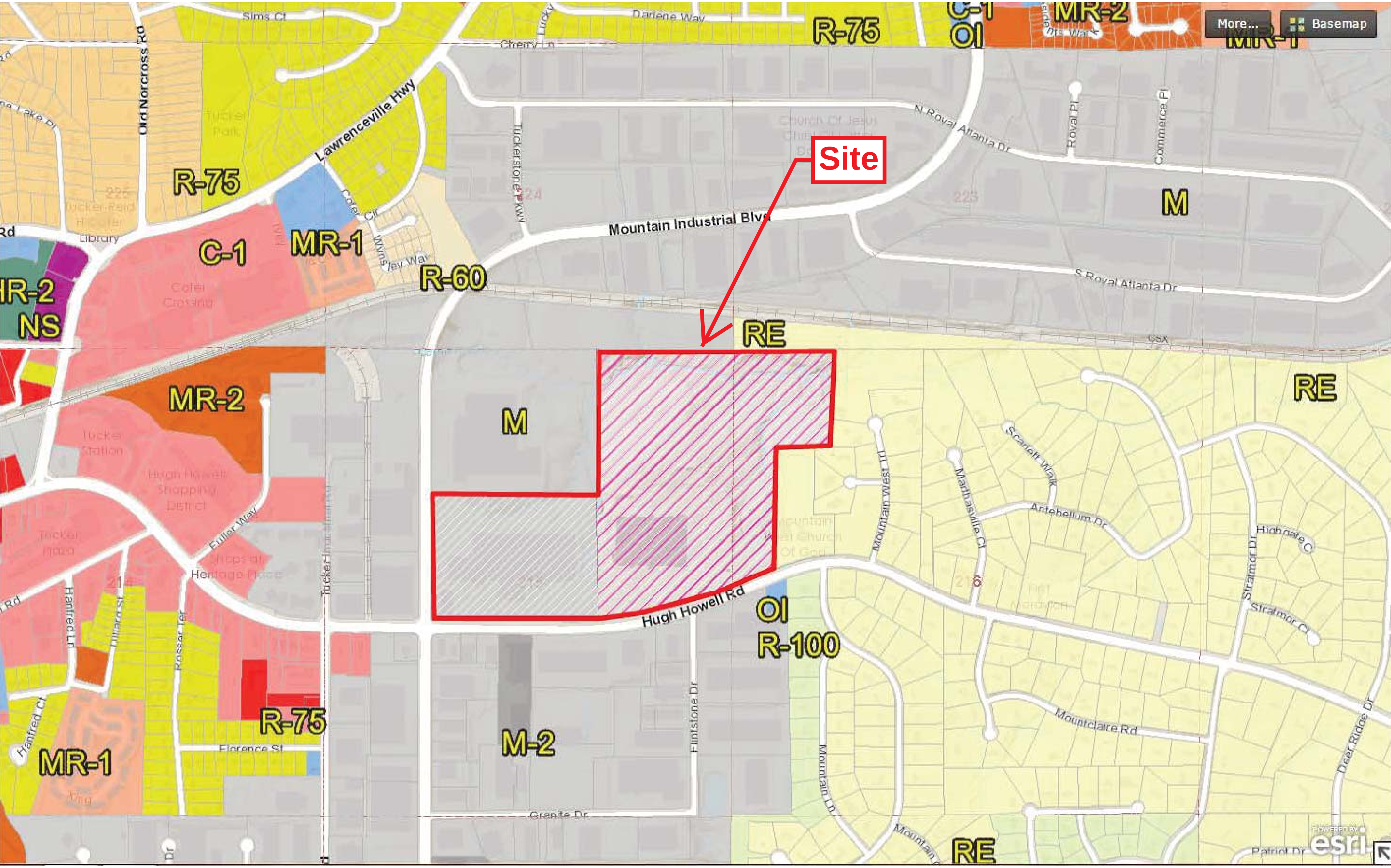
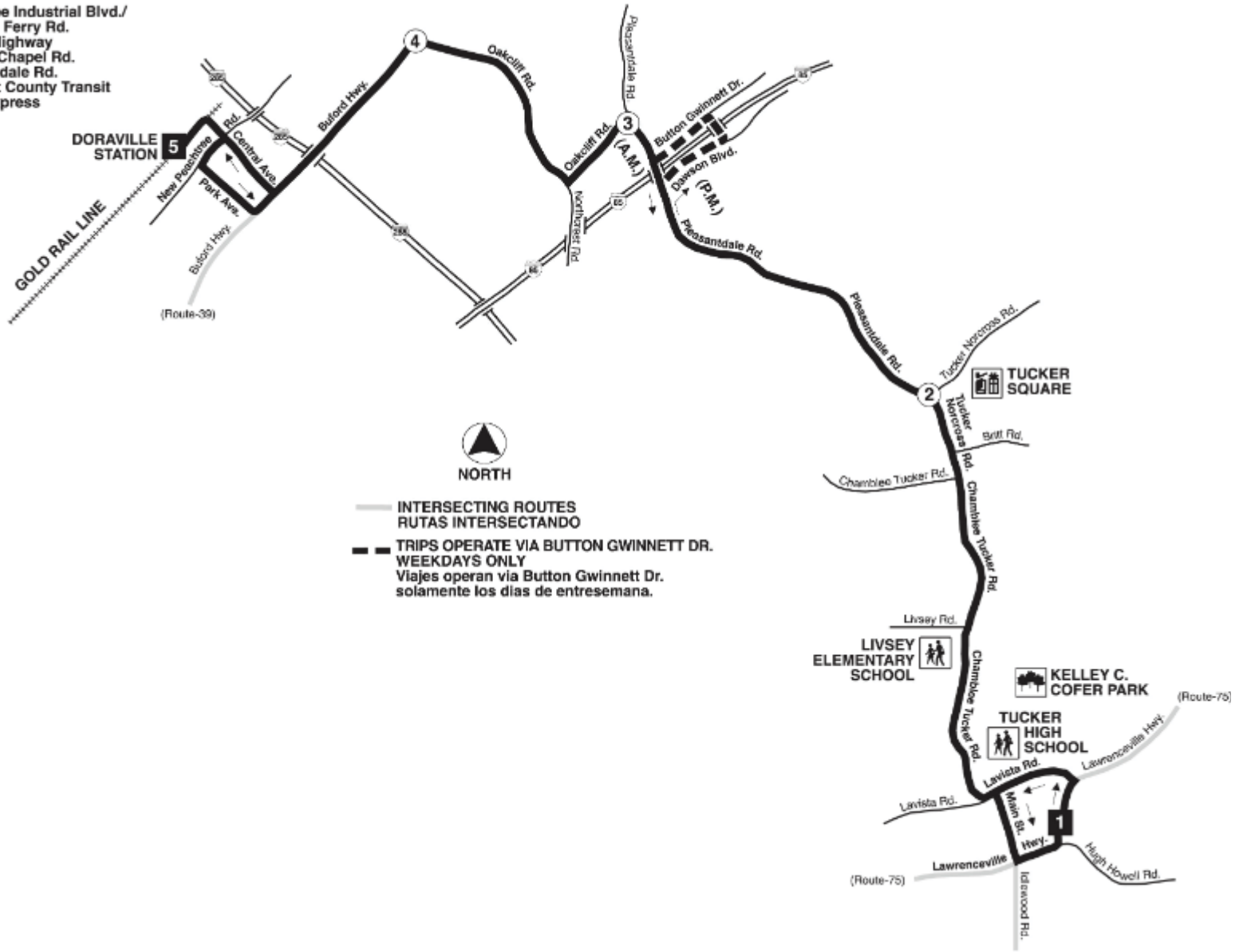
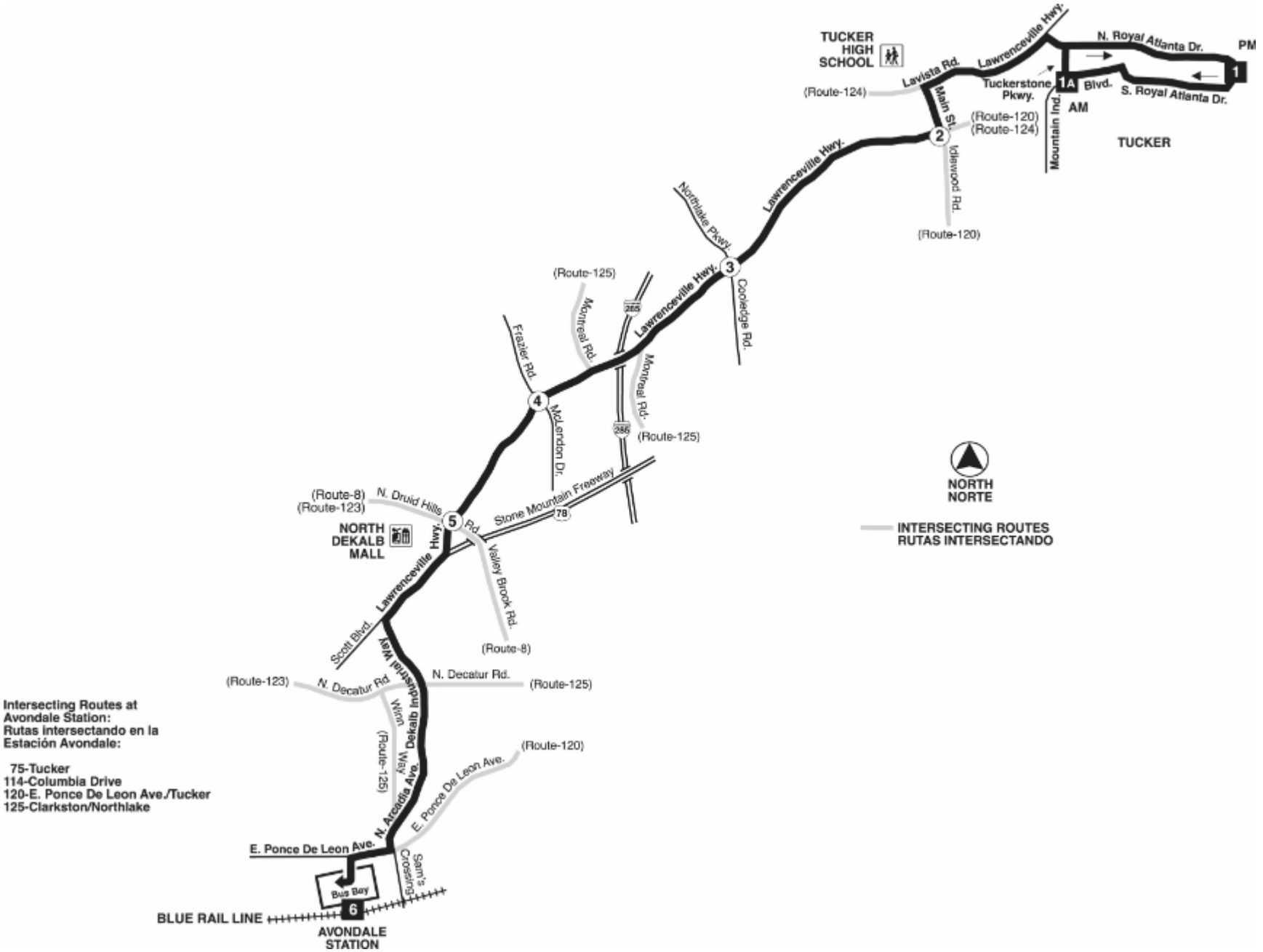


Site
R-75
C-1
MR-1
R-60
MR-2
HR-2
NS
M
RE
OI
R-100
M-2
Mountain Industrial Blvd
Lawrenceville Hwy
Hugh Howell Rd
N Royal Atlanta Dr
S Royal Atlanta Dr
Tuckerstone Pkwy
Old Norcross Rd
Sims Ct
Darlene Way
Cherry Ln
Royal Pl
Commerce Pl
Fuller Way
Flintstone Dr
Granite Dr
Florence St
Hanfred Ln
Hanfred Ct
Scarlett Walk
Marthasville Ct
Mountain West Dr
Antebellum Dr
Highgate C
Stratmor Dr
Stratmor Ct
Mountclaire Rd
Deer Ridge Dr
Mountain Ln
Patriot Dr
CSX
More...
Basemap

ɔrsecting Routes at
raville Station:
tas intersectando en la
ɔación Doraville:

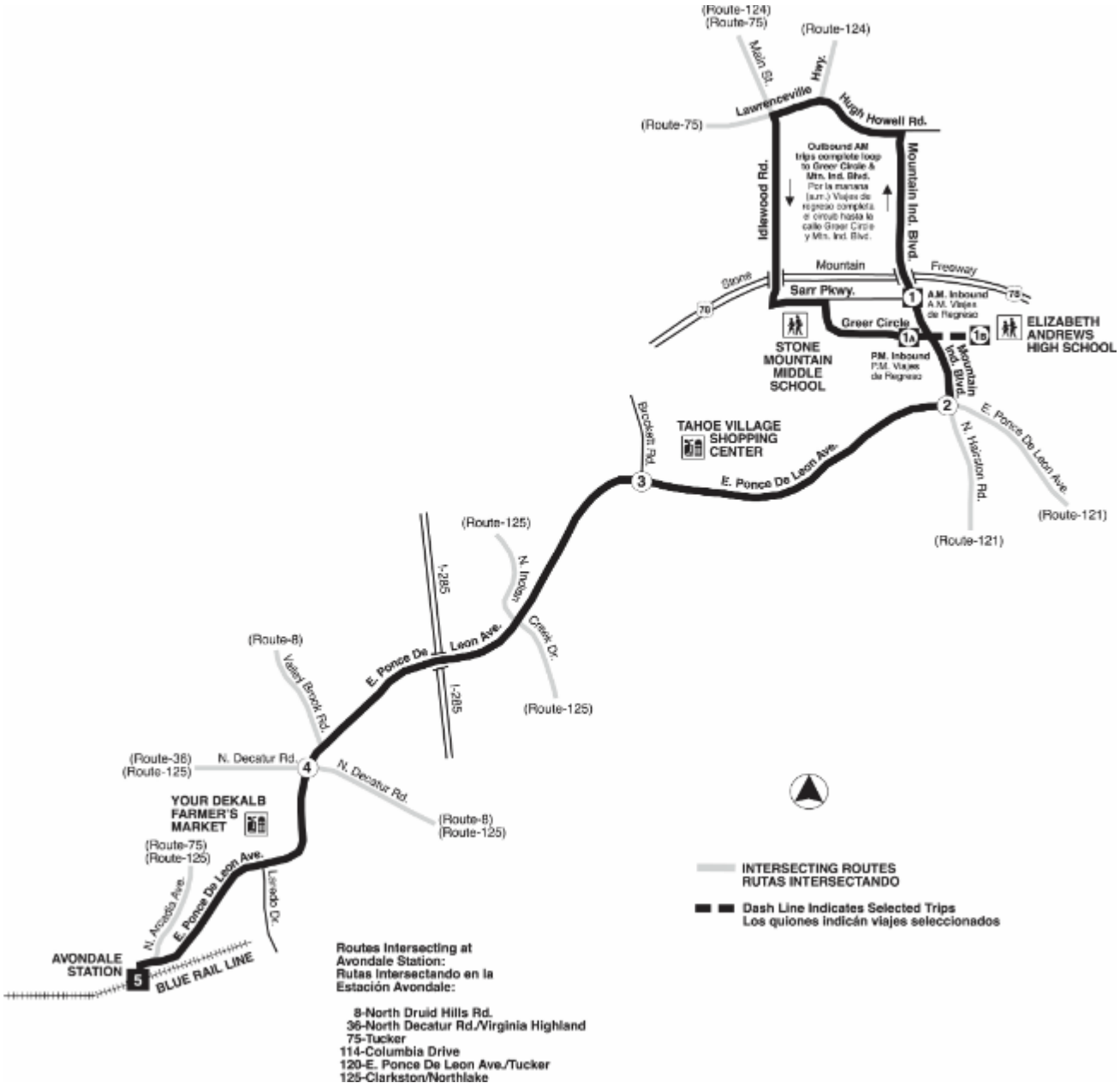
ɨ-Peachtree Industrial Blvd./
Johnson Ferry Rd.
ɨ-Buford Highway
ɨ-Winters Chapel Rd.
ɨ-Pleasantdale Rd.
Gwinnett County Transit
GRTA Express





Intersecting Routes at Avondale Station:
Rutas intersectando en la Estación Avondale:

75-Tucker
114-Columbia Drive
120-E. Ponce De Leon Ave./Tucker
125-Clarkston/Northlake



Routes Intersecting at Avondale Station:
Rutas Intersectando en la Estación Avondale:

8-North Druid Hills Rd.
36-North Decatur Rd./Virginia Highland
75-Tucker
114-Columbia Drive
120-E. Ponce De Leon Ave./Tucker
125-Clarkston/Northlake

Tucker Township DRI
Growth Analysis

Year	Mountain Industrial		Mountain Industrial		Hugh Howell Road		Hugh Howell Road		US 29		US 78		US 78		Roadway
	US 78 to Hugh Howell		North of Hugh Howell Rd		West of Mountain Industrial		East of Mountain Industrial		West of Hugh Howell Rd		WB on Ramp		EB off Ramp		Count Location
	0893536		0893538		0893274		0893276		0893025		089r912		089r311		Count Number
	Principal Arterial		Principal Arterial		Minor Arterial		Minor Arterial		Minor Arterial		Freeway		Freeway		Func Class
	AADT	% Growth	AADT	% Growth	AADT	% Growth	AADT	% Growth	AADT	% Growth	AADT	% Growth	AADT	% Growth	
	-1.89%		**4.96%**		**-4.15%**		**-1.33%**		**0.86%**		**-1.58%**		**-1.44%**		**5-YR Growth**
2014	34400	-0.12%	29700	23.60%	25100	0.08%	11000	7.74%	25700	6.64%	13600	-0.15%	12100	0.41%	
2013	34440	0.29%	24030	0.29%	25080	7.04%	10210	0.49%	24100	0.46%	13620	10.28%	12050	1.69%	
2012	34340	-10.22%	23960	1.70%	23430	-0.55%	10160	-13.68%	23990	-2.64%	12350	0.00%	11850	4.59%	
2011	38250	0.95%	23560	0.94%	23560	6.51%	11770	-0.08%	24640	-0.12%	12350	-8.11%	11330	-6.83%	
2010	37890	0.13%	23340	0.13%	22120	-28.69%	11780	0.17%	24670	0.20%	13440	-8.76%	12160	-6.53%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12
Station ID: 12
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

Start Time	11-May-16 Wed	EB Morning	EB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		14	118		
12:15		24	137		
12:30		18	127		
12:45		8	142	64	524
01:00		7	194		
01:15		12	137		
01:30		2	162		
01:45		5	138	26	631
02:00		6	166		
02:15		13	164		
02:30		8	182		
02:45		7	182	34	694
03:00		7	178		
03:15		8	195		
03:30		3	206		
03:45		9	217	27	796
04:00		7	250		
04:15		4	261		
04:30		6	282		
04:45		9	278	26	1071
05:00		6	283		
05:15		7	294		
05:30		10	284		
05:45		14	308	37	1169
06:00		29	289		
06:15		26	291		
06:30		46	261		
06:45		53	252	154	1093
07:00		56	237		
07:15		62	192		
07:30		84	173		
07:45		101	142	303	744
08:00		92	155		
08:15		96	125		
08:30		96	124		
08:45		89	105	373	509
09:00		97	103		
09:15		94	95		
09:30		83	68		
09:45		93	87	367	353
10:00		87	70		
10:15		80	58		
10:30		87	40		
10:45		100	33	354	201
11:00		91	37		
11:15		99	26		
11:30		115	20		
11:45		113	24	418	107
Total		2183	7892		
Percent		21.7%	78.3%		
Grand Total		2183	7892		
Percent		21.7%	78.3%		
ADT		ADT 10,075		AADT 10,075	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12.5
Station ID: 12.5
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

Start Time	11-May-16 Wed	WB Morning	WB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		8	137		
12:15		8	129		
12:30		8	99		
12:45		12	136	36	501
01:00		1	128		
01:15		2	124		
01:30		4	125		
01:45		6	108	13	485
02:00		4	119		
02:15		7	123		
02:30		1	124		
02:45		4	90	16	456
03:00		4	107		
03:15		8	129		
03:30		4	123		
03:45		10	110	26	469
04:00		14	118		
04:15		9	99		
04:30		15	103		
04:45		19	120	57	440
05:00		31	100		
05:15		31	111		
05:30		56	125		
05:45		87	101	205	437
06:00		115	96		
06:15		197	94		
06:30		268	106		
06:45		310	90	890	386
07:00		329	116		
07:15		313	85		
07:30		289	73		
07:45		269	82	1200	356
08:00		265	96		
08:15		257	84		
08:30		238	58		
08:45		194	60	954	298
09:00		183	52		
09:15		163	48		
09:30		149	48		
09:45		130	33	625	181
10:00		135	31		
10:15		124	18		
10:30		143	28		
10:45		120	22	522	99
11:00		122	17		
11:15		150	16		
11:30		132	11		
11:45		114	8	518	52
Total		5062	4160		
Percent		54.9%	45.1%		
Grand Total		5062	4160		
Percent		54.9%	45.1%		
ADT		ADT 9,222		AADT 9,222	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12
Station ID: 12
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/16	0	13	1	0	0	0	0	0	0	0	0	0	0	14
00:15	0	19	4	0	1	0	0	0	0	0	0	0	0	24
00:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
	0	56	7	0	1	0	0	0	0	0	0	0	0	64
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
01:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
01:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
	0	23	3	0	0	0	0	0	0	0	0	0	0	26
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
02:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
02:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
02:45	0	5	1	1	0	0	0	0	0	0	0	0	0	7
	0	28	5	1	0	0	0	0	0	0	0	0	0	34
03:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
03:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
	0	20	4	0	3	0	0	0	0	0	0	0	0	27
04:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	3	0	0	0	0	1	0	0	0	0	0	6
04:45	0	7	1	1	0	0	0	0	0	0	0	0	0	9
	1	18	5	1	0	0	0	1	0	0	0	0	0	26
05:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6
05:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7
05:30	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14
	0	29	7	1	0	0	0	0	0	0	0	0	0	37
06:00	1	24	4	0	0	0	0	0	0	0	0	0	0	29
06:15	2	17	7	0	0	0	0	0	0	0	0	0	0	26
06:30	2	35	7	1	1	0	0	0	0	0	0	0	0	46
06:45	3	39	9	1	1	0	0	0	0	0	0	0	0	53
	8	115	27	2	2	0	0	0	0	0	0	0	0	154
07:00	2	41	9	0	3	0	0	1	0	0	0	0	0	56
07:15	1	44	10	0	4	0	0	2	0	0	0	0	0	61
07:30	1	68	11	0	0	0	0	3	0	0	0	0	0	83
07:45	1	78	18	0	2	1	0	1	0	0	0	0	0	101
	5	231	48	0	9	1	0	7	0	0	0	0	0	301
08:00	0	71	15	0	4	1	0	0	0	0	0	0	0	91
08:15	0	74	16	0	4	1	0	0	0	1	0	0	0	96
08:30	2	70	17	0	4	0	0	2	1	0	0	0	0	96
08:45	2	64	13	4	1	2	0	2	0	0	0	0	0	88
	4	279	61	4	13	4	0	4	1	1	0	0	0	371
09:00	0	69	22	0	2	0	0	4	0	0	0	0	0	97
09:15	0	59	28	1	2	2	0	2	0	0	0	0	0	94
09:30	4	57	21	0	1	0	0	0	0	0	0	0	0	83
09:45	1	67	19	0	5	0	0	1	0	0	0	0	0	93
	5	252	90	1	10	2	0	7	0	0	0	0	0	367
10:00	0	60	17	0	5	0	0	4	0	0	1	0	0	87
10:15	1	59	14	2	3	0	0	1	0	0	0	0	0	80
10:30	1	66	13	0	4	1	0	1	0	0	0	0	0	86
10:45	3	74	18	2	2	0	0	1	0	0	0	0	0	100
	5	259	62	4	14	1	0	7	0	0	1	0	0	353
11:00	0	69	18	0	1	1	0	1	0	0	0	0	0	90
11:15	0	70	26	1	0	0	0	1	0	0	0	0	0	98
11:30	2	80	28	2	2	0	0	0	0	0	0	0	0	114
11:45	1	90	17	0	2	0	0	3	0	0	0	0	0	113
	3	309	89	3	5	1	0	5	0	0	0	0	0	415
Total	31	1619	408	17	57	9	0	31	1	1	1	0	0	2175
Percent	1.4%	74.4%	18.8%	0.8%	2.6%	0.4%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12
Station ID: 12
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	1	90	19	0	6	0	0	1	1	0	0	0	0	118
12:15	3	98	30	1	2	0	0	2	1	0	0	0	0	137
12:30	1	98	20	0	3	0	0	4	0	0	0	0	0	126
12:45	1	106	23	3	6	0	0	2	0	0	0	0	0	141
	6	392	92	4	17	0	0	9	2	0	0	0	0	522
13:00	4	139	40	2	7	1	0	0	0	0	0	0	0	193
13:15	1	107	24	0	1	0	0	3	0	0	0	0	0	136
13:30	3	111	36	4	4	0	0	3	0	0	0	0	0	161
13:45	2	112	15	2	5	0	0	2	0	0	0	0	0	138
	10	469	115	8	17	1	0	8	0	0	0	0	0	628
14:00	0	125	30	1	5	0	0	5	0	0	0	0	0	166
14:15	0	121	33	2	7	0	0	1	0	0	0	0	0	164
14:30	0	143	27	3	4	0	0	4	0	0	0	0	0	181
14:45	1	134	35	3	6	0	0	2	0	0	0	0	0	181
	1	523	125	9	22	0	0	12	0	0	0	0	0	692
15:00	1	135	32	1	3	2	0	3	0	0	0	0	0	177
15:15	1	155	24	1	11	0	0	2	0	0	0	0	0	194
15:30	4	167	19	0	11	1	0	2	1	0	0	0	0	205
15:45	3	166	28	0	14	0	0	4	0	0	1	0	0	216
	9	623	103	2	39	3	0	11	1	0	1	0	0	792
16:00	2	199	36	1	7	1	0	3	0	0	0	0	0	249
16:15	2	216	31	2	4	0	0	3	0	0	2	0	0	260
16:30	3	223	39	2	9	0	1	3	0	0	1	0	0	281
16:45	1	233	31	0	6	1	0	4	0	0	1	0	0	277
	8	871	137	5	26	2	1	13	0	0	4	0	0	1067
17:00	1	221	38	3	13	1	0	4	0	1	0	0	0	282
17:15	0	232	45	0	13	1	0	1	0	1	0	0	0	293
17:30	1	247	23	1	8	0	0	3	0	0	0	0	0	283
17:45	1	252	37	3	12	0	0	2	0	0	1	0	0	308
	3	952	143	7	46	2	0	10	0	2	1	0	0	1166
18:00	0	236	35	1	12	0	0	4	0	0	0	0	0	288
18:15	0	229	41	2	14	1	0	1	0	3	0	0	0	291
18:30	0	222	27	1	5	0	0	6	0	0	0	0	0	261
18:45	0	213	27	0	7	1	0	1	0	0	2	0	0	251
	0	900	130	4	38	2	0	12	0	3	2	0	0	1091
19:00	0	196	31	0	5	1	0	3	0	0	0	0	0	236
19:15	0	163	19	0	6	0	0	3	0	0	0	0	0	191
19:30	0	156	11	0	5	0	0	1	0	0	0	0	0	173
19:45	0	126	10	0	4	0	0	1	0	0	0	0	0	141
	0	641	71	0	20	1	0	8	0	0	0	0	0	741
20:00	0	132	14	0	6	0	0	3	0	0	0	0	0	155
20:15	0	104	13	1	6	0	0	0	0	0	0	0	0	124
20:30	0	98	15	1	9	0	0	1	0	0	0	0	0	124
20:45	1	91	5	1	5	0	0	1	0	0	0	0	0	104
	1	425	47	3	26	0	0	5	0	0	0	0	0	507
21:00	0	85	10	1	5	0	0	2	0	0	0	0	0	103
21:15	0	82	11	0	1	0	0	1	0	0	0	0	0	95
21:30	0	58	4	0	5	0	0	1	0	0	0	0	0	68
21:45	0	67	13	0	5	0	0	2	0	0	0	0	0	87
	0	292	38	1	16	0	0	6	0	0	0	0	0	353
22:00	0	54	13	0	3	0	0	0	0	0	0	0	0	70
22:15	0	50	4	0	3	0	0	1	0	0	0	0	0	58
22:30	0	29	7	1	1	0	0	1	0	0	0	0	0	39
22:45	0	27	3	0	3	0	0	0	0	0	0	0	0	33
	0	160	27	1	10	0	0	2	0	0	0	0	0	200
23:00	0	31	4	0	2	0	0	0	0	0	0	0	0	37
23:15	0	22	3	0	1	0	0	0	0	0	0	0	0	26
23:30	0	19	0	0	1	0	0	0	0	0	0	0	0	20
23:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
	0	95	8	0	4	0	0	0	0	0	0	0	0	107
Total	38	6343	1036	44	281	11	1	96	3	5	8	0	0	7866
Percent	0.5%	80.6%	13.2%	0.6%	3.6%	0.1%	0.0%	1.2%	0.0%	0.1%	0.1%	0.0%	0.0%	
Grand Total	69	7962	1444	61	338	20	1	127	4	6	9	0	0	10041
Percent	0.7%	79.3%	14.4%	0.6%	3.4%	0.2%	0.0%	1.3%	0.0%	0.1%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12.5
Station ID: 12.5
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/16	0	8	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	4	3	0	1	0	0	0	0	0	0	0	0	8
00:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
	0	30	5	0	1	0	0	0	0	0	0	0	0	36
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
	0	12	0	0	1	0	0	0	0	0	0	0	0	13
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
	0	15	1	0	0	0	0	0	0	0	0	0	0	16
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:45	1	9	0	0	0	0	0	0	0	0	0	0	0	10
	1	22	3	0	0	0	0	0	0	0	0	0	0	26
04:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14
04:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15
04:45	0	14	5	0	0	0	0	0	0	0	0	0	0	19
	0	46	10	0	1	0	0	0	0	0	0	0	0	57
05:00	1	27	2	0	0	1	0	0	0	0	0	0	0	31
05:15	1	27	2	0	1	0	0	0	0	0	0	0	0	31
05:30	0	46	9	0	1	0	0	0	0	0	0	0	0	56
05:45	1	74	11	0	1	0	0	0	0	0	0	0	0	87
	3	174	24	0	3	1	0	0	0	0	0	0	0	205
06:00	1	89	20	0	2	1	0	1	0	0	1	0	0	115
06:15	3	166	22	0	3	0	0	3	0	0	0	0	0	197
06:30	3	243	19	1	1	0	0	1	0	0	0	0	0	268
06:45	0	273	29	2	3	2	0	1	0	0	0	0	0	310
	7	771	90	3	9	3	0	6	0	0	1	0	0	890
07:00	1	280	39	2	6	0	0	1	0	0	0	0	0	329
07:15	2	281	27	0	2	0	0	1	0	0	0	0	0	313
07:30	2	247	25	3	6	1	0	3	0	0	1	0	0	288
07:45	1	217	42	0	4	2	0	2	0	0	1	0	0	269
	6	1025	133	5	18	3	0	7	0	0	2	0	0	1199
08:00	1	231	27	0	3	1	0	1	0	1	0	0	0	265
08:15	1	215	21	3	3	2	0	7	2	1	1	0	0	256
08:30	0	206	26	0	1	1	0	2	1	0	0	1	0	238
08:45	1	166	21	1	0	2	0	1	1	0	0	1	0	194
	3	818	95	4	7	6	0	11	4	2	1	2	0	953
09:00	0	151	25	2	1	3	0	1	0	0	0	0	0	183
09:15	2	141	17	0	2	0	0	1	0	0	0	0	0	163
09:30	1	120	23	0	4	0	0	0	0	0	0	0	0	148
09:45	1	104	19	0	2	3	0	1	0	0	0	0	0	130
	4	516	84	2	9	6	0	3	0	0	0	0	0	624
10:00	1	107	17	0	7	1	0	1	1	0	0	0	0	135
10:15	0	100	16	0	7	0	0	1	0	0	0	0	0	124
10:30	0	123	18	0	0	1	0	1	0	0	0	0	0	143
10:45	2	97	13	1	5	1	0	1	0	0	0	0	0	120
	3	427	64	1	19	3	0	4	1	0	0	0	0	522
11:00	2	99	16	0	4	0	0	1	0	0	0	0	0	122
11:15	0	123	19	1	6	1	0	0	0	0	0	0	0	150
11:30	0	106	22	0	3	0	0	1	0	0	0	0	0	132
11:45	0	90	17	0	3	1	0	2	1	0	0	0	0	114
	2	418	74	1	16	2	0	4	1	0	0	0	0	518
Total	29	4274	583	16	84	24	0	35	6	2	4	2	0	5059
Percent	0.6%	84.5%	11.5%	0.3%	1.7%	0.5%	0.0%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12.5
Station ID: 12.5
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	0	116	13	0	6	0	0	2	0	0	0	0	0	137
12:15	0	102	21	1	4	0	0	1	0	0	0	0	0	129
12:30	0	85	11	1	2	0	0	0	0	0	0	0	0	99
12:45	0	111	16	0	4	1	0	4	0	0	0	0	0	136
	0	414	61	2	16	1	0	7	0	0	0	0	0	501
13:00	0	109	17	1	1	0	0	0	0	0	0	0	0	128
13:15	0	101	23	0	0	0	0	0	0	0	0	0	0	124
13:30	0	100	18	0	5	1	0	0	1	0	0	0	0	125
13:45	1	86	15	0	5	0	0	1	0	0	0	0	0	108
	1	396	73	1	11	1	0	1	1	0	0	0	0	485
14:00	0	98	18	1	2	0	0	0	0	0	0	0	0	119
14:15	0	101	15	3	2	0	0	1	0	0	1	0	0	123
14:30	3	94	19	1	4	0	0	1	1	0	0	0	1	124
14:45	1	73	9	0	6	0	0	1	0	0	0	0	0	90
	4	366	61	5	14	0	0	3	1	0	1	0	1	456
15:00	0	81	21	0	5	0	0	0	0	0	0	0	0	107
15:15	0	108	13	1	5	0	0	0	1	1	0	0	0	129
15:30	1	100	14	1	4	1	0	2	0	0	0	0	0	123
15:45	0	86	21	0	2	0	0	1	0	0	0	0	0	110
	1	375	69	2	16	1	0	3	1	1	0	0	0	469
16:00	0	104	10	1	2	1	0	0	0	0	0	0	0	118
16:15	2	82	11	1	2	0	0	1	0	0	0	0	0	99
16:30	0	86	11	1	4	0	0	1	0	0	0	0	0	103
16:45	0	93	17	3	3	0	0	3	1	0	0	0	0	120
	2	365	49	6	11	1	0	5	1	0	0	0	0	440
17:00	2	86	9	1	2	0	0	0	0	0	0	0	0	100
17:15	0	90	19	1	0	1	0	0	0	0	0	0	0	111
17:30	1	100	22	0	1	1	0	0	0	0	0	0	0	125
17:45	0	85	12	0	1	0	0	2	0	0	0	1	0	101
	3	361	62	2	4	2	0	2	0	0	0	1	0	437
18:00	2	84	10	0	0	0	0	0	0	0	0	0	0	96
18:15	2	82	9	0	1	0	0	0	0	0	0	0	0	94
18:30	2	83	17	1	2	0	0	1	0	0	0	0	0	106
18:45	1	79	8	1	1	0	0	0	0	0	0	0	0	90
	7	328	44	2	4	0	0	1	0	0	0	0	0	386
19:00	0	105	11	0	0	0	0	0	0	0	0	0	0	116
19:15	0	74	10	0	0	0	0	1	0	0	0	0	0	85
19:30	0	64	9	0	0	0	0	0	0	0	0	0	0	73
19:45	1	69	9	0	2	0	0	1	0	0	0	0	0	82
	1	312	39	0	2	0	0	2	0	0	0	0	0	356
20:00	0	89	6	0	1	0	0	0	0	0	0	0	0	96
20:15	0	78	5	0	1	0	0	0	0	0	0	0	0	84
20:30	0	51	7	0	0	0	0	0	0	0	0	0	0	58
20:45	2	46	8	0	4	0	0	0	0	0	0	0	0	60
	2	264	26	0	6	0	0	0	0	0	0	0	0	298
21:00	0	48	4	0	0	0	0	0	0	0	0	0	0	52
21:15	0	42	6	0	0	0	0	0	0	0	0	0	0	48
21:30	0	44	4	0	0	0	0	0	0	0	0	0	0	48
21:45	0	30	1	0	2	0	0	0	0	0	0	0	0	33
	0	164	15	0	2	0	0	0	0	0	0	0	0	181
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
22:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18
22:30	2	24	2	0	0	0	0	0	0	0	0	0	0	28
22:45	0	20	1	0	0	0	0	1	0	0	0	0	0	22
	2	87	9	0	0	0	0	1	0	0	0	0	0	99
23:00	0	15	1	0	1	0	0	0	0	0	0	0	0	17
23:15	1	15	0	0	0	0	0	0	0	0	0	0	0	16
23:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8
	1	46	3	0	2	0	0	0	0	0	0	0	0	52
Total	24	3478	511	20	88	6	0	25	4	1	1	1	1	4160
Percent	0.6%	83.6%	12.3%	0.5%	2.1%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	53	7752	1094	36	172	30	0	60	10	3	5	3	1	9219
Percent	0.6%	84.1%	11.9%	0.4%	1.9%	0.3%	0.0%	0.7%	0.1%	0.0%	0.1%	0.0%	0.0%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Site Code: 12
Station ID: 12
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/11/16	0	0	0	0	1	4	2	7	0	0	0	0	0	0	14
00:15	1	1	0	0	0	7	7	4	4	0	0	0	0	0	24
00:30	0	0	0	0	1	4	8	5	0	0	0	0	0	0	18
00:45	0	0	0	0	0	2	4	0	1	0	1	0	0	0	8
	1	1	0	0	2	17	21	16	5	0	1	0	0	0	64
01:00	0	0	0	0	1	1	5	0	0	0	0	0	0	0	7
01:15	0	0	0	0	0	6	2	3	1	0	0	0	0	0	12
01:30	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:45	0	0	0	1	0	1	2	1	0	0	0	0	0	0	5
	0	0	0	1	1	10	9	4	1	0	0	0	0	0	26
02:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	6
02:15	0	0	0	1	0	4	6	1	0	1	0	0	0	0	13
02:30	0	0	0	0	0	4	3	1	0	0	0	0	0	0	8
02:45	0	0	0	3	0	2	2	0	0	0	0	0	0	0	7
	0	0	0	4	0	13	13	3	0	1	0	0	0	0	34
03:00	0	1	0	0	0	2	4	0	0	0	0	0	0	0	7
03:15	0	0	0	0	0	3	4	0	1	0	0	0	0	0	8
03:30	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3
03:45	0	0	0	0	0	1	3	1	4	0	0	0	0	0	9
	0	1	1	0	0	6	12	2	5	0	0	0	0	0	27
04:00	1	1	0	1	0	4	0	0	0	0	0	0	0	0	7
04:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
04:30	0	0	0	0	0	3	2	0	1	0	0	0	0	0	6
04:45	0	0	2	0	0	1	3	3	0	0	0	0	0	0	9
	1	1	2	1	0	9	7	4	1	0	0	0	0	0	26
05:00	1	0	1	0	0	2	1	0	1	0	0	0	0	0	6
05:15	0	1	0	1	0	0	1	4	0	0	0	0	0	0	7
05:30	0	0	1	0	2	5	2	0	0	0	0	0	0	0	10
05:45	0	0	0	0	1	4	2	6	0	0	1	0	0	0	14
	1	1	2	1	3	11	6	10	1	0	1	0	0	0	37
06:00	5	0	1	2	2	9	8	1	0	1	0	0	0	0	29
06:15	2	1	1	2	4	6	8	0	1	1	0	0	0	0	26
06:30	2	0	2	0	4	14	13	5	2	1	3	0	0	0	46
06:45	6	1	1	0	6	11	12	7	4	5	0	0	0	0	53
	15	2	5	4	16	40	41	13	7	8	3	0	0	0	154
07:00	1	1	4	3	1	12	20	5	5	4	0	0	0	0	56
07:15	5	0	3	2	4	12	21	8	3	3	1	0	0	0	62
07:30	9	1	0	6	8	21	22	11	2	1	2	1	0	0	84
07:45	10	5	2	2	4	29	29	17	1	1	1	0	0	0	101
	25	7	9	13	17	74	92	41	11	9	4	1	0	0	303
08:00	12	3	3	3	4	17	29	10	3	3	4	1	0	0	92
08:15	7	2	2	1	10	33	25	13	2	1	0	0	0	0	96
08:30	4	1	1	4	10	18	19	18	14	5	2	0	0	0	96
08:45	5	3	7	2	6	22	23	12	4	4	0	1	0	0	89
	28	9	13	10	30	90	96	53	23	13	6	2	0	0	373
09:00	1	0	2	1	10	28	30	21	4	0	0	0	0	0	97
09:15	5	3	1	3	7	27	23	12	10	2	0	1	0	0	94
09:30	5	0	3	2	7	22	30	12	1	0	1	0	0	0	83
09:45	8	3	2	4	6	22	19	9	13	6	1	0	0	0	93
	19	6	8	10	30	99	102	54	28	8	2	1	0	0	367
10:00	7	2	2	0	5	23	35	10	3	0	0	0	0	0	87
10:15	5	1	2	4	2	15	20	22	5	3	1	0	0	0	80
10:30	3	1	1	0	6	23	27	15	9	1	1	0	0	0	87
10:45	6	2	1	1	4	30	31	12	7	6	0	0	0	0	100
	21	6	6	5	17	91	113	59	24	10	2	0	0	0	354
11:00	3	1	1	1	6	19	35	13	6	4	2	0	0	0	91
11:15	3	5	0	2	6	26	32	14	8	2	1	0	0	0	99
11:30	9	2	4	3	5	25	26	23	12	5	1	0	0	0	115
11:45	1	0	4	1	10	30	42	18	4	2	0	1	0	0	113
	16	8	9	7	27	100	135	68	30	13	4	1	0	0	418
Total	127	42	55	56	143	560	647	327	136	62	23	5	0	0	2183

All Traffic Data Services, Inc

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Site Code: 12
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HUGH HOWELL ROAD EAST OF MT IND. BLVD

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EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	2	2	1	2	9	25	34	21	16	3	2	1	0	0	118
12:15	5	5	3	1	15	31	46	23	4	3	1	0	0	0	137
12:30	7	3	2	2	7	33	38	26	5	2	2	0	0	0	127
12:45	7	2	6	4	9	33	45	26	6	3	0	1	0	0	142
	21	12	12	9	40	122	163	96	31	11	5	2	0	0	524
13:00	9	3	4	10	8	53	65	39	2	0	1	0	0	0	194
13:15	3	0	1	0	8	44	58	16	5	2	0	0	0	0	137
13:30	8	5	2	3	22	41	51	25	5	0	0	0	0	0	162
13:45	5	3	4	4	4	36	43	31	4	3	1	0	0	0	138
	25	11	11	17	42	174	217	111	16	5	2	0	0	0	631
14:00	7	1	4	3	12	41	56	35	6	0	0	1	0	0	166
14:15	10	2	2	6	17	41	60	18	4	3	0	1	0	0	164
14:30	9	1	1	11	13	60	65	18	4	0	0	0	0	0	182
14:45	8	2	2	8	16	51	58	31	4	1	0	1	0	0	182
	34	6	9	28	58	193	239	102	18	4	0	3	0	0	694
15:00	10	2	6	6	18	36	68	24	7	1	0	0	0	0	178
15:15	9	4	2	3	11	37	91	32	6	0	0	0	0	0	195
15:30	10	3	7	3	18	49	78	28	4	5	1	0	0	0	206
15:45	8	3	4	0	9	53	91	37	11	1	0	0	0	0	217
	37	12	19	12	56	175	328	121	28	7	1	0	0	0	796
16:00	13	3	3	2	17	58	95	46	10	3	0	0	0	0	250
16:15	13	1	7	1	35	90	74	34	6	0	0	0	0	0	261
16:30	12	1	5	3	13	84	111	43	6	3	1	0	0	0	282
16:45	15	2	9	1	9	77	102	50	10	2	1	0	0	0	278
	53	7	24	7	74	309	382	173	32	8	2	0	0	0	1071
17:00	11	3	4	4	22	73	101	49	11	4	0	1	0	0	283
17:15	15	6	8	1	14	83	105	47	8	3	3	1	0	0	294
17:30	15	5	4	2	25	97	90	33	13	0	0	0	0	0	284
17:45	17	5	5	10	38	92	107	28	6	0	0	0	0	0	308
	58	19	21	17	99	345	403	157	38	7	3	2	0	0	1169
18:00	2	0	2	2	13	51	157	46	14	2	0	0	0	0	289
18:15	18	9	2	4	14	86	112	30	15	1	0	0	0	0	291
18:30	17	1	5	3	18	59	92	58	7	1	0	0	0	0	261
18:45	8	3	3	3	13	45	121	40	14	1	1	0	0	0	252
	45	13	12	12	58	241	482	174	50	5	1	0	0	0	1093
19:00	12	2	5	2	7	58	90	43	14	3	0	0	1	0	237
19:15	3	4	5	2	5	54	80	27	9	3	0	0	0	0	192
19:30	2	2	2	0	2	23	76	52	11	1	2	0	0	0	173
19:45	7	2	9	0	2	19	57	37	7	1	1	0	0	0	142
	24	10	21	4	16	154	303	159	41	8	3	0	1	0	744
20:00	0	0	2	0	13	55	54	26	4	1	0	0	0	0	155
20:15	6	4	1	2	4	36	49	14	7	2	0	0	0	0	125
20:30	6	0	0	0	3	26	53	30	5	1	0	0	0	0	124
20:45	4	4	4	2	8	31	34	15	3	0	0	0	0	0	105
	16	8	7	4	28	148	190	85	19	4	0	0	0	0	509
21:00	2	1	2	1	3	25	41	22	4	0	1	1	0	0	103
21:15	2	1	2	2	4	22	38	16	4	1	2	1	0	0	95
21:30	2	1	1	1	4	20	23	10	3	2	0	1	0	0	68
21:45	4	3	2	0	3	26	26	19	3	0	1	0	0	0	87
	10	6	7	4	14	93	128	67	14	3	4	3	0	0	353
22:00	1	1	1	0	5	16	35	9	2	0	0	0	0	0	70
22:15	0	2	0	1	4	9	20	13	5	2	2	0	0	0	58
22:30	3	0	3	0	4	14	6	4	5	0	1	0	0	0	40
22:45	0	0	0	0	0	6	15	5	3	4	0	0	0	0	33
	4	3	4	1	13	45	76	31	15	6	3	0	0	0	201
23:00	0	0	1	0	2	10	15	5	3	1	0	0	0	0	37
23:15	2	0	1	0	2	8	9	4	0	0	0	0	0	0	26
23:30	1	0	1	0	2	7	5	1	2	0	0	1	0	0	20
23:45	0	1	0	0	1	8	7	6	1	0	0	0	0	0	24
	3	1	3	0	7	33	36	16	6	1	0	1	0	0	107
Total	330	108	150	115	505	2032	2947	1292	308	69	24	11	1	0	7892
Grand Total	457	150	205	171	648	2592	3594	1619	444	131	47	16	1	0	10075

	15th Percentile :	34 MPH
	50th Percentile :	41 MPH
	85th Percentile :	47 MPH
	95th Percentile :	51 MPH
Stats	Mean Speed(Average) :	40 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	6186

Percent in Pace :	61.4%
Number of Vehicles > 55 MPH :	195
Percent of Vehicles > 55 MPH :	1.9%

