5th STREET Corridor Study

APRIL 2020

TECHNICAL MEMO

EXISTING AND FUTURE NO-BUILD CONDITIONS

VDOT Planning

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1.0 INTRODUCTION

5th Street serves as a gateway between Charlottesville and Albemarle County, a regional crossroads via an interchange with Interstate 64 (I-64), and a shopping, employment, educational, and recreational destination for people living on and near the corridor. As development changes 5th Street's character and travel demands along it, investments are needed to ensure safe and comfortable travel for all roadway users. The Virginia Department of Transportation (VDOT) is using the public engagement process and analyzing present conditions and future plans to develop a series of feasible transportation options for an approximately two-mile section of 5th Street (Route 631) as it runs through Charlottesville and Albemarle County.

The Study Corridor

The study corridor includes 5th Street (Route 631, 5th Street Extended, Old Lynchburg Road) between Harris Road in Charlottesville and Ambrose Commons Drive in Albemarle County (**Figure 1**). VDOT classifies 5th Street as a principal arterial between Harris Road and I-64, as a minor arterial between I-64 and Sunset Avenue Extended, and as a major collector between Sunset Avenue Extended and Ambrose Commons Drive. The portion of 5th Street between Harris Road and I-64 also falls within the National Highway System (NHS) and serves as one of three NHS links connecting the Charlottesville with I-64. I-64 runs from Staunton, VA east through Charlottesville and Richmond to Virginia Beach. It connects the Commonwealth's two major north-south interstates: I-81 and I-95. Long-term traffic volumes are projected to grow along 5th Street due to planned developments and associated population growth.

KEY TERMS>>

- **Principal Arterial:** In urban areas, these roads serve the major activity centers of a metropolitan area and provide continuity for major rural corridors to accommodate trips entering and leaving an urban area.
- **Minor Arterial:** These roads include all arterials not classified as principal arterials, provide more land access than principal arterials, and connect lower speed, lower volume roadways with higher speed, higher volume principal arterials.
- **Major Collector:** Major collectors provide land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. They connect traffic from local roads with the arterial system.
- **National Highway System (NHS):** This is the network of strategic highways within the United States that serves major airports, ports, rail or truck terminals, railway stations, pipeline terminals, or other strategic transport facilities.

The Study

Through the 5th Street corridor study, VDOT will engage the City of Charlottesville, Albemarle County, and other stakeholders to evaluate automobile, transit, bicycle, and pedestrian travel conditions along the 5th Street corridor. The study will assess future travel projections and development patterns and identify transportation solutions to help meet the study's vision and goals.

The study vision is for 5th Street to develop as a complete street that supports development and provides safe and comfortable travel for all uses and users of the roadway. The study goals include:

1. **Improve safety and comfort**
2. **Manage congestion**
3. **Support economic development**
4. **Support environmental sustainability and community health**

Study Stakeholders

This study is supported by a stakeholder group made up of representatives from the City of Charlottesville, Albemarle County, the Thomas Jefferson Planning District Commission (TJPDC), the Charlottesville-Albemarle Metropolitan Planning Organization (CA-MPO), Charlottesville Area Transit (CAT), and the 5th and Avon Community Advisory Committee.

Public Engagement

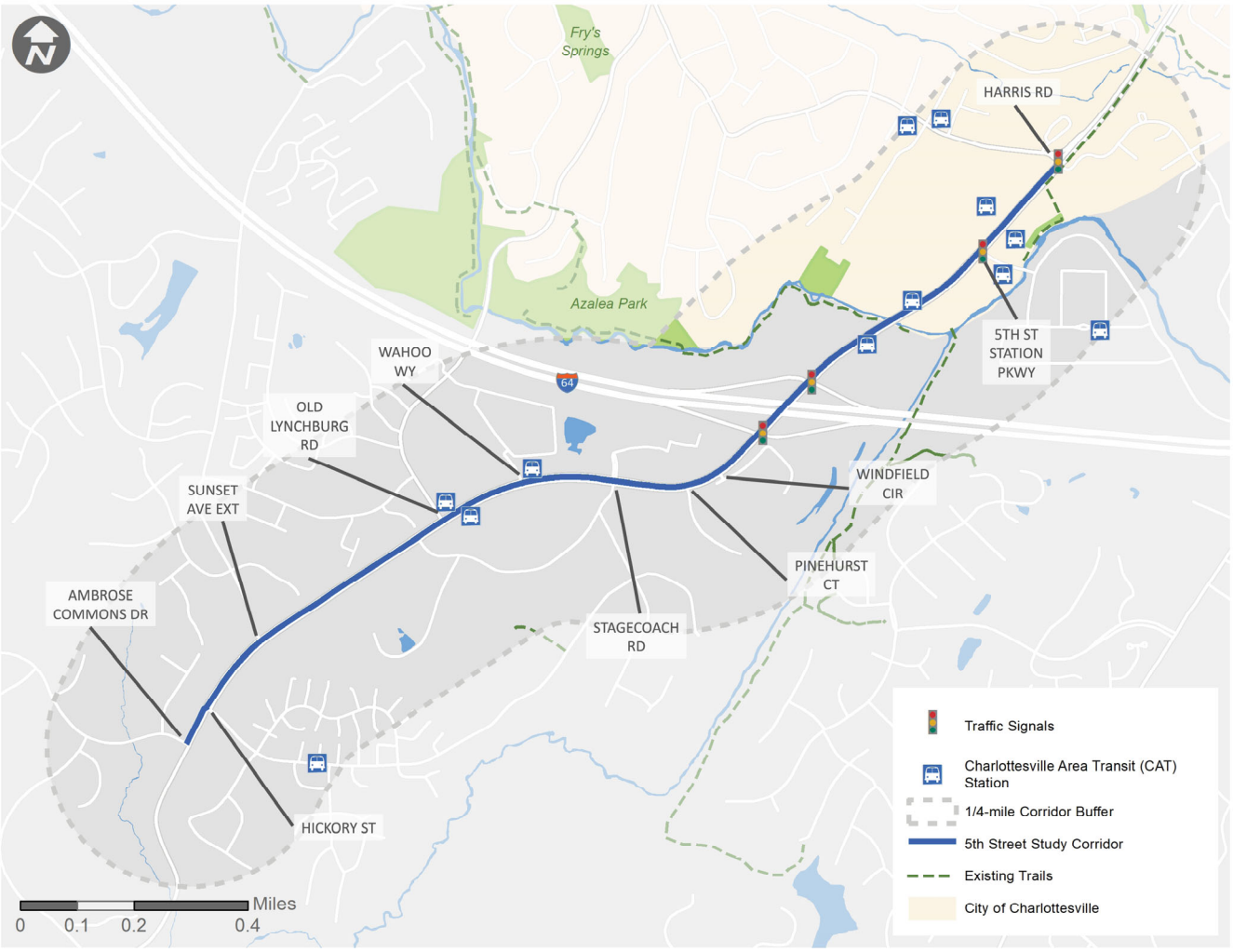
In addition to engaging the stakeholder group, the study includes tailored focus groups with key community groups, including the 5th and Avon Community Advisory Committee and Southwood Community. The community is being engaged throughout the project through online surveys, the project website, and a public meeting. VDOT has reached out to the following community groups and neighborhood organizations:

- 10th/Page Neighborhood Association
- Adaptive Charlottesville
- Belmont-Carlton Neighborhood Association
- Boys and Girls Club Southwood
- Brookdale Apartments
- Calvary Chapel of Charlottesville
- Cavalier Crossing
- Charlottesville Chamber Business Diversity Council
- Fifeville Neighborhood Association
- Fifth Street Place Apartments
- Fry's Spring Neighborhood Association
- Jefferson Park Avenue Neighborhood Association
- Johnson Village Neighborhood Association
- Kingdom Hall of Jehovah's Witnesses
- Martha Jefferson Neighborhood Association
- Moore's Creek Neighborhood
- Mosby Mountain Community Association
- NAACP Albemarle
- North Downtown Residents Association
- Oak Hill Neighborhood
- Redfields Neighborhood
- Ridge Street Neighborhood Association
- Sherwood Manor Neighborhood
- Southwood Community
- Stanley Mountain Homes at Whittington
- Starr Hill Neighborhood Association
- The Covenant School
- Timberland Park Apartments
- Villas at Southern Ridge
- Willoughby Property Owners' Association
- Woodlands of Charlottesville

This Memorandum

This document discusses existing conditions along the full length of the corridor through a variety of sources, including land use data, transportation data, transit ridership information, and crash history. The data are complemented by input received from stakeholders, key community groups, and members of the public through meetings and surveys. The information from the data analysis and stakeholder input will inform the measures that will be used to evaluate alternative solutions later in the study process.

Figure 1 5th Street Study Corridor Map



Source: Kittelson 2020

2.0 SOCIOECONOMIC CONTEXT

As shown in **Table 1**, the 5th Street study corridor has slightly lower percentages of zero-car households and slightly higher percentages of households living below 100% of the poverty line than the Charlottesville MSA and Commonwealth. The study corridor has similar percentages of people driving to work (both single occupancy vehicles and carpooling), and higher percentages of people taking transit, biking, and walking to work compared to the Charlottesville MSA.

In spite of higher mode shares for public transit, the study corridor has longer public transit commute times than the Charlottesville MSA.

Table 1 Demographics of 5th Street, Charlottesville MSA, and Commonwealth of Virginia

	5th Street	Charlottesville MSA	Virginia
Zero Car Households[1]	4.4%	6.0%	6.2%
Households living below 100% of the Poverty Line[1]	15.5%	12.6%	11.0%
	Commute Mode to Work[1]		
Single Occupancy Vehicle	74.4%	73.5%	77.2%
Carpool	9.7%	9.8%	9.2%
Transit[2]	5.3%	3.0%	4.6%
Bike	2.3%	0.9%	0.4%
Walk	2.2%	4.5%	2.4%
Other Means or Worked at Home	6.2%	8.3%	6.2%
	Average Commute Time to Work (minutes)[3]		
Single Occupancy Vehicle	20	25	26
Carpool	20	28	31
Public Transit[4]	44	30	51

[1]Source: American Community Survey, 5-Year Estimates 2018 (census block group level)

[2]The American Community Survey includes taxicabs with transit for the commute mode to work

[3]Source: American Community Survey, 5-Year Estimates 2017 (Census tract level)

[4]The American Community Survey excludes taxicabs from transit for the average commute time to work (in minutes)

3.0 LAND USE CONTEXT

This section summarizes the approach and findings of the land use context analysis. The material below discusses existing land use patterns and future land use trends along the study corridor.

3.1 Existing Land Use

The 5th Street corridor is a diverse area that serves as the gateway to Charlottesville, Albemarle County, and the surrounding region. 5th Street serves an important regional role, connecting local jurisdictions with regional and statewide destinations via the I-64 interchange. Major activity centers along the corridor include the 5th Street Station Shopping Center, Albemarle County's 5th Street Offices, and the future site of Biscuit Run State Park. Important activity centers near the corridor include Fontaine Research Park, the University of Virginia Health System University Hospital, the City of Charlottesville's Downtown Mall, and Piedmont Virginia Community College.

Figure 2 summarizes existing land uses along the corridor.

Existing Land Use Data

Parcel-level zoning data for 2019 were obtained from the City of Charlottesville and Albemarle County. These data include each parcel's land use code.

Existing Land Use

The land use mix, neighborhood types and population groups served by the 5th street corridor all contribute to the corridor's character. Traveling along 5th Street from the study corridor's northern terminus at Harris Road in Charlottesville to its southern terminus at Ambrose Commons Drive in Albemarle County, it is possible to observe a range of land use contexts. Busy commercial shopping centers, single-family residential neighborhoods, pockets of medium-density and student housing, and recreational destinations such as Azalea Park can be found along the length of the corridor.

The 5th Street corridor comprises a mix of land uses, with medium-density residential uses representing more than half of the two-mile study corridor. There are also concentrations of commercial and office uses fronting the corridor between Harris Road and I-64, and at 5th Street and Old Lynchburg Road.

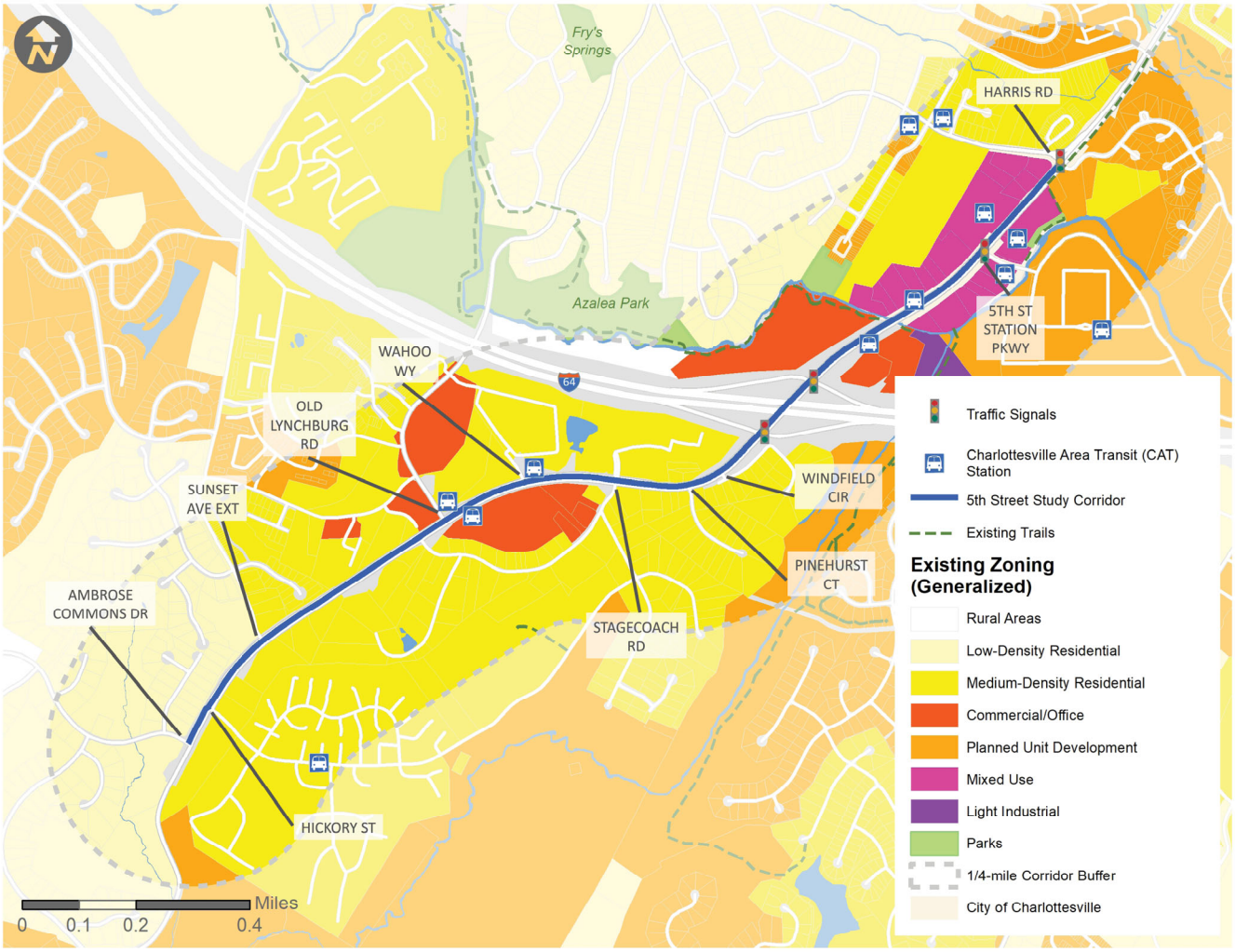
I-64 acts as an informal boundary between the denser, mixed-use northern half of the corridor and the less dense, primarily residential southern half.

Activity Generators

Figure 3 shows various activity generators along the 5th Street corridor. These include:

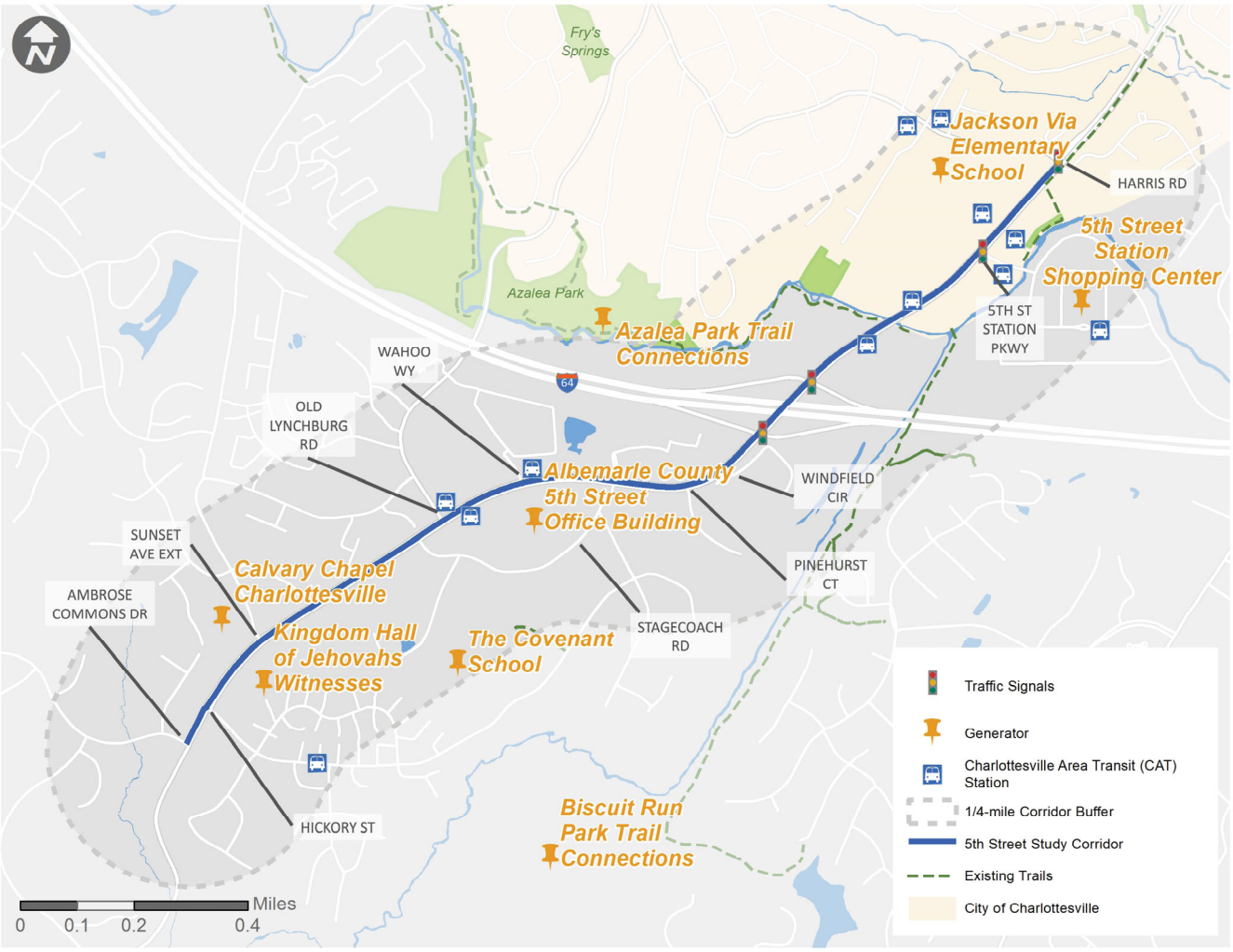
- Schools: The Covenant School, Jackson Via Elementary School
- Shopping destinations: Willoughby Shopping Center, 5th Street Station Shopping Center
- Places of worship: Calvary Chapel Charlottesville, Kingdom Hall of Jehovah's Witnesses
- Government institutions: Albemarle County 5th Street Office Building
- Trail-to-park connections: Azalea Park and the future Biscuit Run State Park

Figure 2 Existing Land Use



Source: City of Charlottesville, Albemarle County, Kittelson 2019

Figure 3 Activity Generators



Source: Kittelson 2019

3.2 Future Land Use

Planned development on 5th Street south of I-64 signals recent development trends to include residential-based mixed-use development along this regional gateway. **Figure 4** identifies the different planned developments bringing diverse land uses to the corridor.

Future Land Use Data

Future land use data were obtained from members of the study stakeholder group, including Albemarle County. These data included planned future developments located within the study corridor.

Future Land Use

Figure 4 shows the current planned developments for each of the municipalities along the corridor. Within the corridor, four residential-based mixed-use developments are slated for construction or actively participating in Albemarle County's development approval processes. These developments include:

Southwood Community

Southwood Mobile Home Park is an existing community off 5th Street and Hickory Street at the southern end of the study corridor. Habitat for Humanity of Greater Charlottesville is working with the Southwood Community to implement a national model, community-based redevelopment process at the park. The redevelopment aims to transform Southwood from an exclusively low-income community of aging trailers and failing infrastructure into a sustainable mixed-income, mixed-use village, without displacing residents.

The Southwood community redevelopment will take place in two phases, with the first phase representing the bulk of the development process:

- Phase 1: 225 apartments/townhomes, 25 single-family units, 37,250 sf of office space, and 37,250 sf of retail space
- Phase 2: 143 apartments/townhomes and 16 single-family units

Royal Fern

The Royal Fern development is actively participating in Albemarle County's development approval process, so the land use mix proposed by the development is in flux. The proposed development site connects both sides of Old Lynchburg Road near its intersection with 5th Street. The latest known proposal for the Royal Fern site includes:

- 150 mixed apartments, 50 townhomes, and 2 acres of commercial space

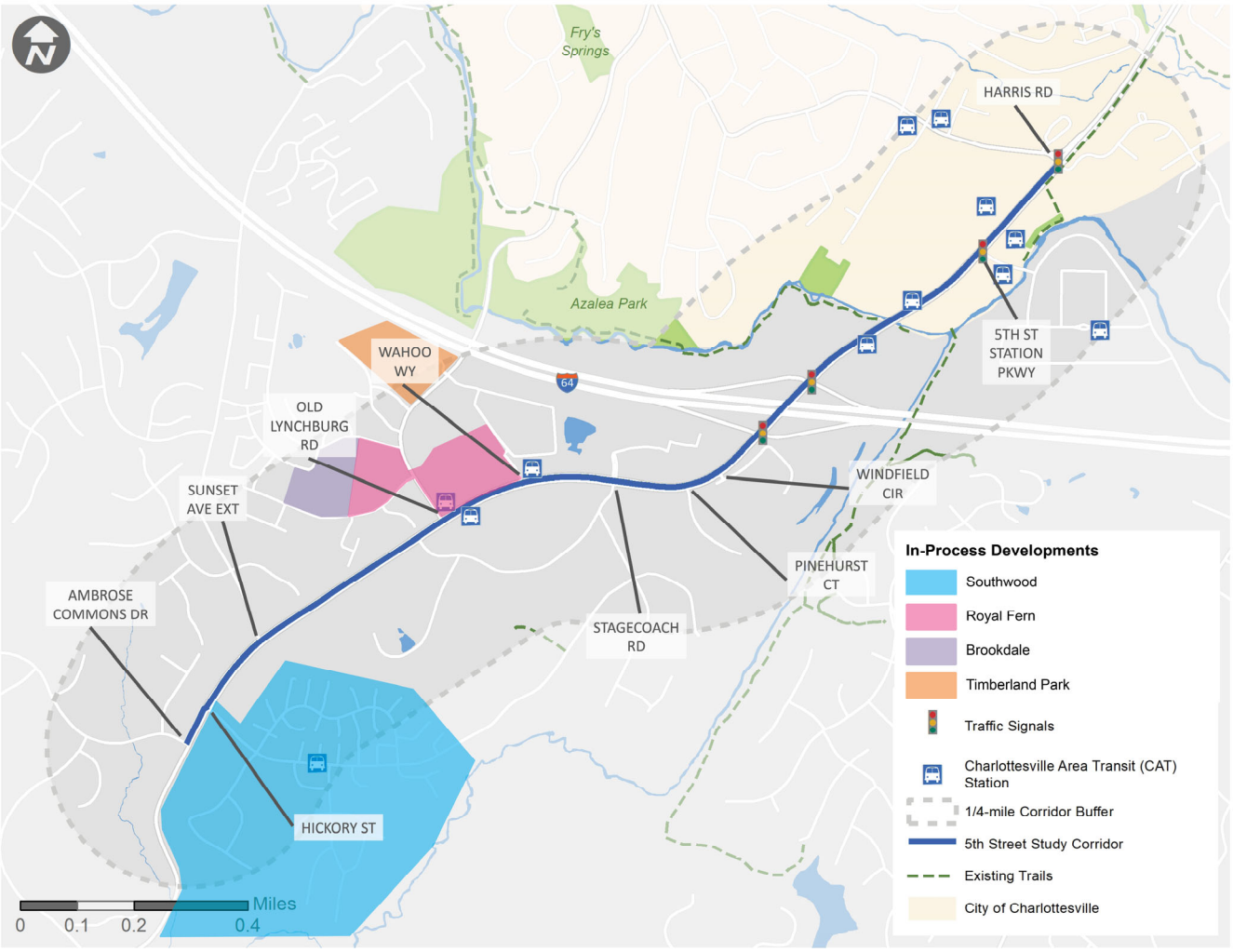
Brookdale

The Brookdale development will add 96 multi-family dwelling units at Old Lynchburg Road and Country Green Road.

Timberland Park

The Timberland Park development will add 80 multi-family dwelling units at Old Lynchburg Road and Wahoo Way.

Figure 4 Planned Developments on 5th Street



Source: Albemarle County, Kittelson 2019

4.0 INTERSECTION OPERATIONS

This section summarizes the approach and findings for traffic operations analysis under existing and future no-build conditions. **Table 2** displays the major transportation facilities for this study.

Table 2 Major Roadway Facilities

Roadway	5th Street		
	Harris Rd to I-64	I-64 to Sunset Ave Ext.	Sunset Ave Ext. to Ambrose Commons Dr
Classification[1]	Principal Arterial	Minor Arterial	Major Collector
Number of Lanes	4	4	2-4[2]
Speed Limit (mph)	45	35-45[3]	45
Average Annual Daily Traffic[4]	28,000 – 22,000	18,000 – 9,500	3,100
Median	Yes	Yes	Yes
Sidewalks	Partial[5]	Partial[5]	Partial[5]
Bicycle Lanes	Partial[6]	No	No
On-Street Parking	No	No	No

[1] Classifications based on VDOT's 2014 Functional Classification Map.

[2] 5th Street is a two-lane roadway south of the 5th Street/Hickory Street intersection.

[3] 5th Street is only 35 mph between Pinehurst Court and Old Lynchburg Road.

[4] Average Annual Daily Traffic (AADT) based on VDOT's Virginia Roads Traffic Volume Map

[5] Partial pedestrian facilities include standard sidewalk and substandard paved or gravel path s(<4' wide). Most pedestrian facilities are located on the north side of 5th Street.

[6] On-road bicycle lanes are present on 5th Street between Harris Road and 5th Street Station Parkway.

4.1 Existing Conditions

Traffic counts were collected in April 2018 during weekday AM and PM peak periods. Eleven study intersections were counted along the street:

KEY TERMS>>

- **Operations Analysis:** An evaluation of how a roadway or set of roadways function under existing and/or anticipated traffic and geometric conditions.
- **Peak Hour:** The time of day when demand for a transportation facility is highest and the ease with which vehicles can move through the transportation facility is most limited. Weekdays typically have two peak hours (AM and PM), while weekends have a single peak hour.

- Ambrose Commons Drive
- Hickory Street
- Sunset Avenue Extended
- Old Lynchburg Road
- Stagecoach Road
- Pinehurst Court
- I-64 Eastbound Ramps (signalized)
- I-64 Westbound Ramps (signalized)
- 5th Street Commercial
- 5th Street Station Parkway (signalized)
- Harris Road (signalized)

Figure 5 shows the traffic count locations.

Intersection-specific peak hours were used for the analysis. AM peak hours were observed between 7:15 a.m. and 8:30 a.m. PM peak hours were observed between 4:45 p.m. and 6:15 p.m.

Traffic operations analyses were performed at study corridor intersections in accordance with the *Highway Capacity Manual (HCM)*, Sixth Edition using SYNCHRO 10. **Table 3 and Figure 6** summarize the operational analysis for the study intersections under the weekday a.m. and p.m. peak hour existing traffic conditions. The traffic counts can be found in **Attachment A**. The full analysis can be found in **Attachment B**.

Most of the study intersections perform acceptably during each of the peak hours studied. Exceptions are described below:

AM Existing Conditions

- Two intersections have movements operating at level of service (LOS) E (Stagecoach Road and 5th Street Station Parkway); all others operate at LOS D or better.
- Two movements are nearing capacity (westbound right turn at I-64 ramps and westbound right turn at 5th Street Station Parkway).
- There is the potential for queue spillback onto I-64 from the eastbound off-ramp (a 95th percentile queue of approximately 625 feet, leaving less than 700 feet for deceleration).

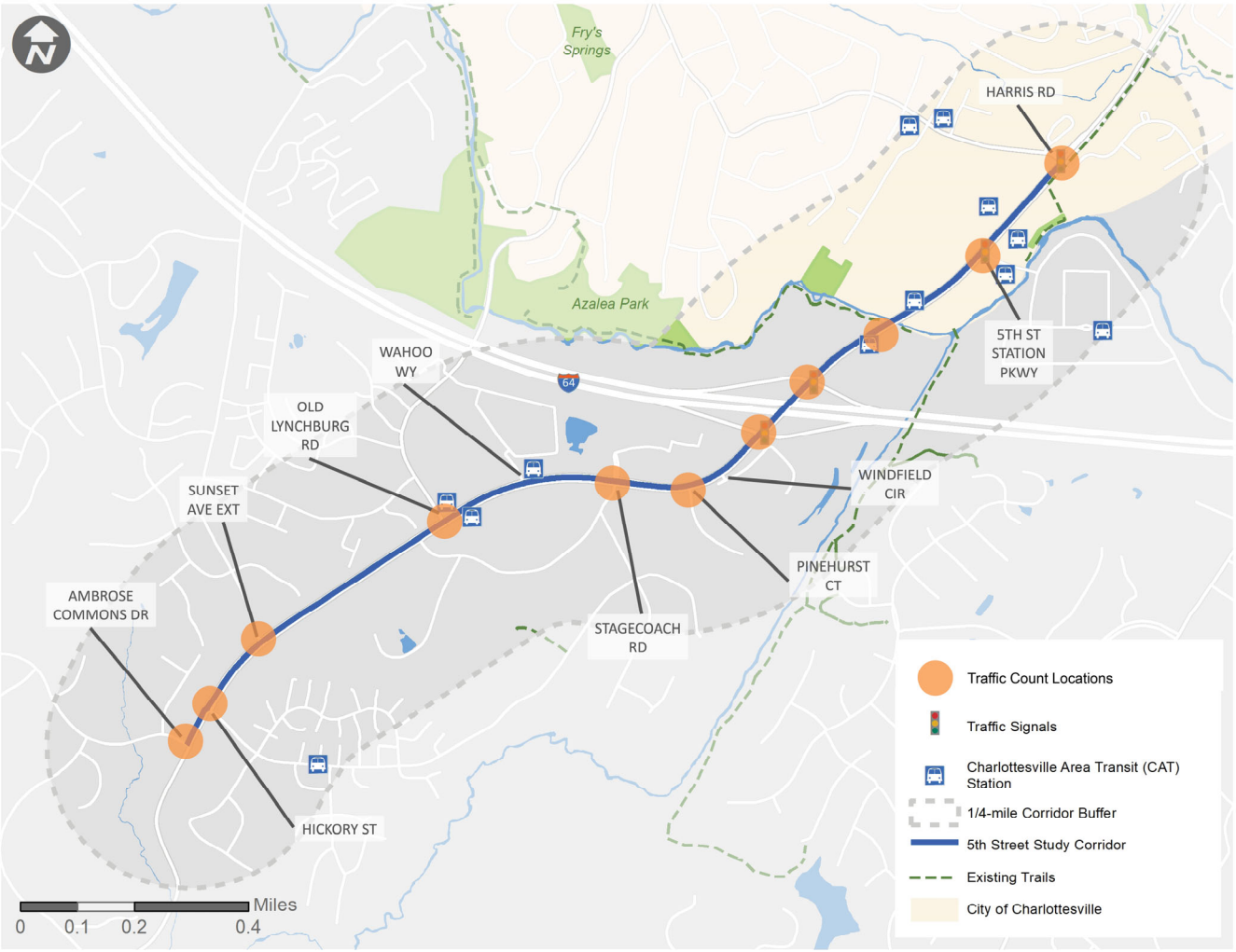
PM Existing Conditions

- Three intersections have movements operating at LOS F (I-64 eastbound ramps, 5th Street Commercial, and 5th Street Station Parkway); all others operate at LOS D or better.
- Three movements are at or over capacity (I-64 eastbound off-ramp and 5th Street Station Parkway westbound right-turn and northbound right-turn).
- There is the potential for queue spillback onto I-64 from the eastbound off-ramp (a 95th percentile queue of approximately 800 feet, leaving approximately 500 feet for deceleration).

KEY TERMS>>

- **Delay:** The amount of time it takes vehicles to pass through an intersection (reported in seconds)
- **Level of Service (LOS):** A performance metric communicating quality of intersection service. For vehicles, LOS D indicates acceptable quality in urban conditions, while LOS scores of E-F indicate poor quality.
- **Volume to capacity (v/c) ratio:** A ratio comparing the number of vehicles traveling through an intersection at a given point in time to the maximum capacity of the intersection. A v/c score of 1 or higher means that an intersection is at or above capacity. A v/c score below 1 means that an intersection is below capacity.
- **95th percentile queue length:** The worst-case queue length (number of vehicles waiting in a lane) during a given time period. These queues have only a 5 percent probability of being exceeded.

