LOVEJOY REALTY FBO

Development of Regional Impact # 1451

HENRY COUNTY, GA

TRAFFIC IMPACT STUDY

Prepared for:

Big 5 Enterprises, LLC
1065 Jodeco Road
Stockbridge, GA 30281

Prepared by:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

TRAFFIC IMPACT STUDY
FOR
LOVEJOY REALTY FBO
HENRY COUNTY, GEORGIA

Prepared for:

Big 5 Enterprises, LLC
1065 Jodeco Road
Stockbridge, GA 30281

Prepared by:

A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

June 29, 2007
A&R Project No: 07-061

EXECUTIVE SUMMARY

The purpose of this study is to determine the traffic impact that will result from the Lovejoy Realty FBO development proposed along Selfridge Road to the northwest of the intersection of Lower Woolsey Road / Selfridge Road in Henry County, Georgia. The proposed development will consist of 873,600 s.f. of aircraft hanger space, 352 residential condominium / townhouse units and 45,544 s.f. of retail space. The traffic analysis evaluated the following scenarios: existing conditions, the year 2009 without additional traffic generated by the development, and the year 2009 with the traffic generated by the development.

From the existing condition analysis it was found that one study intersection within the study area is currently not operating at the level of service standard of D. Analysis of the Base Year 2009 also revealed that one study intersection being analyzed will not meet the required LOS standard.

The Future 2009 traffic including the site-generated traffic was then evaluated using existing lane geometry. The analysis revealed that one study network intersection will not meet the required LOS standard after the project is completed if no roadway improvements are implemented. Improvements were recommended to restore this intersection back to the LOS standard. Additionally, recommendations to allow the site accesses to operate at satisfactory LOS were identified. Details can be found in the site access analysis section of the report.

TABLE OF CONTENTS

Item **Page**

LIST OF FIGURES

LIST OF TABLES

1. PROJECT DESCRIPTION

The purpose of this study is to determine the traffic impact that will result from the Lovejoy Realty FBO development proposed along Selfridge Road to the northwest of the intersection of Lower Woolsey Road / Selfridge Road in Henry County, Georgia. The proposed development will consist of 873,600 s.f. of aircraft hanger space, 352 residential condominium / townhouse units and 45,544 s.f. of retail space. The site is proposed to have three full access driveways along Selfridge Road. A location map for the site is shown in Figure 1.

1.1 Site Plan

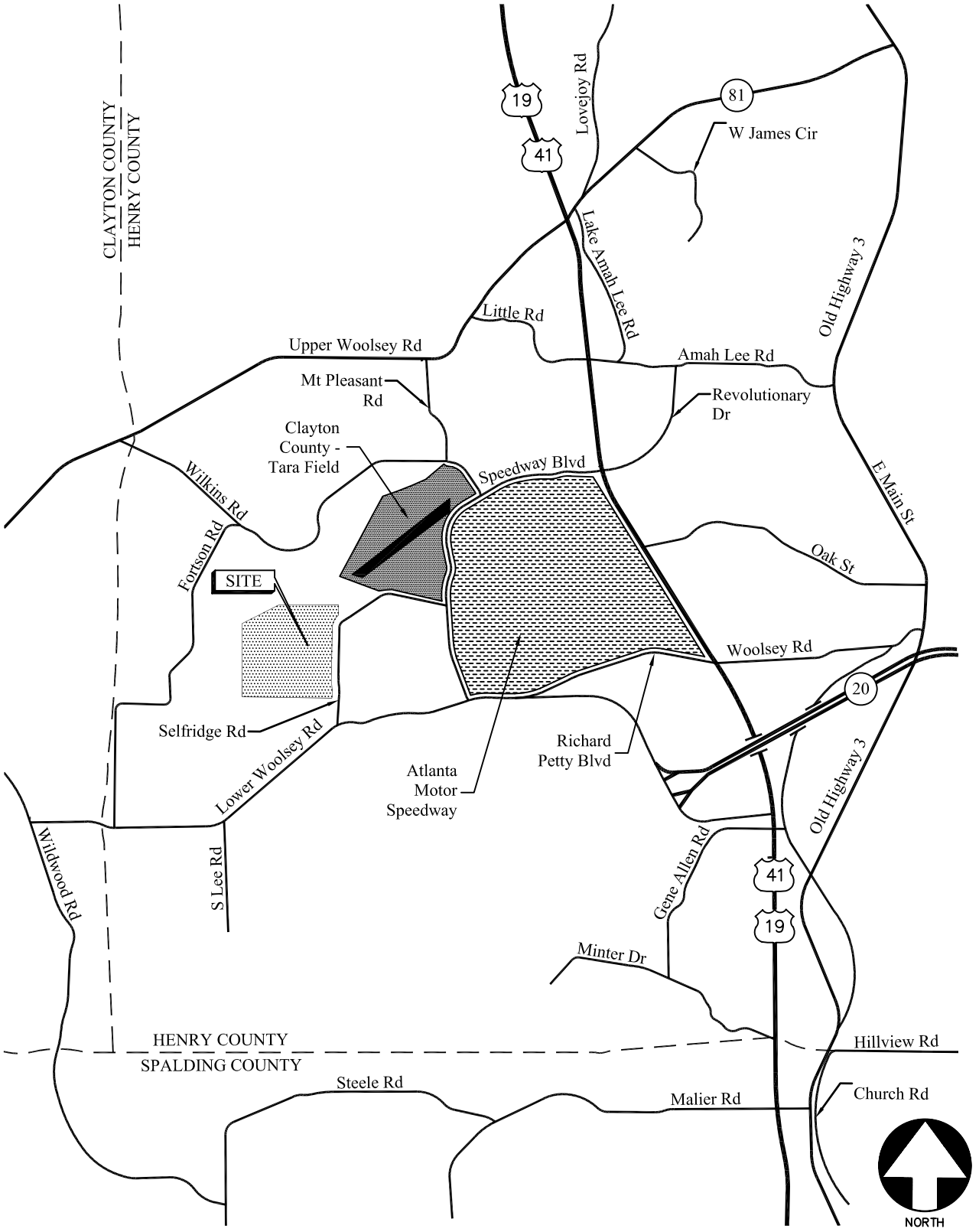
A site plan for this project is shown in Figure 2. A larger size drawing and a digital copy of the site plan are also provided with this report.

1.2 Consistency with Adopted Comprehensive County Plan

The existing zoning is residential – agricultural and the proposed zoning is PUD. The county's future land use plan indicates industrial land use; however, there is a significant demand throughout Georgia for additional longer space. The future land use plan will be updated to reflect the proposed zoning.

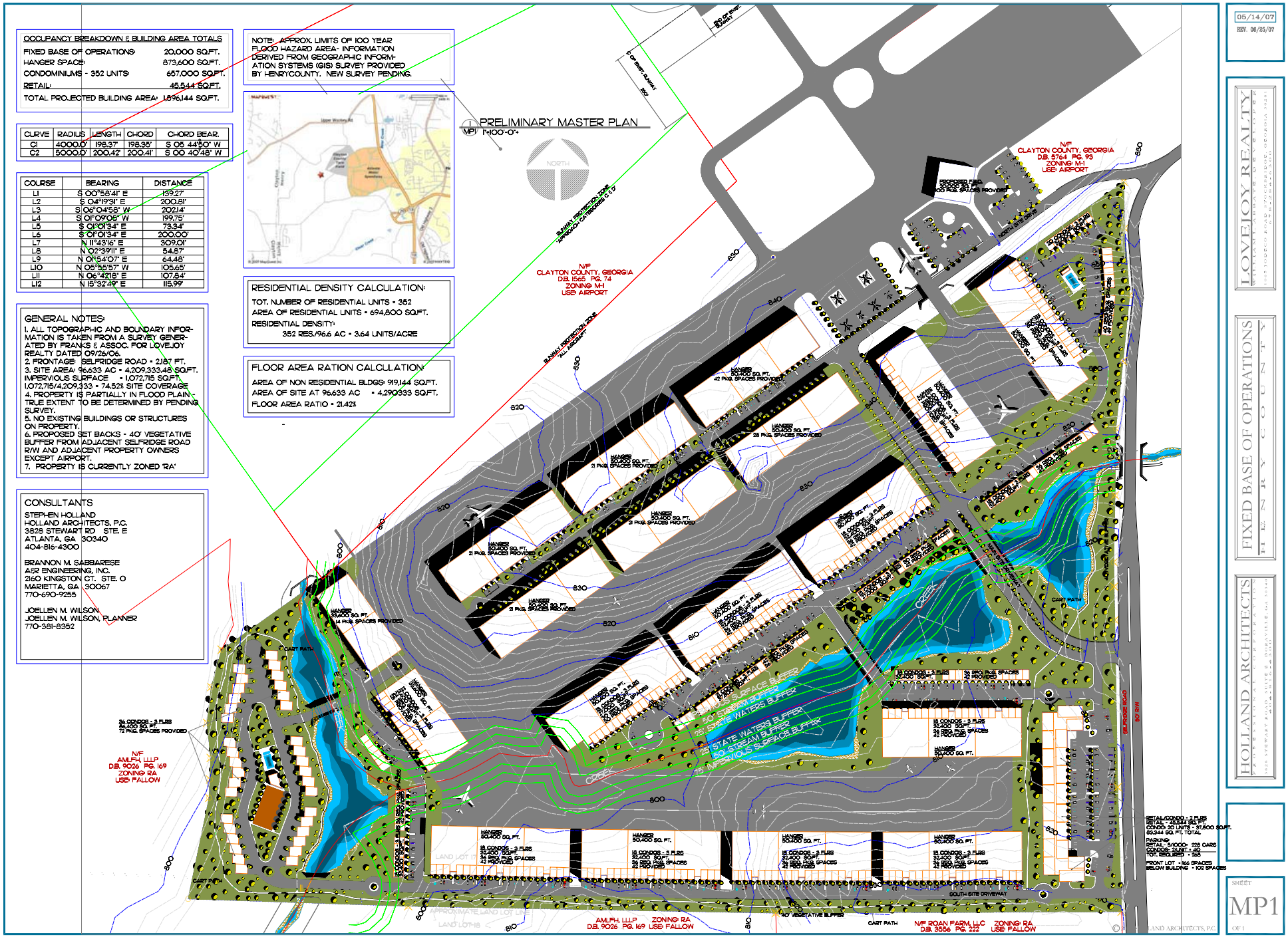
1.3 Project Phasing

The project's impact will be evaluated in one phase, estimated for completion in the year 2009. This study will evaluate the traffic operations in the vicinity of the site for existing conditions year 2007, the year 2009 without additional traffic generated by the development, and the year 2009 with the additional traffic generated by the development.



LOCATION MAP FIGURE 1

A&R Engineering Inc.



2. TRIP GENERATION

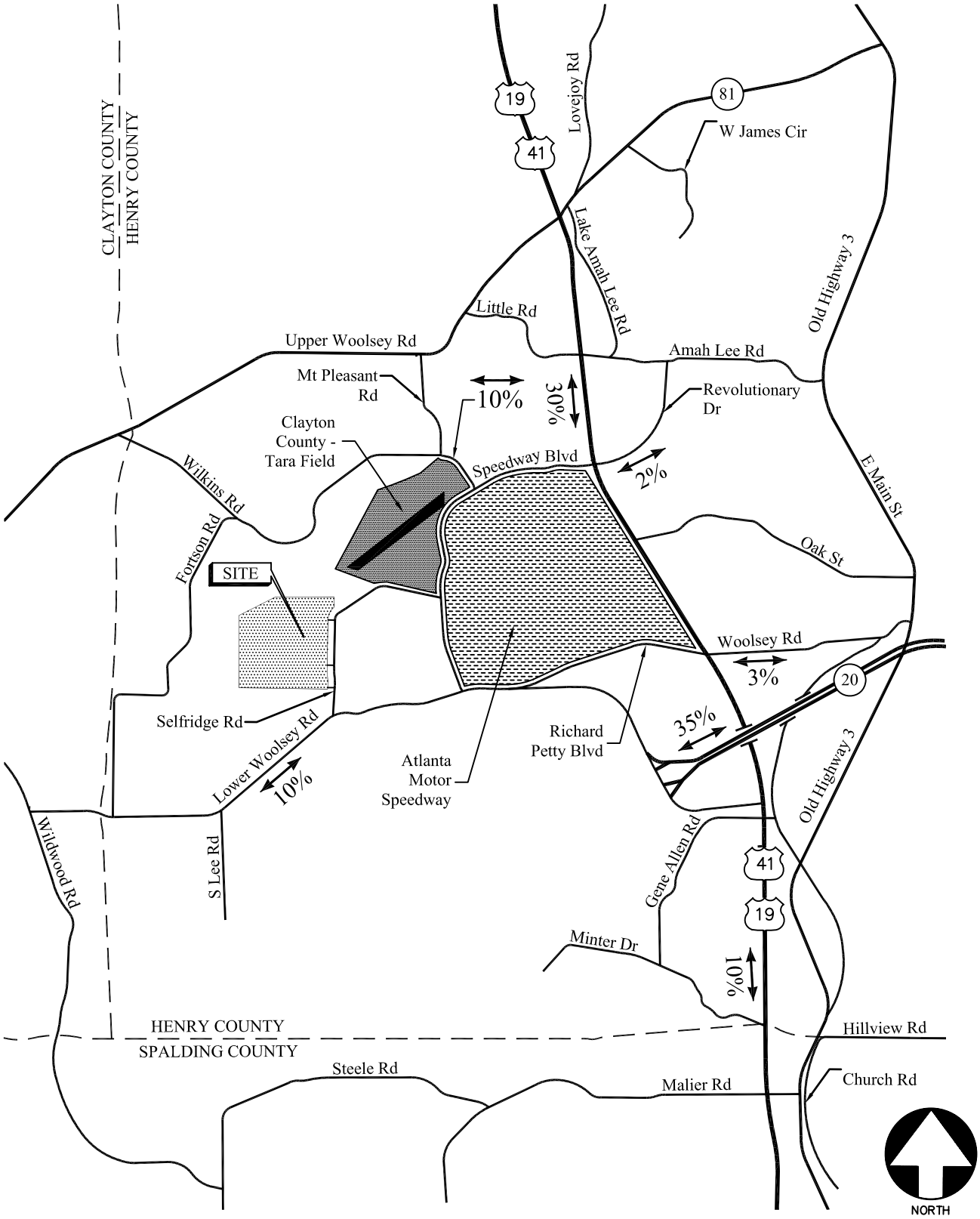
Trip generation estimates for the project were based on the rates and equations published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. The ITE Trip Generation report contains traffic volume count data collected at similar facilities nationwide. The proposed development will consist of 873,600 s.f. of aircraft hanger space, 352 residential condominium / townhouse units and 45,544 s.f. of retail space. Trip generation calculations for the Lovejoy Realty FBO development are shown in Table 1.

TABLE 1
TRIP GENERATION

Land Use	Total Size	A.M. Peak Hour			P.M. Peak Hour			24-Hour
		Enter	Exit	Totals	Enter	Exit	Totals	2-way
022 – General Aviation Airport	208 based aircraft	35	35	70	51	42	93	952
230 – Residential Condominium/Townhouse	352 units	24	117	141	113	56	169	1,871
820 – Shopping Center	45,544 s.f.	60	38	98	179	194	373	4,073
Total		**119**	**190**	**309**	**343**	**292**	**635**	**6,896**

3. TRIP DISTRIBUTION & ASSIGNMENT

The trip distribution is the percentage of the traffic generated by the site that travels to and from the site on each segment of the surrounding roadway network. The trip distribution was based on the location of major roadways, highways and residential concentrations that will serve the development. The trip distribution is shown in Figure 3. The distribution was discussed and agreed upon in the methodology meeting. The site-generated volumes were then distributed to the surrounding roadway network based on the driver's destination, and the most easily accessible route.



TRIP DISTRIBUTION

FIGURE 3

A&R Engineering Inc.

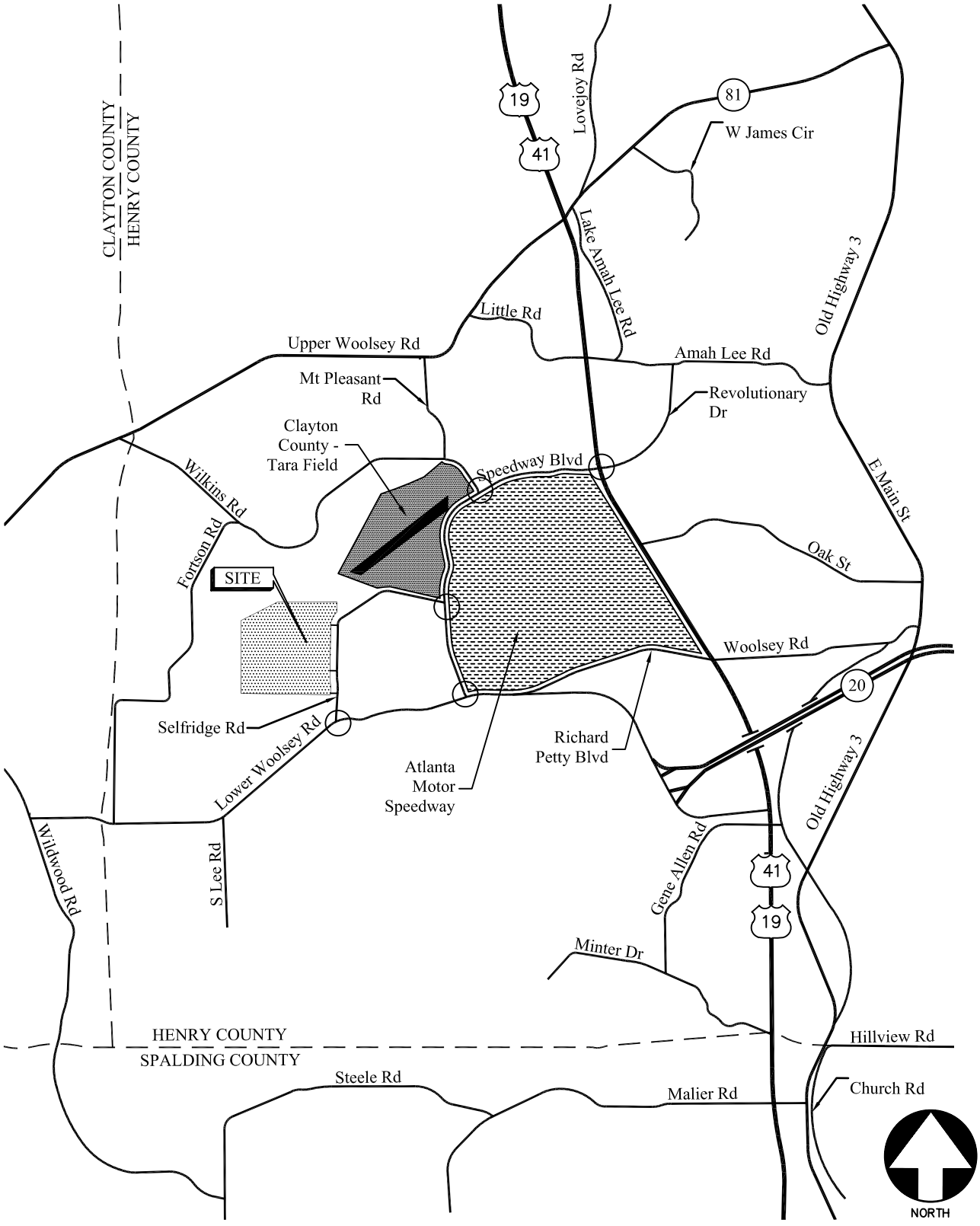
4. STUDY NETWORK DETERMINATION

The study network was determined by evaluating the amount of traffic that the proposed development will add to each roadway segment in the area. According to GRTA requirements, a roadway segment carries a "significant" amount of traffic if the project contributes 7% or more trips to the two-way daily service volumes of the roadway at the appropriate level of service standard. Upon agreement with GRTA a level of service standard of "D" was used for determining the study area network.

The traffic generated by the proposed project was then assigned to the area roadways using the trip distribution to determine the site-generated traffic on each roadway segment. The boundaries of the study network extend to the most distant intersections where at least 7% of the service volumes on the segment are attributed to project traffic. The following intersections fell within the 7% rule and have been included in the traffic study:

1) US 19 (US 41) / Speedway Boulevard / Revolutionary Drive
2) Speedway Boulevard / Mt Pleasant Road / Champions Club Parking Driveway
3) Speedway Boulevard / Selfridge Road
4) Woolsey Road / Speedway Boulevard
5) Lower Woolsey Road / Woolsey Road / Selfridge Road

The study intersections are shown graphically in Figure 4. Other intersections within this corridor, such as unsignalized side streets, right-in / right-out driveways or private driveways were viewed as insignificant and have not been included in the study network. In addition to the above intersections, three site driveways along Selfridge Road have been included in the analysis during the A.M. and P.M peak hours as agreed upon in the methodology meeting.



STUDY INTERSECTIONS FIGURE 4

A&R Engineering Inc.

5. PLANNED & PROGRAMMED IMPROVEMENTS

The following improvements have been identified in the Atlanta Regional Commission's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). These improvements are within the vicinity of the proposed development. Additional improvements for Henry County have been identified, but they are not relevant to this project. Details of the planned programs can be found in the Appendix.

- HE-166 : US 19 / US 41 (Herman Talmadge Highway) from Laprade Road in Spalding County to SR 20 (Richard Petty Boulevard / Woolsey Road) in Henry County
  - Includes widening of US 19 / US 41 from four lanes to six lanes.

- GDOT Project ID 0000294
  - Includes widening of SR 3 / US 19/41 from CR 18 / Laprade Road to SR 20 in Henry County

- GDOT Project ID 0005959
  - Includes addition of median turn lanes on SR 3 / US 19/41 from Spalding County to Clayton County

- GDOT Project ID 343060
  - Includes widening of SR 20 relocation from west of SR 3 / US 19/41 to west of Towaliga River

6. EXISTING CONDITIONS

An inventory was performed of the roadways in the area surrounding the site. The following is a brief description of each of these facilities.

6.1 Description of Transportation Facilities in Study Network

US 19 (US 41)

US 19 is a north-south four lane divided roadway with a posted speed limit of 55 mph.

Woolsey Road

Woolsey Road is an east-west four lane undivided roadway with a posted speed limit of 55 mph. It extends between W Main Street in the east and Lower Woolsey Road in the west.

Lower Woolsey Road

Lower Woolsey Road is an east-wets two lane roadway with a posted speed limit of 35 mph. It extends between US 19 (US 41) in the east and Wildwood Road in the west.

Speedway Boulevard

Speedway Boulevard is a four lane undivided roadway with a posted speed limit of 45 mph. It extends between Lower Woolsey Road and US 19 (US 41).

Selfridge Road

Selfridge Road is a two lane unpaved roadway with a posted speed limit of 15 mph. It extends between Lower Woolsey Road and Speedway Boulevard.

Mt Pleasant Road

Mt Pleasant Road is a north-south two lane undivided roadway with a posted speed limit of 30 mph. It extends between Upper Woolsey Road in the north and Speedway Boulevard in the south.