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12.5
Station ID: 12.5
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/11/16	0	0	0	0	0	0	1	5	2	0	0	0	0	0	8
00:15	0	0	0	0	0	1	3	3	0	1	0	0	0	0	8
00:30	0	0	0	0	1	0	4	2	1	0	0	0	0	0	8
00:45	1	0	0	0	0	1	8	2	0	0	0	0	0	0	12
	1	0	0	0	1	2	16	12	3	1	0	0	0	0	36
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
01:30	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
01:45	0	0	0	0	0	0	5	1	0	0	0	0	0	0	6
	0	0	0	0	0	0	8	5	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4
02:15	0	0	0	0	0	1	1	5	0	0	0	0	0	0	7
02:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:45	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
	0	0	0	0	0	3	6	5	2	0	0	0	0	0	16
03:00	0	0	0	0	1	0	1	1	1	0	0	0	0	0	4
03:15	2	0	0	0	0	0	3	2	1	0	0	0	0	0	8
03:30	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:45	1	0	0	0	0	0	2	2	3	1	0	1	0	0	10
	3	0	0	0	1	1	8	6	5	1	0	1	0	0	26
04:00	0	0	0	0	0	0	4	9	1	0	0	0	0	0	14
04:15	0	0	0	0	0	1	3	3	0	2	0	0	0	0	9
04:30	0	0	0	0	0	1	7	5	1	1	0	0	0	0	15
04:45	1	0	0	0	0	0	12	5	0	1	0	0	0	0	19
	1	0	0	0	0	2	26	22	2	4	0	0	0	0	57
05:00	1	0	1	0	2	2	12	12	1	0	0	0	0	0	31
05:15	0	1	0	0	1	1	12	10	5	1	0	0	0	0	31
05:30	0	0	0	1	0	3	17	27	5	2	1	0	0	0	56
05:45	0	1	1	0	1	4	32	33	13	1	0	1	0	0	87
	1	2	2	1	4	10	73	82	24	4	1	1	0	0	205
06:00	1	0	0	0	0	8	55	47	4	0	0	0	0	0	115
06:15	5	0	0	0	1	12	69	84	22	4	0	0	0	0	197
06:30	3	0	0	0	3	19	122	92	29	0	0	0	0	0	268
06:45	5	0	0	1	11	50	141	90	10	2	0	0	0	0	310
	14	0	0	1	15	89	387	313	65	6	0	0	0	0	890
07:00	5	2	3	11	42	81	128	49	8	0	0	0	0	0	329
07:15	9	1	5	15	15	65	148	44	10	1	0	0	0	0	313
07:30	8	0	3	6	18	75	118	54	7	0	0	0	0	0	289
07:45	5	0	4	5	15	45	115	70	9	1	0	0	0	0	269
	27	3	15	37	90	266	509	217	34	2	0	0	0	0	1200
08:00	4	1	1	0	1	34	141	70	11	2	0	0	0	0	265
08:15	4	0	0	1	4	38	118	78	14	0	0	0	0	0	257
08:30	5	1	0	0	3	29	97	89	12	1	0	1	0	0	238
08:45	3	0	0	0	0	16	95	71	6	3	0	0	0	0	194
	16	2	1	1	8	117	451	308	43	6	0	1	0	0	954
09:00	5	1	1	0	1	12	81	65	17	0	0	0	0	0	183
09:15	2	0	0	0	2	11	65	66	14	3	0	0	0	0	163
09:30	4	0	1	0	0	13	71	50	6	4	0	0	0	0	149
09:45	2	0	0	0	1	20	62	32	12	1	0	0	0	0	130
	13	1	2	0	4	56	279	213	49	8	0	0	0	0	625
10:00	2	0	0	0	3	25	57	32	13	3	0	0	0	0	135
10:15	0	1	0	1	3	15	48	48	8	0	0	0	0	0	124
10:30	2	0	0	1	0	20	54	55	8	3	0	0	0	0	143
10:45	2	1	0	0	5	16	47	34	13	1	1	0	0	0	120
	6	2	0	2	11	76	206	169	42	7	1	0	0	0	522
11:00	3	0	0	0	4	13	63	29	10	0	0	0	0	0	122
11:15	2	0	0	0	4	23	71	39	10	1	0	0	0	0	150
11:30	1	0	0	0	0	14	59	45	10	2	0	1	0	0	132
11:45	1	0	0	2	0	20	60	23	7	1	0	0	0	0	114
	7	0	0	2	8	70	253	136	37	4	0	1	0	0	518
Total	89	10	20	44	142	692	2222	1488	306	43	2	4	0	0	5062

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 12.5
Station ID: 12.5
HUGH HOWELL ROAD EAST OF MT IND. BLVD

Latitude: 0' 0.0000 Undefined

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	3	0	0	0	3	23	57	42	7	2	0	0	0	0	137
12:15	1	1	0	0	5	21	62	37	2	0	0	0	0	0	129
12:30	1	1	0	0	2	13	34	38	8	2	0	0	0	0	99
12:45	2	0	0	0	2	14	69	34	13	2	0	0	0	0	136
	7	2	0	0	12	71	222	151	30	6	0	0	0	0	501
13:00	4	0	0	0	1	11	54	51	4	3	0	0	0	0	128
13:15	1	0	0	0	0	16	58	44	3	2	0	0	0	0	124
13:30	1	1	1	0	0	11	54	47	8	2	0	0	0	0	125
13:45	0	0	0	0	3	17	44	33	10	1	0	0	0	0	108
	6	1	1	0	4	55	210	175	25	8	0	0	0	0	485
14:00	2	0	0	0	2	24	53	31	6	0	1	0	0	0	119
14:15	2	0	0	0	0	21	71	24	5	0	0	0	0	0	123
14:30	1	1	0	0	6	20	53	38	4	1	0	0	0	0	124
14:45	1	0	1	0	4	16	33	30	3	1	1	0	0	0	90
	6	1	1	0	12	81	210	123	18	2	2	0	0	0	456
15:00	1	0	1	1	6	17	40	36	4	1	0	0	0	0	107
15:15	5	0	0	0	3	29	57	24	8	3	0	0	0	0	129
15:30	1	1	0	1	2	13	53	43	7	2	0	0	0	0	123
15:45	1	0	0	0	0	16	53	29	9	2	0	0	0	0	110
	8	1	1	2	11	75	203	132	28	8	0	0	0	0	469
16:00	2	1	0	0	0	11	52	40	10	2	0	0	0	0	118
16:15	3	2	0	0	2	7	32	39	10	3	1	0	0	0	99
16:30	3	0	0	0	2	18	35	33	9	2	1	0	0	0	103
16:45	2	0	1	0	2	15	63	24	11	1	1	0	0	0	120
	10	3	1	0	6	51	182	136	40	8	3	0	0	0	440
17:00	2	0	0	2	0	14	37	36	8	1	0	0	0	0	100
17:15	1	0	0	0	2	18	47	33	10	0	0	0	0	0	111
17:30	3	1	1	1	3	20	48	35	11	2	0	0	0	0	125
17:45	3	2	0	0	1	10	41	35	7	1	0	1	0	0	101
	9	3	1	3	6	62	173	139	36	4	0	1	0	0	437
18:00	3	0	2	0	0	9	40	33	7	2	0	0	0	0	96
18:15	2	0	0	1	1	5	27	42	11	4	1	0	0	0	94
18:30	2	0	1	0	1	15	52	26	8	1	0	0	0	0	106
18:45	1	0	0	0	1	10	44	25	6	1	1	1	0	0	90
	8	0	3	1	3	39	163	126	32	8	2	1	0	0	386
19:00	1	0	0	0	0	17	52	38	7	1	0	0	0	0	116
19:15	0	0	0	0	2	6	43	22	12	0	0	0	0	0	85
19:30	0	0	0	0	1	10	36	21	4	1	0	0	0	0	73
19:45	0	1	0	0	2	16	46	11	4	0	2	0	0	0	82
	1	1	0	0	5	49	177	92	27	2	2	0	0	0	356
20:00	2	0	0	0	1	16	50	23	1	3	0	0	0	0	96
20:15	0	0	0	0	4	19	34	21	6	0	0	0	0	0	84
20:30	0	0	0	0	0	12	32	10	4	0	0	0	0	0	58
20:45	4	0	0	1	3	14	21	16	1	0	0	0	0	0	60
	6	0	0	1	8	61	137	70	12	3	0	0	0	0	298
21:00	2	0	0	0	0	10	23	13	4	0	0	0	0	0	52
21:15	0	0	0	0	0	5	31	9	3	0	0	0	0	0	48
21:30	1	0	0	0	0	6	31	6	3	0	0	1	0	0	48
21:45	0	0	0	0	2	4	20	4	3	0	0	0	0	0	33
	3	0	0	0	2	25	105	32	13	0	0	1	0	0	181
22:00	0	0	0	0	1	6	18	4	1	1	0	0	0	0	31
22:15	0	0	0	0	1	3	6	6	1	1	0	0	0	0	18
22:30	0	0	0	0	0	4	16	5	2	1	0	0	0	0	28
22:45	0	0	0	0	0	3	7	10	2	0	0	0	0	0	22
	0	0	0	0	2	16	47	25	6	3	0	0	0	0	99
23:00	0	0	0	0	2	3	3	7	2	0	0	0	0	0	17
23:15	0	0	0	0	0	1	9	2	3	1	0	0	0	0	16
23:30	0	0	0	0	0	1	4	1	4	0	1	0	0	0	11
23:45	1	0	0	0	0	3	1	2	1	0	0	0	0	0	8
	1	0	0	0	2	8	17	12	10	1	1	0	0	0	52
Total	65	12	8	7	73	593	1846	1213	277	53	10	3	0	0	4160
Grand Total	154	22	28	51	215	1285	4068	2701	583	96	12	7	0	0	9222

	15th Percentile :	38 MPH
	50th Percentile :	43 MPH
	85th Percentile :	48 MPH
	95th Percentile :	52 MPH
Stats	Mean Speed(Average) :	44 MPH
	10 MPH Pace Speed :	41-50 MPH
	Number in Pace :	6769

Percent in Pace :	73.4%
Number of Vehicles > 55 MPH :	115
Percent of Vehicles > 55 MPH :	1.2%

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

Start Time	11-May-16 Wed	NB Morning	NB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		53	202		
12:15		62	217		
12:30		28	199		
12:45		30	210	173	828
01:00		23	187		
01:15		27	193		
01:30		22	197		
01:45		31	193	103	770
02:00		16	222		
02:15		24	235		
02:30		20	219		
02:45		12	218	72	894
03:00		17	209		
03:15		17	220		
03:30		38	204		
03:45		22	213	94	846
04:00		27	263		
04:15		33	242		
04:30		50	209		
04:45		61	226	171	940
05:00		79	261		
05:15		95	226		
05:30		129	221		
05:45		175	218	478	926
06:00		171	209		
06:15		227	193		
06:30		269	202		
06:45		284	185	951	789
07:00		294	192		
07:15		304	190		
07:30		279	188		
07:45		286	152	1163	722
08:00		261	155		
08:15		265	162		
08:30		259	133		
08:45		232	133	1017	583
09:00		223	165		
09:15		204	136		
09:30		205	131		
09:45		191	92	823	524
10:00		194	88		
10:15		177	87		
10:30		189	90		
10:45		178	70	738	335
11:00		191	59		
11:15		203	52		
11:30		171	52		
11:45		211	51	776	214
Total		6559	8371		
Percent		43.9%	56.1%		
Grand Total		6559	8371		
Percent		43.9%	56.1%		
ADT		ADT 14,930		AADT 14,930	

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga 30012
404-374-1283

Site Code: 13.5
Station ID: 13.5
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Start Time	11-May-16 Wed	SB Morning	SB Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		40	208		
12:15		41	243		
12:30		31	221		
12:45		45	203	157	875
01:00		33	195		
01:15		34	230		
01:30		20	212		
01:45		19	198	106	835
02:00		37	253		
02:15		15	206		
02:30		14	237		
02:45		22	233	88	929
03:00		25	243		
03:15		19	239		
03:30		19	255		
03:45		19	250	82	987
04:00		25	260		
04:15		26	185		
04:30		43	221		
04:45		57	201	151	867
05:00		60	212		
05:15		73	227		
05:30		90	209		
05:45		102	212	325	860
06:00		129	202		
06:15		139	216		
06:30		186	224		
06:45		193	267	647	909
07:00		218	250		
07:15		212	253		
07:30		212	207		
07:45		231	182	873	892
08:00		253	197		
08:15		223	168		
08:30		227	137		
08:45		215	143	918	645
09:00		218	129		
09:15		222	141		
09:30		235	128		
09:45		214	101	889	499
10:00		205	124		
10:15		182	84		
10:30		202	68		
10:45		193	73	782	349
11:00		196	88		
11:15		202	84		
11:30		222	71		
11:45		202	57	822	300
Total		5840	8947		
Percent		39.5%	60.5%		
Grand Total		5840	8947		
Percent		39.5%	60.5%		
ADT		ADT 14,787		AADT 14,787	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/16	0	45	6	0	1	0	0	0	1	0	0	0	0	53
00:15	0	48	7	0	3	1	0	1	1	0	0	0	0	61
00:30	1	24	2	0	0	0	0	0	1	0	0	0	0	28
00:45	0	22	5	0	3	0	0	0	0	0	0	0	0	30
	1	139	20	0	7	1	0	1	3	0	0	0	0	172
01:00	0	18	3	0	0	1	0	0	1	0	0	0	0	23
01:15	1	20	2	0	1	2	0	0	1	0	0	0	0	27
01:30	0	18	1	1	2	0	0	0	0	0	0	0	0	22
01:45	1	25	3	0	1	1	0	0	0	0	0	0	0	31
	2	81	9	1	4	4	0	0	2	0	0	0	0	103
02:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
02:15	0	18	4	0	2	0	0	0	0	0	0	0	0	24
02:30	0	17	2	0	1	0	0	0	0	0	0	0	0	20
02:45	0	8	2	0	0	0	0	0	2	0	0	0	0	12
	0	56	11	0	3	0	0	0	2	0	0	0	0	72
03:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17
03:15	0	11	4	1	0	0	0	0	1	0	0	0	0	17
03:30	0	25	8	0	3	0	0	2	0	0	0	0	0	38
03:45	0	19	3	0	0	0	0	0	0	0	0	0	0	22
	0	69	18	1	3	0	0	2	1	0	0	0	0	94
04:00	0	22	2	0	2	0	0	0	1	0	0	0	0	27
04:15	0	25	6	0	1	0	0	1	0	0	0	0	0	33
04:30	1	32	12	0	3	1	0	0	1	0	0	0	0	50
04:45	1	42	12	2	2	1	0	0	0	1	0	0	0	61
	2	121	32	2	8	2	0	1	2	1	0	0	0	171
05:00	0	53	17	2	4	1	0	1	0	0	0	0	0	78
05:15	1	67	18	1	6	0	0	2	0	0	0	0	0	95
05:30	1	79	34	2	8	1	0	1	1	0	0	1	1	129
05:45	2	119	35	3	9	1	0	5	0	1	0	0	0	175
	4	318	104	8	27	3	0	9	1	1	0	1	1	477
06:00	1	111	40	2	12	1	0	3	0	0	0	0	0	170
06:15	2	158	38	2	13	2	0	7	2	2	0	0	1	227
06:30	4	195	47	3	8	2	0	6	1	2	0	0	0	268
06:45	1	209	47	0	16	1	0	7	2	0	0	0	0	283
	8	673	172	7	49	6	0	23	5	4	0	0	1	948
07:00	3	208	50	3	15	3	0	7	3	1	0	0	0	293
07:15	0	218	54	1	11	1	0	11	5	2	1	0	0	304
07:30	3	190	47	6	18	2	0	11	0	0	0	0	1	278
07:45	3	203	50	5	14	2	0	6	1	0	0	0	1	285
	9	819	201	15	58	8	0	35	9	3	1	0	2	1160
08:00	3	196	45	2	8	3	0	2	1	0	0	0	0	260
08:15	8	179	42	1	15	3	0	10	2	3	0	0	1	264
08:30	3	147	63	4	25	3	0	8	2	0	2	1	0	258
08:45	2	149	55	4	14	2	0	5	0	0	0	0	0	231
	16	671	205	11	62	11	0	25	5	3	2	1	1	1013
09:00	6	127	58	4	14	6	0	3	4	1	0	0	0	223
09:15	4	127	40	3	17	3	0	6	4	0	0	0	0	204
09:30	2	108	51	1	25	4	0	8	3	1	0	0	1	204
09:45	3	106	48	4	15	1	0	8	4	0	0	0	1	190
	15	468	197	12	71	14	0	25	15	2	0	0	2	821
10:00	3	113	44	3	15	3	0	9	4	0	0	0	0	194
10:15	6	109	32	1	12	5	0	8	2	0	1	0	0	176
10:30	0	108	44	2	22	0	0	9	1	0	0	0	2	188
10:45	0	111	41	3	14	0	0	6	1	1	1	0	0	178
	9	441	161	9	63	8	0	32	8	1	2	0	2	736
11:00	1	107	52	6	16	2	0	4	2	0	0	0	0	190
11:15	7	109	44	6	25	4	0	3	4	1	0	0	0	203
11:30	0	98	46	5	17	0	0	3	1	0	0	0	0	170
11:45	5	114	57	4	15	5	0	5	6	0	0	0	0	211
	13	428	199	21	73	11	0	15	13	1	0	0	0	774
Total	79	4284	1329	87	428	68	0	168	66	16	5	2	9	6541
Percent	1.2%	65.5%	20.3%	1.3%	6.5%	1.0%	0.0%	2.6%	1.0%	0.2%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	116	46	6	23	2	0	2	1	0	1	0	1	201
12:15	2	134	42	3	24	1	1	6	1	2	1	0	0	217
12:30	3	131	43	2	16	1	0	2	1	0	0	0	0	199
12:45	0	142	42	2	11	3	0	5	2	1	0	0	1	209
	8	523	173	13	74	7	1	15	5	3	2	0	2	826
13:00	3	107	47	1	17	2	0	5	3	1	0	0	0	186
13:15	2	105	52	4	19	2	0	7	1	0	0	0	0	192
13:30	7	112	47	2	17	4	1	6	0	0	0	0	0	196
13:45	4	115	47	3	12	3	0	6	2	1	0	0	0	193
	16	439	193	10	65	11	1	24	6	2	0	0	0	767
14:00	3	130	49	4	19	2	0	12	2	1	0	0	0	222
14:15	6	157	48	2	16	1	0	4	1	0	0	0	0	235
14:30	5	141	45	0	13	4	0	7	2	1	0	0	0	218
14:45	5	136	47	2	18	0	0	4	3	2	1	0	0	218
	19	564	189	8	66	7	0	27	8	4	1	0	0	893
15:00	2	135	49	4	11	1	0	5	1	0	0	0	0	208
15:15	2	130	53	5	16	0	0	6	5	0	1	1	1	220
15:30	1	131	42	1	14	1	0	6	1	1	3	0	2	203
15:45	3	141	41	4	15	1	0	5	0	2	0	0	1	213
	8	537	185	14	56	3	0	22	7	3	4	1	4	844
16:00	4	172	52	4	15	4	0	9	0	3	0	0	0	263
16:15	3	151	52	0	17	0	0	16	0	0	1	1	0	241
16:30	0	135	44	5	13	2	0	6	2	0	0	0	2	209
16:45	4	154	37	2	11	2	0	10	3	2	1	0	0	226
	11	612	185	11	56	8	0	41	5	5	2	1	2	939
17:00	6	178	46	4	12	5	0	7	0	1	0	0	1	260
17:15	6	164	35	2	10	5	0	3	0	0	0	1	0	226
17:30	3	158	38	3	8	2	0	6	1	1	0	0	0	220
17:45	0	149	46	0	7	3	0	9	0	1	0	0	2	217
	15	649	165	9	37	15	0	25	1	3	0	1	3	923
18:00	0	164	34	2	6	0	0	3	0	0	0	0	0	209
18:15	1	140	31	1	7	0	1	8	2	1	0	0	0	192
18:30	1	150	27	1	13	1	0	7	0	1	0	0	0	201
18:45	1	135	35	0	6	0	0	7	0	0	0	0	0	184
	3	589	127	4	32	1	1	25	2	2	0	0	0	786
19:00	1	141	37	2	3	1	0	5	0	0	0	1	0	191
19:15	2	131	35	3	9	1	0	7	1	0	0	0	1	190
19:30	0	139	32	1	8	1	0	3	2	2	0	0	0	188
19:45	0	107	32	0	7	0	0	2	2	0	1	0	0	151
	3	518	136	6	27	3	0	17	5	2	1	1	1	720
20:00	1	108	29	1	8	1	1	5	0	1	0	0	0	155
20:15	0	126	24	4	4	0	0	4	0	0	0	0	0	162
20:30	0	99	22	0	7	0	0	3	0	0	0	0	1	132
20:45	3	86	32	0	7	1	0	3	0	0	0	0	0	132
	4	419	107	5	26	2	1	15	0	1	0	0	1	581
21:00	0	131	22	1	5	1	0	4	0	1	0	0	0	165
21:15	3	99	24	0	5	1	0	1	1	1	1	0	0	136
21:30	0	102	21	1	3	0	0	1	1	0	0	1	0	130
21:45	0	75	14	1	1	0	0	0	0	0	0	0	0	91
	3	407	81	3	14	2	0	6	2	2	1	1	0	522
22:00	0	64	20	0	1	0	0	1	2	0	0	0	0	88
22:15	0	70	12	2	2	0	0	1	0	0	0	0	0	87
22:30	1	64	16	0	4	2	0	2	1	0	0	0	0	90
22:45	2	56	7	0	3	0	0	2	0	0	0	0	0	70
	3	254	55	2	10	2	0	6	3	0	0	0	0	335
23:00	0	44	10	0	4	0	0	1	0	0	0	0	0	59
23:15	1	43	5	0	1	1	0	1	0	0	0	0	0	52
23:30	0	45	6	1	0	0	0	0	0	0	0	0	0	52
23:45	0	37	7	0	3	0	0	2	2	0	0	0	0	51
	1	169	28	1	8	1	0	4	2	0	0	0	0	214
Total	94	5680	1624	86	471	62	4	227	46	27	11	5	13	8350
Percent	1.1%	68.0%	19.4%	1.0%	5.6%	0.7%	0.0%	2.7%	0.6%	0.3%	0.1%	0.1%	0.2%	
Grand Total	173	9964	2953	173	899	130	4	395	112	43	16	7	22	14891
Percent	1.2%	66.9%	19.8%	1.2%	6.0%	0.9%	0.0%	2.7%	0.8%	0.3%	0.1%	0.0%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13.5
Station ID: 13.5
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
05/11/16	0	39	1	0	0	0	0	0	0	0	0	0	0	40
00:15	0	38	1	1	0	0	0	0	1	0	0	0	0	41
00:30	0	26	0	1	1	1	0	1	1	0	0	0	0	31
00:45	0	38	3	0	1	1	0	0	2	0	0	0	0	45
	0	141	5	2	2	2	0	1	4	0	0	0	0	157
01:00	0	29	2	0	0	0	0	0	2	0	0	0	0	33
01:15	0	31	2	0	1	0	0	0	0	0	0	0	0	34
01:30	0	16	4	0	0	0	0	0	0	0	0	0	0	20
01:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19
	0	94	9	0	1	0	0	0	2	0	0	0	0	106
02:00	0	36	0	0	0	0	0	0	1	0	0	0	0	37
02:15	1	10	2	0	1	1	0	0	0	0	0	0	0	15
02:30	0	10	2	0	0	0	0	1	1	0	0	0	0	14
02:45	1	18	1	0	1	1	0	0	0	0	0	0	0	22
	2	74	5	0	2	2	0	1	2	0	0	0	0	88
03:00	0	19	4	0	0	0	0	1	1	0	0	0	0	25
03:15	1	13	2	0	0	1	0	0	2	0	0	0	0	19
03:30	0	14	3	0	2	0	0	0	0	0	0	0	0	19
03:45	0	15	3	0	0	0	0	0	1	0	0	0	0	19
	1	61	12	0	2	1	0	1	4	0	0	0	0	82
04:00	0	17	4	0	1	1	0	0	2	0	0	0	0	25
04:15	0	21	1	0	0	3	0	1	0	0	0	0	0	26
04:30	0	35	3	0	3	0	0	0	2	0	0	0	0	43
04:45	0	48	8	0	1	0	0	0	0	0	0	0	0	57
	0	121	16	0	5	4	0	1	4	0	0	0	0	151
05:00	2	45	8	0	2	1	0	1	1	0	0	0	0	60
05:15	0	61	7	0	4	0	0	0	1	0	0	0	0	73
05:30	0	73	11	3	1	0	0	2	0	0	0	0	0	90
05:45	0	82	12	1	2	1	1	1	1	0	0	0	0	101
	2	261	38	4	9	2	1	4	3	0	0	0	0	324
06:00	1	94	24	1	4	2	0	1	0	0	1	0	0	128
06:15	0	104	23	1	5	0	0	1	4	1	0	0	0	139
06:30	0	150	24	0	6	1	0	3	1	0	0	0	0	185
06:45	1	144	34	2	5	1	0	3	1	0	1	0	0	192
	2	492	105	4	20	4	0	8	6	1	2	0	0	644
07:00	4	159	40	1	4	3	0	2	3	0	0	0	0	216
07:15	4	158	36	0	9	2	0	1	1	0	0	0	0	211
07:30	2	138	40	3	15	2	0	8	0	2	0	0	1	211
07:45	6	158	47	2	10	1	0	4	3	0	0	0	0	231
	16	613	163	6	38	8	0	15	7	2	0	0	1	869
08:00	3	200	29	5	11	0	0	1	2	1	0	0	0	252
08:15	2	156	42	2	11	1	0	8	0	0	0	0	0	222
08:30	3	156	46	2	12	1	0	3	2	1	0	0	0	226
08:45	4	149	42	4	7	3	0	4	1	0	0	0	0	214
	12	661	159	13	41	5	0	16	5	2	0	0	0	914
09:00	0	153	40	3	10	1	0	5	4	0	0	0	1	217
09:15	4	140	53	3	8	4	0	5	2	1	0	0	1	221
09:30	3	147	39	6	22	5	0	9	2	0	0	0	1	234
09:45	2	139	47	1	10	3	0	5	4	0	0	1	1	213
	9	579	179	13	50	13	0	24	12	1	0	1	4	885
10:00	1	143	42	1	11	2	0	2	1	1	0	0	1	205
10:15	3	123	36	3	7	1	0	2	6	0	0	0	0	181
10:30	5	134	39	2	13	5	0	1	2	0	0	0	0	201
10:45	5	121	42	3	10	4	0	3	3	0	0	0	1	192
	14	521	159	9	41	12	0	8	12	1	0	0	2	779
11:00	2	133	40	2	10	1	0	1	5	0	0	0	1	195
11:15	4	132	44	1	12	5	0	4	0	0	0	0	0	202
11:30	3	138	44	1	12	8	0	9	3	0	1	0	3	222
11:45	4	134	42	3	11	0	0	3	2	0	1	0	1	201
	13	537	170	7	45	14	0	17	10	0	2	0	5	820
Total	71	4155	1020	58	256	67	1	96	71	7	4	1	12	5819
Percent	1.2%	71.4%	17.5%	1.0%	4.4%	1.2%	0.0%	1.6%	1.2%	0.1%	0.1%	0.0%	0.2%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13.5
Station ID: 13.5
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Total
12 PM	3	143	38	8	11	2	0	3	0	0	0	0	0	208
12:15	5	146	52	7	27	1	0	4	1	0	0	0	0	243
12:30	8	136	50	3	17	2	0	3	1	0	0	0	0	220
12:45	6	121	45	5	17	4	0	4	1	0	0	0	0	203
	22	546	185	23	72	9	0	14	3	0	0	0	0	874
13:00	4	124	42	4	17	1	0	2	1	0	0	0	0	195
13:15	5	135	47	8	25	3	0	5	2	0	0	0	0	230
13:30	6	137	38	2	16	4	0	4	4	0	0	0	1	212
13:45	1	131	47	0	8	4	1	3	1	1	0	0	0	197
	16	527	174	14	66	12	1	14	8	1	0	0	1	834
14:00	6	170	48	3	9	4	0	6	3	1	0	0	1	251
14:15	5	125	49	0	18	2	0	4	0	2	0	0	0	205
14:30	5	160	45	0	8	6	0	5	4	1	1	1	0	236
14:45	3	157	48	3	11	4	0	4	2	1	0	0	0	233
	19	612	190	6	46	16	0	19	9	5	1	1	1	925
15:00	3	184	38	2	6	2	0	5	1	1	0	0	0	242
15:15	9	157	47	1	15	0	0	6	1	1	0	1	0	238
15:30	4	169	56	4	11	2	0	6	2	0	0	0	1	255
15:45	8	172	45	1	11	1	1	8	2	0	1	0	0	250
	24	682	186	8	43	5	1	25	6	2	1	1	1	985
16:00	6	170	51	2	12	3	1	5	6	2	1	0	1	260
16:15	8	119	36	2	5	3	0	5	2	2	0	1	2	185
16:30	7	139	45	3	11	5	0	7	2	1	1	0	0	221
16:45	4	137	37	2	8	2	0	8	2	0	0	1	0	201
	25	565	169	9	36	13	1	25	12	5	2	2	3	867
17:00	7	129	47	2	10	6	0	9	2	1	0	0	0	213
17:15	4	146	48	2	9	8	0	9	1	1	0	0	0	228
17:30	8	129	49	2	7	3	0	10	1	0	0	0	1	210
17:45	8	134	44	1	8	8	0	4	2	1	0	1	0	211
	27	538	188	7	34	25	0	32	6	3	0	1	1	862
18:00	3	140	37	2	6	3	0	7	2	1	0	2	0	203
18:15	5	142	41	2	10	5	1	7	1	3	1	0	0	218
18:30	4	148	51	1	8	2	0	6	2	0	2	0	1	225
18:45	2	216	30	1	8	3	0	4	1	0	1	1	0	267
	14	646	159	6	32	13	1	24	6	4	4	3	1	913
19:00	8	182	44	1	6	0	0	8	0	0	0	0	0	249
19:15	1	214	27	3	5	1	0	1	0	0	0	0	0	252
19:30	3	170	22	2	5	2	0	2	0	1	0	0	0	207
19:45	0	158	14	1	7	1	0	0	0	0	0	0	0	181
	12	724	107	7	23	4	0	11	0	1	0	0	0	889
20:00	1	172	20	1	0	1	0	1	0	0	0	0	0	196
20:15	2	145	15	0	3	0	0	2	1	0	0	0	0	168
20:30	1	110	17	1	2	0	0	2	4	0	0	0	0	137
20:45	2	110	13	5	5	2	0	3	1	1	0	0	0	142
	6	537	65	7	10	3	0	8	6	1	0	0	0	643
21:00	0	111	14	0	2	0	0	0	0	0	0	1	0	128
21:15	1	120	15	0	3	1	0	1	0	0	0	0	0	141
21:30	1	102	15	1	5	1	0	1	1	0	0	1	0	128
21:45	2	75	17	0	2	2	0	2	0	1	0	0	0	101
	4	408	61	1	12	4	0	4	1	1	0	2	0	498
22:00	0	112	9	0	2	0	0	0	1	0	0	0	0	124
22:15	1	75	5	0	0	0	0	0	1	0	1	0	1	84
22:30	0	59	5	0	3	0	0	0	1	0	0	0	0	68
22:45	0	64	7	0	0	0	0	0	1	0	0	0	0	72
	1	310	26	0	5	0	0	0	4	0	1	0	1	348
23:00	0	77	7	0	3	0	0	0	1	0	0	0	0	88
23:15	0	76	6	0	1	0	0	0	1	0	0	0	0	84
23:30	1	67	1	0	1	0	0	1	0	0	0	0	0	71
23:45	0	51	4	0	1	0	0	0	1	0	0	0	0	57
	1	271	18	0	6	0	0	1	3	0	0	0	0	300
Total	171	6366	1528	88	385	104	4	177	64	23	9	10	9	8938
Percent	1.9%	71.2%	17.1%	1.0%	4.3%	1.2%	0.0%	2.0%	0.7%	0.3%	0.1%	0.1%	0.1%	
Grand Total	242	10521	2548	146	641	171	5	273	135	30	13	11	21	14757
Percent	1.6%	71.3%	17.3%	1.0%	4.3%	1.2%	0.0%	1.8%	0.9%	0.2%	0.1%	0.1%	0.1%	

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Site Code: 13
Station ID: 13
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/11/16	0	0	0	1	1	6	18	17	9	1	0	0	0	0	53
00:15	2	0	0	0	6	12	28	10	3	1	0	0	0	0	62
00:30	0	0	0	0	0	11	8	5	3	1	0	0	0	0	28
00:45	1	0	0	0	1	5	9	11	2	1	0	0	0	0	30
	3	0	0	1	8	34	63	43	17	4	0	0	0	0	173
01:00	0	0	0	0	1	2	9	8	3	0	0	0	0	0	23
01:15	0	0	0	0	2	5	9	9	2	0	0	0	0	0	27
01:30	0	0	0	0	1	7	5	4	5	0	0	0	0	0	22
01:45	1	0	0	2	0	4	6	15	1	1	1	0	0	0	31
	1	0	0	2	4	18	29	36	11	1	1	0	0	0	103
02:00	0	0	0	0	1	1	6	8	0	0	0	0	0	0	16
02:15	0	0	0	0	0	3	9	7	4	1	0	0	0	0	24
02:30	0	0	0	0	0	2	5	8	4	1	0	0	0	0	20
02:45	0	0	0	0	0	2	5	4	1	0	0	0	0	0	12
	0	0	0	0	1	8	25	27	9	2	0	0	0	0	72
03:00	0	0	0	0	1	3	5	6	2	0	0	0	0	0	17
03:15	0	0	0	0	0	2	6	5	4	0	0	0	0	0	17
03:30	0	0	0	0	0	3	11	18	4	2	0	0	0	0	38
03:45	1	0	0	0	1	3	9	3	2	2	1	0	0	0	22
	1	0	0	0	2	11	31	32	12	4	1	0	0	0	94
04:00	0	0	0	0	0	4	10	11	2	0	0	0	0	0	27
04:15	0	0	0	0	0	7	8	13	5	0	0	0	0	0	33
04:30	1	0	0	0	1	9	18	7	9	5	0	0	0	0	50
04:45	0	0	0	0	3	8	20	17	13	0	0	0	0	0	61
	1	0	0	0	4	28	56	48	29	5	0	0	0	0	171
05:00	2	0	0	0	2	9	21	27	15	3	0	0	0	0	79
05:15	2	0	0	0	4	12	29	27	17	3	1	0	0	0	95
05:30	3	0	1	1	4	29	43	37	9	2	0	0	0	0	129
05:45	10	2	0	1	9	31	62	42	9	6	3	0	0	0	175
	17	2	1	2	19	81	155	133	50	14	4	0	0	0	478
06:00	10	0	0	1	3	35	52	50	18	2	0	0	0	0	171
06:15	9	0	0	0	3	33	87	64	27	3	1	0	0	0	227
06:30	17	1	0	0	10	24	102	67	31	15	2	0	0	0	269
06:45	20	0	0	2	10	38	120	55	32	7	0	0	0	0	284
	56	1	0	3	26	130	361	236	108	27	3	0	0	0	951
07:00	16	0	0	2	11	62	108	81	12	2	0	0	0	0	294
07:15	17	0	0	0	15	73	137	50	10	2	0	0	0	0	304
07:30	12	0	0	0	17	59	113	59	16	2	1	0	0	0	279
07:45	19	2	0	0	7	52	102	84	19	1	0	0	0	0	286
	64	2	0	2	50	246	460	274	57	7	1	0	0	0	1163
08:00	12	1	1	3	11	38	93	83	13	5	1	0	0	0	261
08:15	26	0	0	5	10	52	89	63	19	1	0	0	0	0	265
08:30	11	1	0	3	15	54	112	54	6	3	0	0	0	0	259
08:45	13	1	2	2	6	46	85	50	22	5	0	0	0	0	232
	62	3	3	13	42	190	379	250	60	14	1	0	0	0	1017
09:00	10	0	0	4	11	50	73	53	22	0	0	0	0	0	223
09:15	10	0	0	4	12	46	81	39	11	1	0	0	0	0	204
09:30	11	0	0	1	20	53	76	36	6	1	0	1	0	0	205
09:45	13	2	0	4	16	33	72	39	11	1	0	0	0	0	191
	44	2	0	13	59	182	302	167	50	3	0	1	0	0	823
10:00	11	1	0	7	13	63	53	34	9	3	0	0	0	0	194
10:15	7	0	0	2	31	40	60	30	5	2	0	0	0	0	177
10:30	8	0	0	0	17	57	73	27	6	1	0	0	0	0	189
10:45	9	0	0	0	5	41	75	37	9	2	0	0	0	0	178
	35	1	0	9	66	201	261	128	29	8	0	0	0	0	738
11:00	8	0	0	1	13	53	70	33	11	1	1	0	0	0	191
11:15	15	0	11	6	30	53	61	23	3	1	0	0	0	0	203
11:30	10	1	0	0	12	56	58	28	3	3	0	0	0	0	171
11:45	8	1	0	5	24	68	75	26	4	0	0	0	0	0	211
	41	2	11	12	79	230	264	110	21	5	1	0	0	0	776
Total	325	13	15	57	360	1359	2386	1484	453	94	12	1	0	0	6559

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13
Station ID: 13
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	12	1	2	3	22	72	60	28	1	1	0	0	0	0	202
12:15	9	0	0	5	21	68	88	24	2	0	0	0	0	0	217
12:30	7	0	0	1	15	55	79	33	9	0	0	0	0	0	199
12:45	4	0	0	1	18	62	85	28	9	2	1	0	0	0	210
	32	1	2	10	76	257	312	113	21	3	1	0	0	0	828
13:00	7	0	0	2	18	50	79	25	6	0	0	0	0	0	187
13:15	11	0	0	3	14	68	65	28	4	0	0	0	0	0	193
13:30	11	0	2	0	30	71	62	17	2	0	1	1	0	0	197
13:45	9	0	0	4	12	58	82	23	5	0	0	0	0	0	193
	38	0	2	9	74	247	288	93	17	0	1	1	0	0	770
14:00	13	0	1	3	26	74	66	32	6	1	0	0	0	0	222
14:15	14	1	0	3	28	84	77	22	6	0	0	0	0	0	235
14:30	7	1	0	4	17	68	86	25	10	1	0	0	0	0	219
14:45	10	3	3	4	30	72	77	17	2	0	0	0	0	0	218
	44	5	4	14	101	298	306	96	24	2	0	0	0	0	894
15:00	11	0	0	3	13	62	76	30	14	0	0	0	0	0	209
15:15	6	1	1	1	24	61	76	38	12	0	0	0	0	0	220
15:30	13	0	1	2	13	56	97	22	0	0	0	0	0	0	204
15:45	12	0	2	7	22	75	80	13	2	0	0	0	0	0	213
	42	1	4	13	72	254	329	103	28	0	0	0	0	0	846
16:00	14	0	0	4	20	120	81	19	5	0	0	0	0	0	263
16:15	9	0	0	2	23	76	116	15	1	0	0	0	0	0	242
16:30	11	0	0	0	35	96	59	8	0	0	0	0	0	0	209
16:45	7	0	0	6	32	89	69	22	1	0	0	0	0	0	226
	41	0	0	12	110	381	325	64	7	0	0	0	0	0	940
17:00	11	0	0	6	34	95	90	25	0	0	0	0	0	0	261
17:15	16	0	0	3	27	72	87	21	0	0	0	0	0	0	226
17:30	9	0	0	7	21	73	88	22	0	1	0	0	0	0	221
17:45	14	0	0	0	13	76	93	20	0	2	0	0	0	0	218
	50	0	0	16	95	316	358	88	0	3	0	0	0	0	926
18:00	9	0	0	0	17	68	83	28	4	0	0	0	0	0	209
18:15	14	0	0	6	18	58	77	18	2	0	0	0	0	0	193
18:30	9	0	0	5	13	91	69	13	2	0	0	0	0	0	202
18:45	6	0	0	0	14	81	68	13	3	0	0	0	0	0	185
	38	0	0	11	62	298	297	72	11	0	0	0	0	0	789
19:00	11	0	0	1	15	66	71	23	5	0	0	0	0	0	192
19:15	9	1	0	0	14	74	62	26	3	1	0	0	0	0	190
19:30	4	0	0	0	3	54	95	21	8	2	1	0	0	0	188
19:45	5	0	0	1	9	51	58	18	10	0	0	0	0	0	152
	29	1	0	2	41	245	286	88	26	3	1	0	0	0	722
20:00	2	0	0	0	6	40	61	38	5	2	1	0	0	0	155
20:15	3	0	0	0	13	40	62	37	6	1	0	0	0	0	162
20:30	6	0	0	1	3	26	55	36	6	0	0	0	0	0	133
20:45	6	2	0	6	12	34	47	21	3	2	0	0	0	0	133
	17	2	0	7	34	140	225	132	20	5	1	0	0	0	583
21:00	4	0	0	2	14	45	71	26	1	2	0	0	0	0	165
21:15	3	0	0	0	2	31	72	22	4	2	0	0	0	0	136
21:30	5	0	0	2	7	34	51	28	3	1	0	0	0	0	131
21:45	1	0	0	0	4	21	44	14	7	1	0	0	0	0	92
	13	0	0	4	27	131	238	90	15	6	0	0	0	0	524
22:00	3	0	0	0	6	24	38	11	6	0	0	0	0	0	88
22:15	3	0	0	0	6	18	34	21	5	0	0	0	0	0	87
22:30	3	0	0	0	7	17	32	25	6	0	0	0	0	0	90
22:45	1	0	0	0	3	20	28	15	2	1	0	0	0	0	70
	10	0	0	0	22	79	132	72	19	1	0	0	0	0	335
23:00	0	0	0	0	1	11	23	20	4	0	0	0	0	0	59
23:15	0	0	0	0	2	12	24	11	2	1	0	0	0	0	52
23:30	0	0	0	0	1	9	19	20	3	0	0	0	0	0	52
23:45	1	0	0	0	4	15	18	9	3	1	0	0	0	0	51
	1	0	0	0	8	47	84	60	12	2	0	0	0	0	214
Total	355	10	12	98	722	2693	3180	1071	200	25	4	1	0	0	8371
Grand Total	680	23	27	155	1082	4052	5566	2555	653	119	16	2	0	0	14930

	15th Percentile :	35 MPH
	50th Percentile :	41 MPH
	85th Percentile :	47 MPH
	95th Percentile :	50 MPH
Stats	Mean Speed(Average) :	41 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	9618

Percent in Pace :	64.4%
Number of Vehicles > 55 MPH :	137
Percent of Vehicles > 55 MPH :	0.9%

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
alltrafficdata.net

Site Code: 13.5
Station ID: 13.5
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
05/11/16	0	0	0	0	3	12	16	7	2	0	0	0	0	0	40
00:15	0	0	0	0	7	12	17	3	2	0	0	0	0	0	41
00:30	0	0	0	0	4	11	12	4	0	0	0	0	0	0	31
00:45	1	0	0	0	1	15	15	9	4	0	0	0	0	0	45
	1	0	0	0	15	50	60	23	8	0	0	0	0	0	157
01:00	0	0	0	0	1	8	16	7	1	0	0	0	0	0	33
01:15	0	0	0	0	1	12	11	8	0	2	0	0	0	0	34
01:30	0	0	0	0	1	8	6	4	1	0	0	0	0	0	20
01:45	0	0	0	0	3	6	3	7	0	0	0	0	0	0	19
	0	0	0	0	6	34	36	26	2	2	0	0	0	0	106
02:00	0	0	0	0	0	15	11	8	1	1	1	0	0	0	37
02:15	0	0	0	0	2	5	5	1	2	0	0	0	0	0	15
02:30	0	0	0	0	2	6	6	0	0	0	0	0	0	0	14
02:45	0	0	0	0	4	5	8	3	2	0	0	0	0	0	22
	0	0	0	0	8	31	30	12	5	1	1	0	0	0	88
03:00	1	0	0	0	0	6	11	7	0	0	0	0	0	0	25
03:15	0	0	2	0	1	7	5	1	3	0	0	0	0	0	19
03:30	0	0	0	0	2	5	9	2	1	0	0	0	0	0	19
03:45	0	0	0	0	1	2	12	3	1	0	0	0	0	0	19
	1	0	2	0	4	20	37	13	5	0	0	0	0	0	82
04:00	0	0	0	0	3	13	7	1	1	0	0	0	0	0	25
04:15	0	0	0	0	3	6	12	4	0	1	0	0	0	0	26
04:30	1	0	0	0	2	13	18	6	3	0	0	0	0	0	43
04:45	0	0	0	0	2	13	18	16	5	3	0	0	0	0	57
	1	0	0	0	10	45	55	27	9	4	0	0	0	0	151
05:00	0	0	0	1	4	16	23	15	1	0	0	0	0	0	60
05:15	0	0	0	0	4	16	35	17	1	0	0	0	0	0	73
05:30	1	0	0	0	3	26	49	8	2	1	0	0	0	0	90
05:45	2	0	0	0	7	30	33	25	4	1	0	0	0	0	102
	3	0	0	1	18	88	140	65	8	2	0	0	0	0	325
06:00	2	0	2	2	7	41	46	19	6	3	1	0	0	0	129
06:15	3	0	1	4	13	35	49	24	8	2	0	0	0	0	139
06:30	5	1	9	15	31	57	44	14	9	1	0	0	0	0	186
06:45	20	4	7	17	37	49	32	20	5	1	1	0	0	0	193
	30	5	19	38	88	182	171	77	28	7	2	0	0	0	647
07:00	35	12	29	35	29	45	24	6	3	0	0	0	0	0	218
07:15	28	16	23	34	37	40	24	9	1	0	0	0	0	0	212
07:30	59	28	55	23	25	13	9	0	0	0	0	0	0	0	212
07:45	52	14	26	27	41	36	28	2	2	2	1	0	0	0	231
	174	70	133	119	132	134	85	17	6	2	1	0	0	0	873
08:00	25	16	15	33	52	59	28	20	4	1	0	0	0	0	253
08:15	63	29	40	35	30	16	7	2	1	0	0	0	0	0	223
08:30	59	19	30	46	33	20	16	3	1	0	0	0	0	0	227
08:45	25	11	15	28	50	42	35	8	0	0	1	0	0	0	215
	172	75	100	142	165	137	86	33	6	1	1	0	0	0	918
09:00	5	5	12	29	49	55	35	22	6	0	0	0	0	0	218
09:15	49	14	14	27	45	35	22	12	3	1	0	0	0	0	222
09:30	18	8	15	18	41	63	49	19	4	0	0	0	0	0	235
09:45	13	5	14	31	54	46	39	9	3	0	0	0	0	0	214
	85	32	55	105	189	199	145	62	16	1	0	0	0	0	889
10:00	3	0	0	6	29	72	58	31	5	1	0	0	0	0	205
10:15	8	0	2	17	40	50	42	14	6	3	0	0	0	0	182
10:30	6	3	4	9	45	63	48	16	6	2	0	0	0	0	202
10:45	19	1	9	22	40	54	29	13	4	1	1	0	0	0	193
	36	4	15	54	154	239	177	74	21	7	1	0	0	0	782
11:00	7	0	2	6	32	75	46	23	4	1	0	0	0	0	196
11:15	17	4	8	22	36	53	41	16	5	0	0	0	0	0	202
11:30	19	9	20	38	42	62	17	14	1	0	0	0	0	0	222
11:45	14	3	5	19	50	62	40	9	0	0	0	0	0	0	202
	57	16	35	85	160	252	144	62	10	1	0	0	0	0	822
Total	560	202	359	544	949	1411	1166	491	124	28	6	0	0	0	5840

All Traffic Data Services, Inc

1336 Farmer Road
Conyers, GA 30012
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Site Code: 13.5
Station ID: 13.5
MT IND. BLVD NORTH OF HUGH HOWELL ROAD

Latitude: 0' 0.0000 Undefined

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	26	3	5	15	30	54	45	19	5	2	0	0	1	3	208
12:15	23	17	23	22	41	48	22	21	6	6	5	3	2	4	243
12:30	18	19	22	24	38	33	19	17	15	8	5	1	0	2	221
12:45	21	13	21	25	31	18	18	20	19	11	2	2	0	2	203
	88	52	71	86	140	153	104	77	45	27	12	6	3	11	875
13:00	22	17	18	28	27	22	15	20	15	3	4	1	1	2	195
13:15	25	23	21	31	29	21	25	19	17	8	3	0	4	4	230
13:30	52	25	25	34	34	22	10	6	3	1	0	0	0	0	212
13:45	17	4	12	22	37	53	38	10	4	1	0	0	0	0	198
	116	69	76	115	127	118	88	55	39	13	7	1	5	6	835
14:00	33	7	25	30	48	56	36	17	1	0	0	0	0	0	253
14:15	63	18	26	41	29	15	11	3	0	0	0	0	0	0	206
14:30	23	10	12	21	42	66	38	21	3	1	0	0	0	0	237
14:45	37	19	34	37	47	36	19	3	1	0	0	0	0	0	233
	156	54	97	129	166	173	104	44	5	1	0	0	0	0	929
15:00	18	6	17	52	50	57	27	13	3	0	0	0	0	0	243
15:15	70	20	26	39	28	27	19	7	2	0	1	0	0	0	239
15:30	81	47	49	34	21	20	3	0	0	0	0	0	0	0	255
15:45	56	26	43	29	34	37	20	5	0	0	0	0	0	0	250
	225	99	135	154	133	141	69	25	5	0	1	0	0	0	987
16:00	93	35	53	47	19	13	0	0	0	0	0	0	0	0	260
16:15	97	40	34	14	0	0	0	0	0	0	0	0	0	0	185
16:30	90	57	51	19	4	0	0	0	0	0	0	0	0	0	221
16:45	90	43	51	14	3	0	0	0	0	0	0	0	0	0	201
	370	175	189	94	26	13	0	0	0	0	0	0	0	0	867
17:00	100	43	50	18	1	0	0	0	0	0	0	0	0	0	212
17:15	82	43	74	26	2	0	0	0	0	0	0	0	0	0	227
17:30	103	51	47	8	0	0	0	0	0	0	0	0	0	0	209
17:45	106	39	54	11	2	0	0	0	0	0	0	0	0	0	212
	391	176	225	63	5	0	0	0	0	0	0	0	0	0	860
18:00	110	46	38	8	0	0	0	0	0	0	0	0	0	0	202
18:15	100	55	40	18	2	1	0	0	0	0	0	0	0	0	216
18:30	92	32	53	33	13	1	0	0	0	0	0	0	0	0	224
18:45	46	28	32	60	44	38	16	2	1	0	0	0	0	0	267
	348	161	163	119	59	40	16	2	1	0	0	0	0	0	909
19:00	70	30	52	35	38	18	7	0	0	0	0	0	0	0	250
19:15	8	4	19	42	67	60	33	18	2	0	0	0	0	0	253
19:30	14	5	6	20	46	60	33	20	2	1	0	0	0	0	207
19:45	5	0	4	7	38	53	54	15	5	1	0	0	0	0	182
	97	39	81	104	189	191	127	53	9	2	0	0	0	0	892
20:00	4	0	3	17	41	72	46	11	2	1	0	0	0	0	197
20:15	0	0	1	14	31	49	50	14	6	2	1	0	0	0	168
20:30	1	0	1	1	17	45	44	20	7	1	0	0	0	0	137
20:45	7	1	2	11	38	38	32	12	1	1	0	0	0	0	143
	12	1	7	43	127	204	172	57	16	5	1	0	0	0	645
21:00	1	0	2	7	29	33	41	12	4	0	0	0	0	0	129
21:15	1	0	0	4	18	57	37	18	4	2	0	0	0	0	141
21:30	0	0	0	4	25	45	35	16	3	0	0	0	0	0	128
21:45	1	0	2	3	17	39	29	9	1	0	0	0	0	0	101
	3	0	4	18	89	174	142	55	12	2	0	0	0	0	499
22:00	3	0	0	5	16	42	42	12	4	0	0	0	0	0	124
22:15	0	0	0	0	1	21	45	12	4	1	0	0	0	0	84
22:30	0	0	0	0	9	24	24	10	1	0	0	0	0	0	68
22:45	2	0	0	0	7	22	23	14	5	0	0	0	0	0	73
	5	0	0	5	33	109	134	48	14	1	0	0	0	0	349
23:00	0	0	0	2	11	31	26	14	4	0	0	0	0	0	88
23:15	0	0	0	0	2	32	27	20	3	0	0	0	0	0	84
23:30	1	0	0	1	5	21	22	16	4	1	0	0	0	0	71
23:45	0	0	0	1	2	15	23	10	4	1	0	1	0	0	57
	1	0	0	4	20	99	98	60	15	2	0	1	0	0	300
Total	1812	826	1048	934	1114	1415	1054	476	161	53	21	8	8	17	8947
Grand Total	2372	1028	1407	1478	2063	2826	2220	967	285	81	27	8	8	17	14787