Figure 5 5th Street Traffic Count Locations



Source: Kittelson 2019

Table 3 Existing Conditions Operational Analysis

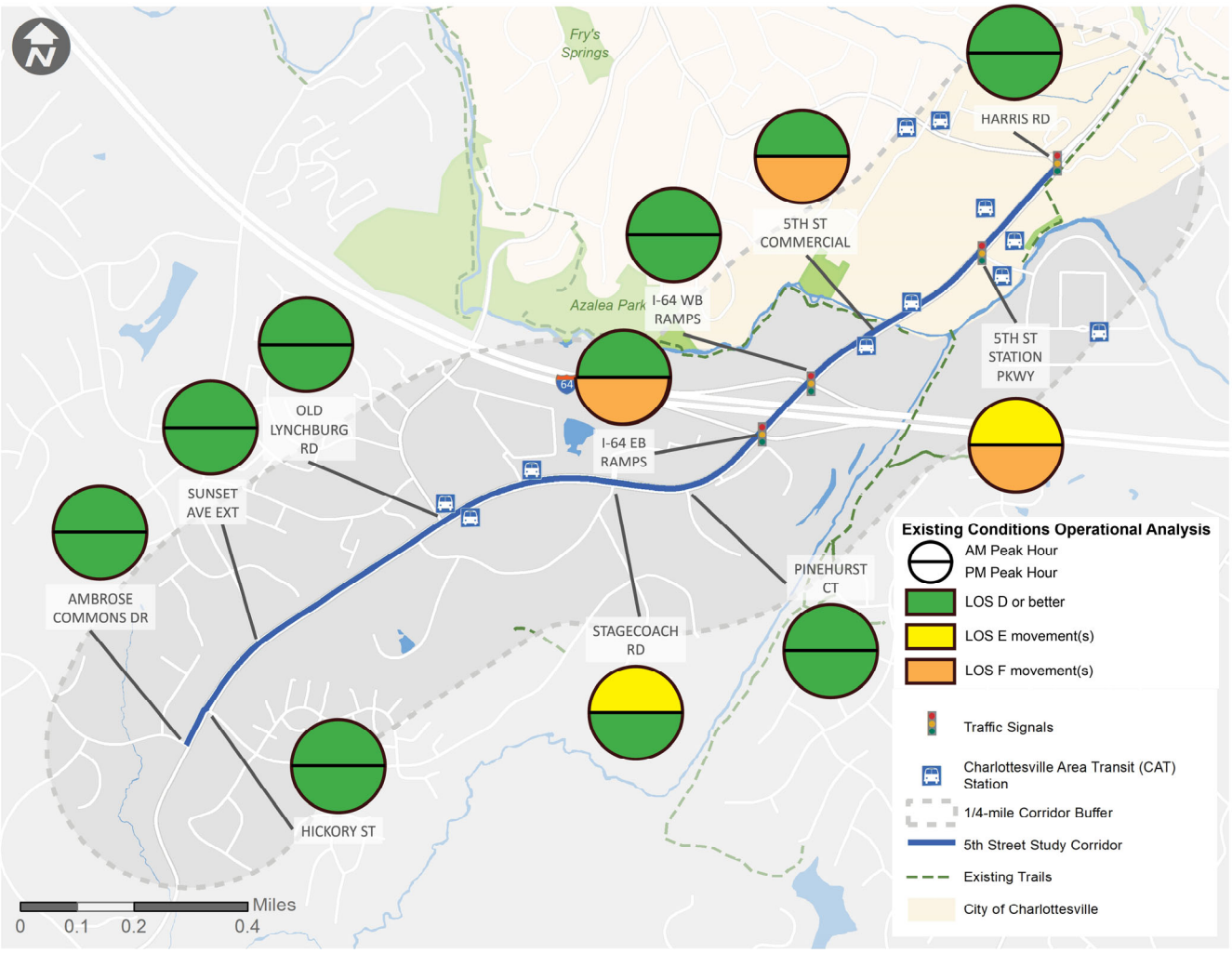
Intersection	Peak hour	Intersection delay (sec) and level of service[1]	Worst-performing movement	Delay (sec) and level of service[2]	v/c[2]	95th percentile queues (vehicles)[3]
5th Street/Ambrose Commons Drive (#1)	AM Peak		Ambrose Commons Drive (EB)	10.5 (B)	0.12	1
	PM Peak		Ambrose Commons Drive (EB)	10.2 (B)	0.05	1
5th Street/Hickory Street (#2)	AM Peak		Hickory Street (WB)	11.3 (B)	0.20	1
	PM Peak		Hickory Street (WB)	9.5 (A)	0.11	1
5th Street/Sunset Avenue Extended (#3)	AM Peak		Sunset Avenue Extended (EB)	18.1 (C)	0.56	4
	PM Peak		Sunset Avenue Extended (EB)	14.1 (B)	0.31	2
5th Street/ Old Lynchburg Road (#4)	AM Peak		Old Lynchburg Road (EB)	28.4 (D)	0.56	4
	PM Peak		Old Lynchburg Road (EB)	23.2 (C)	0.49	3
5th Street/ Stagecoach Road (#5)	AM Peak		Stagecoach Road (EB)	46.6 (E)	0.13	2
	PM Peak		Stagecoach Road (EB)	24.8 (C)	0.07	1
5th Street/ Pinehurst Court (#6)	AM Peak		Pinehurst Court (WB)	12.3 (B)	0.01	0
	PM Peak		Pinehurst Court (WB)	10.4 (B)	0.01	0
5th Street / I-64 Eastbound Ramps (signalized) (#7)	AM Peak	25.3 (C)	I-64 EB Off-Ramp (EBL)	45.9 (D)	0.89	18
	PM Peak	27.0 (C)	I-64 EB Off-Ramp (EBL)	74.7 (F)	1.00	23
5th Street / I-64 Westbound Ramps (signalized) (#8)	AM Peak	22.0 (C)	I-64 WB Off-Ramp (WBR)	53.7 (D)	0.93	18
	PM Peak	9.3 (A)	I-64 WB Off-Ramp (WBR)	39.5 (D)	0.85	12
5th Street/ 5th Street Commercial (#9)	AM Peak		5th Street Commercial (WB)	30.6 (D)	0.38	2
	PM Peak		5th Street Commercial (EB)	50.7 (F)	0.06	1
5th Street/ 5th Street Station Parkway (signalized) (#10)	AM Peak	20.6 (C)	5th Street Station Parkway (WBR)	75.0 (E)	0.92	12
	PM Peak	60.1 (E)	5th Street (NBR)	183.4 (F)	1.28	40
5th Street/ Harris Road (signalized) (#11)	AM Peak	13.7 (B)	Harris Road (WB)	39.2 (D)	0.60	6
	PM Peak	16.5 (B)	Harris Road (EBTH/R)	46.1 (D)	0.85	12

[1] Average intersection delay, LOS reported only for signalized intersections

[2] Reported delay, level of service, v/c, and 95th percentile queues represent the worst-performing metric at each intersection

[3]395th percentile queues rounded up to the nearest whole number

Figure 6 Existing Conditions Operational Analysis



Source: Kittelson 2019

4.2 Future No-Build Conditions

In addition to considering existing traffic operations, VDOT analyzed future traffic operations at the study corridor intersections. VDOT identified a future design year and growth rates through which they could estimate and assess the influence of increased traffic volumes on the study intersections. The following recent studies were considered to develop the recommended design year and growth rate for the future operations analysis:

- 5th – Ridge – McIntire Multimodal Corridor Study (2018)
- Royal Fern Development Traffic Impact Analysis (2019)
- Southwood Development Traffic Impact Analysis (2018)

The future operations analysis assumed a design year of 2040, future background traffic volume annual growth of 1.5 percent from Ambrose Commons Drive through Pinehurst Court, and 2 percent from I-64 through Harris Road. Future traffic volumes also included the vested trips identified from the Royal Fern and Southwood Traffic Impact Analysis reports.

The analysis assumed that no changes would be made to the existing transportation network, providing an estimate of how the existing transportation network could operate in a "no build" scenario.

Traffic operations analyses were performed at study corridor intersections in accordance with the *Highway Capacity Manual (HCM)*, Sixth Edition using SYNCHRO 10. **Table 4 and Figure 7** summarize the operational analysis for the study intersections under the weekday AM and PM peak hour future no-build traffic conditions. The full analysis can be found in **Attachment C**.

KEY TERMS>>

- **Design Year:** Future year used to assess how existing traffic volumes will grow and influence a transportation network
- **Growth Rate:** Rate of growth applied to existing traffic counts to estimate how traffic volumes could increase in the future

Some of the intersections studied are forecast to perform acceptably during each of the peak hours studied with exceptions described below:

AM Future Conditions

- Eight intersections have movements operating at LOS F (four stop-control and four signalized).
- There is the potential for queue spillback onto I-64 from the eastbound off-ramp (a 95th percentile queue of approximately 1,000 feet, leaving less than 300 feet for deceleration).
- There is also a substantial northbound 95th percentile queue at this eastbound ramp intersection (greater than 1,200 feet for northbound right turn).
- There is potential for queue spillback onto I-64 from the westbound off-ramp (a 95th percentile queue of approximately 1,300 feet, leaving less than 100 feet for deceleration).
- There is also a substantial southbound 95th percentile queue at this westbound ramp intersection (greater than 1,300 feet for southbound right turn).

PM Future Conditions

- Seven intersections have movements operating at LOS F (three stop-control and four signalized).

- There is the potential for queue spillback onto I-64 from the eastbound off-ramp (a 95th percentile queue of approximately 1,000 feet, leaving less than 300 feet for deceleration).
- There is also a substantial northbound 95th percentile queue at this eastbound ramp intersection (approximately 750 feet for each northbound lane) and a southbound left-turn 95th percentile queue that is roughly three times longer than the length of the turn lane.
- There is a substantial southbound 95th percentile queue at the westbound ramp intersection (approximately 1,500 feet for southbound right turn).
- Potential for queue spillback from the 5th Street Station Parkway intersection, where the projected 95th percentile queue for southbound vehicles is 1,000 ft, into the Harris Road intersection (980 ft upstream).

Table 4 Future No-Build Conditions Operational Analysis

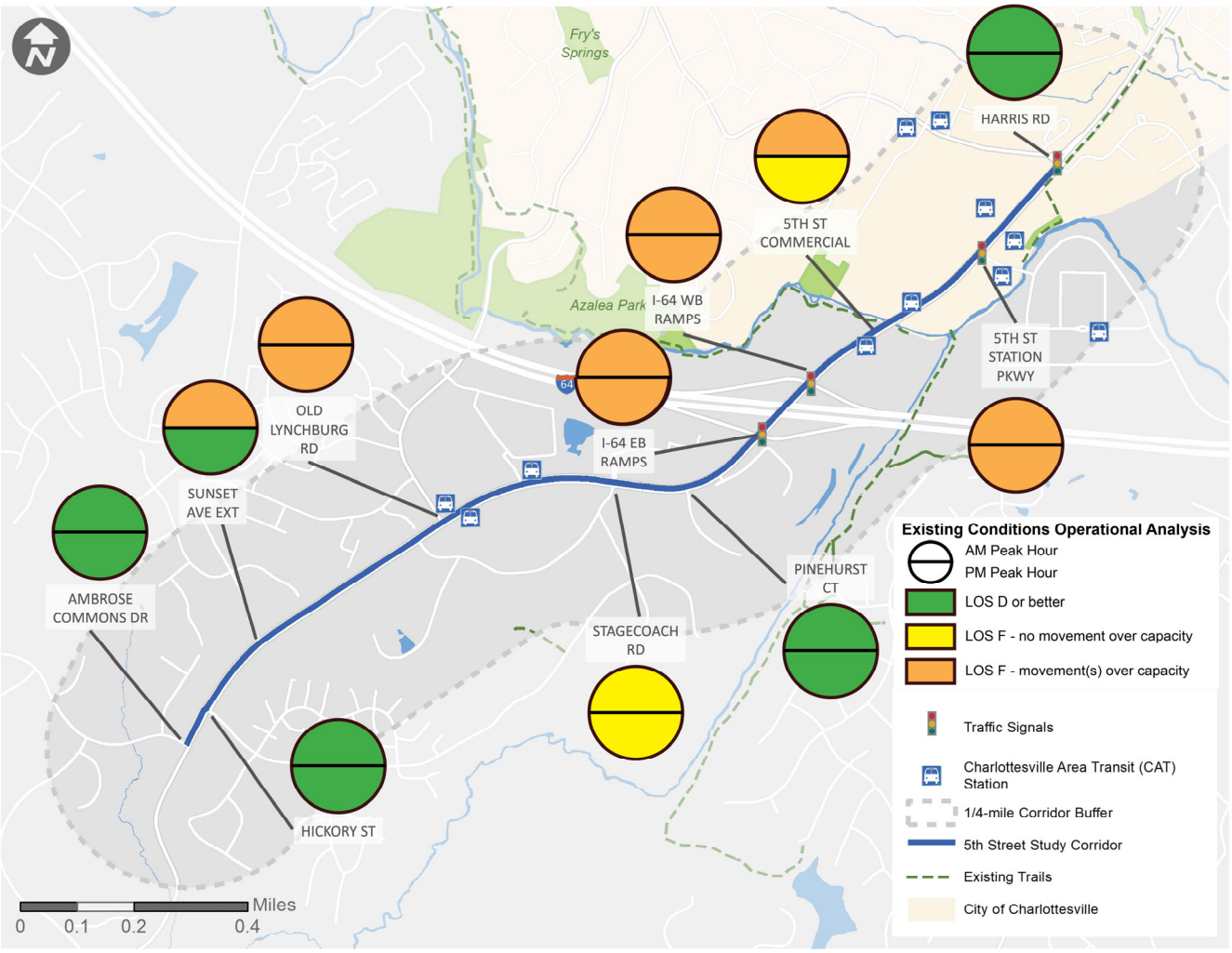
Intersection	Peak hour	Intersection delay (sec) and level of service[1]	Worst-performing movement	Delay (sec) and level of service[2]	v/c[2]	95th percentile queues (vehicles)[3]
5th Street/Ambrose Commons Drive (#1)	AM Peak		Ambrose Commons Drive (EB)	11.6 (B)	0.17	1
	PM Peak		Ambrose Commons Drive (EB)	10.9 (B)	0.08	1
5th Street/Hickory Street (#2)	AM Peak		Hickory Street (WB)	18.4 (C)	0.58	4
	PM Peak		Hickory Street (WB)	12.5 (B)	0.41	2
5th Street/Sunset Avenue Extended (#3)	AM Peak		Sunset Avenue Extended (EB)	104.9 (F)	1.1	17
	PM Peak		Sunset Avenue Extended (EB)	36.1 (E)	0.71	6
5th Street/ Old Lynchburg Road (#4)	AM Peak		Old Lynchburg Road (EB)	473.5 (F)	1.89	22
	PM Peak		Old Lynchburg Road (EB)	254.4 (F)	1.40	16
5th Street/ Stagecoach Road (#5)	AM Peak		Stagecoach Road (WBL/TH)	69.4 (F)	0.07	1
	PM Peak		Stagecoach Road (EBL/TH)	62.4 (F)	0.23	1
5th Street/ Pinehurst Court (#6)	AM Peak		5th Street (SBL)	16.2 (C)	0.02	0
	PM Peak		Pinehurst Court (WB)	12.1 (B)	0.01	0
5th Street / I-64 Eastbound Ramps (signalized) (#7)	AM Peak	100.1 (F)	5th Street (SBL)	154.0 (F)	1.26	18
	PM Peak	80.2 (F)	5th Street (SBL)	162.1 (F)	1.30	30
5th Street / I-64 Westbound Ramps (signalized) (#8)	AM Peak	90.2 (F)	5th Street (SBR)	247.8 (F)	1.43	54
	PM Peak	60.8 (E)	I-64 WB Off-Ramp (SBR)	161.0 (F)	1.28	60
5th Street/ 5th Street Commercial (#9)	AM Peak		5th Street Commercial (WB)	193.1 (F)	1.11	8
	PM Peak		5th Street Commercial (EB)	154.2 (F)	0.24	1
5th Street/ 5th Street Station Parkway (signalized) (#10)	AM Peak	79.5 (E)	5th Street (SBL)	262.7 (F)	1.49	26
	PM Peak	193.7 (F)	5th Street (SBL)	440.6 (F)	1.90	64
5th Street/ Harris Road (signalized) (#11)	AM Peak	33.6 (C)	Harris Road (WB)	173.7 (F)	1.2	16
	PM Peak	28.6 (C)	Harris Road (EBTH/R)	86.4 (F)	1.03	22

[1] Average intersection delay, LOS reported only for signalized intersections

[2] Reported delay, LOS, v/c, and 95th percentile queues represent the worst-performing metric at each intersection

[3] 95th percentile queues rounded up to the nearest whole number

Figure 7 Future No-Build Conditions Operational Analysis



Source: Kittelson 2019

5.0 BICYCLE AND PEDESTRIAN FACILITIES

This section summarizes the approach and findings of the bicycle and pedestrian facilities analysis. It outlines existing and planned facilities along the study corridor.

5.1 Existing Bicycle and Pedestrian Facilities

It is important for decision-makers to consider accessibility for non-motorized modes when planning for complete streets. If walking and biking routes are uncomfortable and inconvenient, people are more likely to opt to drive over other modes of travel.

Industry research has shown that an average pedestrian is willing to walk five minutes, or a quarter-mile, to reach a destination. However, improvements in the quality of the trip will increase the average walk distance. Convenient, comfortable walking and biking environments tend to have short blocks and a street grid, so non-motorized travelers can efficiently reach their destinations via multiple routes. Wide sidewalks, street trees, frequent crossing locations, and diverse land uses built to front the street all contribute to a safe and attractive environment where travelers will choose to walk, bike, or take transit.

Figure 8 illustrates existing bicycle and pedestrian facilities on the 5th Street corridor.

Existing Bicycle and Pedestrian Facilities Data

Street-level bicycle and pedestrian facility data were obtained from the City of Charlottesville and Albemarle County for 2019. These data were supplemented with field observations from a Summer 2019 field visit.

Existing Bicycle Facilities

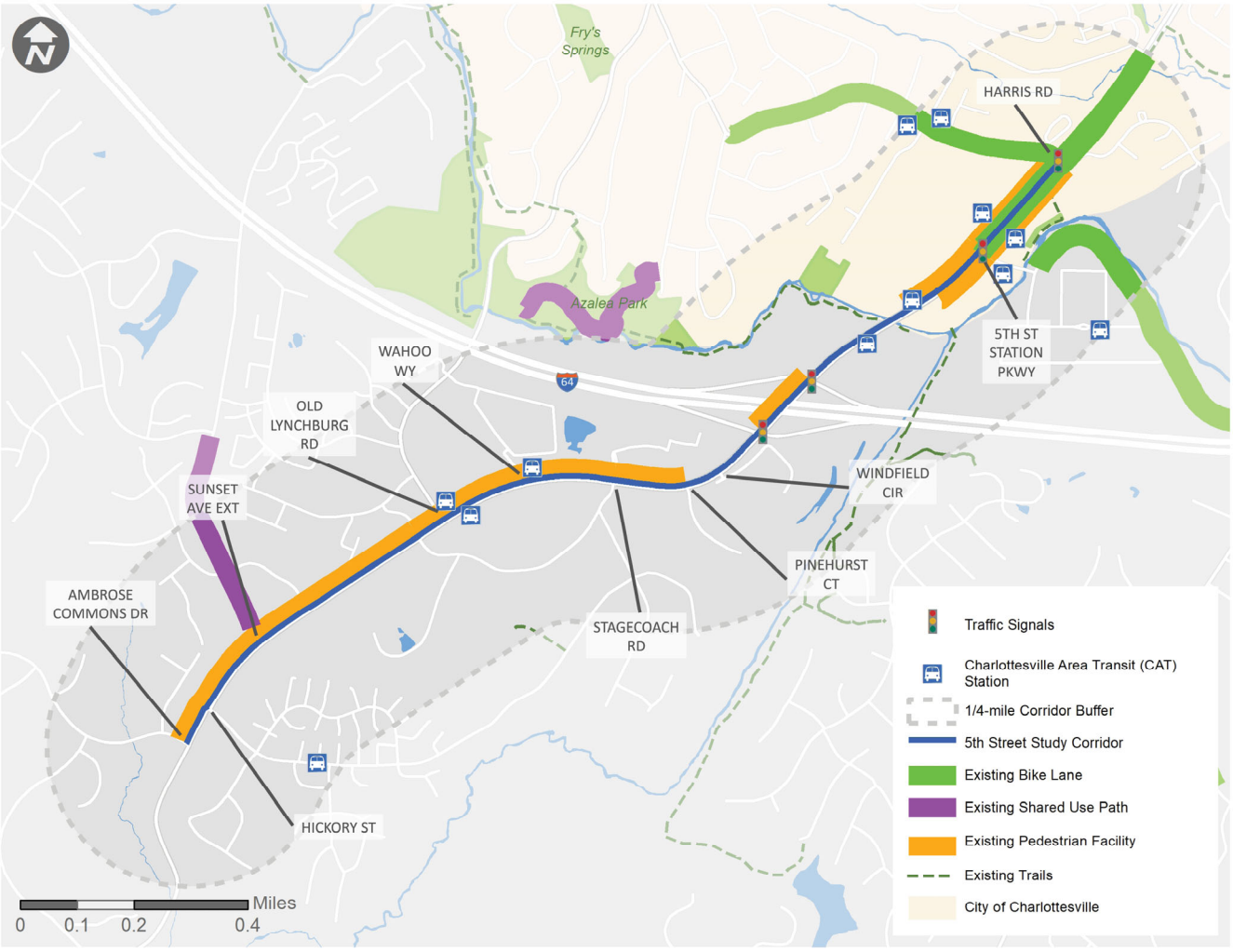
On-street bike lanes are marked on 5th Street between Harris Road and 5th Street Station Parkway. "Bikes Share the Road" signs may be found along the remaining length of the corridor.

Existing Pedestrian Facilities

Existing pedestrian facilities on 5th Street include a mix of standard sidewalks and substandard paved or gravel paths (less than four feet wide). Most of the pedestrian facilities on the corridor are on the north side of 5th Street. Pedestrian facilities are not present on the south side of 5th Street from Crossover Street SW to Ambrose Commons Drive. Pedestrian facilities are not present on the north side of 5th Street between Crossover Street SW and the I-64 eastbound ramps, or between the I-64 westbound ramps and Pinehurst Court.

The corridor has four signalized crossings between the I-64 eastbound ramps and Harris Road. There are no signalized or otherwise protected pedestrian corridor crossings south of the I-64 eastbound ramps (1.22 miles from Ambrose Commons Drive to the I-64 eastbound ramps). Two of the four signalized crossings on the 5th Street corridor do not have marked crosswalks.

Figure 8 Existing Bicycle and Pedestrian Facilities



Source: City of Charlottesville, Albemarle County, Kittelson 2019

5.2 Planned Bicycle and Pedestrian Facilities

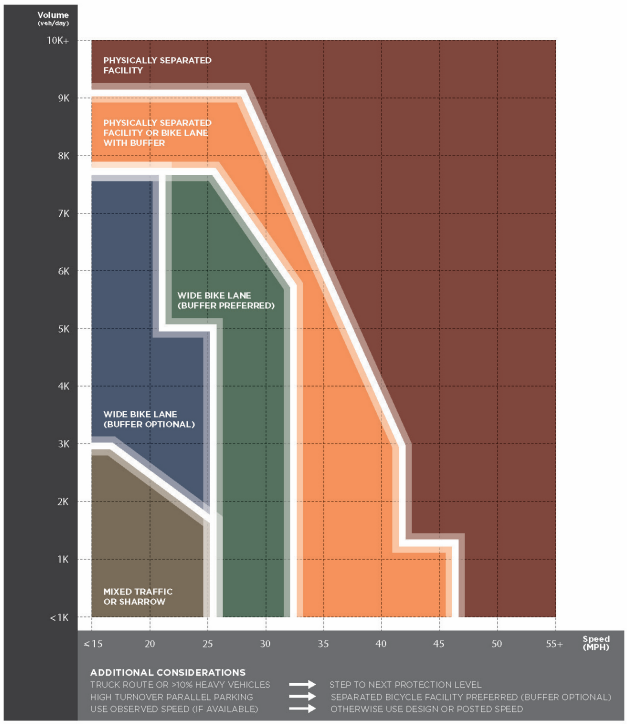
Wide, connected sidewalks and comfortable bicycle facilities both contribute to an appealing bicycle and pedestrian network. **Figure 9** provides guidance on the types of facilities that are appropriate based on roadway speed and volume. Research shows that trip purpose and bicycling experience level may inform bicyclist preferences. Casual and less experienced cyclists will feel safe traveling in mixed traffic along low-speed, low-volume roadways while roadways with higher speeds and volumes may warrant a separated bicycle facility[1].

The minimum speed limit along the 5th Street corridor is 35 mph. Average daily traffic volumes range between 28,000 and 3,000 (**Table 2**). Given these speeds and volumes, the most appropriate bicycle facility along 5th Street would be a physically-separated facility.

Planned Bicycle and Pedestrian Facilities Data

Planned bicycle and pedestrian facility data for 2019 were obtained from the City of Charlottesville and Albemarle County.

Figure 9 Designing for Comfortable Bicycle Facilities



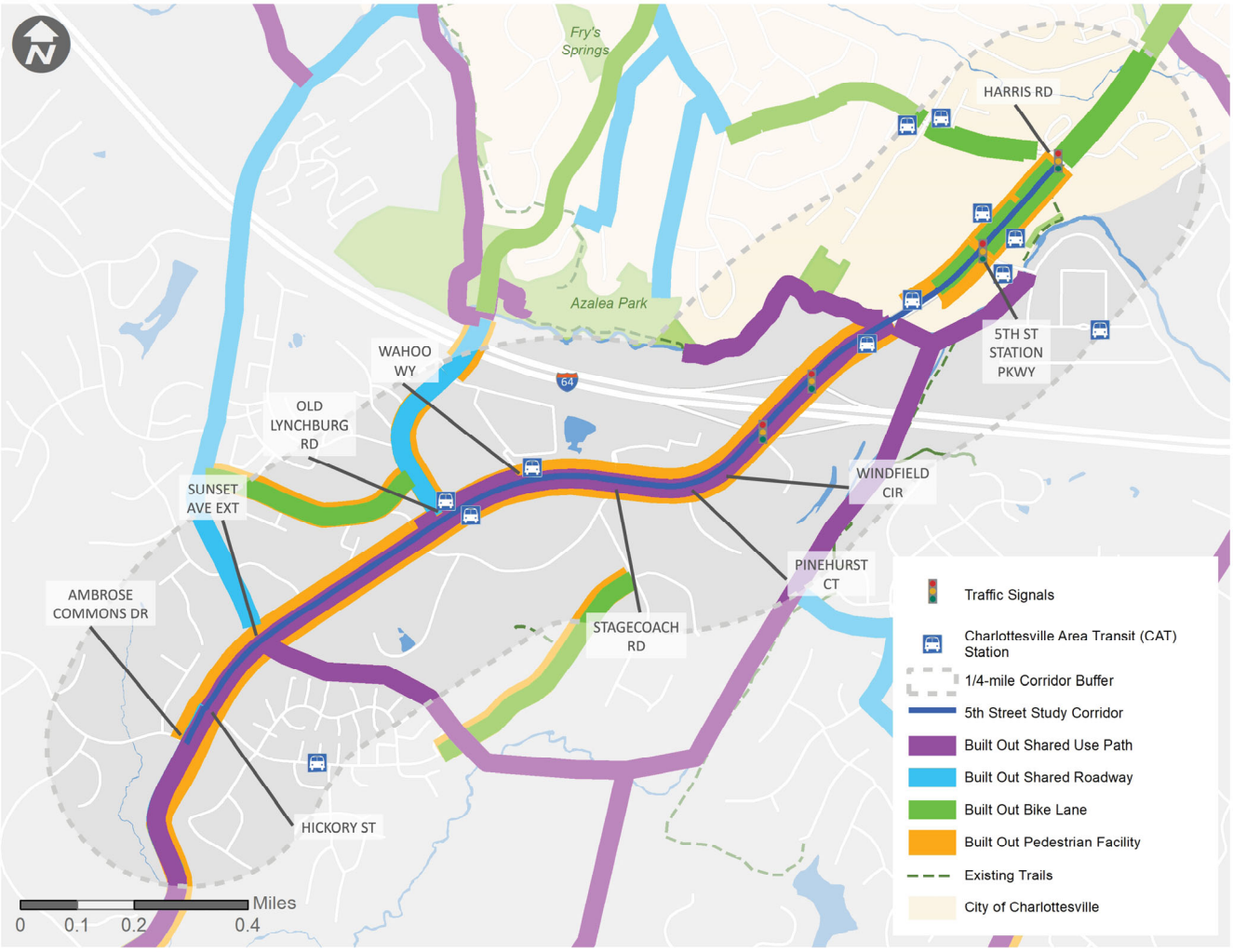
Source: Montgomery County Bicycle Planning Guidance 2014.

Planned Bicycle and Pedestrian Facilities

The City of Charlottesville and Albemarle County share a long-term vision to provide a connected, continuous, and comfortable non-motorized network. Planned pedestrian facilities include continuous shared-use paths along 5th Street and sidewalk connections to residential developments on Old Lynchburg Road. The shared-use paths on 5th Street will accommodate both cyclists and pedestrians. Additional shared-use paths will provide connections to Azalea Park, Biscuit Run State Park, and the 5th Street Station Shopping Center. **Figure 10** illustrates planned bicycle and pedestrian facilities on the 5th Street corridor.

[1] American Association of State Highways and Transportation Officials, *Guide for the Development of Bicycle Facilities*, Fourth Edition, 2012, p. 15.

Figure 10 Planned Bicycle and Pedestrian Facilities



Source: City of Charlottesville, Albemarle County, Kittelson 2019

6.0 TRANSIT FACILITIES

Four CAT routes operate along various segments of the 5th Street study corridor. Route 3 serves the majority of the corridor. It enters the corridor from 5th Street at Harris Road, along with three other routes that operate between Harris Road and 5th Street Station Parkway. As Route 3 continues south on 5th Street, it serves transit stops at Crossover Street SW, Wahoo Way, and Old Lynchburg Road. Route 3 turns around at Hickory Street, where residents of the Southwood Community can access the CAT via a station at Hickory Street and Quest Court. As Route 3 continues north back towards Charlottesville, it serves transit stops at the Albemarle County Office Building, 5th Street Commercial, and 5th Street Station Parkway.

The sections that follow provide a brief description of the alignment, frequency, and service span for each CAT route that interacts with the 5th Street corridor, and a summary of route ridership along the corridor.

6.1 Route Descriptions and Ridership

The four CAT routes that provide transit service along the 5th Street corridor between Harris Road and Hickory Street include:

- Route 2 – 5th Street Station
- Route 3 – Southwood and Belmont
- Route 4 – Cherry Avenue and Harris Road
- Route 6 – Ridge Street and Prospect Avenue

Three out of four routes operating on the 5th Street corridor have 30-minute headways during the daytime on weekdays. **Table 5** details each route's level of service. **Figure 11** illustrates the routes that operate on and intersect with the 5th Street corridor. It also shows 2018 stop-level ridership data (all weekday boardings).

The sections below provide an overview of each route that operates along the corridor.

Route 2 – 5th Street Station

Route 2 connects the 5th Street Corridor with destinations north and east of the study corridor (e.g., Avon Street, Charlottesville's Downtown Mall, and 5th Street north of Harris Road). It serves 5th Street Station Shopping Center and Willoughby Shopping Center within the study corridor. Route 2 provides service on weekdays and weekends, with buses arriving every 30 minutes during all service hours.

Route 2 serves three CAT stops on the 5th Street corridor: Willoughby Shopping Center, 5th Street Station Parkway and the Exxon, and 5th Street Station Shopping Center.

Route 3 – Southwood and Belmont

Route 3 runs from the Belmont Neighborhood in Charlottesville through the Downtown Mall and down 5th Street into Albemarle County. It runs the full length of the study corridor with a turn-around at Hickory Street and Quest Drive in the Southwood Community. Route 3 provides service on weekdays and Saturdays with buses arriving every 30 minutes during peak hours, and every hour during all other service hours.

Route 3 serves eight CAT stops on the 5th Street corridor.

Route 4 – Cherry Avenue and Harris Road

Route 4 connects the 5th Street corridor with destinations north and west of the study corridor (e.g., Cherry Avenue, the University of Virginia Health System University Hospital, and Charlottesville's Downtown Mall). It serves Willoughby Shopping Center and 5th Street north of 5th Street Station Parkway within the study corridor. Route 4 provides service on weekdays and Saturdays with buses arriving every 24 minutes during weekday peak hours, every hour during weekday off-peak hours, and every hour and 10 minutes during all other service hours.

Route 4 serves four CAT stops on the 5th Street corridor.

Route 6 – Ridge Street and Prospect Avenue

Route 6 connects the 5th Street Corridor with destinations to its north (e.g., the University of Virginia Health System University Hospital, Charlottesville's Downtown Mall, and 5th Street/Ridge Street north of the study corridor). It serves Willoughby shopping center and 5th Street north of 5th Street Station Parkway within the study corridor. Route 6 provides service on weekdays and Saturdays with buses arriving every hour during all service hours.

Route 6 serves two CAT stops on the 5th Street corridor.