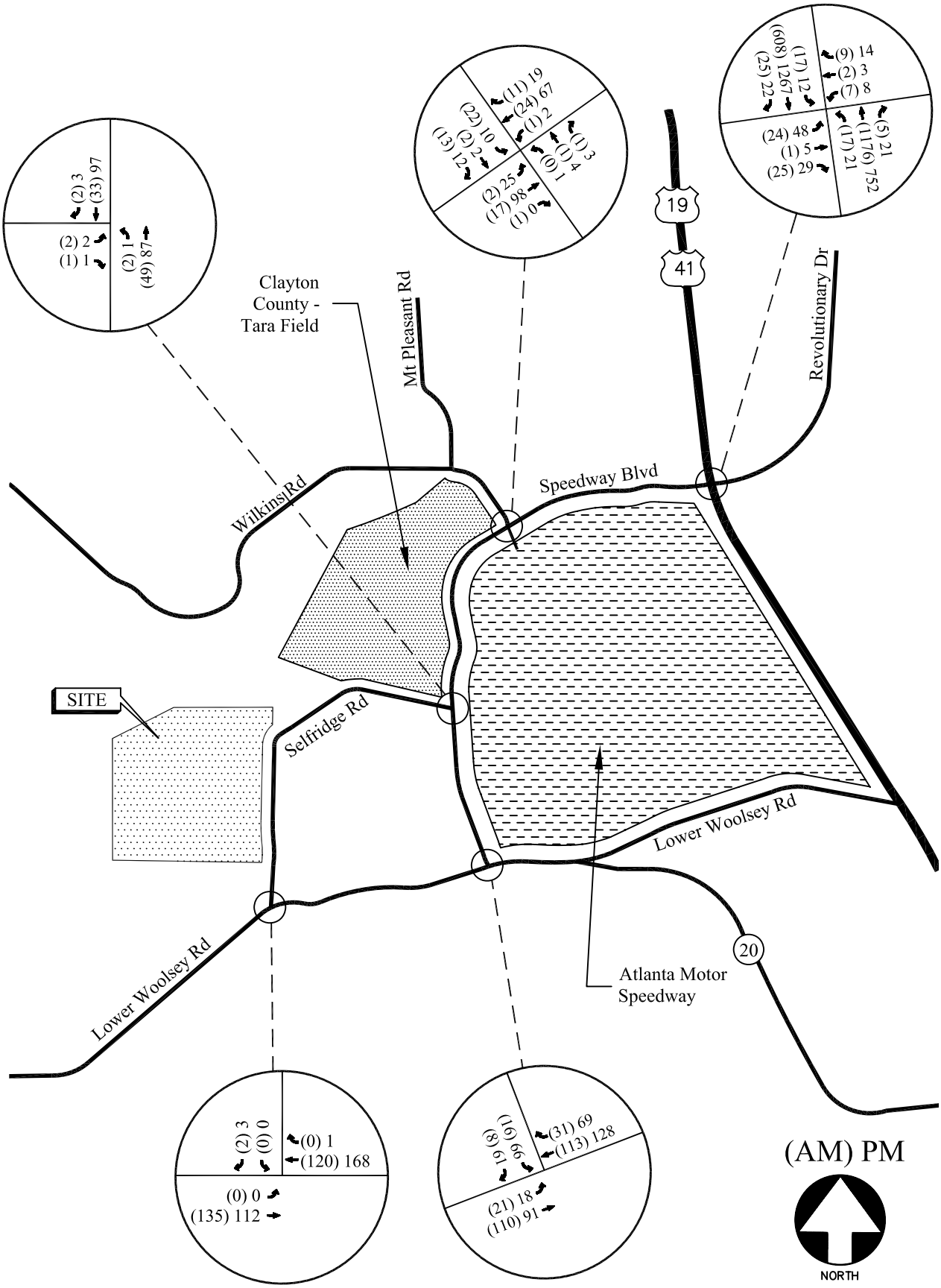
Revolutionary Drive

Revolutionary Drive is a two lane undivided roadway with a posted speed limit of 25 mph. It extends between US 19 (US 41) and Amah Lee Road.

6.2 Analysis Summary

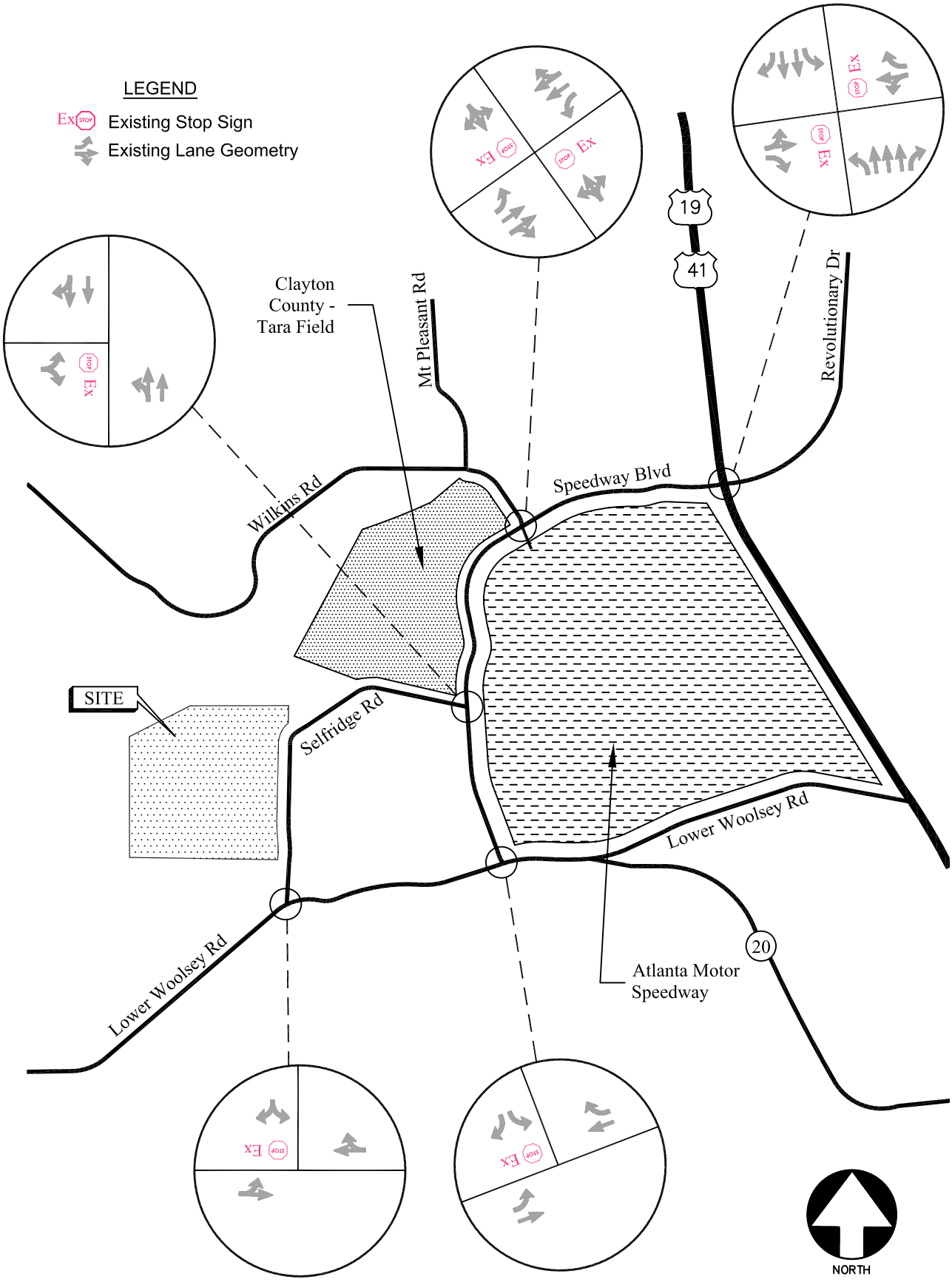
Existing traffic counts were performed at the intersections listed in Section 4 - Study Area Network. In addition to traffic counts, intersection geometry data was also obtained. Turning movement counts were collected during the agreed upon hours of 7:00 AM – 9:00 A.M. and 4:00 P.M. – 6:00 P.M. on weekdays. The four consecutive 15-minute interval volumes that summed to produce the highest volume at each intersection during each two-hour period were then determined. These volumes make up the A.M. and P.M. peak hour traffic volumes for the intersections counted. The existing traffic volumes are shown in Figure 5 and the existing intersection traffic control and lane geometry for the study area network is shown in Figure 6.

The site-generated volumes shown in Table 1 were distributed to the surrounding roadway network in accordance with the trip distribution. The site-generated volumes for the study intersections are shown in Figure 7. Existing traffic operations were analyzed at all the existing intersections in accordance with the HCM methodology using Synchro software. The results of the analysis are shown in Table 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES FIGURE 5

A&R Engineering Inc.

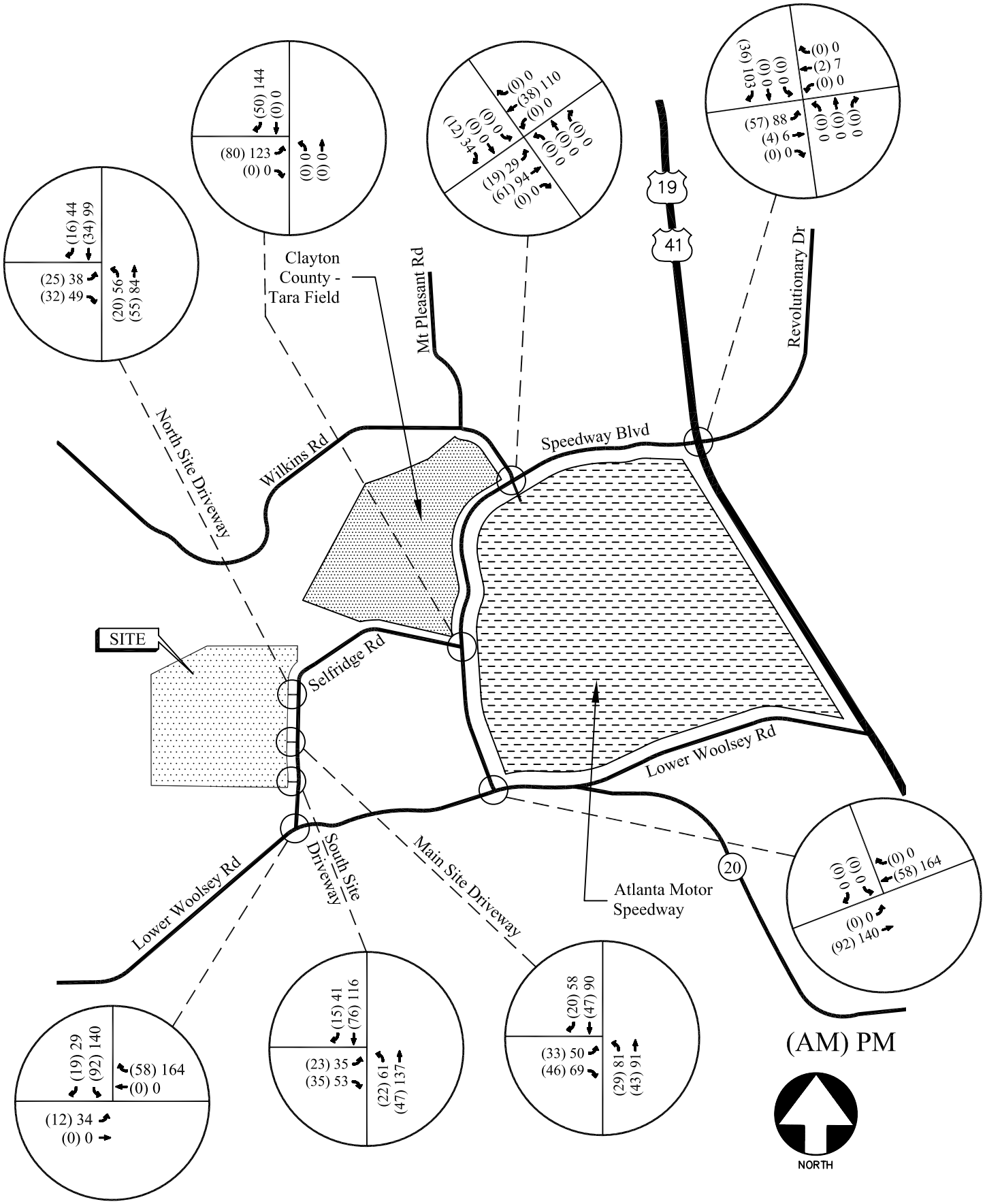


EXISTING TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 6

A&R Engineering Inc.

TABLE 2 EXISTING INTERSECTION OPERATIONS						
Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS	Delay	LOS	Delay
US 19 / Speedway Boulevard / Revolutionary Dr						
-Eastbound Approach	D/E	Stop Controlled on	D	25.6	F	97.2
-Westbound Approach	D/D	Speedway Blvd /	D	34.0	D	30.2
-Northbound Left	D/D	Revolutionary Dr	A	8.5	B	10.7
-Southbound Left	D/D		B	10.5	A	9.0
Speedway Boulevard / Mt Pleasant Rd / Champions Club Parking Drwy		Stop Controlled on				
-Eastbound Left	D/D	Mt Pleasant Rd /	A	7.3	A	7.5
-Westbound Left	D/D	Champions Club	A	7.3	A	7.4
-Northbound Approach	D/D	Parking Drwy	A	8.6	B	10.0
-Southbound Approach	D/D		A	9.0	A	9.8
Speedway Boulevard / Selfridge Rd		Stop Controlled on				
-Eastbound Approach	D/D	Selfridge Rd	A	8.7	A	9.1
-Northbound Left	D/D		A	1.2	A	0.9
Woolsey Rd / Speedway Boulevard		Stop Controlled on				
-Eastbound Left	D/D	Speedway Blvd	A	7.5	A	7.5
-Southbound Approach	D/D		A	9.9	B	10.1
Lower Woolsey Rd / Woolsey Rd / Selfridge Rd		Stop Controlled on				
-Southbound Approach	D/D	Selfridge Rd	A	8.9	A	9.2

As shown in Table 2, one study intersection is not operating at the LOS standard.



SITE GENERATED WEEKDAY PEAK HOUR VOLUMES FIGURE 7

A&R Engineering Inc.

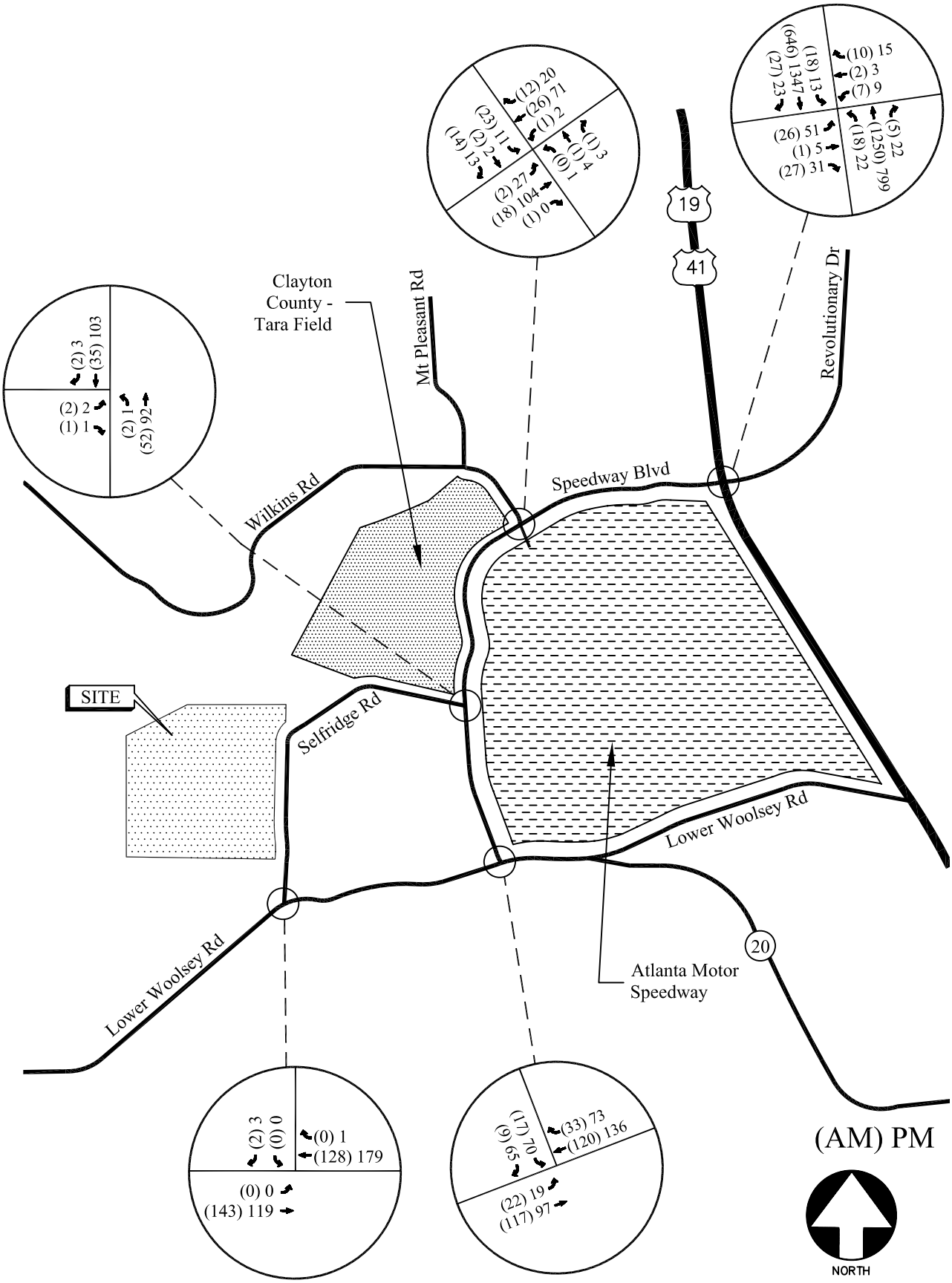
7. FUTURE YEAR BACKGROUND TRAFFIC

In order to evaluate future traffic operations in this area, a projection was made of future base year traffic volumes. The Georgia Department of Transportation collected ADT's in the vicinity of the site over the last several years. Using this information, the annual growth factor was estimated to be 3.1%. This growth factor was applied to the existing traffic volumes on the roadways to estimate the future year 2009 traffic volumes prior to the addition of the site-generated volumes. Further details are included in the correspondence section of Appendix. The future year (base) traffic volumes for 2009 at all the study intersections are shown in Figure 8.

A traffic operation analyses for the following Base Scenario was performed:

- Base Year 2009 traffic with existing lane geometry.
- Base Year 2009 traffic with additional recommended improvements to bring all intersections to LOS standard of D.

Results of the analyses for the above scenarios are shown in Tables 3 and 4. Recommendations to bring the intersections back to the LOS standard are discussed after Table 3.



BASE 2009 WEEKDAY PEAK HOUR VOLUMES FIGURE 8

A&R Engineering Inc.

TABLE 3 BASE INTERSECTION OPERATIONS						
Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS	Delay	LOS	Delay
US 19 / Speedway Boulevard / Revolutionary Dr						
-Eastbound Approach	D/E	Stop Controlled on	D	29.1	F	150.9
-Westbound Approach	D/D	Speedway Blvd /	E	37.6	E	37.9
-Northbound Left	D/D	Revolutionary Dr	A	8.6	B	11.1
-Southbound Left	D/D		B	10.8	A	9.1
Speedway Boulevard / Mt Pleasant Rd / Champions Club Parking Drwy		Stop Controlled on				
-Eastbound Left	D/D	Mt Pleasant Rd /	A	7.3	A	7.5
-Westbound Left	D/D	Champions Club	A	7.3	A	7.5
-Northbound Approach	D/D	Parking Drwy	A	8.7	B	10.1
-Southbound Approach	D/D		A	9.0	A	9.9
Speedway Boulevard / Selfridge Rd		Stop Controlled on				
-Eastbound Approach	D/D	Selfridge Rd	A	8.7	A	9.1
-Northbound Left	D/D		A	1.2	A	0.8
Woolsey Rd / Speedway Boulevard		Stop Controlled on				
-Eastbound Left	D/D	Speedway Blvd	A	7.5	A	7.6
-Southbound Approach	D/D		B	10.0	B	10.2
Lower Woolsey Rd / Woolsey Rd / Selfridge Rd		Stop Controlled on				
-Southbound Approach	D/D	Selfridge Rd	A	9.0	A	9.3

Analysis of the future year (Base 2009) traffic volumes indicates that one study intersection will not operate within the LOS standard. The following improvements were identified for those intersections that did not comply with the LOS standard.

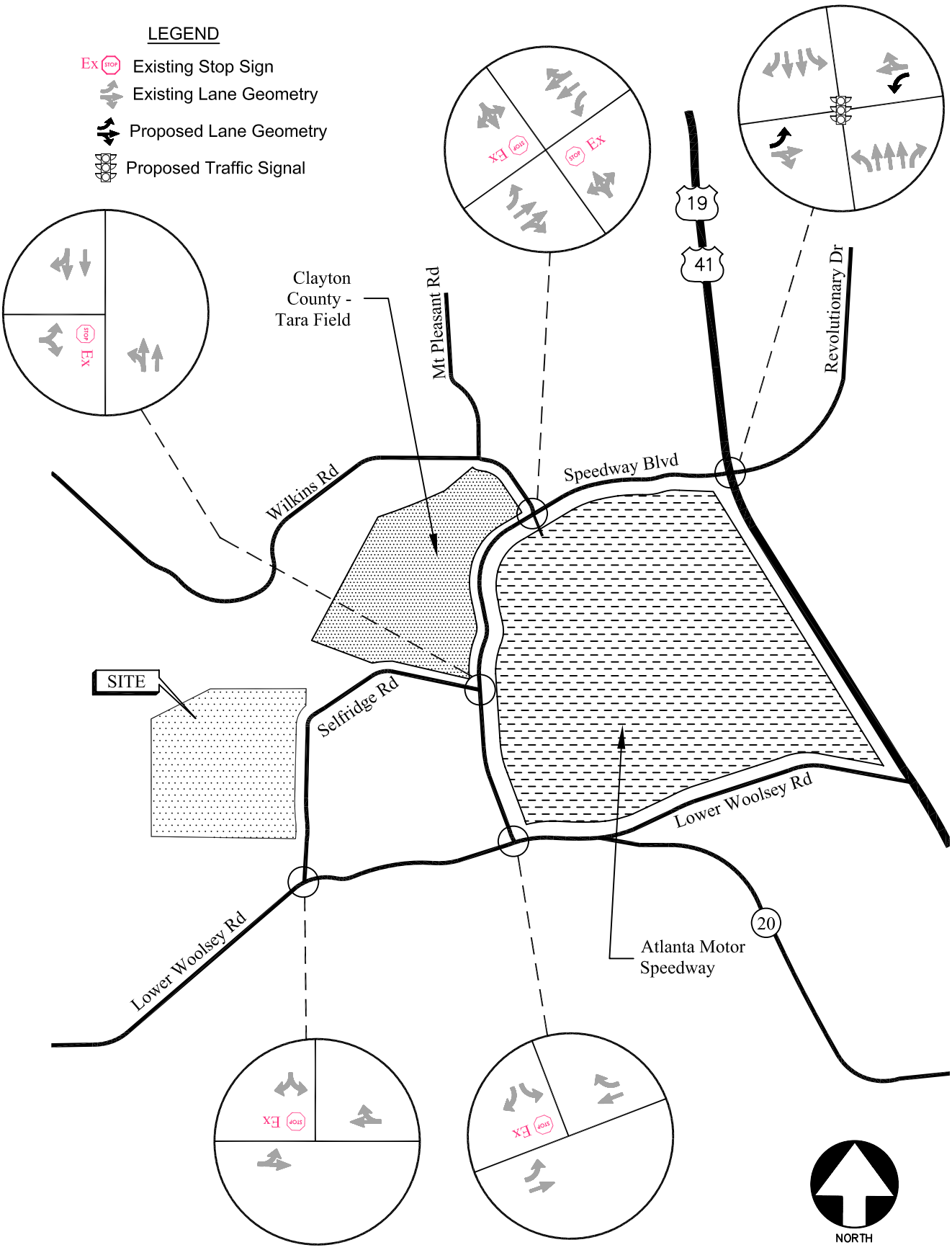
- US 19 / Speedway Boulevard / Revolutionary Drive
    - A signal warrant analysis for the AM and PM peak hours was performed to determine if the peak hour warrant is met at this intersection. The traffic conditions warrant at least the peak hour signal warrant required for installation of a traffic signal for the Base 2009 traffic volumes. Therefore, a signal may be considered at this intersection. A detailed signal warrant analysis is recommended prior to the installation of a traffic signal at this location.
    - If a traffic signal is installed it is recommended to restripe the existing eastbound and westbound approaches on Speedway Boulevard and Revolutionary Drive to include a dedicated left turn lane and a shared through / right turn lane. This restriping will not require any additional pavement.