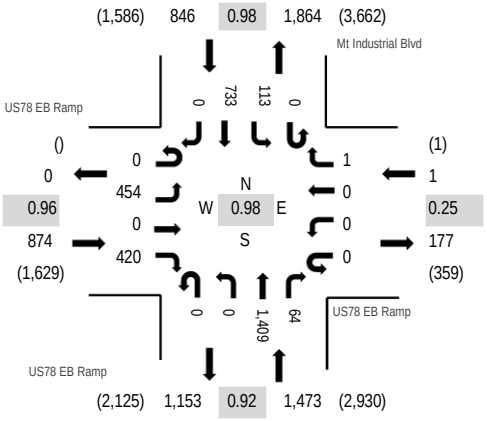
	15th Percentile :	14 MPH
	50th Percentile :	32 MPH
	85th Percentile :	43 MPH
	95th Percentile :	48 MPH
Stats	Mean Speed(Average) :	31 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	5046

Percent in Pace :	34.2%
Number of Vehicles > 55 MPH :	141
Percent of Vehicles > 55 MPH :	1.0%

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

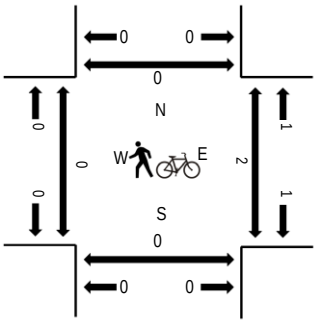
Location: 1 Mt Industrial Blvd & US78 EB Ramp AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US78 EB Ramp Eastbound				US78 EB Ramp Westbound				Mt Industrial Blvd Northbound				Mt Industrial Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	99	0	65	0	0	0	0	0	0	364	7	0	15	120	0	670	3,076	1	2	0	0
7:15 AM	0	97	0	95	0	0	0	0	0	0	419	13	0	32	130	0	786	3,181	1	0	0	0
7:30 AM	0	111	0	97	0	0	0	0	0	0	399	18	0	31	161	0	817	3,194	0	2	0	0
7:45 AM	0	113	0	115	0	0	0	0	0	0	348	18	0	29	180	0	803	3,159	0	0	0	0
8:00 AM	0	119	0	89	0	0	0	1	0	0	323	18	0	29	196	0	775	3,070	0	0	0	0
8:15 AM	0	111	0	119	0	0	0	0	0	0	339	10	0	24	196	0	799		0	0	0	0
8:30 AM	0	115	0	98	0	0	0	0	0	0	322	21	0	34	192	0	782		0	1	0	0
8:45 AM	0	95	0	91	0	0	0	0	0	0	287	24	0	36	181	0	714		0	0	0	0

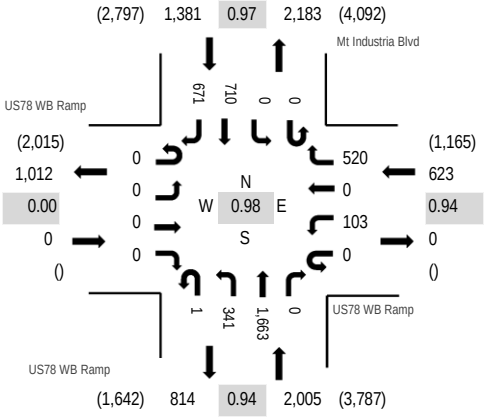
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	8	0	17	0	0	0	0	0	0	21	1	0	1	10	0	58
Lights	0	433	0	377	0	0	0	1	0	0	1,339	58	0	103	686	0	2,997
Mediums	0	13	0	26	0	0	0	0	0	0	49	5	0	9	37	0	139
Total	0	454	0	420	0	0	0	1	0	0	1,409	64	0	113	733	0	3,194

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

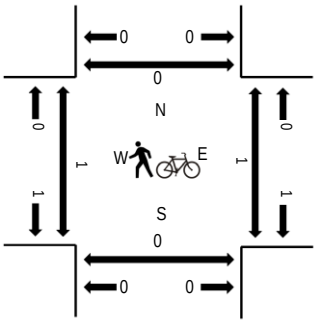
Location: 1 Mt Industrial Blvd & US78 WB Ramp AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US78 WB Ramp Eastbound				US78 WB Ramp Westbound				Mt Industrial Blvd Northbound				Mt Industria Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	28	0	125	0	57	407	0	0	0	122	169	908	3,935	0	2	0	0
7:15 AM	0	0	0	0	0	22	0	103	0	104	430	0	0	0	158	168	985	4,009	1	0	0	0
7:30 AM	0	0	0	0	0	27	0	139	0	87	439	0	0	0	180	155	1,027	3,997	0	1	0	0
7:45 AM	0	0	0	0	0	27	0	142	1	80	403	0	0	0	186	176	1,015	3,938	0	0	0	0
8:00 AM	0	0	0	0	0	27	0	136	0	70	391	0	0	0	186	172	982	3,814	0	0	0	0
8:15 AM	0	0	0	0	0	31	0	107	0	76	385	0	0	0	192	182	973		0	0	0	0
8:30 AM	0	0	0	0	0	32	0	101	0	80	372	0	0	0	196	187	968		0	2	0	0
8:45 AM	0	0	0	0	0	29	0	89	0	82	323	0	0	0	198	170	891		0	0	0	0

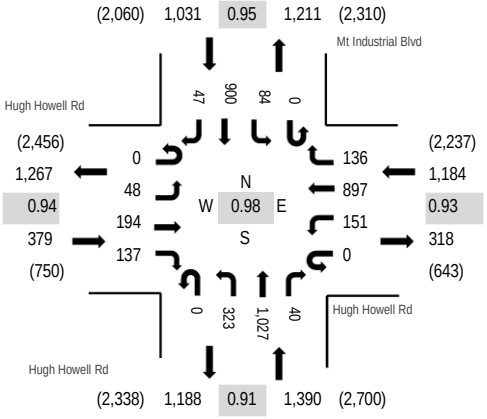
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	10	21	0	0	0	6	20	58
Lights	0	0	0	0	0	101	0	507	1	314	1,580	0	0	0	670	613	3,786
Mediums	0	0	0	0	0	2	0	12	0	17	62	0	0	0	34	38	165
Total	0	0	0	0	0	103	0	520	1	341	1,663	0	0	0	710	671	4,009

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

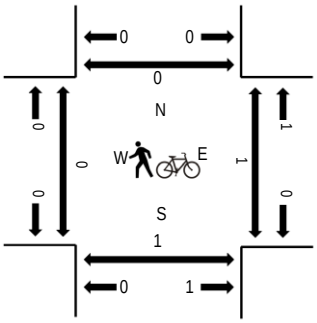
Location: 3 Mt Industrial Blvd & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Mt Industrial Blvd Northbound				Mt Industrial Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	9	26	10	0	41	241	40	0	83	254	9	0	17	216	11	957	3,983	0	0	0	1
7:15 AM	0	14	30	24	0	42	248	42	0	86	295	9	0	18	201	7	1,016	3,984	0	0	1	0
7:30 AM	0	5	44	37	0	33	235	27	0	83	257	9	0	28	236	13	1,007	3,956	0	0	0	0
7:45 AM	0	17	61	41	0	41	213	38	0	78	248	8	0	21	230	7	1,003	3,898	0	1	0	0
8:00 AM	0	12	59	35	0	35	201	29	0	76	227	14	0	17	233	20	958	3,764	0	0	0	0
8:15 AM	0	11	64	41	0	26	219	22	0	82	248	11	0	19	226	19	988		1	1	0	1
8:30 AM	0	9	65	34	0	34	179	33	0	79	224	9	0	22	246	15	949		0	0	0	1
8:45 AM	0	15	50	37	0	31	158	29	0	89	205	17	0	16	208	14	869		0	0	0	0

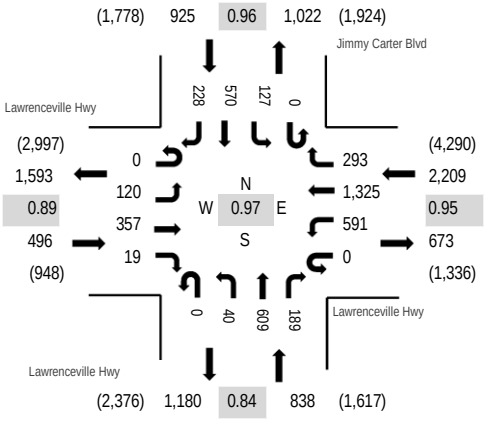
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	1	0	0	5	16	0	0	0	14	2	40
Lights	0	41	186	130	0	148	880	135	0	301	979	38	0	79	849	39	3,805
Mediums	0	7	8	5	0	3	16	1	0	17	32	2	0	5	37	6	139
Total	0	48	194	137	0	151	897	136	0	323	1,027	40	0	84	900	47	3,984

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

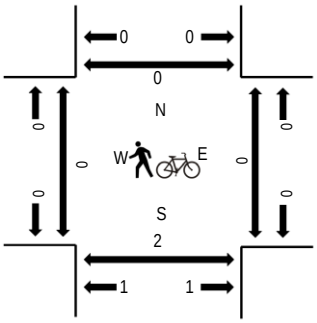
Location: 4 Mt Industria Blvd & Lawrenceville Hwy AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrenceville Hwy Westbound				Mt Industria Blvd Northbound				Jimmy Carter Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	70	12	0	151	331	74	0	11	172	37	0	29	124	45	1,077	4,468	0	0	0	0
7:15 AM	0	38	78	2	0	145	323	75	0	10	177	62	0	27	157	57	1,151	4,464	0	0	0	0
7:30 AM	0	28	106	1	0	127	324	69	0	7	149	40	0	28	162	62	1,103	4,417	0	0	0	0
7:45 AM	0	33	103	4	0	168	347	75	0	12	111	50	0	43	127	64	1,137	4,344	0	0	0	0
8:00 AM	0	31	60	6	0	179	287	68	0	6	150	42	0	33	163	48	1,073	4,165	1	0	0	0
8:15 AM	0	36	86	7	0	177	332	63	0	7	124	49	0	38	138	47	1,104		0	0	0	0
8:30 AM	0	31	68	3	0	151	332	65	0	10	126	61	0	35	111	37	1,030		0	0	0	0
8:45 AM	0	32	88	4	0	131	245	51	0	10	125	69	0	34	126	43	958		0	0	0	0

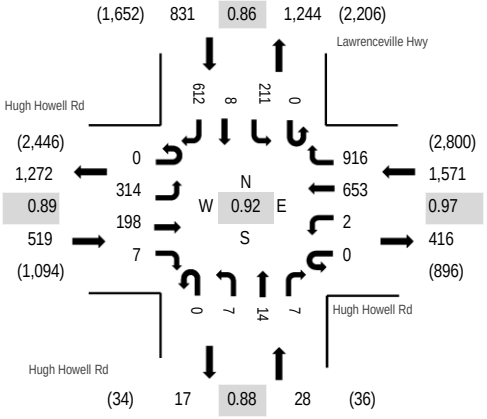
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	2	0	5	1	1	0	0	10	1	0	1	11	1	36
Lights	0	112	342	17	0	570	1,299	283	0	36	576	178	0	119	543	217	4,292
Mediums	0	7	13	0	0	16	25	9	0	4	23	10	0	7	16	10	140
Total	0	120	357	19	0	591	1,325	293	0	40	609	189	0	127	570	228	4,468

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

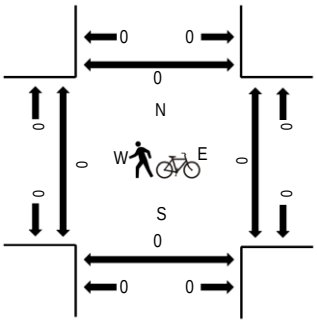
Location: 5 Drwy & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Drwy Northbound				Lawrenceville Hwy Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	72	44	1	0	1	153	240	0	3	1	1	0	28	1	132	677	2,949	0	0	0	0
7:15 AM	0	68	37	2	0	0	167	237	0	1	4	2	0	53	1	148	720	2,940	0	0	0	0
7:30 AM	0	78	52	0	0	0	177	227	0	2	4	2	0	52	4	156	754	2,884	0	0	0	0
7:45 AM	0	96	65	4	0	1	156	212	0	1	5	2	0	78	2	176	798	2,811	0	0	0	0
8:00 AM	0	67	57	1	0	0	163	164	0	3	0	0	0	62	5	146	668	2,633	0	0	0	1
8:15 AM	0	85	58	0	0	0	150	184	0	0	2	0	0	45	4	136	664		0	0	0	0
8:30 AM	0	84	70	2	0	1	135	158	0	2	0	0	0	67	2	160	681		0	1	1	0
8:45 AM	0	84	66	1	0	0	141	133	0	0	1	0	0	55	1	138	620		0	2	2	1

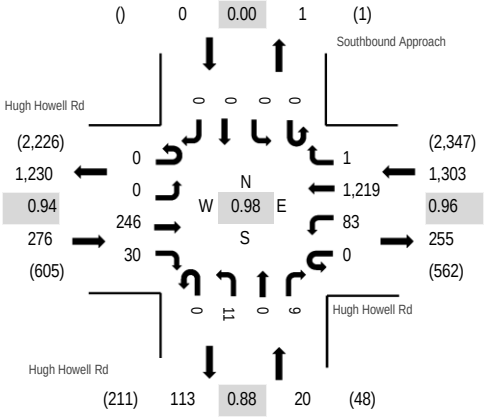
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	4	0	0	0	6	1	0	0	0	0	0	1	0	3	18
Lights	0	298	181	7	0	2	617	907	0	7	14	7	0	201	8	595	2,844
Mediums	0	13	13	0	0	0	30	8	0	0	0	0	0	9	0	14	87
Total	0	314	198	7	0	2	653	916	0	7	14	7	0	211	8	612	2,949

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

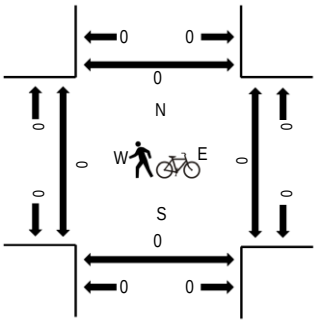
Location: 6 Flintstone Dr & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Flintstone Dr Northbound				Southbound Approach Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	47	3	0	15	323	0	0	4	0	3	0	0	0	0	395	1,599	0	0	0	0
7:15 AM	0	0	46	9	0	18	322	0	0	4	0	2	0	0	0	0	401	1,586	0	0	0	0
7:30 AM	0	0	77	6	0	19	303	1	0	0	0	4	0	0	0	0	410	1,559	0	0	0	0
7:45 AM	0	0	76	12	0	31	271	0	0	3	0	0	0	0	0	0	393	1,492	0	0	0	0
8:00 AM	0	0	74	7	0	23	271	0	0	2	0	5	0	0	0	0	382	1,401	0	0	0	1
8:15 AM	0	0	79	12	0	11	264	0	0	4	0	4	0	0	0	0	374		0	0	0	0
8:30 AM	1	0	72	8	0	11	245	0	0	3	0	3	0	0	0	0	343		0	0	0	0
8:45 AM	0	0	67	9	0	17	202	0	0	4	0	3	0	0	0	0	302		0	0	0	0

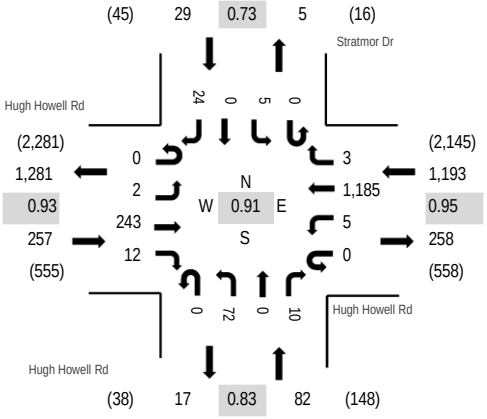
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	231	30	0	82	1,202	1	0	10	0	9	0	0	0	0	1,565
Mediums	0	0	15	0	0	1	17	0	0	1	0	0	0	0	0	0	34
Total	0	0	246	30	0	83	1,219	1	0	11	0	9	0	0	0	0	1,599

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

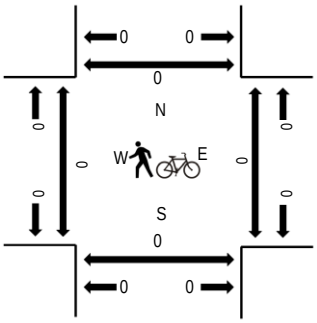
Location: 7 McCurdy Rd & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				McCurdy Rd Northbound				Stratmor Dr Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	48	3	0	0	311	0	0	13	0	3	0	1	0	7	386	1,561	0	0	0	0
7:15 AM	0	0	47	3	0	2	284	0	0	25	0	1	0	2	0	8	372	1,548	0	0	0	0
7:30 AM	0	2	80	2	0	1	312	2	0	18	0	3	0	2	0	6	428	1,516	0	0	0	0
7:45 AM	0	0	68	4	0	2	278	1	0	16	0	3	0	0	0	3	375	1,436	0	0	0	0
8:00 AM	0	2	70	3	0	2	272	0	0	13	0	7	0	0	0	4	373	1,332	0	0	0	0
8:15 AM	0	2	75	4	0	1	235	1	0	15	0	3	0	1	0	3	340		0	0	0	0
8:30 AM	0	1	74	2	0	3	247	0	0	14	0	4	0	2	0	1	348		0	0	0	0
8:45 AM	0	3	57	5	0	1	188	2	0	7	0	3	0	4	0	1	271		0	0	0	0

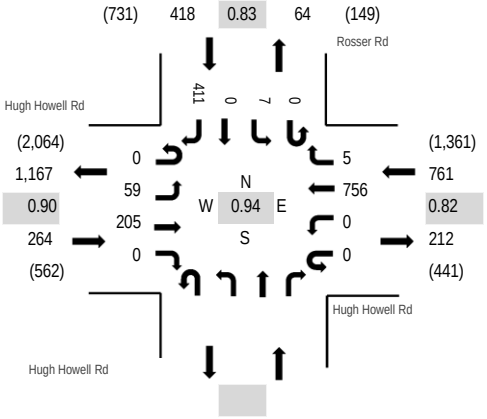
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	1	232	9	0	4	1,169	3	0	71	0	10	0	5	0	23	1,527
Mediums	0	1	11	3	0	1	15	0	0	1	0	0	0	0	0	1	33
Total	0	2	243	12	0	5	1,185	3	0	72	0	10	0	5	0	24	1,561

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

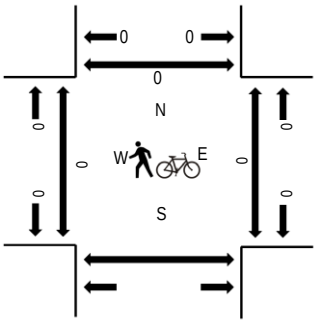
Location: 8 Rosser Rd & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Northbound				Rosser Rd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	11	41	0	0	0	228	4					0	1	0	86	371	1,443	0	0		0
7:15 AM	0	11	49	0	0	0	187	1					0	3	0	89	340	1,408	0	0		0
7:30 AM	0	24	57	0	0	0	177	0					0	2	0	125	385	1,403	0	0		0
7:45 AM	0	13	58	0	0	0	164	0					0	1	0	111	347	1,301	0	0		0
8:00 AM	0	23	52	0	0	0	168	2					0	1	0	90	336	1,211	0	0		0
8:15 AM	0	14	73	0	0	0	164	4					0	1	0	79	335		0	0		0
8:30 AM	0	14	56	0	0	0	137	3					0	1	0	72	283		0	0		0
8:45 AM	0	23	43	0	0	0	120	2					0	2	0	67	257		0	0		0

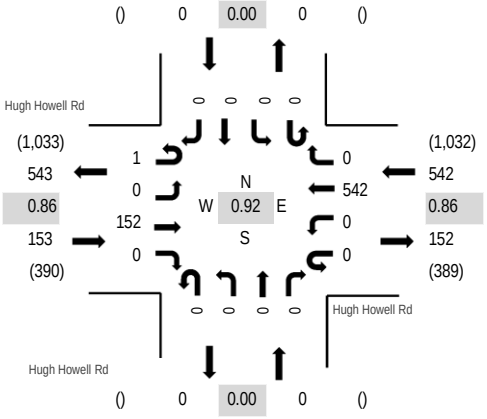
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0					0	0	0	0	1
Lights	0	57	198	0	0	0	743	5					0	7	0	406	1,416
Mediums	0	2	7	0	0	0	12	0					0	0	0	5	26
Total	0	59	205	0	0	0	756	5					0	7	0	411	1,443

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

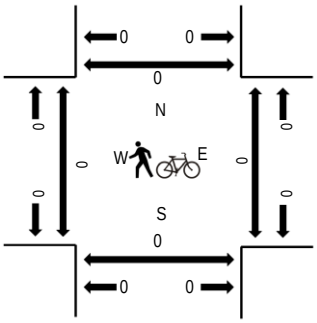
Location: 9 & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Northbound				Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	33	0	0	0	159	0	0	0	0	0	0	0	0	0	281	1,051	0	0	0	0
7:15 AM	0	0	24	0	0	0	132	0	0	0	0	0	0	0	0	0	256	998	0	0	0	0
7:30 AM	0	0	39	0	0	0	128	0	0	0	0	0	0	0	0	0	286	976	0	0	0	0
7:45 AM	1	0	56	0	0	0	123	0	0	0	0	0	0	0	0	0	228	911	0	0	0	0
8:00 AM	0	0	54	0	0	0	141	0	0	0	0	0	0	0	0	0	228	853	0	0	0	0
8:15 AM	0	0	65	0	0	0	136	0	0	0	0	0	0	0	0	0	234		0	0	0	0
8:30 AM	0	0	73	0	0	0	117	0	0	0	0	0	0	0	0	0	221		0	0	0	0
8:45 AM	0	0	45	0	0	0	96	0	0	0	0	0	0	0	0	0	170		0	0	0	0

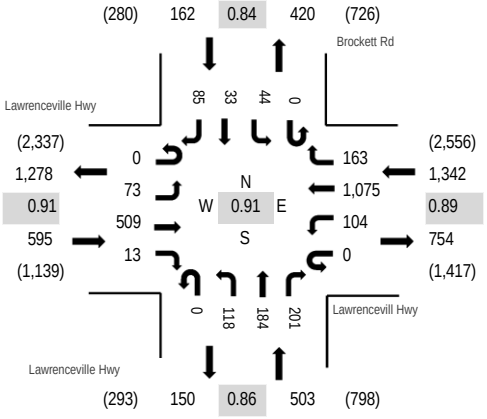
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	1	0	148	0	0	0	532	0	0	0	0	0	0	0	0	0	1,025
Mediums	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0	25
Total	1	0	152	0	0	0	542	0	0	0	0	0	0	0	0	0	1,051

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

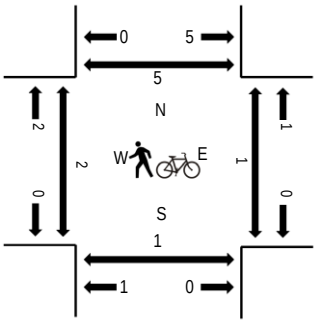
Location: 10 Brockett Rd & Lawrencevill Hwy AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrencevill Hwy Westbound				Brockett Rd Northbound				Brockett Rd Southbound					Rolling	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	18	108	6	0	24	226	45	0	16	34	40	0	7	6	10	540	2,507	0	0	0	0
7:15 AM	0	21	97	3	0	15	250	49	0	30	46	59	0	7	6	20	603	2,602	0	0	0	1
7:30 AM	0	15	116	0	0	33	266	24	0	35	53	59	0	15	10	23	649	2,593	2	0	0	3
7:45 AM	0	19	146	4	0	24	312	54	0	23	45	41	0	10	12	25	715	2,503	0	1	0	1
8:00 AM	0	18	150	6	0	32	247	36	0	30	40	42	0	12	5	17	635	2,266	0	0	1	0
8:15 AM	0	15	126	3	0	22	288	44	0	11	21	34	0	10	7	13	594		0	1	0	0
8:30 AM	0	11	135	3	0	28	256	18	0	10	28	38	0	15	8	9	559		0	0	1	0
8:45 AM	0	11	105	3	0	24	202	37	0	3	24	36	0	9	9	15	478		0	1	2	1

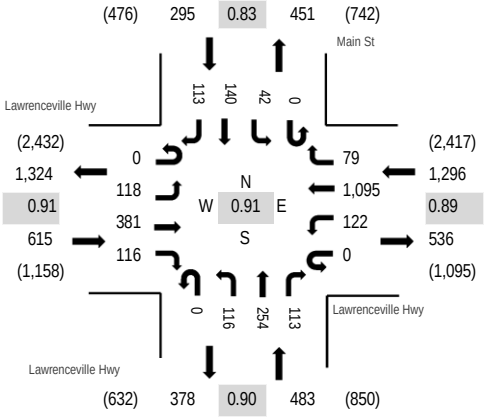
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	6	0	0	0	7	2	0	0	0	0	0	0	0	3	19
Lights	0	70	477	12	0	97	1,033	156	0	115	184	192	0	41	33	78	2,488
Mediums	0	2	26	1	0	7	35	5	0	3	0	9	0	3	0	4	95
Total	0	73	509	13	0	104	1,075	163	0	118	184	201	0	44	33	85	2,602

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

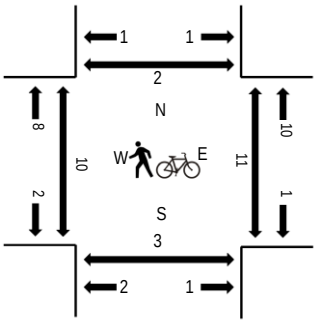
Location: 11 Idlewood Rd & Lawrenceville Hwy AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrenceville Hwy Westbound				Idlewood Rd Northbound				Main St Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	16	67	4	0	24	212	15	0	15	36	25	0	9	8	15	446	2,443	3	2	0	1
7:15 AM	0	22	78	19	0	24	282	21	0	37	55	29	0	7	28	19	621	2,689	5	3	3	0
7:30 AM	0	44	91	13	0	28	244	22	0	29	81	24	0	9	30	23	638	2,656	1	5	0	1
7:45 AM	0	29	109	29	0	34	317	15	0	22	62	30	0	13	43	35	738	2,626	3	1	0	0
8:00 AM	0	23	103	55	0	36	252	21	0	28	56	30	0	13	39	36	692	2,458	1	2	0	1
8:15 AM	0	19	95	36	0	22	231	17	0	37	39	31	0	11	26	24	588		4	0	1	0
8:30 AM	0	20	115	27	0	25	263	22	0	33	21	39	0	8	14	21	608		3	1	0	1
8:45 AM	0	22	111	11	0	40	230	20	0	15	44	32	0	16	17	12	570		3	0	0	1

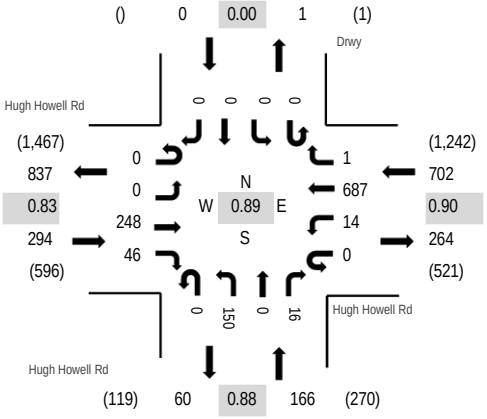
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	1	8	0	0	0	0	0	0	0	0	0	15
Lights	0	113	355	112	0	113	1,061	78	0	110	252	112	0	37	135	107	2,585
Mediums	0	5	20	4	0	8	26	1	0	6	2	1	0	5	5	6	89
Total	0	118	381	116	0	122	1,095	79	0	116	254	113	0	42	140	113	2,689

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

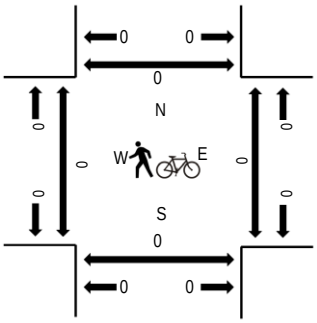
Location: 12 Silver Hill Rd & Hugh Howell Rd AM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Silver Hill Rd Northbound				Drwy Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	47	11	0	3	191	0	0	42	0	3	0	0	0	0	297	1,162	0	0	0	0
7:15 AM	0	0	49	11	0	3	172	0	0	35	0	5	0	0	0	0	275	1,098	0	0	0	0
7:30 AM	0	0	84	14	0	6	174	1	0	43	0	4	0	0	0	0	326	1,094	0	0	0	0
7:45 AM	0	0	68	10	0	2	150	0	0	30	0	4	0	0	0	0	264	1,029	0	0	0	0
8:00 AM	0	0	50	11	0	6	137	0	0	26	0	3	0	0	0	0	233	946	0	0	0	0
8:15 AM	0	0	73	16	0	0	154	0	0	28	0	0	0	0	0	0	271		0	0	0	0
8:30 AM	0	0	79	15	0	2	135	0	0	28	0	2	0	0	0	0	261		0	0	0	0
8:45 AM	0	0	49	9	0	0	106	0	0	16	0	1	0	0	0	0	181		0	0	0	0

Peak Rolling Hour Flow Rates

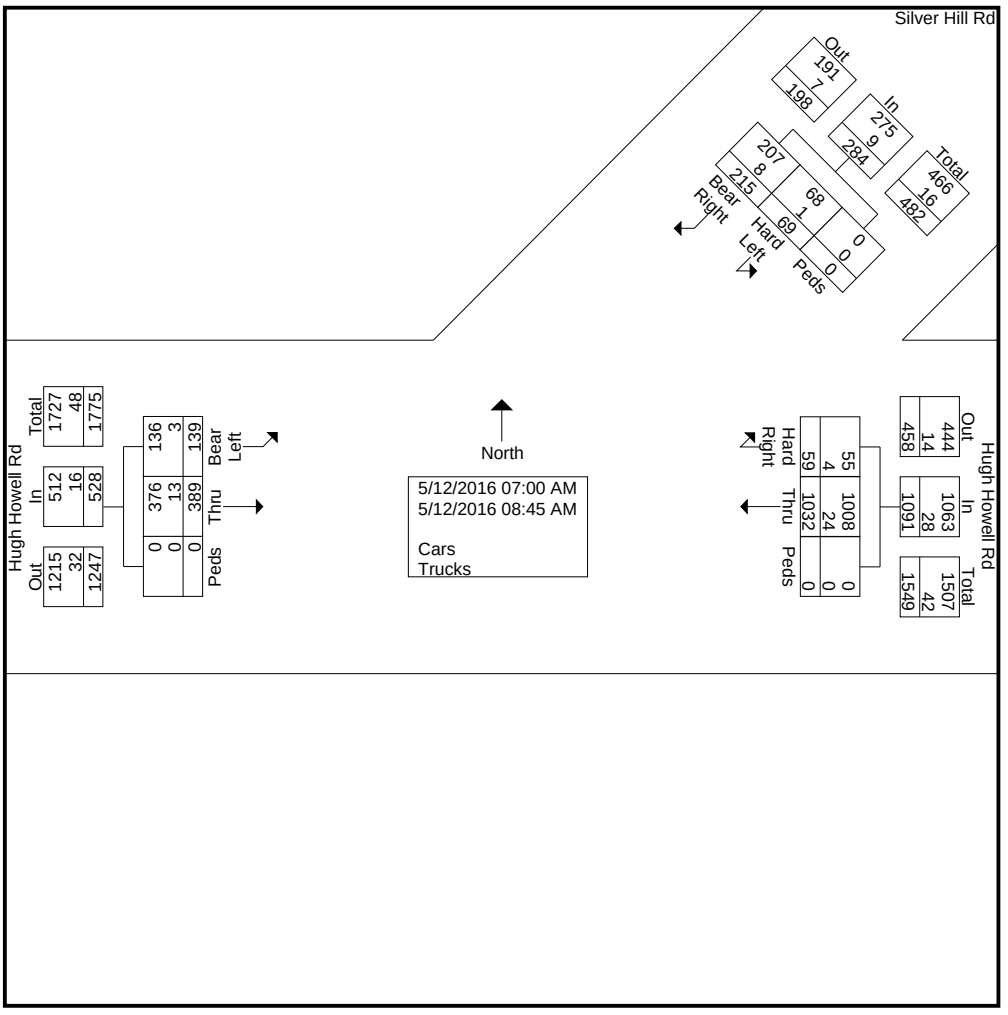
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	241	43	0	12	672	1	0	147	0	16	0	0	0	0	1,132
Mediums	0	0	7	3	0	2	15	0	0	3	0	0	0	0	0	0	30
Total	0	0	248	46	0	14	687	1	0	150	0	16	0	0	0	0	1,162

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #12 SilverHillRd@HughHowellRdAM
Site Code : 9
Start Date : 5/12/2016
Page No : 1

Groups Printed- Cars - Trucks

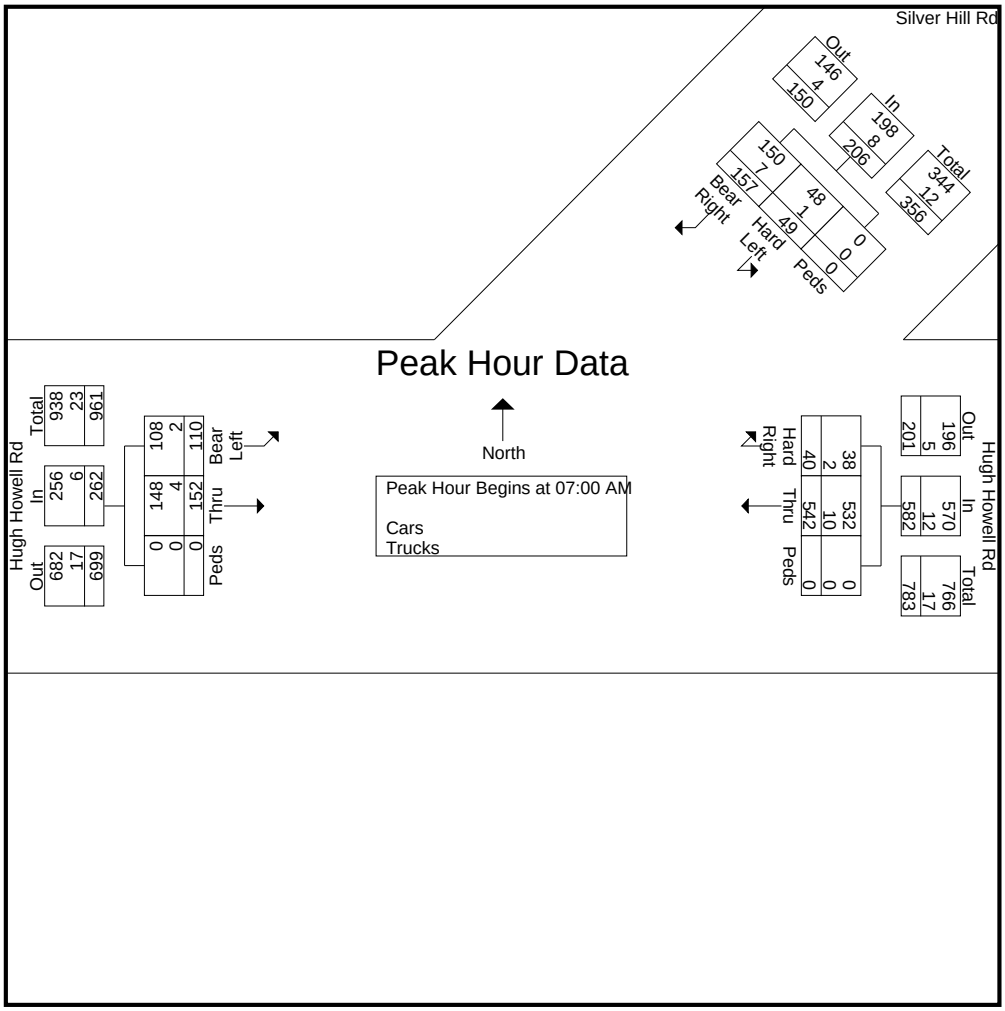
	Silver Hill Rd Southwestbound				Hugh Howell Rd Westbound				Hugh Howell Rd Eastbound				
Start Time	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Int. Total
07:00 AM	47	11	0	58	11	159	0	170	33	20	0	53	281
07:15 AM	41	17	0	58	10	132	0	142	24	32	0	56	256
07:30 AM	44	16	0	60	14	128	0	142	39	45	0	84	286
07:45 AM	25	5	0	30	5	123	0	128	56	13	0	69	227
Total	157	49	0	206	40	542	0	582	152	110	0	262	1050
08:00 AM	15	2	0	17	6	141	0	147	54	10	0	64	228
08:15 AM	17	5	0	22	4	136	0	140	65	7	0	72	234
08:30 AM	15	6	0	21	4	117	0	121	73	6	0	79	221
08:45 AM	11	7	0	18	5	96	0	101	45	6	0	51	170
Total	58	20	0	78	19	490	0	509	237	29	0	266	853
Grand Total	215	69	0	284	59	1032	0	1091	389	139	0	528	1903
Apprch %	75.7	24.3	0		5.4	94.6	0		73.7	26.3	0		
Total %	11.3	3.6	0	14.9	3.1	54.2	0	57.3	20.4	7.3	0	27.7	
Cars	207	68	0	275	55	1008	0	1063	376	136	0	512	1850
% Cars	96.3	98.6	0	96.8	93.2	97.7	0	97.4	96.7	97.8	0	97	97.2
Trucks	8	1	0	9	4	24	0	28	13	3	0	16	53
% Trucks	3.7	1.4	0	3.2	6.8	2.3	0	2.6	3.3	2.2	0	3	2.8



All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #12 SilverHillRd@HughHowellRdAM
Site Code : 9
Start Date : 5/12/2016
Page No : 2

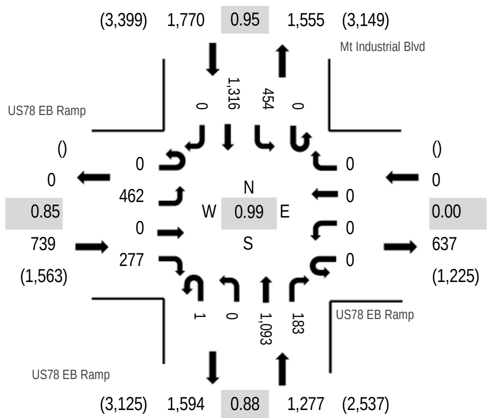
	Silver Hill Rd Southwestbound				Hugh Howell Rd Westbound				Hugh Howell Rd Eastbound				
Start Time	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	**47**	11	0	58	11	**159**	0	**170**	33	20	0	53	281
07:15 AM	41	**17**	0	58	10	132	0	142	24	32	0	56	256
07:30 AM	44	16	0	**60**	**14**	128	0	142	39	**45**	0	**84**	**286**
07:45 AM	25	5	0	30	5	123	0	128	**56**	13	0	69	227
Total Volume	157	49	0	206	40	542	0	582	152	110	0	262	1050
% App. Total	76.2	23.8	0		6.9	93.1	0		58	42	0		
PHF	.835	.721	.000	.858	.714	.852	.000	.856	.679	.611	.000	.780	.918
Cars	150	48	0	198	38	532	0	570	148	108	0	256	1024
% Cars	95.5	98.0	0	96.1	95.0	98.2	0	97.9	97.4	98.2	0	97.7	97.5
Trucks	7	1	0	8	2	10	0	12	4	2	0	6	26
% Trucks	4.5	2.0	0	3.9	5.0	1.8	0	2.1	2.6	1.8	0	2.3	2.5



All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

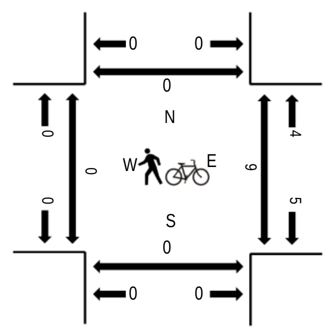
Location: 1 Mt Industrial Blvd & US78 EB Ramp PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US78 EB Ramp Eastbound U-Turn	Left	Thru	Right	US78 EB Ramp Westbound U-Turn	Left	Thru	Right	Mt Industrial Blvd Northbound U-Turn	Left	Thru	Right	Mt Industrial Blvd Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrain Crossings West	East	South	North
4:00 PM	0	141	0	92	0	0	0	0	0	0	307	54	0	92	250	0	936	3,716	1	0	0	0
4:15 PM	0	125	0	78	0	0	0	0	0	0	291	39	0	96	301	0	930	3,732	0	1	0	0
4:30 PM	0	102	0	72	0	0	0	0	0	0	246	59	0	117	326	0	922	3,762	0	6	0	0
4:45 PM	0	112	0	74	0	0	0	0	0	0	252	43	0	128	319	0	928	3,786	0	2	0	0
5:00 PM	0	104	0	66	0	0	0	0	1	0	300	69	0	101	311	0	952	3,783	0	4	0	0
5:15 PM	0	125	0	70	0	0	0	0	0	0	257	43	0	124	341	0	960		0	0	0	0
5:30 PM	0	121	0	67	0	0	0	0	0	0	284	28	0	101	345	0	946		0	3	0	0
5:45 PM	0	150	0	64	0	0	0	0	0	0	232	32	0	99	348	0	925		0	0	0	0

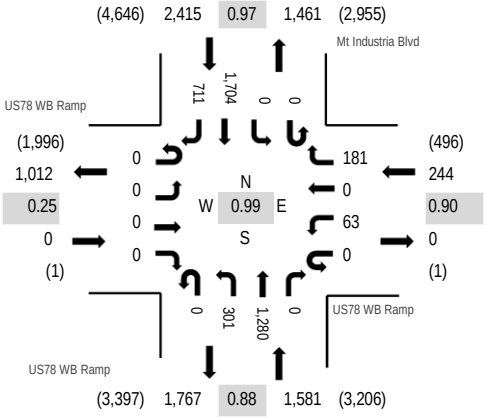
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	17	0	18	0	0	0	0	0	0	29	0	0	0	9	0	73
Lights	0	426	0	218	0	0	0	0	0	0	1,032	183	0	447	1,268	0	3,574
Mediums	0	19	0	41	0	0	0	0	1	0	32	0	0	7	39	0	139
Total	0	462	0	277	0	0	0	0	1	0	1,093	183	0	454	1,316	0	3,786

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

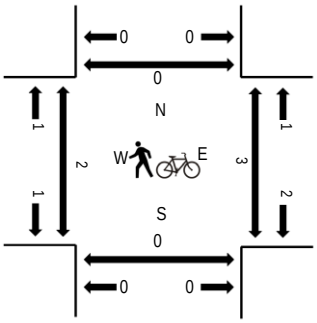
Location: 1 Mt Industrial Blvd & US78 WB Ramp PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	US78 WB Ramp Eastbound				US78 WB Ramp Westbound				Mt Industrial Blvd Northbound				Mt Industria Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	1	0	0	14	0	50	0	79	376	0	0	0	329	181	1,030	4,120	2	0	2	0
4:15 PM	0	0	0	0	0	16	0	42	0	84	344	0	0	0	370	179	1,035	4,161	0	2	1	0
4:30 PM	0	0	0	0	0	19	0	34	0	77	274	0	0	0	423	167	994	4,198	1	1	0	0
4:45 PM	0	0	0	0	0	20	0	49	0	76	298	0	0	0	427	191	1,061	4,240	1	1	0	0
5:00 PM	0	0	0	0	0	17	0	44	0	81	345	0	0	0	407	177	1,071	4,229	1	1	0	0
5:15 PM	0	0	0	0	0	15	0	55	0	61	315	0	0	0	443	183	1,072		0	0	0	0
5:30 PM	0	0	0	0	0	11	0	33	0	83	322	0	0	0	427	160	1,036		0	0	0	0
5:45 PM	0	0	0	0	0	19	0	58	0	75	316	0	0	0	440	142	1,050		0	1	0	0

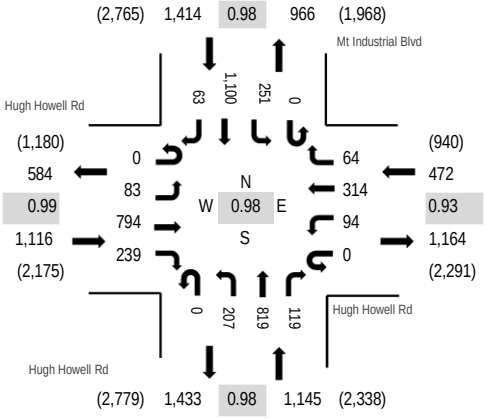
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	1	0	20	25	0	0	0	8	17	73
Lights	0	0	0	0	0	59	0	177	0	272	1,213	0	0	0	1,655	683	4,059
Mediums	0	0	0	0	0	2	0	3	0	9	42	0	0	0	41	11	108
Total	0	0	0	0	0	63	0	181	0	301	1,280	0	0	0	1,704	711	4,240

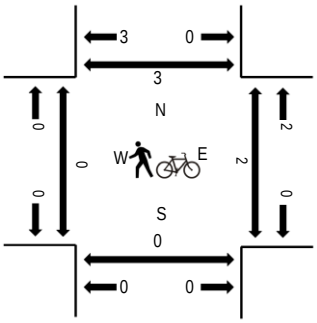
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 3 Mt Industrial Blvd & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Mt Industrial Blvd Northbound				Mt Industrial Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	21	181	52	0	24	89	17	0	52	216	24	0	55	249	29	1,009	4,091	0	0	0	0
4:15 PM	0	20	184	58	0	18	76	14	0	53	247	24	0	53	264	19	1,030	4,117	0	0	0	0
4:30 PM	0	24	189	64	0	19	74	16	0	53	190	39	0	68	270	12	1,018	4,147	0	0	0	1
4:45 PM	0	20	203	59	0	26	89	15	0	45	198	19	0	55	283	22	1,034	4,143	0	0	0	2
5:00 PM	0	20	203	54	0	23	73	16	0	57	212	30	0	64	263	20	1,035	4,127	0	2	0	0
5:15 PM	0	19	199	62	0	26	78	17	0	52	219	31	0	64	284	9	1,060		0	0	0	0
5:30 PM	0	17	214	38	0	26	77	19	0	50	195	41	0	47	269	21	1,014		0	0	0	0
5:45 PM	0	12	208	54	0	21	68	19	0	51	205	35	0	61	273	11	1,018		0	0	0	0

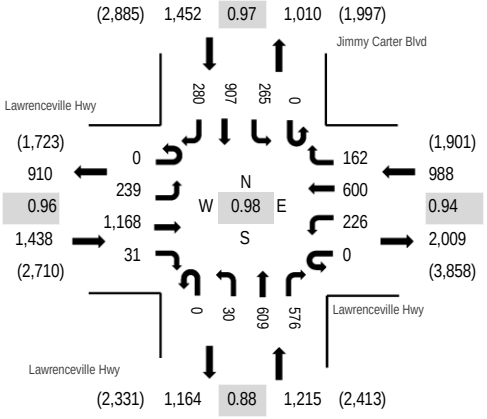
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	1	0	1	2	1	0	3	24	0	0	3	23	1	60
Lights	0	78	788	232	0	88	307	62	0	194	765	117	0	245	1,047	59	3,982
Mediums	0	4	6	6	0	5	5	1	0	10	30	2	0	3	30	3	105
Total	0	83	794	239	0	94	314	64	0	207	819	119	0	251	1,100	63	4,147

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

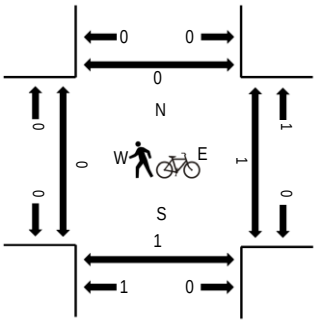
Location: 4 Mt Industria Blvd & Lawrenceville Hwy PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrenceville Hwy Westbound				Mt Industria Blvd Northbound				Jimmy Carter Blvd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	51	254	11	0	76	136	37	0	10	155	128	0	75	185	69	1,187	4,875	0	0	0	0
4:15 PM	0	53	241	9	0	57	143	35	0	7	177	140	0	61	229	57	1,209	4,988	0	0	0	0
4:30 PM	0	50	251	6	0	49	141	33	0	10	150	140	0	77	243	62	1,212	5,017	0	0	0	0
4:45 PM	0	63	305	8	0	64	157	43	0	12	136	131	0	65	228	55	1,267	5,093	0	0	1	0
5:00 PM	0	61	265	7	0	63	131	35	0	6	173	178	0	69	247	65	1,300	5,034	0	0	0	0
5:15 PM	0	47	297	11	0	45	154	40	0	7	162	134	0	69	206	66	1,238		0	1	0	0
5:30 PM	0	68	301	5	0	54	158	44	0	5	138	133	0	62	226	94	1,288		0	0	0	0
5:45 PM	0	55	281	10	0	49	119	38	0	13	153	115	0	86	243	46	1,208		0	0	0	0

Peak Rolling Hour Flow Rates

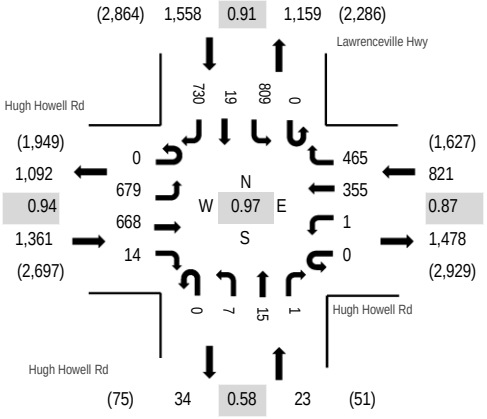
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	4	1	0	4	1	0	0	0	8	11	0	0	15	1	46
Lights	0	236	1,148	30	0	213	592	156	0	30	583	557	0	259	869	278	4,951
Mediums	0	2	16	0	0	9	7	6	0	0	18	8	0	6	23	1	96
Total	0	239	1,168	31	0	226	600	162	0	30	609	576	0	265	907	280	5,093

All Traffic Data Services Inc.