Transit Ridership

As illustrated in **Figure 11**, the corridor CAT stops that experienced the highest total weekday boardings in 2018 include:

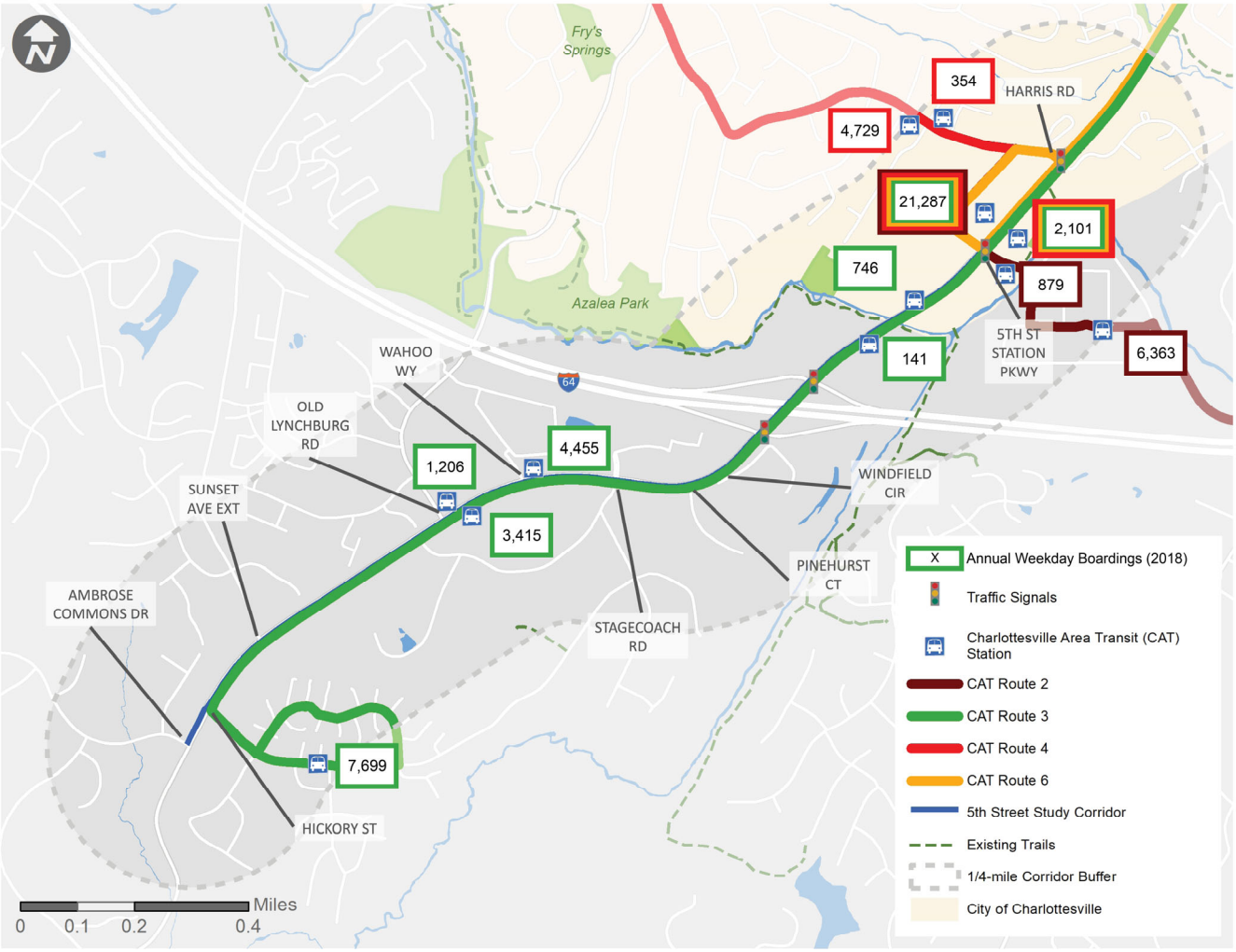
1. **Willoughby Shopping Center**
    a. **21,287 annual weekday boardings**
    b. **Routes: 2, 3, 4, 6**
2. **Hickory Street and Quest Court**
    a. **7,699 annual weekday boardings**
    b. **Route: 3**
3. **5th Street Station Shopping Center**
    a. **6,363 annual weekday boardings**
    b. **Route: 2**
4. **Harris Road at Longwood Drive**
    a. **4,729 annual weekday boardings**
    b. **Route: 4**
5. **5th Street at Wahoo Way**
    a. **4,455 annual weekday boardings**
    b. **Route: 3**
6. **5th Street at Albemarle County 5th Street Offices**
    a. **3,415 annual weekday boardings**
    b. **Route: 3**
7. **5th Street at 5th Street Station Parkway**
    a. **2,101 annual weekday boardings**
    b. **Routes: 3, 4, 6**
8. **5th Street at Old Lynchburg Road**
    a. **1,206 annual weekday boardings**
    b. **Route: 3**
9. **5th Street Station Parkway at Exxon Station**
    a. **879 annual weekday boardings**
    b. **Route: 2**
10. **5th Street at Moore's Creek**
    a. **748 annual weekday boardings**
    b. **Route: 3**

Table 5 Service Characteristics of 5th Street CAT Bus Routes

Route #	Route extents within 5th Street study corridor			Weekday		Saturday		Sunday/Holiday	
				Daytime	Evening	Daytime	Evening	Daytime	Evening
2	5th Street Station Shopping Center	Willoughby Shopping Center	Service Span	6:35 a.m. to 11:35 p.m.				7:42 a.m. to 5:42 p.m.	
			Headway (min)	30				30	
3	Harris Road	Southwood/Hickory Street	Service Span	6:30 a.m. to 6:30 p.m.	6:30 a.m. to 11:30 p.m.	6:30 a.m. to 6:30 p.m.	6:30 p.m. to 11:30 p.m.	No service	No service
			Headway (min)	30	60	30	60		
4	Harris Road	Willoughby Shopping Center	Service Span	6:25 a.m. to 6:05 p.m.	6:05 p.m.to 11:31 p.m.	6:36 a.m. to 10:56 p.m.		No service	No service
			Headway (min)	30	60	70			
6	Harris Road	Willoughby Shopping Center	Service Span	6:30 to 11:30 p.m.				No service	No service
			Headway (min)	60					

Source: Charlottesville Area Transit, Kittelson 2020

Figure 11 Transit Route and Ridership Information



Source: Charlottesville Area Transit, Kittelson 2020

6.2 Transit Facilities

The study corridor includes 12 transit stops, six of which are on the study corridor. The remaining six stops are adjacent to the study corridor near Jackson Via Elementary School, Willoughby Shopping Center, 5th Street Station Shopping Center, and the Southwood Community. **Table 6** and **Table 7** summarize study corridor bus stop siting and amenity characteristics.

Table 6 Study Corridor Bus Stop Characteristics – Siting

Nearest Crossing Opportunity	
Intersection	8 (67%)
Mid-block	2 (17%)
Parking lot	2 (17%)
Nearest Intersection is Signalized	
Yes	3 (25%)
No	7 (58%)
Parking lot	2 (17%)
Bus Stop Position	
Pull-out	1 (8%)
Curb	8 (67%)
Shoulder	2 (17%)
Parking lot curb	3 (25%)
Bus Stop Position	
Farside	3 (25%)
Mid-block	2 (17%)
Nearside	3 (42%)
Parking Lot Curb	2 (17%)

Source: Kittelson 2020

As seen in **Table 6**, passengers at these stops often wait alongside traffic moving 35 mph or faster, as most stops are located on the curb or along narrow, substandard sidewalks. At over half of all stops (58%), the nearest opportunity to cross the corridor is not at a signalized crossing.

Table 7 Study Corridor Bus Stop Characteristics – Amenities

Characteristic	Yes (% of corr. Stops)	No (% of corr. Stops)
Lighting	6 (50%)	6 (50%)
Shelter	3 (25%)	9 (75%)
Seating	4 (33%)	8 (67%)
Trash can	4 (33%)	8 (67%)
Bike rack	0 (0%)	12 (100%)
Route schedule/map information posted	12 (100%)	0 (0%)
Wheelchair obstacle[1]	4 (33%)	8 (67%)
Not near a sidewalk[2]	2 (17%)	9 (83%)
Stop doesn't connect to the sidewalk[2]	1 (8%)	10 (92%)

Source: Kittelson 2020

[1] Obstacles include utility pole blocking sidewalk and lack of ADA-accessible curb ramps or sidewalks

[2] A bus stop is "near a sidewalk" if it is within 20 feet of a sidewalk

As shown in **Table 7**, half of all bus stops on the corridor have neither lighting, seating, nor shelter. In general, transit stops along the corridor present challenges for wheelchair accessibility. Four of 12 corridor bus stops (33%) have obstacles impeding access by wheelchair users. One quarter of corridor bus stops are not located near or connected to a sidewalk. **Figure 12** shows a corridor bus stop that is not connected to a sidewalk.

Figure 12 5th Street bus stop that is near but not connected to a sidewalk (5th Street Extended at Moore's Creek)

7.0 SAFETY

This section summarizes the approach and findings of the crash analysis. The material below discusses study corridor crash patterns and trends; network screening; and the systemic safety evaluation. The analysis focuses on the study corridor only (5th Street between Harris Road and Ambrose Commons Drive).

KEY TERMS>>

- **Network Screening –**Evaluating the entire street network to identify high-crash locations based on number of crashes, severity of crashes, and traffic volume.
- **Systemic Analysis –** Identifying common characteristics associated with high-crash locations and prioritizing locations based on common characteristics and crash history.

7.1 Key Findings

Crash Patterns and Trends

- Over three quarters of reported crashes were angle crashes (46%) and rear end crashes (32%).
- Injuries and fatalities accounted for 35% of reported crashes.

The following crash types exhibited higher proportions of fatalities and/or injuries than other reported crash types:

- Angle crashes (45% resulting in fatality or injury)
- Pedestrian crashes (100% resulting in injury)
- Bicycle crashes (100% resulting in injury)

Network Screening and Systemic Findings

- VDOT screened the roadway network using: (1) the Equivalent Property Damage Only (EPDO) safety performance measure; and (2) a risk-based analysis to determine roadway characteristics potentially associated with high crash locations.
- The EPDO performance measure identifies locations that have exhibited a combined greater severity and frequency of crashes than other locations. It gives more weight to locations at which more severe crashes have occurred.

Common characteristics of high-crash intersections identified through the systemic analysis included:

- Signalized intersections
- High-speed (45 mph) approaches to the intersection
- Hills on the approaches to the intersection
- Interstate on- and off-ramps on the approaches to the intersection

VDOT identified the following priority locations:

- 5th Street and Harris Road
- 5th Street and 5th Street Station Parkway
- 5th Street and I-64 EB Ramps
- 5th Street and I-64 WB Ramps
- 5th Street and Old Lynchburg Road

7.2 Study Corridor Crash Patterns and Trends

The following presents study corridor crash trends and patterns. Findings from this section will be used to inform consideration for countermeasures and multimodal transportation solutions that could be effective along the study corridor.

Data and Approach

The most recent five years of complete crash data available for the 5th Street Corridor and surrounding area were obtained and analyzed from VDOT's database. The crash data used were from January 1, 2014 to December 31, 2018; there were 195 reported crashes in this period. The location data were used to geocode the crashes and map them in GIS software.

Findings

Crash patterns and trends in the corridor data were identified by evaluating the following:

1. **Crash severity**
2. **Crash type**
3. **Lighting**
4. **Weather condition**
5. **Year**

In the five years of data analyzed, less than 2 percent of reported crashes involved pedestrians (two crashes) and bicyclists (two crashes). The rest of the reported crashes involved motor vehicles or motor vehicles and other objects (see **Figure 13**). Rear-end and angle were the top two crash types. VDOT will use these findings to help identify and prioritize safety treatments.

Severity

Table 8 summarizes the reported crashes by severity. Injury crashes are organized by severe injuries, other visible injuries, and injuries involving a complaint of pain but no visible injury.

More than half (65%) of crashes recorded resulted in property damage only.

One (1%) crash resulted in a fatality, and nine crashes (5%) resulted in severe injury.

Table 8 Crash Severity, January 2014 – December 2018

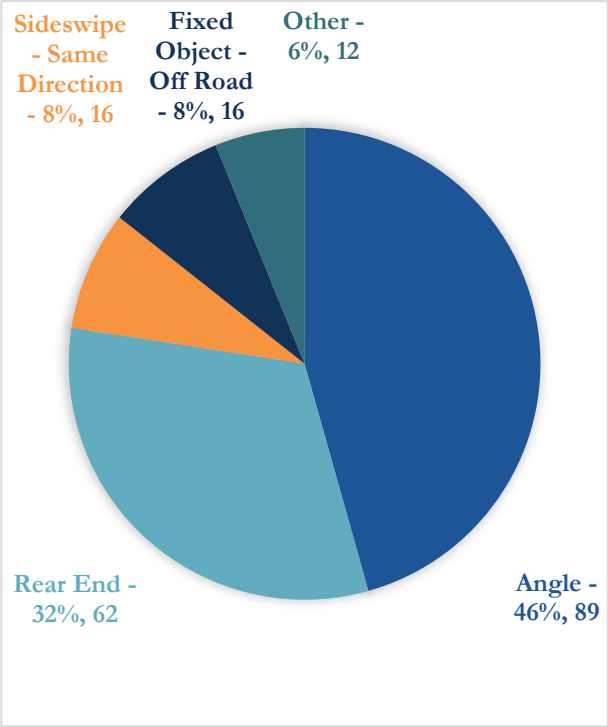
Crash Severity	Crash Count	
Fatal	1	(1%)
Injury (severe)	9	(5%)
Injury (other visible)	41	(21%)
Injury (complaint of pain)	15	(8%)
Property damage only (PDO)	129	(65%)

Source: VDOT, Kittelson 2019.

Crash Type

Figure 13 identifies the crash types of the reported crashes.

Figure 13 Vehicle Crash Types, January 2013 – December 2018



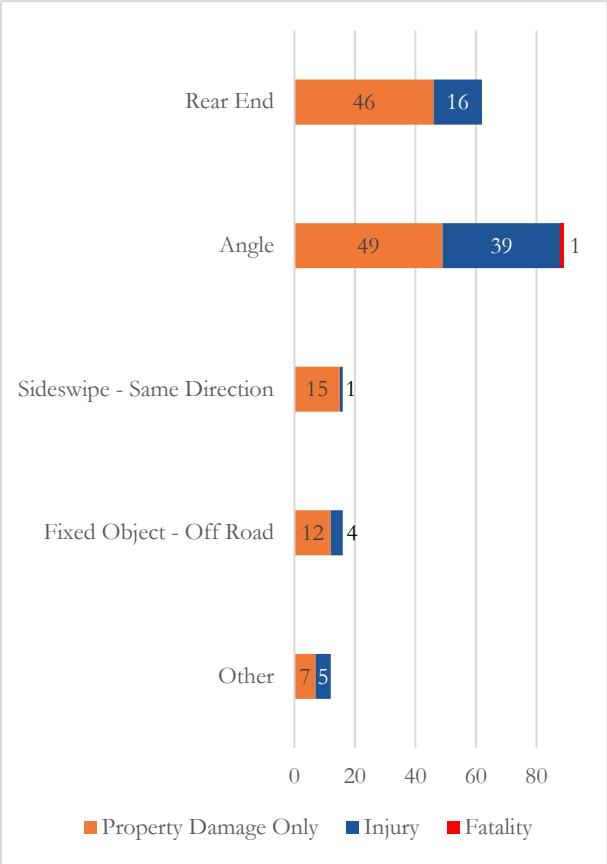
*"Other" includes Backed Into (2), Bicycle (2), Deer (1), Fixed Object in Road (2), Head On (2), Pedestrian (2), Sideswipe – Opposite Direction (1), and crash types that were categorized as "Other" (1) in the data.
Source: VDOT, Kittelson 2019.

Angle (46%) and rear end (32%) crashes represent the largest proportions of crash types.

Angle (89 total crashes) and rear end (62 total crashes) make up more than half of all crash types.

Figure 14 summarizes reported crashes by crash type and severity.

Figure 14 Reported Crashes by Crash Type and Severity, January 2014-December 2018



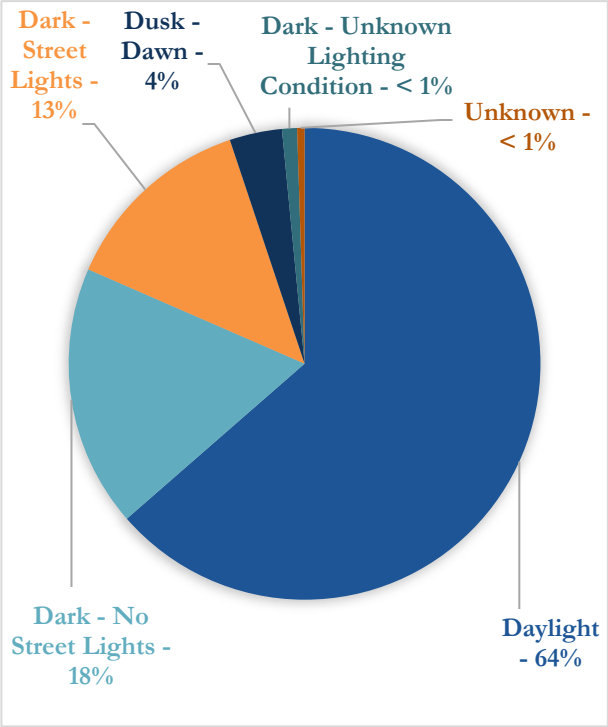
*"Other" includes Backed Into (2), Bicycle (2), Deer (1), Fixed Object in Road (2), Head On (2), Pedestrian (2), Sideswipe – Opposite Direction (1), and crash types that were categorized as "Other" (1) in the data.
Source: VDOT, Kittelson 2019.

Of 89 total angle crashes, 45% resulted in injury. This is a higher proportion of injuries than exhibited in total reported crashes for the study corridor (34% of study corridor crashes resulted in injury or fatality).

Lighting

Figure 15 displays the study corridor crash count by reported lighting condition.

Figure 15 Percent of Reported Crashes by Lighting, January 2014 – December 2018



Source: VDOT, Kittelson 2019.

The majority of crashes (64%) occurred under daylight conditions.

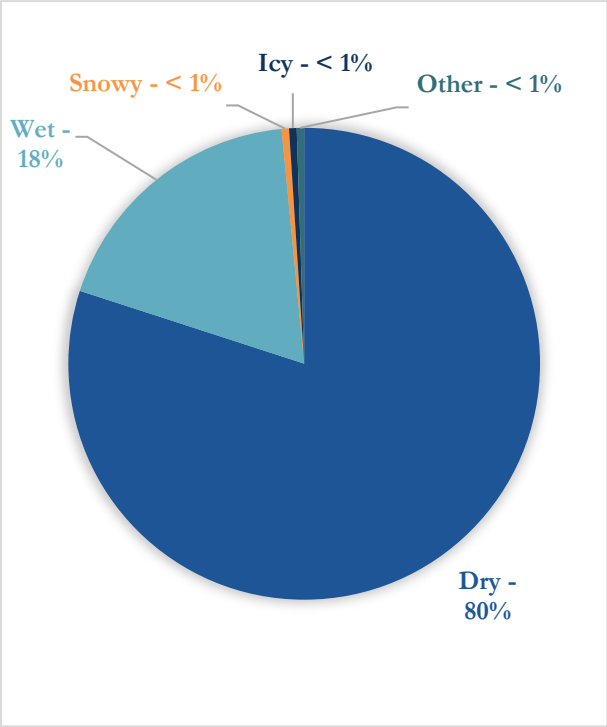
Of the crashes that occurred in dark conditions, more crashes occurred in locations without street lights (18%).

Injury crashes that occurred under dark conditions (30%) were slightly underrepresented compared to all crashes (34%).

Roadway Surface Condition

Figure 16 displays the study corridor crash count by reported roadway surface condition.

Figure 16 Crashes by Roadway Surface Condition, January 2014 – December 2019



Source: VDOT, Kittelson 2019.

The majority of crashes (80%) occurred under dry conditions.

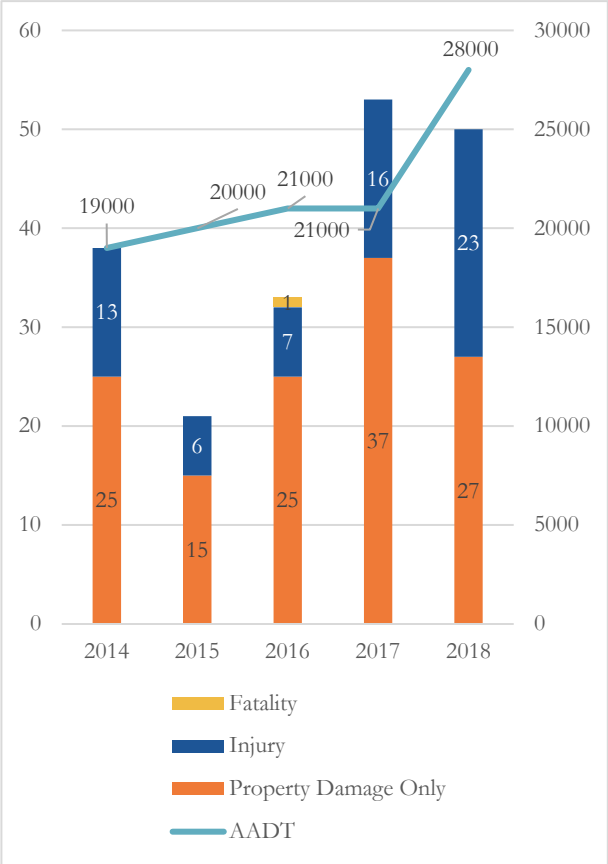
Crash Year

Figure 17 summarizes the crash count and severity of crashes by year.

2017 had the highest crash count (53).

The number of annual crashes has generally increased since 2015, consistent with observed growth in average annual daily traffic (AADT).

Figure 17 Crashes by Year, January 2014 – December 2018



Source: VDOT, Kittelson 2019.

Districtwide Ranking

Using the latest *Highway Safety Manual (HSM)* methods, VDOT conducts a roadway network screening process to identify intersections and segments with Potential for Safety Improvement (PSI). The comparison allows cities and counties to identify local "hot spots" relative to peers. A number 1 ranking indicates the worst performer relative to other peers in the group. Intersections or segments that have a positive PSI value in three or more years are further highlighted as Target Safety Need (TSN) locations. This section presents relevant PSI and TSN rankings for VDOT's Culpeper District between 2013 and 2017.

Two segments along the study corridor were highlighted in the Culpeper District list of locations with PSI:

5th Street from Harris Road to 5th Street Station Parkway (PSI District Rank: 17; TSN: Yes)

5th Street from south of 5th Street Station Parkway to Moore's Creek/City of Charlottesville and Albemarle County border (PSI District Rank: 129, TSN: No)

7.3 Network Screening and Systemic Findings

This section describes the network screening and systemic evaluation of the study corridor roadway network. First, the data and approach used to screen the study corridor roadway network and identify potential systemic crash characteristics are described.

Data and Approach

VDOT identified the high-priority safety intersections using the EPDO network screening performance measure from the *HSM*. The EPDO screening calculation was performed for all intersections along the study corridor. The EPDO performance measure is described below.

Equivalent Property Damage Only

The EPDO performance measure assigns weighting factors to crashes by severity relative to PDO crashes. The weighting factors used for the network screening are based on the crash costs by severity used for Caltrans' Highway Safety Improvement Program Benefit Calculator Tool. Crash costs vary based on location type: signalized intersection, unsignalized intersection, or roadway. The weights for each crash severity by location type are shown in **Table 9**.

Table 9 Crash Weights by Severity and Location Type

Crash Weights by Severity	Location Type	Signalized Intersection	Unsignalized Intersection
	Fatal	126	200
	Injury (Severe)	126	200
	Injury (Other Visible)	10.86	10.86
	Injury (Complaint of Pain)	6.13	6.13
	Property Damage Only (PDO)	1	1

Source: Caltrans, Highway Safety Improvement Program Benefit Calculator Tool, 2016.

The weights generally reflect an order of magnitude difference between the societal costs of fatal and severe injury collisions and non-severe injury collisions. The weighting factors intentionally weigh fatal and severe injuries equally to recognize that the difference between a severe injury crash and a fatal crash is often more of a function of the individuals involved – therefore, both represent locations where VDOT may want to prioritize improvements. The crash weights vary by location type due to the relative costs associated with the crash severity at those location types. Hence, fatal or severe crashes at an unsignalized intersection result in more persons injured or more severely injured in a fatal or severe injury crash and as a result have a higher average cost than at a signalized intersection.

Equivalent Property Damage Only

Reported crashes were first coded by severity. Crashes within 250 feet of an intersection were then spatially joined and summarized in ArcGIS to develop the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest intersection. Crashes occurring more than 250 feet from an intersection were excluded from the intersection analysis.

The EPDO score for intersections was calculated by multiplying each crash severity total by its associated weight (by intersection type) and summing the results, using the following formula:

*EPDO Score = Fatal weight * # of fatal crashes + severe injury weight * # of severe injury crashes + other visible injury weight * # of other visible injury crashes + complaint of pain injury weight * # of complaint of pain injury weight crashes + PDO crashes*

The EPDO score was then annualized by dividing the score by the number of years (five) of crash data used in the analysis.

Identifying Common Characteristics of High-Crash Intersections

VDOT applied a risk-based analysis of the priority locations identified through the intersection network screening. Risk is defined in this instance as common traffic or physical characteristics shared by the priority intersections.

To determine common crash characteristics, VDOT reviewed the following roadway characteristics for priority sites to help determine common crash characteristics for intersections:

Number of vehicle lanes

Posted speed

Median presence

Driveway and curb cut presence

Intersection control type

Dedicated left- or right-turn lane presence

Intersection geometry (i.e., presence of offset approaches or intersection skew, number of approaches)

Presence of marked crosswalks

For the highest-scoring intersections, roadway characteristic data was collected through a review of aerial imagery and a field visit. This included assessing the number of approaches, shoulder widths, and turn lane configurations, among other items.

VDOT identified consistent trends across the priority locations that could be tied to a roadway characteristic. These were documented as common crash characteristics. Common characteristics of high-crash intersections are discussed in the Findings section below.

Findings

After calculating the network screening performance measures, VDOT identified priority intersections using the annualized EPDO scores. For intersection locations, the EPDO scores ranged from 0.2 (one crash during the five-year time frame analyzed) to 134.5. **Figure 18** shows the results of the EPDO scoring by quartile for roadway intersection locations.

The results of the network screening analysis show that intersections with a reported crash history are primarily signalized, with the exception of one stop-controlled intersection (5th Street and Old Lynchburg Road). VDOT developed its list of priority intersections using the highest-scoring EPDO intersections. The complete list of corridor intersections is given, along with their corresponding EPDO scores, in **Table 10.**

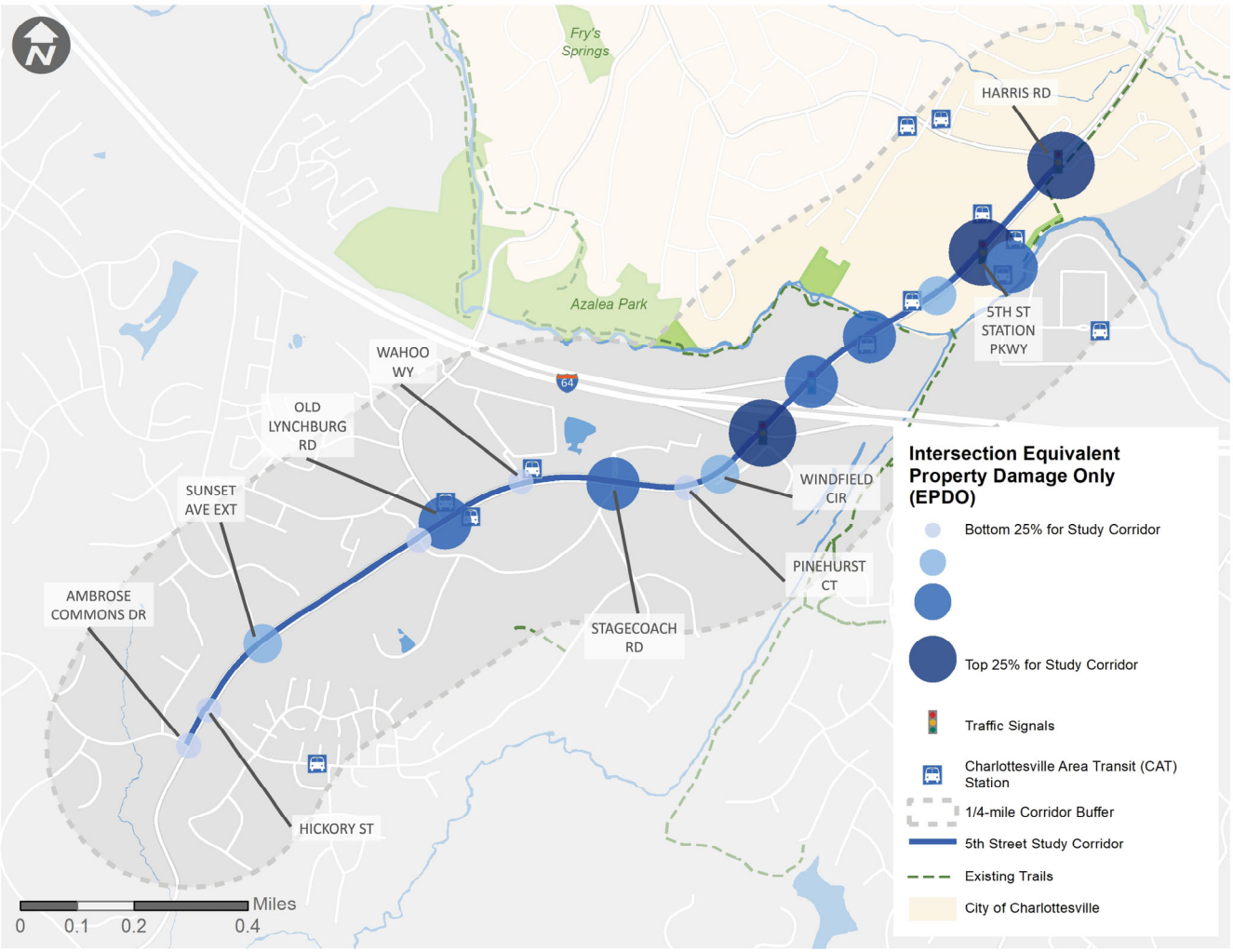
Table 10 Intersection EPDO Scoring results

Intersection	Annualized Equivalent PDO Score	Intersection Control
Priority Intersections[2]		
5th Street and 5th Street Station Parkway	134.5	Signalized
5th Street and Harris Road	88.2	Signalized
5th Street and I-64 East	81.5	Signalized
5th Street and Old Lynchburg Road	55.7	TWSC
5th Street and I-64 West	16.9	Signalized
Other Corridor Intersections		
Stagecoach Road and 5th Street Ext	4.2	TWSC
Bent Creek Road and 5th Street Station Parkway	3.6	TWSC
5th Street and 5th Street Commercial	3.0	TWSC
Sunset Avenue Ext and Old Lynchburg Road	2.8	TWSC
Crossover Street Southwest and 5th Street	2.6	TWSC
Windfield Circle and 5th Street	1.8	TWSC
Pinehurst Court and 5th Street	0.4	TWSC
Stagecoach Road and Old Lynchburg Road	0.4	TWSC
Wahoo Way and 5th Street	0.4	TWSC
Ambrose Commons Drive and 5th Street	0.2	TWSC
Hickory Street and 5th Street	0.2	TWSC

Source: VDOT, Kittelson 2019

[2] A minimum EPDO score of 16.9 was selected as the criterion for priority corridor intersections, since the next highest EPDO score below 16.9 was 4.2.

Figure 18 Intersection EPDO Scoring results by Quartile



Source: VDOT, Kittelson 2020

Common Characteristics of High-Crash Intersections

Based on the review of the identified trends in roadway characteristics that were indicative of more crashes in the priority intersections, VDOT identified the following common characteristics:

Signalized intersections

High-speed (45 mph) approaches to the intersection

Hills on the approaches to the intersection

Interstate on- and off-ramps on the approaches to the intersection

7.4 Priority Locations

Priority Locations

Priority intersections were drawn from the network screening and finalized based on discussions with VDOT and the project Stakeholder Group. The following five intersections were selected as the priority locations because they experienced the majority of crashes along the study corridor:

5th Street and 5th Street Station Parkway (49 crashes)

5th Street and I-64 East (39 crashes)

5th Street and I-64 West (25 crashes)

5th Street and Harris Road (21 crashes)

5th Street and Old Lynchburg Road (15 crashes)

Location-Specific Analysis Approach

To help inform selection of the focus sites, VDOT refined the corridor-wide crash pattern and trends analysis to focus on the individual priority intersections. This approach allows for a more nuanced understanding of how each priority intersection's safety performance varies across the study corridor. This refined understanding of the individual crash patterns and trends for each location will assist in developing a crash profile for each site that can be used to select appropriate safety treatments to improve safety performance.

This extraction process resulted in a focused crash data set of 149 priority intersection-related crashes. These 149 crashes account for 76% of all reported crashes on the 5th Street corridor. Of these 149 crashes, 10 were fatal or severe injury crashes, accounting for 100% of all reported fatal and severe injury crashes on the 5th Street corridor. More detailed summaries of key crash characteristics are discussed below.

Priority Locations Findings

This section discusses crash trends at the priority intersections, highlighting notable differences between patterns in a specific intersection and the corridor-wide patterns previously discussed. The analysis includes the following considerations:

Crash severity

Crash type

Crash lighting conditions

Crash time of day

Crash weather condition

Crash year

Crash Severity

Table 11 summarizes reported crashes by priority intersection and severity.