The LOS at the above intersection in the year 2009 with just background traffic after the above improvements are implemented is shown in Table 4. The recommended base intersection traffic control and lane geometry are shown in Figure 9.

TABLE 4

BASE INTERSECTION OPERATIONS – WITH IMPROVEMENTS

Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS (Delay)	v/c	LOS (Delay)	v/c
US 19 / Speedway Blvd / Revolutionary Dr	D/E	Signalized	A (4.0)	0.31	A (5.9)	0.49



BASE 2009 TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 9

A&R Engineering Inc.

8. FUTURE YEAR TOTAL TRAFFIC

The traffic volumes that will be generated by the proposed development were added to the future base year 2009 traffic volumes in order to determine the traffic volumes that will be on the roadway network after completion of the project. The future traffic volumes for the year 2009 including the site-generated volumes for the study intersections are shown in Figure 10.

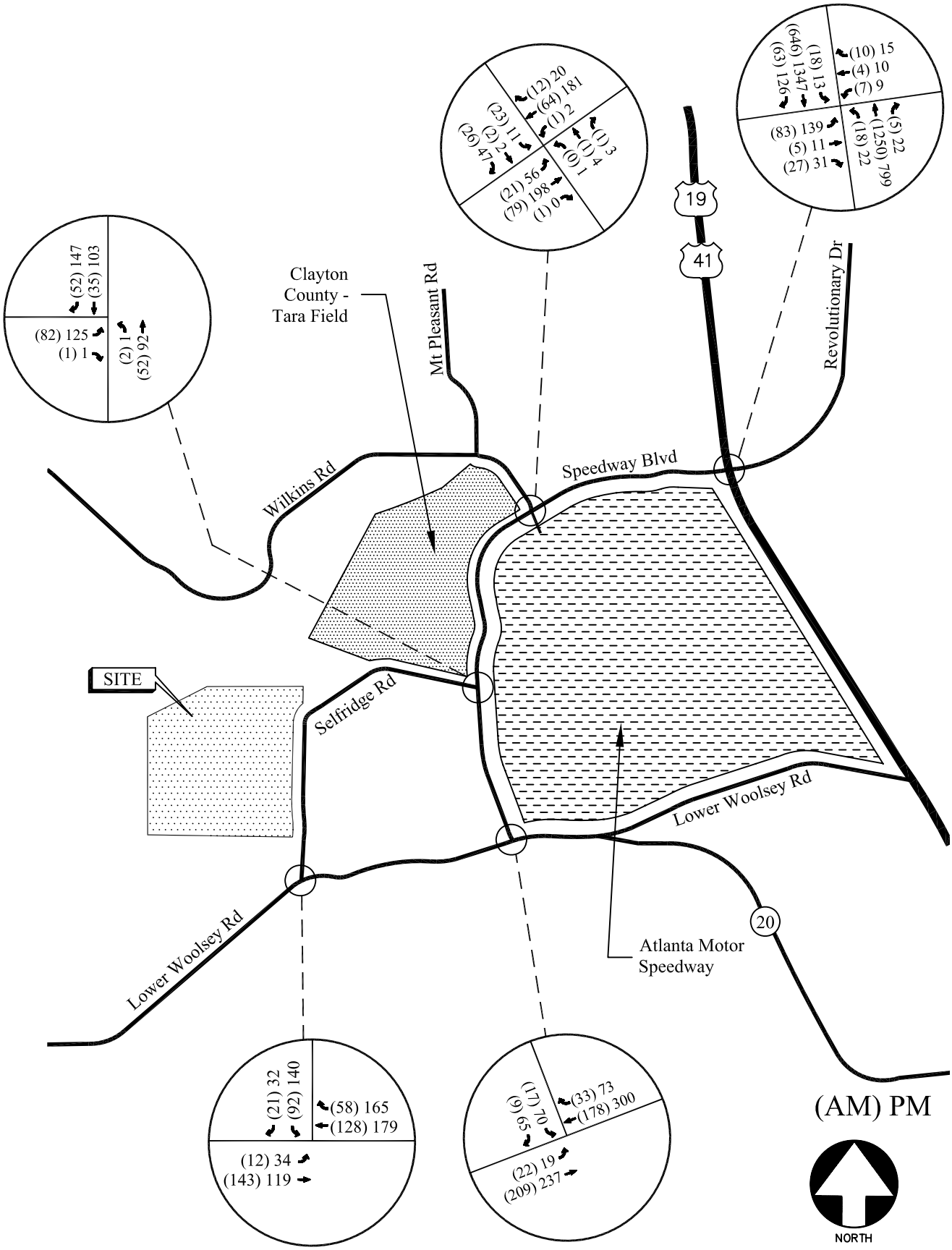
9. FACILITY NEEDS ANALYSIS

9.1 Intersection Analysis

The future year total traffic volumes were used to analyze the study network intersections. Traffic operations analyses for the following scenarios were performed:

- Future Year 2009 Traffic Volumes with site generated traffic and existing lane geometry.
- Future Year 2009 Traffic Volumes with site generated traffic and the recommended improvements to bring all intersections to LOS standard.

The results of the analysis for the above scenarios are shown in Tables 5 and 6. Recommendations to bring the intersections to the LOS standard are discussed after each appropriate section.



FUTURE 2009 WEEKDAY PEAK HOUR VOLUMES FIGURE 10

A&R Engineering Inc.

TABLE 5						
FUTURE INTERSECTION OPERATIONS (WITHOUT IMPROVEMENTS)						
Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS	Delay	LOS	Delay
US 19 / Speedway Boulevard / Revolutionary Dr						
-Eastbound Approach	D/E	Stop Controlled on	F	110.8	F	856.1
-Westbound Approach	D/D	Speedway Blvd /	E	43.0	F	53.4
-Northbound Left	D/D	Revolutionary Dr	A	8.6	B	11.1
-Southbound Left	D/D		B	10.8	A	9.1
Speedway Boulevard / Mt Pleasant Rd / Champions Club Parking Drwy		Stop Controlled on				
-Eastbound Left	D/D	Mt Pleasant Rd /	A	7.5	A	7.9
-Westbound Left	D/D	Champions Club	A	7.4	A	7.7
-Northbound Approach	D/D	Parking Drwy	A	9.2	B	12.6
-Southbound Approach	D/D		A	9.7	B	10.8
Speedway Boulevard / Selfridge Rd		Stop Controlled on				
-Eastbound Approach	D/D	Selfridge Rd	B	10.3	B	13.1
-Northbound Left	D/D		A	1.2	A	0.9
Woolsey Rd / Speedway Boulevard		Stop Controlled on				
-Eastbound Left	D/D	Speedway Blvd	A	7.7	A	8.0
-Southbound Approach	D/D		B	11.0	B	13.1
Lower Woolsey Rd / Woolsey Rd / Selfridge Rd		Stop Controlled on				
-Eastbound Left	D/D	Selfridge Rd	A	0.7	A	2.5
-Southbound Approach	D/D		B	11.5	C	24.1

Analysis of the future year 2009 traffic volumes indicates that one study intersection will not operate within the LOS standard. The following lists the improvement needed to restore that intersection back to the LOS standard for the future year 2009 traffic:

- US 19 / Speedway Boulevard / Revolutionary Drive
    - A signal warrant analysis for the AM and PM peak hours was performed to determine if the peak hour warrant is met at this intersection. The traffic conditions warrant at least the peak hour signal warrant required for installation of a traffic signal for the Future 2009 traffic volumes with the addition of site-generated traffic. Therefore, a signal may be considered at this intersection. A detailed signal warrant analysis is recommended prior to the installation of a traffic signal at this location.
    - If a traffic signal is installed it is recommended to restripe the existing eastbound and westbound approaches on Speedway Boulevard and Revolutionary Drive to include a dedicated left turn lane and a shared through / right turn lane. This restriping will not require any additional pavement.

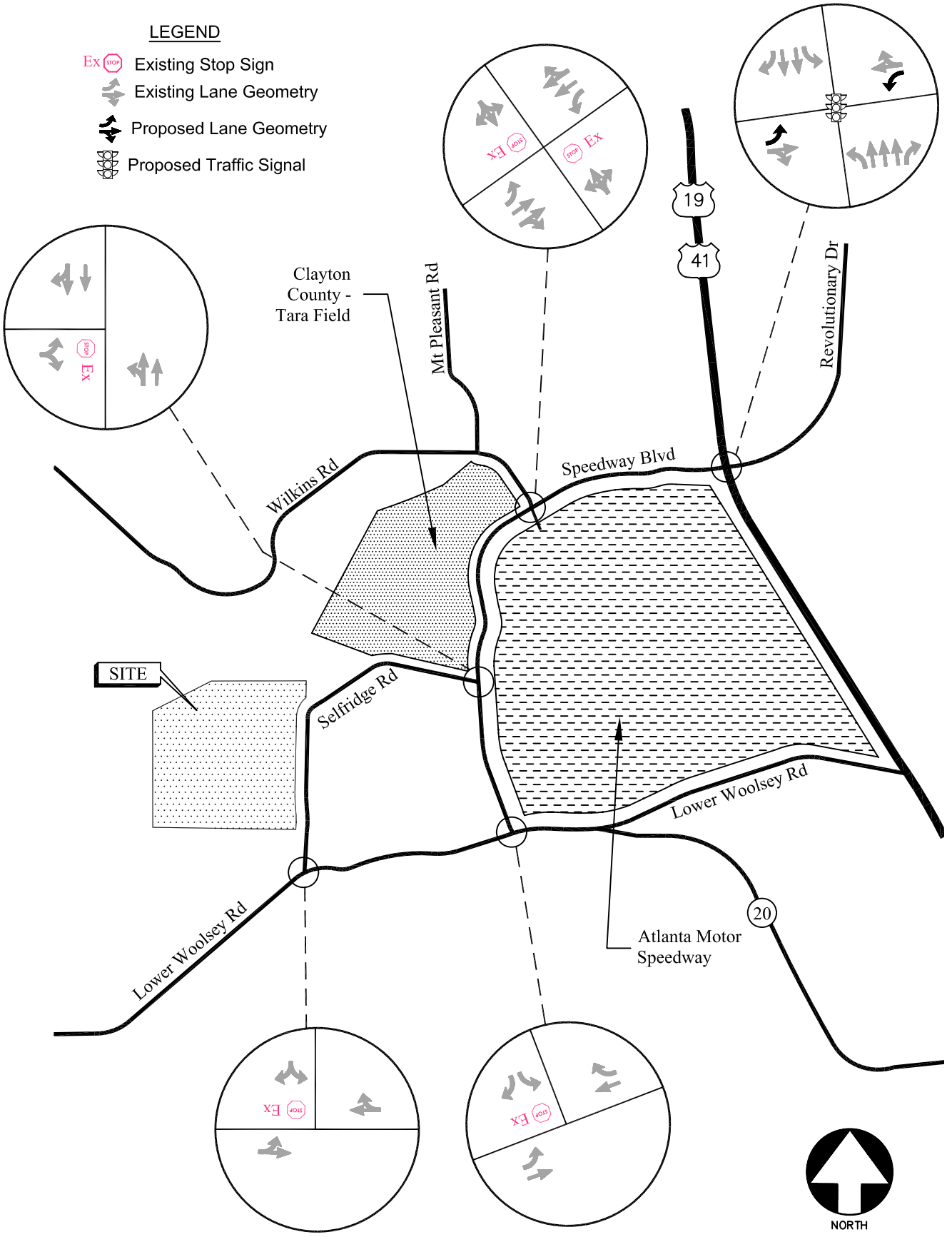
The LOS for the above intersection in the year 2009 with the addition of site-generated traffic after the implementation of above recommended improvements are shown in Table 6.

TABLE 6

FUTURE INTERSECTION OPERATIONS WITH IMPROVEMENTS

Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS (Delay)	v/c	LOS (Delay)	v/c
US 19 / Speedway Blvd / Revolutionary Dr	D/E	Signalized	A (7.8)	0.38	B (11.6)	0.59

The future intersections traffic control and lane geometry for the study area network needed to bring all intersections to the LOS standard are shown in Figure 11.



FUTURE 2009 TRAFFIC CONTROL AND LANE GEOMETRY FIGURE 11

A&R Engineering Inc.

9.2 Site Access Analysis

The site is proposed to have three full access driveways along Selfridge Road. The future traffic volumes at the site driveways are shown in Figure 12. The recommended traffic control and lane geometry at these driveways are presented in the following sections.

The site access analysis was performed for the Future Year 2009 traffic volumes with recommended lane geometry. Results of the analysis are shown in Table 7. Traffic control and lane geometry adopted to operate the intersections at the LOS standard are discussed in the following pages.

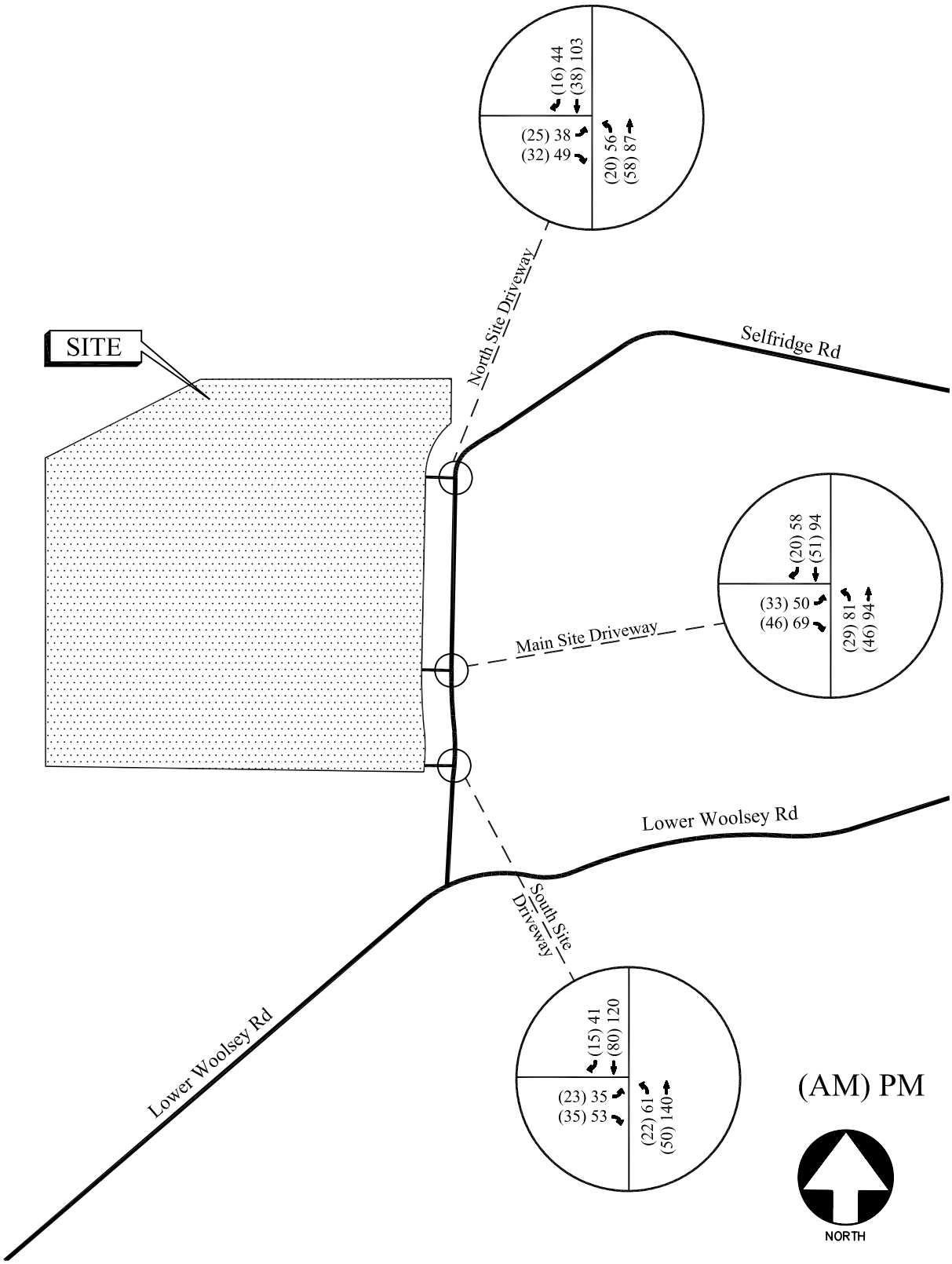
TABLE 7
FUTURE SITE DRIVEWAY OPERATIONS

Intersection	AM/PM LOS Standard	Traffic Control	A.M. Peak Hour		P.M. Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
Selfridge Rd / Main Site Driveway		Stop Controlled on Main Site Driveway				
- Eastbound Approach	D/D		A	9.4	B	11.1
- Northbound Left	D/D		A	3.0	A	3.8
Selfridge Rd / North Site Driveway		Stop Controlled on North Site Driveway				
- Eastbound Approach	D/D		A	9.2	B	10.4
- Northbound Left	D/D		A	2.0	A	3.2
Selfridge Rd / South Site Driveway	D/D	Stop Controlled on South Site Driveway				
- Eastbound Approach	D/D		A	9.4	B	10.8
- Northbound Left			A	2.4	A	2.6

The following lists the recommended lane geometry for the site driveways.

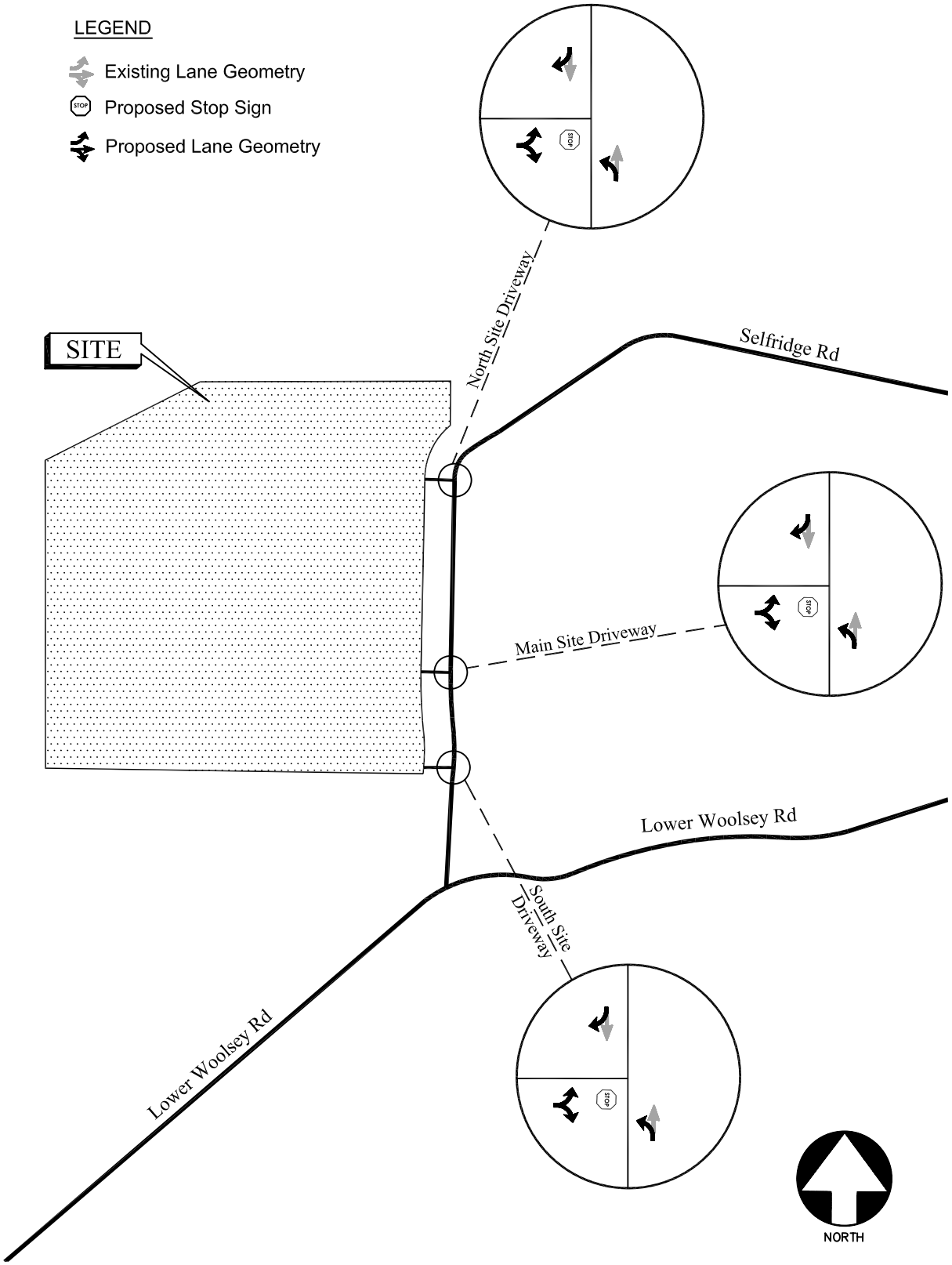
- Selfridge Road / Main Site Driveway, North Site Driveway, South Site Driveway
  - It is recommended that the Selfridge Road be paved between Speedway Boulevard and Lower Woolsey Road.
  - It is recommended that the intersection have a stop controlled side streets (Main Site Driveway, North Site Driveway, South Site Driveway), with Selfridge Road remaining free flow.
  - Provide a shared left / right turn lane on Main Site Driveway, North Site Driveway and South Site Driveway.

The recommended traffic control and lane geometry for the site driveways is shown in Figure 13.



FUTURE 2009 SITE ACCESS PEAK HOUR VOLUMES FIGURE 12

A&R Engineering Inc.