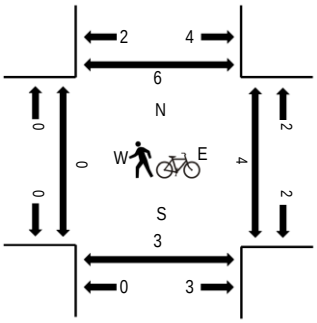
(303) 216-2439
www.alltrafficdata.net

Location: 5 Drwy & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Drwy Northbound				Lawrenceville Hwy Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	120	197	8	0	0	91	140	0	0	2	3	0	149	7	132	849	3,476	0	2	2	0
4:15 PM	0	154	139	3	0	0	82	114	0	1	8	3	0	202	8	129	843	3,599	1	5	3	0
4:30 PM	0	163	173	2	0	2	80	129	0	2	6	0	0	184	1	133	875	3,680	0	0	0	0
4:45 PM	0	173	202	2	0	0	52	116	0	0	2	1	0	198	8	155	909	3,746	2	0	0	0
5:00 PM	0	166	172	5	0	0	98	138	0	0	4	1	0	217	1	170	972	3,763	0	1	1	0
5:15 PM	0	176	183	4	0	1	85	118	0	5	2	0	0	161	4	185	924		0	0	0	5
5:30 PM	0	162	158	3	0	0	79	106	0	2	3	0	0	215	10	203	941		0	3	2	1
5:45 PM	0	175	155	2	0	0	93	103	0	0	6	0	0	216	4	172	926		0	0	0	0

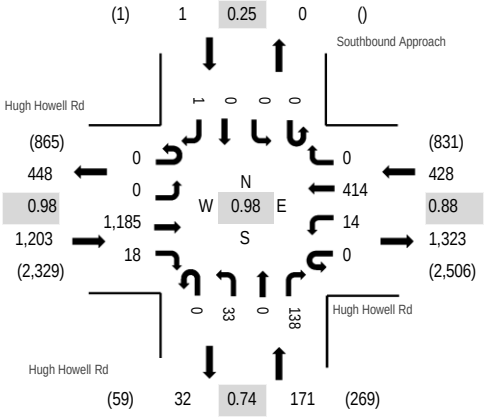
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	1	0	0	0	4	1	0	0	0	0	0	4	0	4	17
Lights	0	662	664	14	0	1	343	459	0	7	15	1	0	802	19	715	3,702
Mediums	0	14	3	0	0	0	8	5	0	0	0	0	0	3	0	11	44
Total	0	679	668	14	0	1	355	465	0	7	15	1	0	809	19	730	3,763

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

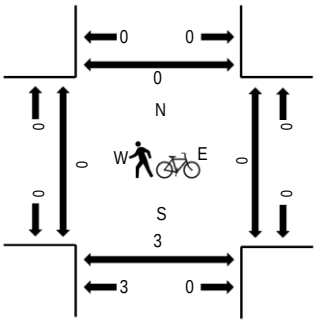
Location: 6 Flintstone Dr & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Flintstone Dr Northbound				Southbound Approach Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	0	256	8	0	2	106	0	0	5	0	20	0	0	0	0	398	1,641	0	0	0	0
4:15 PM	0	0	252	6	0	1	97	0	0	5	0	17	0	0	0	0	378	1,687	0	0	0	0
4:30 PM	0	0	296	4	0	2	95	0	0	5	0	20	0	0	0	0	422	1,763	0	0	0	0
4:45 PM	0	0	279	6	0	5	117	0	0	8	0	28	0	0	0	0	443	1,803	0	0	3	0
5:00 PM	0	0	295	4	0	5	81	0	0	13	0	45	0	0	0	1	444	1,789	0	0	0	0
5:15 PM	0	0	306	5	0	1	102	0	0	6	0	34	0	0	0	0	454		0	0	0	0
5:30 PM	0	0	305	3	0	3	114	0	0	6	0	31	0	0	0	0	462		0	0	0	0
5:45 PM	0	0	301	2	0	2	98	0	0	5	0	21	0	0	0	0	429		0	0	0	0

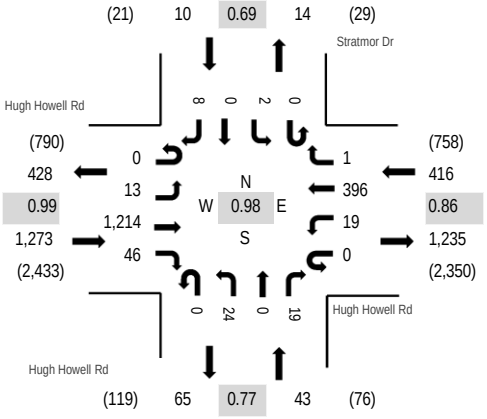
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Lights	0	0	1,177	18	0	14	403	0	0	30	0	136	0	0	0	1	1,779
Mediums	0	0	7	0	0	0	10	0	0	2	0	2	0	0	0	0	21
Total	0	0	1,185	18	0	14	414	0	0	33	0	138	0	0	0	1	1,803

All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

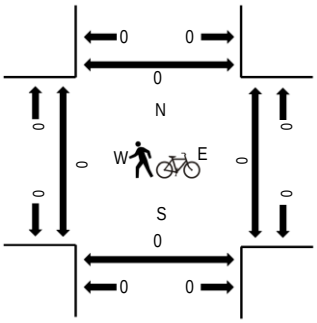
Location: 7 McCurdy Rd & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				McCurdy Rd Northbound				Stratmor Dr Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	253	11	0	1	91	0	0	12	0	4	0	0	0	0	376	1,549	0	0	0	0
4:15 PM	0	3	228	12	0	0	92	1	0	2	0	2	0	2	0	2	344	1,600	0	0	2	0
4:30 PM	0	2	298	14	0	2	74	2	0	5	0	3	0	1	0	2	403	1,702	0	0	0	0
4:45 PM	0	5	273	10	0	5	115	1	0	10	0	4	0	1	0	2	426	1,742	0	0	0	0
5:00 PM	0	1	322	10	0	5	78	0	0	5	0	5	0	0	0	1	427	1,739	0	0	0	0
5:15 PM	0	4	319	12	0	5	95	0	0	5	0	4	0	0	0	2	446		0	0	0	0
5:30 PM	0	3	300	14	0	4	108	0	0	4	0	6	0	1	0	3	443		0	0	0	0
5:45 PM	0	3	322	10	0	4	75	0	0	4	0	1	0	1	0	3	423		0	0	0	0

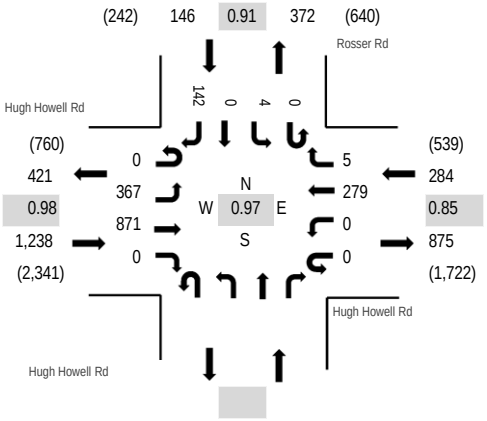
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	13	1,203	46	0	19	385	1	0	24	0	19	0	2	0	8	1,720
Mediums	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	20
Total	0	13	1,214	46	0	19	396	1	0	24	0	19	0	2	0	8	1,742

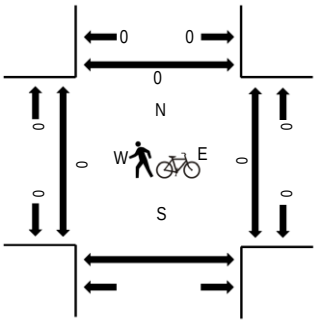
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 8 Rosser Rd & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Northbound				Rosser Rd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	49	200	0	0	0	72	2					0	1	0	22	346	1,474	0	0		0
4:15 PM	0	63	188	0	0	0	64	2					0	3	0	26	346	1,532	0	0		0
4:30 PM	1	73	208	0	0	0	60	2					0	1	0	19	364	1,617	0	0		0
4:45 PM	0	83	219	0	0	0	77	1					0	2	0	36	418	1,668	0	0		0
5:00 PM	0	94	219	0	0	0	55	0					0	2	0	34	404	1,648	0	0		0
5:15 PM	0	86	229	0	0	0	81	3					0	0	0	32	431		0	0		0
5:30 PM	0	104	204	0	0	0	66	1					0	0	0	40	415		0	0		0
5:45 PM	0	77	244	0	0	0	53	0					0	2	0	22	398		0	0		0

Peak Rolling Hour Flow Rates

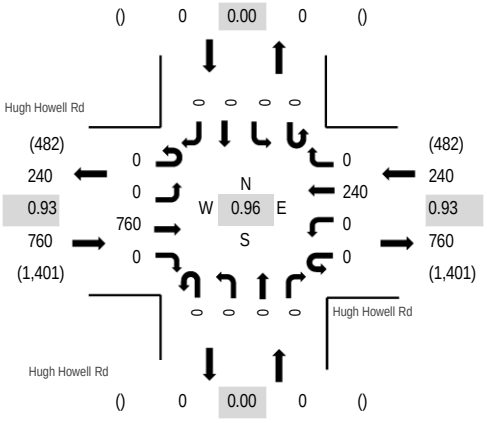
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0					0	0	0	0	1
Lights	0	364	865	0	0	0	272	5					0	4	0	140	1,650
Mediums	0	3	6	0	0	0	6	0					0	0	0	2	17
Total	0	367	871	0	0	0	279	5					0	4	0	142	1,668

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

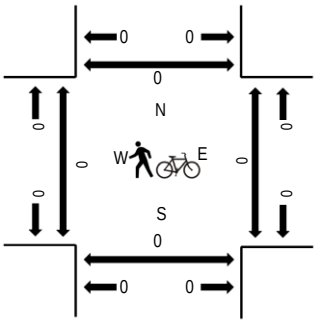
Location: 9 & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Northbound				Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	169	0	0	0	62	0	0	0	0	0	0	0	0	0	271	1,041	0	0	0	0
4:15 PM	0	0	147	0	0	0	59	0	0	0	0	0	0	0	0	0	242	1,081	0	0	0	0
4:30 PM	0	0	165	0	0	0	52	0	0	0	0	0	0	0	0	0	254	1,149	0	0	0	0
4:45 PM	0	0	160	0	0	0	69	0	0	0	0	0	0	0	0	0	274	1,183	0	0	0	0
5:00 PM	0	0	212	0	0	0	57	0	0	0	0	0	0	0	0	0	311	1,200	0	0	0	0
5:15 PM	0	0	203	0	0	0	64	0	0	0	0	0	0	0	0	0	310		0	0	0	0
5:30 PM	0	0	159	0	0	0	66	0	0	0	0	0	0	0	0	0	288		0	0	0	0
5:45 PM	0	0	186	0	0	0	53	0	0	0	0	0	0	0	0	0	291		0	0	0	0

Peak Rolling Hour Flow Rates

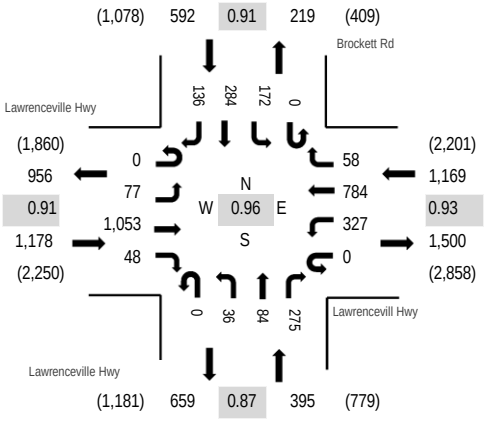
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	0	0	755	0	0	0	238	0	0	0	0	0	0	0	0	0	1,189
Mediums	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0	8
Total	0	0	760	0	0	0	240	0	0	0	0	0	0	0	0	0	1,200

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

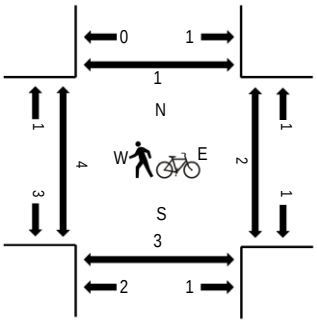
Location: 10 Brockett Rd & Lawrencevill Hwy PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrencevill Hwy Westbound				Brockett Rd Northbound				Brockett Rd Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	10	261	8	0	63	186	13	0	10	12	60	0	31	45	23	722	2,974	1	3	0	2
4:15 PM	0	16	234	15	0	63	167	16	0	16	24	64	0	34	56	42	747	3,058	1	1	0	0
4:30 PM	0	14	230	12	0	62	208	16	0	18	18	78	0	22	56	27	761	3,135	0	0	1	0
4:45 PM	0	21	237	14	0	48	172	18	0	7	12	65	0	42	80	28	744	3,241	0	0	1	1
5:00 PM	0	25	286	14	0	71	164	15	0	11	14	70	0	36	71	29	806	3,334	0	0	1	0
5:15 PM	0	17	247	9	0	83	193	16	0	7	23	69	0	45	81	34	824		1	1	2	0
5:30 PM	0	14	261	12	0	79	222	11	0	8	23	69	0	56	71	41	867		2	0	0	0
5:45 PM	0	21	259	13	0	94	205	16	0	10	24	67	0	35	61	32	837		0	0	0	1

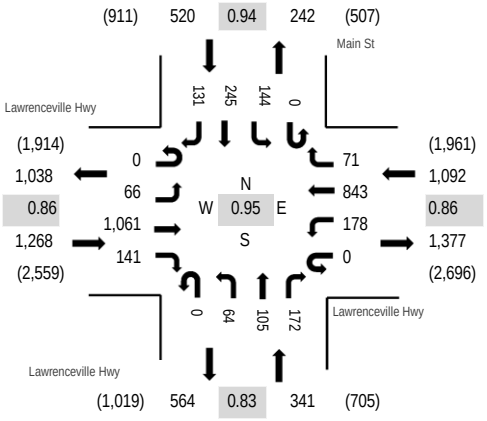
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7
Lights	0	77	1,028	46	0	325	760	54	0	35	83	274	0	169	282	134	3,267
Mediums	0	0	22	2	0	2	20	4	0	1	1	1	0	3	2	2	60
Total	0	77	1,053	48	0	327	784	58	0	36	84	275	0	172	284	136	3,334

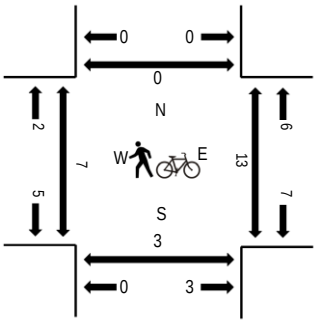
All Traffic Data
Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 Idlewood Rd & Lawrenceville Hwy PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Lawrenceville Hwy Eastbound				Lawrenceville Hwy Westbound				Idlewood Rd Northbound				Main St Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	18	264	24	1	25	180	18	0	25	32	29	0	31	40	34	721	2,915	10	6	0	1
4:15 PM	0	26	245	36	0	39	183	15	0	33	40	42	0	22	33	29	743	2,968	12	5	3	0
4:30 PM	0	25	234	34	0	32	141	15	0	27	20	49	0	32	44	24	677	3,043	6	3	1	0
4:45 PM	0	21	310	54	0	51	161	8	0	10	27	30	0	30	43	29	774	3,143	4	0	0	1
5:00 PM	0	11	250	31	0	42	179	17	0	21	28	57	0	39	69	30	774	3,221	0	6	0	0
5:15 PM	0	16	284	36	0	40	222	17	0	14	31	34	0	41	60	23	818		2	2	3	0
5:30 PM	0	15	262	34	0	44	199	16	0	12	23	45	0	36	50	41	777		3	2	0	0
5:45 PM	0	24	265	40	0	52	243	21	0	17	23	36	0	28	66	37	852		2	3	0	0

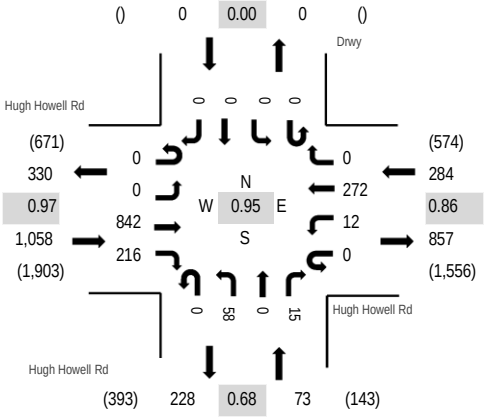
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	7	0	0	0	0	0	0	1	0	0	11
Lights	0	64	1,048	136	0	169	824	71	0	63	105	170	0	140	242	129	3,161
Mediums	0	2	11	5	0	8	12	0	0	1	0	2	0	3	3	2	49
Total	0	66	1,061	141	0	178	843	71	0	64	105	172	0	144	245	131	3,221

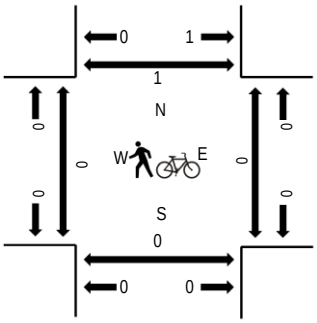
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 12 Silver Hill Rd & Hugh Howell Rd PM
Date and Start Time: Wednesday, May 11, 2016
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Hugh Howell Rd Eastbound				Hugh Howell Rd Westbound				Silver Hill Rd Northbound				Drwy Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	162	36	1	4	72	0	0	19	0	3	0	0	0	0	297	1,205	0	0	0	0
4:15 PM	0	0	177	35	0	2	66	0	0	18	0	0	0	0	0	0	298	1,237	0	0	0	0
4:30 PM	0	0	178	42	0	2	54	0	0	15	0	3	0	0	0	0	294	1,310	0	0	0	0
4:45 PM	0	0	172	43	0	1	88	0	0	9	0	3	0	0	0	0	316	1,373	0	0	0	0
5:00 PM	0	0	216	46	0	2	57	0	0	4	0	4	0	0	0	0	329	1,415	0	0	0	0
5:15 PM	0	0	226	47	0	1	76	0	0	19	0	2	0	0	0	0	371		0	0	0	0
5:30 PM	0	0	190	70	0	7	73	0	0	14	0	3	0	0	0	0	357		0	0	0	1
5:45 PM	0	0	210	53	0	2	66	0	0	21	0	6	0	0	0	0	358		0	0	0	0

Peak Rolling Hour Flow Rates

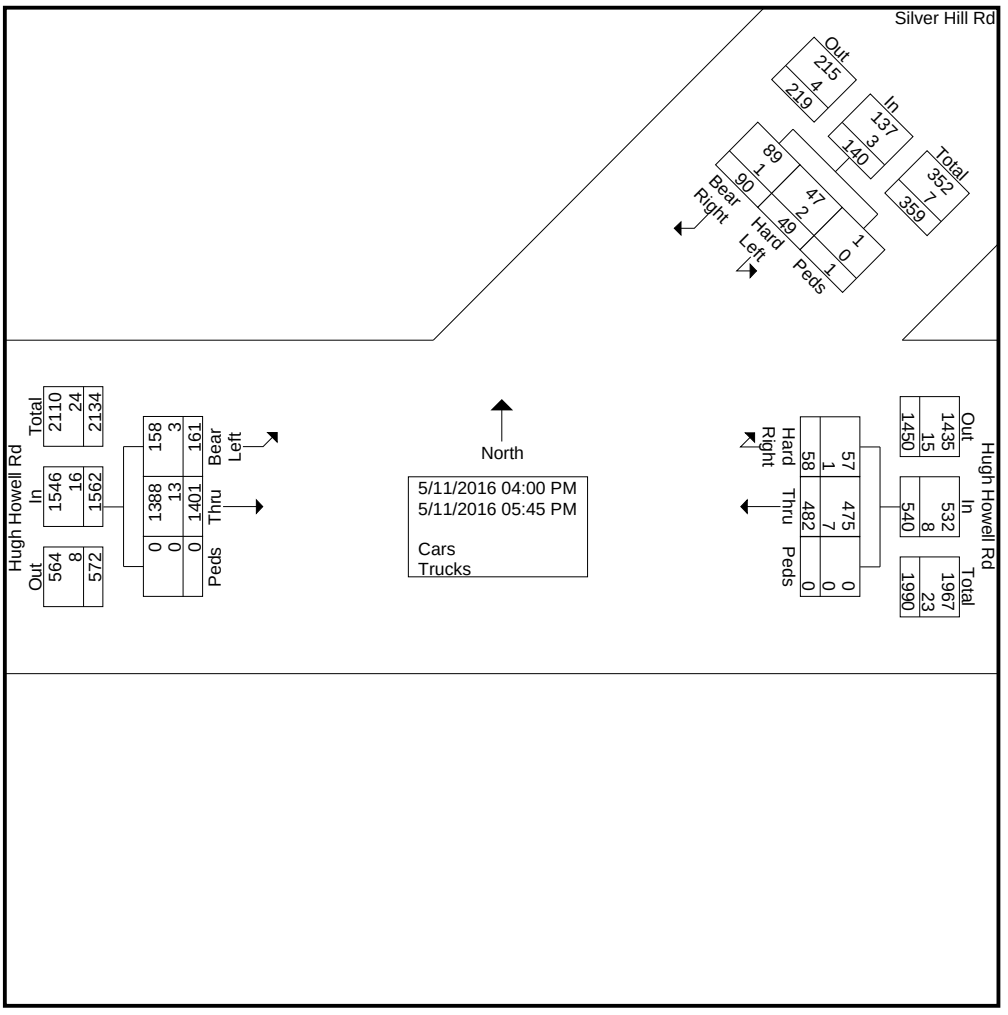
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	835	216	0	12	270	0	0	58	0	15	0	0	0	0	1,406
Mediums	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	0	9
Total	0	0	842	216	0	12	272	0	0	58	0	15	0	0	0	0	1,415

All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #12 SilverHillRd@HughHowellRdPM
Site Code : 9
Start Date : 5/11/2016
Page No : 1

Groups Printed- Cars - Trucks

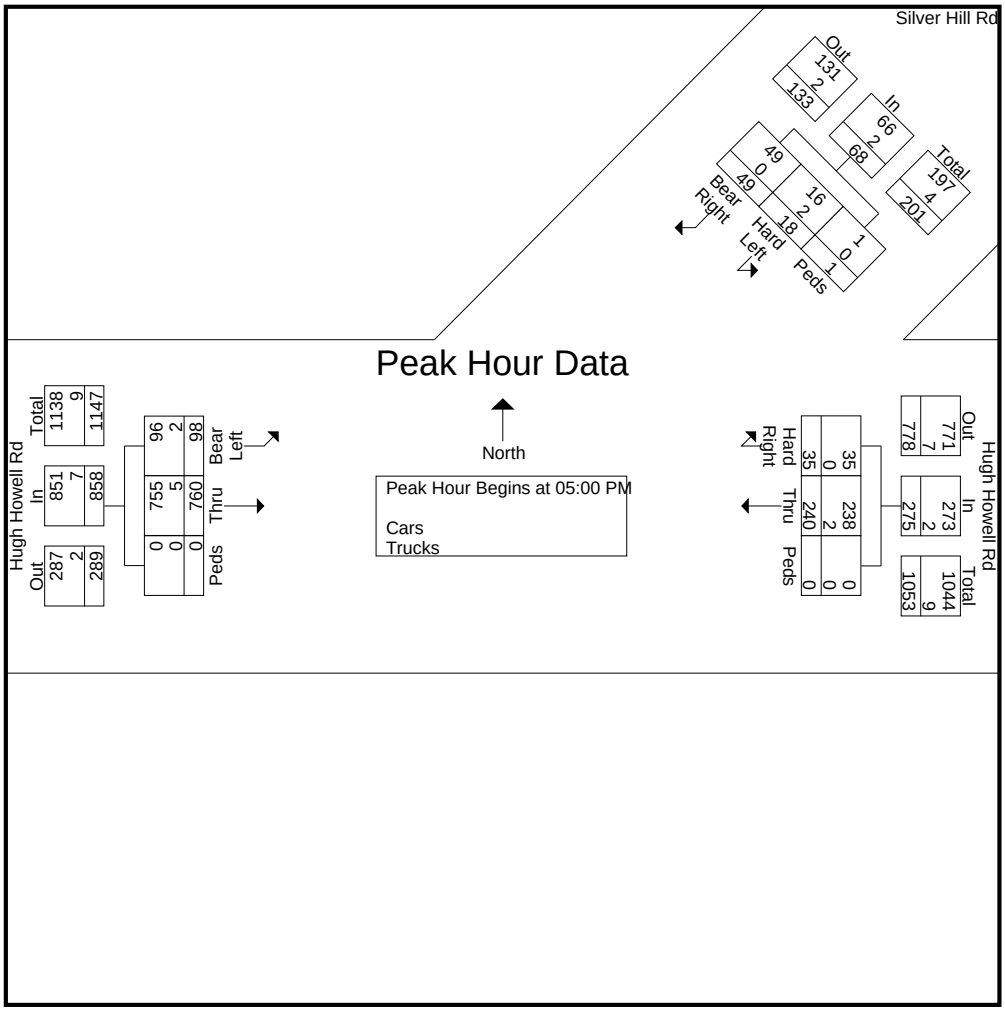
	Silver Hill Rd Southwestbound				Hugh Howell Rd Westbound				Hugh Howell Rd Eastbound				
Start Time	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	App. Total	Int. Total
04:00 PM	12	10	0	22	5	62	0	67	169	13	0	182	271
04:15 PM	8	9	0	17	2	59	0	61	147	17	0	164	242
04:30 PM	6	4	0	10	9	52	0	61	165	18	0	183	254
04:45 PM	15	8	0	23	7	69	0	76	160	15	0	175	274
Total	41	31	0	72	23	242	0	265	641	63	0	704	1041
05:00 PM	9	5	0	14	9	57	0	66	212	19	0	231	311
05:15 PM	13	3	0	16	6	64	0	70	203	21	0	224	310
05:30 PM	20	6	1	27	12	66	0	78	159	25	0	184	289
05:45 PM	7	4	0	11	8	53	0	61	186	33	0	219	291
Total	49	18	1	68	35	240	0	275	760	98	0	858	1201
Grand Total	90	49	1	140	58	482	0	540	1401	161	0	1562	2242
Apprch %	64.3	35	0.7		10.7	89.3	0		89.7	10.3	0		
Total %	4	2.2	0	6.2	2.6	21.5	0	24.1	62.5	7.2	0	69.7	
Cars	89	47	1	137	57	475	0	532	1388	158	0	1546	2215
% Cars	98.9	95.9	100	97.9	98.3	98.5	0	98.5	99.1	98.1	0	99	98.8
Trucks	1	2	0	3	1	7	0	8	13	3	0	16	27
% Trucks	1.1	4.1	0	2.1	1.7	1.5	0	1.5	0.9	1.9	0	1	1.2



All Traffic Data Service, Inc
1336 Farmer Road
Conyers, Ga 30012
404-374-1283

File Name : #12 SilverHillRd@HughHowellRdPM
Site Code : 9
Start Date : 5/11/2016
Page No : 2

	Silver Hill Rd Southwestbound				Hugh Howell Rd Westbound				Hugh Howell Rd Eastbound				
Start Time	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Thru	Bear Left	Peds	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	9	5	0	14	9	57	0	66	**212**	19	0	**231**	**311**
05:15 PM	13	3	0	16	6	64	0	70	203	21	0	224	310
05:30 PM	**20**	**6**	**1**	**27**	**12**	**66**	0	**78**	159	25	0	184	289
05:45 PM	7	4	0	11	8	53	0	61	186	**33**	0	219	291
Total Volume	49	18	1	68	35	240	0	275	760	98	0	858	1201
% App. Total	72.1	26.5	1.5		12.7	87.3	0		88.6	11.4	0		
PHF	.613	.750	.250	.630	.729	.909	.000	.881	.896	.742	.000	.929	.965
Cars	49	16	1	66	35	238	0	273	755	96	0	851	1190
% Cars	100	88.9	100	97.1	100	99.2	0	99.3	99.3	98.0	0	99.2	99.1
Trucks	0	2	0	2	0	2	0	2	5	2	0	7	11
% Trucks	0	11.1	0	2.9	0	0.8	0	0.7	0.7	2.0	0	0.8	0.9



Trip Generation Analysis
Tucker Township DRI

Land Use	ITE Code	Density	Daily Trips	AM Peak Hour			PM Peak Hour		
				Enter	Exit	Total	Enter	Exit	Total
Movie Studio	150 - Warehousing	450,000 SF Gross Floor Area	1797	149	40	189	39	117	156
Multi Family	220 - Apartment	616 d.u.	3857	61	245	306	231	125	356
Park Cottages	230 - Townhouse/Condominium	20 d.u.	159	2	12	14	11	5	16
Town Homes	230 - Townhouse/Condominium	60 d.u.	412	6	28	34	27	13	40
CCRC	255 - Constant Care Retirement Community	360 units	1439	43	23	66	27	43	70
LTD Services Hotel	310 - Hotel	140 rooms	880	44	30	74	43	41	84
Amphitheatre	441 - Live Theater	500 seats					5	5	10
Adult/Child Care	565 - Day Care	20,000 SF gross floor area	1481	129	115	244	116	131	247
Office	710 - General Office	28,000 SF Gross Floor Area	499	61	8	69	19	91	110
Retail	826 - Specialty Retail	91,000 SF Gross Leaseable Area	3931				106	134	240
Grocery	850 - Supermarket	22,000 SF Gross Floor Area	2864	47	28	75	130	124	254
Gross Trips			**17319**	**542**	**529**	**1071**	**754**	**829**	**1583**
Residentail Trips			5867	112	308	420	296	186	482
Mixed Use Reductions			*-2007*	*-3*	*-10*	*-13*	*-123*	*-59*	*-182*
Alternate Mode Reductions		5%	*-193*	*-5*	*-15*	*-20*	*-9*	*-6*	*-15*
Adjusted Residential Trips			**3667**	**104**	**283**	**387**	**164**	**121**	**285**
Office Trips			2296	210	48	258	58	208	266
Mixed Use Reductions			*-511*	*-23*	*-14*	*-37*	*-18*	*-38*	*-56*
Alternate Mode Reductions		5%	*-89*	*-9*	*-2*	*-11*	*-2*	*-9*	*-11*
Adjusted Office Trips			**1696**	**178**	**32**	**210**	**38**	**161**	**199**
Retail/Other trips			9156	220	173	393	400	435	835
Mixed Use Reductions			*-2564*	*-22*	*-24*	*-46*	*-104*	*-148*	*-252*
Alternate Mode Reductions		5%	*-330*	*-10*	*-7*	*-17*	*-15*	*-14*	*-29*
Pass By Reductions			*-2129*	*0*	*0*	*0*	*-93*	*-93*	*-186*
Adjusted Retail/Other Trips			**4133**	**188**	**142**	**330**	**188**	**180**	**368**
Mixed-Use Reductions (Total)			*-5082*	*-48*	*-48*	*-96*	*-245*	*-245*	*-490*
Alternate Mode Reductions (Total)			*-612*	*-24*	*-24*	*-48*	*-26*	*-29*	*-55*
Pass-By Reductions (Total)			*-2129*	*0*	*0*	*0*	*-93*	*-93*	*-186*
Net New Vehicle Trips			**9496**	**470**	**457**	**927**	**390**	**462**	**852**

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Tucker Township	**Organization:**	Lowe Engineers, LLC
Project Location:	Tucker, Georgia	**Performed By:**	RJM
Scenario Description:		**Date:**	5/25/2016
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	150,710	Var		258	210	48
Retail	826,850	Var		319	176	143
Restaurant				0		
Cinema/Entertainment				0		
Residential	220,230,255	Var		420	112	308
Hotel	310	Var		74	44	30
All Other Land Uses[2]				0		
				1,071	542	529

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.06	5%	0%	1.06	5%	0%
Retail	1.17	5%	0%	1.16	5%	0%
Restaurant		5%	0%		5%	0%
Cinema/Entertainment		5%	0%		5%	0%
Residential	1.13	5%	0%	1.13	5%	0%
Hotel	1.26	5%	0%	1.26	5%	0%
All Other Land Uses[2]		5%	0%		5%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	0	0	0	0
Retail	9		0	0	3	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	3	0	0		0
Hotel	7	5	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,214	611	603
Internal Capture Percentage	8%	8%	8%
External Vehicle-Trips[5]	937	474	463
External Transit-Trips[6]	56	28	28
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	10%	27%
Retail	11%	7%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	2%	3%
Hotel	0%	32%

[1]Land Use Codes (LUCs) from *Trip Generation Manual* , published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	Tucker Township
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.06	210	223	1.06	48	51
Retail	1.17	176	206	1.16	143	166
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.13	112	127	1.13	308	348
Hotel	1.26	44	55	1.26	30	38

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		14	32	0	1	0
Retail	48		22	0	23	0
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	7	3	70	0		0
Hotel	29	5	3	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		66	0	0	0	0
Retail	9		0	0	3	0
Restaurant	31	16		0	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	7	35	0	0		0
Hotel	7	8	0	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	23	200	223	179	10	0
Retail	22	184	206	150	9	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	3	124	127	104	6	0
Hotel	0	55	55	41	3	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	14	37	51	33	2	0
Retail	12	154	166	126	8	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	10	338	348	284	17	0
Hotel	12	26	38	20	1	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Tucker Township	**Organization:**	Lowe Engineers, LLC
Project Location:	Tucker, Georgia	**Performed By:**	RJM
Scenario Description:		**Date:**	5/25/2016
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	150,710	Var		266	58	208
Retail	826,850	Var		741	352	389
Restaurant				0		
Cinema/Entertainment				10	5	5
Residential	220,230,255	Var		482	296	186
Hotel	310	Var		84	43	41
All Other Land Uses[2]				0		
				1,583	754	829

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.11	5%		1.07	5%	
Retail	1.21	5%		1.18	5%	
Restaurant		5%			5%	
Cinema/Entertainment		5%			5%	
Residential	1.15	5%		1.21	5%	
Hotel	1.31	5%		1.30	5%	
All Other Land Uses[2]		5%			5%	

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	4	0
Retail	9		0	1	119	10
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	1	0		0	0
Residential	9	43	0	0		7
Hotel	0	8	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	1,856	891	965
Internal Capture Percentage	26%	27%	25%
External Vehicle-Trips[5]	1,108	518	590
External Transit-Trips[6]	67	32	35
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	28%	17%
Retail	20%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	20%	20%
Residential	36%	26%
Hotel	30%	15%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Tucker Township
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.11	58	64	1.07	208	223
Retail	1.21	352	426	1.18	389	459
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	5	5	1.00	5	5
Residential	1.15	296	340	1.21	186	225
Hotel	1.31	43	56	1.30	41	53

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		45	9	0	4	0
Retail	9		133	18	119	23
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	1	2		0	0
Residential	9	95	47	0		7
Hotel	0	8	36	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		34	0	0	14	0
Retail	20		0	1	156	10
Restaurant	19	213		2	54	40
Cinema/Entertainment	4	17	0		14	1
Residential	36	43	0	0		7
Hotel	0	9	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	18	46	64	40	2	0
Retail	86	340	426	267	17	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	1	4	5	4	0	0
Residential	123	217	340	179	11	0
Hotel	17	39	56	28	2	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	38	185	223	164	9	0
Retail	139	320	459	258	16	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	1	4	5	4	0	0
Residential	59	166	225	131	8	0
Hotel	8	45	53	33	2	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Tucker Township	**Organization:**	Lowe Engineers, LLC
Project Location:	Tucker, Georgia	**Performed By:**	RJM
Scenario Description:		**Date:**	5/25/2016
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office	150,710	Var		2,296	1,148	1,148
Retail	826,850	Var		8,276	4,138	4,138
Restaurant				0		
Cinema/Entertainment				0		
Residential	220,230,255	Var		5,867	2,934	2,933
Hotel	310	Var		880	440	440
All Other Land Uses[2]				0		
				17,319	8,660	8,659

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.11	5%		1.07	5%	
Retail	1.21	5%		1.18	5%	
Restaurant		5%			5%	
Cinema/Entertainment		5%			5%	
Residential	1.15	5%		1.21	5%	
Hotel	1.31	5%		1.30	5%	
All Other Land Uses[2]		5%			5%	

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		246	0	0	25	0
Retail	98		0	0	1270	98
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	142	501	0	0		69
Hotel	0	92	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	20,463	10,231	10,232
Internal Capture Percentage	25%	25%	25%
External Vehicle-Trips[5]	12,351	6,172	6,179
External Transit-Trips[6]	769	384	385
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	19%	22%
Retail	17%	30%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	38%	20%
Hotel	29%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Tucker Township
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.11	1148	1274	1.07	1148	1228
Retail	1.21	4138	5007	1.18	4138	4883
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.15	2934	3374	1.21	2933	3549
Hotel	1.31	440	576	1.30	440	572

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		246	49	0	25	0
Retail	98		1416	195	1270	244
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	142	1491	745	0		106
Hotel	0	92	389	0	11	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		401	0	0	135	0
Retail	395		0	0	1552	98
Restaurant	382	2504		0	540	409
Cinema/Entertainment	76	200	0		135	6
Residential	726	501	0	0		69
Hotel	0	100	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	240	1034	1274	885	52	0
Retail	839	4168	5007	3273	208	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1295	2079	3374	1717	104	0
Hotel	167	409	576	297	20	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	271	957	1228	850	48	0
Retail	1466	3417	4883	2751	171	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	712	2837	3549	2227	142	0
Hotel	92	480	572	351	24	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

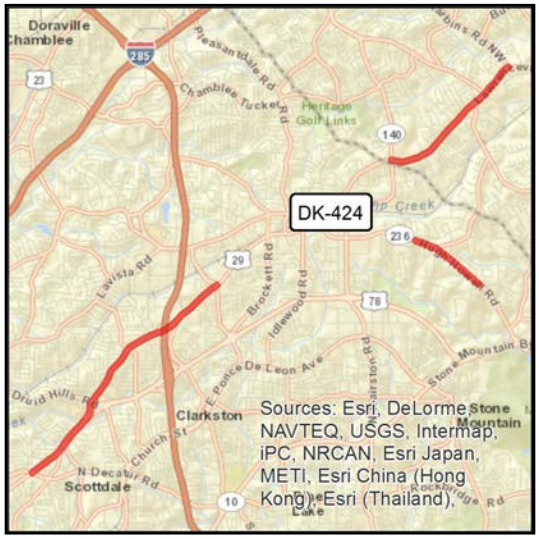
Tucker Township DRI
Study Segments - GRTA 7% Rule

Roadway	From	To	No. of Lanes	Signal	Median	Left Turn Lanes	Speed Limit	Service Volume Analysis Type	LOS	Facility Service Volume	Adjusted Service Facility Service Volume	Dist Res	Dist Non-Res	Res. Trips	Non-Res Trips	Total Daily Project Trips	% Service Volume	Project Trips >7%
Mountain Industrial Blvd	South of US 78 EB Ramps	US 78 EB Ramps	5	Yes	No	Yes	45	State Two Way Arterial	D	43,300	41100	3%	11%	176	1261	1437	3.5%	No
Mountain Industrial Blvd	US 78 EB Ramps	US 78 WB Ramps	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	28%	33%	1640	3782	5422	17.5%	Yes
Mountain Industrial Blvd	US 78 WB Ramps	Hammer Mill Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	53%	56%	3104	6419	9523	30.8%	Yes
Mountain Industrial Blvd	Hammer Mill Rd	Roger Marten Way	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	53%	56%	3104	6419	9523	30.8%	Yes
Mountain Industrial Blvd	Roger Marten Way	Granite Dr	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	53%	56%	3104	6419	9523	30.8%	Yes
Mountain Industrial Blvd	Granite Dr	Hugh Howell Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	53%	56%	3104	6419	9523	30.8%	Yes
Mountain Industrial Blvd	Hugh Howell Rd	Tuckerstone Pkwy	4	Yes	No	Yes	45	State Two Way Arterial	D	35,000	33300	16%	23%	937	2636	3573	10.7%	Yes
Mountain Industrial Blvd	Tuckerstone Pkwy	N Royal Atlanta Dr	4	Yes	Yes	Yes	45	State Two Way Arterial	D	35,000	33300	16%	23%	937	2636	3573	10.7%	Yes
Mountain Industrial Blvd	N Royal Atlanta Dr	US 29/SR 8	4	Yes	No	Yes	45	State Two Way Arterial	D	35,000	33300	16%	23%	937	2636	3573	10.7%	Yes
Hugh Howell Rd (SR 236)	US 29/SR 8	Cowan Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	25%	13%	1464	1490	2954	9.6%	Yes
Hugh Howell Rd (SR 236)	Cowan Rd	Tucker Industrial Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	25%	13%	1464	1490	2954	9.6%	Yes
Hugh Howell Rd (SR 236)	Tucker Industrial Rd	Mountain Industrial Blvd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	25%	13%	1464	1490	2954	9.6%	Yes
Hugh Howell Rd (SR 236)	Mountain Industrial	Flintstone Dr	4	No	No	No	45	State Two Way Arterial	D	35,000	26300	80%	70%	4686	8023	12709	48.3%	Yes
Hugh Howell Rd (SR 236)	Flintstone Dr	Mountain Creek Dr	4	No	No	No	45	State Two Way Arterial	D	35,000	26300	6%	8%	351	917	1268	4.8%	No
Hugh Howell Rd (SR 236)	Mountain Creek Dr	McCurdy Rd	2	No	No	No	45	State Two Way Arterial	D	16,600	13300	6%	8%	351	917	1268	9.5%	Yes
Hugh Howell Rd (SR 236)	McCurdy Rd	Rosser Rd	2	No	No	No	45	State Two Way Arterial	D	16,000	12800	6%	8%	351	917	1268	9.9%	Yes
Hugh Howell Rd (SR 236)	Rosser Rd	Silver Hill Rd	2	No	No	No	45	State Two Way Arterial	D	16,600	13300	5%	7%	293	802	1095	8.2%	Yes
Hugh Howell Rd (SR 236)	Silver Hill Rd	Stone Creek Dr	2	No	No	No	45	State Two Way Arterial	D	16,600	13300	4%	6%	234	688	922	6.9%	No
Hugh Howell Rd (SR 236)	Stone Creek Dr	US 78	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	4%	5%	234	573	807	2.6%	No
Lawrenceville Hwy (US 29/SR 8)	Montreal Rd	Northlake Pkwy	4	Yes	No	Yes	45	State Two Way Arterial	D	35,000	33300	20%	10%	1171	1146	2317	7.0%	No
Lawrenceville Hwy (US 29/SR 8)	Northlake Pkwy	Brockett Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	35,000	33300	20%	10%	1171	1146	2317	7.0%	No
Lawrenceville Hwy (US 29/SR 8)	Brockett Rd	Fellowship Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	20%	10%	1171	1146	2317	7.5%	Yes
Lawrenceville Hwy (US 29/SR 8)	Fellowship Rd	Main St	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	20%	10%	1171	1146	2317	7.5%	Yes
Lawrenceville Hwy (US 29/SR 8)	Main St	Hugh Howell Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	20%	10%	1171	1146	2317	7.5%	Yes
Lawrenceville Hwy (US 29/SR 8)	Hugh Howell Rd	Lavista Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	5%	3%	293	344	637	2.1%	No
Lawrenceville Hwy (US 29/SR 8)	Lavista Rd	Mountain Industrial Blvd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	2%	2%	117	229	346	1.1%	No
Lavista Rd (SR 236)	Lawrenceville Hwy	Chamblee Tucker Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	5%	3%	293	344	637	2.1%	No
Lavista Rd (SR 236)	Chamblee Tucker Rd	Brocket Rd/Henderson Rd	4	Yes	No	Yes	45	State Two Way Arterial	D	32,500	30900	5%	3%	293	344	637	2.1%	No
Lavista Rd (SR 236)	Henderson Rd	Northlake Pkwy	4	Yes	No	Yes	45	State Two Way Arterial	D	35,000	33300	5%	3%	293	344	637	1.9%	No
Stone Mountain Freeway (US 78)	Brocket Rd	Mountain Industrial Blvd	6	No	Yes	No	65	Freeway	D	101,600	101,600	48%	40%	2811	4585	7396	7.3%	Yes
Stone Mountain Freeway (US 78)	Mountain Industrial	Memorial Drive	6	No	Yes	No	65	Freeway	D	101,600	101,600	2%	5%	117	573	690	0.7%	No

DK-424

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 29 (SCOTT BOULEVARD / LAWRENCEVILLE HIGHWAY) AND SR 236 (HUGH HOWELL ROAD) SIGNAL UPGRADES AT 9 LOCATIONS
GDOT Project No.	0012814
Federal ID No.	N/A
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Multi-County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	N/A miles

Detailed Description and Justification

Signal upgrades on SR 8 (Scott Boulevard/Lawrenceville Highway) and SR 236 (Hugh Howell Road) in Gwinnett and DeKalb counties. Total corridor length on SR 8 is approximately 6.8 miles, with 7 signal upgrades: N Decatur Road, DeKalb Industrial Way, Colledge Road, Jimmy Carter Boulevard, Harmony Grove Road, Greenwood Drive, and Harbins Road. Total corridor length on SR 236 is approximately 1.3 miles, with 2 signal upgrades: McCurdy Road and Silver Hill Road.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Statewide Flexible (GDOT)	AUTH	2014	**$343,789**	~~$343,789~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
ROW	STP - Statewide Flexible (GDOT)		2017	**$468,180**	$468,180	$0,000	$0,000	$0,000
CST	STP - Statewide Flexible (GDOT)		2018	**$1,519,349**	$1,519,349	$0,000	$0,000	$0,000
				$2,331,318	**$2,331,318**	**$0,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

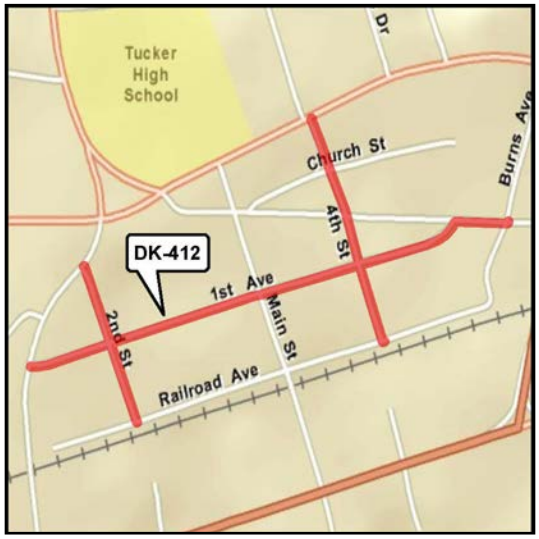
? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

Report Generated: 2/24/2016

DK-412

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	TUCKER PEDESTRIAN FACILTIIES - PHASE II
GDOT Project No.	0012617
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	DeKalb County
Jurisdiction	DeKalb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	0.9 miles

Detailed Description and Justification

Sidewalks, ADA upgrades, crosswalks, on-street parking, sharrows, landscaping and lighting. The project will provide improvements along the following: 1st Avenue from Lynburn Drive to Fellowship Road; 2nd Street from RR Avenue to Fellowship Road; 4th Street from RR Avenue to Lavista Road; and Lynburn Drive from 1st Avenue to Burns Drive.

Phase	Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2013	**$62,500**	~~$50,000~~	~~$0,000~~	~~$0,000~~	~~$12,500~~
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$87,500**	~~$70,000~~	~~$0,000~~	~~$0,000~~	~~$17,500~~
ROW	STP - Urban (>200K) (ARC)		2016	**$740,693**	$200,000	$0,000	$0,000	$540,693
UTL	STP - Urban (>200K) (ARC)		2018	**$0,000**	$0,000	$0,000	$0,000	$0,000
CST	STP - Urban (>200K) (ARC)		2018	**$1,899,294**	$640,000	$0,000	$0,000	$1,259,294
				$2,789,987	**$960,000**	**$0,000**	**$0,000**	**$1,829,987**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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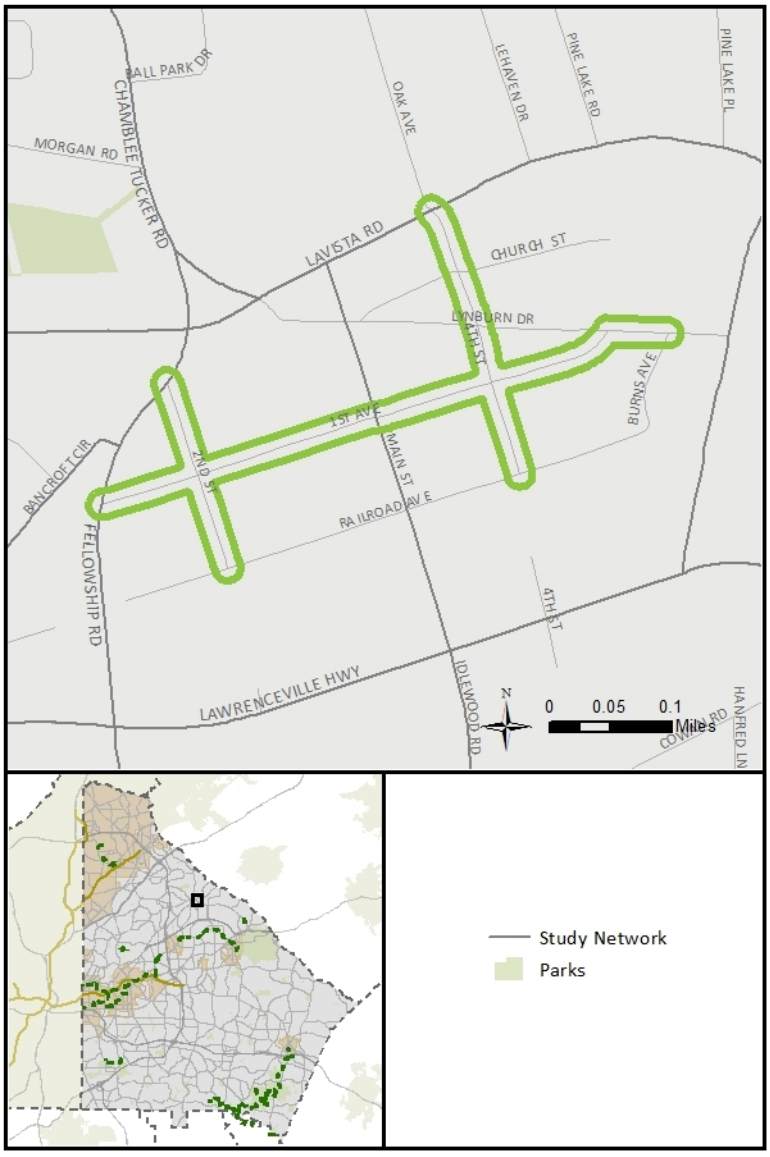
Tucker Last Mile Connectivity

Project 6021
Tier 1

Project Description

Last mile connectivity pedestrian facilities in and around Tucker.