All but one identified priority intersection (5th Street and I-64 West) has at least one fatal or severe injury crash

The intersection with the highest total number of crashes (5th Street and 5th Street Station Parkway) had 10 more crashes compared to the intersection with the next highest number of crashes (5th Street and I-64 East)

Crash Type

The most common crash types corridor-wide are the following:

Angle crashes (46%)

Rear-end crashes (32%)

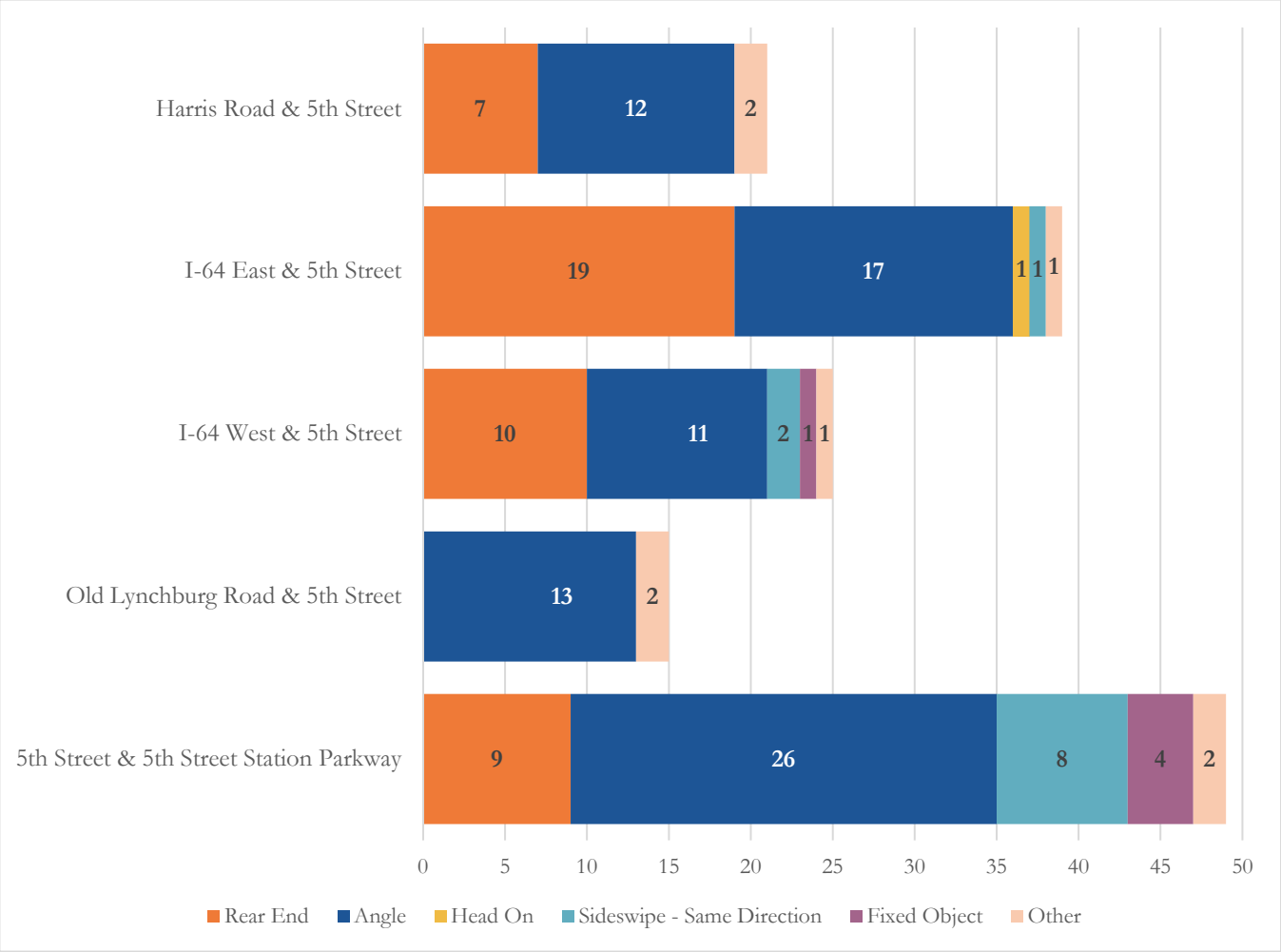
Figure 19 summarizes crash types at each of the priority intersections.

Table 11 Priority Locations Crashes by Intersection and Severity, January 2014 to December 2018

Intersection	Fatal Crashes	Severe Injury Crashes	Other Visible Injury Crashes	Complaint of Pain Injury Crashes	PDO Crashes	Total Crashes
5th Street and 5th Street Station Parkway	-	4	12	1	32	49
5th Street and Harris Road	1	2	3	3	12	21
5th Street and I-64 East	-	2	11	2	24	39
5th Street and Old Lynchburg Road	-	1	5	3	6	15
5th Street and I-64 West	-	-	5	2	18	25

Source: VDOT, Kittelson, 2019

Figure 19 Priority Locations Crash Type by Intersection, January 2014 to December 2018



Source: VDOT, Kittelson, 2019

Rear end crashes represent a higher proportion of crashes compared to the corridor-wide average at three of the priority intersections:

- 5th Street and I-64 West
- 5th Street and I-64 East
- 5th Street and Harris Road

Angle crashes represent a higher proportion of crashes compared to the corridor-wide average at three of the priority intersections:

- 5th Street and 5th Street Station Parkway
- 5th Street and Old Lynchburg Road
- 5th Street and Harris Road

A pedestrian-involved crash occurred at two of the priority intersections:

- 5th Street and 5th Street Station Parkway
- I-64 EB and 5th Street

A bicycle-involved crash occurred at two of the priority intersections:

- 5th Street and 5th Street Station Parkway
- 5th Street and Old Lynchburg Road

Crash Lighting Conditions

As already discussed, most crashes on 5th Street occur during daylight conditions. **Figure 20** summarizes crashes by lighting condition at each of the priority intersections.

Daylight crashes represented the highest proportion of crashes on the priority intersections

Dark condition crashes (dusk-dawn, dark-streetlights, and dark-no streetlights) represent a higher proportion of crashes compared to the corridor-wide average at all five priority intersections

Crash Time of Day

Figure 21 summarizes crashes by time of day at each of the priority intersections.

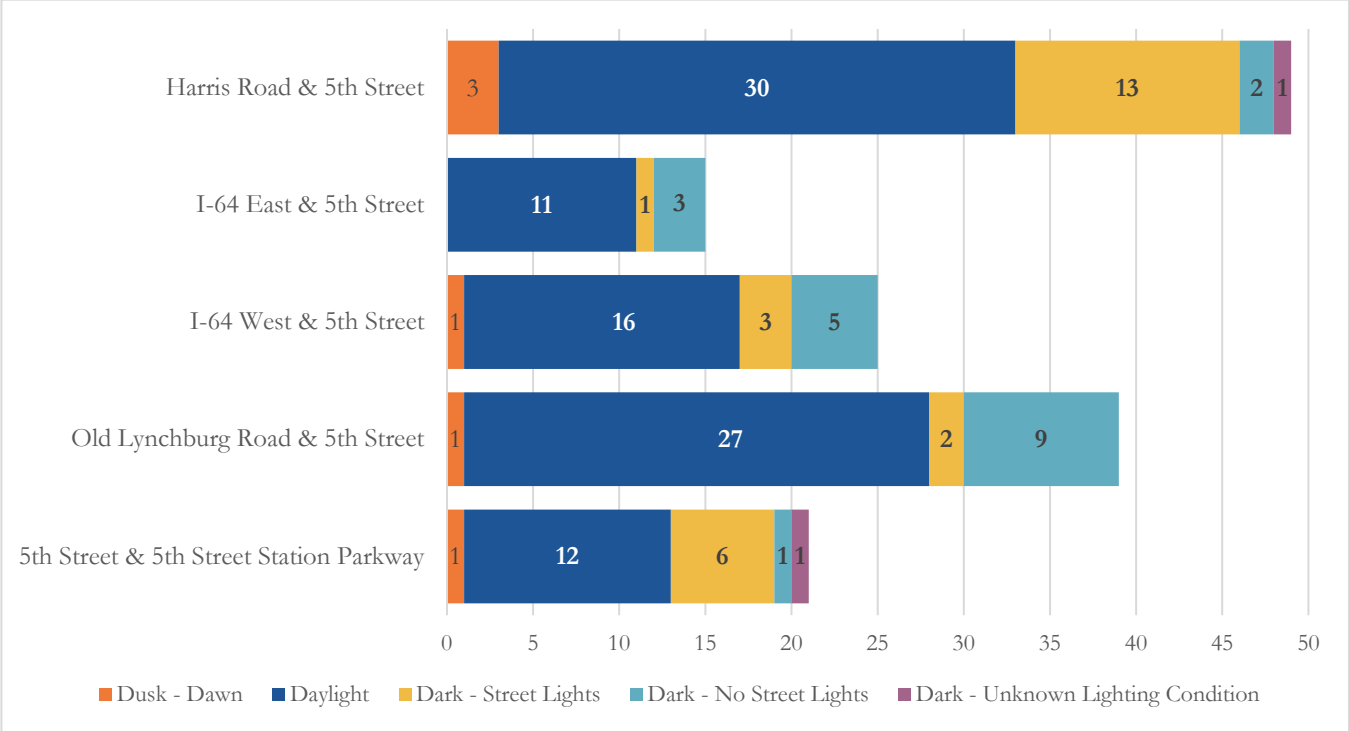
PM peak crashes represented the highest proportion of crashes on the priority intersections.

Nighttime crashes (early morning, evening, and late night) represent a higher proportion of crashes compared to the corridor-wide average at all five priority intersections.

Off-peak daytime crashes (mid-morning, midday) represent a higher proportion of crashes compared to the corridor-wide average at three of the priority intersections:

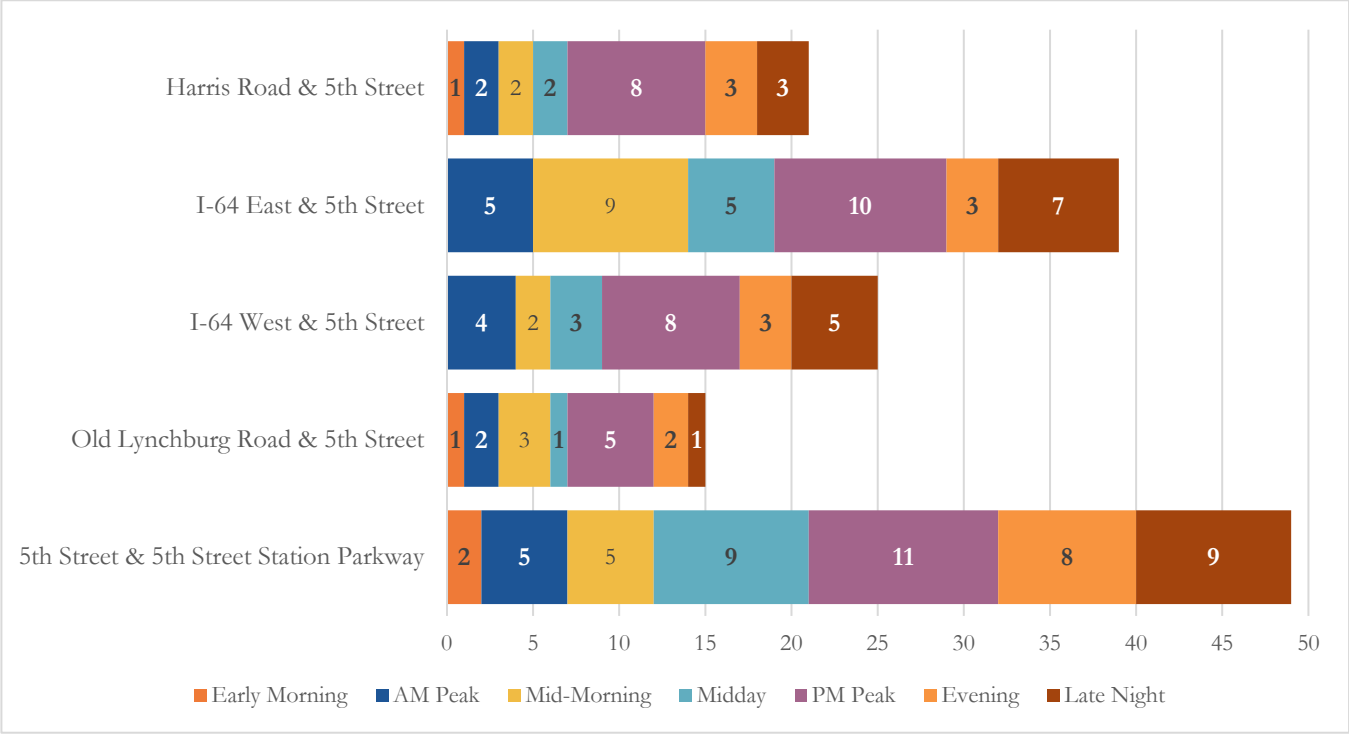
- 5th Street and I-64 East
- 5th Street and Old Lynchburg Road
- 5th Street and 5th Street Station Parkway

Figure 20 Reported Crashes by Lighting Condition, January 2014 to December 2018



Source: VDOT, Kittelson, 2019

Figure 21 Reported Crashes by Time of Day, January 2014 to December 2018



Source: VDOT, Kittelson, 2019

Crash Roadway Surface Condition

As already reported, most crashes on 5th Street involved dry roadway surface conditions. **Figure 22** summarizes crashes by roadway surface condition at each of the priority intersections.

Dry roadway surface conditions characterized the highest proportion of crashes on the priority intersections.

Wet roadway surface conditions (wet, icy) characterized a higher proportion of crashes compared to the corridor-wide average at three of the priority intersections:

- 5th Street and Harris Road
- 5th Street and I-64 East
- 5th Street and I-64 West

Crash Year

As previously discussed, more than half of all crashes on the 5th Street corridor between 2014 and 2018 occurred in 2017 and 2018. **Figure 23** summarizes crashes by year at each of the priority intersections.

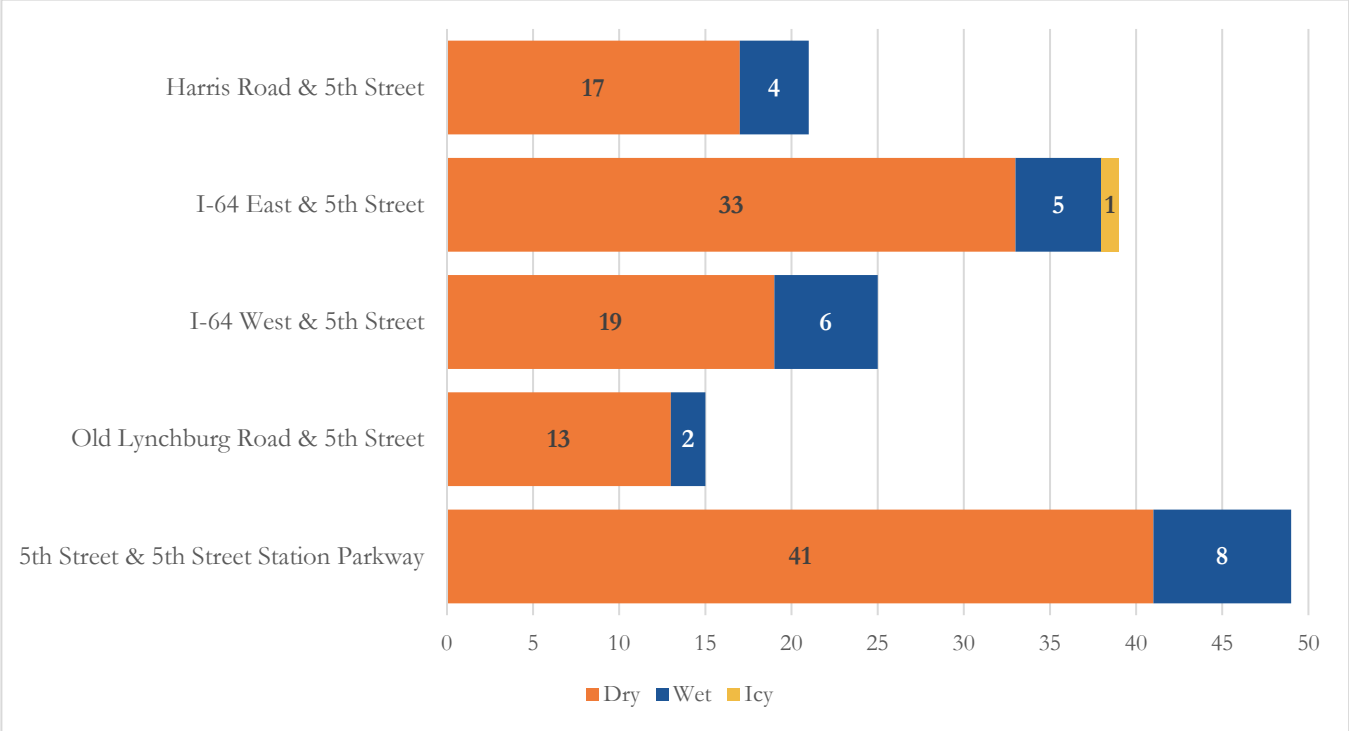
More 2017 crashes occurred at two of the priority intersections compared to the corridor-wide average for 2017 crashes:

- 5th Street and 5th Street Station Parkway
- 5th Street and Harris Road

More 2018 crashes occurred at four of the priority intersections compared to the corridor-wide average for 2018 crashes

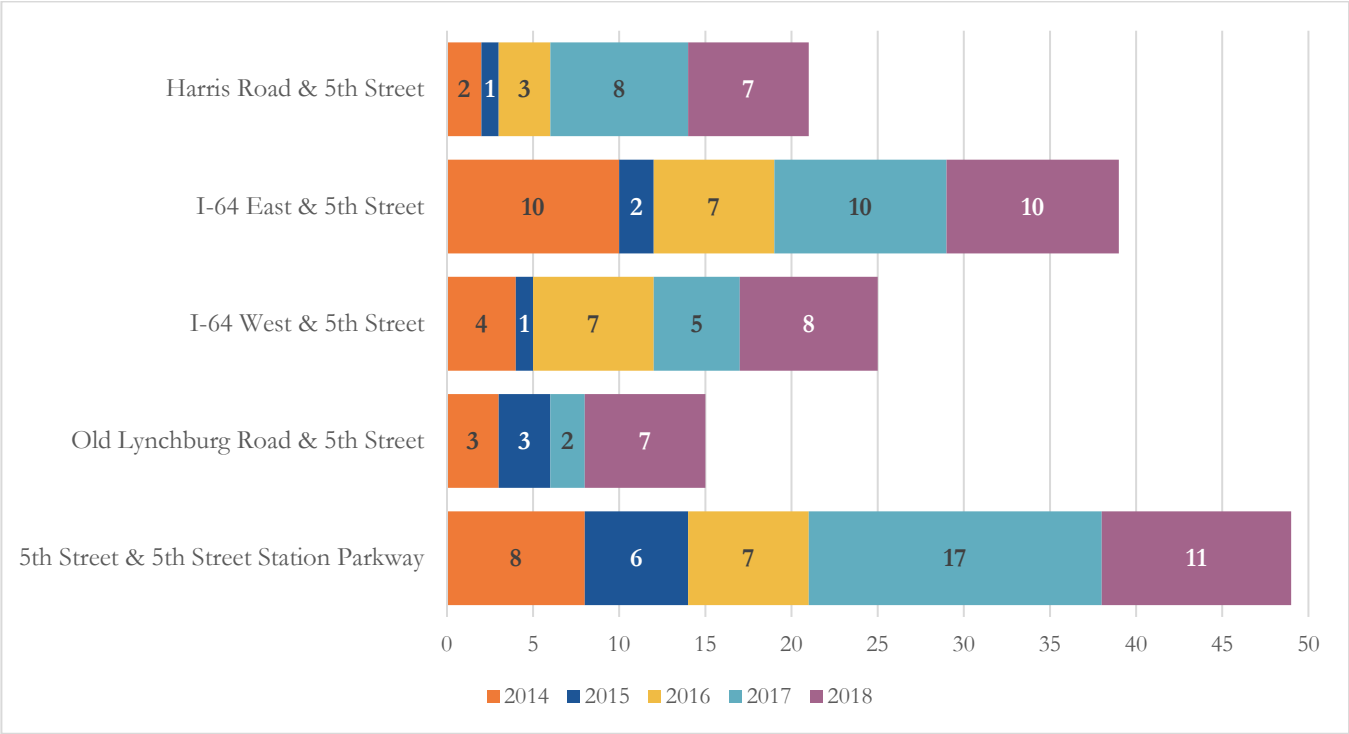
- 5th Street and Harris Road
- 5th Street and I-64 East
- 5th Street and I-64 West
- 5th Street and Old Lynchburg Road

Figure 22 Reported Crashes by Roadway Surface Condition, January 2014 to December 2018



Source: VDOT, Kittelson, 2019

Figure 23 Reported Crashes by Crash Year, January 2014 to December 2018



Source: VDOT, Kittelson, 2019

Crash Diagrams

VDOT reviewed crash reports and observed existing conditions to develop crash diagrams for the five priority intersections. The crash diagrams will be used to inform the process for identifying potential safety countermeasures and capital improvements at each intersection. This section includes the crash diagrams and describes key findings from each diagram.

5th Street and Harris Road

The intersection of 5th Street and Harris Road is signalized, includes high-speed (45 mph) approaches to the intersection and includes hills on the approaches to the intersection. The crash data reported 21 crashes, which were primarily angle crashes. **Figure 24** shows the crash diagram for 5th Street and Harris Road.

A majority of angle crashes (nine crashes) involved vehicles traveling southbound on 5th Street colliding with vehicles traveling westbound onto Harris Road.

All rear-end crashes took place on the northern or southern legs of 5th Street.

5th Street and 5th Street Station Parkway

The intersection of 5th Street and 5th Street Station Parkway is signalized, includes high-speed (45 mph) approaches to the intersection, and includes hills on the approaches to the intersection. The crash data reported 49 crashes, which were primarily angle crashes. **Figure 25** shows the crash diagram for 5th Street Station Parkway and Harris Street.

A majority of angle crashes (18 crashes) involved vehicles traveling northbound on 5th Street colliding with vehicles traveling eastbound onto 5th Street Station Parkway.

Several (2) rear-end and sideswipe (5) crashes may be related to site access points for the Exxon gas station at the southeast corner of the intersection.

One bicycle-involved crash occurred on the south leg of the intersection.

One pedestrian-involved crash occurred on the south leg of the intersection.

5th Street and I-64 West

The intersection of 5th Street and the I-64 WB ramps is signalized and includes interstate on- and off-ramps on the approaches to the intersection. The crash data reported 25 crashes, which were primarily rear-end and angle crashes. **Figure 26** shows the crash diagram for the intersection of 5th Street and the I-64 WB ramps.

A majority of rear-end crashes (nine crashes) involved vehicles approaching the WB on- and off-ramps.

A majority of angle crashes (11 crashes) involved vehicles attempting to turn across 5th Street, either to turn onto 5th Street from the I-64 WB off-ramp or to turn left onto the I-64 WB on-ramp from 5th Street.

5th Street and I-64 East

The intersection of 5th Street and the I-64 EB ramps is signalized and includes interstate on- and off-ramps on the approaches to the intersection. The crash data reported 39 crashes, which were primarily rear-end and angle crashes. **Figure 27** shows the crash diagram for the intersection of 5th Street and the I-64 EB ramps.

A majority of rear-end crashes (11 crashes) involved northbound vehicles on 5th Street approaching the intersection from the south.

A majority of angle crashes (13 crashes) involved vehicles traveling southbound on 5th Street colliding with vehicles traveling eastbound from the I-64 EB off-ramps.

One pedestrian crash occurred on the west leg of the intersection.

5th Street and Old Lynchburg Road

The intersection of 5th Street and Old Lynchburg Road has a high speed limit (45 mph) and hills on the approaches to the intersection. The crash data reported 15 crashes, primarily angle crashes. **Figure 28** shows the crash diagram for the intersection of 5th Street and Old Lynchburg Road.

A majority of angle crashes (nine crashes) involved vehicles traveling southbound on 5th Street colliding with vehicles entering the intersection from Old Lynchburg Road on the west leg of the intersection.

One bicycle-involved crash occurred on the southeast leg of the intersection (entrance to Albemarle Count's 5th Street Office Building).