FUTURE 2009 SITE ACCESS TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 13

A&R Engineering Inc.

10. NON-EXPEDITED CRITERIA

10.1 Regional Mobility and Location

1. Quality, Character, Convenience, and Flexibility of Transportation Options
The Lovejoy Reality FBO development is proposed in an area where there is significant need for additional hanger space for aircrafts and support services due to the proximity of the site to Tara Field and Atlanta Motor Speedway.

2. Vehicle Miles Traveled
The proposed DRI will mainly provide much needed hanger space and support services (retail and residential) in close proximity to the Tara Field and the Atlanta Motor Speedway. Due to the mixed use nature of the project, there will be some mixed-use reductions although the study did not include these reductions.

3. Relationship between Location of Proposed DRI and Regional Mobility
The proposed DRI is located directly adjacent to US 41 / SR. These highways provide direct connection to interstate system improving regional mobility.

4. Relationship between Proposed DRI and Existing or Planned Transit Facilities
The proposed DRI is located in the Henry County, which has limited public transit facilities in the area

5. Transportation Management Area Designation
The area around the proposed project is not designated as a transportation management area.

6. Offsite Trip Reduction and Trip Reduction Techniques
Due to the nature of the development, some mixed-use reductions are applicable. However these reductions were not quantified in the study as they are significant.

7. Balance of Land Uses – Jobs/Housing Balance
Please refer to the AOI study submitted along with the DRI package.

8. Relationships between Proposed DRI and Existing Development and Infrastructure
The proposed DRI is located in an area where adequate public facilities will be available to serve the proposed development. Regarding transportation, the traffic study has identified transportation improvements relating to the site access, along with improvements to the surrounding roadway network, which will allow traffic in the area to operate at the LOS standard.

10.2 Pedestrian and Internal Circulation

Internal roadways will provide adequate circulation of vehicular traffic as designed in the site plan. Vehicles exiting the site will be able to move internally to the site exit without experiencing excessive delays.

11. Other Pertinent Information

At this time no other pertinent information is available with regards to this development. All significant characteristics of the proposed development are fully discussed within this report. Additionally, an Area of Influence study has been prepared and submitted at the same time as the rest of this package.

12. Significant Impact Analysis

There is capacity at all but one study network intersections to accommodate the traffic that will be generated by the proposed project. Improvements were identified for the one study intersection that will not be at the LOS standard. After the implementation of the recommended improvements, all intersections in the study area network will operate at acceptable levels of service.

Appendix

Appendix Table of Contents

Traffic Counts

Reliable Traffic Data Services, LLC

Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700001
Site Code : 22700001
Start Date : 6/7/2007
Page No : 1

Groups Printed- Cars, Trucks & Buses

	US41 / US19 Northbound					US41 / US19 Southbound					Speedway Blvd Eastbound					Revolutionery Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	3	285	1	0	289	3	128	3	0	134	3	0	3	0	6	2	0	1	0	3	432
07:15 AM	5	317	0	0	322	2	143	5	0	150	3	0	4	0	7	3	0	3	0	6	485
07:30 AM	4	302	2	0	308	5	156	4	0	165	5	0	6	0	11	1	0	2	0	3	487
07:45 AM	5	293	1	0	299	3	164	7	0	174	7	1	8	0	16	1	1	2	0	4	493
Total	17	1197	4	0	1218	13	591	19	0	623	18	1	21	0	40	7	1	8	0	16	1897
08:00 AM	3	264	2	0	269	7	145	9	0	161	9	0	7	0	16	2	1	2	0	5	451
08:15 AM	7	245	0	0	252	5	136	7	0	148	5	0	9	0	14	1	0	3	0	4	418
08:30 AM	4	223	1	0	228	3	129	3	0	135	6	0	6	0	12	2	1	2	0	5	380
08:45 AM	6	207	1	0	214	4	123	5	0	132	4	0	4	0	8	3	0	3	0	6	360
Total	20	939	4	0	963	19	533	24	0	576	24	0	26	0	50	8	2	10	0	20	1609
*** BREAK ***																					
04:00 PM	4	163	3	0	170	4	249	5	0	258	9	2	11	0	22	2	1	2	0	5	455
04:15 PM	7	168	5	0	180	5	263	7	0	275	14	0	13	0	27	2	1	4	0	7	489
04:30 PM	5	179	2	0	186	3	274	8	0	285	8	3	9	0	20	3	0	5	0	8	499
04:45 PM	8	185	2	0	195	3	282	5	0	290	10	0	6	0	16	5	1	4	0	10	511
Total	24	695	12	0	731	15	1068	25	0	1108	41	5	39	0	85	12	3	15	0	30	1954
05:00 PM	6	206	4	0	216	1	307	6	0	314	18	1	9	0	28	1	0	3	0	4	562
05:15 PM	4	192	7	0	203	3	335	7	0	345	12	2	8	0	22	2	1	4	0	7	577
05:30 PM	5	179	6	0	190	3	318	5	0	326	10	0	5	0	15	1	1	3	0	5	536
05:45 PM	6	175	4	0	185	5	307	4	0	316	8	2	7	0	17	4	1	4	0	9	527
Total	21	752	21	0	794	12	1267	22	0	1301	48	5	29	0	82	8	3	14	0	25	2202
Grand Total	82	3583	41	0	3706	59	3459	90	0	3608	131	11	115	0	257	35	9	47	0	91	7662
Apprch %	2.2	96.7	1.1	0		1.6	95.9	2.5	0		51	4.3	44.7	0		38.5	9.9	51.6	0		
Total %	1.1	46.8	0.5	0	48.4	0.8	45.1	1.2	0	47.1	1.7	0.1	1.5	0	3.4	0.5	0.1	0.6	0	1.2	

Reliable Traffic Data Services, LLC

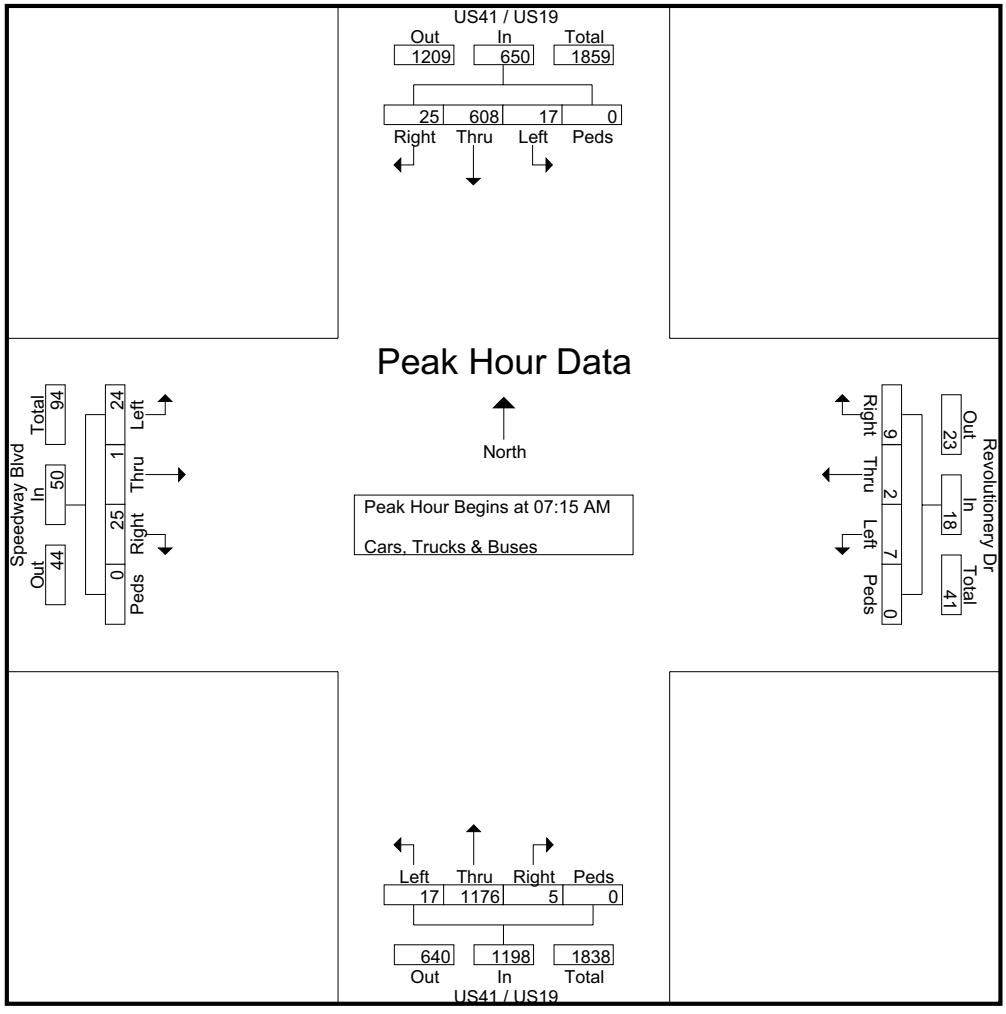
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700001
Site Code : 22700001
Start Date : 6/7/2007
Page No : 2

	US41 / US19 Northbound					US41 / US19 Southbound					Speedway Blvd Eastbound					Revolutionery Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:15 AM																					
07:15 AM	5	317	0	0	322	2	143	5	0	150	3	0	4	0	7	3	0	3	0	6	485
07:30 AM	4	302	2	0	308	5	156	4	0	165	5	0	6	0	11	1	0	2	0	3	487
07:45 AM	5	293	1	0	299	3	164	7	0	174	7	1	8	0	16	1	1	2	0	4	493
08:00 AM	3	264	2	0	269	7	145	9	0	161	9	0	7	0	16	2	1	2	0	5	451
Total Volume	17	1176	5	0	1198	17	608	25	0	650	24	1	25	0	50	7	2	9	0	18	1916
% App. Total	1.4	98.2	0.4	0		2.6	93.5	3.8	0		48	2	50	0		38.9	11.1	50	0		
PHF	.850	.927	.625	.000	.930	.607	.927	.694	.000	.934	.667	.250	.781	.000	.781	.583	.500	.750	.000	.750	.972

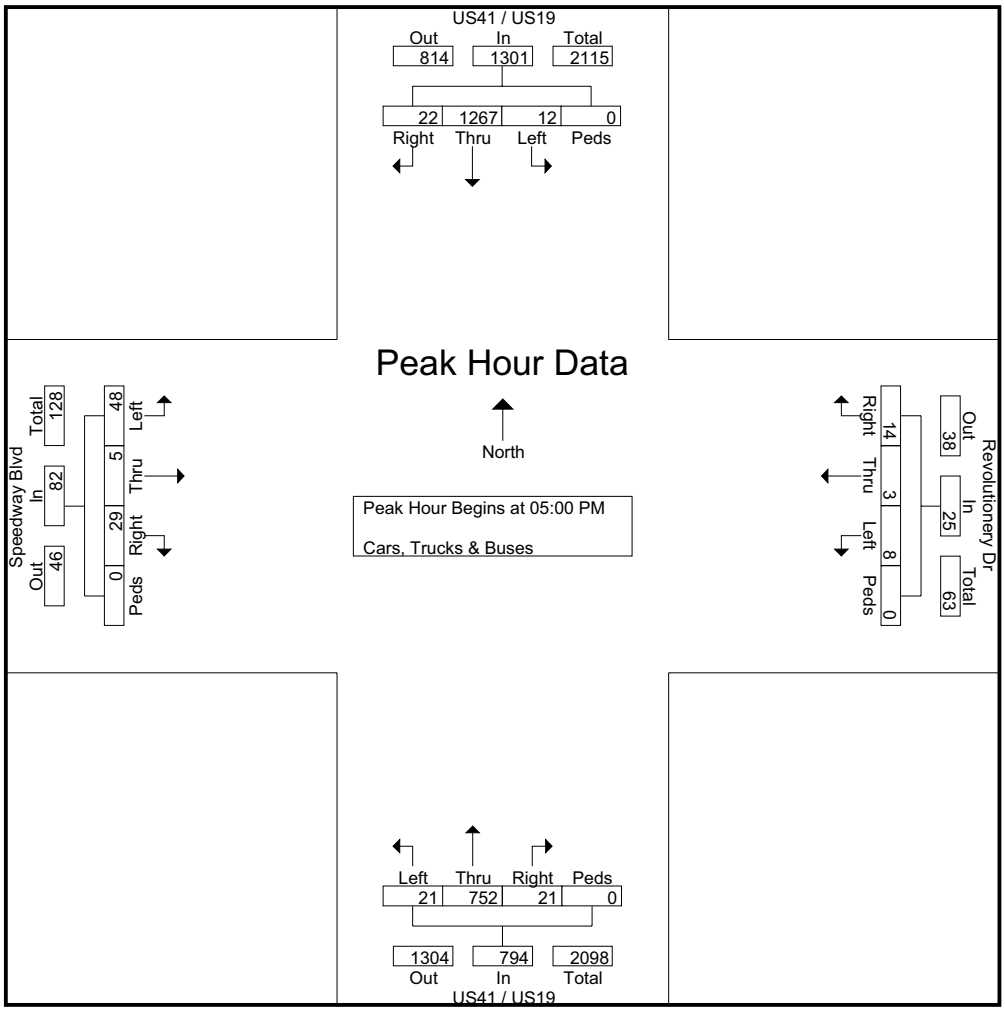


Reliable Traffic Data Services, LLC
Tel: (770) 578-5158 Fax: (770) 578-8159
email: reliabletraffic@msn.com

TMC Data

File Name : 22700001
Site Code : 22700001
Start Date : 6/7/2007
Page No : 3

	US41 / US19 Northbound					US41 / US19 Southbound					Speedway Blvd Eastbound					Revolutionery Dr Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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	6	206	4	0	216	1	307	6	0	314	18	1	9	0	28	1	0	3	0	4	562
05:15 PM	4	192	7	0	203	3	335	7	0	345	12	2	8	0	22	2	1	4	0	7	577
05:30 PM	5	179	6	0	190	3	318	5	0	326	10	0	5	0	15	1	1	3	0	5	536
05:45 PM	6	175	4	0	185	5	307	4	0	316	8	2	7	0	17	4	1	4	0	9	527
Total Volume	21	752	21	0	794	12	1267	22	0	1301	48	5	29	0	82	8	3	14	0	25	2202
% App. Total	2.6	94.7	2.6	0		0.9	97.4	1.7	0		58.5	6.1	35.4	0		32	12	56	0		
PHF	.875	.913	.750	.000	.919	.600	.946	.786	.000	.943	.667	.625	.806	.000	.732	.500	.750	.875	.000	.694	.954



Reliable Traffic Data Services, LLC

Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700002
Site Code : 22700002
Start Date : 6/6/2007
Page No : 1

Groups Printed- Cars, Trucks & Buses

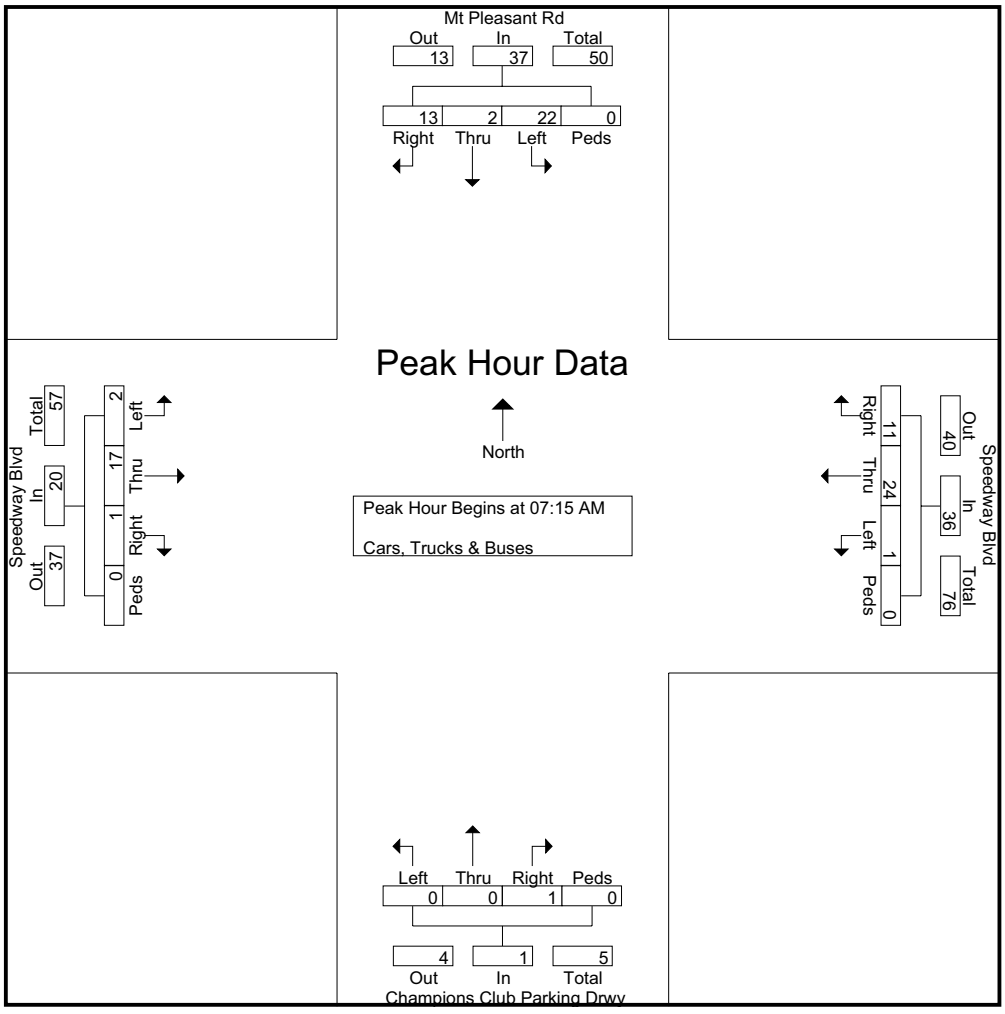
	Champions Club Parking Drwy Northbound					Mt Pleasant Rd Southbound					Speedway Blvd Eastbound					Speedway Blvd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	2	0	6	0	4	0	0	4	0	3	3	0	6	16
07:15 AM	0	0	0	0	0	5	1	2	0	8	1	6	0	0	7	0	5	4	0	9	24
07:30 AM	0	0	1	0	1	6	0	4	0	10	0	4	0	0	4	1	5	2	0	8	23
07:45 AM	0	0	0	0	0	6	1	5	0	12	0	3	0	0	3	0	7	3	0	10	25
Total	0	0	1	0	1	20	3	13	0	36	1	17	0	0	18	1	20	12	0	33	88
08:00 AM	0	0	0	0	0	5	0	2	0	7	1	4	1	0	6	0	7	2	0	9	22
08:15 AM	0	0	0	0	0	3	1	1	0	5	0	7	0	0	7	0	4	3	0	7	19
08:30 AM	0	0	0	0	0	4	2	2	0	8	1	4	0	0	5	0	8	2	0	10	23
08:45 AM	0	0	0	0	0	3	0	1	0	4	0	5	0	0	5	0	6	2	0	8	17
Total	0	0	0	0	0	15	3	6	0	24	2	20	1	0	23	0	25	9	0	34	81
*** BREAK ***																					
04:00 PM	0	1	1	0	2	2	0	2	0	4	3	16	0	0	19	0	11	3	0	14	39
04:15 PM	1	0	1	0	2	3	1	3	0	7	5	19	0	0	24	0	14	5	0	19	52
04:30 PM	0	2	0	0	2	2	0	2	0	4	6	23	0	0	29	1	17	5	0	23	58
04:45 PM	0	0	1	0	1	4	0	4	0	8	8	28	0	0	36	0	19	7	0	26	71
Total	1	3	3	0	7	11	1	11	0	23	22	86	0	0	108	1	61	20	0	82	220
05:00 PM	1	1	2	0	4	2	1	4	0	7	6	21	0	0	27	0	15	4	0	19	57
05:15 PM	0	1	0	0	1	2	1	2	0	5	5	26	0	0	31	1	16	3	0	20	57
05:30 PM	0	0	1	0	1	1	0	1	0	2	4	21	0	0	25	0	14	6	0	20	48
05:45 PM	0	1	0	0	1	0	0	2	0	2	2	17	0	0	19	0	11	4	0	15	37
Total	1	3	3	0	7	5	2	9	0	16	17	85	0	0	102	1	56	17	0	74	199
Grand Total	2	6	7	0	15	51	9	39	0	99	42	208	1	0	251	3	162	58	0	223	588
Apprch %	13.3	40	46.7	0		51.5	9.1	39.4	0		16.7	82.9	0.4	0		1.3	72.6	26	0		
Total %	0.3	1	1.2	0	2.6	8.7	1.5	6.6	0	16.8	7.1	35.4	0.2	0	42.7	0.5	27.6	9.9	0	37.9	

Reliable Traffic Data Services, LLC
Tel: (770) 578-5158 Fax: (770) 578-8159
email: reliabletraffic@msn.com

TMC Data

File Name : 22700002
Site Code : 22700002
Start Date : 6/6/2007
Page No : 2

	Champions Club Parking Drwy Northbound					Mt Pleasant Rd Southbound					Speedway Blvd Eastbound					Speedway Blvd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:15 AM																					
07:15 AM	0	0	0	0	0	5	1	2	0	8	1	6	0	0	7	0	5	4	0	9	24
07:30 AM	0	0	1	0	1	6	0	4	0	10	0	4	0	0	4	1	5	2	0	8	23
07:45 AM	0	0	0	0	0	6	1	5	0	12	0	3	0	0	3	0	7	3	0	10	25
08:00 AM	0	0	0	0	0	5	0	2	0	7	1	4	1	0	6	0	7	2	0	9	22
Total Volume	0	0	1	0	1	22	2	13	0	37	2	17	1	0	20	1	24	11	0	36	94
% App. Total	0	0	100	0		59.5	5.4	35.1	0		10	85	5	0		2.8	66.7	30.6	0		
PHF	.000	.000	.250	.000	.250	.917	.500	.650	.000	.771	.500	.708	.250	.000	.714	.250	.857	.688	.000	.900	.940