Project Details	
PROJECT ID	6021
LOCATION	1st Ave/ 2nd St/ Main St/ 4th St
EXTENTS	From Fellowship Rd/ Railroad Ave to Burns Ave/ LaVista Rd
LENGTH	0.88 miles
PLAN 2040 ID	DK-412



Project Cost Estimate	
ENGINEERING COST	$150,000
RIGHT-OF-WAY COST	$250,000
CONSTRUCTION COST	$800,000
TOTAL CAPITAL COST	$1,200,000
OPERATIONS AND MAINTENANCE COST	$80,000

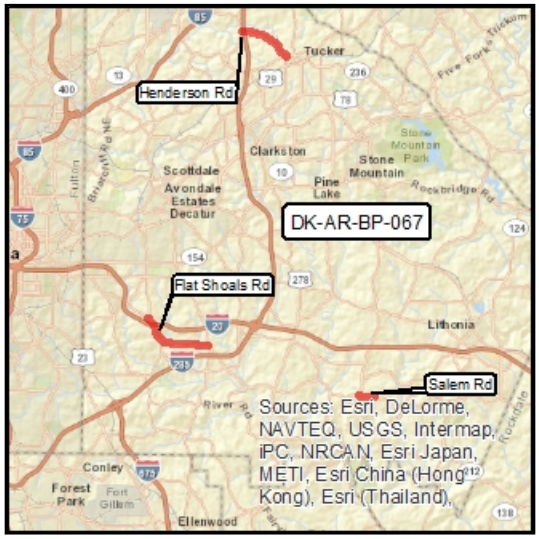
Project Implementation	
LOCAL LEAD	DeKalb County
PROJECT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations			
On State Route		Activity Center	
Priority Bike Network		Economic Development Area	
1/2-mile from Premium Transit (existing / future)		LCI Area	X
1/4-Mile from Local Bus (existing / future)	X	Equitable Target Area	
1/4-Mile from School, Park, or Community Center			

DK-AR-BP067

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	DEKALB SIDEWALK PROGRAM: PHASE 2C - FLAT SHOALS, HENDERSON, AND SALEM ROADS
GDOT Project No.	0008268
Federal ID No.	CSSTP-0008-00(268)
Status	Programmed
Service Type	Last Mile Connectivity / Pedestrian Facility
Sponsor	DeKalb County
Jurisdiction	DeKalb County
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)
Existing Thru Lane	N/A
Planned Thru Lane	N/A



Network Year	TBD
Corridor Length	5.3 miles

Detailed Description and Justification

This project will provide bicycle and pedestrian upgrades to public schools in the DeKalb County area. Provides continuous 5' wide ADA accessible sidewalks, with a 2' wide grass buffer, along at least one side of the street to a variety of corridors including Flat Shoals Road from Second Avenue to Candler Road (2.7 miles), Henderson Road from LaVista Road to Henderson Mill Road (2.0 miles), and Salem Road from Old Panola Road to Fannin Drive (0.6 mile).

Phase	Status & Funding Information	Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	Local Jurisdiction/Municipality Funds	AUTH	2006	**$75,000**	~~$0,000~~	~~$0,000~~	~~$0,000~~	~~$75,000~~
ROW	Federal Earmark Funding	AUTH	2015	**$3,110,000**	~~$600,000~~	~~$0,000~~	~~$0,000~~	~~$2,510,000~~
CST	Local Jurisdiction/Municipality Funds		2018	**$3,218,758**	$0,000	$0,000	$0,000	$3,218,758
				$6,403,758	**$600,000**	**$0,000**	**$0,000**	**$5,803,758**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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Chamblee Tucker Road / LaVista Road / Fellowship Road Intersection Redesign

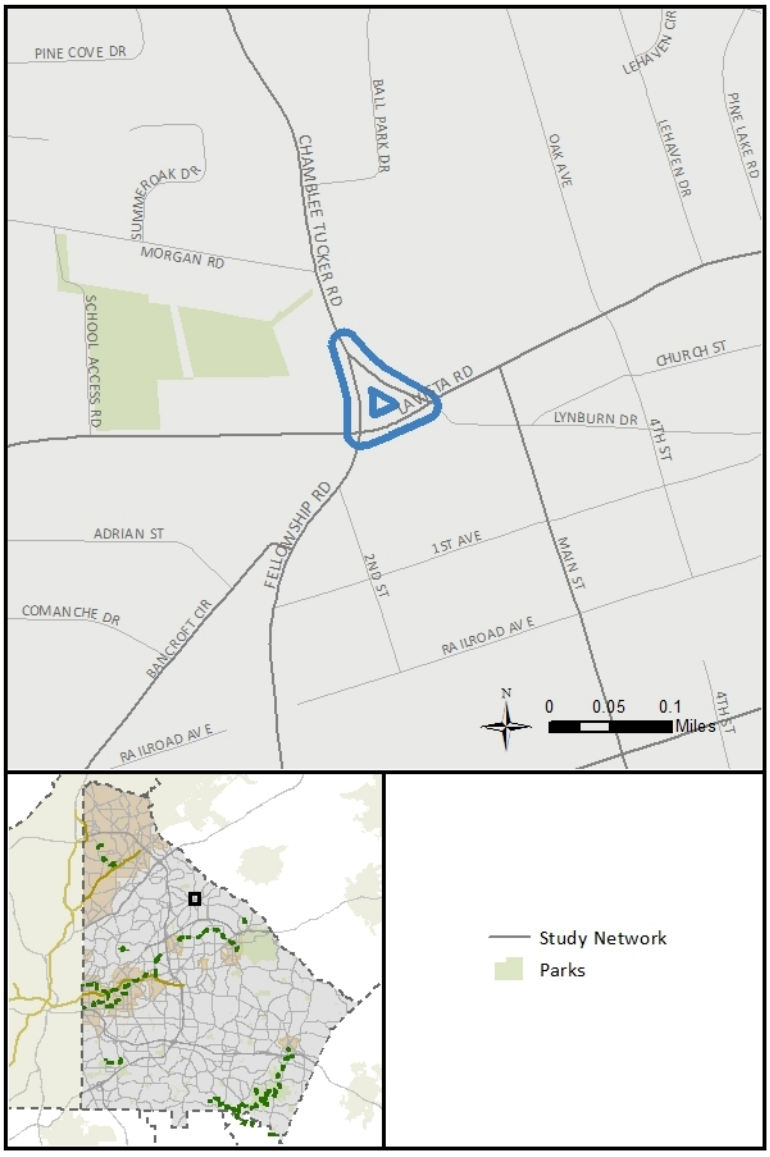
Project 1391
Tier 2B

Project Description

Chamblee Tucker/ LaVista/ Fellowship intersection redesign.

Project Details

PROJECT ID	1391
LOCATION	Chamblee Tucker Rd/ LaVista Rd/ Fellowship intersection redesign
EXTENTS	N/A
LENGTH	0.2 miles
PLAN 2040 ID	N/A



Project Cost Estimate

ENGINEERING COST	$160,000
RIGHT-OF-WAY COST	$ -
CONSTRUCTION COST	$1,067,000
TOTAL CAPITAL COST	$1,228,000
OPERATIONS AND MAINTENANCE COST	$107,000

Project Implementation

LOCAL LEAD	DeKalb County
PERCENT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations

On the National Highway System		Activity Center	
ASTRoMaP/ Regional Thoroughfare Network		Economic Development Area	
State Route	X	LCI Area	X
Multimodal Project	X	Equitable Target Area	

Hugh Howell Road at Lawrenceville Highway Intersection Improvements

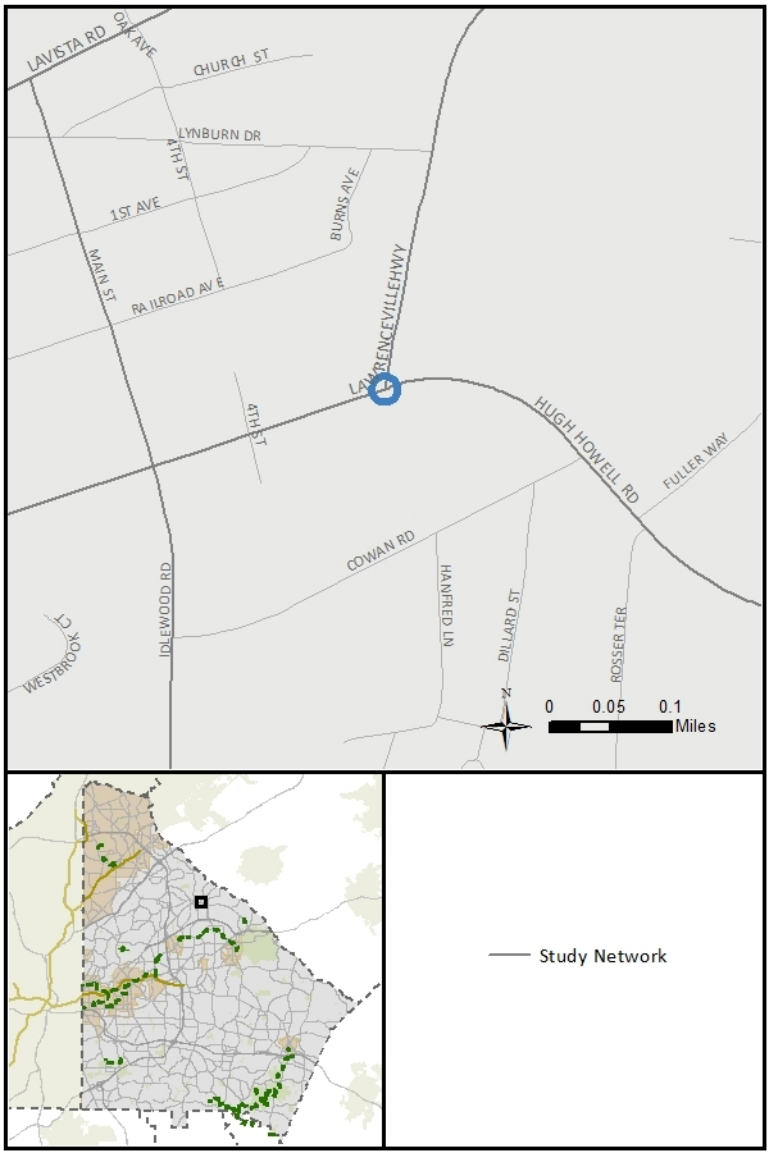
Project 1736
Tier 1-GDOT

Project Description

Intersection improvements.

Project Details

PROJECT ID	1736
LOCATION	Hugh Howell Rd @ Lawrenceville Hwy
EXTENTS	N/A
LENGTH	N/A
PLAN 2040 ID	N/A



Project Cost Estimate

ENGINEERING COST	$400,000
RIGHT-OF-WAY COST	$ -
CONSTRUCTION COST	$4,000,000
TOTAL CAPITAL COST	$4,400,000
OPERATIONS AND MAINTENANCE COST	$400,000

Project Implementation

LOCAL LEAD	GDOT - DeKalb County
PERCENT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations

On the National Highway System		Activity Center	
ASTRoMaP/ Regional Thoroughfare Network		Economic Development Area	
State Route	X	LCI Area	X
Multimodal Project	X	Equitable Target Area	

Chamblee Tucker Road, Road Diet - Phase I

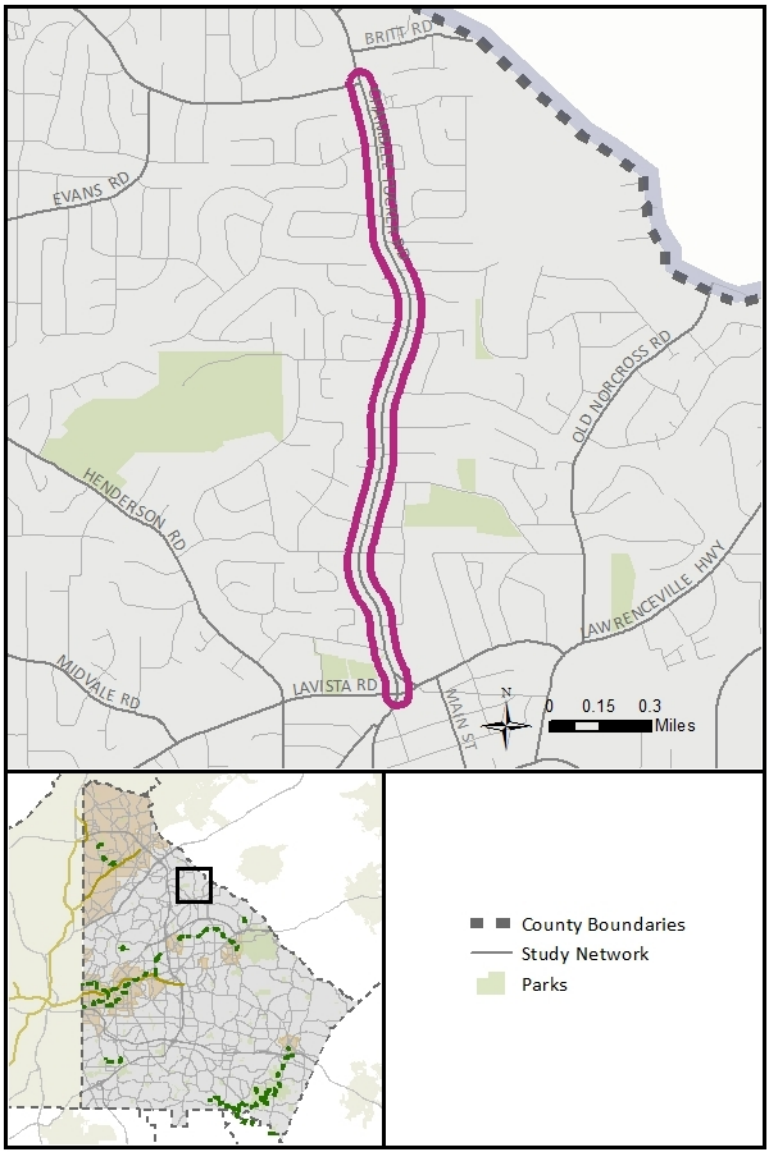
Project 2063
Tier 1

Project Description

Road diet to include two through lanes and a center left-turn lane and bike lanes. Operational and pedestrian improvements will also be made at key locations along the corridor.

Project Details

PROJECT ID	2063
LOCATION	Chamblee Tucker Rd
EXTENTS	From Tucker Norcross Rd to LaVista Rd
LENGTH	1.88 miles
PLAN 2040 ID	N/A



Project Cost Estimate

ENGINEERING COST	$220,000
RIGHT-OF-WAY COST	$ -
CONSTRUCTION COST	$2,760,000
TOTAL CAPITAL COST	$2,980,000
OPERATIONS AND MAINTENANCE COST	$ -

Project Implementation

LOCAL LEAD	DeKalb County
PERCENT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations

On the National Highway System		Activity Center	X
ASTRoMaP/ Regional Thoroughfare Network		Economic Development Area	
State Route		LCI Area	X
		Equitable Target Area	X

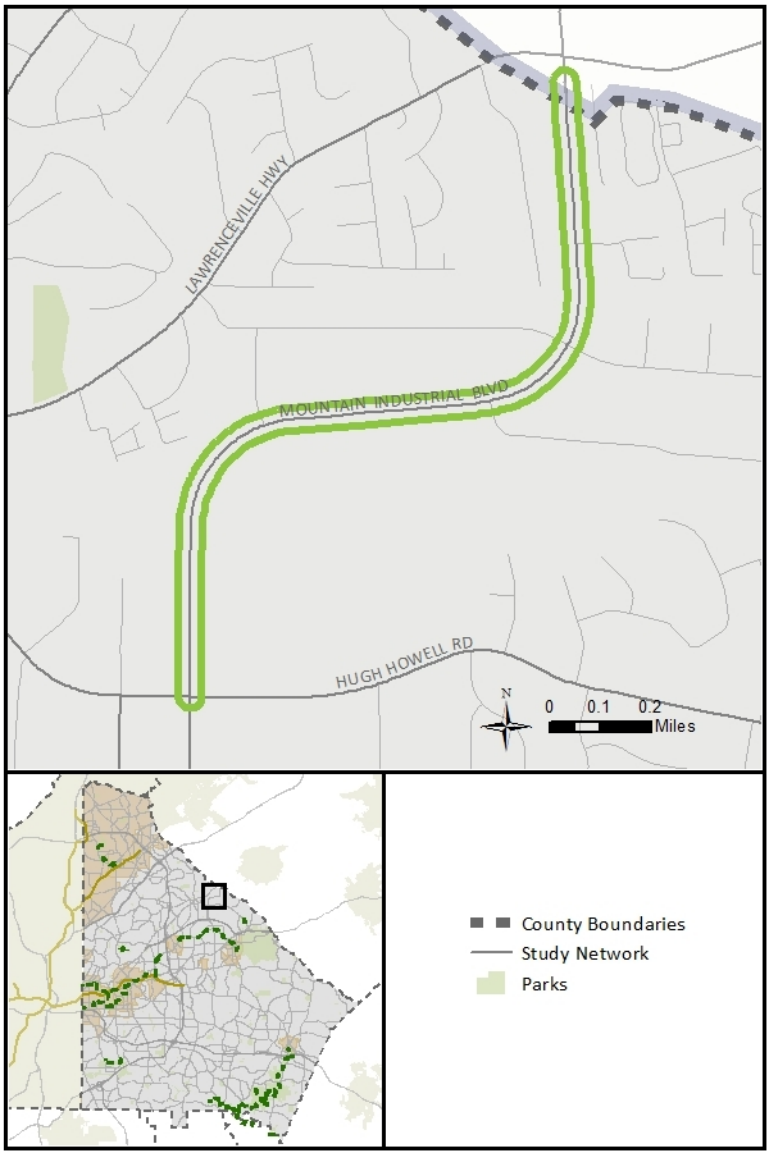
Mountain Industrial Boulevard Pedestrian Improvements

Project 2912
Tier 2B

Project Description

Install sidewalks and improve pedestrian crossings along this corridor. Project assumes approximately 1.8 miles of minimal grading.

Project Details	
PROJECT ID	2912
LOCATION	Mountain Industrial Blvd
EXTENTS	From Gwinnett County Line to Hugh Howell Rd
LENGTH	1.77 miles
PLAN 2040 ID	N/A



Project Cost Estimate	
ENGINEERING COST	$40,000
RIGHT-OF-WAY COST	$1,676,714
CONSTRUCTION COST	$360,000
TOTAL CAPITAL COST	$2,076,714
OPERATIONS AND MAINTENANCE COST	$70,000

Project Implementation	
LOCAL LEAD	DeKalb County
PROJECT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations			
On State Route		Activity Center	
Priority Bike Network	X	Economic Development Area	X
1/2-mile from Premium Transit (existing / future)		LCI Area	
1/4-Mile from Local Bus (existing / future)	X	Equitable Target Area	
1/4-Mile from School, Park, or Community Center			

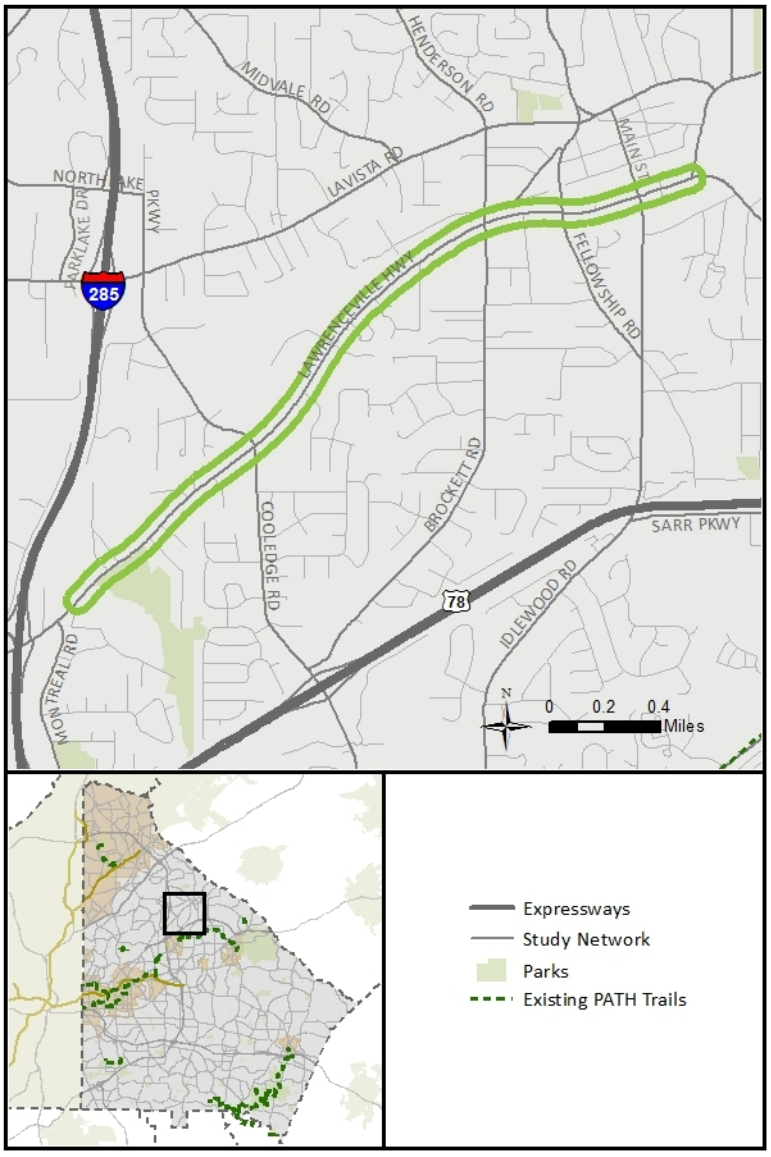
Lawrenceville Highway Pedestrian Improvements

Project 2950
Tier 2B

Project Description

Install sidewalks and improve pedestrian crossings along this corridor.

Project Details	
PROJECT ID	2950
LOCATION	Lawrenceville Hwy
EXTENTS	From Lee Way (250 east of) to Hugh Howell Rd
LENGTH	2.8 miles
PLAN 2040 ID	N/A



Project Cost Estimate	
ENGINEERING COST	$60,000
RIGHT-OF-WAY COST	$2,660,000
CONSTRUCTION COST	$560,000
TOTAL CAPITAL COST	$3,280,000
OPERATIONS AND MAINTENANCE COST	$110,000

Project Implementation	
LOCAL LEAD	GDOT - DeKalb County
PROJECT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations			
On State Route	X	Activity Center	
Priority Bike Network	X	Economic Development Area	
1/2-mile from Premium Transit (existing / future)		LCI Area	X
1/4-Mile from Local Bus (existing / future)	X	Equitable Target Area	
1/4-Mile from School, Park, or Community Center			

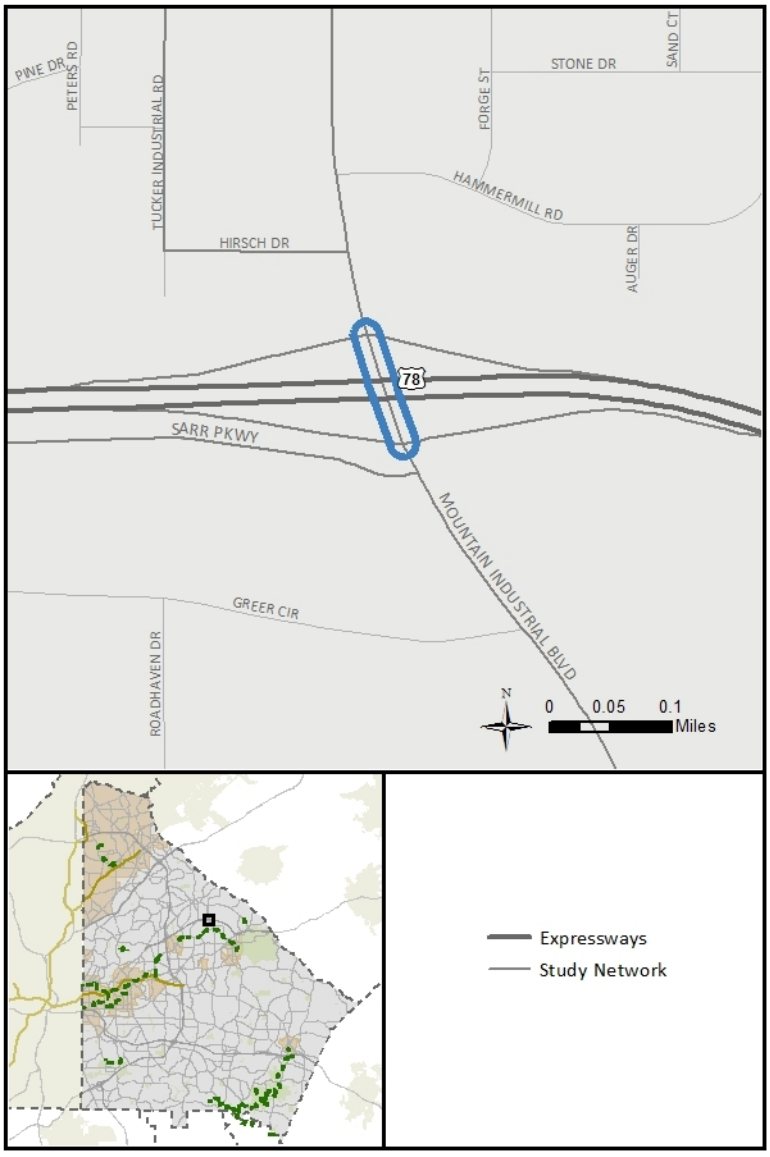
Mountain Industrial Boulevard at Stone Mountain Parkway Intersection Lighting Improvements

Project 6028
Tier 2C

Project Description

Add lighting to ramps and approaches at this interchange.

Project Details	
PROJECT ID	6028
LOCATION	Mountain Industrial Blvd @ Stone Mountain Pkwy
EXTENTS	N/A
LENGTH	0.09 miles
PLAN 2040 ID	N/A



Project Cost Estimate	
ENGINEERING COST	$25,000
RIGHT-OF-WAY COST	$ -
CONSTRUCTION COST	$250,000
TOTAL CAPITAL COST	$275,000
OPERATIONS AND MAINTENANCE COST	$25,000

Project Implementation	
LOCAL LEAD	DeKalb / Stone Mountain CID
PERCENT LOCATION (Pct)	unincorporated DeKalb (100)

Funding Considerations			
On the National Highway System		Activity Center	
ASTRoMaP/ Regional Thoroughfare Network		Economic Development Area	X
State Route	X	LCI Area	
Multimodal Project	X	Equitable Target Area	

HCM 2010 Signalized Intersection Summary
1: Mtn Indus Blvd & US 78 WB Off Ramp/US 78 WB On Ramp

6/21/2016

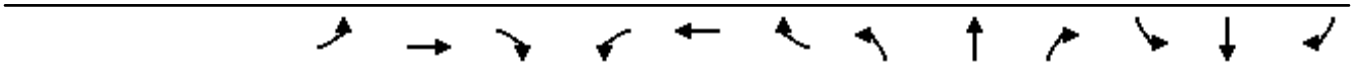
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	454	0	420	0	0	0	0	1409	64	113	733	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776				0	1810	1810	1776	1776	0
Adj Flow Rate, veh/h	493	0	0				0	1532	0	123	797	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7				0	5	5	7	7	0
Cap, veh/h	660	0	295				0	2593	807	335	2224	0
Arrive On Green	0.20	0.00	0.00				0.00	0.52	0.00	0.06	0.66	0.00
Sat Flow, veh/h	3382	0	1509				0	5103	1538	1691	3463	0
Grp Volume(v), veh/h	493	0	0				0	1532	0	123	797	0
Grp Sat Flow(s),veh/h/ln	1691	0	1509				0	1647	1538	1691	1687	0
Q Serve(g_s), s	7.6	0.0	0.0				0.0	11.7	0.0	1.6	5.8	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0				0.0	11.7	0.0	1.6	5.8	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	660	0	295				0	2593	807	335	2224	0
V/C Ratio(X)	0.75	0.00	0.00				0.00	0.59	0.00	0.37	0.36	0.00
Avail Cap(c_a), veh/h	1045	0	467				0	2593	807	354	2224	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.50	0.50	0.00
Uniform Delay (d), s/veh	20.8	0.0	0.0				0.0	9.0	0.0	7.0	4.2	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0				0.0	1.0	0.0	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	0.0				0.0	5.5	0.0	0.8	2.7	0.0
LnGrp Delay(d),s/veh	22.6	0.0	0.0				0.0	10.0	0.0	7.3	4.4	0.0
LnGrp LOS	C							A		A	A	
Approach Vol, veh/h		493						1532			920	
Approach Delay, s/veh		22.6						10.0			4.8	
Approach LOS		C						A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.4	32.9		14.7		40.3		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	4.0	22.0		17.0		30.0		
Max Q Clear Time (g_c+I1), s	3.6	13.7		9.6		7.8		
Green Ext Time (p_c), s	0.0	7.0		1.2		16.1		

Intersection Summary	
HCM 2010 Ctrl Delay	10.5
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	103	0	520	341	1663	0	0	710	671
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1937	0	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				112	0	565	371	1808	0	0	772	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	6	6	0	0	7	7
Cap, veh/h				570	0	489	533	1932	0	0	1670	0
Arrive On Green				0.31	0.00	0.31	0.16	0.57	0.00	0.00	0.34	0.00
Sat Flow, veh/h				1845	0	1583	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				112	0	565	371	1808	0	0	772	0
Grp Sat Flow(s),veh/h/ln				1845	0	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				2.9	0.0	20.0	8.3	31.7	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s				2.9	0.0	20.0	8.3	31.7	0.0	0.0	8.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				570	0	489	533	1932	0	0	1670	0
V/C Ratio(X)				0.20	0.00	1.15	0.70	0.94	0.00	0.00	0.46	0.00
Avail Cap(c_a), veh/h				570	0	489	549	1948	0	0	1670	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				16.4	0.0	22.3	10.6	12.9	0.0	0.0	16.5	0.0
Incr Delay (d2), s/veh				0.2	0.0	90.5	3.7	9.2	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	20.9	4.4	17.0	0.0	0.0	3.6	0.0
LnGrp Delay(d),s/veh				16.6	0.0	112.9	14.3	22.1	0.0	0.0	16.7	0.0
LnGrp LOS				B		F	B	C			B	
Approach Vol, veh/h					677			2179			772	
Approach Delay, s/veh					97.0			20.8			16.7	
Approach LOS					F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		40.7			14.4	26.3		24.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		37.0			11.0	22.0		20.0
Max Q Clear Time (g_c+I1), s		33.7			10.3	10.0		22.0
Green Ext Time (p_c), s		3.0			0.1	10.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	194	137	151	897	136	323	1027	40	84	900	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1863	1863	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	52	211	149	164	975	148	355	1129	44	91	978	51
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	5	5	5	6	6	6
Cap, veh/h	137	510	344	403	971	147	377	1417	55	229	1000	52
Arrive On Green	0.03	0.26	0.26	0.09	0.31	0.31	0.17	0.42	0.42	0.05	0.30	0.30
Sat Flow, veh/h	1707	1949	1314	1774	3082	468	1723	3374	131	1707	3293	172
Grp Volume(v), veh/h	52	183	177	164	560	563	355	575	598	91	506	523
Grp Sat Flow(s),veh/h/ln	1707	1703	1560	1774	1770	1780	1723	1719	1786	1707	1703	1762
Q Serve(g_s), s	2.0	7.9	8.4	5.7	28.0	28.0	13.6	25.9	25.9	3.2	26.1	26.1
Cycle Q Clear(g_c), s	2.0	7.9	8.4	5.7	28.0	28.0	13.6	25.9	25.9	3.2	26.1	26.1
Prop In Lane	1.00		0.84	1.00		0.26	1.00		0.07	1.00		0.10
Lane Grp Cap(c), veh/h	137	446	409	403	557	561	377	722	750	229	517	535
V/C Ratio(X)	0.38	0.41	0.43	0.41	1.00	1.00	0.94	0.80	0.80	0.40	0.98	0.98
Avail Cap(c_a), veh/h	158	446	409	431	557	561	377	722	750	236	517	535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.9	27.1	27.3	20.2	30.4	30.4	23.8	22.5	22.5	21.2	30.6	30.6
Incr Delay (d2), s/veh	1.7	0.6	0.7	0.7	39.1	39.2	31.8	8.9	8.6	1.1	34.4	33.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.8	3.7	2.8	19.5	19.7	11.9	14.1	14.6	1.6	17.2	17.7
LnGrp Delay(d),s/veh	27.6	27.7	28.0	20.8	69.5	69.7	55.6	31.4	31.1	22.3	65.1	64.4
LnGrp LOS	C	C	C	C	F	F	E	C	C	C	E	E
Approach Vol, veh/h		412			1287			1528			1120	
Approach Delay, s/veh		27.9			63.4			36.9			61.3	
Approach LOS		C			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	41.3	11.6	27.3	19.0	31.0	6.9	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	37.0	9.0	23.0	15.0	27.0	4.0	28.0
Max Q Clear Time (g_c+I1), s	5.2	27.9	7.7	10.4	15.6	28.1	4.0	30.0
Green Ext Time (p_c), s	0.0	7.2	0.1	6.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	50.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	357	19	591	1325	293	40	609	189	127	570	228
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1881	1881	1900	1743	1743	1743	1776	1776	1776
Adj Flow Rate, veh/h	135	401	21	642	1440	318	48	725	0	138	620	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	1	1	1	9	9	9	7	7	7
Cap, veh/h	157	893	47	740	1463	315	207	736	329	177	1087	486
Arrive On Green	0.04	0.27	0.27	0.28	0.50	0.50	0.22	0.22	0.00	0.06	0.32	0.00
Sat Flow, veh/h	1740	3356	175	1792	2926	631	749	3312	1482	1691	3374	1509
Grp Volume(v), veh/h	135	207	215	642	866	892	48	725	0	138	620	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1796	1792	1787	1770	749	1656	1482	1691	1687	1509
Q Serve(g_s), s	4.0	8.9	9.0	21.8	42.3	45.0	5.1	19.6	0.0	5.0	13.7	0.0
Cycle Q Clear(g_c), s	4.0	8.9	9.0	21.8	42.3	45.0	9.9	19.6	0.0	5.0	13.7	0.0
Prop In Lane	1.00		0.10	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	462	478	740	894	885	207	736	329	177	1087	486
V/C Ratio(X)	0.86	0.45	0.45	0.87	0.97	1.01	0.23	0.99	0.00	0.78	0.57	0.00
Avail Cap(c_a), veh/h	157	462	478	839	894	885	207	736	329	177	1087	486
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.1	27.5	27.5	15.0	21.8	22.5	33.2	34.9	0.0	28.3	25.3	0.0
Incr Delay (d2), s/veh	34.8	0.7	0.7	8.8	22.8	32.2	0.6	29.4	0.0	19.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.3	4.5	12.3	26.3	29.8	1.1	12.0	0.0	2.1	6.5	0.0
LnGrp Delay(d),s/veh	64.9	28.2	28.2	23.8	44.6	54.7	33.7	64.2	0.0	48.0	26.0	0.0
LnGrp LOS	E	C	C	C	D	F	C	E		D	C	
Approach Vol, veh/h		557			2400			773			758	
Approach Delay, s/veh		37.1			42.8			62.3			30.0	
Approach LOS		D			D			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	28.0		33.0	8.0	49.0	9.0	24.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	30.0	19.0		29.0	4.0	45.0	5.0	20.0
Max Q Clear Time (g_c+I1), s	23.8	11.0		15.7	6.0	47.0	7.0	21.6
Green Ext Time (p_c), s	1.3	6.7		7.1	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	314	198	7	2	653	916	7	14	7	211	8	612
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1845	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	353	222	8	2	710	0	8	16	8	261	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	1	1	1	3	3	3
Cap, veh/h	589	1714	62	408	1013	453	79	158	79	625	0	279
Arrive On Green	0.18	0.51	0.51	0.29	0.29	0.00	0.18	0.18	0.18	0.18	0.00	0.00
Sat Flow, veh/h	3312	3354	120	1135	3505	1568	445	890	445	3514	0	1568
Grp Volume(v), veh/h	353	112	118	2	710	0	32	0	0	261	0	0
Grp Sat Flow(s),veh/h/ln	1656	1703	1771	1135	1752	1568	1780	0	0	1757	0	1568
Q Serve(g_s), s	8.8	3.1	3.1	0.1	16.3	0.0	1.4	0.0	0.0	5.9	0.0	0.0
Cycle Q Clear(g_c), s	8.8	3.1	3.1	0.1	16.3	0.0	1.4	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	589	870	905	408	1013	453	317	0	0	625	0	279
V/C Ratio(X)	0.60	0.13	0.13	0.00	0.70	0.00	0.10	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	589	870	905	408	1013	453	317	0	0	625	0	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.1	11.5	11.5	22.8	28.5	0.0	31.0	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	4.5	0.3	0.3	0.0	4.1	0.0	0.6	0.0	0.0	2.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	1.5	1.6	0.0	8.5	0.0	0.7	0.0	0.0	3.0	0.0	0.0
LnGrp Delay(d),s/veh	38.5	11.8	11.8	22.8	32.6	0.0	31.6	0.0	0.0	34.9	0.0	0.0
LnGrp LOS	D	B	B	C	C		C			C		
Approach Vol, veh/h		583			712			32			261	
Approach Delay, s/veh		28.0			32.6			31.6			34.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		50.0		20.0	20.0	30.0		20.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		46.0		16.0	16.0	26.0		16.0
Max Q Clear Time (g_c+I1), s		5.1		3.4	10.8	18.3		7.9
Green Ext Time (p_c), s		6.6		0.1	0.6	3.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	246	30	83	1219	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	88	88
Heavy Vehicles, %	5	5	1	1	5	5
Mvmt Flow	267	33	90	1325	12	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	1127	150
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	-	-	4.12	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.21	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	1265	-	194	860
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	375	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1265	-	142	860
Mov Cap-2 Maneuver	-	-	-	-	142	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	274	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	22.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	227	-	-	1265	-
HCM Lane V/C Ratio	0.1	-	-	0.071	-
HCM Control Delay (s)	22.6	-	-	8.1	1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	243	12	5	1185	3	72	0	10	5	0	24
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1863	1863	1900	1900	1881	1900	1900	1845	1900
Adj Flow Rate, veh/h	2	264	0	5	1288	0	87	0	12	7	0	33
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.73	0.73	0.73
Percent Heavy Veh, %	5	5	5	2	2	2	1	1	1	3	3	3
Cap, veh/h	198	1397	0	905	1444	0	192	0	16	61	12	117
Arrive On Green	0.00	0.77	0.00	0.01	0.78	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1723	1810	0	1774	1863	0	1330	0	183	148	138	1351
Grp Volume(v), veh/h	2	264	0	5	1288	0	99	0	0	40	0	0
Grp Sat Flow(s),veh/h/ln	1723	1810	0	1774	1863	0	1513	0	0	1638	0	0
Q Serve(g_s), s	0.0	3.4	0.0	0.1	44.4	0.0	3.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.4	0.0	0.1	44.4	0.0	5.5	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.88		0.12	0.17		0.82
Lane Grp Cap(c), veh/h	198	1397	0	905	1444	0	208	0	0	190	0	0
V/C Ratio(X)	0.01	0.19	0.00	0.01	0.89	0.00	0.48	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	273	1397	0	977	1444	0	342	0	0	336	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.3	2.7	0.0	2.3	7.2	0.0	39.1	0.0	0.0	37.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	8.7	0.0	1.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.0	0.0	25.7	0.0	2.4	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	13.4	3.0	0.0	2.3	15.9	0.0	40.8	0.0	0.0	38.2	0.0	0.0
LnGrp LOS	B	A		A	B		D			D		
Approach Vol, veh/h		266			1293			99			40	
Approach Delay, s/veh		3.1			15.9			40.8			38.2	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	72.0		11.6	4.2	72.3		11.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	68.0		16.0	4.0	68.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	5.4		7.5	2.0	46.4		4.0
Green Ext Time (p_c), s	0.0	26.3		0.4	0.0	14.6		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	86.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Vol, veh/h	59	205	756	5	7	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	400	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	82	82	83	83
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	66	228	922	6	8	495

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	928	0	-	0	1284	925
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	733	-	-	-	183	~ 328
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	733	-	-	-	167	~ 328
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	645	-

Approach	EB	WB	SW
HCM Control Delay, s	2.3	0	295.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	733	-	-	-	323
HCM Lane V/C Ratio	0.089	-	-	-	1.559
HCM Control Delay (s)	10.4	-	-	-	295.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	29.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	150	16	248	46	14	687
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1845	1900	1863	1863
Adj Flow Rate, veh/h	170	18	299	55	16	763
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.83	0.83	0.90	0.90
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	222	24	878	161	673	1272
Arrive On Green	0.14	0.14	0.58	0.58	0.02	0.68
Sat Flow, veh/h	1578	167	1516	279	1774	1863
Grp Volume(v), veh/h	189	0	0	354	16	763
Grp Sat Flow(s),veh/h/ln	1754	0	0	1795	1774	1863
Q Serve(g_s), s	4.7	0.0	0.0	4.7	0.1	10.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	4.7	0.1	10.0
Prop In Lane	0.90	0.10		0.16	1.00	
Lane Grp Cap(c), veh/h	247	0	0	1039	673	1272
V/C Ratio(X)	0.76	0.00	0.00	0.34	0.02	0.60
Avail Cap(c_a), veh/h	618	0	0	1039	801	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	5.0	3.5	3.9
Incr Delay (d2), s/veh	4.9	0.0	0.0	0.9	0.0	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.5	0.1	5.6
LnGrp Delay(d),s/veh	23.7	0.0	0.0	5.9	3.5	6.0
LnGrp LOS	C			A	A	A
Approach Vol, veh/h	189		354			779
Approach Delay, s/veh	23.7		5.9			5.9
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		35.0			4.7	30.3		10.4
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		31.0			4.0	23.0		16.0
Max Q Clear Time (g_c+I1), s		12.0			2.1	6.7		6.7
Green Ext Time (p_c), s		6.9			0.0	6.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	509	13	104	1075	163	118	184	201	33	44	85
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1863	1863	1863	1792	1792	1792
Adj Flow Rate, veh/h	80	559	14	117	1208	183	137	214	234	39	52	101
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	6	6	6
Cap, veh/h	202	1424	36	458	1313	198	463	482	410	303	415	353
Arrive On Green	0.05	0.42	0.42	0.06	0.43	0.43	0.06	0.26	0.26	0.03	0.23	0.23
Sat Flow, veh/h	1707	3395	85	1740	3026	456	1774	1863	1583	1707	1792	1524
Grp Volume(v), veh/h	80	280	293	117	690	701	137	214	234	39	52	101
Grp Sat Flow(s),veh/h/ln	1707	1703	1777	1740	1736	1746	1774	1863	1583	1707	1792	1524
Q Serve(g_s), s	1.8	7.9	7.9	2.6	25.9	26.2	4.0	6.7	8.9	1.2	1.6	3.8
Cycle Q Clear(g_c), s	1.8	7.9	7.9	2.6	25.9	26.2	4.0	6.7	8.9	1.2	1.6	3.8
Prop In Lane	1.00		0.05	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	714	746	458	753	758	463	482	410	303	415	353
V/C Ratio(X)	0.40	0.39	0.39	0.26	0.92	0.92	0.30	0.44	0.57	0.13	0.13	0.29
Avail Cap(c_a), veh/h	223	714	746	505	753	758	463	482	410	350	415	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	13.9	13.9	10.6	18.4	18.5	19.0	21.5	22.3	19.4	21.0	21.9
Incr Delay (d2), s/veh	1.3	1.6	1.6	0.3	17.9	18.7	0.4	2.9	5.7	0.2	0.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	4.1	1.2	16.0	16.4	0.1	3.8	4.5	0.6	0.9	1.8
LnGrp Delay(d),s/veh	17.2	15.6	15.5	10.9	36.2	37.2	19.3	24.4	28.0	19.6	21.7	23.9
LnGrp LOS	B	B	B	B	D	D	B	C	C	B	C	C
Approach Vol, veh/h		653			1508			585			192	
Approach Delay, s/veh		15.7			34.7			24.6			22.4	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	33.0	8.0	20.0	7.1	34.0	6.1	21.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	28.0	4.0	16.0	4.0	30.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	4.6	9.9	6.0	5.8	3.8	28.2	3.2	10.9
Green Ext Time (p_c), s	0.0	11.5	0.0	2.0	0.0	1.5	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	381	116	122	1095	79	116	254	113	42	140	42
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1900	1863	1863	1900	1810	1810	1810
Adj Flow Rate, veh/h	130	419	127	137	1230	89	129	282	126	51	169	51
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	5	5	5
Cap, veh/h	237	1107	332	485	1457	105	381	304	136	182	376	319
Arrive On Green	0.06	0.43	0.43	0.07	0.44	0.44	0.08	0.25	0.25	0.04	0.21	0.21
Sat Flow, veh/h	1707	2583	775	1757	3315	240	1774	1221	546	1723	1810	1538
Grp Volume(v), veh/h	130	275	271	137	649	670	129	0	408	51	169	51
Grp Sat Flow(s),veh/h/ln	1707	1703	1656	1757	1752	1802	1774	0	1766	1723	1810	1538
Q Serve(g_s), s	3.1	8.0	8.1	3.1	23.9	24.0	4.0	0.0	16.3	1.7	5.9	2.0
Cycle Q Clear(g_c), s	3.1	8.0	8.1	3.1	23.9	24.0	4.0	0.0	16.3	1.7	5.9	2.0
Prop In Lane	1.00		0.47	1.00		0.13	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	237	730	709	485	770	792	381	0	439	182	376	319
V/C Ratio(X)	0.55	0.38	0.38	0.28	0.84	0.85	0.34	0.00	0.93	0.28	0.45	0.16
Avail Cap(c_a), veh/h	237	730	709	514	799	822	392	0	439	217	400	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	14.1	14.1	10.6	18.1	18.1	19.6	0.0	26.6	22.7	25.1	23.5
Incr Delay (d2), s/veh	2.7	1.5	1.6	0.3	8.0	7.9	0.5	0.0	26.1	0.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	4.0	4.0	1.5	13.1	13.7	2.0	0.0	11.1	0.8	3.0	0.8
LnGrp Delay(d),s/veh	18.5	15.6	15.7	10.9	26.0	26.0	20.1	0.0	52.6	23.5	25.9	23.7
LnGrp LOS	B	B	B	B	C	C	C		D	C	C	C
Approach Vol, veh/h		676			1456			537			271	
Approach Delay, s/veh		16.2			24.6			44.8			25.0	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	35.0	9.5	19.0	8.0	35.8	6.6	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	31.0	6.0	16.0	4.0	33.0	4.0	18.0
Max Q Clear Time (g_c+I1), s	5.1	10.1	6.0	7.9	5.1	26.0	3.7	18.3
Green Ext Time (p_c), s	0.0	11.9	0.0	2.3	0.0	5.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	49	157	110	152	542	40
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1863	1863	1863	1900
Adj Flow Rate, veh/h	57	0	141	195	630	47
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	79	71	583	1439	1040	78
Arrive On Green	0.05	0.00	0.07	0.77	0.61	0.61
Sat Flow, veh/h	1740	1553	1774	1863	1712	128
Grp Volume(v), veh/h	57	0	141	195	0	677
Grp Sat Flow(s),veh/h/ln	1740	1553	1774	1863	0	1840
Q Serve(g_s), s	1.4	0.0	1.0	1.2	0.0	10.1
Cycle Q Clear(g_c), s	1.4	0.0	1.0	1.2	0.0	10.1
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	79	71	583	1439	0	1117
V/C Ratio(X)	0.72	0.00	0.24	0.14	0.00	0.61
Avail Cap(c_a), veh/h	712	635	612	1439	0	1117
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	3.8	1.3	0.0	5.4
Incr Delay (d2), s/veh	11.5	0.0	0.2	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.6	0.7	0.0	5.6
LnGrp Delay(d),s/veh	32.2	0.0	4.0	1.5	0.0	7.8
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	57			336	677	
Approach Delay, s/veh	32.2			2.5	7.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				38.0		6.0	7.3	30.7
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				34.0		18.0	4.0	26.0
Max Q Clear Time (g_c+I1), s				3.2		3.4	3.0	12.1
Green Ext Time (p_c), s				5.9		0.1	0.0	4.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
1: Mtn Indus Blvd & US 78 WB Off Ramp/US 78 WB On Ramp