Figure 24 5th Street and Harris Road Crash Diagram

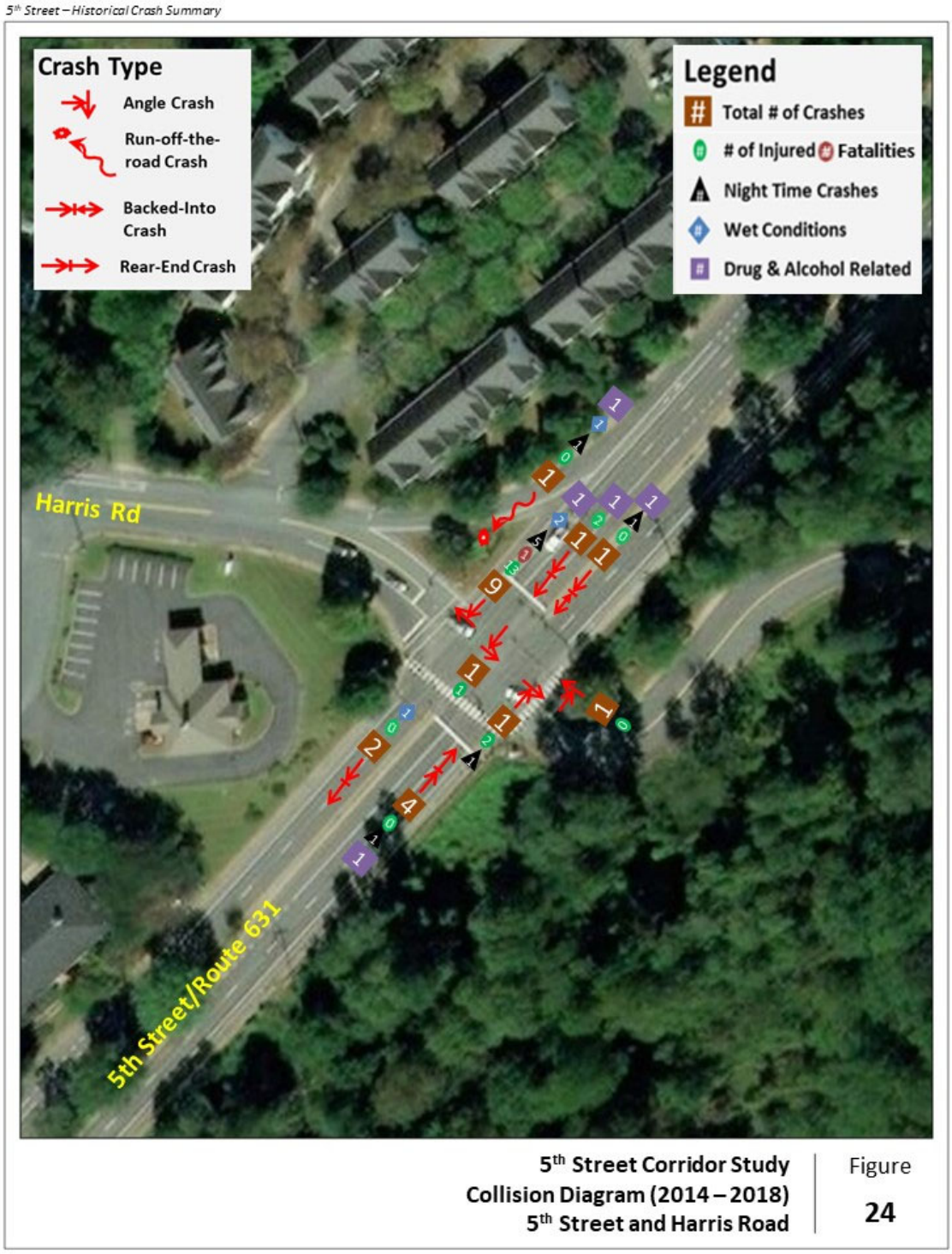


Figure 25 5th Street and 5th Street Station Parkway Crash Diagram

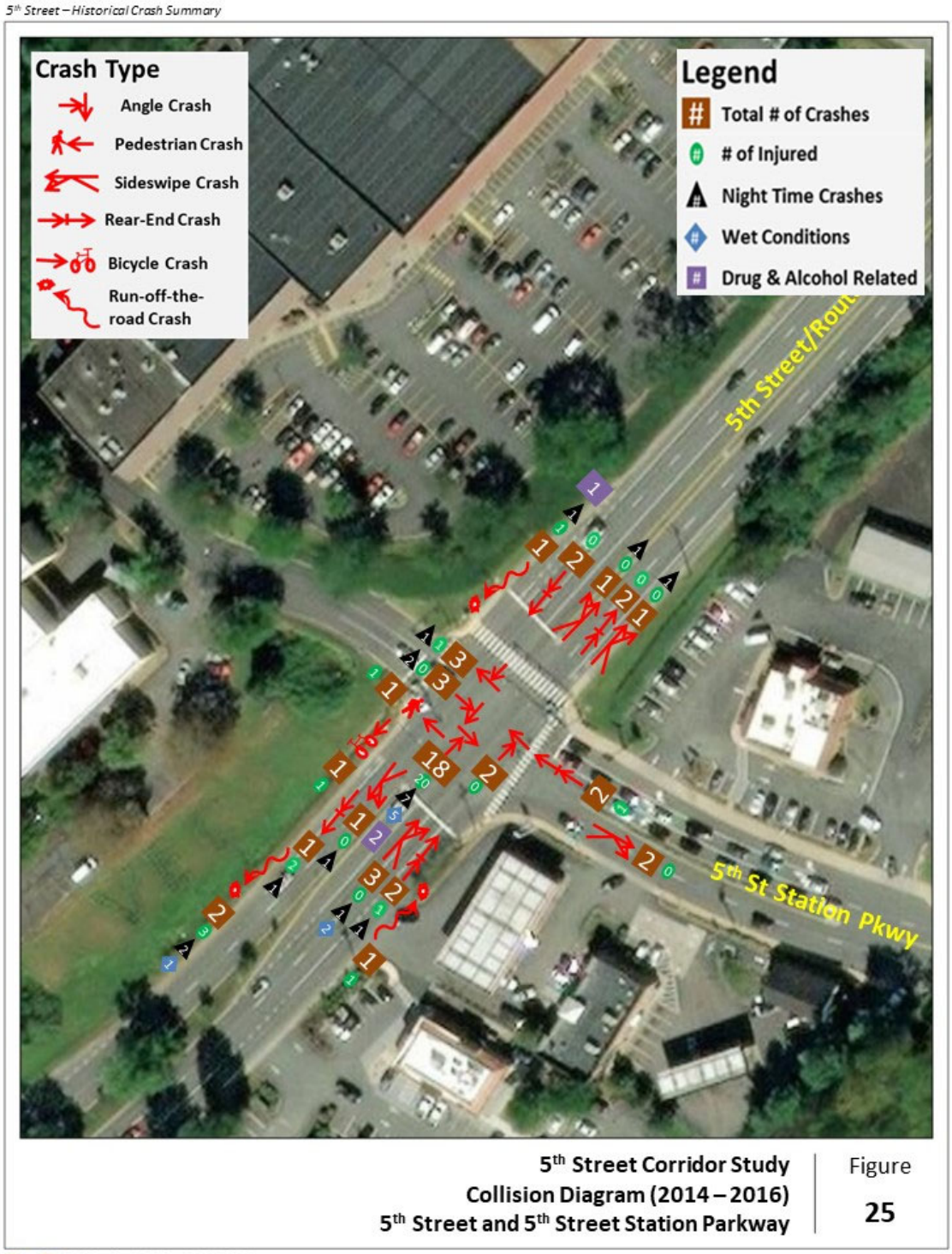


Figure 26 5th Street and I-64 WB Ramps Crash Diagram

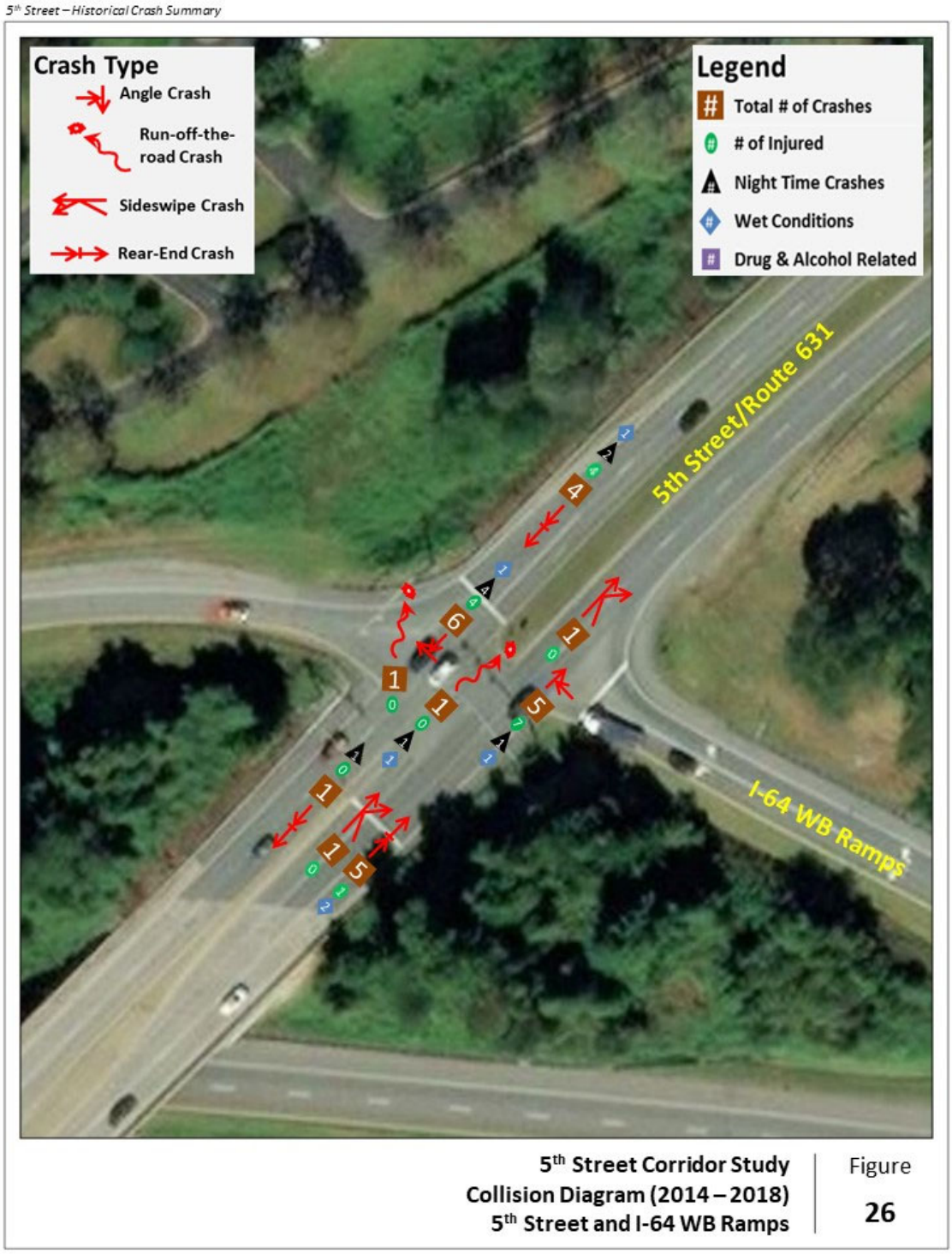


Figure 27 5th Street and I-64 EB Ramps Crash Diagram

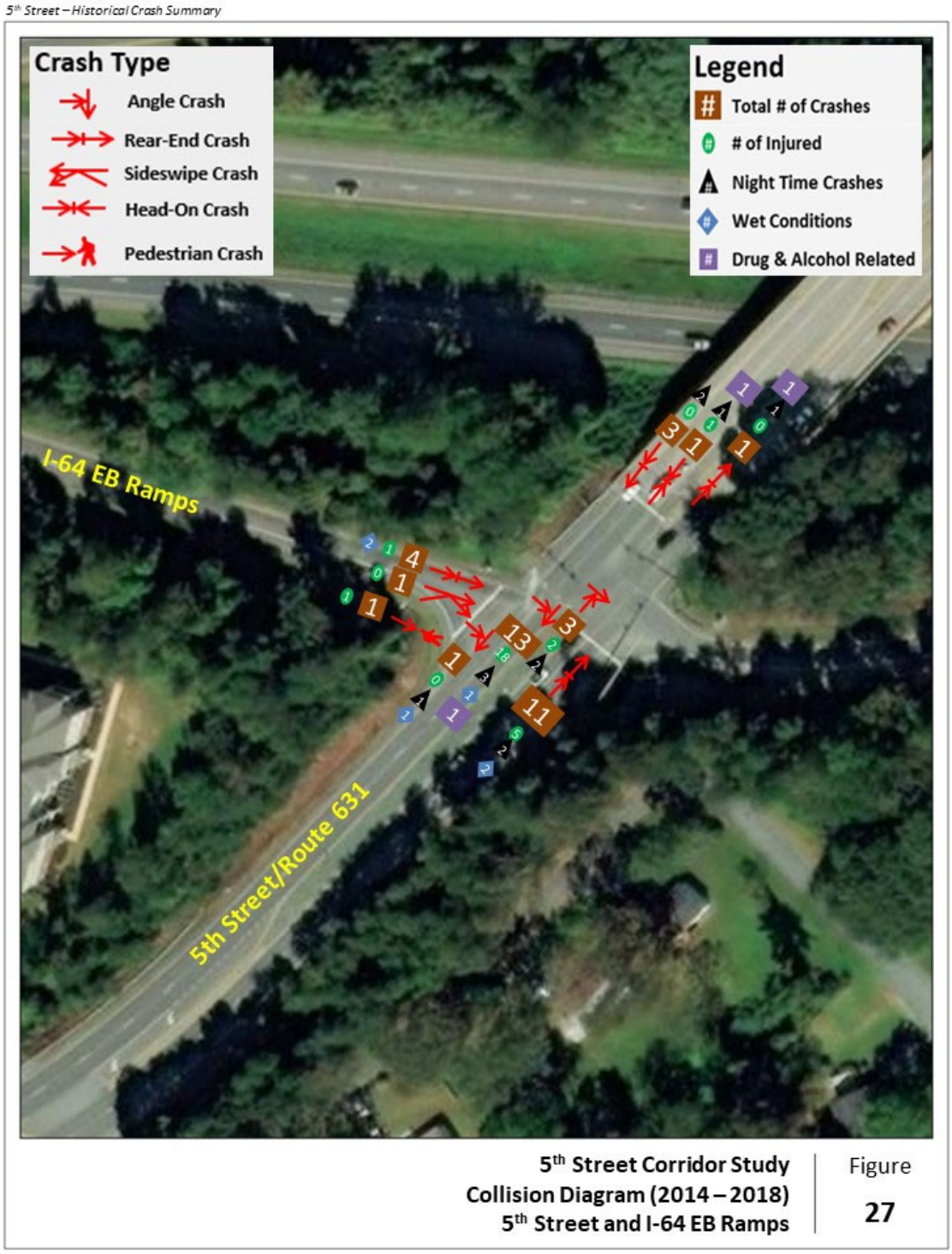
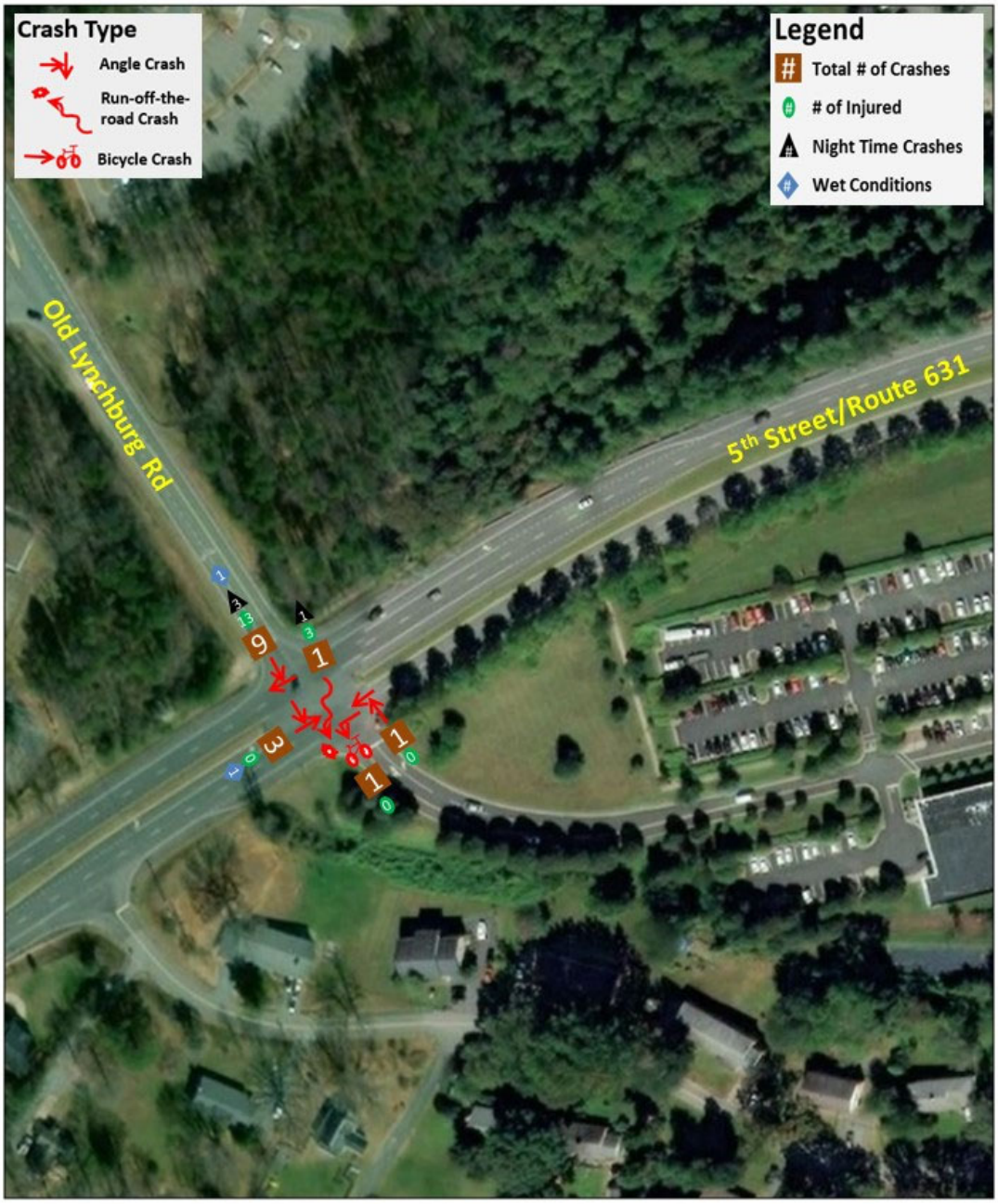


Figure 28 5th Street and Old Lynchburg Road Crash Diagram

5th Street – Historical Crash Summary



5th Street Corridor Study
Collision Diagram (2014 – 2018)
5th Street and Old Lynchburg Road

Figure 28

KITTELSON & ASSOCIATES

8.0 CONCLUSION AND NEXT STEPS

The findings in this memorandum will inform the processes for refining the study goals, objectives, and evaluation criteria. VDOT will use insights from the existing conditions analysis to develop potential transportation alternatives that will help meet the vision and goals of the study. These short-, mid- and long-term transportation alternatives will be evaluated and revised based on the study evaluation measures and community input.

Attachment A Traffic Counts

Peggy Malone & Associates
(800) 247-8602

File Name : 1-Old Lynchburg and Ambrose Commons AM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Car

	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	12	0	0	12	0	2	0	2	14
06:15 AM	0	4	0	4	26	0	0	26	0	4	0	4	34
06:30 AM	0	6	0	6	23	0	0	23	0	2	0	2	31
06:45 AM	0	5	0	5	17	0	0	17	0	5	0	5	27
Total	0	15	0	15	78	0	0	78	0	13	0	13	106
07:00 AM	6	7	0	13	35	0	0	35	1	6	0	7	55
07:15 AM	4	9	0	13	45	0	0	45	0	14	0	14	72
07:30 AM	2	6	0	8	52	0	0	52	0	28	0	28	88
07:45 AM	7	13	0	20	46	1	0	47	0	15	0	15	82
Total	19	35	0	54	178	1	0	179	1	63	0	64	297
08:00 AM	4	8	0	12	39	0	0	39	0	18	0	18	69
08:15 AM	5	8	0	13	33	0	0	33	0	12	0	12	58
08:30 AM	8	16	0	24	34	0	0	34	0	15	0	15	73
08:45 AM	7	13	0	20	27	0	0	27	1	12	0	13	60
Total	24	45	0	69	133	0	0	133	1	57	0	58	260
Grand Total	43	95	0	138	389	1	0	390	2	133	0	135	663
Apprch %	31.2	68.8	0		99.7	0.3	0		1.5	98.5	0		
Total %	6.5	14.3	0	20.8	58.7	0.2	0	58.8	0.3	20.1	0	20.4	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	9	13	45	0	45	0	14	14	72
07:30 AM	2	6	8	**52**	0	**52**	0	**28**	**28**	**88**
07:45 AM	**7**	**13**	**20**	46	**1**	47	0	15	15	82
08:00 AM	4	8	12	39	0	39	0	18	18	69
Total Volume	17	36	53	182	1	183	0	75	75	311
% App. Total	32.1	67.9		99.5	0.5		0	100		
PHF	.607	.692	.663	.875	.250	.880	.000	.670	.670	.884

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Groups Printed- Truck

	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
06:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	0	0	0	0	2
07:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	1	0	0	1	0	1	0	1	2
07:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	3	0	0	3	0	1	0	1	7
08:00 AM	1	1	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	2	0	1	0	1	3
08:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	1	3	0	4	3	1	0	4	0	1	0	1	9
Grand Total	2	6	0	8	7	1	0	8	0	2	0	2	18
Apprch %	25	75	0		87.5	12.5	0		0	100	0		
Total %	11.1	33.3	0	44.4	38.9	5.6	0	44.4	0	11.1	0	11.1	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	**1**	1	**2**	0	0	0	0	0	0	2
08:15 AM	0	0	0	1	**1**	**2**	0	**1**	**1**	**3**
08:30 AM	0	0	0	**2**	0	2	0	0	0	2
08:45 AM	0	**2**	2	0	0	0	0	0	0	2
Total Volume	1	3	4	3	1	4	0	1	1	9
% App. Total	25	75		75	25		0	100		
PHF	.250	.375	.500	.375	.250	.500	.000	.250	.250	.750

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File Name : 1-Old Lynchburg and Ambrose Commons AM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Combined

	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	12	0	0	12	0	2	0	2	14
06:15 AM	0	4	0	4	26	0	0	26	0	4	0	4	34
06:30 AM	0	6	0	6	24	0	0	24	0	2	0	2	32
06:45 AM	0	6	0	6	17	0	0	17	0	5	0	5	28
Total	0	16	0	16	79	0	0	79	0	13	0	13	108
07:00 AM	6	8	0	14	36	0	0	36	1	6	0	7	57
07:15 AM	4	9	0	13	46	0	0	46	0	15	0	15	74
07:30 AM	2	7	0	9	53	0	0	53	0	28	0	28	90
07:45 AM	8	13	0	21	46	1	0	47	0	15	0	15	83
Total	20	37	0	57	181	1	0	182	1	64	0	65	304
08:00 AM	5	9	0	14	39	0	0	39	0	18	0	18	71
08:15 AM	5	8	0	13	34	1	0	35	0	13	0	13	61
08:30 AM	8	16	0	24	36	0	0	36	0	15	0	15	75
08:45 AM	7	15	0	22	27	0	0	27	1	12	0	13	62
Total	25	48	0	73	136	1	0	137	1	58	0	59	269
Grand Total	45	101	0	146	396	2	0	398	2	135	0	137	681
Apprch %	30.8	69.2	0		99.5	0.5	0		1.5	98.5	0		
Total %	6.6	14.8	0	21.4	58.1	0.3	0	58.4	0.3	19.8	0	20.1	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	9	13	46	0	46	0	15	15	74
07:30 AM	2	7	9	**53**	0	**53**	0	**28**	**28**	**90**
07:45 AM	**8**	**13**	**21**	46	**1**	47	0	15	15	83
08:00 AM	5	9	14	39	0	39	0	18	18	71
Total Volume	19	38	57	184	1	185	0	76	76	318
% App. Total	33.3	66.7		99.5	0.5		0	100		
PHF	.594	.731	.679	.868	.250	.873	.000	.679	.679	.883

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File Name : 1-Old Lynchburg and Ambrose Commons PM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Car

	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	14	39	0	53	14	1	0	15	0	3	0	3	71
04:15 PM	9	28	0	37	21	0	0	21	1	8	0	9	67
04:30 PM	12	39	0	51	20	1	0	21	0	12	0	12	84
04:45 PM	12	40	0	52	15	0	0	15	0	2	0	2	69
Total	47	146	0	193	70	2	0	72	1	25	0	26	291
05:00 PM	20	34	0	54	16	0	0	16	0	2	0	2	72
05:15 PM	17	43	0	60	19	0	0	19	0	9	0	9	88
05:30 PM	11	37	0	48	15	0	0	15	0	4	0	4	67
05:45 PM	19	44	0	63	20	0	0	20	0	9	0	9	92
Total	67	158	0	225	70	0	0	70	0	24	0	24	319
06:00 PM	13	33	0	46	22	0	0	22	0	12	0	12	80
06:15 PM	5	32	0	37	21	0	0	21	0	5	0	5	63
06:30 PM	13	29	0	42	12	0	0	12	0	8	0	8	62
06:45 PM	14	25	0	39	12	0	0	12	0	4	0	4	55
Total	45	119	0	164	67	0	0	67	0	29	0	29	260
Grand Total	159	423	0	582	207	2	0	209	1	78	0	79	870
Apprch %	27.3	72.7	0		99	1	0		1.3	98.7	0		
Total %	18.3	48.6	0	66.9	23.8	0.2	0	24	0.1	9	0	9.1	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	17	43	60	19	0	19	0	9	9	88
05:30 PM	11	37	48	15	0	15	0	4	4	67
05:45 PM	**19**	**44**	**63**	20	0	20	0	9	9	**92**
06:00 PM	13	33	46	**22**	0	**22**	0	**12**	**12**	80
Total Volume	60	157	217	76	0	76	0	34	34	327
% App. Total	27.6	72.4		100	0		0	100		
PHF	.789	.892	.861	.864	.000	.864	.000	.708	.708	.889

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File Name : 1-Old Lynchburg and Ambrose Commons PM
Site Code :
Start Date : 4/24/2018
Page No : 1

Groups Printed- Truck

	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	1	2	0	3	0	1	0	1	0	1	0	1	5
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	2	2	0	4	1	1	0	2	0	2	0	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	2
06:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	1	0	1	0	0	0	0	4
Grand Total	2	5	0	7	1	2	0	3	0	2	0	2	12
Apprch %	28.6	71.4	0		33.3	66.7	0		0	100	0		
Total %	16.7	41.7	0	58.3	8.3	16.7	0	25	0	16.7	0	16.7	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	**1**	0	**1**	0	0	0	1
04:15 PM	**1**	0	1	0	0	0	0	0	0	1
04:30 PM	1	**2**	**3**	0	**1**	1	0	**1**	**1**	**5**
04:45 PM	0	0	0	0	0	0	0	1	1	1
Total Volume	2	2	4	1	1	2	0	2	2	8
% App. Total	50	50		50	50		0	100		
PHF	.500	.250	.333	.250	.250	.500	.000	.500	.500	.400

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	Old Lynchburg Rd Southbound				Old Lynchburg Rd Northbound				Ambrose Commons Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	14	39	0	53	15	1	0	16	0	3	0	3	72
04:15 PM	10	28	0	38	21	0	0	21	1	8	0	9	68
04:30 PM	13	41	0	54	20	2	0	22	0	13	0	13	89
04:45 PM	12	40	0	52	15	0	0	15	0	3	0	3	70
Total	49	148	0	197	71	3	0	74	1	27	0	28	299
05:00 PM	20	34	0	54	16	0	0	16	0	2	0	2	72
05:15 PM	17	43	0	60	19	0	0	19	0	9	0	9	88
05:30 PM	11	37	0	48	15	0	0	15	0	4	0	4	67
05:45 PM	19	44	0	63	20	0	0	20	0	9	0	9	92
Total	67	158	0	225	70	0	0	70	0	24	0	24	319
06:00 PM	13	33	0	46	22	0	0	22	0	12	0	12	80
06:15 PM	5	32	0	37	21	0	0	21	0	5	0	5	63
06:30 PM	13	30	0	43	12	1	0	13	0	8	0	8	64
06:45 PM	14	27	0	41	12	0	0	12	0	4	0	4	57
Total	45	122	0	167	67	1	0	68	0	29	0	29	264
Grand Total	161	428	0	589	208	4	0	212	1	80	0	81	882
Apprch %	27.3	72.7	0		98.1	1.9	0		1.2	98.8	0		
Total %	18.3	48.5	0	66.8	23.6	0.5	0	24	0.1	9.1	0	9.2	

	Old Lynchburg Rd Southbound			Old Lynchburg Rd Northbound			Ambrose Commons Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:15 PM										
05:15 PM	17	43	60	19	0	19	0	9	9	88
05:30 PM	11	37	48	15	0	15	0	4	4	67
05:45 PM	**19**	**44**	**63**	20	0	20	0	9	9	**92**
06:00 PM	13	33	46	**22**	0	**22**	0	**12**	**12**	80
Total Volume	60	157	217	76	0	76	0	34	34	327
% App. Total	27.6	72.4		100	0		0	100		
PHF	.789	.892	.861	.864	.000	.864	.000	.708	.708	.889

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Groups Printed- Car

	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	3	0	3	10	0	0	10	0	15	0	0	15	28
06:15 AM	4	1	0	5	23	0	0	23	2	28	0	0	30	58
06:30 AM	4	4	0	8	26	2	0	28	0	25	0	0	25	61
06:45 AM	5	8	0	13	18	0	0	18	0	22	0	0	22	53
Total	13	16	0	29	77	2	0	79	2	90	0	0	92	200
07:00 AM	12	4	0	16	17	1	0	18	1	36	0	0	37	71
07:15 AM	13	6	0	19	24	0	0	24	0	64	0	0	64	107
07:30 AM	6	11	0	17	38	2	0	40	0	79	0	0	79	136
07:45 AM	17	9	0	26	36	3	0	39	1	59	0	0	60	125
Total	48	30	0	78	115	6	0	121	2	238	0	0	240	439
08:00 AM	12	7	0	19	15	0	0	15	0	59	0	0	59	93
08:15 AM	13	7	0	20	20	0	0	20	0	44	0	0	44	84
08:30 AM	23	11	0	34	23	0	0	23	0	52	0	0	52	109
08:45 AM	20	6	0	26	29	0	0	29	2	39	0	0	41	96
Total	68	31	0	99	87	0	0	87	2	194	0	0	196	382
Grand Total	129	77	0	206	279	8	0	287	6	522	0	0	528	1021
Apprch %	62.6	37.4	0		97.2	2.8	0		1.1	98.9	0	0		
Total %	12.6	7.5	0	20.2	27.3	0.8	0	28.1	0.6	51.1	0	0	51.7	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	13	6	19	24	0	24	0	64	0	64	107
07:30 AM	6	**11**	17	**38**	2	**40**	0	**79**	0	**79**	**136**
07:45 AM	**17**	9	**26**	36	**3**	39	**1**	59	0	60	125
08:00 AM	12	7	19	15	0	15	0	59	0	59	93
Total Volume	48	33	81	113	5	118	1	261	0	262	461
% App. Total	59.3	40.7		95.8	4.2		0.4	99.6	0		
PHF	.706	.750	.779	.743	.417	.738	.250	.826	.000	.829	.847

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Groups Printed- Truck

	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:45 AM	1	1	0	2	2	0	0	2	0	0	0	0	0	4
Total	1	1	0	2	3	0	0	3	1	0	0	0	1	6
07:00 AM	1	3	0	4	1	0	0	1	0	1	0	0	1	6
07:15 AM	0	1	0	1	5	0	0	5	1	1	0	0	2	8
07:30 AM	1	1	0	2	0	0	0	0	0	1	0	0	1	3
07:45 AM	1	0	0	1	1	0	0	1	0	0	0	0	0	2
Total	3	5	0	8	7	0	0	7	1	3	0	0	4	19
08:00 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	3
08:15 AM	0	2	0	2	3	0	0	3	0	2	0	0	2	7
08:30 AM	0	2	0	2	3	0	0	3	0	2	0	0	2	7
08:45 AM	2	0	0	2	1	0	0	1	0	0	0	0	0	3
Total	4	5	0	9	7	0	0	7	0	4	0	0	4	20
Grand Total	8	11	0	19	17	0	0	17	2	7	0	0	9	45
Apprch %	42.1	57.9	0		100	0	0		22.2	77.8	0	0		
Total %	17.8	24.4	0	42.2	37.8	0	0	37.8	4.4	15.6	0	0	20	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:45 AM											
06:45 AM	**1**	1	2	2	0	2	0	0	0	0	4
07:00 AM	1	**3**	**4**	1	0	1	0	**1**	0	1	6
07:15 AM	0	1	1	**5**	0	**5**	**1**	1	0	**2**	**8**
07:30 AM	1	1	2	0	0	0	0	1	0	1	3
Total Volume	3	6	9	8	0	8	1	3	0	4	21
% App. Total	33.3	66.7		100	0		25	75	0		
PHF	.750	.500	.563	.400	.000	.400	.250	.750	.000	.500	.656

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	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	3	0	3	11	0	0	11	0	15	0	0	15	29
06:15 AM	4	1	0	5	23	0	0	23	2	28	0	0	30	58
06:30 AM	4	4	0	8	26	2	0	28	1	25	0	0	26	62
06:45 AM	6	9	0	15	20	0	0	20	0	22	0	0	22	57
Total	14	17	0	31	80	2	0	82	3	90	0	0	93	206
07:00 AM	13	7	0	20	18	1	0	19	1	37	0	0	38	77
07:15 AM	13	7	0	20	29	0	0	29	1	65	0	0	66	115
07:30 AM	7	12	0	19	38	2	0	40	0	80	0	0	80	139
07:45 AM	18	9	0	27	37	3	0	40	1	59	0	0	60	127
Total	51	35	0	86	122	6	0	128	3	241	0	0	244	458
08:00 AM	14	8	0	22	15	0	0	15	0	59	0	0	59	96
08:15 AM	13	9	0	22	23	0	0	23	0	46	0	0	46	91
08:30 AM	23	13	0	36	26	0	0	26	0	54	0	0	54	116
08:45 AM	22	6	0	28	30	0	0	30	2	39	0	0	41	99
Total	72	36	0	108	94	0	0	94	2	198	0	0	200	402
Grand Total	137	88	0	225	296	8	0	304	8	529	0	0	537	1066
Apprch %	60.9	39.1	0		97.4	2.6	0		1.5	98.5	0	0		
Total %	12.9	8.3	0	21.1	27.8	0.8	0	28.5	0.8	49.6	0	0	50.4	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	13	7	20	29	0	29	**1**	65	0	66	115
07:30 AM	7	**12**	19	**38**	2	**40**	0	**80**	0	**80**	**139**
07:45 AM	**18**	9	**27**	37	**3**	40	1	59	0	60	127
08:00 AM	14	8	22	15	0	15	0	59	0	59	96
Total Volume	52	36	88	119	5	124	2	263	0	265	477
% App. Total	59.1	40.9		96	4		0.8	99.2	0		
PHF	.722	.750	.815	.783	.417	.775	.500	.822	.000	.828	.858

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Groups Printed- Car

	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	53	27	0	80	9	0	0	9	0	19	0	0	19	108
04:15 PM	37	32	0	69	16	1	0	17	2	27	0	0	29	115
04:30 PM	48	30	0	78	13	3	3	19	1	31	0	0	32	129
04:45 PM	51	20	0	71	14	1	2	17	0	16	0	0	16	104
Total	189	109	0	298	52	5	5	62	3	93	0	0	96	456
05:00 PM	56	23	0	79	12	0	0	12	1	18	0	0	19	110
05:15 PM	59	27	0	86	21	0	0	21	0	27	0	0	27	134
05:30 PM	49	25	0	74	19	0	0	19	2	16	1	0	19	112
05:45 PM	57	24	0	81	23	4	0	27	1	29	0	0	30	138
Total	221	99	0	320	75	4	0	79	4	90	1	0	95	494
06:00 PM	45	17	0	62	22	0	0	22	0	34	0	0	34	118
06:15 PM	37	12	0	49	14	1	0	15	0	24	0	0	24	88
06:30 PM	39	23	0	62	13	1	0	14	0	22	0	0	22	98
06:45 PM	34	14	0	48	19	1	0	20	0	17	0	0	17	85
Total	155	66	0	221	68	3	0	71	0	97	0	0	97	389
Grand Total	565	274	0	839	195	12	5	212	7	280	1	0	288	1339
Apprch %	67.3	32.7	0		92	5.7	2.4		2.4	97.2	0.3	0		
Total %	42.2	20.5	0	62.7	14.6	0.9	0.4	15.8	0.5	20.9	0.1	0	21.5	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:15 PM											
05:15 PM	**59**	**27**	**86**	21	0	21	0	27	0	27	134
05:30 PM	49	25	74	19	0	19	**2**	16	**1**	19	112
05:45 PM	57	24	81	**23**	**4**	**27**	1	29	0	30	**138**
06:00 PM	45	17	62	22	0	22	0	**34**	0	**34**	118
Total Volume	210	93	303	85	4	89	3	106	1	110	502
% App. Total	69.3	30.7		95.5	4.5		2.7	96.4	0.9		
PHF	.890	.861	.881	.924	.250	.824	.375	.779	.250	.809	.909

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Groups Printed- Truck

	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	0	1	3
04:15 PM	1	0	0	1	4	0	0	4	0	0	0	0	0	5
04:30 PM	2	1	0	3	2	1	0	3	0	1	0	0	1	7
04:45 PM	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	3	3	0	6	7	1	0	8	0	3	0	0	3	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	2	2	0	0	2	0	0	0	0	0	4
06:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	2	1	0	3	1	0	0	1	0	0	0	0	0	4
Total	3	2	0	5	2	0	0	2	0	0	0	0	0	7
Grand Total	6	7	0	13	11	1	0	12	0	3	0	0	3	28
Apprch %	46.2	53.8	0		91.7	8.3	0		0	100	0	0		
Total %	21.4	25	0	46.4	39.3	3.6	0	42.9	0	10.7	0	0	10.7	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	**2**	2	0	0	0	0	**1**	0	**1**	3
04:15 PM	1	0	1	**4**	0	**4**	0	0	0	0	5
04:30 PM	**2**	1	**3**	2	**1**	3	0	1	0	1	**7**
04:45 PM	0	0	0	1	0	1	0	1	0	1	2
Total Volume	3	3	6	7	1	8	0	3	0	3	17
% App. Total	50	50		87.5	12.5		0	100	0		
PHF	.375	.375	.500	.438	.250	.500	.000	.750	.000	.750	.607

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Groups Printed- Combined

	Old Lynchburg Rd Southbound				Hickory St Westbound				Old Lynchburg Rd Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	53	29	0	82	9	0	0	9	0	20	0	0	20	111
04:15 PM	38	32	0	70	20	1	0	21	2	27	0	0	29	120
04:30 PM	50	31	0	81	15	4	3	22	1	32	0	0	33	136
04:45 PM	51	20	0	71	15	1	2	18	0	17	0	0	17	106
Total	192	112	0	304	59	6	5	70	3	96	0	0	99	473
05:00 PM	56	23	0	79	12	0	0	12	1	18	0	0	19	110
05:15 PM	59	28	0	87	22	0	0	22	0	27	0	0	27	136
05:30 PM	49	25	0	74	19	0	0	19	2	16	1	0	19	112
05:45 PM	57	25	0	82	24	4	0	28	1	29	0	0	30	140
Total	221	101	0	322	77	4	0	81	4	90	1	0	95	498
06:00 PM	45	18	0	63	22	0	0	22	0	34	0	0	34	119
06:15 PM	37	12	0	49	15	1	0	16	0	24	0	0	24	89
06:30 PM	40	23	0	63	13	1	0	14	0	22	0	0	22	99
06:45 PM	36	15	0	51	20	1	0	21	0	17	0	0	17	89
Total	158	68	0	226	70	3	0	73	0	97	0	0	97	396
Grand Total	571	281	0	852	206	13	5	224	7	283	1	0	291	1367
Apprch %	67	33	0		92	5.8	2.2		2.4	97.3	0.3	0		
Total %	41.8	20.6	0	62.3	15.1	1	0.4	16.4	0.5	20.7	0.1	0	21.3	

	Old Lynchburg Rd Southbound			Hickory St Westbound			Old Lynchburg Rd Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:15 PM											
05:15 PM	**59**	**28**	**87**	22	0	22	0	27	0	27	136
05:30 PM	49	25	74	19	0	19	**2**	16	**1**	19	112
05:45 PM	57	25	82	**24**	**4**	**28**	1	29	0	30	**140**
06:00 PM	45	18	63	22	0	22	0	**34**	0	**34**	119
Total Volume	210	96	306	87	4	91	3	106	1	110	507
% App. Total	68.6	31.4		95.6	4.4		2.7	96.4	0.9		
PHF	.890	.857	.879	.906	.250	.813	.375	.779	.250	.809	.905

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	Old Lynchburg Rd Southbound					Kingdom Hall Ent/Exit Westbound					Old Lynchburg Rd Northbound					Sunset Ave Ext Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	4	3	0	0	7	0	0	0	0	0	0	26	0	0	26	0	0	9	0	9	42
06:15 AM	0	5	0	0	5	0	0	0	0	0	0	51	0	0	51	1	0	14	0	15	71
06:30 AM	6	6	0	0	12	0	0	0	0	0	0	49	1	0	50	1	0	26	0	27	89
06:45 AM	11	12	0	0	23	0	0	0	0	0	0	40	1	0	41	1	0	45	0	46	110
Total	21	26	0	0	47	0	0	0	0	0	0	166	2	0	168	3	0	94	0	97	312
07:00 AM	9	15	1	0	25	0	0	0	0	0	0	51	2	0	53	3	0	32	0	35	113
07:15 AM	8	16	0	0	24	0	0	0	0	0	0	87	1	0	88	0	0	60	0	60	172
07:30 AM	10	16	1	0	27	0	0	0	0	0	0	112	4	0	116	1	0	88	0	89	232
07:45 AM	16	22	6	0	44	0	0	0	0	0	0	90	5	0	95	3	0	57	0	60	199
Total	43	69	8	0	120	0	0	0	0	0	0	340	12	0	352	7	0	237	0	244	716
08:00 AM	15	22	5	0	42	0	0	0	0	0	0	71	2	0	73	0	0	71	0	71	186
08:15 AM	18	18	2	0	38	0	0	0	0	0	0	63	1	0	64	1	0	74	0	75	177
08:30 AM	13	32	1	0	46	0	0	0	0	0	0	71	3	0	74	0	0	72	0	72	192
08:45 AM	15	25	0	0	40	0	0	0	0	0	0	65	1	0	66	2	0	47	0	49	155
Total	61	97	8	0	166	0	0	0	0	0	0	270	7	0	277	3	0	264	0	267	710
Grand Total	125	192	16	0	333	0	0	0	0	0	0	776	21	0	797	13	0	595	0	608	1738
Apprch %	37.5	57.7	4.8	0		0	0	0	0		0	97.4	2.6	0		2.1	0	97.9	0		
Total %	7.2	11	0.9	0	19.2	0	0	0	0	0	0	44.6	1.2	0	45.9	0.7	0	34.2	0	35	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	16	1	27	0	0	0	0	0	**112**	4	**116**	1	0	**88**	**89**	**232**
07:45 AM	16	**22**	**6**	**44**	0	0	0	0	0	90	**5**	95	**3**	0	57	60	199
08:00 AM	15	22	5	42	0	0	0	0	0	71	2	73	0	0	71	71	186
08:15 AM	**18**	18	2	38	0	0	0	0	0	63	1	64	1	0	74	75	177
Total Volume	59	78	14	151	0	0	0	0	0	336	12	348	5	0	290	295	794
% App. Total	39.1	51.7	9.3		0	0	0		0	96.6	3.4		1.7	0	98.3		
PHF	.819	.886	.583	.858	.000	.000	.000	.000	.000	.750	.600	.750	.417	.000	.824	.829	.856