Reliable Traffic Data Services, LLC

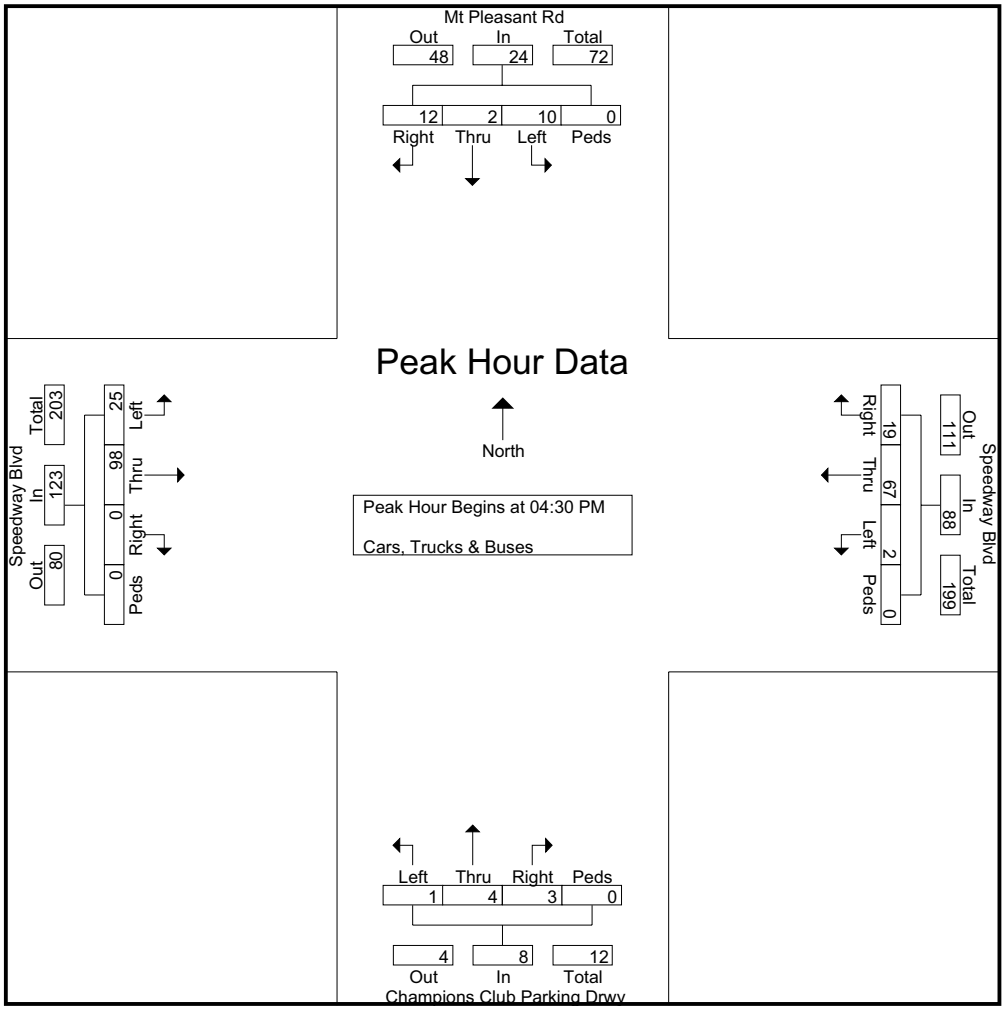
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700002
Site Code : 22700002
Start Date : 6/6/2007
Page No : 3

	Champions Club Parking Drwy Northbound					Mt Pleasant Rd Southbound					Speedway Blvd Eastbound					Speedway Blvd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 04:30 PM																					
04:30 PM	0	2	0	0	2	2	0	2	0	4	6	23	0	0	29	1	17	5	0	23	58
04:45 PM	0	0	1	0	1	4	0	4	0	8	8	28	0	0	36	0	19	7	0	26	71
05:00 PM	1	1	2	0	4	2	1	4	0	7	6	21	0	0	27	0	15	4	0	19	57
05:15 PM	0	1	0	0	1	2	1	2	0	5	5	26	0	0	31	1	16	3	0	20	57
Total Volume	1	4	3	0	8	10	2	12	0	24	25	98	0	0	123	2	67	19	0	88	243
% App. Total	12.5	50	37.5	0		41.7	8.3	50	0		20.3	79.7	0	0		2.3	76.1	21.6	0		
PHF	.250	.500	.375	.000	.500	.625	.500	.750	.000	.750	.781	.875	.000	.000	.854	.500	.882	.679	.000	.846	.856



Reliable Traffic Data Services, LLC

Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700003
Site Code : 22700003
Start Date : 6/7/2007
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Speedway Blvd Northbound					Speedway Blvd Southbound					Selfridge Rd (Gravel) Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	11	0	0	11	0	6	1	0	7	1	0	0	0	1	0	0	0	0	0	19
07:30 AM	1	15	0	0	16	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	25
07:45 AM	0	12	0	0	12	0	10	1	0	11	1	0	0	0	1	0	0	0	0	0	24
Total	1	47	0	0	48	0	28	2	0	30	2	0	1	0	3	0	0	0	0	0	81
08:00 AM	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
08:15 AM	1	12	0	0	13	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	22
08:30 AM	0	9	0	0	9	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	15
08:45 AM	0	10	0	0	10	0	7	0	0	7	1	0	0	0	1	0	0	0	0	0	18
Total	1	41	0	0	42	0	28	1	0	29	2	0	0	0	2	0	0	0	0	0	73
*** BREAK ***																					
04:00 PM	1	16	0	0	17	0	18	1	0	19	1	0	1	0	2	0	0	0	0	0	38
04:15 PM	0	18	0	0	18	0	23	0	0	23	0	0	1	0	1	0	0	0	0	0	42
04:30 PM	0	20	0	0	20	0	25	1	0	26	1	0	0	0	1	0	0	0	0	0	47
04:45 PM	0	23	0	0	23	0	22	1	0	23	0	0	1	0	1	0	0	0	0	0	47
Total	1	77	0	0	78	0	88	3	0	91	2	0	3	0	5	0	0	0	0	0	174
05:00 PM	0	21	0	0	21	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	48
05:15 PM	1	23	0	0	24	0	23	1	0	24	1	0	0	0	1	0	0	0	0	0	49
05:30 PM	0	18	0	0	18	0	19	0	0	19	0	0	1	0	1	0	0	0	0	0	38
05:45 PM	0	15	0	0	15	0	16	1	0	17	1	0	0	0	1	0	0	0	0	0	33
Total	1	77	0	0	78	0	85	2	0	87	2	0	1	0	3	0	0	0	0	0	168
Grand Total	4	242	0	0	246	0	229	8	0	237	8	0	5	0	13	0	0	0	0	0	496
Apprch %	1.6	98.4	0	0		0	96.6	3.4	0		61.5	0	38.5	0		0	0	0	0		
Total %	0.8	48.8	0	0	49.6	0	46.2	1.6	0	47.8	1.6	0	1	0	2.6	0	0	0	0	0	

Reliable Traffic Data Services, LLC

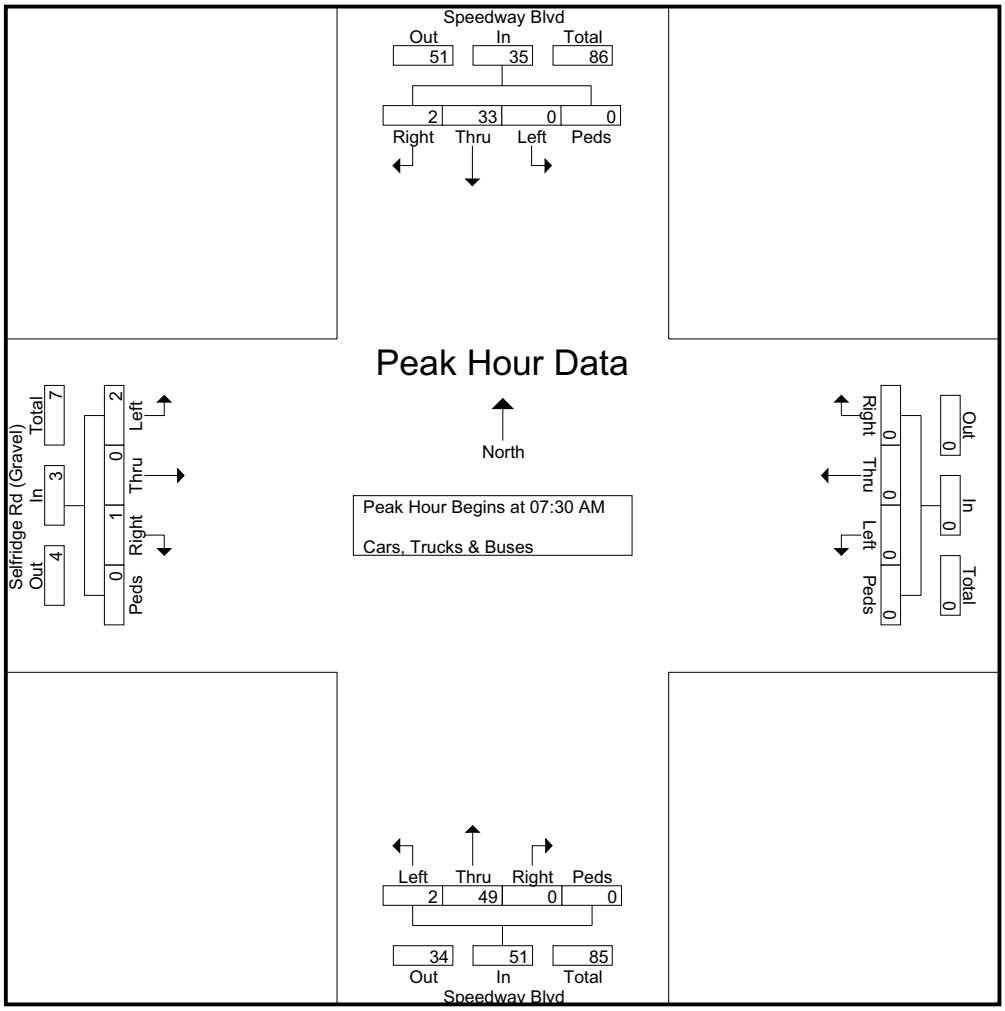
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700003
Site Code : 22700003
Start Date : 6/7/2007
Page No : 2

	Speedway Blvd Northbound					Speedway Blvd Southbound					Selfridge Rd (Gravel) Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:30 AM																					
07:30 AM	1	15	0	0	16	0	8	0	0	8	0	0	1	0	1	0	0	0	0	0	25
07:45 AM	0	12	0	0	12	0	10	1	0	11	1	0	0	0	1	0	0	0	0	0	24
08:00 AM	0	10	0	0	10	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	18
08:15 AM	1	12	0	0	13	0	7	1	0	8	1	0	0	0	1	0	0	0	0	0	22
Total Volume	2	49	0	0	51	0	33	2	0	35	2	0	1	0	3	0	0	0	0	0	89
% App. Total	3.9	96.1	0	0		0	94.3	5.7	0		66.7	0	33.3	0		0	0	0	0		
PHF	.500	.817	.000	.000	.797	.000	.825	.500	.000	.795	.500	.000	.250	.000	.750	.000	.000	.000	.000	.000	.890



Reliable Traffic Data Services, LLC

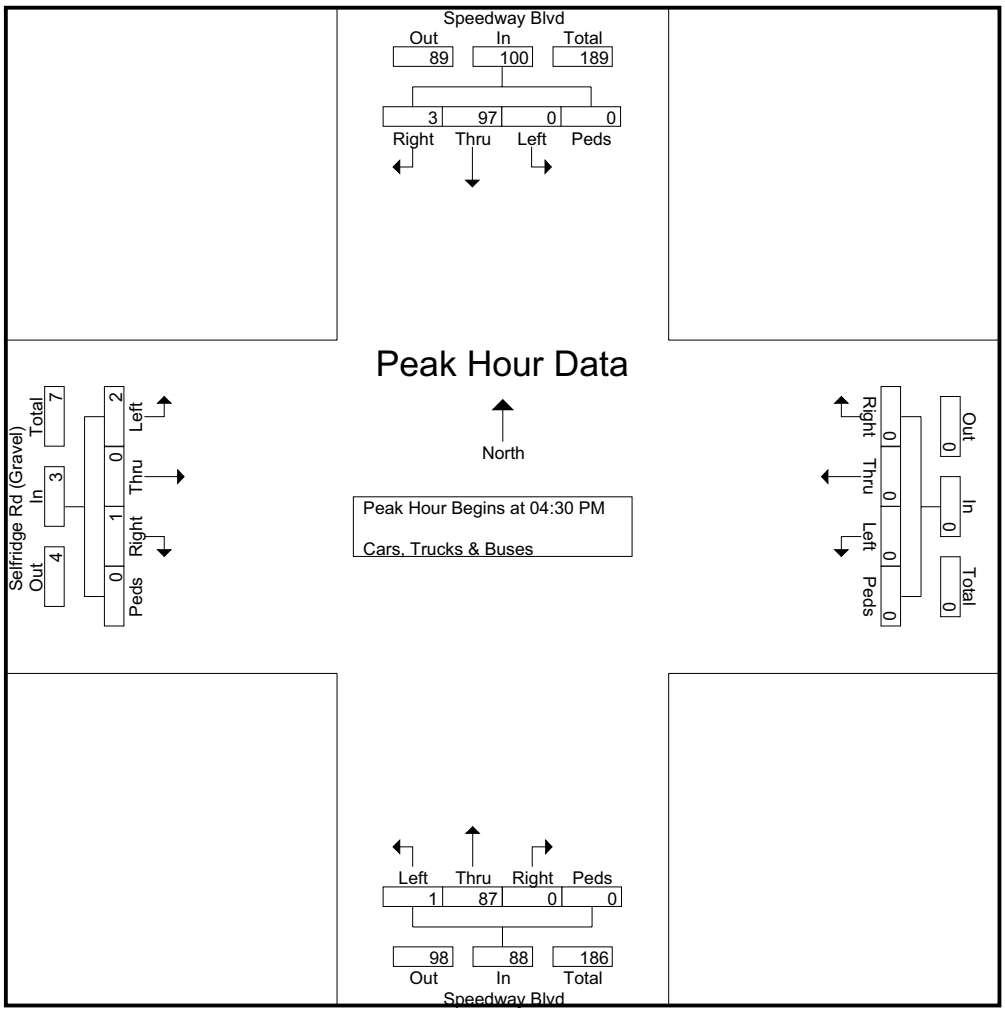
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700003
Site Code : 22700003
Start Date : 6/7/2007
Page No : 3

	Speedway Blvd Northbound					Speedway Blvd Southbound					Selfridge Rd (Gravel) Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 04:30 PM																					
04:30 PM	0	20	0	0	20	0	25	1	0	26	1	0	0	0	1	0	0	0	0	0	47
04:45 PM	0	23	0	0	23	0	22	1	0	23	0	0	1	0	1	0	0	0	0	0	47
05:00 PM	0	21	0	0	21	0	27	0	0	27	0	0	0	0	0	0	0	0	0	0	48
05:15 PM	1	23	0	0	24	0	23	1	0	24	1	0	0	0	1	0	0	0	0	0	49
Total Volume	1	87	0	0	88	0	97	3	0	100	2	0	1	0	3	0	0	0	0	0	191
% App. Total	1.1	98.9	0	0		0	97	3	0		66.7	0	33.3	0		0	0	0	0		
PHF	.250	.946	.000	.000	.917	.000	.898	.750	.000	.926	.500	.000	.250	.000	.750	.000	.000	.000	.000	.000	.974



Reliable Traffic Data Services, LLC

Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700004
Site Code : 22700004
Start Date : 6/7/2007
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Speedway Blvd Southbound					Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	1	0	4	4	23	0	0	27	0	25	4	0	29	60
07:15 AM	0	0	0	0	0	4	0	2	0	6	5	25	0	0	30	0	31	6	0	37	73
07:30 AM	0	0	0	0	0	5	0	3	0	8	7	28	0	0	35	0	28	8	0	36	79
07:45 AM	0	0	0	0	0	3	0	2	0	5	5	31	0	0	36	0	30	9	0	39	80
Total	0	0	0	0	0	15	0	8	0	23	21	107	0	0	128	0	114	27	0	141	292
08:00 AM																					
08:15 AM	0	0	0	0	0	3	0	4	0	7	6	21	0	0	27	0	26	6	0	32	66
08:30 AM	0	0	0	0	0	3	0	2	0	5	3	19	0	0	22	0	23	4	0	27	54
08:45 AM	0	0	0	0	0	2	0	3	0	5	2	16	0	0	18	0	19	5	0	24	47
Total	0	0	0	0	0	12	0	10	0	22	15	82	0	0	97	0	92	23	0	115	234
*** BREAK ***																					
04:00 PM	0	0	0	0	0	13	0	10	0	23	4	15	0	0	19	0	27	10	0	37	79
04:15 PM	0	0	0	0	0	13	0	13	0	26	3	18	0	0	21	0	29	12	0	41	88
04:30 PM	0	0	0	0	0	17	0	16	0	33	5	20	0	0	25	0	32	15	0	47	105
04:45 PM	0	0	0	0	0	16	0	15	0	31	6	23	0	0	29	0	29	17	0	46	106
Total	0	0	0	0	0	59	0	54	0	113	18	76	0	0	94	0	117	54	0	171	378
05:00 PM																					
05:15 PM	0	0	0	0	0	15	0	14	0	29	3	22	0	0	25	0	32	17	0	49	103
05:30 PM	0	0	0	0	0	13	0	12	0	25	5	21	0	0	26	0	31	15	0	46	97
05:45 PM	0	0	0	0	0	10	0	10	0	20	4	19	0	0	23	0	32	11	0	43	86
Total	0	0	0	0	0	56	0	52	0	108	16	88	0	0	104	0	130	63	0	193	405
Grand Total	0	0	0	0	0	142	0	124	0	266	70	353	0	0	423	0	453	167	0	620	1309
Apprch %	0	0	0	0		53.4	0	46.6	0		16.5	83.5	0	0		0	73.1	26.9	0		
Total %	0	0	0	0	0	10.8	0	9.5	0	20.3	5.3	27	0	0	32.3	0	34.6	12.8	0	47.4	

Reliable Traffic Data Services, LLC

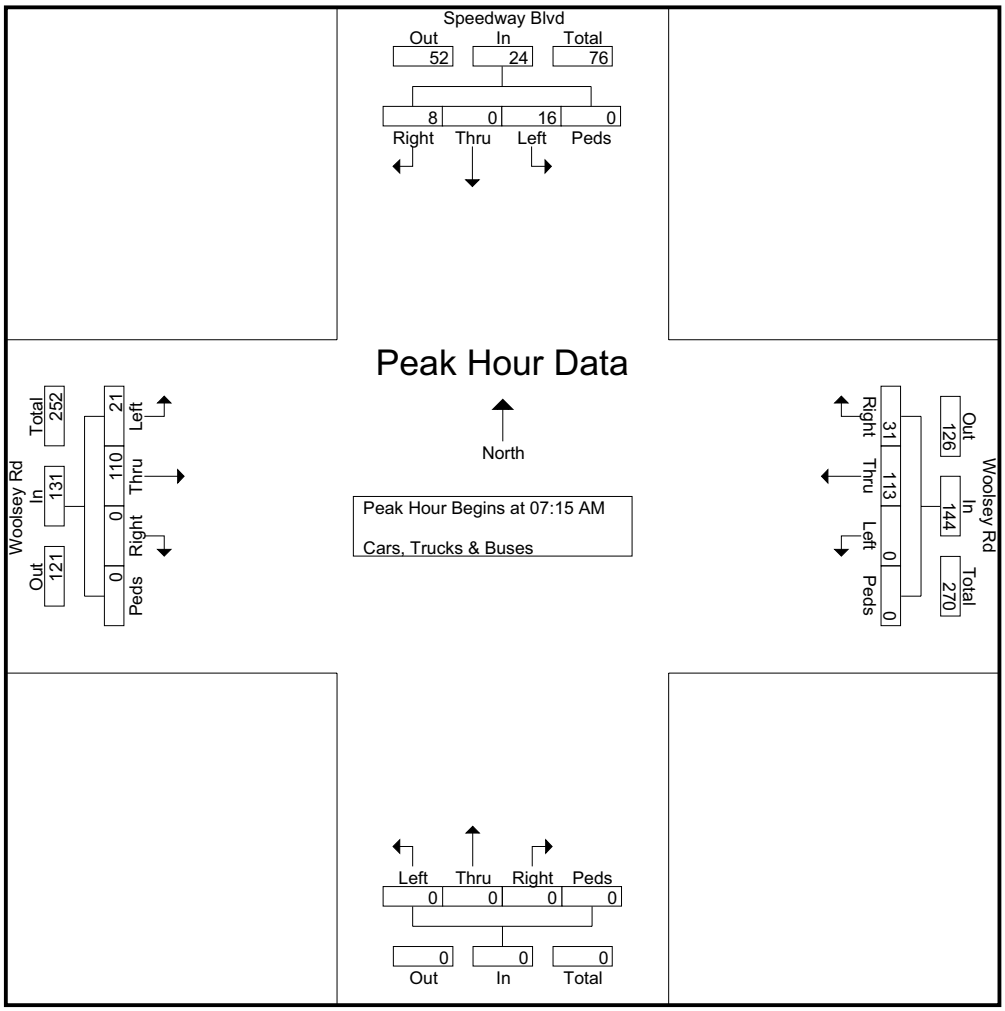
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700004
Site Code : 22700004
Start Date : 6/7/2007
Page No : 2

	Northbound					Speedway Blvd Southbound					Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:15 AM																					
07:15 AM	0	0	0	0	0	4	0	2	0	6	5	25	0	0	30	0	31	6	0	37	73
07:30 AM	0	0	0	0	0	5	0	3	0	8	7	28	0	0	35	0	28	8	0	36	79
07:45 AM	0	0	0	0	0	3	0	2	0	5	5	31	0	0	36	0	30	9	0	39	80
08:00 AM	0	0	0	0	0	4	0	1	0	5	4	26	0	0	30	0	24	8	0	32	67
Total Volume	0	0	0	0	0	16	0	8	0	24	21	110	0	0	131	0	113	31	0	144	299
% App. Total						66.7		33.3									78.5	21.5			
PHF	.000	.000	.000	.000	.000	.800	.000	.667	.000	.750	.750	.887	.000	.000	.910	.000	.911	.861	.000	.923	.934



Reliable Traffic Data Services, LLC

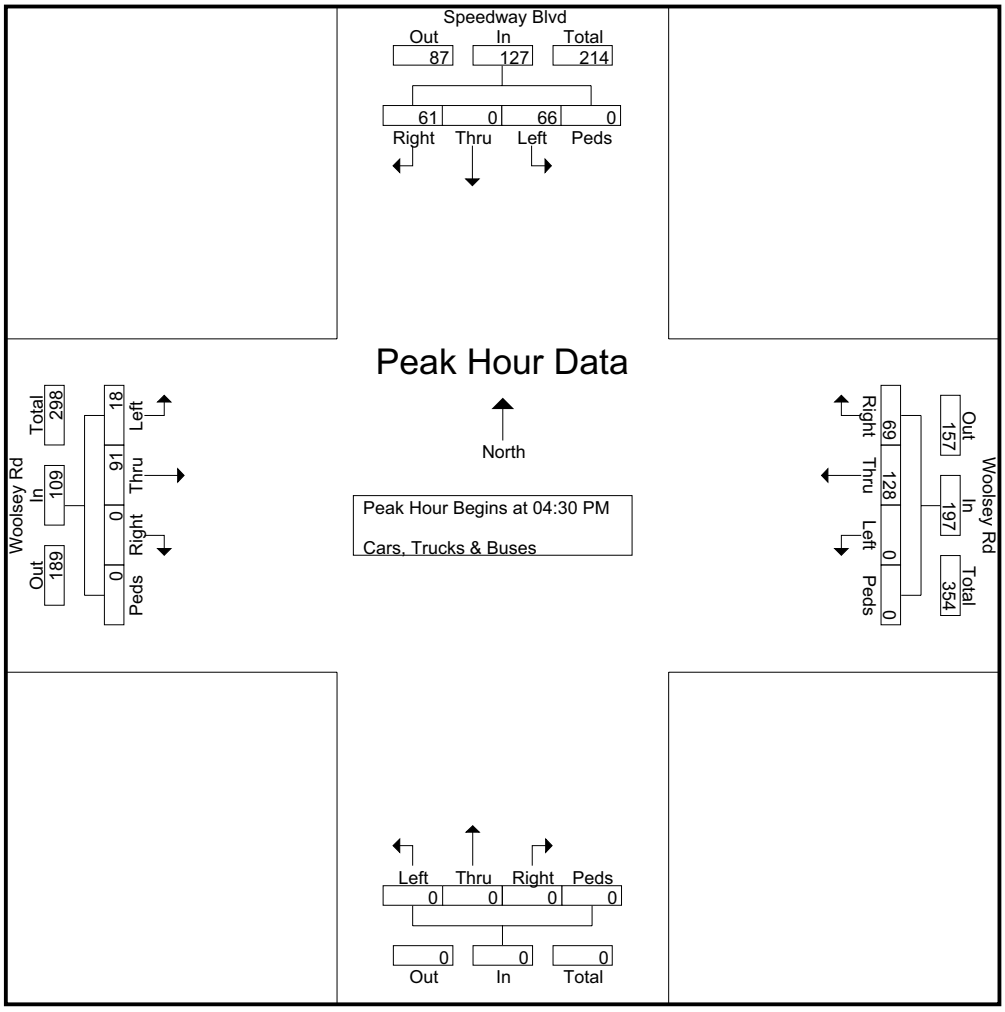
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700004
Site Code : 22700004
Start Date : 6/7/2007
Page No : 3