6/21/2016

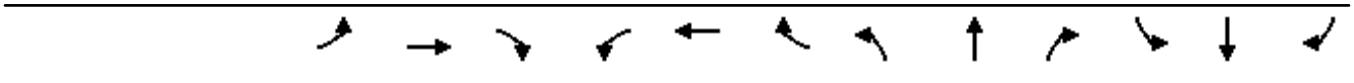
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	462	0	277	0	0	0	0	1083	183	454	1316	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1681	1681				0	1810	1810	1845	1845	0
Adj Flow Rate, veh/h	544	0	0				0	1231	0	493	1430	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.85	0.85	0.85				0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13				0	5	5	3	3	0
Cap, veh/h	674	0	301				0	1962	611	546	2300	0
Arrive On Green	0.21	0.00	0.00				0.00	0.40	0.00	0.19	0.66	0.00
Sat Flow, veh/h	3203	0	1429				0	5103	1538	1757	3597	0
Grp Volume(v), veh/h	544	0	0				0	1231	0	493	1430	0
Grp Sat Flow(s),veh/h/ln	1601	0	1429				0	1647	1538	1757	1752	0
Q Serve(g_s), s	9.7	0.0	0.0				0.0	12.0	0.0	9.0	14.2	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.0				0.0	12.0	0.0	9.0	14.2	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	674	0	301				0	1962	611	546	2300	0
V/C Ratio(X)	0.81	0.00	0.00				0.00	0.63	0.00	0.90	0.62	0.00
Avail Cap(c_a), veh/h	854	0	381				0	1962	611	618	2300	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.22	0.22	0.00
Uniform Delay (d), s/veh	22.5	0.0	0.0				0.0	14.5	0.0	10.7	6.0	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.0				0.0	1.5	0.0	4.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.0	0.0				0.0	5.6	0.0	4.9	6.8	0.0
LnGrp Delay(d),s/veh	27.1	0.0	0.0				0.0	16.1	0.0	14.9	6.3	0.0
LnGrp LOS	C							B		B	A	
Approach Vol, veh/h		544						1231			1923	
Approach Delay, s/veh		27.1						16.1			8.5	
Approach LOS		C						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.5	27.8		16.6		43.4		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	14.0	18.0		16.0		36.0		
Max Q Clear Time (g_c+I1), s	11.0	14.0		11.7		16.2		
Green Ext Time (p_c), s	0.5	3.7		0.9		16.3		

Intersection Summary	
HCM 2010 Ctrl Delay	13.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	63	0	181	301	1280	0	0	1704	711
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1918	0	1845	1792	1792	0	0	1839	1900
Adj Flow Rate, veh/h				70	0	201	342	1455	0	0	1852	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %				3	0	3	6	6	0	0	3	3
Cap, veh/h				274	0	235	379	2593	0	0	2969	0
Arrive On Green				0.15	0.00	0.15	0.13	0.76	0.00	0.00	0.59	0.00
Sat Flow, veh/h				1827	0	1568	1707	3495	0	0	5353	0
Grp Volume(v), veh/h				70	0	201	342	1455	0	0	1852	0
Grp Sat Flow(s),veh/h/ln				1827	0	1568	1707	1703	0	0	1674	0
Q Serve(g_s), s				3.0	0.0	11.3	8.9	16.0	0.0	0.0	21.5	0.0
Cycle Q Clear(g_c), s				3.0	0.0	11.3	8.9	16.0	0.0	0.0	21.5	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				274	0	235	379	2593	0	0	2969	0
V/C Ratio(X)				0.26	0.00	0.86	0.90	0.56	0.00	0.00	0.62	0.00
Avail Cap(c_a), veh/h				325	0	279	449	2593	0	0	2969	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.53	0.53	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				33.8	0.0	37.3	21.0	4.5	0.0	0.0	11.9	0.0
Incr Delay (d2), s/veh				0.5	0.0	19.7	11.7	0.5	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	6.1	9.5	7.4	0.0	0.0	10.0	0.0
LnGrp Delay(d),s/veh				34.3	0.0	57.0	32.7	4.9	0.0	0.0	12.9	0.0
LnGrp LOS				C		E	C	A			B	
Approach Vol, veh/h					271			1797			1852	
Approach Delay, s/veh					51.1			10.2			12.9	
Approach LOS					D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		72.5			15.3	57.2		17.5
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			15.0	47.0		16.0
Max Q Clear Time (g_c+I1), s		18.0			10.9	23.5		13.3
Green Ext Time (p_c), s		39.8			0.4	21.3		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	794	239	94	314	64	207	819	119	251	1100	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1792	1792	1900	1810	1810	1900
Adj Flow Rate, veh/h	90	863	260	102	341	70	225	890	129	273	1196	68
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	375	835	251	158	885	180	254	1029	149	326	1213	69
Arrive On Green	0.05	0.31	0.31	0.04	0.30	0.30	0.10	0.34	0.34	0.12	0.37	0.37
Sat Flow, veh/h	1774	2683	807	1757	2904	589	1707	2986	433	1723	3308	188
Grp Volume(v), veh/h	90	569	554	102	204	207	225	508	511	273	621	643
Grp Sat Flow(s),veh/h/ln	1774	1770	1720	1757	1752	1741	1707	1703	1716	1723	1719	1776
Q Serve(g_s), s	3.1	28.0	28.0	3.6	8.3	8.4	7.6	25.0	25.1	9.0	32.2	32.3
Cycle Q Clear(g_c), s	3.1	28.0	28.0	3.6	8.3	8.4	7.6	25.0	25.1	9.0	32.2	32.3
Prop In Lane	1.00		0.47	1.00		0.34	1.00		0.25	1.00		0.11
Lane Grp Cap(c), veh/h	375	551	535	158	534	531	254	587	591	326	630	651
V/C Ratio(X)	0.24	1.03	1.04	0.65	0.38	0.39	0.89	0.87	0.87	0.84	0.99	0.99
Avail Cap(c_a), veh/h	384	551	535	158	534	531	254	587	591	326	630	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	31.0	31.0	24.4	24.6	24.7	21.3	27.5	27.6	20.2	28.3	28.3
Incr Delay (d2), s/veh	0.3	47.2	48.3	8.7	0.4	0.5	29.0	15.7	15.6	17.2	32.5	32.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	20.8	20.4	2.1	4.0	4.1	5.5	14.3	14.3	5.7	20.9	21.5
LnGrp Delay(d),s/veh	20.5	78.2	79.3	33.1	25.1	25.1	50.3	43.2	43.1	37.3	60.7	60.5
LnGrp LOS	C	F	F	C	C	C	D	D	D	D	E	E
Approach Vol, veh/h		1213			513			1244			1537	
Approach Delay, s/veh		74.4			26.7			44.5			56.5	
Approach LOS		E			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	35.0	8.0	32.0	13.0	37.0	8.6	31.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	31.0	4.0	28.0	9.0	33.0	5.0	27.0
Max Q Clear Time (g_c+I1), s	11.0	27.1	5.6	30.0	9.6	34.3	5.1	10.4
Green Ext Time (p_c), s	0.0	3.5	0.0	0.0	0.0	0.0	0.0	8.5

Intersection Summary	
HCM 2010 Ctrl Delay	54.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	239	1168	31	226	600	162	30	609	576	256	907	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1827	1827	1827	1845	1845	1845
Adj Flow Rate, veh/h	260	1270	34	246	652	176	34	692	0	278	986	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	3	3	3
Cap, veh/h	401	1268	34	283	950	256	167	741	331	296	1308	585
Arrive On Green	0.12	0.36	0.36	0.11	0.35	0.35	0.21	0.21	0.00	0.11	0.37	0.00
Sat Flow, veh/h	1774	3521	94	1757	2731	736	558	3471	1553	1757	3505	1568
Grp Volume(v), veh/h	260	638	666	246	418	410	34	692	0	278	986	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1846	1757	1752	1715	558	1736	1553	1757	1752	1568
Q Serve(g_s), s	6.9	27.0	27.0	6.7	15.3	15.4	4.2	14.7	0.0	8.0	18.4	0.0
Cycle Q Clear(g_c), s	6.9	27.0	27.0	6.7	15.3	15.4	10.6	14.7	0.0	8.0	18.4	0.0
Prop In Lane	1.00		0.05	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	401	637	665	283	609	596	167	741	331	296	1308	585
V/C Ratio(X)	0.65	1.00	1.00	0.87	0.69	0.69	0.20	0.93	0.00	0.94	0.75	0.00
Avail Cap(c_a), veh/h	427	637	665	283	609	596	167	741	331	296	1308	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.1	24.0	24.0	17.5	21.0	21.0	30.4	29.0	0.0	22.6	20.5	0.0
Incr Delay (d2), s/veh	3.1	36.0	35.5	23.7	3.2	3.3	2.7	20.5	0.0	36.2	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	19.5	20.2	5.0	8.0	7.8	0.8	9.1	0.0	4.9	9.6	0.0
LnGrp Delay(d),s/veh	18.2	60.0	59.5	41.2	24.2	24.3	33.1	49.5	0.0	58.8	24.5	0.0
LnGrp LOS	B	F	F	D	C	C	C	D		E	C	
Approach Vol, veh/h		1564			1074			726			1264	
Approach Delay, s/veh		52.8			28.1			48.7			32.1	
Approach LOS		D			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.0	12.0	31.0		32.0	12.9	30.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	16.0	8.0	27.0		28.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	16.7	8.7	29.0		20.4	8.9	17.4
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		5.5	0.1	6.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	679	688	14	1	355	465	7	15	1	809	19	730
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	738	748	15	1	408	0	12	25	2	904	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.60	0.60	0.60	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	727	1538	31	205	629	281	100	209	17	916	0	409
Arrive On Green	0.21	0.43	0.43	0.18	0.18	0.00	0.18	0.18	0.18	0.26	0.00	0.00
Sat Flow, veh/h	3442	3549	71	701	3539	1583	565	1177	94	3583	0	1599
Grp Volume(v), veh/h	738	373	390	1	408	0	39	0	0	904	0	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1850	701	1770	1583	1836	0	0	1792	0	1599
Q Serve(g_s), s	19.0	13.6	13.6	0.1	9.6	0.0	1.6	0.0	0.0	22.6	0.0	0.0
Cycle Q Clear(g_c), s	19.0	13.6	13.6	0.1	9.6	0.0	1.6	0.0	0.0	22.6	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.31		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	727	767	802	205	629	281	326	0	0	916	0	409
V/C Ratio(X)	1.02	0.49	0.49	0.00	0.65	0.00	0.12	0.00	0.00	0.99	0.00	0.00
Avail Cap(c_a), veh/h	727	767	802	205	629	281	326	0	0	916	0	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	18.3	18.3	30.5	34.4	0.0	31.1	0.0	0.0	33.4	0.0	0.0
Incr Delay (d2), s/veh	37.4	2.2	2.1	0.0	5.1	0.0	0.7	0.0	0.0	26.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	7.1	7.4	0.0	5.2	0.0	0.9	0.0	0.0	14.6	0.0	0.0
LnGrp Delay(d),s/veh	72.9	20.5	20.4	30.5	39.5	0.0	31.8	0.0	0.0	60.2	0.0	0.0
LnGrp LOS	F	C	C	C	D		C			E		
Approach Vol, veh/h		1501			409			39			904	
Approach Delay, s/veh		46.2			39.5			31.8			60.2	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		43.0		27.0	23.0	20.0		20.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		39.0		23.0	19.0	16.0		16.0
Max Q Clear Time (g_c+I1), s		15.6		24.6	21.0	11.6		3.6
Green Ext Time (p_c), s		7.2		0.0	0.0	2.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.5
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	9.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1185	18	14	414	33	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	74	74
Heavy Vehicles, %	1	1	3	3	3	3
Mvmt Flow	1288	20	16	470	45	186

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1308	0	1565	654
Stage 1	-	-	-	-	1298	-
Stage 2	-	-	-	-	267	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	520	-	101	407
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	751	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	520	-	97	407
Mov Cap-2 Maneuver	-	-	-	-	97	-
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	719	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	79.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	252	-	-	520	-
HCM Lane V/C Ratio	0.917	-	-	0.031	-
HCM Control Delay (s)	79.6	-	-	12.1	0.2
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	8.1	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1214	46	19	396	1	24	0	19	2	0	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1845	1845	1900	1900	1881	1900	1900	1863	1900
Adj Flow Rate, veh/h	14	1320	0	22	460	0	31	0	25	3	0	12
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.77	0.77	0.77	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	3	3	3	1	1	1	2	2	2
Cap, veh/h	802	1520	0	253	1501	0	98	2	34	54	7	66
Arrive On Green	0.01	0.81	0.00	0.02	0.81	0.00	0.05	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1792	1881	0	1757	1845	0	814	42	690	198	136	1335
Grp Volume(v), veh/h	14	1320	0	22	460	0	56	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1757	1845	0	1546	0	0	1669	0	0
Q Serve(g_s), s	0.1	43.6	0.0	0.2	6.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	43.6	0.0	0.2	6.0	0.0	3.4	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.55		0.45	0.20		0.80
Lane Grp Cap(c), veh/h	802	1520	0	253	1501	0	134	0	0	127	0	0
V/C Ratio(X)	0.02	0.87	0.00	0.09	0.31	0.00	0.42	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	853	1520	0	294	1501	0	308	0	0	306	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.7	6.0	0.0	11.9	2.2	0.0	45.2	0.0	0.0	44.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.0	0.0	0.1	0.5	0.0	2.1	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	24.6	0.0	0.3	3.2	0.0	1.6	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	1.7	13.0	0.0	12.0	2.8	0.0	47.3	0.0	0.0	44.4	0.0	0.0
LnGrp LOS	A	B		B	A		D			D		
Approach Vol, veh/h		1334			482			56			15	
Approach Delay, s/veh		12.8			3.2			47.3			44.4	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	82.0		8.7	5.3	82.5		8.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	78.0		16.0	4.0	78.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	45.6		5.4	2.1	8.0		2.9
Green Ext Time (p_c), s	0.0	20.2		0.2	0.0	29.6		0.2

Intersection Summary		
HCM 2010 Ctrl Delay		11.6
HCM 2010 LOS		B

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Vol, veh/h	367	871	279	5	4	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	400	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	85	85	91	91
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	399	947	328	6	4	156

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	334	0	-	0	2076	331
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	1745	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1231	-	-	-	59	713
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	155	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1231	-	-	-	40	713
Mov Cap-2 Maneuver	-	-	-	-	40	-
Stage 1	-	-	-	-	730	-
Stage 2	-	-	-	-	105	-

Approach	EB	WB	SW
HCM Control Delay, s	2.8	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1231	-	-	-	488
HCM Lane V/C Ratio	0.324	-	-	-	0.329
HCM Control Delay (s)	9.3	-	-	-	15.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	1.4	-	-	-	1.4

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	58	15	842	216	12	272
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1881	1900	1881	1881
Adj Flow Rate, veh/h	85	22	915	235	14	316
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.68	0.68	0.92	0.92	0.86	0.86
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	109	28	1095	281	280	1544
Arrive On Green	0.08	0.08	0.76	0.76	0.01	0.82
Sat Flow, veh/h	1377	356	1445	371	1792	1881
Grp Volume(v), veh/h	108	0	0	1150	14	316
Grp Sat Flow(s),veh/h/ln	1749	0	0	1816	1792	1881
Q Serve(g_s), s	4.9	0.0	0.0	33.6	0.1	2.9
Cycle Q Clear(g_c), s	4.9	0.0	0.0	33.6	0.1	2.9
Prop In Lane	0.79	0.20		0.20	1.00	
Lane Grp Cap(c), veh/h	139	0	0	1376	280	1544
V/C Ratio(X)	0.78	0.00	0.00	0.84	0.05	0.20
Avail Cap(c_a), veh/h	348	0	0	1376	346	1544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	6.4	9.8	1.5
Incr Delay (d2), s/veh	8.9	0.0	0.0	6.1	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	18.6	0.1	1.6
LnGrp Delay(d),s/veh	45.2	0.0	0.0	12.6	9.9	1.8
LnGrp LOS	D			B	A	A
Approach Vol, veh/h	108		1150			330
Approach Delay, s/veh	45.2		12.6			2.2
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.0			5.1	64.9		10.4
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			4.0	58.0		16.0
Max Q Clear Time (g_c+I1), s		4.9			2.1	35.6		6.9
Green Ext Time (p_c), s		18.0			0.0	12.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	1053	48	327	784	58	36	84	275	136	284	172
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	85	1157	53	355	852	63	41	97	316	149	312	189
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	1	1	1
Cap, veh/h	368	1345	62	395	1642	121	209	383	326	340	422	359
Arrive On Green	0.05	0.39	0.39	0.15	0.50	0.50	0.03	0.20	0.20	0.05	0.22	0.22
Sat Flow, veh/h	1774	3447	158	1757	3309	245	1792	1881	1599	1792	1881	1599
Grp Volume(v), veh/h	85	594	616	355	451	464	41	97	316	149	312	189
Grp Sat Flow(s),veh/h/ln	1774	1770	1835	1757	1752	1801	1792	1881	1599	1792	1881	1599
Q Serve(g_s), s	2.2	24.2	24.2	9.7	13.7	13.7	1.4	3.4	15.4	4.0	12.1	8.2
Cycle Q Clear(g_c), s	2.2	24.2	24.2	9.7	13.7	13.7	1.4	3.4	15.4	4.0	12.1	8.2
Prop In Lane	1.00		0.09	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	368	690	716	395	870	894	209	383	326	340	422	359
V/C Ratio(X)	0.23	0.86	0.86	0.90	0.52	0.52	0.20	0.25	0.97	0.44	0.74	0.53
Avail Cap(c_a), veh/h	400	690	716	442	870	894	246	383	326	340	422	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	22.0	22.0	17.9	13.4	13.4	24.3	26.3	31.1	24.8	28.3	26.8
Incr Delay (d2), s/veh	0.3	13.2	12.9	19.4	2.2	2.1	0.5	1.6	43.0	0.9	11.0	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	14.3	14.7	9.6	7.1	7.2	0.7	1.9	10.7	0.9	7.5	4.2
LnGrp Delay(d),s/veh	13.7	35.2	34.9	37.4	15.6	15.6	24.8	27.9	74.0	25.7	39.4	32.2
LnGrp LOS	B	D	C	D	B	B	C	C	E	C	D	C
Approach Vol, veh/h		1295			1270			454			650	
Approach Delay, s/veh		33.7			21.7			59.7			34.2	
Approach LOS		C			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	34.7	6.4	21.6	7.6	43.0	8.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	30.0	4.0	16.0	5.0	39.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	11.7	26.2	3.4	14.1	4.2	15.7	6.0	17.4
Green Ext Time (p_c), s	0.3	3.2	0.0	0.9	0.0	14.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	32.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	1061	141	178	843	71	64	105	172	144	245	131
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1900	1863	1863	1863
Adj Flow Rate, veh/h	77	1234	164	207	980	83	77	127	207	157	266	142
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.83	0.83	0.83	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	2	2	2
Cap, veh/h	320	1461	193	280	1657	140	246	130	211	185	378	322
Arrive On Green	0.04	0.46	0.46	0.08	0.51	0.51	0.05	0.20	0.20	0.05	0.20	0.20
Sat Flow, veh/h	1774	3143	416	1757	3271	277	1792	645	1051	1774	1863	1583
Grp Volume(v), veh/h	77	692	706	207	525	538	77	0	334	157	266	142
Grp Sat Flow(s),veh/h/ln	1774	1770	1789	1757	1752	1796	1792	0	1696	1774	1863	1583
Q Serve(g_s), s	1.8	27.4	27.7	4.6	16.8	16.8	2.7	0.0	15.6	4.0	10.6	6.2
Cycle Q Clear(g_c), s	1.8	27.4	27.7	4.6	16.8	16.8	2.7	0.0	15.6	4.0	10.6	6.2
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	320	823	832	280	888	910	246	0	341	185	378	322
V/C Ratio(X)	0.24	0.84	0.85	0.74	0.59	0.59	0.31	0.00	0.98	0.85	0.70	0.44
Avail Cap(c_a), veh/h	380	823	832	289	888	910	250	0	341	185	378	322
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	18.7	18.8	16.8	13.8	13.8	24.2	0.0	31.6	29.6	29.5	27.8
Incr Delay (d2), s/veh	0.4	10.2	10.5	9.3	1.0	1.0	0.7	0.0	43.1	29.2	5.8	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	15.6	15.9	2.9	8.3	8.5	1.4	0.0	11.3	3.0	6.0	2.8
LnGrp Delay(d),s/veh	11.9	28.9	29.3	26.1	14.9	14.9	24.9	0.0	74.8	58.8	35.2	28.7
LnGrp LOS	B	C	C	C	B	B	C		E	E	D	C
Approach Vol, veh/h		1475			1270			411			565	
Approach Delay, s/veh		28.2			16.7			65.4			40.1	
Approach LOS		C			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	41.0	7.8	20.2	7.3	44.3	8.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	37.0	4.0	16.0	6.0	38.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	6.6	29.7	4.7	12.6	3.8	18.8	6.0	17.6
Green Ext Time (p_c), s	0.0	6.3	0.0	1.4	0.0	14.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.2
HCM 2010 LOS	C

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	18	49	98	760	240	35
Number	1	16	7	4	8	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1881	1881	1881	1900
Adj Flow Rate, veh/h	29	0	107	826	273	40
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.63	0.63	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	3	3	1	1	1	1
Cap, veh/h	47	42	887	1498	1031	151
Arrive On Green	0.03	0.00	0.07	0.80	0.64	0.64
Sat Flow, veh/h	1757	1568	1792	1881	1605	235
Grp Volume(v), veh/h	29	0	107	826	0	313
Grp Sat Flow(s),veh/h/ln	1757	1568	1792	1881	0	1840
Q Serve(g_s), s	0.7	0.0	0.7	7.2	0.0	3.3
Cycle Q Clear(g_c), s	0.7	0.0	0.7	7.2	0.0	3.3
Prop In Lane	1.00	1.00	1.00			0.13
Lane Grp Cap(c), veh/h	47	42	887	1498	0	1182
V/C Ratio(X)	0.61	0.00	0.12	0.55	0.00	0.26
Avail Cap(c_a), veh/h	622	555	928	1498	0	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	1.8	1.7	0.0	3.5
Incr Delay (d2), s/veh	12.1	0.0	0.1	1.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	4.1	0.0	1.8
LnGrp Delay(d),s/veh	33.8	0.0	1.9	3.1	0.0	4.0
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	29			933	313	
Approach Delay, s/veh	33.8			3.0	4.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				40.0		5.2	7.0	33.0
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				36.0		16.0	4.0	28.0
Max Q Clear Time (g_c+I1), s				9.2		2.7	2.7	5.3
Green Ext Time (p_c), s				8.2		0.0	0.0	7.7

Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	59	205	756	5	7	411
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1863	1900	1881	1900
Adj Flow Rate, veh/h	66	228	922	6	8	495
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.90	0.90	0.82	0.82	0.83	0.83
Percent Heavy Veh, %	3	3	2	2	0	0
Cap, veh/h	200	1153	1001	7	7	442
Arrive On Green	0.04	0.63	0.54	0.54	0.28	0.28
Sat Flow, veh/h	1757	1845	1849	12	25	1574
Grp Volume(v), veh/h	66	228	0	928	504	0
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1861	1602	0
Q Serve(g_s), s	1.3	4.5	0.0	39.0	24.0	0.0
Cycle Q Clear(g_c), s	1.3	4.5	0.0	39.0	24.0	0.0
Prop In Lane	1.00			0.01	0.02	0.98
Lane Grp Cap(c), veh/h	200	1153	0	1007	450	0
V/C Ratio(X)	0.33	0.20	0.00	0.92	1.12	0.00
Avail Cap(c_a), veh/h	217	1253	0	1090	450	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	18.1	6.8	0.0	17.9	30.7	0.0
Incr Delay (d2), s/veh	1.0	0.1	0.0	12.0	79.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	0.0	23.2	20.4	0.0
LnGrp Delay(d),s/veh	19.1	6.9	0.0	29.9	109.7	0.0
LnGrp LOS	B	A		C	F	
Approach Vol, veh/h		294	928		504	
Approach Delay, s/veh		9.6	29.9		109.7	
Approach LOS		A	C		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		57.4			7.2	50.2		28.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		58.0			4.0	50.0		24.0
Max Q Clear Time (g_c+I1), s		6.5			3.3	41.0		26.0
Green Ext Time (p_c), s		11.9			0.0	5.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.8
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	367	871	279	5	4	142
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1900	1881	1900
Adj Flow Rate, veh/h	399	947	328	6	4	156
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.85	0.85	0.91	0.91
Percent Heavy Veh, %	1	1	3	3	0	0
Cap, veh/h	737	1208	644	12	6	239
Arrive On Green	0.18	0.64	0.36	0.36	0.15	0.15
Sat Flow, veh/h	1792	1881	1806	33	40	1555
Grp Volume(v), veh/h	399	947	0	334	161	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1839	1605	0
Q Serve(g_s), s	4.6	14.2	0.0	5.6	3.7	0.0
Cycle Q Clear(g_c), s	4.6	14.2	0.0	5.6	3.7	0.0
Prop In Lane	1.00			0.02	0.02	0.97
Lane Grp Cap(c), veh/h	737	1208	0	656	247	0
V/C Ratio(X)	0.54	0.78	0.00	0.51	0.65	0.00
Avail Cap(c_a), veh/h	1003	1728	0	892	655	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.4	5.1	0.0	9.9	15.6	0.0
Incr Delay (d2), s/veh	0.6	1.6	0.0	0.6	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.6	0.0	2.9	1.8	0.0
LnGrp Delay(d),s/veh	6.0	6.6	0.0	10.5	18.5	0.0
LnGrp LOS	A	A		B	B	
Approach Vol, veh/h		1346	334		161	
Approach Delay, s/veh		6.4	10.5		18.5	
Approach LOS		A	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		29.2			11.2	18.0		10.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		36.0			13.0	19.0		16.0
Max Q Clear Time (g_c+I1), s		16.2			6.6	7.6		5.7
Green Ext Time (p_c), s		8.9			0.7	6.4		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.2
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
1: Mtn Indus Blvd & US 78 WB Off Ramp/US 78 WB On Ramp

6/21/2016

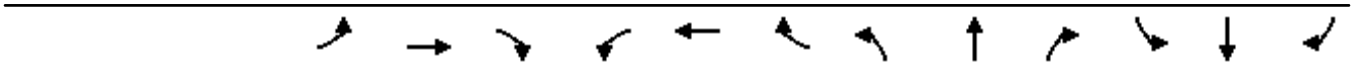
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	454	0	420	0	0	0	0	1409	64	113	733	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776				0	1810	1810	1776	1776	0
Adj Flow Rate, veh/h	508	0	0				0	1577	0	127	821	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7				0	5	5	7	7	0
Cap, veh/h	670	0	299				0	2576	802	328	2215	0
Arrive On Green	0.20	0.00	0.00				0.00	0.52	0.00	0.12	1.00	0.00
Sat Flow, veh/h	3382	0	1509				0	5103	1538	1691	3463	0
Grp Volume(v), veh/h	508	0	0				0	1577	0	127	821	0
Grp Sat Flow(s),veh/h/ln	1691	0	1509				0	1647	1538	1691	1687	0
Q Serve(g_s), s	7.8	0.0	0.0				0.0	12.3	0.0	1.7	0.0	0.0
Cycle Q Clear(g_c), s	7.8	0.0	0.0				0.0	12.3	0.0	1.7	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	670	0	299				0	2576	802	328	2215	0
V/C Ratio(X)	0.76	0.00	0.00				0.00	0.61	0.00	0.39	0.37	0.00
Avail Cap(c_a), veh/h	984	0	439				0	2576	802	346	2215	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.46	0.46	0.00
Uniform Delay (d), s/veh	20.8	0.0	0.0				0.0	9.2	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	0.0				0.0	1.1	0.0	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.0	0.0				0.0	5.8	0.0	0.8	0.1	0.0
LnGrp Delay(d),s/veh	22.8	0.0	0.0				0.0	10.3	0.0	7.2	0.2	0.0
LnGrp LOS	C							B		A	A	
Approach Vol, veh/h		508						1577			948	
Approach Delay, s/veh		22.8						10.3			1.2	
Approach LOS		C						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	7.4	32.7		14.9		40.1		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	4.0	23.0		16.0		31.0		
Max Q Clear Time (g_c+I1), s	3.7	14.3		9.8		2.0		
Green Ext Time (p_c), s	0.0	7.5		1.1		20.1		

Intersection Summary	
HCM 2010 Ctrl Delay	9.6
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	103	0	520	341	1663	0	0	710	671
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1937	0	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				115	0	582	382	1862	0	0	795	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	6	6	0	0	7	7
Cap, veh/h				537	0	461	538	1920	0	0	1587	0
Arrive On Green				0.29	0.00	0.29	0.16	0.56	0.00	0.00	0.33	0.00
Sat Flow, veh/h				1845	0	1583	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				115	0	582	382	1862	0	0	795	0
Grp Sat Flow(s),veh/h/ln				1845	0	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				2.6	0.0	16.0	7.5	28.9	0.0	0.0	7.3	0.0
Cycle Q Clear(g_c), s				2.6	0.0	16.0	7.5	28.9	0.0	0.0	7.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				537	0	461	538	1920	0	0	1587	0
V/C Ratio(X)				0.21	0.00	1.26	0.71	0.97	0.00	0.00	0.50	0.00
Avail Cap(c_a), veh/h				537	0	461	538	1920	0	0	1587	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.63	0.63	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				14.7	0.0	19.5	9.8	11.6	0.0	0.0	14.9	0.0
Incr Delay (d2), s/veh				0.2	0.0	135.1	2.7	10.6	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.3	0.0	24.2	3.8	16.0	0.0	0.0	3.4	0.0
LnGrp Delay(d),s/veh				14.9	0.0	154.6	12.5	22.2	0.0	0.0	16.0	0.0
LnGrp LOS				B		F	B	C			B	
Approach Vol, veh/h					697			2244			795	
Approach Delay, s/veh					131.5			20.5			16.0	
Approach LOS					F			C			B	

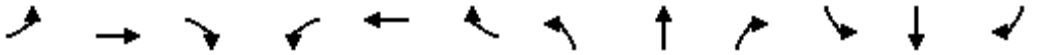
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		35.0			13.0	22.0		20.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		31.0			9.0	18.0		16.0
Max Q Clear Time (g_c+I1), s		30.9			9.5	9.3		18.0
Green Ext Time (p_c), s		0.0			0.0	8.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	194	137	151	897	136	323	1027	40	84	900	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1863	1863	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	54	217	153	169	1004	152	366	1162	45	94	1008	53
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	5	5	5	6	6	6
Cap, veh/h	130	505	340	389	962	146	379	1488	58	227	1060	56
Arrive On Green	0.03	0.26	0.26	0.09	0.31	0.31	0.17	0.44	0.44	0.05	0.32	0.32
Sat Flow, veh/h	1707	1949	1314	1774	3084	466	1723	3375	131	1707	3292	173
Grp Volume(v), veh/h	54	188	182	169	576	580	366	592	615	94	521	540
Grp Sat Flow(s),veh/h/ln	1707	1703	1560	1774	1770	1780	1723	1719	1786	1707	1703	1762
Q Serve(g_s), s	2.3	9.2	9.7	6.6	31.0	31.0	16.0	29.1	29.2	3.6	29.7	29.7
Cycle Q Clear(g_c), s	2.3	9.2	9.7	6.6	31.0	31.0	16.0	29.1	29.2	3.6	29.7	29.7
Prop In Lane	1.00		0.84	1.00		0.26	1.00		0.07	1.00		0.10
Lane Grp Cap(c), veh/h	130	441	404	389	552	556	379	758	788	227	549	568
V/C Ratio(X)	0.42	0.43	0.45	0.43	1.04	1.04	0.97	0.78	0.78	0.41	0.95	0.95
Avail Cap(c_a), veh/h	141	441	404	414	552	556	379	758	788	241	549	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	30.7	30.9	22.9	34.2	34.2	27.7	23.7	23.7	22.5	32.9	32.9
Incr Delay (d2), s/veh	2.1	0.7	0.8	0.8	49.8	50.2	37.0	7.8	7.6	1.2	27.9	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.4	4.3	3.3	22.7	22.9	13.9	15.5	16.0	1.7	18.2	18.7
LnGrp Delay(d),s/veh	31.1	31.3	31.7	23.7	84.0	84.4	64.7	31.5	31.3	23.7	60.8	60.2
LnGrp LOS	C	C	C	C	F	F	E	C	C	C	E	E
Approach Vol, veh/h		424			1325			1573			1155	
Approach Delay, s/veh		31.4			76.5			39.1			57.5	
Approach LOS		C			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.8	12.6	29.7	21.0	36.0	7.3	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	43.0	10.0	25.0	17.0	32.0	4.0	31.0
Max Q Clear Time (g_c+I1), s	5.6	31.2	8.6	11.7	18.0	31.7	4.3	33.0
Green Ext Time (p_c), s	0.0	9.2	0.1	7.4	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.2
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	357	19	591	1325	293	40	609	189	127	570	228
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1881	1881	1900	1743	1743	1743	1776	1776	1776
Adj Flow Rate, veh/h	139	413	22	662	1483	328	49	747	0	142	638	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	1	1	1	9	9	9	7	7	7
Cap, veh/h	157	795	42	735	1431	308	211	773	346	181	1125	503
Arrive On Green	0.04	0.24	0.24	0.30	0.49	0.49	0.23	0.23	0.00	0.06	0.33	0.00
Sat Flow, veh/h	1740	3353	178	1792	2927	630	737	3312	1482	1691	3374	1509
Grp Volume(v), veh/h	139	213	222	662	890	921	49	747	0	142	638	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1795	1792	1787	1770	737	1656	1482	1691	1687	1509
Q Serve(g_s), s	4.0	9.6	9.7	23.4	44.0	44.0	5.3	20.1	0.0	5.0	14.0	0.0
Cycle Q Clear(g_c), s	4.0	9.6	9.7	23.4	44.0	44.0	10.3	20.1	0.0	5.0	14.0	0.0
Prop In Lane	1.00		0.10	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	157	411	426	735	874	865	211	773	346	181	1125	503
V/C Ratio(X)	0.88	0.52	0.52	0.90	1.02	1.06	0.23	0.97	0.00	0.79	0.57	0.00
Avail Cap(c_a), veh/h	157	411	426	821	874	865	211	773	346	181	1125	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.0	29.9	29.9	16.0	23.0	23.0	32.6	34.2	0.0	28.1	24.7	0.0
Incr Delay (d2), s/veh	40.2	1.1	1.1	12.1	35.1	49.4	2.6	25.2	0.0	20.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	4.8	4.9	13.9	30.1	33.3	1.2	11.8	0.0	2.2	6.8	0.0
LnGrp Delay(d),s/veh	72.2	31.0	31.0	28.2	58.1	72.4	35.1	59.4	0.0	48.2	26.7	0.0
LnGrp LOS	E	C	C	C	F	F	D	E		D	C	
Approach Vol, veh/h		574			2473			796			780	
Approach Delay, s/veh		41.0			55.4			57.9			30.6	
Approach LOS		D			E			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	9.0	25.0	30.7	25.3		34.0	8.0	48.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	21.0	31.0	17.0		30.0	4.0	44.0
Max Q Clear Time (g_c+I1), s	7.0	22.1	25.4	11.7		16.0	6.0	46.0
Green Ext Time (p_c), s	0.0	0.0	1.2	4.7		7.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	314	198	7	2	653	916	7	14	7	211	8	612
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1845	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	363	229	8	2	731	0	8	16	8	269	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	1	1	1	3	3	3
Cap, veh/h	589	1716	60	406	1013	453	79	158	79	625	0	279
Arrive On Green	0.18	0.51	0.51	0.29	0.29	0.00	0.18	0.18	0.18	0.18	0.00	0.00
Sat Flow, veh/h	3312	3358	117	1127	3505	1568	445	890	445	3514	0	1568
Grp Volume(v), veh/h	363	116	121	2	731	0	32	0	0	269	0	0
Grp Sat Flow(s),veh/h/ln	1656	1703	1772	1127	1752	1568	1780	0	0	1757	0	1568
Q Serve(g_s), s	9.1	3.2	3.2	0.1	16.9	0.0	1.4	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear(g_c), s	9.1	3.2	3.2	0.1	16.9	0.0	1.4	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	589	870	906	406	1013	453	317	0	0	625	0	279
V/C Ratio(X)	0.62	0.13	0.13	0.00	0.72	0.00	0.10	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	589	870	906	406	1013	453	317	0	0	625	0	279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.2	11.5	11.5	22.8	28.8	0.0	31.0	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	4.8	0.3	0.3	0.0	4.5	0.0	0.6	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.6	1.7	0.0	8.7	0.0	0.7	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	39.0	11.9	11.9	22.8	33.2	0.0	31.6	0.0	0.0	35.1	0.0	0.0
LnGrp LOS	D	B	B	C	C		C			D		
Approach Vol, veh/h		600			733			32			269	
Approach Delay, s/veh		28.2			33.2			31.6			35.1	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		50.0		20.0	20.0	30.0		20.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		46.0		16.0	16.0	26.0		16.0
Max Q Clear Time (g_c+I1), s		5.2		3.4	11.1	18.9		8.1
Green Ext Time (p_c), s		6.9		0.1	0.6	3.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	246	30	83	1219	11	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	88	88
Heavy Vehicles, %	5	5	1	1	5	5
Mvmt Flow	275	34	93	1365	13	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	309	0	1160	155
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	868	-
Critical Hdwy	-	-	4.12	-	6.9	7
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.21	-	3.55	3.35
Pot Cap-1 Maneuver	-	-	1256	-	184	854
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	364	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1256	-	128	854
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	253	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	207	-	-	1256	-
HCM Lane V/C Ratio	0.113	-	-	0.074	-
HCM Control Delay (s)	24.6	-	-	8.1	1.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	250	12	5	1221	3	74	0	10	5	0	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1863	1863	1900	1900	1881	1900	1900	1845	1900
Adj Flow Rate, veh/h	2	272	0	5	1327	0	89	0	12	7	0	34
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.73	0.73	0.73
Percent Heavy Veh, %	5	5	5	2	2	2	1	1	1	3	3	3
Cap, veh/h	171	1395	0	896	1442	0	194	0	16	60	12	119
Arrive On Green	0.00	0.77	0.00	0.01	0.77	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1723	1810	0	1774	1863	0	1333	0	180	144	136	1358
Grp Volume(v), veh/h	2	272	0	5	1327	0	101	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1723	1810	0	1774	1863	0	1513	0	0	1638	0	0
Q Serve(g_s), s	0.0	3.6	0.0	0.1	49.4	0.0	3.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.6	0.0	0.1	49.4	0.0	5.6	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.88		0.12	0.17		0.83
Lane Grp Cap(c), veh/h	171	1395	0	896	1442	0	210	0	0	192	0	0
V/C Ratio(X)	0.01	0.20	0.00	0.01	0.92	0.00	0.48	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	245	1395	0	967	1442	0	341	0	0	335	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	2.7	0.0	2.3	7.8	0.0	39.1	0.0	0.0	37.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	11.0	0.0	1.7	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	29.1	0.0	2.5	0.0	0.0	1.0	0.0	0.0
LnGrp Delay(d),s/veh	16.1	3.0	0.0	2.3	18.9	0.0	40.8	0.0	0.0	38.2	0.0	0.0
LnGrp LOS	B	A		A	B		D			D		
Approach Vol, veh/h		274			1332			101			41	
Approach Delay, s/veh		3.1			18.8			40.8			38.2	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	72.0		11.8	4.2	72.3		11.8
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	68.0		16.0	4.0	68.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	5.6		7.6	2.0	51.4		4.1
Green Ext Time (p_c), s	0.0	28.6		0.4	0.0	12.4		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	100.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Vol, veh/h	61	211	779	5	7	423
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	400	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	82	82	83	83
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	68	234	950	6	8	510

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	956	0	-	0	1323	953
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	370	-
Critical Hdwy	4.13	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.227	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	715	-	-	-	173	~ 316
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	715	-	-	-	157	~ 316
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	376	-
Stage 2	-	-	-	-	634	-

Approach	EB	WB	SW
HCM Control Delay, s	2.4	0	$ 342.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	715	-	-	-	311
HCM Lane V/C Ratio	0.095	-	-	-	1.666
HCM Control Delay (s)	10.6	-	-	-	$ 342.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	32

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	155	16	256	47	14	708
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1845	1900	1863	1863
Adj Flow Rate, veh/h	176	18	308	57	16	787
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.83	0.83	0.90	0.90
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	230	23	872	161	660	1266
Arrive On Green	0.14	0.14	0.58	0.58	0.02	0.68
Sat Flow, veh/h	1584	162	1515	280	1774	1863
Grp Volume(v), veh/h	195	0	0	365	16	787
Grp Sat Flow(s),veh/h/ln	1755	0	0	1795	1774	1863
Q Serve(g_s), s	4.9	0.0	0.0	4.9	0.2	10.7
Cycle Q Clear(g_c), s	4.9	0.0	0.0	4.9	0.2	10.7
Prop In Lane	0.90	0.09		0.16	1.00	
Lane Grp Cap(c), veh/h	254	0	0	1034	660	1266
V/C Ratio(X)	0.77	0.00	0.00	0.35	0.02	0.62
Avail Cap(c_a), veh/h	616	0	0	1034	787	1266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	5.1	3.6	4.1
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.9	0.0	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	0.0	2.7	0.1	6.1
LnGrp Delay(d),s/veh	23.6	0.0	0.0	6.1	3.6	6.4
LnGrp LOS	C			A	A	A
Approach Vol, veh/h	195		365			803
Approach Delay, s/veh	23.6		6.1			6.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		35.0			4.7	30.3		10.6
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		31.0			4.0	23.0		16.0
Max Q Clear Time (g_c+I1), s		12.7			2.2	6.9		6.9
Green Ext Time (p_c), s		7.1			0.0	6.6		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	509	13	104	1075	163	118	184	201	33	44	85
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1863	1863	1863	1792	1792	1792
Adj Flow Rate, veh/h	83	576	15	120	1244	189	141	220	241	40	54	104
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	6	6	6
Cap, veh/h	195	1419	37	452	1312	198	460	481	409	299	415	352
Arrive On Green	0.05	0.42	0.42	0.06	0.43	0.43	0.06	0.26	0.26	0.03	0.23	0.23
Sat Flow, veh/h	1707	3391	88	1740	3025	457	1774	1863	1583	1707	1792	1524
Grp Volume(v), veh/h	83	289	302	120	711	722	141	220	241	40	54	104
Grp Sat Flow(s),veh/h/ln	1707	1703	1777	1740	1736	1746	1774	1863	1583	1707	1792	1524
Q Serve(g_s), s	1.9	8.2	8.2	2.7	27.2	27.6	4.0	6.9	9.2	1.2	1.7	3.9
Cycle Q Clear(g_c), s	1.9	8.2	8.2	2.7	27.2	27.6	4.0	6.9	9.2	1.2	1.7	3.9
Prop In Lane	1.00		0.05	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	713	744	452	753	757	460	481	409	299	415	352
V/C Ratio(X)	0.43	0.41	0.41	0.27	0.94	0.95	0.31	0.46	0.59	0.13	0.13	0.30
Avail Cap(c_a), veh/h	215	713	744	496	753	757	460	481	409	344	415	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	14.1	14.1	10.6	18.8	18.9	19.1	21.6	22.5	19.5	21.1	21.9
Incr Delay (d2), s/veh	1.5	1.7	1.6	0.3	21.7	23.2	0.4	3.1	6.1	0.2	0.6	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	4.4	1.3	17.4	18.1	0.2	4.0	4.7	0.6	0.9	1.8
LnGrp Delay(d),s/veh	17.8	15.8	15.7	10.9	40.5	42.1	19.5	24.7	28.6	19.7	21.7	24.1
LnGrp LOS	B	B	B	B	D	D	B	C	C	B	C	C
Approach Vol, veh/h		674			1553			602			198	
Approach Delay, s/veh		16.0			39.0			25.0			22.5	
Approach LOS		B			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	33.0	6.1	21.9	7.2	34.0	8.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	28.0	4.0	16.0	4.0	30.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	4.7	10.2	3.2	11.2	3.9	29.6	6.0	5.9
Green Ext Time (p_c), s	0.0	11.7	0.0	1.3	0.0	0.3	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	118	381	116	122	1095	79	116	254	113	42	140	42
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1900	1863	1863	1900	1810	1810	1810
Adj Flow Rate, veh/h	134	431	131	141	1267	91	133	291	129	52	174	52
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	5	5	5
Cap, veh/h	222	1072	323	468	1423	102	392	318	141	188	394	335
Arrive On Green	0.06	0.42	0.42	0.07	0.43	0.43	0.08	0.26	0.26	0.04	0.22	0.22
Sat Flow, veh/h	1707	2581	777	1757	3317	238	1774	1224	543	1723	1810	1538
Grp Volume(v), veh/h	134	283	279	141	668	690	133	0	420	52	174	52
Grp Sat Flow(s),veh/h/ln	1707	1703	1655	1757	1752	1803	1774	0	1767	1723	1810	1538
Q Serve(g_s), s	3.3	8.5	8.6	3.3	25.5	25.7	4.1	0.0	16.8	1.7	6.0	2.0
Cycle Q Clear(g_c), s	3.3	8.5	8.6	3.3	25.5	25.7	4.1	0.0	16.8	1.7	6.0	2.0
Prop In Lane	1.00		0.47	1.00		0.13	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	222	707	688	468	752	773	392	0	459	188	394	335
V/C Ratio(X)	0.60	0.40	0.41	0.30	0.89	0.89	0.34	0.00	0.91	0.28	0.44	0.16
Avail Cap(c_a), veh/h	222	707	688	493	773	795	401	0	462	221	424	360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	14.9	14.9	11.1	19.1	19.2	19.1	0.0	26.1	22.2	24.6	23.0
Incr Delay (d2), s/veh	4.6	1.7	1.8	0.4	12.2	12.2	0.5	0.0	22.7	0.8	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	4.3	4.2	1.6	14.8	15.3	2.0	0.0	11.1	0.8	3.1	0.9
LnGrp Delay(d),s/veh	21.3	16.6	16.7	11.5	31.3	31.4	19.6	0.0	48.8	23.0	25.3	23.2
LnGrp LOS	C	B	B	B	C	C	B		D	C	C	C
Approach Vol, veh/h		696			1499			553			278	
Approach Delay, s/veh		17.5			29.5			41.7			24.5	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	34.2	6.6	22.9	8.0	35.1	9.6	19.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	30.0	4.0	19.0	4.0	32.0	6.0	17.0
Max Q Clear Time (g_c+I1), s	5.3	10.6	3.7	18.8	5.3	27.7	6.1	8.0
Green Ext Time (p_c), s	0.0	11.8	0.0	0.1	0.0	3.4	0.0	2.5

Intersection Summary	
HCM 2010 Ctrl Delay	28.5
HCM 2010 LOS	C

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	50	162	113	157	558	41
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1863	1863	1863	1900
Adj Flow Rate, veh/h	58	0	145	201	649	48
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	79	71	577	1455	1064	79
Arrive On Green	0.05	0.00	0.07	0.78	0.62	0.62
Sat Flow, veh/h	1740	1553	1774	1863	1714	127
Grp Volume(v), veh/h	58	0	145	201	0	697
Grp Sat Flow(s),veh/h/ln	1740	1553	1774	1863	0	1840
Q Serve(g_s), s	1.5	0.0	1.1	1.2	0.0	10.7
Cycle Q Clear(g_c), s	1.5	0.0	1.1	1.2	0.0	10.7
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	79	71	577	1455	0	1143
V/C Ratio(X)	0.73	0.00	0.25	0.14	0.00	0.61
Avail Cap(c_a), veh/h	604	539	639	1455	0	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	3.9	1.2	0.0	5.3
Incr Delay (d2), s/veh	12.2	0.0	0.2	0.2	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.7	0.0	6.0
LnGrp Delay(d),s/veh	34.0	0.0	4.1	1.4	0.0	7.8
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	58			346	697	
Approach Delay, s/veh	34.0			2.6	7.8	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	32.6				40.0		6.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	5.0	27.0				36.0		16.0
Max Q Clear Time (g_c+I1), s	3.1	12.7				3.2		3.5
Green Ext Time (p_c), s	0.1	4.7				6.2		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

HCM 2010 Signalized Intersection Summary
1: Mtn Indus Blvd & US 78 WB Off Ramp/US 78 WB On Ramp

6/22/2016

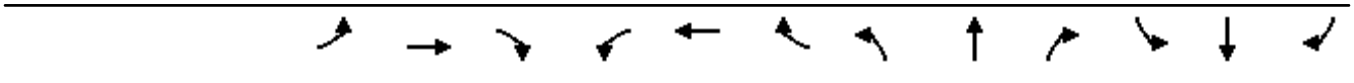
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	462	0	277	0	0	0	0	1083	183	454	1316	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1681	1681				0	1810	1810	1845	1845	0
Adj Flow Rate, veh/h	560	0	0				0	1268	0	508	1473	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.85	0.85	0.85				0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	13	13	13				0	5	5	3	3	0
Cap, veh/h	688	0	307				0	1856	578	557	2284	0
Arrive On Green	0.21	0.00	0.00				0.00	0.38	0.00	0.21	0.65	0.00
Sat Flow, veh/h	3203	0	1429				0	5103	1538	1757	3597	0
Grp Volume(v), veh/h	560	0	0				0	1268	0	508	1473	0
Grp Sat Flow(s),veh/h/ln	1601	0	1429				0	1647	1538	1757	1752	0
Q Serve(g_s), s	10.0	0.0	0.0				0.0	12.9	0.0	10.2	15.1	0.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0				0.0	12.9	0.0	10.2	15.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	688	0	307				0	1856	578	557	2284	0
V/C Ratio(X)	0.81	0.00	0.00				0.00	0.68	0.00	0.91	0.64	0.00
Avail Cap(c_a), veh/h	854	0	381				0	1856	578	599	2284	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.11	0.11	0.00
Uniform Delay (d), s/veh	22.4	0.0	0.0				0.0	15.7	0.0	11.7	6.3	0.0
Incr Delay (d2), s/veh	5.0	0.0	0.0				0.0	2.1	0.0	2.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	0.0				0.0	6.2	0.0	8.4	7.2	0.0
LnGrp Delay(d),s/veh	27.4	0.0	0.0				0.0	17.8	0.0	14.3	6.4	0.0
LnGrp LOS	C							B		B	A	
Approach Vol, veh/h		560						1268			1981	
Approach Delay, s/veh		27.4						17.8			8.5	
Approach LOS		C						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	16.6	26.5		16.9		43.1		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	14.0	18.0		16.0		36.0		
Max Q Clear Time (g_c+I1), s	12.2	14.9		12.0		17.1		
Green Ext Time (p_c), s	0.4	2.9		0.9		15.9		

Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	63	0	181	301	1280	0	0	1704	711
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1918	0	1845	1792	1792	0	0	1839	1900
Adj Flow Rate, veh/h				72	0	207	352	1498	0	0	1908	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.90	0.90	0.90	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %				3	0	3	6	6	0	0	3	3
Cap, veh/h				280	0	240	385	2581	0	0	2894	0
Arrive On Green				0.15	0.00	0.15	0.14	0.76	0.00	0.00	0.58	0.00
Sat Flow, veh/h				1827	0	1568	1707	3495	0	0	5353	0
Grp Volume(v), veh/h				72	0	207	352	1498	0	0	1908	0
Grp Sat Flow(s),veh/h/ln				1827	0	1568	1707	1703	0	0	1674	0
Q Serve(g_s), s				3.1	0.0	11.6	10.1	17.1	0.0	0.0	23.4	0.0
Cycle Q Clear(g_c), s				3.1	0.0	11.6	10.1	17.1	0.0	0.0	23.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				280	0	240	385	2581	0	0	2894	0
V/C Ratio(X)				0.26	0.00	0.86	0.91	0.58	0.00	0.00	0.66	0.00
Avail Cap(c_a), veh/h				325	0	279	417	2581	0	0	2894	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.43	0.43	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				33.6	0.0	37.2	22.6	4.7	0.0	0.0	13.0	0.0
Incr Delay (d2), s/veh				0.5	0.0	20.7	12.3	0.4	0.0	0.0	1.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	6.4	9.8	8.1	0.0	0.0	10.9	0.0
LnGrp Delay(d),s/veh				34.1	0.0	57.9	34.8	5.1	0.0	0.0	14.2	0.0
LnGrp LOS				C		E	C	A			B	
Approach Vol, veh/h					279			1850			1908	
Approach Delay, s/veh					51.7			10.8			14.2	
Approach LOS					D			B			B	

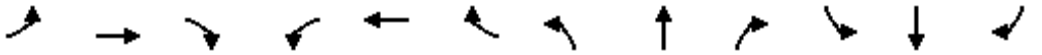
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		72.2			16.3	55.9		17.8
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			14.0	48.0		16.0
Max Q Clear Time (g_c+I1), s		19.1			12.1	25.4		13.6
Green Ext Time (p_c), s		40.0			0.2	20.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	794	239	94	314	64	207	819	119	251	1100	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1792	1792	1900	1810	1810	1900
Adj Flow Rate, veh/h	93	889	268	105	352	72	232	917	133	281	1232	71
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	367	858	258	142	897	181	247	1070	155	320	1256	72
Arrive On Green	0.05	0.32	0.32	0.04	0.31	0.31	0.10	0.36	0.36	0.12	0.38	0.38
Sat Flow, veh/h	1774	2683	807	1757	2905	588	1707	2986	433	1723	3305	190
Grp Volume(v), veh/h	93	586	571	105	211	213	232	523	527	281	640	663
Grp Sat Flow(s),veh/h/ln	1774	1770	1720	1757	1752	1741	1707	1703	1716	1723	1719	1776
Q Serve(g_s), s	3.5	32.0	32.0	4.0	9.5	9.6	9.0	28.4	28.5	10.1	36.8	36.9
Cycle Q Clear(g_c), s	3.5	32.0	32.0	4.0	9.5	9.6	9.0	28.4	28.5	10.1	36.8	36.9
Prop In Lane	1.00		0.47	1.00		0.34	1.00		0.25	1.00		0.11
Lane Grp Cap(c), veh/h	367	566	550	142	541	537	247	610	615	320	653	675
V/C Ratio(X)	0.25	1.03	1.04	0.74	0.39	0.40	0.94	0.86	0.86	0.88	0.98	0.98
Avail Cap(c_a), veh/h	382	566	550	142	541	537	247	610	615	334	653	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	34.0	34.0	28.0	27.2	27.2	25.2	29.7	29.7	22.0	30.6	30.7
Incr Delay (d2), s/veh	0.4	47.0	48.4	18.2	0.5	0.5	40.8	14.5	14.4	21.7	30.7	30.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	23.0	22.5	1.7	4.6	4.7	9.1	15.8	15.9	6.6	23.0	23.8
LnGrp Delay(d),s/veh	22.5	81.0	82.4	46.2	27.6	27.7	66.0	44.2	44.1	43.7	61.3	61.2
LnGrp LOS	C	F	F	D	C	C	E	D	D	D	E	E
Approach Vol, veh/h		1250			529			1282			1584	
Approach Delay, s/veh		77.3			31.3			48.1			58.1	
Approach LOS		E			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	39.8	8.0	36.0	14.0	42.0	9.1	34.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	35.0	4.0	32.0	10.0	38.0	6.0	30.0
Max Q Clear Time (g_c+I1), s	12.1	30.5	6.0	34.0	11.0	38.9	5.5	11.6
Green Ext Time (p_c), s	0.1	4.0	0.0	0.0	0.0	0.0	0.0	9.3

Intersection Summary	
HCM 2010 Ctrl Delay	57.5
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	239	1168	31	226	600	162	30	609	576	256	907	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1827	1827	1827	1845	1845	1845
Adj Flow Rate, veh/h	268	1308	35	253	672	181	35	713	0	287	1015	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	3	3	3
Cap, veh/h	396	1315	35	261	942	254	160	741	331	291	1308	585
Arrive On Green	0.12	0.37	0.37	0.09	0.34	0.34	0.21	0.21	0.00	0.11	0.37	0.00
Sat Flow, veh/h	1774	3522	94	1757	2732	735	543	3471	1553	1757	3505	1568
Grp Volume(v), veh/h	268	657	686	253	431	422	35	713	0	287	1015	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1846	1757	1752	1715	543	1736	1553	1757	1752	1568
Q Serve(g_s), s	7.1	27.7	27.8	7.0	16.0	16.0	4.6	15.3	0.0	8.0	19.2	0.0
Cycle Q Clear(g_c), s	7.1	27.7	27.8	7.0	16.0	16.0	11.7	15.3	0.0	8.0	19.2	0.0
Prop In Lane	1.00		0.05	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	661	689	261	604	591	160	741	331	291	1308	585
V/C Ratio(X)	0.68	0.99	1.00	0.97	0.71	0.71	0.22	0.96	0.00	0.99	0.78	0.00
Avail Cap(c_a), veh/h	417	661	689	261	604	591	160	741	331	291	1308	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.4	23.4	23.4	18.5	21.3	21.4	31.2	29.2	0.0	23.1	20.7	0.0
Incr Delay (d2), s/veh	4.1	33.5	33.1	47.0	3.9	4.1	3.1	25.2	0.0	49.2	4.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	19.6	20.4	6.8	8.3	8.2	0.8	9.8	0.0	6.0	10.0	0.0
LnGrp Delay(d),s/veh	19.5	56.9	56.5	65.5	25.3	25.4	34.3	54.4	0.0	72.3	25.3	0.0
LnGrp LOS	B	E	E	E	C	C	C	D		E	C	
Approach Vol, veh/h		1611			1106			748			1302	
Approach Delay, s/veh		50.5			34.5			53.4			35.7	
Approach LOS		D			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	12.0	20.0	11.0	32.0		32.0	13.1	29.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	16.0	7.0	28.0		28.0	10.0	25.0
Max Q Clear Time (g_c+I1), s	10.0	17.3	9.0	29.8		21.2	9.1	18.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		5.2	0.1	5.7

Intersection Summary	
HCM 2010 Ctrl Delay	43.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	679	688	14	1	355	465	7	15	1	809	19	730
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	760	770	16	1	420	0	12	26	2	932	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.60	0.60	0.60	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	727	1536	32	202	629	281	98	212	16	916	0	409
Arrive On Green	0.21	0.43	0.43	0.18	0.18	0.00	0.18	0.18	0.18	0.26	0.00	0.00
Sat Flow, veh/h	3442	3546	74	686	3539	1583	551	1194	92	3583	0	1599
Grp Volume(v), veh/h	760	384	402	1	420	0	40	0	0	932	0	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1850	686	1770	1583	1837	0	0	1792	0	1599
Q Serve(g_s), s	19.0	14.1	14.2	0.1	10.0	0.0	1.6	0.0	0.0	23.0	0.0	0.0
Cycle Q Clear(g_c), s	19.0	14.1	14.2	0.1	10.0	0.0	1.6	0.0	0.0	23.0	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.30		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	727	767	802	202	629	281	327	0	0	916	0	409
V/C Ratio(X)	1.05	0.50	0.50	0.00	0.67	0.00	0.12	0.00	0.00	1.02	0.00	0.00
Avail Cap(c_a), veh/h	727	767	802	202	629	281	327	0	0	916	0	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	18.5	18.5	30.5	34.5	0.0	31.1	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	46.0	2.3	2.2	0.0	5.5	0.0	0.8	0.0	0.0	34.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	7.3	7.6	0.0	5.3	0.0	0.9	0.0	0.0	15.7	0.0	0.0
LnGrp Delay(d),s/veh	81.5	20.8	20.7	30.5	40.1	0.0	31.9	0.0	0.0	67.8	0.0	0.0
LnGrp LOS	F	C	C	C	D		C			F		
Approach Vol, veh/h		1546			421			40			932	
Approach Delay, s/veh		50.6			40.0			31.9			67.8	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		43.0		20.0	23.0	20.0		27.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		39.0		16.0	19.0	16.0		23.0
Max Q Clear Time (g_c+I1), s		16.2		3.6	21.0	12.0		25.0
Green Ext Time (p_c), s		7.4		0.1	0.0	2.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.3
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Intersection	
Int Delay, s/veh	11.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	1185	18	14	414	33	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	88	88	74	74
Heavy Vehicles, %	1	1	3	3	3	3
Mvmt Flow	1327	20	16	485	46	192

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1347	0	1612	673
Stage 1	-	-	-	-	1337	-
Stage 2	-	-	-	-	275	-
Critical Hdwy	-	-	4.16	-	6.86	6.96
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	-	-	2.23	-	3.53	3.33
Pot Cap-1 Maneuver	-	-	502	-	94	395
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	744	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	502	-	90	395
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	101.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	239	-	-	502	-
HCM Lane V/C Ratio	0.996	-	-	0.033	-
HCM Control Delay (s)	101.3	-	-	12.4	0.3
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	9.4	-	-	0.1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1214	46	19	396	1	24	0	19	2	0	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1845	1845	1900	1900	1881	1900	1900	1863	1900
Adj Flow Rate, veh/h	15	1359	0	23	474	0	32	0	25	3	0	12
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.77	0.77	0.77	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	3	3	3	1	1	1	2	2	2
Cap, veh/h	799	1543	0	238	1522	0	93	3	34	49	7	66
Arrive On Green	0.01	0.82	0.00	0.02	0.83	0.00	0.05	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1792	1881	0	1757	1845	0	809	58	677	185	148	1331
Grp Volume(v), veh/h	15	1359	0	23	474	0	57	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1757	1845	0	1543	0	0	1664	0	0
Q Serve(g_s), s	0.2	50.3	0.0	0.2	6.5	0.0	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	50.3	0.0	0.2	6.5	0.0	3.9	0.0	0.0	0.9	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.56		0.44	0.20		0.80
Lane Grp Cap(c), veh/h	799	1543	0	238	1522	0	129	0	0	123	0	0
V/C Ratio(X)	0.02	0.88	0.00	0.10	0.31	0.00	0.44	0.00	0.00	0.12	0.00	0.00
Avail Cap(c_a), veh/h	841	1543	0	271	1522	0	277	0	0	276	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.7	6.3	0.0	13.9	2.2	0.0	50.2	0.0	0.0	48.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.6	0.0	0.2	0.5	0.0	2.4	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	28.5	0.0	0.4	3.4	0.0	1.7	0.0	0.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	1.7	13.8	0.0	14.1	2.7	0.0	52.6	0.0	0.0	49.3	0.0	0.0
LnGrp LOS	A	B		B	A		D			D		
Approach Vol, veh/h		1374			497			57			15	
Approach Delay, s/veh		13.7			3.3			52.6			49.3	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.0	92.0		9.3	5.4	92.5		9.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	88.0		16.0	4.0	88.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	52.3		5.9	2.2	8.5		2.9
Green Ext Time (p_c), s	0.0	22.7		0.2	0.0	33.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Vol, veh/h	367	871	279	5	4	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	400	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	85	85	91	91
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	411	975	338	6	5	161

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	344	0	-	0	2138	341
Stage 1	-	-	-	-	341	-
Stage 2	-	-	-	-	1797	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1221	-	-	-	54	704
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	146	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1221	-	-	-	36	704
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	97	-

Approach	EB	WB	SW
HCM Control Delay, s	2.8	0	16.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1221	-	-	-	467
HCM Lane V/C Ratio	0.337	-	-	-	0.354
HCM Control Delay (s)	9.4	-	-	-	16.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	1.5	-	-	-	1.6

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	58	15	842	216	12	272
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1881	1900	1881	1881
Adj Flow Rate, veh/h	88	23	943	242	14	326
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.68	0.68	0.92	0.92	0.86	0.86
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	113	30	1092	280	254	1540
Arrive On Green	0.08	0.08	0.76	0.76	0.01	0.82
Sat Flow, veh/h	1374	359	1445	371	1792	1881
Grp Volume(v), veh/h	112	0	0	1185	14	326
Grp Sat Flow(s),veh/h/ln	1749	0	0	1816	1792	1881
Q Serve(g_s), s	5.1	0.0	0.0	37.0	0.1	3.1
Cycle Q Clear(g_c), s	5.1	0.0	0.0	37.0	0.1	3.1
Prop In Lane	0.79	0.21		0.20	1.00	
Lane Grp Cap(c), veh/h	144	0	0	1372	254	1540
V/C Ratio(X)	0.78	0.00	0.00	0.86	0.06	0.21
Avail Cap(c_a), veh/h	347	0	0	1372	319	1540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	6.9	11.5	1.6
Incr Delay (d2), s/veh	8.7	0.0	0.0	7.4	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	20.9	0.2	1.7
LnGrp Delay(d),s/veh	45.0	0.0	0.0	14.4	11.6	1.9
LnGrp LOS	D			B	B	A
Approach Vol, veh/h	112		1185			340
Approach Delay, s/veh	45.0		14.4			2.3
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.0			5.1	64.9		10.6
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			4.0	58.0		16.0
Max Q Clear Time (g_c+I1), s		5.1			2.1	39.0		7.1
Green Ext Time (p_c), s		19.5			0.0	11.4		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	77	1053	48	327	784	58	36	84	275	136	284	172
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	87	1192	54	366	878	65	43	99	326	154	321	195
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	1	1	1
Cap, veh/h	380	1494	68	404	1787	132	173	360	306	303	389	331
Arrive On Green	0.04	0.43	0.43	0.15	0.54	0.54	0.03	0.19	0.19	0.04	0.21	0.21
Sat Flow, veh/h	1774	3449	156	1757	3309	245	1792	1881	1599	1792	1881	1599
Grp Volume(v), veh/h	87	611	635	366	465	478	43	99	326	154	321	195
Grp Sat Flow(s),veh/h/ln	1774	1770	1835	1757	1752	1801	1792	1881	1599	1792	1881	1599
Q Serve(g_s), s	2.4	26.6	26.6	10.9	14.8	14.8	1.7	4.0	17.0	4.0	14.5	9.8
Cycle Q Clear(g_c), s	2.4	26.6	26.6	10.9	14.8	14.8	1.7	4.0	17.0	4.0	14.5	9.8
Prop In Lane	1.00		0.09	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	767	795	404	946	973	173	360	306	303	389	331
V/C Ratio(X)	0.23	0.80	0.80	0.91	0.49	0.49	0.25	0.28	1.07	0.51	0.83	0.59
Avail Cap(c_a), veh/h	402	767	795	476	946	973	200	360	306	303	389	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	21.8	21.8	20.3	12.8	12.8	28.7	30.7	35.9	30.2	33.7	31.8
Incr Delay (d2), s/veh	0.3	8.5	8.2	18.8	1.8	1.8	0.7	1.9	70.0	1.4	17.8	7.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	14.7	15.2	10.9	7.6	7.8	0.9	2.3	13.4	1.6	9.4	5.0
LnGrp Delay(d),s/veh	13.3	30.3	30.0	39.2	14.6	14.6	29.4	32.6	106.0	31.6	51.5	39.4
LnGrp LOS	B	C	C	D	B	B	C	C	F	C	D	D
Approach Vol, veh/h		1333			1309			468			670	
Approach Delay, s/veh		29.1			21.5			83.4			43.4	
Approach LOS		C			C			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	42.5	8.0	21.0	7.9	52.0	6.6	22.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	36.0	4.0	17.0	5.0	48.0	4.0	17.0
Max Q Clear Time (g_c+I1), s	12.9	28.6	6.0	19.0	4.4	16.8	3.7	16.5
Green Ext Time (p_c), s	0.4	6.0	0.0	0.0	0.0	17.7	0.0	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	35.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	66	1061	141	178	843	71	64	105	172	144	245	131
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1900	1863	1863	1863
Adj Flow Rate, veh/h	79	1271	169	213	1010	85	79	130	213	161	274	147
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.83	0.83	0.83	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	2	2	2
Cap, veh/h	302	1417	187	268	1621	136	254	129	211	201	398	338
Arrive On Green	0.04	0.45	0.45	0.09	0.50	0.50	0.05	0.20	0.20	0.06	0.21	0.21
Sat Flow, veh/h	1774	3143	416	1757	3273	275	1792	643	1053	1774	1863	1583
Grp Volume(v), veh/h	79	713	727	213	541	554	79	0	343	161	274	147
Grp Sat Flow(s),veh/h/ln	1774	1770	1789	1757	1752	1796	1792	0	1695	1774	1863	1583
Q Serve(g_s), s	1.9	29.6	30.0	4.9	18.0	18.0	2.8	0.0	16.0	5.0	10.8	6.4
Cycle Q Clear(g_c), s	1.9	29.6	30.0	4.9	18.0	18.0	2.8	0.0	16.0	5.0	10.8	6.4
Prop In Lane	1.00		0.23	1.00		0.15	1.00		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	302	798	807	268	868	889	254	0	340	201	398	338
V/C Ratio(X)	0.26	0.89	0.90	0.79	0.62	0.62	0.31	0.00	1.01	0.80	0.69	0.43
Avail Cap(c_a), veh/h	362	798	807	272	868	889	256	0	340	201	398	338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	20.2	20.3	17.4	14.7	14.7	24.2	0.0	31.9	27.2	28.9	27.2
Incr Delay (d2), s/veh	0.5	14.5	15.2	14.8	1.4	1.4	0.7	0.0	51.2	20.1	4.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	17.5	18.2	3.4	8.9	9.1	1.4	0.0	12.2	2.2	6.1	2.9
LnGrp Delay(d),s/veh	12.8	34.6	35.5	32.2	16.1	16.1	24.8	0.0	83.2	47.2	33.9	28.1
LnGrp LOS	B	C	D	C	B	B	C		F	D	C	C
Approach Vol, veh/h		1519			1308			422			582	
Approach Delay, s/veh		33.9			18.7			72.3			36.1	
Approach LOS		C			B			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	40.0	9.0	20.0	7.3	43.5	7.9	21.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	36.0	5.0	16.0	6.0	37.0	4.0	17.0
Max Q Clear Time (g_c+I1), s	6.9	32.0	7.0	18.0	3.9	20.0	4.8	12.8
Green Ext Time (p_c), s	0.0	3.6	0.0	0.0	0.0	13.5	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	33.3
HCM 2010 LOS	C

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	18	49	98	760	240	35
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1881	1881	1881	1900
Adj Flow Rate, veh/h	29	0	110	851	281	41
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.63	0.63	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	3	3	1	1	1	1
Cap, veh/h	47	42	879	1498	1030	150
Arrive On Green	0.03	0.00	0.07	0.80	0.64	0.64
Sat Flow, veh/h	1757	1568	1792	1881	1606	234
Grp Volume(v), veh/h	29	0	110	851	0	322
Grp Sat Flow(s),veh/h/ln	1757	1568	1792	1881	0	1840
Q Serve(g_s), s	0.7	0.0	0.7	7.6	0.0	3.4
Cycle Q Clear(g_c), s	0.7	0.0	0.7	7.6	0.0	3.4
Prop In Lane	1.00	1.00	1.00			0.13
Lane Grp Cap(c), veh/h	47	42	879	1498	0	1180
V/C Ratio(X)	0.61	0.00	0.13	0.57	0.00	0.27
Avail Cap(c_a), veh/h	622	555	919	1498	0	1180
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	1.8	1.7	0.0	3.5
Incr Delay (d2), s/veh	12.1	0.0	0.1	1.6	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	4.4	0.0	1.9
LnGrp Delay(d),s/veh	33.8	0.0	1.9	3.3	0.0	4.1
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	29			961	322	
Approach Delay, s/veh	33.8			3.1	4.1	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.0	33.0				40.0		5.2
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	4.0	28.0				36.0		16.0
Max Q Clear Time (g_c+I1), s	2.7	5.4				9.6		2.7
Green Ext Time (p_c), s	0.0	8.1				8.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.0
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	194	137	151	897	136	323	1027	40	84	900	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1792	1863	1863	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	54	217	153	169	1004	152	366	1162	45	94	1008	53
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	5	5	5	6	6	6
Cap, veh/h	130	883	395	436	962	146	379	1488	58	227	1060	56
Arrive On Green	0.03	0.26	0.26	0.09	0.31	0.31	0.17	0.44	0.44	0.05	0.32	0.32
Sat Flow, veh/h	1707	3406	1524	1774	3084	466	1723	3375	131	1707	3292	173
Grp Volume(v), veh/h	54	217	153	169	576	580	366	592	615	94	521	540
Grp Sat Flow(s),veh/h/ln	1707	1703	1524	1774	1770	1780	1723	1719	1786	1707	1703	1762
Q Serve(g_s), s	2.3	5.0	8.2	6.6	31.0	31.0	16.0	29.1	29.2	3.6	29.7	29.7
Cycle Q Clear(g_c), s	2.3	5.0	8.2	6.6	31.0	31.0	16.0	29.1	29.2	3.6	29.7	29.7
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.07	1.00		0.10
Lane Grp Cap(c), veh/h	130	883	395	436	552	556	379	758	788	227	549	568
V/C Ratio(X)	0.42	0.25	0.39	0.39	1.04	1.04	0.97	0.78	0.78	0.41	0.95	0.95
Avail Cap(c_a), veh/h	141	891	399	444	552	556	379	758	788	241	549	568
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	29.1	30.3	22.4	34.2	34.2	27.7	23.7	23.7	22.5	32.9	32.9
Incr Delay (d2), s/veh	2.1	0.1	0.6	0.6	49.8	50.2	37.0	7.8	7.6	1.2	27.9	27.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.4	3.5	3.3	22.7	22.9	13.9	15.5	16.0	1.7	18.2	18.7
LnGrp Delay(d),s/veh	31.1	29.2	30.9	22.9	84.0	84.4	64.7	31.5	31.3	23.7	60.8	60.2
LnGrp LOS	C	C	C	C	F	F	E	C	C	C	E	E
Approach Vol, veh/h		424			1325			1573			1155	
Approach Delay, s/veh		30.1			76.4			39.1			57.5	
Approach LOS		C			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.8	12.6	29.8	21.0	36.0	7.3	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	43.0	9.0	26.0	17.0	32.0	4.0	31.0
Max Q Clear Time (g_c+I1), s	5.6	31.2	8.6	10.2	18.0	31.7	4.3	33.0
Green Ext Time (p_c), s	0.0	9.2	0.0	8.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.0
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
8: SR 236/Hugh Howell Rd & Rosser Rd

6/22/2016

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	61	211	779	5	7	423
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1863	1900	1881	1900
Adj Flow Rate, veh/h	68	234	950	6	8	510
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.90	0.90	0.82	0.82	0.83	0.83
Percent Heavy Veh, %	3	3	2	2	0	0
Cap, veh/h	189	1165	1014	6	7	435
Arrive On Green	0.04	0.63	0.55	0.55	0.28	0.28
Sat Flow, veh/h	1757	1845	1849	12	25	1574
Grp Volume(v), veh/h	68	234	0	956	519	0
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1861	1602	0
Q Serve(g_s), s	1.4	4.6	0.0	41.4	24.0	0.0
Cycle Q Clear(g_c), s	1.4	4.6	0.0	41.4	24.0	0.0
Prop In Lane	1.00			0.01	0.02	0.98
Lane Grp Cap(c), veh/h	189	1165	0	1020	443	0
V/C Ratio(X)	0.36	0.20	0.00	0.94	1.17	0.00
Avail Cap(c_a), veh/h	205	1232	0	1071	443	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.2	6.8	0.0	18.2	31.4	0.0
Incr Delay (d2), s/veh	1.1	0.1	0.0	14.4	99.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.4	0.0	25.1	22.7	0.0
LnGrp Delay(d),s/veh	20.4	6.8	0.0	32.6	130.7	0.0
LnGrp LOS	C	A		C	F	
Approach Vol, veh/h		302	956		519	
Approach Delay, s/veh		9.9	32.6		130.7	
Approach LOS		A	C		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		58.9			7.2	51.6		28.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		58.0			4.0	50.0		24.0
Max Q Clear Time (g_c+I1), s		6.6			3.4	43.4		26.0
Green Ext Time (p_c), s		12.6			0.0	4.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	57.4
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	794	239	94	314	64	207	819	119	251	1100	63
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1845	1845	1900	1792	1792	1900	1810	1810	1900
Adj Flow Rate, veh/h	93	889	268	105	352	72	232	917	133	281	1232	71
Adj No. of Lanes	1	2	1	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	312	905	405	161	712	144	282	1210	175	355	1396	80
Arrive On Green	0.05	0.26	0.26	0.04	0.25	0.25	0.10	0.41	0.41	0.12	0.42	0.42
Sat Flow, veh/h	1774	3539	1583	1757	2905	588	1707	2986	433	1723	3305	190
Grp Volume(v), veh/h	93	889	268	105	211	213	232	523	527	281	640	663
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1757	1752	1741	1707	1703	1716	1723	1719	1776
Q Serve(g_s), s	3.5	22.5	13.6	4.0	9.3	9.5	7.0	23.7	23.7	8.4	30.8	30.9
Cycle Q Clear(g_c), s	3.5	22.5	13.6	4.0	9.3	9.5	7.0	23.7	23.7	8.4	30.8	30.9
Prop In Lane	1.00		1.00	1.00		0.34	1.00		0.25	1.00		0.11
Lane Grp Cap(c), veh/h	312	905	405	161	430	427	282	690	695	355	726	750
V/C Ratio(X)	0.30	0.98	0.66	0.65	0.49	0.50	0.82	0.76	0.76	0.79	0.88	0.88
Avail Cap(c_a), veh/h	313	905	405	161	430	427	283	690	695	383	726	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	33.3	30.0	27.1	29.1	29.2	19.7	23.0	23.0	18.0	23.9	24.0
Incr Delay (d2), s/veh	0.5	25.6	4.0	9.0	0.9	0.9	17.5	7.6	7.6	10.1	14.5	14.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	14.2	6.4	2.3	4.6	4.7	4.6	12.5	12.6	4.9	17.5	18.1
LnGrp Delay(d),s/veh	24.3	58.9	34.0	36.1	30.0	30.1	37.1	30.6	30.5	28.1	38.4	38.3
LnGrp LOS	C	E	C	D	C	C	D	C	C	C	D	D
Approach Vol, veh/h		1250			529			1282			1584	
Approach Delay, s/veh		51.0			31.3			31.7			36.5	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	40.5	8.0	27.0	13.0	42.0	8.9	26.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	35.0	4.0	23.0	9.0	38.0	5.0	22.0
Max Q Clear Time (g_c+I1), s	10.4	25.7	6.0	24.5	9.0	32.9	5.5	11.5
Green Ext Time (p_c), s	0.1	7.7	0.0	0.0	0.0	4.4	0.0	6.2

Intersection Summary	
HCM 2010 Ctrl Delay	38.5
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
8: SR 236/Hugh Howell Rd & Rosser Rd

6/22/2016

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	367	871	279	5	4	142
Number	5	2	6	16	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1900	1881	1900
Adj Flow Rate, veh/h	411	975	338	6	5	161
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.85	0.85	0.91	0.91
Percent Heavy Veh, %	1	1	3	3	0	0
Cap, veh/h	736	1220	662	12	7	240
Arrive On Green	0.18	0.65	0.37	0.37	0.16	0.16
Sat Flow, veh/h	1792	1881	1807	32	48	1548
Grp Volume(v), veh/h	411	975	0	344	167	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1839	1606	0
Q Serve(g_s), s	4.9	15.4	0.0	5.9	4.0	0.0
Cycle Q Clear(g_c), s	4.9	15.4	0.0	5.9	4.0	0.0
Prop In Lane	1.00			0.02	0.03	0.96
Lane Grp Cap(c), veh/h	736	1220	0	674	249	0
V/C Ratio(X)	0.56	0.80	0.00	0.51	0.67	0.00
Avail Cap(c_a), veh/h	978	1661	0	857	630	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.5	5.2	0.0	10.1	16.2	0.0
Incr Delay (d2), s/veh	0.7	2.0	0.0	0.6	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	8.3	0.0	3.1	2.0	0.0
LnGrp Delay(d),s/veh	6.2	7.3	0.0	10.7	19.3	0.0
LnGrp LOS	A	A		B	B	
Approach Vol, veh/h		1386	344		167	
Approach Delay, s/veh		6.9	10.7		19.3	
Approach LOS		A	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		30.4			11.5	18.9		10.3
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		36.0			13.0	19.0		16.0
Max Q Clear Time (g_c+I1), s		17.4			6.9	7.9		6.0
Green Ext Time (p_c), s		9.0			0.7	6.5		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

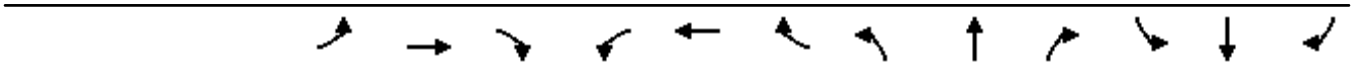
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	664	0	433	0	0	0	0	1495	66	131	782	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776				0	1810	1810	1776	1776	0
Adj Flow Rate, veh/h	743	0	0				0	1674	0	147	876	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7				0	5	5	7	7	0
Cap, veh/h	901	0	402				0	2306	718	287	2025	0
Arrive On Green	0.27	0.00	0.00				0.00	0.47	0.00	0.13	1.00	0.00
Sat Flow, veh/h	3382	0	1509				0	5103	1538	1691	3463	0
Grp Volume(v), veh/h	743	0	0				0	1674	0	147	876	0
Grp Sat Flow(s),veh/h/ln	1691	0	1509				0	1647	1538	1691	1687	0
Q Serve(g_s), s	12.4	0.0	0.0				0.0	16.4	0.0	2.5	0.0	0.0
Cycle Q Clear(g_c), s	12.4	0.0	0.0				0.0	16.4	0.0	2.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	901	0	402				0	2306	718	287	2025	0
V/C Ratio(X)	0.82	0.00	0.00				0.00	0.73	0.00	0.51	0.43	0.00
Avail Cap(c_a), veh/h	1127	0	503				0	2306	718	287	2025	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.31	0.31	0.00
Uniform Delay (d), s/veh	20.7	0.0	0.0				0.0	12.9	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	4.1	0.0	0.0				0.0	2.0	0.0	0.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	0.0				0.0	7.7	0.0	1.2	0.1	0.0
LnGrp Delay(d),s/veh	24.8	0.0	0.0				0.0	14.9	0.0	11.0	0.2	0.0
LnGrp LOS	C							B		B	A	
Approach Vol, veh/h		743						1674			1023	
Approach Delay, s/veh		24.8						14.9			1.8	
Approach LOS		C						B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	8.0	32.0		20.0		40.0		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	4.0	24.0		20.0		32.0		
Max Q Clear Time (g_c+I1), s	4.5	18.4		14.4		2.0		
Green Ext Time (p_c), s	0.0	5.1		1.6		21.9		

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	106	0	556	351	1954	0	0	774	897
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1937	0	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				119	0	622	393	2188	0	0	867	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	6	6	0	0	7	7
Cap, veh/h				523	0	449	516	1987	0	0	1777	0
Arrive On Green				0.28	0.00	0.28	0.15	0.58	0.00	0.00	0.37	0.00
Sat Flow, veh/h				1845	0	1583	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				119	0	622	393	2188	0	0	867	0
Grp Sat Flow(s),veh/h/ln				1845	0	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				3.0	0.0	17.0	8.1	35.0	0.0	0.0	8.3	0.0
Cycle Q Clear(g_c), s				3.0	0.0	17.0	8.1	35.0	0.0	0.0	8.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				523	0	449	516	1987	0	0	1777	0
V/C Ratio(X)				0.23	0.00	1.39	0.76	1.10	0.00	0.00	0.49	0.00
Avail Cap(c_a), veh/h				523	0	449	516	1987	0	0	1777	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.51	0.51	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				16.5	0.0	21.5	10.2	12.5	0.0	0.0	14.7	0.0
Incr Delay (d2), s/veh				0.2	0.0	187.3	3.4	50.2	0.0	0.0	1.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	30.7	4.1	29.8	0.0	0.0	3.9	0.0
LnGrp Delay(d),s/veh				16.7	0.0	208.8	13.7	62.7	0.0	0.0	15.6	0.0
LnGrp LOS				B		F	B	F			B	
Approach Vol, veh/h					741			2581			867	
Approach Delay, s/veh					177.9			55.2			15.6	
Approach LOS					F			E			B	

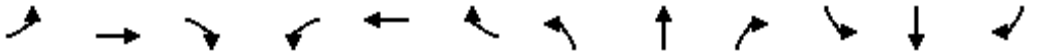
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		39.0			13.0	26.0		21.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		35.0			9.0	22.0		17.0
Max Q Clear Time (g_c+I1), s		37.0			10.1	10.3		19.0
Green Ext Time (p_c), s		0.0			0.0	11.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	68.7
HCM 2010 LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	259	141	357	998	155	333	1104	255	107	974	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1863	1863	1900	1810	1810	1900	1792	1792	1900
Adj Flow Rate, veh/h	70	282	153	388	1085	0	366	1213	280	116	1059	73
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	5	5	5	6	6	6
Cap, veh/h	133	357	189	440	1156	0	366	1288	294	146	1061	73
Arrive On Green	0.03	0.17	0.17	0.19	0.33	0.00	0.18	0.46	0.46	0.04	0.33	0.33
Sat Flow, veh/h	1707	2156	1138	1774	3632	0	1723	2781	635	1707	3233	223
Grp Volume(v), veh/h	70	221	214	388	1085	0	366	745	748	116	558	574
Grp Sat Flow(s),veh/h/ln	1707	1703	1592	1774	1770	0	1723	1719	1697	1707	1703	1753
Q Serve(g_s), s	4.0	14.8	15.4	20.7	35.4	0.0	21.0	48.8	50.3	5.0	38.9	38.9
Cycle Q Clear(g_c), s	4.0	14.8	15.4	20.7	35.4	0.0	21.0	48.8	50.3	5.0	38.9	38.9
Prop In Lane	1.00		0.72	1.00		0.00	1.00		0.37	1.00		0.13
Lane Grp Cap(c), veh/h	133	282	264	440	1156	0	366	796	786	146	559	575
V/C Ratio(X)	0.53	0.78	0.81	0.88	0.94	0.00	1.00	0.94	0.95	0.80	1.00	1.00
Avail Cap(c_a), veh/h	133	282	264	483	1192	0	366	796	786	146	559	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	47.5	47.8	31.3	38.8	0.0	37.7	30.2	30.7	33.4	39.9	39.9
Incr Delay (d2), s/veh	3.9	13.4	17.2	16.1	13.7	0.0	47.3	19.6	22.4	25.6	37.5	37.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	8.0	8.0	12.1	19.4	0.0	16.7	27.3	28.4	2.5	23.9	24.6
LnGrp Delay(d),s/veh	45.1	60.9	64.9	47.4	52.5	0.0	85.0	49.8	53.1	59.1	77.3	76.9
LnGrp LOS	D	E	E	D	D		F	D	D	E	E	E
Approach Vol, veh/h		505			1473			1859			1248	
Approach Delay, s/veh		60.4			51.2			58.1			75.5	
Approach LOS		E			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	59.0	27.1	23.7	25.0	43.0	8.0	42.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	55.0	26.0	18.0	21.0	39.0	4.0	40.0
Max Q Clear Time (g_c+I1), s	7.0	52.3	22.7	17.4	23.0	40.9	6.0	37.4
Green Ext Time (p_c), s	0.0	2.5	0.4	0.5	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	60.6
HCM 2010 LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	368	25	632	1365	302	45	689	214	131	660	235
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1881	1881	1900	1743	1743	1743	1776	1776	1776
Adj Flow Rate, veh/h	139	413	28	687	1484	328	54	820	0	142	717	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.84	0.84	0.84	0.92	0.92	0.92
Percent Heavy Veh, %	4	4	4	1	1	1	9	9	9	7	7	7
Cap, veh/h	159	758	51	742	1434	309	183	828	370	159	1147	513
Arrive On Green	0.05	0.23	0.23	0.31	0.49	0.49	0.25	0.25	0.00	0.05	0.34	0.00
Sat Flow, veh/h	1740	3300	223	1792	2927	630	684	3312	1482	1691	3374	1509
Grp Volume(v), veh/h	139	217	224	687	890	922	54	820	0	142	717	0
Grp Sat Flow(s),veh/h/ln	1740	1736	1788	1792	1787	1770	684	1656	1482	1691	1687	1509
Q Serve(g_s), s	5.0	11.0	11.1	27.4	49.0	49.0	7.2	24.7	0.0	5.0	17.8	0.0
Cycle Q Clear(g_c), s	5.0	11.0	11.1	27.4	49.0	49.0	16.0	24.7	0.0	5.0	17.8	0.0
Prop In Lane	1.00		0.12	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	159	398	410	742	876	867	183	828	370	159	1147	513
V/C Ratio(X)	0.87	0.54	0.55	0.93	1.02	1.06	0.30	0.99	0.00	0.90	0.63	0.00
Avail Cap(c_a), veh/h	159	398	410	866	876	867	183	828	370	159	1147	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	34.1	33.9	33.9	17.8	25.5	25.5	38.1	37.4	0.0	32.4	27.7	0.0
Incr Delay (d2), s/veh	37.9	1.5	1.5	14.4	34.6	48.7	4.1	29.0	0.0	42.6	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	5.4	5.7	16.1	32.5	35.6	1.6	14.6	0.0	3.5	8.7	0.0
LnGrp Delay(d),s/veh	71.9	35.4	35.5	32.2	60.1	74.2	42.2	66.4	0.0	75.1	30.2	0.0
LnGrp LOS	E	D	D	C	F	F	D	E		E	C	
Approach Vol, veh/h		580			2499			874			859	
Approach Delay, s/veh		44.2			57.6			64.9			37.6	
Approach LOS		D			E			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.0	35.0	27.0		38.0	9.0	53.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	25.0	38.0	16.0		34.0	5.0	49.0
Max Q Clear Time (g_c+I1), s	7.0	26.7	29.4	13.1		19.8	7.0	51.0
Green Ext Time (p_c), s	0.0	0.0	1.7	2.7		8.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	324	262	7	2	747	963	7	14	7	233	8	631
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1845	1900	1881	1900	1845	1845	1845
Adj Flow Rate, veh/h	364	294	8	2	812	0	8	16	8	288	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.88	0.88	0.88	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	1	1	1	3	3	3
Cap, veh/h	405	1806	49	470	1285	575	20	40	20	1015	0	453
Arrive On Green	0.12	0.53	0.53	0.37	0.37	0.00	0.04	0.04	0.04	0.29	0.00	0.00
Sat Flow, veh/h	3312	3387	92	1062	3505	1568	445	890	445	3514	0	1568
Grp Volume(v), veh/h	364	147	155	2	812	0	32	0	0	288	0	0
Grp Sat Flow(s),veh/h/ln	1656	1703	1776	1062	1752	1568	1780	0	0	1757	0	1568
Q Serve(g_s), s	9.8	4.0	4.0	0.1	17.2	0.0	1.6	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear(g_c), s	9.8	4.0	4.0	0.1	17.2	0.0	1.6	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.25		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	405	908	947	470	1285	575	79	0	0	1015	0	453
V/C Ratio(X)	0.90	0.16	0.16	0.00	0.63	0.00	0.40	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	405	908	947	470	1285	575	79	0	0	1015	0	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	39.0	10.7	10.7	18.1	23.5	0.0	41.8	0.0	0.0	24.8	0.0	0.0
Incr Delay (d2), s/veh	25.4	0.4	0.4	0.0	2.4	0.0	14.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	1.9	2.0	0.0	8.7	0.0	1.1	0.0	0.0	2.9	0.0	0.0
LnGrp Delay(d),s/veh	64.4	11.1	11.1	18.1	25.9	0.0	56.5	0.0	0.0	25.5	0.0	0.0
LnGrp LOS	E	B	B	B	C		E			C		
Approach Vol, veh/h		666			814			32			288	
Approach Delay, s/veh		40.2			25.8			56.5			25.5	
Approach LOS		D			C			E			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		52.0		8.0	15.0	37.0		30.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		48.0		4.0	11.0	33.0		26.0
Max Q Clear Time (g_c+I1), s		6.0		3.6	11.8	19.2		7.7
Green Ext Time (p_c), s		8.3		0.0	0.0	5.7		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	31.7
HCM 2010 LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	161	277	31	86	1279	26	11	0	9	21	0	161
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1810	1900	1881	1881	1863	1900	1810	1900	1863	1863	1900
Adj Flow Rate, veh/h	175	301	34	93	1390	0	12	0	10	23	0	0
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	5	5	1	1	2	2	2	2	2	2	2
Cap, veh/h	412	1742	195	820	1927	853	185	24	65	307	176	0
Arrive On Green	0.08	0.56	0.56	0.06	0.54	0.00	0.09	0.00	0.09	0.09	0.00	0.00
Sat Flow, veh/h	1774	3118	349	1792	3574	1583	568	254	685	1399	1863	0
Grp Volume(v), veh/h	175	165	170	93	1390	0	22	0	0	23	0	0
Grp Sat Flow(s),veh/h/ln	1774	1719	1748	1792	1787	1583	1507	0	0	1399	1863	0
Q Serve(g_s), s	1.8	2.0	2.0	0.9	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	2.0	2.0	0.9	12.4	0.0	0.5	0.0	0.0	0.5	0.0	0.0
Prop In Lane	1.00		0.20	1.00		1.00	0.55		0.45	1.00		0.00
Lane Grp Cap(c), veh/h	412	960	976	820	1927	853	274	0	0	307	176	0
V/C Ratio(X)	0.42	0.17	0.17	0.11	0.72	0.00	0.08	0.00	0.00	0.07	0.00	0.00
Avail Cap(c_a), veh/h	475	1139	1158	877	2283	1011	684	0	0	704	705	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	4.6	4.6	3.6	7.4	0.0	17.6	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.1	0.9	0.0	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.9	1.0	0.5	6.2	0.0	0.2	0.0	0.0	0.3	0.0	0.0
LnGrp Delay(d),s/veh	7.4	4.6	4.6	3.6	8.3	0.0	17.7	0.0	0.0	17.7	0.0	0.0
LnGrp LOS	A	A	A	A	A		B			B		
Approach Vol, veh/h		510			1483			22			23	
Approach Delay, s/veh		5.6			8.0			17.7			17.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		8.0	6.7	27.6		8.0	7.5	26.8
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	28.0		16.0	5.0	27.0
Max Q Clear Time (g_c+I1), s		2.5	2.9	4.0		2.5	3.8	14.4
Green Ext Time (p_c), s		0.1	0.0	12.8		0.1	0.1	8.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	281	12	5	1256	3	74	0	10	5	0	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1810	1810	1900	1863	1863	1900	1900	1881	1900	1900	1845	1900
Adj Flow Rate, veh/h	2	305	0	5	1365	0	89	0	12	7	0	34
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.83	0.83	0.73	0.73	0.73
Percent Heavy Veh, %	5	5	5	2	2	2	1	1	1	3	3	3
Cap, veh/h	160	1425	0	879	1473	0	183	0	15	55	12	117
Arrive On Green	0.00	0.79	0.00	0.01	0.79	0.00	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1723	1810	0	1774	1863	0	1336	0	180	142	138	1361
Grp Volume(v), veh/h	2	305	0	5	1365	0	101	0	0	41	0	0
Grp Sat Flow(s),veh/h/ln	1723	1810	0	1774	1863	0	1516	0	0	1642	0	0
Q Serve(g_s), s	0.0	4.3	0.0	0.1	56.8	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.3	0.0	0.1	56.8	0.0	6.3	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.88		0.12	0.17		0.83
Lane Grp Cap(c), veh/h	160	1425	0	879	1473	0	199	0	0	183	0	0
V/C Ratio(X)	0.01	0.21	0.00	0.01	0.93	0.00	0.51	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	226	1425	0	941	1473	0	305	0	0	300	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	2.7	0.0	2.2	8.1	0.0	44.1	0.0	0.0	42.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	11.5	0.0	2.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.3	0.0	0.0	33.1	0.0	2.8	0.0	0.0	1.1	0.0	0.0
LnGrp Delay(d),s/veh	18.4	3.0	0.0	2.2	19.6	0.0	46.1	0.0	0.0	43.1	0.0	0.0
LnGrp LOS	B	A		A	B		D			D		
Approach Vol, veh/h		307			1370			101			41	
Approach Delay, s/veh		3.1			19.5			46.1			43.1	
Approach LOS		A			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	82.0		12.5	4.2	82.3		12.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	78.0		16.0	4.0	78.0		16.0
Max Q Clear Time (g_c+I1), s	2.1	6.3		8.3	2.0	58.8		4.4
Green Ext Time (p_c), s	0.0	33.4		0.4	0.0	14.5		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	159	16	274	50	14	728
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1845	1900	1863	1863
Adj Flow Rate, veh/h	181	18	330	60	16	809
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.88	0.88	0.83	0.83	0.90	0.90
Percent Heavy Veh, %	0	0	3	3	2	2
Cap, veh/h	232	23	919	167	658	1301
Arrive On Green	0.15	0.15	0.61	0.61	0.02	0.70
Sat Flow, veh/h	1589	158	1520	276	1774	1863
Grp Volume(v), veh/h	200	0	0	390	16	809
Grp Sat Flow(s),veh/h/ln	1755	0	0	1796	1774	1863
Q Serve(g_s), s	5.7	0.0	0.0	5.6	0.2	11.9
Cycle Q Clear(g_c), s	5.7	0.0	0.0	5.6	0.2	11.9
Prop In Lane	0.90	0.09		0.15	1.00	
Lane Grp Cap(c), veh/h	257	0	0	1087	658	1301
V/C Ratio(X)	0.78	0.00	0.00	0.36	0.02	0.62
Avail Cap(c_a), veh/h	545	0	0	1087	768	1301
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.2	0.0	0.0	5.1	3.6	4.1
Incr Delay (d2), s/veh	5.1	0.0	0.0	0.9	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	0.0	3.0	0.1	6.7
LnGrp Delay(d),s/veh	26.3	0.0	0.0	6.1	3.6	6.4
LnGrp LOS	C			A	A	A
Approach Vol, veh/h	200		390			825
Approach Delay, s/veh	26.3		6.1			6.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		40.0			4.8	35.2		11.5
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		36.0			4.0	28.0		16.0
Max Q Clear Time (g_c+I1), s		13.9			2.2	7.6		7.7
Green Ext Time (p_c), s		8.1			0.0	7.8		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	75	563	13	112	1158	176	122	190	211	40	45	88
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1827	1827	1900	1863	1863	1863	1792	1792	1792
Adj Flow Rate, veh/h	82	619	14	126	1301	198	142	221	245	48	54	105
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.86	0.86	0.86	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	4	4	4	2	2	2	6	6	6
Cap, veh/h	194	1549	35	461	1426	215	426	439	373	272	386	328
Arrive On Green	0.04	0.45	0.45	0.06	0.47	0.47	0.05	0.24	0.24	0.03	0.22	0.22
Sat Flow, veh/h	1707	3405	77	1740	3025	457	1774	1863	1583	1707	1792	1524
Grp Volume(v), veh/h	82	309	324	126	742	757	142	221	245	48	54	105
Grp Sat Flow(s),veh/h/ln	1707	1703	1779	1740	1736	1746	1774	1863	1583	1707	1792	1524
Q Serve(g_s), s	1.9	9.0	9.0	2.8	29.3	30.0	4.0	7.6	10.4	1.6	1.8	4.3
Cycle Q Clear(g_c), s	1.9	9.0	9.0	2.8	29.3	30.0	4.0	7.6	10.4	1.6	1.8	4.3
Prop In Lane	1.00		0.04	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	775	809	461	818	823	426	439	373	272	386	328
V/C Ratio(X)	0.42	0.40	0.40	0.27	0.91	0.92	0.33	0.50	0.66	0.18	0.14	0.32
Avail Cap(c_a), veh/h	211	775	809	496	818	823	426	439	373	307	386	328
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.8	13.5	13.5	10.1	18.1	18.3	21.8	24.6	25.7	21.8	23.6	24.5
Incr Delay (d2), s/veh	1.5	1.5	1.5	0.3	15.7	17.0	0.5	4.1	8.8	0.3	0.8	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.5	4.7	1.4	17.4	18.2	0.5	4.4	5.5	0.8	1.0	2.0
LnGrp Delay(d),s/veh	18.2	15.0	15.0	10.4	33.8	35.3	22.3	28.7	34.4	22.1	24.3	27.1
LnGrp LOS	B	B	B	B	C	D	C	C	C	C	C	C
Approach Vol, veh/h		715			1625			608			207	
Approach Delay, s/veh		15.4			32.7			29.5			25.2	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	37.8	6.5	21.5	7.3	39.0	8.0	20.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	6.0	33.0	4.0	16.0	4.0	35.0	4.0	16.0
Max Q Clear Time (g_c+I1), s	4.8	11.0	3.6	12.4	3.9	32.0	6.0	6.3
Green Ext Time (p_c), s	0.0	14.3	0.0	1.0	0.0	2.6	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	442	120	133	1191	85	120	262	121	46	144	116
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1900	1845	1845	1900	1863	1863	1900	1810	1810	1810
Adj Flow Rate, veh/h	134	486	132	149	1338	96	133	291	134	55	173	140
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %	6	6	6	3	3	3	2	2	2	5	5	5
Cap, veh/h	216	1212	327	463	1544	110	357	314	145	166	409	348
Arrive On Green	0.06	0.46	0.46	0.07	0.47	0.47	0.07	0.26	0.26	0.03	0.23	0.23
Sat Flow, veh/h	1707	2653	716	1757	3318	237	1774	1208	556	1723	1810	1538
Grp Volume(v), veh/h	134	311	307	149	705	729	133	0	425	55	173	140
Grp Sat Flow(s),veh/h/ln	1707	1703	1666	1757	1752	1803	1774	0	1765	1723	1810	1538
Q Serve(g_s), s	3.6	10.6	10.7	3.9	31.5	31.8	4.9	0.0	20.6	2.1	7.2	6.8
Cycle Q Clear(g_c), s	3.6	10.6	10.7	3.9	31.5	31.8	4.9	0.0	20.6	2.1	7.2	6.8
Prop In Lane	1.00		0.43	1.00		0.13	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	216	778	761	463	816	839	357	0	459	166	409	348
V/C Ratio(X)	0.62	0.40	0.40	0.32	0.86	0.87	0.37	0.00	0.93	0.33	0.42	0.40
Avail Cap(c_a), veh/h	216	778	761	488	841	865	357	0	463	184	434	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	15.8	15.8	11.7	20.9	21.0	23.3	0.0	31.6	26.6	29.0	28.8
Incr Delay (d2), s/veh	5.3	1.5	1.6	0.4	9.1	9.3	0.6	0.0	24.7	1.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	5.3	5.3	1.9	17.2	18.0	2.5	0.0	13.2	1.1	3.6	2.9
LnGrp Delay(d),s/veh	24.4	17.3	17.4	12.1	30.1	30.3	23.9	0.0	56.2	27.7	29.7	29.6
LnGrp LOS	C	B	B	B	C	C	C		E	C	C	C
Approach Vol, veh/h		752			1583			558			368	
Approach Delay, s/veh		18.6			28.5			48.5			29.4	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	44.0	7.0	26.8	9.0	44.8	10.0	23.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	40.0	4.0	23.0	5.0	42.0	6.0	21.0
Max Q Clear Time (g_c+I1), s	5.9	12.7	4.1	22.6	5.6	33.8	6.9	9.2
Green Ext Time (p_c), s	0.0	15.7	0.0	0.2	0.0	6.4	0.0	3.3