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	Old Lynchburg Rd Southbound					Kingdom Hall Ent/Exit Westbound					Old Lynchburg Rd Northbound					Sunset Ave Ext Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45 AM	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
Total	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	7
07:00 AM	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	0	0	3	0	3	10
07:15 AM	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	0	0	1	0	1	9
07:30 AM	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5
07:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	4	8	0	0	12	0	0	0	0	0	0	7	3	0	10	0	0	5	0	5	27
08:00 AM	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	7
08:15 AM	2	2	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	3	0	3	12
08:30 AM	2	1	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	10
08:45 AM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	5
Total	7	7	0	0	14	0	0	0	0	0	0	12	0	0	12	0	0	8	0	8	34
Grand Total	13	17	0	0	30	0	0	0	0	0	0	21	3	0	24	0	0	14	0	14	68
Apprch %	43.3	56.7	0	0		0	0	0	0		0	87.5	12.5	0		0	0	100	0		
Total %	19.1	25	0	0	44.1	0	0	0	0	0	0	30.9	4.4	0	35.3	0	0	20.6	0	20.6	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**2**	**3**	0	**5**	0	0	0	0	0	1	0	1	0	0	1	1	7
08:15 AM	2	2	0	4	0	0	0	0	0	**5**	0	**5**	0	0	**3**	**3**	**12**
08:30 AM	2	1	0	3	0	0	0	0	0	5	0	5	0	0	2	2	10
08:45 AM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	2	2	5
Total Volume	7	7	0	14	0	0	0	0	0	12	0	12	0	0	8	8	34
% App. Total	50	50	0		0	0	0		0	100	0		0	0	100		
PHF	.875	.583	.000	.700	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.667	.667	.708

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	4	3	0	0	7	0	0	0	0	0	0	26	0	0	26	0	0	9	0	9	42
06:15 AM	0	5	0	0	5	0	0	0	0	0	0	51	0	0	51	1	0	14	0	15	71
06:30 AM	7	6	0	0	13	0	0	0	0	0	0	49	1	0	50	1	0	26	0	27	90
06:45 AM	12	14	0	0	26	0	0	0	0	0	0	42	1	0	43	1	0	46	0	47	116
Total	23	28	0	0	51	0	0	0	0	0	0	168	2	0	170	3	0	95	0	98	319
07:00 AM	10	19	1	0	30	0	0	0	0	0	0	52	3	0	55	3	0	35	0	38	123
07:15 AM	9	17	0	0	26	0	0	0	0	0	0	92	2	0	94	0	0	61	0	61	181
07:30 AM	11	18	1	0	30	0	0	0	0	0	0	112	5	0	117	1	0	89	0	90	237
07:45 AM	17	23	6	0	46	0	0	0	0	0	0	91	5	0	96	3	0	57	0	60	202
Total	47	77	8	0	132	0	0	0	0	0	0	347	15	0	362	7	0	242	0	249	743
08:00 AM	17	25	5	0	47	0	0	0	0	0	0	72	2	0	74	0	0	72	0	72	193
08:15 AM	20	20	2	0	42	0	0	0	0	0	0	68	1	0	69	1	0	77	0	78	189
08:30 AM	15	33	1	0	49	0	0	0	0	0	0	76	3	0	79	0	0	74	0	74	202
08:45 AM	16	26	0	0	42	0	0	0	0	0	0	66	1	0	67	2	0	49	0	51	160
Total	68	104	8	0	180	0	0	0	0	0	0	282	7	0	289	3	0	272	0	275	744
Grand Total	138	209	16	0	363	0	0	0	0	0	0	797	24	0	821	13	0	609	0	622	1806
Apprch %	38	57.6	4.4	0		0	0	0	0		0	97.1	2.9	0		2.1	0	97.9	0		
Total %	7.6	11.6	0.9	0	20.1	0	0	0	0	0	0	44.1	1.3	0	45.5	0.7	0	33.7	0	34.4	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	18	1	30	0	0	0	0	0	**112**	**5**	**117**	1	0	**89**	**90**	**237**
07:45 AM	17	23	**6**	46	0	0	0	0	0	91	5	96	**3**	0	57	60	202
08:00 AM	17	**25**	5	**47**	0	0	0	0	0	72	2	74	0	0	72	72	193
08:15 AM	**20**	20	2	42	0	0	0	0	0	68	1	69	1	0	77	78	189
Total Volume	65	86	14	165	0	0	0	0	0	343	13	356	5	0	295	300	821
% App. Total	39.4	52.1	8.5		0	0	0		0	96.3	3.7		1.7	0	98.3		
PHF	.813	.860	.583	.878	.000	.000	.000	.000	.000	.766	.650	.761	.417	.000	.829	.833	.866

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	24	75	2	0	101	0	0	0	0	0	0	27	2	0	29	2	0	41	0	43	173
04:15 PM	47	60	3	0	110	0	0	0	0	0	0	39	4	0	43	8	0	16	0	24	177
04:30 PM	32	76	1	0	109	0	0	0	0	0	0	38	5	0	43	4	0	22	0	26	178
04:45 PM	32	64	1	0	97	1	0	1	0	2	0	28	4	0	32	6	0	32	0	38	169
Total	135	275	7	0	417	1	0	1	0	2	0	132	15	0	147	20	0	111	0	131	697
05:00 PM	49	75	4	0	128	0	0	0	0	0	0	27	3	0	30	1	0	29	0	30	188
05:15 PM	59	80	1	0	140	0	0	0	0	0	0	45	4	0	49	6	0	42	0	48	237
05:30 PM	52	72	0	0	124	0	0	0	0	0	0	34	2	0	36	4	0	34	0	38	198
05:45 PM	55	79	0	0	134	0	0	0	0	0	0	49	3	0	52	4	0	27	0	31	217
Total	215	306	5	0	526	0	0	0	0	0	0	155	12	0	167	15	0	132	0	147	840
06:00 PM	37	56	2	0	95	0	0	0	0	0	0	55	1	0	56	4	0	41	0	45	196
06:15 PM	42	47	2	0	91	0	0	1	0	1	0	36	4	0	40	1	0	36	0	37	169
06:30 PM	39	58	1	0	98	0	0	0	0	0	0	33	1	0	34	6	0	30	0	36	168
06:45 PM	42	49	6	0	97	0	0	0	0	0	2	34	1	0	37	4	0	17	0	21	155
Total	160	210	11	0	381	0	0	1	0	1	2	158	7	0	167	15	0	124	0	139	688
Grand Total	510	791	23	0	1324	1	0	2	0	3	2	445	34	0	481	50	0	367	0	417	2225
Apprch %	38.5	59.7	1.7	0		33.3	0	66.7	0		0.4	92.5	7.1	0		12	0	88	0		
Total %	22.9	35.6	1	0	59.5	0	0	0.1	0	0.1	0.1	20	1.5	0	21.6	2.2	0	16.5	0	18.7	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**59**	**80**	1	**140**	0	0	0	0	0	45	**4**	49	**6**	0	**42**	**48**	**237**
05:30 PM	52	72	0	124	0	0	0	0	0	34	2	36	4	0	34	38	198
05:45 PM	55	79	0	134	0	0	0	0	0	49	3	52	4	0	27	31	217
06:00 PM	37	56	**2**	95	0	0	0	0	0	**55**	1	**56**	4	0	41	45	196
Total Volume	203	287	3	493	0	0	0	0	0	183	10	193	18	0	144	162	848
% App. Total	41.2	58.2	0.6		0	0	0		0	94.8	5.2		11.1	0	88.9		
PHF	.860	.897	.375	.880	.000	.000	.000	.000	.000	.832	.625	.862	.750	.000	.857	.844	.895

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
04:15 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	10
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	4
Total	2	4	0	0	6	0	0	0	0	0	0	11	0	0	11	2	0	4	0	6	23
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	7
Grand Total	2	9	0	0	11	0	0	0	0	0	0	15	0	0	15	3	0	5	0	8	34
Apprch %	18.2	81.8	0	0		0	0	0	0		0	100	0	0		37.5	0	62.5	0		
Total %	5.9	26.5	0	0	32.4	0	0	0	0	0	0	44.1	0	0	44.1	8.8	0	14.7	0	23.5	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	**1**	0	0	1	3
04:15 PM	**1**	1	0	2	0	0	0	0	0	**4**	0	**4**	0	0	0	0	6
04:30 PM	1	**2**	0	**3**	0	0	0	0	0	4	0	4	1	0	**2**	**3**	**10**
04:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	2	4
Total Volume	2	4	0	6	0	0	0	0	0	11	0	11	2	0	4	6	23
% App. Total	33.3	66.7	0		0	0	0		0	100	0		33.3	0	66.7		
PHF	.500	.500	.000	.500	.000	.000	.000	.000	.000	.688	.000	.688	.500	.000	.500	.500	.575

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	24	76	2	0	102	0	0	0	0	0	0	28	2	0	30	3	0	41	0	44	176
04:15 PM	48	61	3	0	112	0	0	0	0	0	0	43	4	0	47	8	0	16	0	24	183
04:30 PM	33	78	1	0	112	0	0	0	0	0	0	42	5	0	47	5	0	24	0	29	188
04:45 PM	32	64	1	0	97	1	0	1	0	2	0	30	4	0	34	6	0	34	0	40	173
Total	137	279	7	0	423	1	0	1	0	2	0	143	15	0	158	22	0	115	0	137	720
05:00 PM	49	76	4	0	129	0	0	0	0	0	0	27	3	0	30	1	0	29	0	30	189
05:15 PM	59	80	1	0	140	0	0	0	0	0	0	46	4	0	50	6	0	42	0	48	238
05:30 PM	52	72	0	0	124	0	0	0	0	0	0	34	2	0	36	4	0	34	0	38	198
05:45 PM	55	80	0	0	135	0	0	0	0	0	0	50	3	0	53	4	0	27	0	31	219
Total	215	308	5	0	528	0	0	0	0	0	0	157	12	0	169	15	0	132	0	147	844
06:00 PM	37	57	2	0	96	0	0	0	0	0	0	55	1	0	56	4	0	41	0	45	197
06:15 PM	42	47	2	0	91	0	0	1	0	1	0	37	4	0	41	1	0	36	0	37	170
06:30 PM	39	59	1	0	99	0	0	0	0	0	0	33	1	0	34	6	0	31	0	37	170
06:45 PM	42	50	6	0	98	0	0	0	0	0	2	35	1	0	38	5	0	17	0	22	158
Total	160	213	11	0	384	0	0	1	0	1	2	160	7	0	169	16	0	125	0	141	695
Grand Total	512	800	23	0	1335	1	0	2	0	3	2	460	34	0	496	53	0	372	0	425	2259
Apprch %	38.4	59.9	1.7	0		33.3	0	66.7	0		0.4	92.7	6.9	0		12.5	0	87.5	0		
Total %	22.7	35.4	1	0	59.1	0	0	0.1	0	0.1	0.1	20.4	1.5	0	22	2.3	0	16.5	0	18.8	

	Old Lynchburg Rd Southbound				Kingdom Hall Ent/Exit Westbound				Old Lynchburg Rd Northbound				Sunset Ave Ext Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	**59**	**80**	1	**140**	0	0	0	0	0	46	**4**	50	**6**	0	**42**	**48**	**238**
05:30 PM	52	72	0	124	0	0	0	0	0	34	2	36	4	0	34	38	198
05:45 PM	55	80	0	135	0	0	0	0	0	50	3	53	4	0	27	31	219
06:00 PM	37	57	**2**	96	0	0	0	0	0	**55**	1	**56**	4	0	41	45	197
Total Volume	203	289	3	495	0	0	0	0	0	185	10	195	18	0	144	162	852
% App. Total	41	58.4	0.6		0	0	0		0	94.9	5.1		11.1	0	88.9		
PHF	.860	.903	.375	.884	.000	.000	.000	.000	.000	.841	.625	.871	.750	.000	.857	.844	.895

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Groups Printed- Car

	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	4	2	0	11	0	0	0	0	0	0	30	3	0	33	1	0	12	0	13	57
06:15 AM	5	2	5	0	12	0	0	0	0	0	0	63	3	0	66	2	0	9	1	12	90
06:30 AM	10	14	2	0	26	0	0	0	0	0	0	72	5	0	77	0	0	20	0	20	123
06:45 AM	12	20	12	0	44	0	0	0	0	0	0	81	4	0	85	3	0	21	0	24	153
Total	32	40	21	0	93	0	0	0	0	0	0	246	15	0	261	6	0	62	1	69	423
07:00 AM	16	21	8	0	45	1	1	0	0	2	0	77	7	0	84	1	0	28	0	29	160
07:15 AM	25	25	15	0	65	2	0	0	0	2	0	133	12	0	145	1	0	37	0	38	250
07:30 AM	25	25	19	0	69	0	0	0	0	0	1	194	11	0	206	2	1	41	0	44	319
07:45 AM	35	40	32	0	107	3	0	0	0	3	1	144	14	0	159	8	0	44	0	52	321
Total	101	111	74	0	286	6	1	0	0	7	2	548	44	0	594	12	1	150	0	163	1050
08:00 AM	37	32	23	0	92	2	0	0	0	2	4	129	11	0	144	4	1	44	0	49	287
08:15 AM	32	34	16	0	82	3	0	0	0	3	1	118	17	0	136	4	0	44	0	48	269
08:30 AM	37	39	24	0	100	4	0	0	0	4	0	140	5	0	145	5	0	59	0	64	313
08:45 AM	37	38	29	0	104	3	0	0	0	3	0	108	8	0	116	3	0	53	0	56	279
Total	143	143	92	0	378	12	0	0	0	12	5	495	41	0	541	16	1	200	0	217	1148
Grand Total	276	294	187	0	757	18	1	0	0	19	7	1289	100	0	1396	34	2	412	1	449	2621
Apprch %	36.5	38.8	24.7	0		94.7	5.3	0	0		0.5	92.3	7.2	0		7.6	0.4	91.8	0.2		
Total %	10.5	11.2	7.1	0	28.9	0.7	0	0	0	0.7	0.3	49.2	3.8	0	53.3	1.3	0.1	15.7	0	17.1	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	25	19	69	0	0	0	0	1	**194**	11	**206**	2	**1**	41	44	319
07:45 AM	35	**40**	**32**	**107**	**3**	0	0	**3**	1	144	14	159	**8**	0	**44**	**52**	**321**
08:00 AM	**37**	32	23	92	2	0	0	2	**4**	129	11	144	4	1	44	49	287
08:15 AM	32	34	16	82	3	0	0	3	1	118	**17**	136	4	0	44	48	269
Total Volume	129	131	90	350	8	0	0	8	7	585	53	645	18	2	173	193	1196
% App. Total	36.9	37.4	25.7		100	0	0		1.1	90.7	8.2		9.3	1	89.6		
PHF	.872	.819	.703	.818	.667	.000	.000	.667	.438	.754	.779	.783	.563	.500	.983	.928	.931

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Groups Printed- Truck

	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 AM	1	3	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
Total	3	4	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	11
07:00 AM	2	5	0	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	11
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	9
07:45 AM	2	1	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
Total	4	12	0	0	16	0	0	0	0	0	0	14	2	0	16	0	0	3	0	3	35
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	6
08:15 AM	4	4	0	0	8	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	16
08:30 AM	0	5	1	0	6	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	14
08:45 AM	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	5
Total	4	13	1	0	18	1	0	0	0	1	0	17	2	0	19	0	0	3	0	3	41
Grand Total	11	29	1	0	41	1	0	0	0	1	0	33	4	0	37	0	0	8	0	8	87
Apprch %	26.8	70.7	2.4	0		100	0	0	0		0	89.2	10.8	0		0	0	100	0		
Total %	12.6	33.3	1.1	0	47.1	1.1	0	0	0	1.1	0	37.9	4.6	0	42.5	0	0	9.2	0	9.2	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	2	1	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
08:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	**1**	**1**	6
08:15 AM	**4**	4	0	**8**	0	0	0	0	0	5	**2**	**7**	0	0	1	1	**16**
08:30 AM	0	**5**	**1**	6	0	0	0	0	0	**7**	0	7	0	0	1	1	14
Total Volume	6	13	1	20	0	0	0	0	0	15	3	18	0	0	3	3	41
% App. Total	30	65	5		0	0	0		0	83.3	16.7		0	0	100		
PHF	.375	.650	.250	.625	.000	.000	.000	.000	.000	.536	.375	.643	.000	.000	.750	.750	.641

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	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	5	4	2	0	11	0	0	0	0	0	0	30	3	0	33	1	0	12	0	13	57
06:15 AM	5	2	5	0	12	0	0	0	0	0	0	63	3	0	66	2	0	9	1	12	90
06:30 AM	12	15	2	0	29	0	0	0	0	0	0	72	5	0	77	0	0	20	0	20	126
06:45 AM	13	23	12	0	48	0	0	0	0	0	0	83	4	0	87	3	0	23	0	26	161
Total	35	44	21	0	100	0	0	0	0	0	0	248	15	0	263	6	0	64	1	71	434
07:00 AM	18	26	8	0	52	1	1	0	0	2	0	80	7	0	87	1	0	28	0	29	170
07:15 AM	25	27	15	0	67	2	0	0	0	2	0	140	12	0	152	1	0	39	0	40	261
07:30 AM	25	29	19	0	73	0	0	0	0	0	1	197	12	0	210	2	1	42	0	45	328
07:45 AM	37	41	32	0	110	3	0	0	0	3	1	145	15	0	161	8	0	44	0	52	326
Total	105	123	74	0	302	6	1	0	0	7	2	562	46	0	610	12	1	153	0	166	1085
08:00 AM	37	35	23	0	95	2	0	0	0	2	4	131	11	0	146	4	1	45	0	50	293
08:15 AM	36	38	16	0	90	3	0	0	0	3	1	123	19	0	143	4	0	45	0	49	285
08:30 AM	37	44	25	0	106	4	0	0	0	4	0	147	5	0	152	5	0	60	0	65	327
08:45 AM	37	39	29	0	105	4	0	0	0	4	0	111	8	0	119	3	0	53	0	56	284
Total	147	156	93	0	396	13	0	0	0	13	5	512	43	0	560	16	1	203	0	220	1189
Grand Total	287	323	188	0	798	19	1	0	0	20	7	1322	104	0	1433	34	2	420	1	457	2708
Apprch %	36	40.5	23.6	0		95	5	0	0		0.5	92.3	7.3	0		7.4	0.4	91.9	0.2		
Total %	10.6	11.9	6.9	0	29.5	0.7	0	0	0	0.7	0.3	48.8	3.8	0	52.9	1.3	0.1	15.5	0	16.9	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	29	19	73	0	0	0	0	1	**197**	12	**210**	2	**1**	42	45	**328**
07:45 AM	**37**	**41**	**32**	**110**	**3**	0	0	**3**	1	145	15	161	**8**	0	44	**52**	326
08:00 AM	37	35	23	95	2	0	0	2	**4**	131	11	146	4	1	**45**	50	293
08:15 AM	36	38	16	90	3	0	0	3	1	123	**19**	143	4	0	45	49	285
Total Volume	135	143	90	368	8	0	0	8	7	596	57	660	18	2	176	196	1232
% App. Total	36.7	38.9	24.5		100	0	0		1.1	90.3	8.6		9.2	1	89.8		
PHF	.912	.872	.703	.836	.667	.000	.000	.667	.438	.756	.750	.786	.563	.500	.978	.942	.939

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Groups Printed- Car

	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	36	91	13	0	140	17	0	1	0	18	0	59	2	0	61	11	0	33	0	44	263
04:15 PM	41	95	18	0	154	20	0	0	0	20	0	63	3	0	66	10	0	36	0	46	286
04:30 PM	60	98	14	0	172	19	0	0	0	19	1	56	6	0	63	12	0	45	0	57	311
04:45 PM	51	83	11	0	145	16	0	1	0	17	0	61	1	0	62	9	0	25	0	34	258
Total	188	367	56	0	611	72	0	2	0	74	1	239	12	0	252	42	0	139	0	181	1118
05:00 PM	52	108	12	0	172	21	0	3	0	24	0	57	4	0	61	16	0	48	0	64	321
05:15 PM	56	116	7	0	179	10	0	0	0	10	3	78	6	0	87	17	0	47	0	64	340
05:30 PM	50	113	11	0	174	13	0	0	0	13	0	65	3	0	68	9	0	40	0	49	304
05:45 PM	62	117	3	0	182	6	1	0	0	7	0	73	5	0	78	11	0	38	0	49	316
Total	220	454	33	0	707	50	1	3	0	54	3	273	18	0	294	53	0	173	0	226	1281
06:00 PM	62	83	12	0	157	4	0	0	0	4	0	92	8	0	100	9	1	36	0	46	307
06:15 PM	50	81	12	0	143	3	0	0	0	3	0	80	2	0	82	6	0	45	0	51	279
06:30 PM	50	89	7	0	146	5	0	1	0	6	0	59	4	0	63	5	0	34	0	39	254
06:45 PM	32	80	10	0	122	4	0	2	0	6	1	46	5	0	52	13	0	27	0	40	220
Total	194	333	41	0	568	16	0	3	0	19	1	277	19	0	297	33	1	142	0	176	1060
Grand Total	602	1154	130	0	1886	138	1	8	0	147	5	789	49	0	843	128	1	454	0	583	3459
Apprch %	31.9	61.2	6.9	0		93.9	0.7	5.4	0		0.6	93.6	5.8	0		22	0.2	77.9	0		
Total %	17.4	33.4	3.8	0	54.5	4	0	0.2	0	4.2	0.1	22.8	1.4	0	24.4	3.7	0	13.1	0	16.9	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	52	108	**12**	172	**21**	0	**3**	**24**	0	57	4	61	16	0	**48**	**64**	321
05:15 PM	56	116	7	179	10	0	0	10	**3**	**78**	**6**	**87**	**17**	0	47	64	**340**
05:30 PM	50	113	11	174	13	0	0	13	0	65	3	68	9	0	40	49	304
05:45 PM	**62**	**117**	3	**182**	6	**1**	0	7	0	73	5	78	11	0	38	49	316
Total Volume	220	454	33	707	50	1	3	54	3	273	18	294	53	0	173	226	1281
% App. Total	31.1	64.2	4.7		92.6	1.9	5.6		1	92.9	6.1		23.5	0	76.5		
PHF	.887	.970	.688	.971	.595	.250	.250	.563	.250	.875	.750	.845	.779	.000	.901	.883	.942

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Groups Printed- Truck

	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
04:15 PM	3	2	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	4
Total	4	6	0	0	10	0	0	0	0	0	0	13	1	0	14	0	0	2	0	2	26
05:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	1	2	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Grand Total	5	10	1	0	16	0	0	0	0	0	0	18	2	0	20	0	0	2	0	2	38
Apprch %	31.2	62.5	6.2	0		0	0	0	0		0	90	10	0		0	0	100	0		
Total %	13.2	26.3	2.6	0	42.1	0	0	0	0	0	0	47.4	5.3	0	52.6	0	0	5.3	0	5.3	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	1	0	2	0	0	0	0	0	2	0	2	0	0	**1**	**1**	5
04:15 PM	**3**	2	0	**5**	0	0	0	0	0	**4**	0	4	0	0	0	0	**9**
04:30 PM	0	**3**	0	3	0	0	0	0	0	4	**1**	**5**	0	0	0	0	8
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
Total Volume	4	6	0	10	0	0	0	0	0	13	1	14	0	0	2	2	26
% App. Total	40	60	0		0	0	0		0	92.9	7.1		0	0	100		
PHF	.333	.500	.000	.500	.000	.000	.000	.000	.000	.813	.250	.700	.000	.000	.500	.500	.722

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Groups Printed- Combined

	5th St Southbound					Old Lynchburg Rd Ext Westbound					Old Lynchburg Rd Northbound					Old Lynchburg Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	37	92	13	0	142	17	0	1	0	18	0	61	2	0	63	11	0	34	0	45	268
04:15 PM	44	97	18	0	159	20	0	0	0	20	0	67	3	0	70	10	0	36	0	46	295
04:30 PM	60	101	14	0	175	19	0	0	0	19	1	60	7	0	68	12	0	45	0	57	319
04:45 PM	51	83	11	0	145	16	0	1	0	17	0	64	1	0	65	9	0	26	0	35	262
Total	192	373	56	0	621	72	0	2	0	74	1	252	13	0	266	42	0	141	0	183	1144
05:00 PM	52	109	12	0	173	21	0	3	0	24	0	57	4	0	61	16	0	48	0	64	322
05:15 PM	56	116	7	0	179	10	0	0	0	10	3	79	6	0	88	17	0	47	0	64	341
05:30 PM	50	114	11	0	175	13	0	0	0	13	0	65	3	0	68	9	0	40	0	49	305
05:45 PM	62	117	3	0	182	6	1	0	0	7	0	74	6	0	80	11	0	38	0	49	318
Total	220	456	33	0	709	50	1	3	0	54	3	275	19	0	297	53	0	173	0	226	1286
06:00 PM	62	83	12	0	157	4	0	0	0	4	0	92	8	0	100	9	1	36	0	46	307
06:15 PM	50	81	13	0	144	3	0	0	0	3	0	81	2	0	83	6	0	45	0	51	281
06:30 PM	50	90	7	0	147	5	0	1	0	6	0	60	4	0	64	5	0	34	0	39	256
06:45 PM	33	81	10	0	124	4	0	2	0	6	1	47	5	0	53	13	0	27	0	40	223
Total	195	335	42	0	572	16	0	3	0	19	1	280	19	0	300	33	1	142	0	176	1067
Grand Total	607	1164	131	0	1902	138	1	8	0	147	5	807	51	0	863	128	1	456	0	585	3497
Apprch %	31.9	61.2	6.9	0		93.9	0.7	5.4	0		0.6	93.5	5.9	0		21.9	0.2	77.9	0		
Total %	17.4	33.3	3.7	0	54.4	3.9	0	0.2	0	4.2	0.1	23.1	1.5	0	24.7	3.7	0	13	0	16.7	

	5th St Southbound				Old Lynchburg Rd Ext Westbound				Old Lynchburg Rd Northbound				Old Lynchburg Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	52	109	**12**	173	**21**	0	**3**	**24**	0	57	4	61	16	0	**48**	**64**	322
05:15 PM	56	116	7	179	10	0	0	10	**3**	**79**	**6**	**88**	**17**	0	47	64	**341**
05:30 PM	50	114	11	175	13	0	0	13	0	65	3	68	9	0	40	49	305
05:45 PM	**62**	**117**	3	**182**	6	**1**	0	7	0	74	6	80	11	0	38	49	318
Total Volume	220	456	33	709	50	1	3	54	3	275	19	297	53	0	173	226	1286
% App. Total	31	64.3	4.7		92.6	1.9	5.6		1	92.6	6.4		23.5	0	76.5		
PHF	.887	.974	.688	.974	.595	.250	.250	.563	.250	.870	.792	.844	.779	.000	.901	.883	.943

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File Name : 5-5th St and Afton Pond_Stagecoach Rd AM
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Groups Printed- Car

	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	12	5	0	17	4	0	0	0	4	0	44	0	0	44	0	0	0	0	0	65
06:15 AM	2	11	5	0	18	5	0	0	0	5	0	72	0	0	72	0	0	2	0	2	97
06:30 AM	2	25	8	0	35	15	0	0	0	15	0	93	0	0	93	0	0	0	1	1	144
06:45 AM	6	38	4	0	48	16	0	0	0	16	0	110	0	0	110	1	0	2	0	3	177
Total	10	86	22	0	118	40	0	0	0	40	0	319	0	0	319	1	0	4	1	6	483
07:00 AM	4	43	12	0	59	18	0	0	1	19	0	110	1	0	111	1	0	4	0	5	194
07:15 AM	5	55	20	0	80	16	0	0	0	16	2	170	0	0	172	2	1	2	0	5	273
07:30 AM	2	66	44	0	112	30	1	0	0	31	5	245	0	0	250	1	0	5	0	6	399
07:45 AM	2	99	49	0	150	36	0	0	0	36	5	203	1	0	209	2	0	4	0	6	401
Total	13	263	125	0	401	100	1	0	1	102	12	728	2	0	742	6	1	15	0	22	1267
08:00 AM	1	85	65	0	151	49	0	0	0	49	4	173	0	0	177	0	0	1	0	1	378
08:15 AM	1	81	85	0	167	72	0	2	0	74	3	160	0	0	163	0	0	2	1	3	407
08:30 AM	0	94	19	0	113	32	0	1	0	33	1	218	0	0	219	0	0	1	0	1	366
08:45 AM	3	92	9	0	104	16	0	1	1	18	1	180	0	0	181	0	0	2	0	2	305
Total	5	352	178	0	535	169	0	4	1	174	9	731	0	0	740	0	0	6	1	7	1456
Grand Total	28	701	325	0	1054	309	1	4	2	316	21	1778	2	0	1801	7	1	25	2	35	3206
Apprch %	2.7	66.5	30.8	0		97.8	0.3	1.3	0.6		1.2	98.7	0.1	0		20	2.9	71.4	5.7		
Total %	0.9	21.9	10.1	0	32.9	9.6	0	0.1	0.1	9.9	0.7	55.5	0.1	0	56.2	0.2	0	0.8	0.1	1.1	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	66	44	112	30	**1**	0	31	**5**	**245**	0	**250**	1	0	**5**	**6**	399
07:45 AM	2	**99**	49	150	36	0	0	36	5	203	**1**	209	**2**	0	4	6	401
08:00 AM	1	85	65	151	49	0	0	49	4	173	0	177	0	0	1	1	378
08:15 AM	1	81	**85**	**167**	**72**	0	**2**	**74**	3	160	0	163	0	0	2	2	**406**
Total Volume	6	331	243	580	187	1	2	190	17	781	1	799	3	0	12	15	1584
% App. Total	1	57.1	41.9		98.4	0.5	1.1		2.1	97.7	0.1		20	0	80		
PHF	.750	.836	.715	.868	.649	.250	.250	.642	.850	.797	.250	.799	.375	.000	.600	.625	.975

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Groups Printed- Truck

	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:45 AM	1	2	0	0	3	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	9
Total	1	6	2	0	9	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	15
07:00 AM	0	6	1	0	7	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	10
07:15 AM	0	4	1	0	5	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	16
07:30 AM	0	4	3	0	7	2	0	0	0	2	1	4	0	0	5	0	0	0	0	0	14
07:45 AM	0	4	1	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	7
Total	0	18	6	0	24	5	0	0	0	5	1	17	0	0	18	0	0	0	0	0	47
08:00 AM	0	5	3	0	8	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	12
08:15 AM	1	8	3	0	12	1	0	0	0	1	0	6	0	0	6	1	0	0	0	1	20
08:30 AM	0	6	0	0	6	4	0	0	0	4	0	7	0	0	7	0	0	0	0	0	17
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	23	6	0	30	6	0	0	0	6	0	19	0	0	19	1	0	0	0	1	56
Grand Total	2	47	14	0	63	12	0	0	0	12	1	40	0	0	41	2	0	0	0	2	118
Apprch %	3.2	74.6	22.2	0		100	0	0	0		2.4	97.6	0	0		100	0	0	0		
Total %	1.7	39.8	11.9	0	53.4	10.2	0	0	0	10.2	0.8	33.9	0	0	34.7	1.7	0	0	0	1.7	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	1	5	1	0	0	1	0	1	0	1	0	0	0	0	7
08:00 AM	0	5	**3**	8	1	0	0	1	0	3	0	3	0	0	0	0	12
08:15 AM	**1**	**8**	3	**12**	1	0	0	1	0	6	0	6	**1**	0	0	**1**	**20**
08:30 AM	0	6	0	6	**4**	0	0	**4**	0	**7**	0	**7**	0	0	0	0	17
Total Volume	1	23	7	31	7	0	0	7	0	17	0	17	1	0	0	1	56
% App. Total	3.2	74.2	22.6		100	0	0		0	100	0		100	0	0		
PHF	.250	.719	.583	.646	.438	.000	.000	.438	.000	.607	.000	.607	.250	.000	.000	.250	.700