	Northbound					Speedway Blvd Southbound					Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 04:30 PM																					
04:30 PM	0	0	0	0	0	17	0	16	0	33	5	20	0	0	25	0	32	15	0	47	105
04:45 PM	0	0	0	0	0	16	0	15	0	31	6	23	0	0	29	0	29	17	0	46	106
05:00 PM	0	0	0	0	0	18	0	16	0	34	4	26	0	0	30	0	35	20	0	55	119
05:15 PM	0	0	0	0	0	15	0	14	0	29	3	22	0	0	25	0	32	17	0	49	103
Total Volume	0	0	0	0	0	66	0	61	0	127	18	91	0	0	109	0	128	69	0	197	433
% App. Total											16.5	83.5									
PHF	.000	.000	.000	.000	.000	.917	.000	.953	.000	.934	.750	.875	.000	.000	.908	.000	.914	.863	.000	.895	.910



Reliable Traffic Data Services, LLC

Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700005
Site Code : 22700005
Start Date : 6/6/2007
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Selfridge Rd (Gravel) Southbound					Lower Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	26	0	0	26	0	26	0	0	26	52
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	29	0	0	29	61
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	37	0	0	37	0	33	0	0	33	71
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	30	0	0	30	64
Total	0	0	0	0	0	0	0	1	0	1	0	129	0	0	129	0	118	0	0	118	248
08:00 AM																					
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	25	0	0	25	48
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	19	0	0	19	0	22	0	0	22	42
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	0	19	0	0	19	40
Total	0	0	0	0	0	0	0	2	0	2	0	95	0	0	95	0	94	0	0	94	191
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	20	0	0	20	0	33	0	0	33	54
04:15 PM	0	0	0	0	0	0	0	1	0	1	0	24	0	0	24	0	39	1	0	40	65
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	38	0	0	38	61
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	42	0	0	42	67
Total	0	0	0	0	0	0	0	2	0	2	0	92	0	0	92	0	152	1	0	153	247
05:00 PM																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	42	1	0	43	72
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	26	0	0	26	0	39	0	0	39	66
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	0	37	0	0	37	60
Total	0	0	0	0	0	0	0	3	0	3	0	110	0	0	110	0	163	1	0	164	277
Grand Total	0	0	0	0	0	0	0	8	0	8	0	426	0	0	426	0	527	2	0	529	963
Apprch %	0	0	0	0		0	0	100	0		0	100	0	0		0	99.6	0.4	0		
Total %	0	0	0	0	0	0	0	0.8	0	0.8	0	44.2	0	0	44.2	0	54.7	0.2	0	54.9	

Reliable Traffic Data Services, LLC

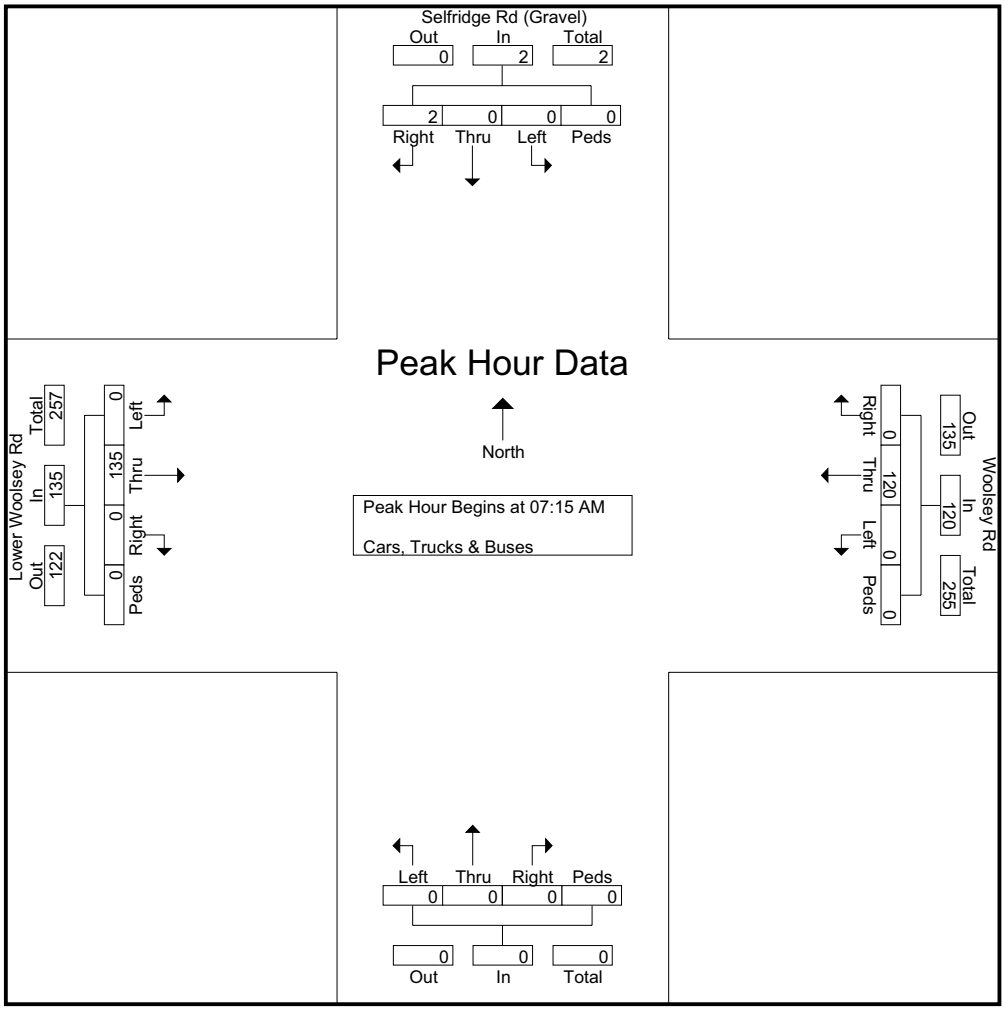
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700005
Site Code : 22700005
Start Date : 6/6/2007
Page No : 2

	Northbound					Selfridge Rd (Gravel) Southbound					Lower Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	29	0	0	29	61
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	37	0	0	37	0	33	0	0	33	71
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	30	0	0	30	64
08:00 AM	0	0	0	0	0	0	0	1	0	1	0	32	0	0	32	0	28	0	0	28	61
Total Volume	0	0	0	0	0	0	0	2	0	2	0	135	0	0	135	0	120	0	0	120	257
% App. Total								100	0		0	100	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.912	.000	.000	.912	.000	.909	.000	.000	.909	.905



Reliable Traffic Data Services, LLC

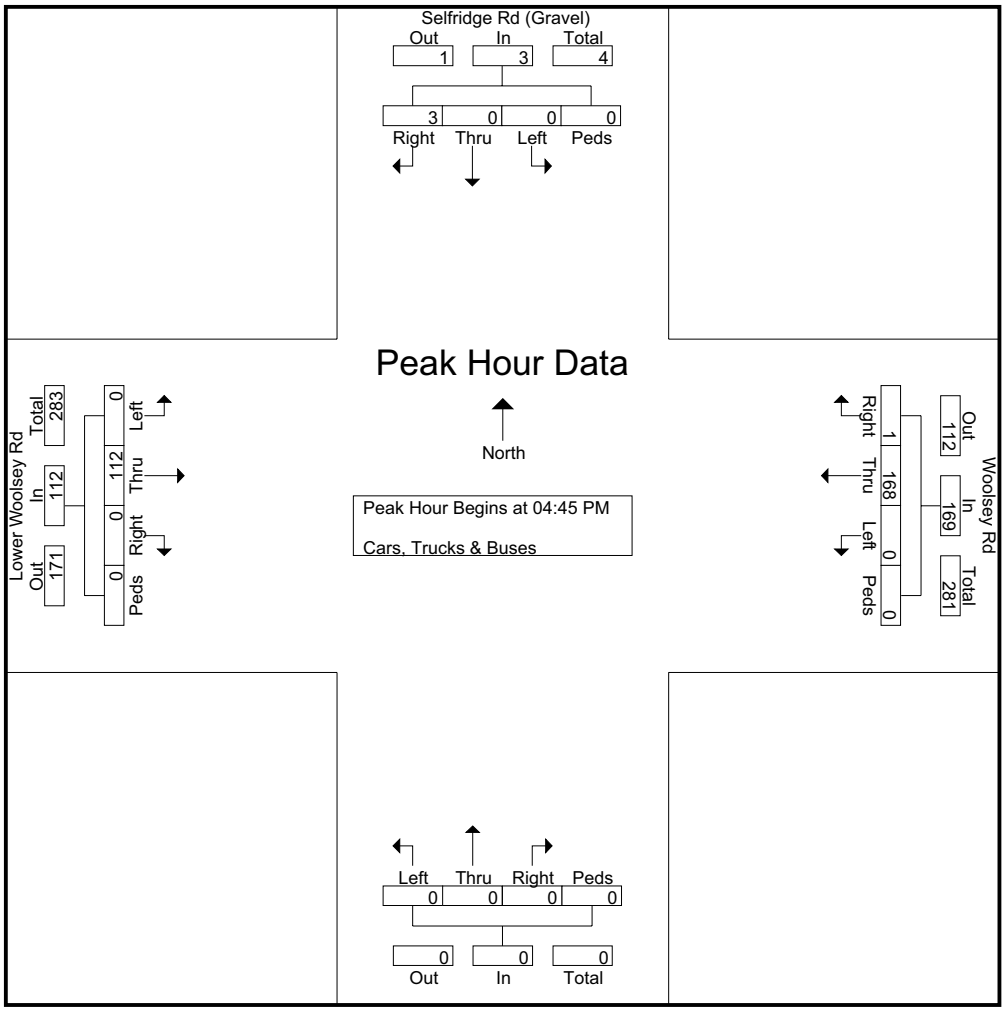
Tel: (770) 578-5158 Fax: (770) 578-8159

email: reliabletraffic@msn.com

TMC Data

File Name : 22700005
Site Code : 22700005
Start Date : 6/6/2007
Page No : 3

	Northbound					Selfridge Rd (Gravel) Southbound					Lower Woolsey Rd Eastbound					Woolsey Rd Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	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 04:45 PM																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	25	0	0	25	0	42	0	0	42	67
05:00 PM	0	0	0	0	0	0	0	2	0	2	0	32	0	0	32	0	45	0	0	45	79
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	0	42	1	0	43	72
05:30 PM	0	0	0	0	0	0	0	1	0	1	0	26	0	0	26	0	39	0	0	39	66
Total Volume	0	0	0	0	0	0	0	3	0	3	0	112	0	0	112	0	168	1	0	169	284
% App. Total								100	0		0	100	0	0		0	99.4	0.6			
PHF	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.875	.000	.000	.875	.000	.933	.250	.000	.939	.899



Existing AM Intersection Analysis

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	32	26	14	9	16	1012	6	23	523	29
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	42.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	19	1	20	6	2	7	14	941	4	14	486	20
Peak Hour Factor	0.67	0.25	0.78	0.58	0.50	0.75	0.85	0.93	0.62	0.61	0.93	0.69
Hourly flow rate (vph)	28	4	26	10	4	9	16	1012	6	23	523	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1109	1613	261	1354	1613	506	523			1012		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1109	1613	261	1354	1613	506	523			1012		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	96	97	89	96	98	98			97		
cM capacity (veh/h)	150	98	737	97	98	512	1040			681		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	32	26	24	16	506	506	6	23	261	261	29
Volume Left	28	0	10	16	0	0	0	23	0	0	0
Volume Right	0	26	9	0	0	0	6	0	0	0	29
cSH	141	737	161	1040	1700	1700	1700	681	1700	1700	1700
Volume to Capacity	0.23	0.03	0.15	0.02	0.30	0.30	0.00	0.03	0.15	0.15	0.02
Queue Length 95th (ft)	21	3	13	1	0	0	0	3	0	0	0
Control Delay (s)	38.0	10.1	34.0	8.5	0.0	0.0	0.0	10.5	0.0	0.0	0.0
Lane LOS	E	B	D	A				B			
Approach Delay (s)	25.6		34.0	0.1				0.4			
Approach LOS	D		D								

Intersection Summary					
Average Delay	1.6				
Intersection Capacity Utilization	42.7%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	4	28	4	44	5	48
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	18.8%	ICU Level of Service A	
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	17	1	1	24	11	0	1	1	22	2	13
Peak Hour Factor	0.50	0.71	0.25	0.25	0.86	0.69	0.92	0.92	0.25	0.92	0.50	0.65
Hourly flow rate (vph)	4	24	4	4	28	16	0	1	4	24	4	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	44			24			78	86	14	68	76	22
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	44			24			78	86	14	68	76	22
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	97	100	98
cM capacity (veh/h)	1563			1589			878	799	1062	908	810	1050

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	4	16	12	4	19	25	5	48
Volume Left	4	0	0	4	0	0	0	24
Volume Right	0	0	4	0	0	16	4	20
cSH	1563	1700	1700	1589	1700	1700	993	952
Volume to Capacity	0.00	0.01	0.01	0.00	0.01	0.01	0.01	0.05
Queue Length 95th (ft)	0	0	0	0	0	0	0	4
Control Delay (s)	7.3	0.0	0.0	7.3	0.0	0.0	8.6	9.0
Lane LOS	A			A			A	A
Approach Delay (s)	0.9			0.6			8.6	9.0
Approach LOS							A	A

Intersection Summary					
Average Delay	4.0				
Intersection Capacity Utilization	18.8%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	8	64	44
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	13.3%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	1	2	49	33	2
Peak Hour Factor	0.50	0.25	0.50	0.82	0.82	0.50
Hourly flow rate (vph)	4	4	4	60	40	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	80	22	44			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	80	22	44			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	911	1050	1562			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	24	40	27	17
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	4
cSH	975	1562	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.02	0.01
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.7	1.2	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	8.7	0.5		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	28	124	124	36	20	12
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	17.8%	ICU Level of Service	A
Analysis Period (min)	15		

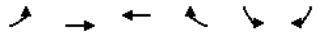
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	21	110	113	31	16	8
Peak Hour Factor	0.75	0.89	0.91	0.86	0.80	0.67
Hourly flow rate (vph)	28	124	124	36	20	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124				304	124
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				304	124
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	99
cM capacity (veh/h)	1463				675	927

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	28	124	124	36	20	12
Volume Left	28	0	0	0	20	0
Volume Right	0	0	0	36	0	12
cSH	1463	1700	1700	1700	675	927
Volume to Capacity	0.02	0.07	0.07	0.02	0.03	0.01
Queue Length 95th (ft)	1	0	0	0	2	1
Control Delay (s)	7.5	0.0	0.0	0.0	10.5	8.9
Lane LOS	A				B	A
Approach Delay (s)	1.4		0.0		9.9	
Approach LOS					A	

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	17.8%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	148	132	4
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	17.1%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	135	120	0	0	2
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.50
Hourly flow rate (vph)	0	148	132	0	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	132				280	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132				280	132
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1453				710	917

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	148	132	4
Volume Left	0	0	0
Volume Right	0	0	4
cSH	1453	1700	917
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	8.9
Lane LOS			A
Approach Delay (s)	0.0	0.0	8.9
Approach LOS			A

Intersection Summary				
Average Delay	0.1			
Intersection Capacity Utilization	17.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Existing PM Intersection Analysis

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	63	28	15	12	19	662	23	17	1067	23
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	44.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	38	4	23	6	2	11	17	602	17	10	1014	18
Peak Hour Factor	0.67	0.62	0.81	0.50	0.75	0.88	0.88	0.91	0.75	0.60	0.95	0.79
Hourly flow rate (vph)	57	6	28	12	3	12	19	662	23	17	1067	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1471	1801	534	1270	1801	331	1067			662		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1471	1801	534	1270	1801	331	1067			662		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	30	91	94	89	96	98	97			98		
cM capacity (veh/h)	81	75	491	106	75	665	649			923		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	63	28	27	19	331	331	23	17	534	534	23
Volume Left	57	0	12	19	0	0	0	17	0	0	0
Volume Right	0	28	12	0	0	0	23	0	0	0	23
cSH	81	491	186	649	1700	1700	1700	923	1700	1700	1700
Volume to Capacity	0.78	0.06	0.15	0.03	0.19	0.19	0.01	0.02	0.31	0.31	0.01
Queue Length 95th (ft)	97	5	13	2	0	0	0	1	0	0	0
Control Delay (s)	135.1	12.8	30.2	10.7	0.0	0.0	0.0	9.0	0.0	0.0	0.0
Lane LOS	F	B	D	B				A			
Approach Delay (s)	97.2		30.2	0.3				0.1			
Approach LOS	F		D								

Intersection Summary					
Average Delay	5.2				
Intersection Capacity Utilization	44.7%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	32	111	4	104	20	36
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	18.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	98	0	2	67	19	1	4	3	10	2	12
Peak Hour Factor	0.78	0.88	0.92	0.50	0.88	0.68	0.25	0.50	0.38	0.62	0.50	0.75
Hourly flow rate (vph)	32	111	0	4	76	28	4	8	8	16	4	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	104			111			240	288	56	230	274	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	104			111			240	288	56	230	274	52
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	99	99	98	99	98
cM capacity (veh/h)	1485			1476			668	606	999	680	617	1005

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	32	74	37	4	51	53	20	36
Volume Left	32	0	0	4	0	0	4	16
Volume Right	0	0	0	0	0	28	8	16
cSH	1485	1700	1700	1476	1700	1700	734	783
Volume to Capacity	0.02	0.04	0.02	0.00	0.03	0.03	0.03	0.05
Queue Length 95th (ft)	2	0	0	0	0	0	2	4
Control Delay (s)	7.5	0.0	0.0	7.4	0.0	0.0	10.0	9.8
Lane LOS	A			A			B	A
Approach Delay (s)	1.7			0.3			10.0	9.8
Approach LOS							B	A

Intersection Summary					
Average Delay	2.7				
Intersection Capacity Utilization	18.2%	ICU Level of Service		A	
Analysis Period (min)	15				

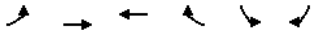
Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	8	96	112
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	13.3%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	1	1	87	97	3
Peak Hour Factor	0.50	0.25	0.25	0.95	0.90	0.75
Hourly flow rate (vph)	4	4	4	92	108	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	164	56	112			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	164	56	112			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	809	999	1476			

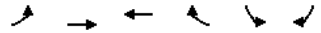
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	35	61	72	40
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	4
cSH	894	1476	1700	1700	1700
Volume to Capacity	0.01	0.00	0.04	0.04	0.02
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	9.1	0.9	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.1	0.3		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	24	103	141	80	72	64
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	23.7%	ICU Level of Service	A
Analysis Period (min)	15		



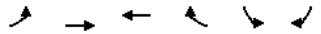
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	18	91	128	69	66	61
Peak Hour Factor	0.75	0.88	0.91	0.86	0.92	0.95
Hourly flow rate (vph)	24	103	141	80	72	64
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				292	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141				292	141
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				90	93
cM capacity (veh/h)	1442				687	907

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	24	103	141	80	72	64
Volume Left	24	0	0	0	72	0
Volume Right	0	0	0	80	0	64
cSH	1442	1700	1700	1700	687	907
Volume to Capacity	0.02	0.06	0.08	0.05	0.10	0.07
Queue Length 95th (ft)	1	0	0	0	9	6
Control Delay (s)	7.5	0.0	0.0	0.0	10.8	9.3
Lane LOS	A				B	A
Approach Delay (s)	1.4		0.0		10.1	
Approach LOS					B	

Intersection Summary				
Average Delay	3.2			
Intersection Capacity Utilization	23.7%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	127	185	8
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	18.9%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	112	168	1	0	3
Peak Hour Factor	0.92	0.88	0.93	0.25	0.92	0.38
Hourly flow rate (vph)	0	127	181	4	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	185				310	183
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	185				310	183
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1390				682	860

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	127	185	8
Volume Left	0	0	0
Volume Right	0	4	8
cSH	1390	1700	860
Volume to Capacity	0.00	0.11	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.2
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.2
Approach LOS			A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Base AM Intersection Analysis

Base 2009 AM

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	27	14	11	16	1075	6	23	556	30
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	20	1	21	6	2	8	14	1000	4	14	517	21
Peak Hour Factor	0.67	0.25	0.78	0.58	0.50	0.75	0.85	0.93	0.62	0.61	0.93	0.69
Hourly flow rate (vph)	30	4	27	10	4	11	16	1075	6	23	556	30
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1174	1710	278	1434	1710	538	556			1075		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1174	1710	278	1434	1710	538	556			1075		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	78	95	96	88	95	98	98			96		
cM capacity (veh/h)	133	85	719	84	85	488	1011			644		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	34	27	25	16	538	538	6	23	278	278	30
Volume Left	30	0	10	16	0	0	0	23	0	0	0
Volume Right	0	27	11	0	0	0	6	0	0	0	30
cSH	125	719	147	1011	1700	1700	1700	644	1700	1700	1700
Volume to Capacity	0.27	0.04	0.17	0.02	0.32	0.32	0.00	0.04	0.16	0.16	0.02
Queue Length 95th (ft)	26	3	15	1	0	0	0	3	0	0	0
Control Delay (s)	44.2	10.2	37.6	8.6	0.0	0.0	0.0	10.8	0.0	0.0	0.0
Lane LOS	E	B	E	A				B			
Approach Delay (s)	29.1		37.6	0.1				0.4			
Approach LOS	D		E								

Intersection Summary					
Average Delay	1.7				
Intersection Capacity Utilization	44.3%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	4	29	4	47	5	51
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	18	1	1	26	12	0	1	1	23	2	14
Peak Hour Factor	0.50	0.71	0.25	0.25	0.86	0.69	0.92	0.92	0.25	0.92	0.50	0.65
Hourly flow rate (vph)	4	25	4	4	30	17	0	1	4	25	4	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	48			25			82	91	15	72	80	24
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	48			25			82	91	15	72	80	24
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	97	100	98
cM capacity (veh/h)	1558			1587			871	794	1061	903	805	1047