Intersection Summary	
HCM 2010 Ctrl Delay	29.7
HCM 2010 LOS	C

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	50	166	115	172	575	41
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1863	1863	1863	1900
Adj Flow Rate, veh/h	58	0	147	221	669	48
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.86	0.86	0.78	0.78	0.86	0.86
Percent Heavy Veh, %	4	4	2	2	2	2
Cap, veh/h	79	71	564	1455	1066	76
Arrive On Green	0.05	0.00	0.07	0.78	0.62	0.62
Sat Flow, veh/h	1740	1553	1774	1863	1718	123
Grp Volume(v), veh/h	58	0	147	221	0	717
Grp Sat Flow(s),veh/h/ln	1740	1553	1774	1863	0	1841
Q Serve(g_s), s	1.5	0.0	1.1	1.4	0.0	11.2
Cycle Q Clear(g_c), s	1.5	0.0	1.1	1.4	0.0	11.2
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	79	71	564	1455	0	1143
V/C Ratio(X)	0.73	0.00	0.26	0.15	0.00	0.63
Avail Cap(c_a), veh/h	151	135	626	1455	0	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	4.1	1.3	0.0	5.4
Incr Delay (d2), s/veh	12.2	0.0	0.2	0.2	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.7	0.8	0.0	6.4
LnGrp Delay(d),s/veh	34.0	0.0	4.3	1.5	0.0	8.0
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	58			368	717	
Approach Delay, s/veh	34.0			2.6	8.0	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.4	32.6				40.0		6.1
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	5.0	27.0				36.0		4.0
Max Q Clear Time (g_c+I1), s	3.1	13.2				3.4		3.5
Green Ext Time (p_c), s	0.1	4.9				6.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	14.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	61	52	1268	56	61	1087
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	66	57	1378	61	66	1182

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2101	689	0	0	1378	0
Stage 1	1378	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.22	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.26	-
Pot Cap-1 Maneuver	~ 44	388	-	-	473	-
Stage 1	199	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 38	388	-	-	473	-
Mov Cap-2 Maneuver	~ 38	-	-	-	-	-
Stage 1	199	-	-	-	-	-
Stage 2	379	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 324.4	0	0.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	38	388	473	-
HCM Lane V/C Ratio	-	-	1.745	0.146	0.14	-
HCM Control Delay (s)	-	-	$ 587.4	15.9	13.8	-
HCM Lane LOS	-	-	F	C	B	-
HCM 95th %tile Q(veh)	-	-	7.1	0.5	0.5	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	5	18	1315	5	19	1144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	6	6
Mvmt Flow	5	20	1429	5	21	1243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2095	717	0	0	1435	0
Stage 1	1432	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.22	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.26	-
Pot Cap-1 Maneuver	45	372	-	-	449	-
Stage 1	186	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	43	372	-	-	449	-
Mov Cap-2 Maneuver	43	-	-	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.2	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	140	449	-
HCM Lane V/C Ratio	-	-	0.179	0.046	-
HCM Control Delay (s)	-	-	36.2	13.4	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	113	509	1399	5	5	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	123	553	1521	5	5	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1521	0	-	0	2043	760
Stage 1	-	-	-	-	1521	-
Stage 2	-	-	-	-	522	-
Critical Hdwy	4.2	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.25	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	420	-	-	-	49	349
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	420	-	-	-	35	349
Mov Cap-2 Maneuver	-	-	-	-	35	-
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	396	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	25.2
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	420	-	-	-	35	349
HCM Lane V/C Ratio	0.292	-	-	-	0.155	0.343
HCM Control Delay (s)	17.1	-	-	-	125.9	20.6
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	1.2	-	-	-	0.5	1.5

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	19	289	1373	5	5	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	2	2	2	2
Mvmt Flow	21	314	1492	5	5	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1492	0	-	0	1690	746
Stage 1	-	-	-	-	1492	-
Stage 2	-	-	-	-	198	-
Critical Hdwy	4.22	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.26	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	427	-	-	-	84	356
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	816	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	427	-	-	-	80	356
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	427	-	-	-	368
HCM Lane V/C Ratio	0.048	-	-	-	0.068
HCM Control Delay (s)	13.9	-	-	-	15.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

HCM 2010 Signalized Intersection Summary
1: Mtn Indus Blvd & US 78 WB Off Ramp/US 78 WB On Ramp

6/22/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	645	0	285	0	0	0	0	1145	189	487	1398	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776				0	1810	1810	1776	1776	0
Adj Flow Rate, veh/h	722	0	0				0	1282	0	545	1565	0
Adj No. of Lanes	2	0	1				0	3	1	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7				0	5	5	7	7	0
Cap, veh/h	813	0	363				0	1557	485	581	2148	0
Arrive On Green	0.24	0.00	0.00				0.00	0.32	0.00	0.26	0.64	0.00
Sat Flow, veh/h	3382	0	1509				0	5103	1538	1691	3463	0
Grp Volume(v), veh/h	722	0	0				0	1282	0	545	1565	0
Grp Sat Flow(s),veh/h/ln	1691	0	1509				0	1647	1538	1691	1687	0
Q Serve(g_s), s	13.4	0.0	0.0				0.0	15.6	0.0	14.8	20.4	0.0
Cycle Q Clear(g_c), s	13.4	0.0	0.0				0.0	15.6	0.0	14.8	20.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	813	0	363				0	1557	485	581	2148	0
V/C Ratio(X)	0.89	0.00	0.00				0.00	0.82	0.00	0.94	0.73	0.00
Avail Cap(c_a), veh/h	833	0	372				0	1557	485	584	2148	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.09	0.09	0.00
Uniform Delay (d), s/veh	23.8	0.0	0.0				0.0	20.6	0.0	14.6	8.0	0.0
Incr Delay (d2), s/veh	11.4	0.0	0.0				0.0	5.1	0.0	3.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	0.0				0.0	7.7	0.0	9.9	9.4	0.0
LnGrp Delay(d),s/veh	35.2	0.0	0.0				0.0	25.6	0.0	18.0	8.2	0.0
LnGrp LOS	D							C		B	A	
Approach Vol, veh/h		722						1282			2110	
Approach Delay, s/veh		35.2						25.6			10.7	
Approach LOS		D						C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	20.9	24.5		19.6		45.4		
Change Period (Y+Rc), s	4.0	4.0		4.0		4.0		
Max Green Setting (Gmax), s	17.0	20.0		16.0		41.0		
Max Q Clear Time (g_c+I1), s	16.8	17.6		15.4		22.4		
Green Ext Time (p_c), s	0.0	2.3		0.2		16.1		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	65	0	200	310	1518	0	0	1817	927
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1937	0	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				73	0	224	347	1700	0	0	2034	0
Adj No. of Lanes				1	0	1	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	6	6	0	0	7	7
Cap, veh/h				197	0	169	370	2861	0	0	3279	0
Arrive On Green				0.11	0.00	0.11	0.14	0.84	0.00	0.00	0.68	0.00
Sat Flow, veh/h				1845	0	1583	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				73	0	224	347	1700	0	0	2034	0
Grp Sat Flow(s),veh/h/ln				1845	0	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				5.5	0.0	16.0	18.0	23.9	0.0	0.0	35.1	0.0
Cycle Q Clear(g_c), s				5.5	0.0	16.0	18.0	23.9	0.0	0.0	35.1	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				197	0	169	370	2861	0	0	3279	0
V/C Ratio(X)				0.37	0.00	1.33	0.94	0.59	0.00	0.00	0.62	0.00
Avail Cap(c_a), veh/h				197	0	169	432	2861	0	0	3279	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.38	0.38	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				62.3	0.0	67.0	41.4	3.8	0.0	0.0	13.5	0.0
Incr Delay (d2), s/veh				1.2	0.0	181.8	13.0	0.3	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	15.5	15.5	11.0	0.0	0.0	15.9	0.0
LnGrp Delay(d),s/veh				63.5	0.0	248.8	54.4	4.2	0.0	0.0	14.4	0.0
LnGrp LOS				E		F	D	A			B	
Approach Vol, veh/h					297			2047			2034	
Approach Delay, s/veh					203.3			12.7			14.4	
Approach LOS					F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		130.0			24.5	105.5		20.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		126.0			26.0	96.0		16.0
Max Q Clear Time (g_c+I1), s		25.9			20.0	37.1		18.0
Green Ext Time (p_c), s		81.8			0.6	52.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	874	246	306	384	85	213	884	297	273	1179	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1792	1792	1900	1810	1810	1900
Adj Flow Rate, veh/h	109	950	267	333	417	0	232	961	323	297	1282	86
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	410	765	214	265	1157	0	174	878	293	244	1276	85
Arrive On Green	0.06	0.28	0.28	0.11	0.33	0.00	0.06	0.35	0.35	0.10	0.39	0.39
Sat Flow, veh/h	1774	2732	766	1757	3597	0	1707	2509	838	1723	3271	219
Grp Volume(v), veh/h	109	614	603	333	417	0	232	650	634	297	673	695
Grp Sat Flow(s),veh/h/ln	1774	1770	1728	1757	1752	0	1707	1703	1644	1723	1719	1771
Q Serve(g_s), s	4.3	28.0	28.0	11.0	9.0	0.0	6.0	35.0	35.0	10.0	39.0	39.0
Cycle Q Clear(g_c), s	4.3	28.0	28.0	11.0	9.0	0.0	6.0	35.0	35.0	10.0	39.0	39.0
Prop In Lane	1.00		0.44	1.00		0.00	1.00		0.51	1.00		0.12
Lane Grp Cap(c), veh/h	410	495	484	265	1157	0	174	596	576	244	670	691
V/C Ratio(X)	0.27	1.24	1.25	1.26	0.36	0.00	1.33	1.09	1.10	1.22	1.00	1.01
Avail Cap(c_a), veh/h	410	495	484	265	1157	0	174	596	576	244	670	691
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	36.0	36.0	27.0	25.5	0.0	27.7	32.5	32.5	27.9	30.5	30.5
Incr Delay (d2), s/veh	0.3	124.3	127.0	141.9	0.2	0.0	182.4	64.2	68.1	128.4	35.6	35.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	30.7	30.4	17.8	4.4	0.0	10.8	27.0	26.7	15.4	25.1	25.9
LnGrp Delay(d),s/veh	23.6	160.3	163.0	168.9	25.7	0.0	210.1	96.7	100.6	156.3	66.1	66.5
LnGrp LOS	C	F	F	F	C		F	F	F	F	F	F
Approach Vol, veh/h		1326			750			1516			1665	
Approach Delay, s/veh		150.3			89.3			115.7			82.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	39.0	15.0	32.0	10.0	43.0	10.0	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	11.0	28.0	6.0	39.0	6.0	33.0
Max Q Clear Time (g_c+I1), s	12.0	37.0	13.0	30.0	8.0	41.0	6.3	11.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.9

Intersection Summary	
HCM 2010 Ctrl Delay	110.1
HCM 2010 LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	1203	36	251	618	167	36	698	614	264	992	289
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1827	1827	1827	1845	1845	1845
Adj Flow Rate, veh/h	267	1308	39	273	672	182	41	793	0	287	1078	0
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	4	4	4	3	3	3
Cap, veh/h	385	1287	38	275	985	267	140	810	362	279	1363	610
Arrive On Green	0.12	0.37	0.37	0.11	0.36	0.36	0.23	0.23	0.00	0.11	0.39	0.00
Sat Flow, veh/h	1774	3509	105	1757	2728	738	511	3471	1553	1757	3505	1568
Grp Volume(v), veh/h	267	659	688	273	431	423	41	793	0	287	1078	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1844	1757	1752	1714	511	1736	1553	1757	1752	1568
Q Serve(g_s), s	8.3	33.0	33.0	9.9	18.8	18.8	6.9	20.4	0.0	10.0	24.4	0.0
Cycle Q Clear(g_c), s	8.3	33.0	33.0	9.9	18.8	18.8	17.4	20.4	0.0	10.0	24.4	0.0
Prop In Lane	1.00		0.06	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	385	649	676	275	632	619	140	810	362	279	1363	610
V/C Ratio(X)	0.69	1.02	1.02	0.99	0.68	0.68	0.29	0.98	0.00	1.03	0.79	0.00
Avail Cap(c_a), veh/h	434	649	676	275	632	619	140	810	362	279	1363	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.8	28.5	28.5	24.6	24.4	24.4	38.1	34.3	0.0	25.4	24.3	0.0
Incr Delay (d2), s/veh	4.1	39.3	39.0	51.9	3.0	3.1	5.2	26.9	0.0	61.0	4.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	23.1	24.0	10.7	9.6	9.5	1.2	12.8	0.0	4.7	12.6	0.0
LnGrp Delay(d),s/veh	21.9	67.8	67.5	76.5	27.4	27.5	43.3	61.2	0.0	86.4	29.0	0.0
LnGrp LOS	C	F	F	E	C	C	D	E		F	C	
Approach Vol, veh/h		1614			1127			834			1365	
Approach Delay, s/veh		60.1			39.3			60.3			41.1	
Approach LOS		E			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.0	14.0	37.0		39.0	14.5	36.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	21.0	10.0	33.0		35.0	13.0	30.0
Max Q Clear Time (g_c+I1), s	12.0	22.4	11.9	35.0		26.4	10.3	20.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		6.6	0.2	7.3

Intersection Summary	
HCM 2010 Ctrl Delay	50.1
HCM 2010 LOS	D

HCM 2010 Signalized Intersection Summary
5: US 29/L'Ville Hwy & SR 236/ Hugh Howell Rd

6/22/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	700	744	14	1	424	495	7	15	1	849	20	752
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1881	1900	1881	1881	1881
Adj Flow Rate, veh/h	761	809	15	1	487	0	12	25	2	949	0	0
Adj No. of Lanes	2	2	0	1	2	1	0	1	0	2	0	1
Peak Hour Factor	0.92	0.92	0.92	0.87	0.87	0.87	0.60	0.60	0.60	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	1	1	1	1	1	1
Cap, veh/h	727	1540	29	198	629	281	94	196	16	956	0	426
Arrive On Green	0.21	0.43	0.43	0.18	0.18	0.00	0.17	0.17	0.17	0.27	0.00	0.00
Sat Flow, veh/h	3442	3555	66	662	3539	1583	565	1177	94	3583	0	1599
Grp Volume(v), veh/h	761	403	421	1	487	0	39	0	0	949	0	0
Grp Sat Flow(s),veh/h/ln	1721	1770	1851	662	1770	1583	1836	0	0	1792	0	1599
Q Serve(g_s), s	19.0	15.0	15.0	0.1	11.8	0.0	1.6	0.0	0.0	23.8	0.0	0.0
Cycle Q Clear(g_c), s	19.0	15.0	15.0	0.1	11.8	0.0	1.6	0.0	0.0	23.8	0.0	0.0
Prop In Lane	1.00		0.04	1.00		1.00	0.31		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	727	767	802	198	629	281	306	0	0	956	0	426
V/C Ratio(X)	1.05	0.53	0.53	0.01	0.77	0.00	0.13	0.00	0.00	0.99	0.00	0.00
Avail Cap(c_a), veh/h	727	767	802	198	629	281	306	0	0	956	0	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.5	18.7	18.7	30.5	35.3	0.0	31.9	0.0	0.0	32.9	0.0	0.0
Incr Delay (d2), s/veh	46.5	2.6	2.5	0.0	9.0	0.0	0.9	0.0	0.0	27.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	7.8	8.2	0.0	6.5	0.0	0.9	0.0	0.0	15.4	0.0	0.0
LnGrp Delay(d),s/veh	82.0	21.3	21.2	30.5	44.3	0.0	32.8	0.0	0.0	60.4	0.0	0.0
LnGrp LOS	F	C	C	C	D		C			E		
Approach Vol, veh/h		1585			488			39			949	
Approach Delay, s/veh		50.4			44.2			32.8			60.4	
Approach LOS		D			D			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		43.0		19.0	23.0	20.0		28.0
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s		39.0		15.0	19.0	16.0		24.0
Max Q Clear Time (g_c+I1), s		17.0		3.6	21.0	13.8		25.8
Green Ext Time (p_c), s		8.1		0.1	0.0	1.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	162	1215	19	14	439	32	34	0	142	51	0	171
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1845	1845	1845	1900	1810	1900	1863	1863	1900
Adj Flow Rate, veh/h	176	1321	21	15	477	0	39	0	161	55	0	0
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	656	1893	30	291	1602	717	134	20	230	404	348	0
Arrive On Green	0.08	0.53	0.53	0.02	0.46	0.00	0.19	0.00	0.19	0.19	0.00	0.00
Sat Flow, veh/h	1792	3601	57	1757	3505	1568	193	105	1232	1220	1863	0
Grp Volume(v), veh/h	176	655	687	15	477	0	200	0	0	55	0	0
Grp Sat Flow(s),veh/h/ln	1792	1787	1871	1757	1752	1568	1530	0	0	1220	1863	0
Q Serve(g_s), s	2.1	12.1	12.1	0.2	3.8	0.0	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.1	12.1	12.1	0.2	3.8	0.0	5.3	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.03	1.00		1.00	0.19		0.80	1.00		0.00
Lane Grp Cap(c), veh/h	656	939	983	291	1602	717	383	0	0	404	348	0
V/C Ratio(X)	0.27	0.70	0.70	0.05	0.30	0.00	0.52	0.00	0.00	0.14	0.00	0.00
Avail Cap(c_a), veh/h	750	1136	1190	424	2069	926	649	0	0	619	677	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.0	7.8	7.8	7.2	7.5	0.0	16.7	0.0	0.0	15.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.5	1.4	0.1	0.1	0.0	1.1	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	6.2	6.5	0.1	1.8	0.0	2.4	0.0	0.0	0.6	0.0	0.0
LnGrp Delay(d),s/veh	5.2	9.3	9.2	7.2	7.6	0.0	17.8	0.0	0.0	15.3	0.0	0.0
LnGrp LOS	A	A	A	A	A		B			B		
Approach Vol, veh/h		1518			492			200			55	
Approach Delay, s/veh		8.8			7.6			17.8			15.3	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Phs Duration (G+Y+Rc), s		12.2	4.7	27.1		12.2	7.7	24.1
Change Period (Y+Rc), s		4.0	4.0	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		16.0	4.0	28.0		16.0	6.0	26.0
Max Q Clear Time (g_c+I1), s		7.3	2.2	14.1		3.6	4.1	5.8
Green Ext Time (p_c), s		0.9	0.0	9.0		1.1	0.1	11.6

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	1285	47	20	436	1	25	0	20	2	0	8
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1845	1845	1900	1900	1881	1900	1900	1863	1900
Adj Flow Rate, veh/h	14	1397	0	23	507	0	32	0	26	3	0	12
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.77	0.77	0.77	0.69	0.69	0.69
Percent Heavy Veh, %	1	1	1	3	3	3	1	1	1	2	2	2
Cap, veh/h	778	1562	0	222	1542	0	86	4	35	45	8	66
Arrive On Green	0.01	0.83	0.00	0.02	0.84	0.00	0.05	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1792	1881	0	1757	1845	0	780	71	692	175	157	1328
Grp Volume(v), veh/h	14	1397	0	23	507	0	58	0	0	15	0	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1757	1845	0	1543	0	0	1660	0	0
Q Serve(g_s), s	0.1	57.8	0.0	0.2	7.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.1	57.8	0.0	0.2	7.3	0.0	4.3	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.00	1.00		0.00	0.55		0.45	0.20		0.80
Lane Grp Cap(c), veh/h	778	1562	0	222	1542	0	125	0	0	120	0	0
V/C Ratio(X)	0.02	0.89	0.00	0.10	0.33	0.00	0.47	0.00	0.00	0.13	0.00	0.00
Avail Cap(c_a), veh/h	816	1562	0	250	1542	0	252	0	0	251	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	1.7	6.6	0.0	16.4	2.2	0.0	55.2	0.0	0.0	53.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.3	0.0	0.2	0.6	0.0	2.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	32.7	0.0	0.4	3.9	0.0	2.0	0.0	0.0	0.5	0.0	0.0
LnGrp Delay(d),s/veh	1.7	14.9	0.0	16.6	2.8	0.0	57.9	0.0	0.0	54.2	0.0	0.0
LnGrp LOS	A	B		B	A		E			D		
Approach Vol, veh/h		1411			530			58			15	
Approach Delay, s/veh		14.8			3.4			57.9			54.2	
Approach LOS		B			A			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	102.0		9.9	5.5	102.6		9.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	4.0	98.0		16.0	4.0	98.0		16.0
Max Q Clear Time (g_c+I1), s	2.2	59.8		6.3	2.1	9.3		3.0
Green Ext Time (p_c), s	0.0	25.2		0.2	0.0	39.1		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Vol, veh/h	389	920	306	5	4	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	400	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	85	85	91	91
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	423	1000	360	6	4	170

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	2209	363
Stage 1	-	-	-	-	363	-
Stage 2	-	-	-	-	1846	-
Critical Hdwy	4.11	-	-	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	2.209	-	-	-	3.509	3.309
Pot Cap-1 Maneuver	1198	-	-	-	49	684
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	138	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1198	-	-	-	32	684
Mov Cap-2 Maneuver	-	-	-	-	32	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	89	-

Approach	EB	WB	SW
HCM Control Delay, s	2.9	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	1198	-	-	-	452
HCM Lane V/C Ratio	0.353	-	-	-	0.387
HCM Control Delay (s)	9.6	-	-	-	17.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	1.6	-	-	-	1.8

Movement	NBL	NBR	SET	SER	NWL	NWT
Lane Configurations						
Volume (veh/h)	63	15	887	227	12	296
Number	3	18	6	16	5	2
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1900	1881	1900	1881	1881
Adj Flow Rate, veh/h	93	22	964	247	14	344
Adj No. of Lanes	0	0	1	0	1	1
Peak Hour Factor	0.68	0.68	0.92	0.92	0.86	0.86
Percent Heavy Veh, %	0	0	1	1	1	1
Cap, veh/h	119	28	1089	279	233	1535
Arrive On Green	0.08	0.08	0.75	0.75	0.01	0.82
Sat Flow, veh/h	1405	332	1445	370	1792	1881
Grp Volume(v), veh/h	116	0	0	1211	14	344
Grp Sat Flow(s),veh/h/ln	1752	0	0	1816	1792	1881
Q Serve(g_s), s	5.2	0.0	0.0	39.9	0.1	3.3
Cycle Q Clear(g_c), s	5.2	0.0	0.0	39.9	0.1	3.3
Prop In Lane	0.80	0.19		0.20	1.00	
Lane Grp Cap(c), veh/h	149	0	0	1368	233	1535
V/C Ratio(X)	0.78	0.00	0.00	0.89	0.06	0.22
Avail Cap(c_a), veh/h	347	0	0	1368	298	1535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	7.4	13.0	1.7
Incr Delay (d2), s/veh	8.5	0.0	0.0	8.7	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	22.8	0.2	1.9
LnGrp Delay(d),s/veh	44.8	0.0	0.0	16.1	13.1	2.0
LnGrp LOS	D			B	B	A
Approach Vol, veh/h	116		1211			358
Approach Delay, s/veh	44.8		16.1			2.4
Approach LOS	D		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		70.0			5.1	64.9		10.9
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		66.0			4.0	58.0		16.0
Max Q Clear Time (g_c+I1), s		5.3			2.1	41.9		7.2
Green Ext Time (p_c), s		20.8			0.0	10.5		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	79	1122	49	241	847	65	37	87	287	182	293	140
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1881	1881	1881	1881
Adj Flow Rate, veh/h	87	1233	54	262	921	71	43	100	330	200	322	154
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	1
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.87	0.87	0.87	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	1	1	1
Cap, veh/h	352	1781	78	319	1865	144	180	333	283	338	440	374
Arrive On Green	0.04	0.52	0.52	0.09	0.57	0.57	0.03	0.18	0.18	0.08	0.23	0.23
Sat Flow, veh/h	1774	3454	151	1757	3298	254	1792	1881	1599	1792	1881	1599
Grp Volume(v), veh/h	87	631	656	262	489	503	43	100	330	200	322	154
Grp Sat Flow(s),veh/h/ln	1774	1770	1836	1757	1752	1800	1792	1881	1599	1792	1881	1599
Q Serve(g_s), s	2.7	31.8	31.9	7.9	19.9	19.9	2.3	5.5	21.0	10.0	18.7	9.7
Cycle Q Clear(g_c), s	2.7	31.8	31.9	7.9	19.9	19.9	2.3	5.5	21.0	10.0	18.7	9.7
Prop In Lane	1.00		0.08	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	912	946	319	991	1018	180	333	283	338	440	374
V/C Ratio(X)	0.25	0.69	0.69	0.82	0.49	0.49	0.24	0.30	1.16	0.59	0.73	0.41
Avail Cap(c_a), veh/h	375	912	946	462	991	1018	191	333	283	338	440	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	21.6	21.6	21.0	15.5	15.5	39.0	42.4	48.7	35.5	41.9	38.5
Incr Delay (d2), s/veh	0.4	4.3	4.2	7.6	1.8	1.7	0.7	2.3	105.5	2.7	10.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	16.5	17.1	5.3	10.1	10.4	1.2	3.0	17.6	1.1	11.0	4.6
LnGrp Delay(d),s/veh	13.8	25.9	25.8	28.6	17.3	17.2	39.7	44.6	154.2	38.2	52.2	41.8
LnGrp LOS	B	C	C	C	B	B	D	D	F	D	D	D
Approach Vol, veh/h		1374			1254			473			676	
Approach Delay, s/veh		25.1			19.6			120.6			45.7	
Approach LOS		C			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	65.1	14.0	25.0	8.5	71.0	7.3	31.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	53.0	10.0	21.0	6.0	67.0	4.0	27.0
Max Q Clear Time (g_c+I1), s	9.9	33.9	12.0	23.0	4.7	21.9	4.3	20.7
Green Ext Time (p_c), s	0.5	13.4	0.0	0.0	0.0	22.6	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	38.9
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	68	1140	145	188	919	76	66	108	182	151	252	135
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1845	1845	1900	1881	1881	1900	1863	1863	1863
Adj Flow Rate, veh/h	79	1326	169	219	1069	88	80	130	219	164	274	147
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	1
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.83	0.83	0.83	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	3	3	3	1	1	1	2	2	2
Cap, veh/h	290	1503	190	260	1704	140	240	121	204	202	401	340
Arrive On Green	0.04	0.48	0.48	0.08	0.52	0.52	0.05	0.19	0.19	0.07	0.22	0.22
Sat Flow, veh/h	1774	3161	400	1757	3280	270	1792	631	1063	1774	1863	1583
Grp Volume(v), veh/h	79	739	756	219	571	586	80	0	349	164	274	147
Grp Sat Flow(s),veh/h/ln	1774	1770	1792	1757	1752	1797	1792	0	1694	1774	1863	1583
Q Serve(g_s), s	2.0	33.2	33.8	5.3	20.5	20.5	3.1	0.0	17.0	6.0	12.0	7.1
Cycle Q Clear(g_c), s	2.0	33.2	33.8	5.3	20.5	20.5	3.1	0.0	17.0	6.0	12.0	7.1
Prop In Lane	1.00		0.22	1.00		0.15	1.00		0.63	1.00		1.00
Lane Grp Cap(c), veh/h	290	841	852	260	911	934	240	0	326	202	401	340
V/C Ratio(X)	0.27	0.88	0.89	0.84	0.63	0.63	0.33	0.00	1.07	0.81	0.68	0.43
Avail Cap(c_a), veh/h	341	841	852	292	911	934	240	0	326	202	401	340
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	20.9	21.0	19.2	15.1	15.1	27.5	0.0	35.7	29.5	31.9	30.0
Incr Delay (d2), s/veh	0.5	12.5	13.2	18.0	1.4	1.3	0.8	0.0	70.0	21.6	4.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	18.9	19.7	4.0	10.2	10.4	1.6	0.0	14.2	2.3	6.7	3.2
LnGrp Delay(d),s/veh	13.3	33.4	34.3	37.2	16.5	16.5	28.3	0.0	105.6	51.1	36.7	30.9
LnGrp LOS	B	C	C	D	B	B	C		F	D	D	C
Approach Vol, veh/h		1574			1376			429			585	
Approach Delay, s/veh		32.8			19.8			91.2			39.3	
Approach LOS		C			B			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	46.0	10.0	21.0	7.4	49.9	8.0	23.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	42.0	6.0	17.0	6.0	45.0	4.0	19.0
Max Q Clear Time (g_c+I1), s	7.3	35.8	8.0	19.0	4.0	22.5	5.1	14.0
Green Ext Time (p_c), s	0.1	5.6	0.0	0.0	0.0	17.5	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	35.6
HCM 2010 LOS	D

Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations						
Volume (veh/h)	19	53	104	800	261	36
Number	3	18	1	6	2	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1881	1881	1881	1900
Adj Flow Rate, veh/h	30	0	113	870	297	41
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.63	0.63	0.92	0.92	0.88	0.88
Percent Heavy Veh, %	3	3	1	1	1	1
Cap, veh/h	49	44	865	1496	1036	143
Arrive On Green	0.03	0.00	0.07	0.80	0.64	0.64
Sat Flow, veh/h	1757	1568	1792	1881	1618	223
Grp Volume(v), veh/h	30	0	113	870	0	338
Grp Sat Flow(s),veh/h/ln	1757	1568	1792	1881	0	1842
Q Serve(g_s), s	0.8	0.0	0.8	8.0	0.0	3.7
Cycle Q Clear(g_c), s	0.8	0.0	0.8	8.0	0.0	3.7
Prop In Lane	1.00	1.00	1.00			0.12
Lane Grp Cap(c), veh/h	49	44	865	1496	0	1179
V/C Ratio(X)	0.61	0.00	0.13	0.58	0.00	0.29
Avail Cap(c_a), veh/h	155	139	943	1496	0	1179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	1.9	1.8	0.0	3.6
Incr Delay (d2), s/veh	11.9	0.0	0.1	1.7	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.3	4.6	0.0	2.0
LnGrp Delay(d),s/veh	33.7	0.0	2.0	3.4	0.0	4.2
LnGrp LOS	C		A	A		A
Approach Vol, veh/h	30			983	338	
Approach Delay, s/veh	33.7			3.2	4.2	
Approach LOS	C			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.0	33.0				40.0		5.3
Change Period (Y+Rc), s	4.0	4.0				4.0		4.0
Max Green Setting (Gmax), s	5.0	27.0				36.0		4.0
Max Q Clear Time (g_c+I1), s	2.8	5.7				10.0		2.8
Green Ext Time (p_c), s	0.0	8.2				8.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	14.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	70	69	1009	59	62	1461
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	0	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	5	5
Mvmt Flow	76	75	1097	64	67	1588

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2026	548	0	0	1097	0
Stage 1	1097	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.2	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.25	-
Pot Cap-1 Maneuver	~ 50	480	-	-	615	-
Stage 1	281	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 45	480	-	-	615	-
Mov Cap-2 Maneuver	~ 45	-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	274.8	0	0.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	45	480	615	-
HCM Lane V/C Ratio	-	-	1.691	0.156	0.11	-
HCM Control Delay (s)	-	-	$ 532	13.9	11.6	-
HCM Lane LOS	-	-	F	B	B	-
HCM 95th %tile Q(veh)	-	-	7.6	0.6	0.4	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	7	21	1073	6	19	1517
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	6	6	4	4
Mvmt Flow	8	23	1166	7	21	1649

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2036	586	0	0	1173	0
Stage 1	1170	-	-	-	-	-
Stage 2	866	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.18	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.24	-
Pot Cap-1 Maneuver	49	454	-	-	580	-
Stage 1	257	-	-	-	-	-
Stage 2	372	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	47	454	-	-	580	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	359	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	36.9	0	0.1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	143	580	-
HCM Lane V/C Ratio	-	-	0.213	0.036	-
HCM Control Delay (s)	-	-	36.9	11.4	-
HCM Lane LOS	-	-	E	B	-
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	109	1335	657	11	20	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	118	1451	714	12	22	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	714	0	-	0	1677	357
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	963	-
Critical Hdwy	4.12	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.21	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	889	-	-	-	86	639
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	331	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	75	639
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	287	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	20.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	889	-	-	-	75	639
HCM Lane V/C Ratio	0.133	-	-	-	0.29	0.201
HCM Control Delay (s)	9.7	-	-	-	71.5	12
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.1	0.7

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	19	1319	464	5	7	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	Yield
Storage Length	150	-	-	150	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	3	3	2	2
Mvmt Flow	21	1434	504	5	8	22

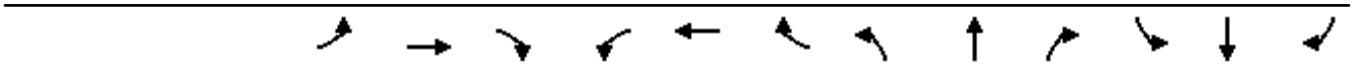
Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	504	0	-	0	1262	252
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	758	-
Critical Hdwy	4.12	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.21	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1064	-	-	-	162	748
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	423	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1064	-	-	-	159	748
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	572	-
Stage 2	-	-	-	-	415	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1064	-	-	-	613
HCM Lane V/C Ratio	0.019	-	-	-	0.048
HCM Control Delay (s)	8.4	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

HCM 2010 Signalized Intersection Summary
2: Mtn Indus Blvd & US 78 EB On Ramp/US 78 EB Off Ramp

6/22/2016



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	106	0	556	351	1954	0	0	774	897
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1976	1863	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				0	0	749	393	2188	0	0	867	0
Adj No. of Lanes				0	1	2	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	6	6	0	0	7	7
Cap, veh/h				0	397	676	562	2316	0	0	2373	0
Arrive On Green				0.00	0.00	0.21	0.14	0.68	0.00	0.00	0.49	0.00
Sat Flow, veh/h				0	1863	3167	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				0	0	749	393	2188	0	0	867	0
Grp Sat Flow(s),veh/h/ln				0	1863	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				0.0	0.0	16.0	7.8	43.1	0.0	0.0	8.3	0.0
Cycle Q Clear(g_c), s				0.0	0.0	16.0	7.8	43.1	0.0	0.0	8.3	0.0
Prop In Lane				0.00		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				0	397	676	562	2316	0	0	2373	0
V/C Ratio(X)				0.00	0.00	1.11	0.70	0.94	0.00	0.00	0.37	0.00
Avail Cap(c_a), veh/h				0	397	676	646	2316	0	0	2373	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.00	0.00	1.00	0.51	0.51	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				0.0	0.0	29.5	7.8	10.7	0.0	0.0	11.9	0.0
Incr Delay (d2), s/veh				0.0	0.0	68.4	1.5	5.5	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	0.0	13.4	3.8	21.5	0.0	0.0	3.8	0.0
LnGrp Delay(d),s/veh				0.0	0.0	97.9	9.3	16.3	0.0	0.0	12.3	0.0
LnGrp LOS						F	A	B			B	
Approach Vol, veh/h					749			2581			867	
Approach Delay, s/veh					97.9			15.2			12.3	
Approach LOS					F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		55.0			14.3	40.7		20.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		51.0			14.0	33.0		16.0
Max Q Clear Time (g_c+I1), s		45.1			9.8	10.3		18.0
Green Ext Time (p_c), s		5.7			0.5	20.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	64	259	141	357	998	155	333	1104	255	107	974	67
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1792	1792	1792	1863	1863	1863	1810	1810	1810	1792	1792	1792
Adj Flow Rate, veh/h	70	282	0	388	1085	0	366	1213	0	116	1059	0
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	2	2	2	5	5	5	6	6	6
Cap, veh/h	156	707	316	471	1062	475	357	1452	649	222	1097	491
Arrive On Green	0.04	0.21	0.00	0.14	0.30	0.00	0.16	0.42	0.00	0.06	0.32	0.00
Sat Flow, veh/h	1707	3406	1524	3442	3539	1583	1723	3438	1538	1707	3406	1524
Grp Volume(v), veh/h	70	282	0	388	1085	0	366	1213	0	116	1059	0
Grp Sat Flow(s),veh/h/ln	1707	1703	1524	1721	1770	1583	1723	1719	1538	1707	1703	1524
Q Serve(g_s), s	2.9	6.4	0.0	9.9	27.0	0.0	14.0	28.3	0.0	4.1	27.5	0.0
Cycle Q Clear(g_c), s	2.9	6.4	0.0	9.9	27.0	0.0	14.0	28.3	0.0	4.1	27.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	707	316	471	1062	475	357	1452	649	222	1097	491
V/C Ratio(X)	0.45	0.40	0.00	0.82	1.02	0.00	1.03	0.84	0.00	0.52	0.97	0.00
Avail Cap(c_a), veh/h	156	707	316	574	1062	475	357	1452	649	222	1097	491
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	28.2	30.8	0.0	37.8	31.5	0.0	25.1	23.2	0.0	21.5	30.0	0.0
Incr Delay (d2), s/veh	2.0	0.4	0.0	8.0	33.3	0.0	54.7	5.8	0.0	2.2	20.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.1	0.0	5.2	18.0	0.0	14.2	14.5	0.0	2.0	16.0	0.0
LnGrp Delay(d),s/veh	30.2	31.2	0.0	45.8	64.8	0.0	79.7	29.1	0.0	23.7	50.0	0.0
LnGrp LOS	C	C		D	F		F	C		C	D	
Approach Vol, veh/h		352			1473			1579			1175	
Approach Delay, s/veh		31.0			59.8			40.8			47.4	
Approach LOS		C			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	42.0	16.3	22.7	18.0	33.0	8.0	31.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	38.0	15.0	16.0	14.0	29.0	4.0	27.0
Max Q Clear Time (g_c+I1), s	6.1	30.3	11.9	8.4	16.0	29.5	4.9	29.0
Green Ext Time (p_c), s	0.0	6.5	0.4	4.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.8
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	72	231	802	5	7	435
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1863	1900	1881	1900
Adj Flow Rate, veh/h	80	257	978	6	8	524
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.90	0.90	0.82	0.82	0.83	0.83
Percent Heavy Veh, %	3	3	2	2	0	0
Cap, veh/h	189	1191	1037	6	6	414
Arrive On Green	0.04	0.65	0.56	0.56	0.26	0.26
Sat Flow, veh/h	1757	1845	1849	11	24	1575
Grp Volume(v), veh/h	80	257	0	984	533	0
Grp Sat Flow(s),veh/h/ln	1757	1845	0	1861	1602	0
Q Serve(g_s), s	1.6	5.0	0.0	43.1	23.0	0.0
Cycle Q Clear(g_c), s	1.6	5.0	0.0	43.1	23.0	0.0
Prop In Lane	1.00			0.01	0.02	0.98
Lane Grp Cap(c), veh/h	189	1191	0	1044	421	0
V/C Ratio(X)	0.42	0.22	0.00	0.94	1.27	0.00
Avail Cap(c_a), veh/h	201	1244	0	1084	421	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.0	6.4	0.0	17.9	32.3	0.0
Incr Delay (d2), s/veh	1.5	0.1	0.0	15.3	137.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.5	0.0	26.3	26.1	0.0
LnGrp Delay(d),s/veh	21.5	6.5	0.0	33.2	169.6	0.0
LnGrp LOS	C	A		C	F	
Approach Vol, veh/h		337	984		533	
Approach Delay, s/veh		10.0	33.2		169.6	
Approach LOS		B	C		F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		60.5		27.0	7.4	53.1		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		59.0		23.0	4.0	51.0		
Max Q Clear Time (g_c+I1), s		7.0		25.0	3.6	45.1		
Green Ext Time (p_c), s		13.6		0.0	0.0	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	68.2
HCM 2010 LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary
2: Mtn Indus Blvd & US 78 EB On Ramp/US 78 EB Off Ramp

6/22/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	65	0	200	310	1518	0	0	1817	927
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1976	1863	1863	1792	1792	0	0	1776	1900
Adj Flow Rate, veh/h				73	113	148	347	1700	0	0	2034	0
Adj No. of Lanes				0	1	1	1	2	0	0	3	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	6	6	0	0	7	7
Cap, veh/h				76	118	169	370	2861	0	0	3279	0
Arrive On Green				0.11	0.11	0.11	0.14	0.84	0.00	0.00	0.68	0.00
Sat Flow, veh/h				717	1110	1583	1707	3495	0	0	5167	0
Grp Volume(v), veh/h				186	0	148	347	1700	0	0	2034	0
Grp Sat Flow(s),veh/h/ln				1827	0	1583	1707	1703	0	0	1616	0
Q Serve(g_s), s				15.2	0.0	13.8	18.0	23.9	0.0	0.0	35.1	0.0
Cycle Q Clear(g_c), s				15.2	0.0	13.8	18.0	23.9	0.0	0.0	35.1	0.0
Prop In Lane				0.39		1.00	1.00		0.00	0.00		0.00
Lane Grp Cap(c), veh/h				195	0	169	370	2861	0	0	3279	0
V/C Ratio(X)				0.95	0.00	0.88	0.94	0.59	0.00	0.00	0.62	0.00
Avail Cap(c_a), veh/h				195	0	169	432	2861	0	0	3279	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.38	0.38	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				66.6	0.0	66.0	41.4	3.8	0.0	0.0	13.5	0.0
Incr Delay (d2), s/veh				51.3	0.0	36.7	13.0	0.3	0.0	0.0	0.9	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.5	0.0	7.8	15.5	11.0	0.0	0.0	15.9	0.0
LnGrp Delay(d),s/veh				118.0	0.0	102.7	54.4	4.2	0.0	0.0	14.4	0.0
LnGrp LOS				F		F	D	A			B	
Approach Vol, veh/h					334			2047			2034	
Approach Delay, s/veh					111.2			12.7			14.4	
Approach LOS					F			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		130.0			24.5	105.5		20.0
Change Period (Y+Rc), s		4.0			4.0	4.0		4.0
Max Green Setting (Gmax), s		126.0			26.0	96.0		16.0
Max Q Clear Time (g_c+I1), s		25.9			20.0	37.1		17.2
Green Ext Time (p_c), s		81.8			0.6	52.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	874	246	306	384	85	213	884	297	273	1179	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1845	1845	1845	1792	1792	1792	1810	1810	1810
Adj Flow Rate, veh/h	109	950	0	333	417	0	232	961	0	297	1282	0
Adj No. of Lanes	1	2	1	2	2	1	1	2	1	1	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
Percent Heavy Veh, %	2	2	2	3	3	3	6	6	6	5	5	5
Cap, veh/h	393	944	422	341	1068	478	216	1135	508	331	1299	581
Arrive On Green	0.06	0.27	0.00	0.10	0.30	0.00	0.08	0.33	0.00	0.12	0.38	0.00
Sat Flow, veh/h	1774	3539	1583	3408	3505	1568	1707	3406	1524	1723	3438	1538
Grp Volume(v), veh/h	109	950	0	333	417	0	232	961	0	297	1282	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1704	1752	1568	1707	1703	1524	1723	1719	1538
Q Serve(g_s), s	4.0	24.0	0.0	8.8	8.4	0.0	7.0	23.6	0.0	9.8	33.3	0.0
Cycle Q Clear(g_c), s	4.0	24.0	0.0	8.8	8.4	0.0	7.0	23.6	0.0	9.8	33.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	944	422	341	1068	478	216	1135	508	331	1299	581
V/C Ratio(X)	0.28	1.01	0.00	0.98	0.39	0.00	1.07	0.85	0.00	0.90	0.99	0.00
Avail Cap(c_a), veh/h	402	944	422	341	1068	478	216	1135	508	331	1299	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.8	33.0	0.0	40.4	24.7	0.0	24.4	27.9	0.0	20.1	27.8	0.0
Incr Delay (d2), s/veh	0.4	30.9	0.0	42.4	0.2	0.0	82.3	7.9	0.0	25.7	22.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	15.7	0.0	6.1	4.1	0.0	4.9	12.3	0.0	6.9	19.6	0.0
LnGrp Delay(d),s/veh	22.2	63.9	0.0	82.8	24.9	0.0	106.7	35.7	0.0	45.8	49.8	0.0
LnGrp LOS	C	F		F	C		F	D		D	D	
Approach Vol, veh/h		1059			750			1193			1579	
Approach Delay, s/veh		59.6			50.6			49.5			49.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	34.0	13.0	28.0	11.0	38.0	9.6	31.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.0	30.0	9.0	24.0	7.0	34.0	6.0	27.0
Max Q Clear Time (g_c+I1), s	11.8	25.6	10.8	26.0	9.0	35.3	6.0	10.4
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	8.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.9
HCM 2010 LOS	D

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Volume (veh/h)	389	920	306	5	4	155
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1845	1900	1881	1900
Adj Flow Rate, veh/h	423	1000	360	6	4	170
Adj No. of Lanes	1	1	1	0	0	0
Peak Hour Factor	0.92	0.92	0.85	0.85	0.91	0.91
Percent Heavy Veh, %	1	1	3	3	0	0
Cap, veh/h	723	1229	682	11	6	247
Arrive On Green	0.18	0.65	0.38	0.38	0.16	0.16
Sat Flow, veh/h	1792	1881	1809	30	37	1558
Grp Volume(v), veh/h	423	1000	0	366	175	0
Grp Sat Flow(s),veh/h/ln	1792	1881	0	1839	1604	0
Q Serve(g_s), s	5.2	16.7	0.0	6.6	4.4	0.0
Cycle Q Clear(g_c), s	5.2	16.7	0.0	6.6	4.4	0.0
Prop In Lane	1.00			0.02	0.02	0.97
Lane Grp Cap(c), veh/h	723	1229	0	693	254	0
V/C Ratio(X)	0.59	0.81	0.00	0.53	0.69	0.00
Avail Cap(c_a), veh/h	903	1595	0	866	605	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.8	5.5	0.0	10.3	16.9	0.0
Incr Delay (d2), s/veh	0.8	2.6	0.0	0.6	3.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	9.2	0.0	3.4	2.2	0.0
LnGrp Delay(d),s/veh	6.5	8.0	0.0	10.9	20.2	0.0
LnGrp LOS	A	A		B	C	
Approach Vol, veh/h		1423	366		175	
Approach Delay, s/veh		7.6	10.9		20.2	
Approach LOS		A	B		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				31.7		10.7	11.7	20.0
Change Period (Y+Rc), s				4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s				36.0		16.0	12.0	20.0
Max Q Clear Time (g_c+I1), s				18.7		6.4	7.2	8.6
Green Ext Time (p_c), s				9.0		0.3	0.6	6.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Notes

User approved volume balancing among the lanes for turning movement.