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Groups Printed- Combined

	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	12	5	0	17	4	0	0	0	4	0	44	0	0	44	0	0	0	0	0	65
06:15 AM	2	11	5	0	18	5	0	0	0	5	0	72	0	0	72	0	0	2	0	2	97
06:30 AM	2	29	10	0	41	15	0	0	0	15	0	93	0	0	93	0	0	0	1	1	150
06:45 AM	7	40	4	0	51	17	0	0	0	17	0	114	0	0	114	2	0	2	0	4	186
Total	11	92	24	0	127	41	0	0	0	41	0	323	0	0	323	2	0	4	1	7	498
07:00 AM	4	49	13	0	66	18	0	0	1	19	0	113	1	0	114	1	0	4	0	5	204
07:15 AM	5	59	21	0	85	18	0	0	0	18	2	179	0	0	181	2	1	2	0	5	289
07:30 AM	2	70	47	0	119	32	1	0	0	33	6	249	0	0	255	1	0	5	0	6	413
07:45 AM	2	103	50	0	155	37	0	0	0	37	5	204	1	0	210	2	0	4	0	6	408
Total	13	281	131	0	425	105	1	0	1	107	13	745	2	0	760	6	1	15	0	22	1314
08:00 AM	1	90	68	0	159	50	0	0	0	50	4	176	0	0	180	0	0	1	0	1	390
08:15 AM	2	89	88	0	179	73	0	2	0	75	3	166	0	0	169	1	0	2	1	4	427
08:30 AM	0	100	19	0	119	36	0	1	0	37	1	225	0	0	226	0	0	1	0	1	383
08:45 AM	3	96	9	0	108	16	0	1	1	18	1	183	0	0	184	0	0	2	0	2	312
Total	6	375	184	0	565	175	0	4	1	180	9	750	0	0	759	1	0	6	1	8	1512
Grand Total	30	748	339	0	1117	321	1	4	2	328	22	1818	2	0	1842	9	1	25	2	37	3324
Apprch %	2.7	67	30.3	0		97.9	0.3	1.2	0.6		1.2	98.7	0.1	0		24.3	2.7	67.6	5.4		
Total %	0.9	22.5	10.2	0	33.6	9.7	0	0.1	0.1	9.9	0.7	54.7	0.1	0	55.4	0.3	0	0.8	0.1	1.1	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	70	47	119	32	**1**	0	33	**6**	**249**	0	**255**	1	0	**5**	**6**	413
07:45 AM	2	**103**	50	155	37	0	0	37	5	204	**1**	210	**2**	0	4	6	408
08:00 AM	1	90	68	159	50	0	0	50	4	176	0	180	0	0	1	1	390
08:15 AM	2	89	**88**	**179**	**73**	0	**2**	**75**	3	166	0	169	1	0	2	3	**426**
Total Volume	7	352	253	612	192	1	2	195	18	795	1	814	4	0	12	16	1637
% App. Total	1.1	57.5	41.3		98.5	0.5	1		2.2	97.7	0.1		25	0	75		
PHF	.875	.854	.719	.855	.658	.250	.250	.650	.750	.798	.250	.798	.500	.000	.600	.667	.961

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	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	136	27	0	165	21	0	1	0	22	1	119	0	0	120	0	0	0	1	1	308
04:15 PM	3	162	24	0	189	31	0	0	0	31	4	118	0	0	122	0	0	2	0	2	344
04:30 PM	2	173	21	0	196	31	0	1	0	32	2	122	0	0	124	0	0	1	0	1	353
04:45 PM	4	146	21	0	171	16	0	0	0	16	1	104	0	0	105	0	0	3	0	3	295
Total	11	617	93	0	721	99	0	2	0	101	8	463	0	0	471	0	0	6	1	7	1300
05:00 PM	3	180	25	0	208	25	0	0	0	25	1	125	0	0	126	1	0	3	0	4	363
05:15 PM	5	190	29	0	224	25	0	0	0	25	3	134	2	0	139	0	0	3	0	3	391
05:30 PM	3	177	29	0	209	27	0	0	0	27	1	121	1	0	123	0	0	1	1	2	361
05:45 PM	7	194	23	0	224	35	0	1	0	36	1	121	0	0	122	0	0	7	0	7	389
Total	18	741	106	0	865	112	0	1	0	113	6	501	3	0	510	1	0	14	1	16	1504
06:00 PM	0	165	12	0	177	18	0	1	0	19	1	131	0	0	132	1	0	7	0	8	336
06:15 PM	0	135	17	0	152	17	0	0	0	17	2	120	2	0	124	0	0	5	0	5	298
06:30 PM	1	153	21	0	175	16	0	1	0	17	2	96	0	0	98	0	0	2	1	3	293
06:45 PM	4	122	29	0	155	12	0	0	0	12	3	82	0	0	85	0	0	1	0	1	253
Total	5	575	79	0	659	63	0	2	0	65	8	429	2	0	439	1	0	15	1	17	1180
Grand Total	34	1933	278	0	2245	274	0	5	0	279	22	1393	5	0	1420	2	0	35	3	40	3984
Apprch %	1.5	86.1	12.4	0		98.2	0	1.8	0		1.5	98.1	0.4	0		5	0	87.5	7.5		
Total %	0.9	48.5	7	0	56.4	6.9	0	0.1	0	7	0.6	35	0.1	0	35.6	0.1	0	0.9	0.1	1	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	180	25	208	25	0	0	25	1	125	0	126	**1**	0	3	4	363
05:15 PM	5	190	**29**	**224**	25	0	0	25	**3**	**134**	**2**	**139**	0	0	3	3	**391**
05:30 PM	3	177	29	209	27	0	0	27	1	121	1	123	0	0	1	1	360
05:45 PM	**7**	**194**	23	224	**35**	0	**1**	**36**	1	121	0	122	0	0	**7**	**7**	389
Total Volume	18	741	106	865	112	0	1	113	6	501	3	510	1	0	14	15	1503
% App. Total	2.1	85.7	12.3		99.1	0	0.9		1.2	98.2	0.6		6.7	0	93.3		
PHF	.643	.955	.914	.965	.800	.000	.250	.785	.500	.935	.375	.917	.250	.000	.500	.536	.961

Peggy Malone & Associates
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File Name : 5-5th St and Afton Pond_Stagecoach Rd PM
Site Code :
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Groups Printed- Truck

	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	4	2	0	7	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	11
04:15 PM	1	4	3	0	8	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	14
04:30 PM	0	3	1	0	4	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	9
04:45 PM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	2	12	7	0	21	2	0	0	0	2	1	15	0	0	16	0	0	1	0	1	40
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:30 PM	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	4	1	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
Grand Total	2	21	8	0	31	3	0	0	0	3	1	21	0	0	22	0	0	1	0	1	57
Apprch %	6.5	67.7	25.8	0		100	0	0	0		4.5	95.5	0	0		0	0	100	0		
Total %	3.5	36.8	14	0	54.4	5.3	0	0	0	5.3	1.8	36.8	0	0	38.6	0	0	1.8	0	1.8	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	**4**	2	7	**1**	0	0	**1**	**1**	2	0	3	0	0	0	0	11
04:15 PM	1	4	**3**	**8**	0	0	0	0	0	**5**	0	**5**	0	0	**1**	**1**	**14**
04:30 PM	0	3	1	4	1	0	0	1	0	4	0	4	0	0	0	0	9
04:45 PM	0	1	1	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	2	12	7	21	2	0	0	2	1	15	0	16	0	0	1	1	40
% App. Total	9.5	57.1	33.3		100	0	0		6.2	93.8	0		0	0	100		
PHF	.500	.750	.583	.656	.500	.000	.000	.500	.250	.750	.000	.800	.000	.000	.250	.250	.714

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Groups Printed- Combined

	5th St Southbound					Stagecoach Rd Westbound					5th St Northbound					Afton Pond Ct Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	140	29	0	172	22	0	1	0	23	2	121	0	0	123	0	0	0	1	1	319
04:15 PM	4	166	27	0	197	31	0	0	0	31	4	123	0	0	127	0	0	3	0	3	358
04:30 PM	2	176	22	0	200	32	0	1	0	33	2	126	0	0	128	0	0	1	0	1	362
04:45 PM	4	147	22	0	173	16	0	0	0	16	1	108	0	0	109	0	0	3	0	3	301
Total	13	629	100	0	742	101	0	2	0	103	9	478	0	0	487	0	0	7	1	8	1340
05:00 PM	3	182	25	0	210	25	0	0	0	25	1	125	0	0	126	1	0	3	0	4	365
05:15 PM	5	190	29	0	224	25	0	0	0	25	3	135	2	0	140	0	0	3	0	3	392
05:30 PM	3	179	30	0	212	28	0	0	0	28	1	121	1	0	123	0	0	1	1	2	365
05:45 PM	7	194	23	0	224	35	0	1	0	36	1	122	0	0	123	0	0	7	0	7	390
Total	18	745	107	0	870	113	0	1	0	114	6	503	3	0	512	1	0	14	1	16	1512
06:00 PM	0	166	12	0	178	18	0	1	0	19	1	131	0	0	132	1	0	7	0	8	337
06:15 PM	0	136	17	0	153	17	0	0	0	17	2	122	2	0	126	0	0	5	0	5	301
06:30 PM	1	154	21	0	176	16	0	1	0	17	2	97	0	0	99	0	0	2	1	3	295
06:45 PM	4	124	29	0	157	12	0	0	0	12	3	83	0	0	86	0	0	1	0	1	256
Total	5	580	79	0	664	63	0	2	0	65	8	433	2	0	443	1	0	15	1	17	1189
Grand Total	36	1954	286	0	2276	277	0	5	0	282	23	1414	5	0	1442	2	0	36	3	41	4041
Apprch %	1.6	85.9	12.6	0		98.2	0	1.8	0		1.6	98.1	0.3	0		4.9	0	87.8	7.3		
Total %	0.9	48.4	7.1	0	56.3	6.9	0	0.1	0	7	0.6	35	0.1	0	35.7	0	0	0.9	0.1	1	

	5th St Southbound				Stagecoach Rd Westbound				5th St Northbound				Afton Pond Ct Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	3	182	25	210	25	0	0	25	1	125	0	126	**1**	0	3	4	365
05:15 PM	5	190	29	**224**	25	0	0	25	**3**	**135**	**2**	**140**	0	0	3	3	**392**
05:30 PM	3	179	**30**	212	28	0	0	28	1	121	1	123	0	0	1	1	364
05:45 PM	**7**	**194**	23	224	**35**	0	**1**	**36**	1	122	0	123	0	0	**7**	**7**	390
Total Volume	18	745	107	870	113	0	1	114	6	503	3	512	1	0	14	15	1511
% App. Total	2.1	85.6	12.3		99.1	0	0.9		1.2	98.2	0.6		6.7	0	93.3		
PHF	.643	.960	.892	.971	.807	.000	.250	.792	.500	.931	.375	.914	.250	.000	.500	.536	.964

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File Name : 6-5th St and pinehurst Ct AM
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Groups Printed- Car

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	19	0	0	19	0	0	0	0	0	49	0	0	49	68
06:15 AM	17	0	0	17	0	0	0	0	0	86	0	0	86	103
06:30 AM	36	0	0	36	2	1	0	3	2	106	0	0	108	147
06:45 AM	45	0	0	45	2	0	0	2	0	131	0	0	131	178
Total	117	0	0	117	4	1	0	5	2	372	0	0	374	496
07:00 AM	57	1	0	58	0	0	0	0	0	129	1	0	130	188
07:15 AM	86	0	0	86	0	0	0	0	0	193	0	0	193	279
07:30 AM	106	0	0	106	1	0	0	1	0	276	0	0	276	383
07:45 AM	157	1	0	158	1	0	0	1	1	244	0	0	245	404
Total	406	2	0	408	2	0	0	2	1	842	1	0	844	1254
08:00 AM	146	2	0	148	1	0	0	1	0	230	0	0	230	379
08:15 AM	165	0	0	165	3	0	0	3	0	242	0	0	242	410
08:30 AM	110	1	0	111	1	0	0	1	0	250	1	0	251	363
08:45 AM	102	2	0	104	4	1	0	5	0	201	0	0	201	310
Total	523	5	0	528	9	1	0	10	0	923	1	0	924	1462
Grand Total	1046	7	0	1053	15	2	0	17	3	2137	2	0	2142	3212
Apprch %	99.3	0.7	0		88.2	11.8	0		0.1	99.8	0.1	0		
Total %	32.6	0.2	0	32.8	0.5	0.1	0	0.5	0.1	66.5	0.1	0	66.7	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	106	0	106	1	0	1	0	**276**	0	**276**	383
07:45 AM	157	1	158	1	0	1	**1**	244	0	245	404
08:00 AM	146	**2**	148	1	0	1	0	230	0	230	379
08:15 AM	**165**	0	**165**	**3**	0	**3**	0	242	0	242	**410**
Total Volume	574	3	577	6	0	6	1	992	0	993	1576
% App. Total	99.5	0.5		100	0		0.1	99.9	0		
PHF	.870	.375	.874	.500	.000	.500	.250	.899	.000	.899	.961

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File Name : 6-5th St and pinehurst Ct AM
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Groups Printed- Truck

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
06:45 AM	3	0	0	3	1	0	0	1	0	5	0	0	5	9
Total	8	0	0	8	1	0	0	1	0	5	0	0	5	14
07:00 AM	9	0	0	9	0	0	0	0	0	3	0	0	3	12
07:15 AM	5	0	0	5	1	0	0	1	1	10	0	0	11	17
07:30 AM	7	0	0	7	0	0	0	0	0	5	0	0	5	12
07:45 AM	6	1	0	7	0	0	0	0	0	2	0	0	2	9
Total	27	1	0	28	1	0	0	1	1	20	0	0	21	50
08:00 AM	7	0	0	7	0	0	0	0	0	4	0	0	4	11
08:15 AM	12	0	0	12	0	0	0	0	0	7	0	0	7	19
08:30 AM	7	0	0	7	0	0	0	0	1	10	0	0	11	18
08:45 AM	5	0	0	5	1	0	0	1	0	5	0	0	5	11
Total	31	0	0	31	1	0	0	1	1	26	0	0	27	59
Grand Total	66	1	0	67	3	0	0	3	2	51	0	0	53	123
Apprch %	98.5	1.5	0		100	0	0		3.8	96.2	0	0		
Total %	53.7	0.8	0	54.5	2.4	0	0	2.4	1.6	41.5	0	0	43.1	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	7	0	7	0	0	0	0	4	0	4	11
08:15 AM	**12**	0	**12**	0	0	0	0	7	0	7	**19**
08:30 AM	7	0	7	0	0	0	**1**	**10**	0	**11**	18
08:45 AM	5	0	5	**1**	0	**1**	0	5	0	5	11
Total Volume	31	0	31	1	0	1	1	26	0	27	59
% App. Total	100	0		100	0		3.7	96.3	0		
PHF	.646	.000	.646	.250	.000	.250	.250	.650	.000	.614	.776

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File Name : 6-5th St and pinehurst Ct AM
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Groups Printed- Combined

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	19	0	0	19	0	0	0	0	0	49	0	0	49	68
06:15 AM	17	0	0	17	0	0	0	0	0	86	0	0	86	103
06:30 AM	41	0	0	41	2	1	0	3	2	106	0	0	108	152
06:45 AM	48	0	0	48	3	0	0	3	0	136	0	0	136	187
Total	125	0	0	125	5	1	0	6	2	377	0	0	379	510
07:00 AM	66	1	0	67	0	0	0	0	0	132	1	0	133	200
07:15 AM	91	0	0	91	1	0	0	1	1	203	0	0	204	296
07:30 AM	113	0	0	113	1	0	0	1	0	281	0	0	281	395
07:45 AM	163	2	0	165	1	0	0	1	1	246	0	0	247	413
Total	433	3	0	436	3	0	0	3	2	862	1	0	865	1304
08:00 AM	153	2	0	155	1	0	0	1	0	234	0	0	234	390
08:15 AM	177	0	0	177	3	0	0	3	0	249	0	0	249	429
08:30 AM	117	1	0	118	1	0	0	1	1	260	1	0	262	381
08:45 AM	107	2	0	109	5	1	0	6	0	206	0	0	206	321
Total	554	5	0	559	10	1	0	11	1	949	1	0	951	1521
Grand Total	1112	8	0	1120	18	2	0	20	5	2188	2	0	2195	3335
Apprch %	99.3	0.7	0		90	10	0		0.2	99.7	0.1	0		
Total %	33.3	0.2	0	33.6	0.5	0.1	0	0.6	0.1	65.6	0.1	0	65.8	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	113	0	113	1	0	1	0	**281**	0	**281**	395
07:45 AM	163	**2**	165	1	0	1	**1**	246	0	247	413
08:00 AM	153	2	155	1	0	1	0	234	0	234	390
08:15 AM	**177**	0	**177**	**3**	0	**3**	0	249	0	249	**429**
Total Volume	606	4	610	6	0	6	1	1010	0	1011	1627
% App. Total	99.3	0.7		100	0		0.1	99.9	0		
PHF	.856	.500	.862	.500	.000	.500	.250	.899	.000	.899	.948

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File Name : 6-5th St and pinehurst Ct PM
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Groups Printed- Car

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	169	1	0	170	1	0	0	1	0	141	0	0	141	312
04:15 PM	185	1	0	186	0	0	0	0	2	153	0	0	155	341
04:30 PM	195	2	0	197	2	0	0	2	0	158	0	0	158	357
04:45 PM	176	2	0	178	2	1	0	3	0	129	0	0	129	310
Total	725	6	0	731	5	1	0	6	2	581	0	0	583	1320
05:00 PM	198	1	0	199	2	0	0	2	0	156	0	0	156	357
05:15 PM	220	5	0	225	0	0	0	0	0	158	1	0	159	384
05:30 PM	210	2	0	212	1	0	0	1	0	148	0	0	148	361
05:45 PM	211	0	0	211	0	0	0	0	0	164	0	0	164	375
Total	839	8	0	847	3	0	0	3	0	626	1	0	627	1477
06:00 PM	180	1	0	181	1	0	0	1	1	158	0	0	159	341
06:15 PM	154	1	0	155	2	0	0	2	1	142	0	0	143	300
06:30 PM	174	1	0	175	1	1	0	2	0	119	0	0	119	296
06:45 PM	161	1	0	162	3	0	0	3	0	97	0	0	97	262
Total	669	4	0	673	7	1	0	8	2	516	0	0	518	1199
Grand Total	2233	18	0	2251	15	2	0	17	4	1723	1	0	1728	3996
Apprch %	99.2	0.8	0		88.2	11.8	0		0.2	99.7	0.1	0		
Total %	55.9	0.5	0	56.3	0.4	0.1	0	0.4	0.1	43.1	0	0	43.2	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	198	1	199	**2**	0	**2**	0	156	0	156	357
05:15 PM	**220**	**5**	**225**	0	0	0	0	158	**1**	159	**384**
05:30 PM	210	2	212	1	0	1	0	148	0	148	361
05:45 PM	211	0	211	0	0	0	0	**164**	0	**164**	375
Total Volume	839	8	847	3	0	3	0	626	1	627	1477
% App. Total	99.1	0.9		100	0		0	99.8	0.2		
PHF	.953	.400	.941	.375	.000	.375	.000	.954	.250	.956	.962

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File Name : 6-5th St and pinehurst Ct PM
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Groups Printed- Truck

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	0	0	7	0	0	0	0	0	3	0	0	3	10
04:15 PM	8	0	0	8	0	0	0	0	0	5	0	0	5	13
04:30 PM	4	0	0	4	0	0	0	0	0	5	0	0	5	9
04:45 PM	2	0	0	2	0	0	0	0	0	5	0	0	5	7
Total	21	0	0	21	0	0	0	0	0	18	0	0	18	39
05:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	5	0	0	5	0	0	0	0	0	3	0	0	3	8
06:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
06:15 PM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
06:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
06:45 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	6	0	0	6	0	0	0	0	0	4	0	0	4	10
Grand Total	32	0	0	32	0	0	0	0	0	25	0	0	25	57
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	56.1	0	0	56.1	0	0	0	0	0	43.9	0	0	43.9	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	7	0	7	0	0	0	0	3	0	3	10
04:15 PM	**8**	0	**8**	0	0	0	0	**5**	0	**5**	**13**
04:30 PM	4	0	4	0	0	0	0	5	0	5	9
04:45 PM	2	0	2	0	0	0	0	5	0	5	7
Total Volume	21	0	21	0	0	0	0	18	0	18	39
% App. Total	100	0		0	0		0	100	0		
PHF	.656	.000	.656	.000	.000	.000	.000	.900	.000	.900	.750

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Groups Printed- Combined

	5th St Southbound				Pinehurst Ct Westbound				5th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	176	1	0	177	1	0	0	1	0	144	0	0	144	322
04:15 PM	193	1	0	194	0	0	0	0	2	158	0	0	160	354
04:30 PM	199	2	0	201	2	0	0	2	0	163	0	0	163	366
04:45 PM	178	2	0	180	2	1	0	3	0	134	0	0	134	317
Total	746	6	0	752	5	1	0	6	2	599	0	0	601	1359
05:00 PM	200	1	0	201	2	0	0	2	0	156	0	0	156	359
05:15 PM	220	5	0	225	0	0	0	0	0	159	1	0	160	385
05:30 PM	213	2	0	215	1	0	0	1	0	149	0	0	149	365
05:45 PM	211	0	0	211	0	0	0	0	0	165	0	0	165	376
Total	844	8	0	852	3	0	0	3	0	629	1	0	630	1485
06:00 PM	181	1	0	182	1	0	0	1	1	158	0	0	159	342
06:15 PM	156	1	0	157	2	0	0	2	1	144	0	0	145	304
06:30 PM	175	1	0	176	1	1	0	2	0	120	0	0	120	298
06:45 PM	163	1	0	164	3	0	0	3	0	98	0	0	98	265
Total	675	4	0	679	7	1	0	8	2	520	0	0	522	1209
Grand Total	2265	18	0	2283	15	2	0	17	4	1748	1	0	1753	4053
Apprch %	99.2	0.8	0		88.2	11.8	0		0.2	99.7	0.1	0		
Total %	55.9	0.4	0	56.3	0.4	0	0	0.4	0.1	43.1	0	0	43.3	

	5th St Southbound			Pinehurst Ct Westbound			5th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	200	1	201	**2**	0	**2**	0	156	0	156	359
05:15 PM	**220**	**5**	**225**	0	0	0	0	159	**1**	160	**385**
05:30 PM	213	2	215	1	0	1	0	149	0	149	365
05:45 PM	211	0	211	0	0	0	0	**165**	0	**165**	376
Total Volume	844	8	852	3	0	3	0	629	1	630	1485
% App. Total	99.1	0.9		100	0		0	99.8	0.2		
PHF	.959	.400	.947	.375	.000	.375	.000	.953	.250	.955	.964

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Groups Printed- Car

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	15	11	0	26	0	0	0	0	0	10	37	0	0	47	5	0	36	0	41	114
06:15 AM	0	13	12	0	25	0	0	0	0	0	22	64	0	0	86	6	0	60	0	66	177
06:30 AM	0	25	21	0	46	0	0	0	0	0	26	82	0	0	108	11	0	63	0	74	228
06:45 AM	0	33	34	0	67	0	0	0	0	0	35	97	0	0	132	18	0	87	0	105	304
Total	0	86	78	0	164	0	0	0	0	0	93	280	0	0	373	40	0	246	0	286	823
07:00 AM	0	36	30	0	66	0	0	0	0	0	45	90	0	0	135	21	1	68	0	90	291
07:15 AM	0	49	28	0	77	0	0	0	0	0	48	140	0	0	188	37	0	92	0	129	394
07:30 AM	0	64	42	0	106	0	0	0	0	0	58	200	0	0	258	44	0	127	0	171	535
07:45 AM	0	117	57	0	174	0	0	0	0	0	71	211	0	0	282	54	0	101	0	155	611
Total	0	266	157	0	423	0	0	0	0	0	222	641	0	0	863	156	1	388	0	545	1831
08:00 AM	0	104	50	0	154	0	1	0	0	1	55	177	0	0	232	59	0	124	0	183	570
08:15 AM	0	109	61	0	170	0	0	0	0	0	55	194	0	0	249	66	0	107	0	173	592
08:30 AM	0	73	50	0	123	0	0	0	0	0	69	200	0	0	269	41	0	111	0	152	544
08:45 AM	0	73	30	0	103	0	0	0	0	0	67	145	0	0	212	36	0	101	0	137	452
Total	0	359	191	0	550	0	1	0	0	1	246	716	0	0	962	202	0	443	0	645	2158
Grand Total	0	711	426	0	1137	0	1	0	0	1	561	1637	0	0	2198	398	1	1077	0	1476	4812
Apprch %	0	62.5	37.5	0		0	100	0	0		25.5	74.5	0	0		27	0.1	73	0		
Total %	0	14.8	8.9	0	23.6	0	0	0	0	0	11.7	34	0	0	45.7	8.3	0	22.4	0	30.7	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**117**	57	**174**	0	0	0	0	**71**	**211**	0	**282**	54	0	101	155	**611**
08:00 AM	0	104	50	154	0	**1**	0	**1**	55	177	0	232	59	0	**124**	**183**	570
08:15 AM	0	109	**61**	170	0	0	0	0	55	194	0	249	**66**	0	107	173	592
08:30 AM	0	73	50	123	0	0	0	0	69	200	0	269	41	0	111	152	544
Total Volume	0	403	218	621	0	1	0	1	250	782	0	1032	220	0	443	663	2317
% App. Total	0	64.9	35.1		0	100	0		24.2	75.8	0		33.2	0	66.8		
PHF	.000	.861	.893	.892	.000	.250	.000	.250	.880	.927	.000	.915	.833	.000	.893	.906	.948

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Groups Printed- Truck

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	5
06:30 AM	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7
06:45 AM	0	2	0	0	2	0	0	0	0	0	1	5	0	0	6	1	0	2	0	3	11
Total	0	7	3	0	10	0	0	0	0	0	1	6	0	0	7	2	0	5	0	7	24
07:00 AM	0	8	4	0	12	0	0	0	0	0	1	2	0	0	3	1	0	2	0	3	18
07:15 AM	0	3	3	0	6	0	0	0	0	0	5	5	0	0	10	2	0	2	0	4	20
07:30 AM	0	7	1	0	8	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	14
07:45 AM	0	5	3	0	8	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	12
Total	0	23	11	0	34	0	0	0	0	0	8	13	0	0	21	5	0	4	0	9	64
08:00 AM	0	6	3	0	9	0	0	0	0	0	1	3	0	0	4	3	0	1	0	4	17
08:15 AM	0	9	1	0	10	0	0	0	0	0	1	5	0	0	6	3	0	3	0	6	22
08:30 AM	0	4	2	0	6	0	0	0	0	0	5	6	0	0	11	3	0	1	0	4	21
08:45 AM	0	4	2	0	6	0	0	0	0	0	1	4	0	0	5	1	0	5	0	6	17
Total	0	23	8	0	31	0	0	0	0	0	8	18	0	0	26	10	0	10	0	20	77
Grand Total	0	53	22	0	75	0	0	0	0	0	17	37	0	0	54	17	0	19	0	36	165
Apprch %	0	70.7	29.3	0		0	0	0	0		31.5	68.5	0	0		47.2	0	52.8	0		
Total %	0	32.1	13.3	0	45.5	0	0	0	0	0	10.3	22.4	0	0	32.7	10.3	0	11.5	0	21.8	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	6	**3**	9	0	0	0	0	1	3	0	4	**3**	0	1	4	17
08:15 AM	0	**9**	1	**10**	0	0	0	0	1	5	0	6	3	0	3	**6**	**22**
08:30 AM	0	4	2	6	0	0	0	0	**5**	**6**	0	**11**	3	0	1	4	21
08:45 AM	0	4	2	6	0	0	0	0	1	4	0	5	1	0	**5**	6	17
Total Volume	0	23	8	31	0	0	0	0	8	18	0	26	10	0	10	20	77
% App. Total	0	74.2	25.8		0	0	0		30.8	69.2	0		50	0	50		
PHF	.000	.639	.667	.775	.000	.000	.000	.000	.400	.750	.000	.591	.833	.000	.500	.833	.875

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(800) 247-8602

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Groups Printed- Combined

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	15	12	0	27	0	0	0	0	0	10	37	0	0	47	5	0	36	0	41	115
06:15 AM	0	13	13	0	26	0	0	0	0	0	22	65	0	0	87	6	0	63	0	69	182
06:30 AM	0	30	22	0	52	0	0	0	0	0	26	82	0	0	108	12	0	63	0	75	235
06:45 AM	0	35	34	0	69	0	0	0	0	0	36	102	0	0	138	19	0	89	0	108	315
Total	0	93	81	0	174	0	0	0	0	0	94	286	0	0	380	42	0	251	0	293	847
07:00 AM	0	44	34	0	78	0	0	0	0	0	46	92	0	0	138	22	1	70	0	93	309
07:15 AM	0	52	31	0	83	0	0	0	0	0	53	145	0	0	198	39	0	94	0	133	414
07:30 AM	0	71	43	0	114	0	0	0	0	0	60	204	0	0	264	44	0	127	0	171	549
07:45 AM	0	122	60	0	182	0	0	0	0	0	71	213	0	0	284	56	0	101	0	157	623
Total	0	289	168	0	457	0	0	0	0	0	230	654	0	0	884	161	1	392	0	554	1895
08:00 AM	0	110	53	0	163	0	1	0	0	1	56	180	0	0	236	62	0	125	0	187	587
08:15 AM	0	118	62	0	180	0	0	0	0	0	56	199	0	0	255	69	0	110	0	179	614
08:30 AM	0	77	52	0	129	0	0	0	0	0	74	206	0	0	280	44	0	112	0	156	565
08:45 AM	0	77	32	0	109	0	0	0	0	0	68	149	0	0	217	37	0	106	0	143	469
Total	0	382	199	0	581	0	1	0	0	1	254	734	0	0	988	212	0	453	0	665	2235
Grand Total	0	764	448	0	1212	0	1	0	0	1	578	1674	0	0	2252	415	1	1096	0	1512	4977
Apprch %	0	63	37	0		0	100	0	0		25.7	74.3	0	0		27.4	0.1	72.5	0		
Total %	0	15.4	9	0	24.4	0	0	0	0	0	11.6	33.6	0	0	45.2	8.3	0	22	0	30.4	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**122**	60	**182**	0	0	0	0	71	**213**	0	**284**	56	0	101	157	**623**
08:00 AM	0	110	53	163	0	**1**	0	**1**	56	180	0	236	62	0	**125**	**187**	587
08:15 AM	0	118	**62**	180	0	0	0	0	56	199	0	255	**69**	0	110	179	614
08:30 AM	0	77	52	129	0	0	0	0	**74**	206	0	280	44	0	112	156	565
Total Volume	0	427	227	654	0	1	0	1	257	798	0	1055	231	0	448	679	2389
% App. Total	0	65.3	34.7		0	100	0		24.4	75.6	0		34	0	66		
PHF	.000	.875	.915	.898	.000	.250	.000	.250	.868	.937	.000	.929	.837	.000	.896	.908	.959

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(800) 247-8602

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Groups Printed- Car

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	125	68	0	193	0	0	0	0	0	32	111	0	0	143	43	0	99	0	142	478
04:15 PM	0	130	87	0	217	0	0	0	0	0	32	111	0	0	143	56	1	100	2	159	519
04:30 PM	0	145	91	0	236	0	0	0	0	0	46	118	0	0	164	49	0	88	0	137	537
04:45 PM	0	131	93	0	224	0	0	0	0	0	31	109	0	0	140	53	0	112	0	165	529
Total	0	531	339	0	870	0	0	0	0	0	141	449	0	0	590	201	1	399	2	603	2063
05:00 PM	0	147	89	0	236	0	0	0	0	0	41	117	0	0	158	63	1	122	0	186	580
05:15 PM	0	154	113	0	267	0	0	0	0	0	40	130	0	0	170	75	0	113	0	188	625
05:30 PM	0	142	89	0	231	0	0	0	0	0	25	129	0	0	154	71	0	105	0	176	561
05:45 PM	0	153	71	0	224	0	0	0	0	0	33	135	0	0	168	59	0	105	0	164	556
Total	0	596	362	0	958	0	0	0	0	0	139	511	0	0	650	268	1	445	0	714	2322
06:00 PM	0	127	76	0	203	0	0	0	0	0	29	139	0	0	168	52	0	88	0	140	511
06:15 PM	0	107	58	0	165	0	0	0	0	0	15	127	0	0	142	47	0	100	0	147	454
06:30 PM	0	140	50	0	190	0	0	0	0	0	21	99	0	0	120	41	0	64	0	105	415
06:45 PM	0	132	61	0	193	0	0	0	0	0	29	73	0	0	102	33	0	80	0	113	408
Total	0	506	245	0	751	0	0	0	0	0	94	438	0	0	532	173	0	332	0	505	1788
Grand Total	0	1633	946	0	2579	0	0	0	0	0	374	1398	0	0	1772	642	2	1176	2	1822	6173
Apprch %	0	63.3	36.7	0		0	0	0	0		21.1	78.9	0	0		35.2	0.1	64.5	0.1		
Total %	0	26.5	15.3	0	41.8	0	0	0	0	0	6.1	22.6	0	0	28.7	10.4	0	19.1	0	29.5	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	147	89	236	0	0	0	0	**41**	117	0	158	63	**1**	**122**	186	580
05:15 PM	0	**154**	**113**	**267**	0	0	0	0	40	130	0	**170**	**75**	0	113	**188**	**625**
05:30 PM	0	142	89	231	0	0	0	0	25	129	0	154	71	0	105	176	561
05:45 PM	0	153	71	224	0	0	0	0	33	**135**	0	168	59	0	105	164	556
Total Volume	0	596	362	958	0	0	0	0	139	511	0	650	268	1	445	714	2322
% App. Total	0	62.2	37.8		0	0	0		21.4	78.6	0		37.5	0.1	62.3		
PHF	.000	.968	.801	.897	.000	.000	.000	.000	.848	.946	.000	.956	.893	.250	.912	.949	.929