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	4	17	12	4	20	27	5	51
Volume Left	4	0	0	4	0	0	0	25
Volume Right	0	0	4	0	0	17	4	22
cSH	1558	1700	1700	1587	1700	1700	990	949
Volume to Capacity	0.00	0.01	0.01	0.00	0.01	0.02	0.01	0.05
Queue Length 95th (ft)	0	0	0	0	0	0	0	4
Control Delay (s)	7.3	0.0	0.0	7.3	0.0	0.0	8.7	9.0
Lane LOS	A			A			A	A
Approach Delay (s)	0.9			0.6			8.7	9.0
Approach LOS							A	A

Intersection Summary					
Average Delay	4.0				
Intersection Capacity Utilization	18.9%	ICU Level of Service		A	
Analysis Period (min)	15				

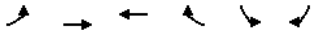
Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	8	67	47
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	13.3%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	1	2	52	35	2
Peak Hour Factor	0.50	0.25	0.50	0.82	0.82	0.50
Hourly flow rate (vph)	4	4	4	63	43	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	84	23	47			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	84	23	47			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	905	1048	1559			

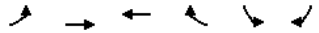
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	25	42	28	18
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	4
cSH	971	1559	1700	1700	1700
Volume to Capacity	0.01	0.00	0.02	0.02	0.01
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	8.7	1.2	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	8.7	0.4		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	29	131	132	38	21	13
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	17.9%	ICU Level of Service	A
Analysis Period (min)	15		



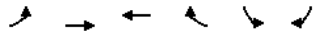
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	22	117	120	33	17	9
Peak Hour Factor	0.75	0.89	0.91	0.86	0.80	0.67
Hourly flow rate (vph)	29	131	132	38	21	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	132				322	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	132				322	132
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				97	99
cM capacity (veh/h)	1453				658	917

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	29	131	132	38	21	13
Volume Left	29	0	0	0	21	0
Volume Right	0	0	0	38	0	13
cSH	1453	1700	1700	1700	658	917
Volume to Capacity	0.02	0.08	0.08	0.02	0.03	0.01
Queue Length 95th (ft)	2	0	0	0	2	1
Control Delay (s)	7.5	0.0	0.0	0.0	10.7	9.0
Lane LOS	A				B	A
Approach Delay (s)	1.4		0.0		10.0	
Approach LOS					B	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	17.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	157	141	4
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	17.5%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	143	128	0	0	2
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.50
Hourly flow rate (vph)	0	157	141	0	0	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141				298	141
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141				298	141
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1442				693	907

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	157	141	4
Volume Left	0	0	0
Volume Right	0	0	4
cSH	1442	1700	907
Volume to Capacity	0.00	0.08	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	9.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.0
Approach LOS			A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	17.5%	ICU Level of Service	A
Analysis Period (min)	15		

Base 2009 AM Improved

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	39	12	17	21	1344	8	30	695	39
Act Effct Green (s)	8.3	8.3	8.3	8.3	106.4	106.4	106.4	106.4	106.4	106.4
Actuated g/C Ratio	0.07	0.07	0.07	0.07	0.89	0.89	0.89	0.89	0.89	0.89
v/c Ratio	0.41	0.27	0.13	0.13	0.04	0.30	0.01	0.12	0.22	0.03
Control Delay	65.0	23.4	54.0	29.8	1.6	1.6	0.8	2.7	1.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.0	23.4	54.0	29.8	1.6	1.6	0.8	2.7	1.5	0.5
LOS	E	C	D	C	A	A	A	A	A	A
Approach Delay		44.2		39.8		1.6			1.5	
Approach LOS		D		D		A			A	
Queue Length 50th (ft)	30	3	9	3	2	47	0	2	32	0
Queue Length 95th (ft)	48	0	18	10	5	73	1	6	54	3
Internal Link Dist (ft)		3427		1642		2919			2484	
Turn Bay Length (ft)			150		600		180	160		366
Base Capacity (vph)	521	626	512	627	548	4508	1404	241	3137	1408
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.06	0.02	0.03	0.04	0.30	0.01	0.12	0.22	0.03

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay: 3.6		Intersection LOS: A	
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			

A37

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.95	1.00
Frt	1.00	0.87		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1612		1770	1649		1770	5085	1583	1770	3539	1583
Flt Permitted	0.75	1.00		0.73	1.00		0.39	1.00	1.00	0.19	1.00	1.00
Satd. Flow (perm)	1390	1612		1363	1649		722	5085	1583	350	3539	1583
Volume (vph)	26	1	27	7	2	10	18	1250	5	18	646	27
Peak-hour factor, PHF	0.67	0.25	0.78	0.58	0.50	0.75	0.85	0.93	0.62	0.61	0.93	0.69
Adj. Flow (vph)	39	4	35	12	4	13	21	1344	8	30	695	39
RTOR Reduction (vph)	0	33	0	0	12	0	0	0	1	0	0	5
Lane Group Flow (vph)	39	6	0	12	5	0	21	1344	7	30	695	34
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	7.2	7.2		7.2	7.2		104.8	104.8	104.8	104.8	104.8	104.8
Effective Green, g (s)	7.2	7.2		7.2	7.2		104.8	104.8	104.8	104.8	104.8	104.8
Actuated g/C Ratio	0.06	0.06		0.06	0.06		0.87	0.87	0.87	0.87	0.87	0.87
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	83	97		82	99		631	4441	1382	306	3091	1382
v/s Ratio Prot		0.00			0.00			c0.26			0.20	
v/s Ratio Perm	c0.03			0.01			0.03		0.00	0.09		0.02
v/c Ratio	0.47	0.06		0.15	0.05		0.03	0.30	0.01	0.10	0.22	0.02
Uniform Delay, d1	54.6	53.2		53.5	53.2		1.0	1.3	1.0	1.1	1.2	1.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	0.3		0.8	0.2		0.1	0.2	0.0	0.6	0.2	0.0
Delay (s)	58.7	53.5		54.3	53.4		1.1	1.5	1.0	1.7	1.4	1.0
Level of Service	E	D		D	D		A	A	A	A	A	A
Approach Delay (s)		56.1			53.8			1.5			1.4	
Approach LOS		E			D			A			A	

Intersection Summary					
HCM Average Control Delay	4.0	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.31				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	38.9%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Base PM Intersection Analysis

Base 2009 PM

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	31	18	14	20	702	24	17	1134	24
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	41	4	25	7	3	12	18	639	18	10	1077	19
Peak Hour Factor	0.67	0.62	0.81	0.50	0.75	0.88	0.88	0.91	0.75	0.60	0.95	0.79
Hourly flow rate (vph)	61	6	31	14	4	14	20	702	24	17	1134	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1561	1910	567	1347	1910	351	1134			702		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1561	1910	567	1347	1910	351	1134			702		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	10	90	93	85	94	98	97			98		
cM capacity (veh/h)	68	64	467	91	64	645	612			891		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	68	31	32	20	351	351	24	17	567	567	24
Volume Left	61	0	14	20	0	0	0	17	0	0	0
Volume Right	0	31	14	0	0	0	24	0	0	0	24
cSH	68	467	149	612	1700	1700	1700	891	1700	1700	1700
Volume to Capacity	1.00	0.07	0.21	0.03	0.21	0.21	0.01	0.02	0.33	0.33	0.01
Queue Length 95th (ft)	126	5	19	3	0	0	0	1	0	0	0
Control Delay (s)	213.7	13.3	37.9	11.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0
Lane LOS	F	B	E	B				A			
Approach Delay (s)	150.9		37.9	0.3				0.1			
Approach LOS	F		E								

Intersection Summary					
Average Delay	8.0				
Intersection Capacity Utilization	46.4%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	35	118	4	110	20	39
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	18.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	27	104	0	2	71	20	1	4	3	11	2	13
Peak Hour Factor	0.78	0.88	0.92	0.50	0.88	0.68	0.25	0.50	0.38	0.62	0.50	0.75
Hourly flow rate (vph)	35	118	0	4	81	29	4	8	8	18	4	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	110			118			255	306	59	244	291	55
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	110			118			255	306	59	244	291	55
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			99	99	99	97	99	98
cM capacity (veh/h)	1478			1468			649	591	994	664	602	1000

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	35	79	39	4	54	56	20	39
Volume Left	35	0	0	4	0	0	4	18
Volume Right	0	0	0	0	0	29	8	17
cSH	1478	1700	1700	1468	1700	1700	720	771
Volume to Capacity	0.02	0.05	0.02	0.00	0.03	0.03	0.03	0.05
Queue Length 95th (ft)	2	0	0	0	0	0	2	4
Control Delay (s)	7.5	0.0	0.0	7.5	0.0	0.0	10.1	9.9
Lane LOS	A			A			B	A
Approach Delay (s)	1.7			0.3			10.1	9.9
Approach LOS							B	A

Intersection Summary					
Average Delay	2.7				
Intersection Capacity Utilization	18.6%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	8	101	118
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	13.3%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	1	1	92	103	3
Peak Hour Factor	0.50	0.25	0.25	0.95	0.90	0.75
Hourly flow rate (vph)	4	4	4	97	114	4
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	173	59	118			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	173	59	118			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	798	994	1467			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	8	36	65	76	42
Volume Left	4	4	0	0	0
Volume Right	4	0	0	0	4
cSH	885	1467	1700	1700	1700
Volume to Capacity	0.01	0.00	0.04	0.04	0.02
Queue Length 95th (ft)	1	0	0	0	0
Control Delay (s)	9.1	0.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	9.1	0.3		0.0	
Approach LOS	A				

Intersection Summary				
Average Delay	0.5			
Intersection Capacity Utilization	13.3%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	25	110	149	85	76	68
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	24.4%	ICU Level of Service	A
Analysis Period (min)	15		

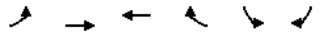
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	19	97	136	73	70	65
Peak Hour Factor	0.75	0.88	0.91	0.86	0.92	0.95
Hourly flow rate (vph)	25	110	149	85	76	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	149				310	149
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	149				310	149
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				89	92
cM capacity (veh/h)	1432				670	897

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	25	110	149	85	76	68
Volume Left	25	0	0	0	76	0
Volume Right	0	0	0	85	0	68
cSH	1432	1700	1700	1700	670	897
Volume to Capacity	0.02	0.06	0.09	0.05	0.11	0.08
Queue Length 95th (ft)	1	0	0	0	10	6
Control Delay (s)	7.6	0.0	0.0	0.0	11.1	9.3
Lane LOS	A				B	A
Approach Delay (s)	1.4		0.0		10.2	
Approach LOS					B	

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	24.4%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	135	196	8
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	19.5%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	119	179	1	0	3
Peak Hour Factor	0.92	0.88	0.93	0.25	0.92	0.38
Hourly flow rate (vph)	0	135	192	4	0	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196				330	194
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				330	194
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	99
cM capacity (veh/h)	1376				665	847

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	135	196	8
Volume Left	0	0	0
Volume Right	0	4	8
cSH	1376	1700	847
Volume to Capacity	0.00	0.12	0.01
Queue Length 95th (ft)	0	0	1
Control Delay (s)	0.0	0.0	9.3
Lane LOS			A
Approach Delay (s)	0.0	0.0	9.3
Approach LOS			A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	19.5%	ICU Level of Service	A
Analysis Period (min)	15		

Base 2009 PM Improved

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	46	18	21	25	878	29	22	1418	29
Act Effct Green (s)	11.2	11.2	11.1	11.1	103.6	103.6	103.6	103.6	103.6	103.6
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.86	0.86	0.86	0.86	0.86	0.86
v/c Ratio	0.58	0.25	0.14	0.13	0.12	0.20	0.02	0.05	0.46	0.02
Control Delay	69.3	21.9	50.4	24.6	3.8	2.0	0.8	2.4	3.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.3	21.9	50.4	24.6	3.8	2.0	0.8	2.4	3.2	0.8
LOS	E	C	D	C	A	A	A	A	A	A
Approach Delay		51.4		36.5		2.0			3.1	
Approach LOS		D		D		A			A	
Queue Length 50th (ft)	57	6	13	3	3	35	0	2	114	0
Queue Length 95th (ft)	76	19	19	21	11	59	4	5	189	4
Internal Link Dist (ft)		3427		1642		2919			2484	
Turn Bay Length (ft)			150		600		180	160		366
Base Capacity (vph)	404	503	395	490	200	4392	1371	467	3057	1371
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.09	0.05	0.04	0.13	0.20	0.02	0.05	0.46	0.02

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 5.5		Intersection LOS: A	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.95	1.00
Frt	1.00	0.88		1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1632		1770	1637		1770	5085	1583	1770	3539	1583
Flt Permitted	0.74	1.00		0.73	1.00		0.17	1.00	1.00	0.31	1.00	1.00
Satd. Flow (perm)	1385	1632		1354	1637		321	5085	1583	580	3539	1583
Volume (vph)	51	5	31	9	3	15	22	799	22	13	1347	23
Peak-hour factor, PHF	0.67	0.62	0.81	0.50	0.75	0.88	0.88	0.91	0.75	0.60	0.95	0.79
Adj. Flow (vph)	76	8	38	18	4	17	25	878	29	22	1418	29
RTOR Reduction (vph)	0	35	0	0	16	0	0	0	4	0	0	4
Lane Group Flow (vph)	76	11	0	18	5	0	25	878	25	22	1418	25
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	10.0	10.0		10.0	10.0		102.0	102.0	102.0	102.0	102.0	102.0
Effective Green, g (s)	10.0	10.0		10.0	10.0		102.0	102.0	102.0	102.0	102.0	102.0
Actuated g/C Ratio	0.08	0.08		0.08	0.08		0.85	0.85	0.85	0.85	0.85	0.85
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	115	136		113	136		273	4322	1346	493	3008	1346
v/s Ratio Prot		0.01			0.00			0.17			c0.40	
v/s Ratio Perm	c0.05			0.01			0.08		0.02	0.04		0.02
v/c Ratio	0.66	0.08		0.16	0.04		0.09	0.20	0.02	0.04	0.47	0.02
Uniform Delay, d1	53.4	50.8		51.1	50.6		1.5	1.6	1.4	1.4	2.3	1.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.4	0.3		0.7	0.1		0.7	0.1	0.0	0.2	0.5	0.0
Delay (s)	66.7	51.0		51.8	50.7		2.1	1.7	1.4	1.6	2.8	1.4
Level of Service	E	D		D	D		A	A	A	A	A	A
Approach Delay (s)		60.8			51.2			1.7			2.7	
Approach LOS		E			D			A			A	

Intersection Summary					
HCM Average Control Delay	5.9	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.49				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	53.4%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Future AM Intersection Analysis

Future 2009 AM

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	115	27	16	11	16	1075	6	23	556	72
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	44.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	66	4	21	6	3	8	14	1000	4	14	517	50
Peak Hour Factor	0.67	0.25	0.78	0.58	0.50	0.75	0.85	0.93	0.62	0.61	0.93	0.69
Hourly flow rate (vph)	99	16	27	10	6	11	16	1075	6	23	556	72
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1175	1710	278	1440	1710	538	556			1075		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1175	1710	278	1440	1710	538	556			1075		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	25	81	96	86	93	98	98			96		
cM capacity (veh/h)	131	85	719	74	85	488	1011			644		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	115	27	27	16	538	538	6	23	278	278	72
Volume Left	99	0	10	16	0	0	0	23	0	0	0
Volume Right	0	27	11	0	0	0	6	0	0	0	72
cSH	122	719	129	1011	1700	1700	1700	644	1700	1700	1700
Volume to Capacity	0.94	0.04	0.21	0.02	0.32	0.32	0.00	0.04	0.16	0.16	0.04
Queue Length 95th (ft)	153	3	19	1	0	0	0	3	0	0	0
Control Delay (s)	134.5	10.2	43.0	8.6	0.0	0.0	0.0	10.8	0.0	0.0	0.0
Lane LOS	F	B	E	A				B			
Approach Delay (s)	110.8		43.0	0.1				0.4			
Approach LOS	F		E								

Intersection Summary					
Average Delay	9.0				
Intersection Capacity Utilization	44.8%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	42	115	4	91	5	69
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	24.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	21	79	1	1	64	12	0	1	1	23	2	26
Peak Hour Factor	0.50	0.71	0.25	0.25	0.86	0.69	0.92	0.92	0.25	0.92	0.50	0.65
Hourly flow rate (vph)	42	111	4	4	74	17	0	1	4	25	4	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	92			111			284	297	58	235	286	46
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			111			284	297	58	235	286	46
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			100	100	100	96	99	96
cM capacity (veh/h)	1501			1476			603	595	996	679	603	1014

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	42	74	41	4	50	42	5	69
Volume Left	42	0	0	4	0	0	0	25
Volume Right	0	0	4	0	0	17	4	40
cSH	1501	1700	1700	1476	1700	1700	871	832
Volume to Capacity	0.03	0.04	0.02	0.00	0.03	0.02	0.01	0.08
Queue Length 95th (ft)	2	0	0	0	0	0	0	7
Control Delay (s)	7.5	0.0	0.0	7.4	0.0	0.0	9.2	9.7
Lane LOS	A			A			A	A
Approach Delay (s)	2.0			0.3			9.2	9.7
Approach LOS							A	A

Intersection Summary					
Average Delay	3.2				
Intersection Capacity Utilization	24.1%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	168	67	147
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	14.6%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	82	1	2	52	35	52
Peak Hour Factor	0.50	0.25	0.50	0.82	0.82	0.50
Hourly flow rate (vph)	164	4	4	63	43	104
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	134	73	147			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	134	73	147			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	81	100	100			
cM capacity (veh/h)	843	974	1433			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	168	25	42	28	118
Volume Left	164	4	0	0	0
Volume Right	4	0	0	0	104
cSH	846	1433	1700	1700	1700
Volume to Capacity	0.20	0.00	0.02	0.02	0.07
Queue Length 95th (ft)	18	0	0	0	0
Control Delay (s)	10.3	1.2	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	10.3	0.5		0.0	
Approach LOS	B				

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	14.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	29	235	196	38	21	13
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

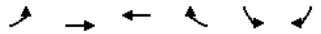
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	22	209	178	33	17	9
Peak Hour Factor	0.75	0.89	0.91	0.86	0.80	0.67
Hourly flow rate (vph)	29	235	196	38	21	13
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	196				489	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				489	196
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				96	98
cM capacity (veh/h)	1377				527	846

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	29	235	196	38	21	13
Volume Left	29	0	0	0	21	0
Volume Right	0	0	0	38	0	13
cSH	1377	1700	1700	1700	527	846
Volume to Capacity	0.02	0.14	0.12	0.02	0.04	0.02
Queue Length 95th (ft)	2	0	0	0	3	1
Control Delay (s)	7.7	0.0	0.0	0.0	12.1	9.3
Lane LOS	A				B	A
Approach Delay (s)	0.9		0.0		11.0	
Approach LOS					B	

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	26.0%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	170	204	142
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	30.5%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	12	143	128	58	92	21
Peak Hour Factor	0.92	0.91	0.91	0.92	0.92	0.50
Hourly flow rate (vph)	13	157	141	63	100	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	204				355	172
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	204				355	172
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				84	95
cM capacity (veh/h)	1368				637	871

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	170	204	142
Volume Left	13	0	100
Volume Right	0	63	42
cSH	1368	1700	692
Volume to Capacity	0.01	0.12	0.21
Queue Length 95th (ft)	1	0	19
Control Delay (s)	0.7	0.0	11.5
Lane LOS	A		B
Approach Delay (s)	0.7	0.0	11.5
Approach LOS			B

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	30.5%	ICU Level of Service	A
Analysis Period (min)	15		

Future 2009 AM Improved

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	124	55	12	21	21	1344	8	30	695	91
Act Effct Green (s)	14.6	14.6	14.6	14.6	97.4	97.4	97.4	97.4	97.4	97.4
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.81	0.81	0.81	0.81	0.81	0.81
v/c Ratio	0.73	0.23	0.07	0.10	0.04	0.33	0.01	0.14	0.24	0.07
Control Delay	74.4	23.7	44.7	26.6	3.2	3.4	1.8	4.9	3.2	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	23.7	44.7	26.6	3.2	3.4	1.8	4.9	3.2	0.8
LOS	E	C	D	C	A	A	A	A	A	A
Approach Delay		58.8		33.2		3.4			3.0	
Approach LOS		E		C		A			A	
Queue Length 50th (ft)	94	14	8	6	3	76	0	4	52	0
Queue Length 95th (ft)	109	0	16	12	9	124	2	9	92	5
Internal Link Dist (ft)		3427		1642		2919			2484	
Turn Bay Length (ft)			150		600		180	160		366
Base Capacity (vph)	543	682	526	670	496	4126	1286	215	2871	1301
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.08	0.02	0.03	0.04	0.33	0.01	0.14	0.24	0.07

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 7.8		Intersection LOS: A	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1685		1770	1690		1770	5085	1583	1770	3539	1583
Flt Permitted	0.74	1.00		0.72	1.00		0.38	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	1385	1685		1343	1690		708	5085	1583	340	3539	1583
Volume (vph)	83	5	27	7	4	10	18	1250	5	18	646	63
Peak-hour factor, PHF	0.67	0.25	0.78	0.58	0.50	0.75	0.85	0.93	0.62	0.61	0.93	0.69
Adj. Flow (vph)	124	20	35	12	8	13	21	1344	8	30	695	91
RTOR Reduction (vph)	0	31	0	0	11	0	0	0	2	0	0	17
Lane Group Flow (vph)	124	24	0	12	10	0	21	1344	6	30	695	74
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	14.6	14.6		14.6	14.6		97.4	97.4	97.4	97.4	97.4	97.4
Effective Green, g (s)	14.6	14.6		14.6	14.6		97.4	97.4	97.4	97.4	97.4	97.4
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.81	0.81	0.81	0.81	0.81	0.81
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	169	205		163	206		575	4127	1285	276	2872	1285
v/s Ratio Prot		0.01			0.01			c0.26			0.20	
v/s Ratio Perm	c0.09			0.01			0.03		0.00	0.09		0.05
v/c Ratio	0.73	0.12		0.07	0.05		0.04	0.33	0.01	0.11	0.24	0.06
Uniform Delay, d1	50.8	47.0		46.7	46.6		2.2	2.9	2.1	2.3	2.6	2.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.2	0.3		0.2	0.1		0.1	0.2	0.0	0.8	0.2	0.1
Delay (s)	66.0	47.2		46.9	46.6		2.3	3.1	2.1	3.1	2.8	2.3
Level of Service	E	D		D	D		A	A	A	A	A	A
Approach Delay (s)		60.2			46.7			3.1			2.8	
Approach LOS		E			D			A			A	

Intersection Summary					
HCM Average Control Delay	7.8	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.38				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	42.1%	ICU Level of Service		A	
Analysis Period (min)	15				
c Critical Lane Group					

Future PM Intersection Analysis

Future 2009 PM

Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	181	31	25	14	20	702	24	17	1134	128
Sign Control	Stop		Stop			Free			Free	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	111	9	25	7	8	12	18	639	18	10	1077	101
Peak Hour Factor	0.67	0.62	0.81	0.50	0.75	0.88	0.88	0.91	0.75	0.60	0.95	0.79
Hourly flow rate (vph)	166	15	31	14	11	14	20	702	24	17	1134	128
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)						2						
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1564	1910	567	1351	1910	351	1134			702		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1564	1910	567	1351	1910	351	1134			702		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	77	93	83	83	98	97			98		
cM capacity (veh/h)	62	64	467	81	64	645	612			891		

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	180	31	38	20	351	351	24	17	567	567	128
Volume Left	166	0	14	20	0	0	0	17	0	0	0
Volume Right	0	31	14	0	0	0	24	0	0	0	128
cSH	62	467	114	612	1700	1700	1700	891	1700	1700	1700
Volume to Capacity	2.90	0.07	0.34	0.03	0.21	0.21	0.01	0.02	0.33	0.33	0.08
Queue Length 95th (ft)	461	5	33	3	0	0	0	1	0	0	0
Control Delay (s)	1000.4	13.3	53.4	11.1	0.0	0.0	0.0	9.1	0.0	0.0	0.0
Lane LOS	F	B	F	B				A			
Approach Delay (s)	856.1		53.4	0.3				0.1			
Approach LOS	F		F								

Intersection Summary					
Average Delay	80.5				
Intersection Capacity Utilization	49.7%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	72	225	4	235	20	85
Sign Control		Free		Free	Stop	Stop

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	56	198	0	2	181	20	1	4	3	11	2	47
Peak Hour Factor	0.78	0.88	0.92	0.50	0.88	0.68	0.25	0.50	0.38	0.62	0.50	0.75
Hourly flow rate (vph)	72	225	0	4	206	29	4	8	8	18	4	63
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	235			225			544	612	112	496	597	118
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	235			225			544	612	112	496	597	118
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			99	98	99	96	99	93
cM capacity (veh/h)	1329			1341			373	384	919	426	391	912

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	72	150	75	4	137	98	20	84
Volume Left	72	0	0	4	0	0	4	18
Volume Right	0	0	0	0	0	29	8	63
cSH	1329	1700	1700	1341	1700	1700	495	700
Volume to Capacity	0.05	0.09	0.04	0.00	0.08	0.06	0.04	0.12
Queue Length 95th (ft)	4	0	0	0	0	0	3	10
Control Delay (s)	7.9	0.0	0.0	7.7	0.0	0.0	12.6	10.8
Lane LOS	A			A			B	B
Approach Delay (s)	1.9			0.1			12.6	10.8
Approach LOS							B	B

Intersection Summary					
Average Delay	2.8				
Intersection Capacity Utilization	24.5%	ICU Level of Service		A	
Analysis Period (min)	15				

Lane Group	EBL	NBT	SBT
Lane Group Flow (vph)	254	101	310
Sign Control	Stop	Free	Free

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	21.2%	ICU Level of Service A
Analysis Period (min)	15	

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	125	1	1	92	103	147
Peak Hour Factor	0.50	0.25	0.25	0.95	0.90	0.75
Hourly flow rate (vph)	250	4	4	97	114	196
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	269	155	310			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	269	155	310			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	100	100			
cM capacity (veh/h)	696	863	1247			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	254	36	65	76	234
Volume Left	250	4	0	0	0
Volume Right	4	0	0	0	196
cSH	698	1247	1700	1700	1700
Volume to Capacity	0.36	0.00	0.04	0.04	0.14
Queue Length 95th (ft)	42	0	0	0	0
Control Delay (s)	13.1	0.9	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	13.1	0.3		0.0	
Approach LOS	B				

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	21.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	25	269	330	85	76	68
Sign Control		Free	Free		Stop	

Intersection Summary			
Control Type: Unsignalized			
Intersection Capacity Utilization	26.5%	ICU Level of Service	A
Analysis Period (min)	15		

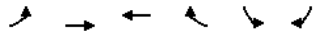
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	19	237	300	73	70	65
Peak Hour Factor	0.75	0.88	0.91	0.86	0.92	0.95
Hourly flow rate (vph)	25	269	330	85	76	68
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	330				650	330
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	330				650	330
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				82	90
cM capacity (veh/h)	1230				425	712

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1	SB 2
Volume Total	25	269	330	85	76	68
Volume Left	25	0	0	0	76	0
Volume Right	0	0	0	85	0	68
cSH	1230	1700	1700	1700	425	712
Volume to Capacity	0.02	0.16	0.19	0.05	0.18	0.10
Queue Length 95th (ft)	2	0	0	0	16	8
Control Delay (s)	8.0	0.0	0.0	0.0	15.3	10.6
Lane LOS	A				C	B
Approach Delay (s)	0.7		0.0		13.1	
Approach LOS					B	

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	26.5%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBT	WBT	SBL
Lane Group Flow (vph)	172	852	236
Sign Control	Free	Free	Stop

Intersection Summary		
Control Type: Unsignalized		
Intersection Capacity Utilization	47.4%	ICU Level of Service A
Analysis Period (min)	15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	34	119	179	165	140	32
Peak Hour Factor	0.92	0.88	0.93	0.25	0.92	0.38
Hourly flow rate (vph)	37	135	192	660	152	84
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	852				732	522
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	852				732	522
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				59	85
cM capacity (veh/h)	787				370	554

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	172	852	236
Volume Left	37	0	152
Volume Right	0	660	84
cSH	787	1700	420
Volume to Capacity	0.05	0.50	0.56
Queue Length 95th (ft)	4	0	84
Control Delay (s)	2.5	0.0	24.1
Lane LOS	A		C
Approach Delay (s)	2.5	0.0	24.1
Approach LOS			C

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		

Future 2009 PM Improved

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	56	18	30	25	878	29	22	1418	159
Act Effct Green (s)	21.8	21.8	21.8	21.8	90.2	90.2	90.2	90.2	90.2	90.2
Actuated g/C Ratio	0.18	0.18	0.18	0.18	0.75	0.75	0.75	0.75	0.75	0.75
v/c Ratio	0.82	0.17	0.07	0.09	0.17	0.23	0.02	0.06	0.53	0.13
Control Delay	72.0	18.0	37.8	22.0	9.2	5.2	2.0	5.8	7.8	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.0	18.0	37.8	22.0	9.2	5.2	2.0	5.8	7.8	1.2
LOS	E	B	D	C	A	A	A	A	A	A
Approach Delay		60.5		27.9		5.2			7.1	
Approach LOS		E		C		A			A	
Queue Length 50th (ft)	156	12	12	8	5	64	0	4	205	0
Queue Length 95th (ft)	157	23	17	25	21	107	7	9	340	13
Internal Link Dist (ft)		3427		1642		2919			2484	
Turn Bay Length (ft)			150		600		180	160		366
Base Capacity (vph)	481	610	469	607	146	3820	1196	393	2659	1229
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.09	0.04	0.05	0.17	0.23	0.02	0.06	0.53	0.13

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1673		1770	1704		1770	5085	1583	1770	3539	1583
Flt Permitted	0.74	1.00		0.72	1.00		0.15	1.00	1.00	0.30	1.00	1.00
Satd. Flow (perm)	1374	1673		1342	1704		284	5085	1583	564	3539	1583
Volume (vph)	139	11	31	9	10	15	22	799	22	13	1347	126
Peak-hour factor, PHF	0.67	0.62	0.81	0.50	0.75	0.88	0.88	0.91	0.75	0.60	0.95	0.79
Adj. Flow (vph)	207	18	38	18	13	17	25	878	29	22	1418	159
RTOR Reduction (vph)	0	31	0	0	14	0	0	0	7	0	0	39
Lane Group Flow (vph)	207	25	0	18	16	0	25	878	22	22	1418	120
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6		6	2		2
Actuated Green, G (s)	21.8	21.8		21.8	21.8		90.2	90.2	90.2	90.2	90.2	90.2
Effective Green, g (s)	21.8	21.8		21.8	21.8		90.2	90.2	90.2	90.2	90.2	90.2
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.75	0.75	0.75	0.75	0.75	0.75
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	250	304		244	310		213	3822	1190	424	2660	1190
v/s Ratio Prot		0.01			0.01			0.17			c0.40	
v/s Ratio Perm	c0.15			0.01			0.09		0.01	0.04		0.08
v/c Ratio	0.83	0.08		0.07	0.05		0.12	0.23	0.02	0.05	0.53	0.10
Uniform Delay, d1	47.3	40.8		40.7	40.6		4.1	4.5	3.8	3.9	6.2	4.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.7	0.1		0.1	0.1		1.1	0.1	0.0	0.2	0.8	0.2
Delay (s)	67.0	40.9		40.9	40.6		5.2	4.6	3.8	4.1	6.9	4.2
Level of Service	E	D		D	D		A	A	A	A	A	A
Approach Delay (s)		61.4			40.7			4.6			6.6	
Approach LOS		E			D			A			A	

Intersection Summary					
HCM Average Control Delay	11.6	HCM Level of Service		B	
HCM Volume to Capacity ratio	0.59				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		8.0	
Intersection Capacity Utilization	58.3%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

Future Site Access Analysis

Future 2009 AM Site Access Analysis

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	33	46	29	46	51	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	36	50	32	50	55	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	179	66	77			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	179	66	77			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	95	98			
cM capacity (veh/h)	793	997	1521			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	86	82	77
Volume Left	36	32	0
Volume Right	50	0	22
cSH	901	1521	1700
Volume to Capacity	0.10	0.02	0.05
Queue Length 95th (ft)	8	2	0
Control Delay (s)	9.4	3.0	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	3.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	22.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	23	35	22	50	80	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	38	24	54	87	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	197	95	103			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	197	95	103			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	96	98			
cM capacity (veh/h)	779	962	1489			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	63	78	103
Volume Left	25	24	0
Volume Right	38	0	16
cSH	880	1489	1700
Volume to Capacity	0.07	0.02	0.06
Queue Length 95th (ft)	6	1	0
Control Delay (s)	9.4	2.4	0.0
Lane LOS	A	A	
Approach Delay (s)	9.4	2.4	0.0
Approach LOS	A		

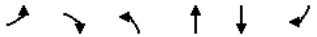
Intersection Summary			
Average Delay	3.2		
Intersection Capacity Utilization	20.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	25	32	20	58	38	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	35	22	63	41	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	157	50	59			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	157	50	59			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	97	99			
cM capacity (veh/h)	823	1018	1545			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	62	85	59
Volume Left	27	22	0
Volume Right	35	0	17
cSH	922	1545	1700
Volume to Capacity	0.07	0.01	0.03
Queue Length 95th (ft)	5	1	0
Control Delay (s)	9.2	2.0	0.0
Lane LOS	A	A	
Approach Delay (s)	9.2	2.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	20.8%	ICU Level of Service	A
Analysis Period (min)	15		

Future 2009 PM Site Access Analysis



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	50	69	81	94	94	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	75	88	102	102	63
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	412	134	165			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	412	134	165			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	92	94			
cM capacity (veh/h)	559	915	1413			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	129	190	165
Volume Left	54	88	0
Volume Right	75	0	63
cSH	722	1413	1700
Volume to Capacity	0.18	0.06	0.10
Queue Length 95th (ft)	16	5	0
Control Delay (s)	11.1	3.8	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	3.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	34.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	35	53	61	140	120	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	58	66	152	130	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	438	153	175			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	438	153	175			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	94	95			
cM capacity (veh/h)	549	893	1401			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	96	218	175
Volume Left	38	66	0
Volume Right	58	0	45
cSH	715	1401	1700
Volume to Capacity	0.13	0.05	0.10
Queue Length 95th (ft)	12	4	0
Control Delay (s)	10.8	2.6	0.0
Lane LOS	B	A	
Approach Delay (s)	10.8	2.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	34.7%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	38	49	56	87	103	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	41	53	61	95	112	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	352	136	160			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352	136	160			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	93	94	96			
cM capacity (veh/h)	618	913	1419			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	95	155	160
Volume Left	41	61	0
Volume Right	53	0	48
cSH	755	1419	1700
Volume to Capacity	0.13	0.04	0.09
Queue Length 95th (ft)	11	3	0
Control Delay (s)	10.4	3.2	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	3.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	3.6		
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		

Traffic Volume Worksheets

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

US 19 (US 41) / Speedway Boulevard / Revolutionary Drive

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	17	1176	5	1198	17	608	25	650	24	1	25	50	7	2	9	18
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	18	1250	5	1273	18	646	27	691	26	1	27	53	7	2	10	19
Total New Trips	0	0	0	0	0	0	36	36	57	4	0	61	0	2	0	2
Future Traffic Volumes:	18	1250	5	1273	18	646	63	727	83	5	27	114	7	4	10	21

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	21	752	21	794	12	1267	22	1301	48	5	29	82	8	3	14	25
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	22	799	22	844	13	1347	23	1383	51	5	31	87	9	3	15	27
Total New Trips	0	0	0	0	0	0	103	103	88	6	0	94	0	7	0	7
Future Traffic Volumes:	22	799	22	844	13	1347	126	1486	139	11	31	181	9	10	15	34

07-061 Lovejoy Realty FBO DRI

Traffic Volumes
Future Conditions

A&R Engineering
June-07

Speedway Boulevard / Mt Pleasant Road

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	0	1	1	22	2	13	37	2	17	1	20	1	24	11	36
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	0	1	1	23	2	14	39	2	18	1	21	1	26	12	38
Total New Trips	0	0	0	0	0	0	12	12	19	61	0	80	0	38	0	38
Future Traffic Volumes:	0	0	1	1	23	2	26	51	21	79	1	101	1	64	12	76

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	1	4	3	8	10	2	12	24	25	98	0	123	2	67	19	88
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	1	4	3	9	11	2	13	26	27	104	0	131	2	71	20	94
Total New Trips	0	0	0	0	0	0	34	34	29	94	0	123	0	110	0	110
Future Traffic Volumes:	1	4	3	9	11	2	47	60	56	198	0	254	2	181	20	204

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Speedway Boulevard / Selfridge Road

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	2	49	0	51	0	33	2	35	2	0	1	3	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	2	52	0	54	0	35	2	37	2	0	1	3	0	0	0	0
Total New Trips	0	0	0	0	0	0	50	50	80	0	0	80	0	0	0	0
Future Traffic Volumes:	2	52	0	54	0	35	52	87	82	0	1	83	0	0	0	0

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	1	87	0	88	0	97	3	100	2	0	1	3	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	1	92	0	94	0	103	3	106	2	0	1	3	0	0	0	0
Total New Trips	0	0	0	0	0	0	144	144	123	0	0	123	0	0	0	0
Future Traffic Volumes:	1	92	0	94	0	103	147	250	125	0	1	126	0	0	0	0

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Lower Woolsey Road / Speedway Boulevard

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	0	0	0	16	0	8	24	21	110	0	131	0	113	31	144
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	0	0	0	17	0	9	26	22	117	0	139	0	120	33	153
Total New Trips	0	0	0	0	0	0	0	0	0	92	0	92	0	58	0	58
Future Traffic Volumes:	0	0	0	0	17	0	9	26	22	209	0	231	0	178	33	211

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	0	0	0	66	0	61	127	18	91	0	109	0	128	69	197
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	0	0	0	70	0	65	135	19	97	0	116	0	136	73	209
Total New Trips	0	0	0	0	0	0	0	0	0	140	0	140	0	164	0	164
Future Traffic Volumes:	0	0	0	0	70	0	65	135	19	237	0	256	0	300	73	373

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Lower Woolsey Road / Selfridge Road

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	0	0	0	0	0	2	2	0	135	0	135	0	120	0	120
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	0	0	0	0	0	2	2	0	143	0	143	0	128	0	128
Total New Trips	0	0	0	0	92	0	19	111	12	0	0	12	0	0	58	58
Future Traffic Volumes:	0	0	0	0	92	0	21	113	12	143	0	155	0	128	58	186

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	0	0	0	0	0	3	3	0	112	0	112	0	168	1	169
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	0	0	0	0	0	3	3	0	119	0	119	0	179	1	180
Total New Trips	0	0	0	0	140	0	29	169	34	0	0	34	0	0	164	164
Future Traffic Volumes:	0	0	0	0	140	0	32	172	34	119	0	153	0	179	165	344

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Selfridge Road / Main Site Driveway

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	29	43	0	72	0	47	20	67	33	0	46	79	0	0	0	0
Future Traffic Volumes:	29	46	0	75	0	51	20	71	33	0	46	79	0	0	0	0

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	81	91	0	172	0	90	58	148	50	0	69	119	0	0	0	0
Future Traffic Volumes:	81	94	0	175	0	94	58	152	50	0	69	119	0	0	0	0

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Selfridge Road / North Site Driveway

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	20	55	0	75	0	34	16	50	25	0	32	57	0	0	0	0
Future Traffic Volumes:	20	58	0	78	0	38	16	54	25	0	32	57	0	0	0	0

P.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	56	84	0	140	0	99	44	143	38	0	49	87	0	0	0	0
Future Traffic Volumes:	56	87	0	143	0	103	44	147	38	0	49	87	0	0	0	0

07-061 Lovejoy Realty FBO DRI
Traffic Volumes
Future Conditions

A&R Engineering
June-07

Selfridge Road / South Site Driveway

A.M. Peak Hour

Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	22	47	0	69	0	76	15	91	23	0	35	58	0	0	0	0
Future Traffic Volumes:	22	50	0	72	0	80	15	95	23	0	35	58	0	0	0	0

P.M. Peak Hour

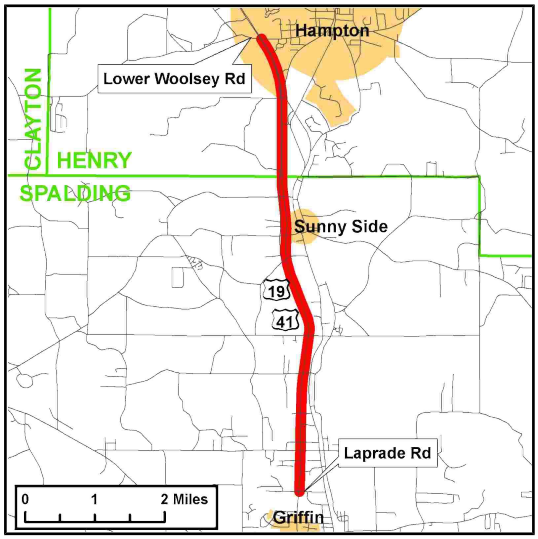
Condition	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Growth Factor (%):	3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1		3.1	3.1	3.1	
Base Condition:	0	3	0	3	0	4	0	4	0	0	0	0	0	0	0	0
Total New Trips	61	137	0	198	0	116	41	157	35	0	53	88	0	0	0	0
Future Traffic Volumes:	61	140	0	201	0	120	41	161	35	0	53	88	0	0	0	0

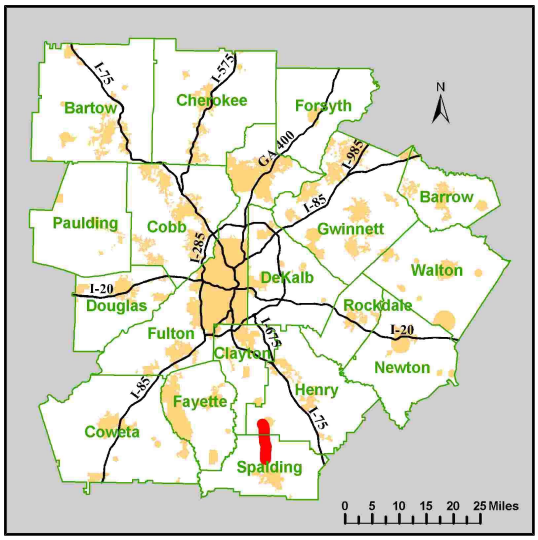
Planned and Programmed Improvements

HE-166

Atlanta Region - Mobility2030 Transportation Plan
PROJECT FACT SHEET

Short Title	US 19/41 (HERMAN TALMADGE HIGHWAY) FROM LAPRADE ROAD IN SPALDING COUNTY TO SR 20 (RICHARD PETTY BOULEVARD / WOOLSEY ROAD) IN HENRY COUNTY
GDOT Project No.	0000294
Federal ID No.	NHS-0000-00(294)
Status	Programmed
Detailed Description and Justification	This project will widen US 19/41 from 4 to 6 lanes (3 in each direction). Much of the portion of this project is located in Spalding County. The widened facility will help to improve traffic flow during race days at the Atlanta Motor Speedway.
Service Type	Roadway Capacity
Sponsor	GDOT
Jurisdiction	Multi-County
Existing Thru Lane	4 *(applicable for road projects only)*
Planned Thru Lane	6 *(applicable for road projects only)*
Corridor Length	8.5 miles *(not applicable for all project types)*
Network Year	2015 *(required if modeled for conformity)*
Completion Date	2015
Analysis Level	In the Region's Air Quality Conformity Analysis





Phase Status & Funding Information for 06-11 TIP		FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
				FEDERAL	STATE	BONDS	LOCAL/OTHER
PE	National Highway System	2008	**$860,000**	$688,000	$172,000	$0,000	$0,000
ROW	National Highway System	2009	**$2,472,000**	$1,977,600	$494,400	$0,000	$0,000
CST	National Highway System	LR 2012-2020	**$8,600,000**	$6,880,000	$1,720,000	$0,000	$0,000
				$9,545,600	**$2,386,400**	**$0,000**	**$0,000**

PE: Preliminary Engineering / Design / Study ROW: Right-of-way Acquistion CST: Construction / Implementation

? For additional information about this project, please visit the Atlanta Regional Commission at www.atlantaregional.com or call (404) 463-3100.

Report Generated: 3/9/2007

Project ID	0000294
Project Type	Reconstruction/Rehabilitation
STIP Code	Yes
Construction Status Code	Long Range Program
Corridor	
Project Manager Office	Road Design
County	Henry,Spalding
Project Accounting Number	NHS-0000-00(294)
Primary Work Type	Widening
Description	SR 3/US 19/41 FM CR 18/LAPRADE RD TO SR 20 IN HENRY COUNTY
RCLink:	1511000300 **Begin Mile Point** 0.0 **Prop Length** 1.95 **End Mile Point** 1.95
RCLink:	2551000300 **Begin Mile Point** 7.06 **Prop Length** 4.65 **End Mile Point** 11.71
Let Status	UNLET
Priority Code	

Project ID	0005959
Project Type	Safety
STIP Code	Lump Sum
Construction Status Code	Under Construction
Corridor	
Project Manager Office	Consultant Design
County	Henry
Project Accounting Number	CSNHS-0005-00(959)
Primary Work Type	Turn Lanes
Description	SR 3/US 19/41 MEDIAN TURN LNS FM SPALDING CO TO CLAYTON CO
RCLink:	1511000300

Begin Mile Point	0.0
Prop Length	5.39
End Mile Point	5.39

Let Status	LET
Priority Code	

Project ID	343060-
Project Type	Reconstruction/Rehabilitation
STIP Code	Yes
Construction Status Code	Under Construction
Corridor	
Project Manager Office	Road Design
County	Henry
Project Accounting Number	MLP-20(150)
Primary Work Type	Widening
Description	SR 20 RELOC/FM WEST OF SR 3/US 19/41 TO WEST OF TOWALIGA RVR
RCLink:	1511002000

Begin Mile Point	15.99
Prop Length	3.27
End Mile Point	19.26

Let Status	LET
Priority Code	TCI

Proposed Facility Site Plan