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Groups Printed- Truck

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	7	0	0	7	0	0	0	0	0	1	2	0	0	3	0	0	3	0	3	13
04:15 PM	0	8	0	0	8	0	0	0	0	0	2	3	0	0	5	1	0	4	0	5	18
04:30 PM	0	3	1	0	4	0	0	0	0	0	3	2	0	0	5	1	0	3	0	4	13
04:45 PM	0	2	2	0	4	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	10
Total	0	20	3	0	23	0	0	0	0	0	7	10	0	0	17	2	0	12	0	14	54
05:00 PM	0	2	2	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	11
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	6
Total	0	5	6	0	11	0	0	0	0	0	0	4	0	0	4	0	0	9	0	9	24
06:00 PM	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	4
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	0	5	3	0	8	0	0	0	0	0	1	3	0	0	4	0	0	2	0	2	14
Grand Total	0	30	12	0	42	0	0	0	0	0	8	17	0	0	25	2	0	23	0	25	92
Apprch %	0	71.4	28.6	0		0	0	0	0		32	68	0	0		8	0	92	0		
Total %	0	32.6	13	0	45.7	0	0	0	0	0	8.7	18.5	0	0	27.2	2.2	0	25	0	27.2	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	0	7	0	0	0	0	1	2	0	3	0	0	3	3	13
04:15 PM	0	**8**	0	**8**	0	0	0	0	2	**3**	0	**5**	**1**	0	**4**	**5**	**18**
04:30 PM	0	3	1	4	0	0	0	0	**3**	2	0	5	1	0	3	4	13
04:45 PM	0	2	**2**	4	0	0	0	0	1	3	0	4	0	0	2	2	10
Total Volume	0	20	3	23	0	0	0	0	7	10	0	17	2	0	12	14	54
% App. Total	0	87	13		0	0	0		41.2	58.8	0		14.3	0	85.7		
PHF	.000	.625	.375	.719	.000	.000	.000	.000	.583	.833	.000	.850	.500	.000	.750	.700	.750

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(800) 247-8602

File Name : 7-5th St and I-64 EB Ramps PM
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Groups Printed- Combined

	5th St Southbound					I-64 EB On Ramp Westbound					5th St Northbound					I-64 EB Off Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	132	68	0	200	0	0	0	0	0	33	113	0	0	146	43	0	102	0	145	491
04:15 PM	0	138	87	0	225	0	0	0	0	0	34	114	0	0	148	57	1	104	2	164	537
04:30 PM	0	148	92	0	240	0	0	0	0	0	49	120	0	0	169	50	0	91	0	141	550
04:45 PM	0	133	95	0	228	0	0	0	0	0	32	112	0	0	144	53	0	114	0	167	539
Total	0	551	342	0	893	0	0	0	0	0	148	459	0	0	607	203	1	411	2	617	2117
05:00 PM	0	149	91	0	240	0	0	0	0	0	41	118	0	0	159	63	1	122	0	186	585
05:15 PM	0	154	114	0	268	0	0	0	0	0	40	131	0	0	171	75	0	113	0	188	627
05:30 PM	0	145	90	0	235	0	0	0	0	0	25	130	0	0	155	71	0	111	0	182	572
05:45 PM	0	153	73	0	226	0	0	0	0	0	33	136	0	0	169	59	0	108	0	167	562
Total	0	601	368	0	969	0	0	0	0	0	139	515	0	0	654	268	1	454	0	723	2346
06:00 PM	0	128	78	0	206	0	0	0	0	0	29	139	0	0	168	52	0	89	0	141	515
06:15 PM	0	108	58	0	166	0	0	0	0	0	15	129	0	0	144	47	0	100	0	147	457
06:30 PM	0	141	51	0	192	0	0	0	0	0	22	99	0	0	121	41	0	65	0	106	419
06:45 PM	0	134	61	0	195	0	0	0	0	0	29	74	0	0	103	33	0	80	0	113	411
Total	0	511	248	0	759	0	0	0	0	0	95	441	0	0	536	173	0	334	0	507	1802
Grand Total	0	1663	958	0	2621	0	0	0	0	0	382	1415	0	0	1797	644	2	1199	2	1847	6265
Apprch %	0	63.4	36.6	0		0	0	0	0		21.3	78.7	0	0		34.9	0.1	64.9	0.1		
Total %	0	26.5	15.3	0	41.8	0	0	0	0	0	6.1	22.6	0	0	28.7	10.3	0	19.1	0	29.5	

	5th St Southbound				I-64 EB On Ramp Westbound				5th St Northbound				I-64 EB Off Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	149	91	240	0	0	0	0	**41**	118	0	159	63	**1**	**122**	186	585
05:15 PM	0	**154**	**114**	**268**	0	0	0	0	40	131	0	**171**	**75**	0	113	**188**	**627**
05:30 PM	0	145	90	235	0	0	0	0	25	130	0	155	71	0	111	182	572
05:45 PM	0	153	73	226	0	0	0	0	33	**136**	0	169	59	0	108	167	562
Total Volume	0	601	368	969	0	0	0	0	139	515	0	654	268	1	454	723	2346
% App. Total	0	62	38		0	0	0		21.3	78.7	0		37.1	0.1	62.8		
PHF	.000	.976	.807	.904	.000	.000	.000	.000	.848	.947	.000	.956	.893	.250	.930	.961	.935

Peggy Malone & Associates
(800) 247-8602

File Name : 8-5th St and I-64 WB Ramps AM
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Groups Printed- Car

	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	19	22	0	0	41	31	0	3	0	34	0	60	17	0	77	0	0	0	0	0	152
06:15 AM	25	22	0	0	47	58	0	6	0	64	0	93	27	0	120	0	0	0	0	0	231
06:30 AM	45	49	0	0	94	66	0	2	0	68	0	107	40	0	147	0	0	0	0	0	309
06:45 AM	60	51	0	0	111	64	0	13	0	77	0	141	41	0	182	0	0	0	0	0	370
Total	149	144	0	0	293	219	0	24	0	243	0	401	125	0	526	0	0	0	0	0	1062
07:00 AM	66	52	0	0	118	53	0	22	0	75	0	122	34	0	156	0	0	0	0	0	349
07:15 AM	90	49	0	0	139	89	0	23	0	112	0	158	60	0	218	0	0	0	0	0	469
07:30 AM	79	79	0	0	158	111	1	31	0	143	0	235	92	0	327	0	0	0	0	0	628
07:45 AM	99	133	0	0	232	98	0	48	0	146	0	247	76	0	323	0	0	0	0	0	701
Total	334	313	0	0	647	351	1	124	0	476	0	762	262	0	1024	0	0	0	0	0	2147
08:00 AM	96	121	0	0	217	101	0	47	0	148	0	212	76	0	288	0	0	0	0	0	653
08:15 AM	116	130	0	0	246	94	0	41	0	135	0	220	85	0	305	0	0	0	0	0	686
08:30 AM	96	93	0	0	189	85	0	24	0	109	0	232	66	0	298	1	0	0	0	1	597
08:45 AM	56	78	0	0	134	95	6	25	0	126	0	208	54	0	262	0	0	0	0	0	522
Total	364	422	0	0	786	375	6	137	0	518	0	872	281	0	1153	1	0	0	0	1	2458
Grand Total	847	879	0	0	1726	945	7	285	0	1237	0	2035	668	0	2703	1	0	0	0	1	5667
Apprch %	49.1	50.9	0	0		76.4	0.6	23	0		0	75.3	24.7	0		100	0	0	0		
Total %	14.9	15.5	0	0	30.5	16.7	0.1	5	0	21.8	0	35.9	11.8	0	47.7	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	79	79	0	158	**111**	**1**	31	143	0	235	**92**	**327**	0	0	0	0	628
07:45 AM	99	**133**	0	232	98	0	**48**	146	0	**247**	76	323	0	0	0	0	**701**
08:00 AM	96	121	0	217	101	0	47	**148**	0	212	76	288	0	0	0	0	653
08:15 AM	**116**	130	0	**246**	94	0	41	135	0	220	85	305	0	0	0	0	686
Total Volume	390	463	0	853	404	1	167	572	0	914	329	1243	0	0	0	0	2668
% App. Total	45.7	54.3	0		70.6	0.2	29.2		0	73.5	26.5		0	0	0		
PHF	.841	.870	.000	.867	.910	.250	.870	.966	.000	.925	.894	.950	.000	.000	.000	.000	.951

Peggy Malone & Associates
(800) 247-8602

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Groups Printed- Truck

	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	2	1	0	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
06:30 AM	1	3	0	0	4	5	0	2	0	7	0	0	0	0	0	0	0	0	0	0	11
06:45 AM	4	1	0	0	5	3	0	1	0	4	0	6	1	0	7	0	0	0	0	0	16
Total	8	7	0	0	15	10	0	3	0	13	0	10	1	0	11	0	0	0	0	0	39
07:00 AM	2	8	0	0	10	2	0	3	0	5	0	3	1	0	4	0	0	0	0	0	19
07:15 AM	4	4	0	0	8	3	0	2	0	5	0	6	1	0	7	0	0	0	0	0	20
07:30 AM	5	6	0	0	11	1	0	3	0	4	0	4	0	0	4	0	0	0	0	0	19
07:45 AM	5	6	0	0	11	7	0	2	0	9	0	1	1	0	2	0	0	0	0	0	22
Total	16	24	0	0	40	13	0	10	0	23	0	14	3	0	17	0	0	0	0	0	80
08:00 AM	5	4	0	0	9	5	0	3	0	8	0	1	3	0	4	0	0	0	0	0	21
08:15 AM	6	7	0	0	13	4	0	2	0	6	0	6	1	0	7	0	0	0	0	0	26
08:30 AM	3	3	0	0	6	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	15
08:45 AM	11	4	0	0	15	3	1	1	0	5	0	8	1	0	9	0	0	0	0	0	29
Total	25	18	0	0	43	13	1	7	0	21	0	22	5	0	27	0	0	0	0	0	91
Grand Total	49	49	0	0	98	36	1	20	0	57	0	46	9	0	55	0	0	0	0	0	210
Apprch %	50	50	0	0		63.2	1.8	35.1	0		0	83.6	16.4	0		0	0	0	0		
Total %	23.3	23.3	0	0	46.7	17.1	0.5	9.5	0	27.1	0	21.9	4.3	0	26.2	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	5	4	0	9	**5**	0	**3**	**8**	0	1	**3**	4	0	0	0	0	21
08:15 AM	6	**7**	0	13	4	0	2	6	0	6	1	7	0	0	0	0	26
08:30 AM	3	3	0	6	1	0	1	2	0	7	0	7	0	0	0	0	15
08:45 AM	**11**	4	0	**15**	3	**1**	1	5	0	**8**	1	**9**	0	0	0	0	**29**
Total Volume	25	18	0	43	13	1	7	21	0	22	5	27	0	0	0	0	91
% App. Total	58.1	41.9	0		61.9	4.8	33.3		0	81.5	18.5		0	0	0		
PHF	.568	.643	.000	.717	.650	.250	.583	.656	.000	.688	.417	.750	.000	.000	.000	.000	.784

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	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	21	23	0	0	44	33	0	3	0	36	0	60	17	0	77	0	0	0	0	0	157
06:15 AM	26	24	0	0	50	58	0	6	0	64	0	97	27	0	124	0	0	0	0	0	238
06:30 AM	46	52	0	0	98	71	0	4	0	75	0	107	40	0	147	0	0	0	0	0	320
06:45 AM	64	52	0	0	116	67	0	14	0	81	0	147	42	0	189	0	0	0	0	0	386
Total	157	151	0	0	308	229	0	27	0	256	0	411	126	0	537	0	0	0	0	0	1101
07:00 AM	68	60	0	0	128	55	0	25	0	80	0	125	35	0	160	0	0	0	0	0	368
07:15 AM	94	53	0	0	147	92	0	25	0	117	0	164	61	0	225	0	0	0	0	0	489
07:30 AM	84	85	0	0	169	112	1	34	0	147	0	239	92	0	331	0	0	0	0	0	647
07:45 AM	104	139	0	0	243	105	0	50	0	155	0	248	77	0	325	0	0	0	0	0	723
Total	350	337	0	0	687	364	1	134	0	499	0	776	265	0	1041	0	0	0	0	0	2227
08:00 AM	101	125	0	0	226	106	0	50	0	156	0	213	79	0	292	0	0	0	0	0	674
08:15 AM	122	137	0	0	259	98	0	43	0	141	0	226	86	0	312	0	0	0	0	0	712
08:30 AM	99	96	0	0	195	86	0	25	0	111	0	239	66	0	305	1	0	0	0	1	612
08:45 AM	67	82	0	0	149	98	7	26	0	131	0	216	55	0	271	0	0	0	0	0	551
Total	389	440	0	0	829	388	7	144	0	539	0	894	286	0	1180	1	0	0	0	1	2549
Grand Total	896	928	0	0	1824	981	8	305	0	1294	0	2081	677	0	2758	1	0	0	0	1	5877
Apprch %	49.1	50.9	0	0		75.8	0.6	23.6	0		0	75.5	24.5	0		100	0	0	0		
Total %	15.2	15.8	0	0	31	16.7	0.1	5.2	0	22	0	35.4	11.5	0	46.9	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	84	85	0	169	**112**	**1**	34	147	0	239	**92**	**331**	0	0	0	0	647
07:45 AM	104	**139**	0	243	105	0	**50**	155	0	**248**	77	325	0	0	0	0	**723**
08:00 AM	101	125	0	226	106	0	50	**156**	0	213	79	292	0	0	0	0	674
08:15 AM	**122**	137	0	**259**	98	0	43	141	0	226	86	312	0	0	0	0	712
Total Volume	411	486	0	897	421	1	177	599	0	926	334	1260	0	0	0	0	2756
% App. Total	45.8	54.2	0		70.3	0.2	29.5		0	73.5	26.5		0	0	0		
PHF	.842	.874	.000	.866	.940	.250	.885	.960	.000	.933	.908	.952	.000	.000	.000	.000	.953

Peggy Malone & Associates
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Groups Printed- Car

	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	118	164	0	0	282	63	0	25	0	88	0	167	39	0	206	0	0	0	0	0	576
04:15 PM	142	194	0	0	336	58	0	34	0	92	0	151	57	0	208	0	0	0	0	0	636
04:30 PM	144	209	0	0	353	64	0	26	0	90	0	157	53	0	210	0	0	0	0	0	653
04:45 PM	122	181	0	0	303	70	0	49	0	119	0	189	41	0	230	0	0	0	0	0	652
Total	526	748	0	0	1274	255	0	134	0	389	0	664	190	0	854	0	0	0	0	0	2517
05:00 PM	194	199	0	0	393	88	0	45	0	133	0	181	41	0	222	0	0	0	0	0	748
05:15 PM	135	227	0	0	362	87	0	41	0	128	0	213	37	0	250	0	0	0	0	0	740
05:30 PM	158	201	0	0	359	66	0	39	0	105	0	185	49	0	234	0	0	0	0	0	698
05:45 PM	132	182	0	0	314	61	0	38	0	99	0	185	53	0	238	0	0	0	0	0	651
Total	619	809	0	0	1428	302	0	163	0	465	0	764	180	0	944	0	0	0	0	0	2837
06:00 PM	101	171	0	0	272	62	0	39	0	101	0	196	40	0	236	0	0	0	0	0	609
06:15 PM	97	148	0	0	245	48	0	20	0	68	0	180	40	0	220	0	0	0	0	0	533
06:30 PM	85	147	0	0	232	47	0	32	0	79	0	141	23	0	164	0	0	0	0	0	475
06:45 PM	88	168	0	0	256	53	0	22	0	75	0	127	27	0	154	0	0	0	0	0	485
Total	371	634	0	0	1005	210	0	113	0	323	0	644	130	0	774	0	0	0	0	0	2102
Grand Total	1516	2191	0	0	3707	767	0	410	0	1177	0	2072	500	0	2572	0	0	0	0	0	7456
Apprch %	40.9	59.1	0	0		65.2	0	34.8	0		0	80.6	19.4	0		0	0	0	0		
Total %	20.3	29.4	0	0	49.7	10.3	0	5.5	0	15.8	0	27.8	6.7	0	34.5	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	122	181	0	303	70	0	**49**	119	0	189	41	230	0	0	0	0	652
05:00 PM	**194**	199	0	**393**	**88**	0	45	**133**	0	181	41	222	0	0	0	0	**748**
05:15 PM	135	**227**	0	362	87	0	41	128	0	**213**	37	**250**	0	0	0	0	740
05:30 PM	158	201	0	359	66	0	39	105	0	185	**49**	234	0	0	0	0	698
Total Volume	609	808	0	1417	311	0	174	485	0	768	168	936	0	0	0	0	2838
% App. Total	43	57	0		64.1	0	35.9		0	82.1	17.9		0	0	0		
PHF	.785	.890	.000	.901	.884	.000	.888	.912	.000	.901	.857	.936	.000	.000	.000	.000	.949

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Groups Printed- Truck

	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	2	0	0	10	2	0	5	0	7	0	4	1	0	5	0	0	0	0	0	22
04:15 PM	2	6	0	0	8	1	0	1	0	2	0	5	1	0	6	0	0	0	0	0	16
04:30 PM	1	3	0	0	4	1	0	0	0	1	0	3	1	0	4	0	0	0	0	0	9
04:45 PM	2	4	0	0	6	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	12
Total	13	15	0	0	28	4	0	6	0	10	0	16	5	0	21	0	0	0	0	0	59
05:00 PM	1	3	0	0	4	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	6
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
05:45 PM	1	2	0	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
Total	2	9	0	0	11	1	0	1	0	2	0	13	0	0	13	0	0	0	0	0	26
06:00 PM	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
06:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:45 PM	1	2	0	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
Total	2	8	0	0	10	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	17
Grand Total	17	32	0	0	49	7	0	7	0	14	0	34	5	0	39	0	0	0	0	0	102
Apprch %	34.7	65.3	0	0		50	0	50	0		0	87.2	12.8	0		0	0	0	0		
Total %	16.7	31.4	0	0	48	6.9	0	6.9	0	13.7	0	33.3	4.9	0	38.2	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**8**	2	0	**10**	**2**	0	**5**	**7**	0	4	1	5	0	0	0	0	**22**
04:15 PM	2	**6**	0	8	1	0	1	2	0	**5**	1	**6**	0	0	0	0	16
04:30 PM	1	3	0	4	1	0	0	1	0	3	1	4	0	0	0	0	9
04:45 PM	2	4	0	6	0	0	0	0	0	4	**2**	6	0	0	0	0	12
Total Volume	13	15	0	28	4	0	6	10	0	16	5	21	0	0	0	0	59
% App. Total	46.4	53.6	0		40	0	60		0	76.2	23.8		0	0	0		
PHF	.406	.625	.000	.700	.500	.000	.300	.357	.000	.800	.625	.875	.000	.000	.000	.000	.670

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	5th St Southbound					I-64 WB Off Ramp Westbound					5th St Northbound					I-64 WB On Ramp Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	126	166	0	0	292	65	0	30	0	95	0	171	40	0	211	0	0	0	0	0	598
04:15 PM	144	200	0	0	344	59	0	35	0	94	0	156	58	0	214	0	0	0	0	0	652
04:30 PM	145	212	0	0	357	65	0	26	0	91	0	160	54	0	214	0	0	0	0	0	662
04:45 PM	124	185	0	0	309	70	0	49	0	119	0	193	43	0	236	0	0	0	0	0	664
Total	539	763	0	0	1302	259	0	140	0	399	0	680	195	0	875	0	0	0	0	0	2576
05:00 PM	195	202	0	0	397	88	0	46	0	134	0	182	41	0	223	0	0	0	0	0	754
05:15 PM	135	228	0	0	363	87	0	41	0	128	0	214	37	0	251	0	0	0	0	0	742
05:30 PM	158	204	0	0	362	66	0	39	0	105	0	192	49	0	241	0	0	0	0	0	708
05:45 PM	133	184	0	0	317	62	0	38	0	100	0	189	53	0	242	0	0	0	0	0	659
Total	621	818	0	0	1439	303	0	164	0	467	0	777	180	0	957	0	0	0	0	0	2863
06:00 PM	101	174	0	0	275	63	0	39	0	102	0	197	40	0	237	0	0	0	0	0	614
06:15 PM	98	149	0	0	247	48	0	20	0	68	0	182	40	0	222	0	0	0	0	0	537
06:30 PM	85	149	0	0	234	47	0	32	0	79	0	142	23	0	165	0	0	0	0	0	478
06:45 PM	89	170	0	0	259	54	0	22	0	76	0	128	27	0	155	0	0	0	0	0	490
Total	373	642	0	0	1015	212	0	113	0	325	0	649	130	0	779	0	0	0	0	0	2119
Grand Total	1533	2223	0	0	3756	774	0	417	0	1191	0	2106	505	0	2611	0	0	0	0	0	7558
Apprch %	40.8	59.2	0	0		65	0	35	0		0	80.7	19.3	0		0	0	0	0		
Total %	20.3	29.4	0	0	49.7	10.2	0	5.5	0	15.8	0	27.9	6.7	0	34.5	0	0	0	0	0	

	5th St Southbound				I-64 WB Off Ramp Westbound				5th St Northbound				I-64 WB On Ramp Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	124	185	0	309	70	0	**49**	119	0	193	43	236	0	0	0	0	664
05:00 PM	**195**	202	0	**397**	**88**	0	46	**134**	0	182	41	223	0	0	0	0	**754**
05:15 PM	135	**228**	0	363	87	0	41	128	0	**214**	37	**251**	0	0	0	0	742
05:30 PM	158	204	0	362	66	0	39	105	0	192	**49**	241	0	0	0	0	708
Total Volume	612	819	0	1431	311	0	175	486	0	781	170	951	0	0	0	0	2868
% App. Total	42.8	57.2	0		64	0	36		0	82.1	17.9		0	0	0		
PHF	.785	.898	.000	.901	.884	.000	.893	.907	.000	.912	.867	.947	.000	.000	.000	.000	.951

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Groups Printed- Car

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	38	0	0	38	0	0	0	0	0	4	88	0	0	92	0	0	0	0	0	130
06:15 AM	0	46	8	0	54	5	0	1	0	6	8	142	0	0	150	0	0	0	0	0	210
06:30 AM	0	95	6	0	101	2	0	1	0	3	18	154	0	0	172	0	0	0	0	0	276
06:45 AM	3	111	4	0	118	4	0	1	0	5	24	183	0	0	207	0	0	0	0	0	330
Total	3	290	18	0	311	11	0	3	0	14	54	567	0	0	621	0	0	0	0	0	946
07:00 AM	1	116	5	0	122	10	0	3	0	13	9	166	1	0	176	0	0	0	0	0	311
07:15 AM	0	145	6	0	151	4	0	0	0	4	0	254	0	0	254	0	0	0	0	0	409
07:30 AM	0	154	10	1	165	10	0	0	0	10	2	339	1	0	342	0	0	0	0	0	517
07:45 AM	0	228	8	0	236	5	0	0	0	5	1	347	1	0	349	0	0	0	0	0	590
Total	1	643	29	1	674	29	0	3	0	32	12	1106	3	0	1121	0	0	0	0	0	1827
08:00 AM	1	207	8	0	216	31	0	12	0	43	2	314	3	0	319	0	0	0	0	0	578
08:15 AM	0	234	9	0	243	17	0	12	0	29	3	299	7	0	309	0	0	0	0	0	581
08:30 AM	4	192	11	0	207	1	0	1	0	2	1	313	5	0	319	1	0	0	0	1	529
08:45 AM	0	149	14	0	163	3	0	2	0	5	1	299	4	0	304	0	0	0	0	0	472
Total	5	782	42	0	829	52	0	27	0	79	7	1225	19	0	1251	1	0	0	0	1	2160
Grand Total	9	1715	89	1	1814	92	0	33	0	125	73	2898	22	0	2993	1	0	0	0	1	4933
Apprch %	0.5	94.5	4.9	0.1		73.6	0	26.4	0		2.4	96.8	0.7	0		100	0	0	0		
Total %	0.2	34.8	1.8	0	36.8	1.9	0	0.7	0	2.5	1.5	58.7	0.4	0	60.7	0	0	0	0	0	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	228	8	236	5	0	0	5	1	**347**	1	**349**	0	0	0	0	**590**
08:00 AM	1	207	8	216	**31**	0	**12**	**43**	2	314	3	319	0	0	0	0	578
08:15 AM	0	**234**	9	**243**	17	0	12	29	**3**	299	**7**	309	0	0	0	0	581
08:30 AM	**4**	192	**11**	207	1	0	1	2	1	313	5	319	**1**	0	0	**1**	529
Total Volume	5	861	36	902	54	0	25	79	7	1273	16	1296	1	0	0	1	2278
% App. Total	0.6	95.5	4		68.4	0	31.6		0.5	98.2	1.2		100	0	0		
PHF	.313	.920	.818	.928	.435	.000	.521	.459	.583	.917	.571	.928	.250	.000	.000	.250	.965

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Groups Printed- Truck

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	6
06:15 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
06:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
06:45 AM	0	6	0	0	6	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	15
Total	0	17	0	0	17	0	0	0	0	0	1	19	0	0	20	0	0	0	0	0	37
07:00 AM	0	8	0	0	8	2	0	1	0	3	0	4	0	0	4	0	0	0	0	0	15
07:15 AM	0	7	0	0	7	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	19
07:30 AM	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
07:45 AM	0	11	0	0	11	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	21
Total	0	37	0	0	37	3	0	2	0	5	0	30	0	0	30	0	0	0	0	0	72
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
08:15 AM	0	11	0	0	11	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	22
08:30 AM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
08:45 AM	0	13	1	0	14	1	0	1	0	2	0	11	0	0	11	0	0	0	0	0	27
Total	0	39	1	0	40	2	0	1	0	3	0	34	0	0	34	0	0	0	0	0	77
Grand Total	0	93	1	0	94	5	0	3	0	8	1	83	0	0	84	0	0	0	0	0	186
Apprch %	0	98.9	1.1	0		62.5	0	37.5	0		1.2	98.8	0	0		0	0	0	0		
Total %	0	50	0.5	0	50.5	2.7	0	1.6	0	4.3	0.5	44.6	0	0	45.2	0	0	0	0	0	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
08:15 AM	0	11	0	11	**1**	0	0	1	0	10	0	10	0	0	0	0	22
08:30 AM	0	6	0	6	0	0	0	0	0	8	0	8	0	0	0	0	14
08:45 AM	0	**13**	**1**	**14**	1	0	**1**	**2**	0	**11**	0	**11**	0	0	0	0	**27**
Total Volume	0	39	1	40	2	0	1	3	0	34	0	34	0	0	0	0	77
% App. Total	0	97.5	2.5		66.7	0	33.3		0	100	0		0	0	0		
PHF	.000	.750	.250	.714	.500	.000	.250	.375	.000	.773	.000	.773	.000	.000	.000	.000	.713

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	5th St Southbound					Bent Creek Rd Westbound					5th St Northbound					Christian Aid Ent/Exit Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	41	0	0	41	0	0	0	0	0	4	91	0	0	95	0	0	0	0	0	136
06:15 AM	0	50	8	0	58	5	0	1	0	6	8	146	0	0	154	0	0	0	0	0	218
06:30 AM	0	99	6	0	105	2	0	1	0	3	18	158	0	0	176	0	0	0	0	0	284
06:45 AM	3	117	4	0	124	4	0	1	0	5	25	191	0	0	216	0	0	0	0	0	345
Total	3	307	18	0	328	11	0	3	0	14	55	586	0	0	641	0	0	0	0	0	983
07:00 AM	1	124	5	0	130	12	0	4	0	16	9	170	1	0	180	0	0	0	0	0	326
07:15 AM	0	152	6	0	158	4	0	1	0	5	0	265	0	0	265	0	0	0	0	0	428
07:30 AM	0	165	10	1	176	10	0	0	0	10	2	345	1	0	348	0	0	0	0	0	534
07:45 AM	0	239	8	0	247	6	0	0	0	6	1	356	1	0	358	0	0	0	0	0	611
Total	1	680	29	1	711	32	0	5	0	37	12	1136	3	0	1151	0	0	0	0	0	1899
08:00 AM	1	216	8	0	225	31	0	12	0	43	2	319	3	0	324	0	0	0	0	0	592
08:15 AM	0	245	9	0	254	18	0	12	0	30	3	309	7	0	319	0	0	0	0	0	603
08:30 AM	4	198	11	0	213	1	0	1	0	2	1	321	5	0	327	1	0	0	0	1	543
08:45 AM	0	162	15	0	177	4	0	3	0	7	1	310	4	0	315	0	0	0	0	0	499
Total	5	821	43	0	869	54	0	28	0	82	7	1259	19	0	1285	1	0	0	0	1	2237
Grand Total	9	1808	90	1	1908	97	0	36	0	133	74	2981	22	0	3077	1	0	0	0	1	5119
Apprch %	0.5	94.8	4.7	0.1		72.9	0	27.1	0		2.4	96.9	0.7	0		100	0	0	0		
Total %	0.2	35.3	1.8	0	37.3	1.9	0	0.7	0	2.6	1.4	58.2	0.4	0	60.1	0	0	0	0	0	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	239	8	247	6	0	0	6	1	**356**	1	**358**	0	0	0	0	**611**
08:00 AM	1	216	8	225	**31**	0	**12**	**43**	2	319	3	324	0	0	0	0	592
08:15 AM	0	**245**	9	**254**	18	0	12	30	**3**	309	**7**	319	0	0	0	0	603
08:30 AM	**4**	198	**11**	213	1	0	1	2	1	321	5	327	**1**	0	0	**1**	543
Total Volume	5	898	36	939	56	0	25	81	7	1305	16	1328	1	0	0	1	2349
% App. Total	0.5	95.6	3.8		69.1	0	30.9		0.5	98.3	1.2		100	0	0		
PHF	.313	.916	.818	.924	.452	.000	.521	.471	.583	.916	.571	.927	.250	.000	.000	.250	.961

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File Name : 9-5th St SW and Bent Creek Rd PM
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Groups Printed- Car

	5th St Southbound					Bent Creek Rd Westbound					5th St Northbound					Christian Aid Ent/Exit Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	276	9	0	285	7	0	1	0	8	2	229	1	0	232	1	0	1	0	2	527
04:15 PM	0	335	9	0	344	5	0	2	0	7	4	204	1	0	209	0	0	1	2	3	563
04:30 PM	2	340	12	0	354	4	0	0	0	4	3	220	1	0	224	1	0	1	0	2	584
04:45 PM	0	288	14	0	302	4	0	1	0	5	1	251	0	0	252	3	0	1	0	4	563
Total	2	1239	44	0	1285	20	0	4	0	24	10	904	3	0	917	5	0	4	2	11	2237
05:00 PM	1	365	17	0	383	3	0	1	0	4	4	270	0	0	274	10	0	0	0	10	671
05:15 PM	0	356	14	0	370	8	0	3	0	11	7	294	0	0	301	7	0	1	0	8	690
05:30 PM	0	378	8	0	386	4	0	0	0	4	2	251	1	0	254	3	0	2	1	6	650
05:45 PM	0	331	12	0	343	3	0	0	0	3	0	247	1	0	248	1	0	2	0	3	597
Total	1	1430	51	0	1482	18	0	4	0	22	13	1062	2	0	1077	21	0	5	1	27	2608
06:00 PM	1	252	12	0	265	3	0	2	0	5	4	247	0	0	251	2	0	1	0	3	524
06:15 PM	0	238	9	0	247	4	0	0	0	4	2	230	0	0	232	2	0	0	0	2	485
06:30 PM	0	245	11	0	256	7	0	0	0	7	2	194	0	0	196	0	0	0	0	0	459
06:45 PM	0	249	11	0	260	2	0	2	0	4	1	176	1	0	178	0	0	0	0	0	442
Total	1	984	43	0	1028	16	0	4	0	20	9	847	1	0	857	4	0	1	0	5	1910
Grand Total	4	3653	138	0	3795	54	0	12	0	66	32	2813	6	0	2851	30	0	10	3	43	6755
Apprch %	0.1	96.3	3.6	0		81.8	0	18.2	0		1.1	98.7	0.2	0		69.8	0	23.3	7		
Total %	0.1	54.1	2	0	56.2	0.8	0	0.2	0	1	0.5	41.6	0.1	0	42.2	0.4	0	0.1	0	0.6	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	365	**17**	383	3	0	1	4	4	270	0	274	**10**	0	0	**10**	671
05:15 PM	0	356	14	370	**8**	0	**3**	**11**	**7**	**294**	0	**301**	7	0	1	8	**690**
05:30 PM	0	**378**	8	**386**	4	0	0	4	2	251	**1**	254	3	0	**2**	5	649
05:45 PM	0	331	12	343	3	0	0	3	0	247	1	248	1	0	2	3	597
Total Volume	1	1430	51	1482	18	0	4	22	13	1062	2	1077	21	0	5	26	2607
% App. Total	0.1	96.5	3.4		81.8	0	18.2		1.2	98.6	0.2		80.8	0	19.2		
PHF	.250	.946	.750	.960	.563	.000	.333	.500	.464	.903	.500	.895	.525	.000	.625	.650	.945

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(800) 247-8602

File Name : 9-5th St SW and Bent Creek Rd PM
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Groups Printed- Truck

	5th St Southbound					Bent Creek Rd Westbound					5th St Northbound					Christian Aid Ent/Exit Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	9	0	0	9	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	14
04:15 PM	0	7	0	0	7	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	14
04:30 PM	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	9
04:45 PM	1	6	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	12
Total	1	27	0	0	28	0	0	0	0	0	1	19	0	0	20	0	0	1	0	1	49
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:30 PM	0	3	0	0	3	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	10
05:45 PM	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
Total	0	12	1	0	13	0	0	0	0	0	2	12	0	0	14	0	0	0	0	0	27
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:30 PM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	9	1	0	10	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	17
Grand Total	1	48	2	0	51	0	0	0	0	0	3	38	0	0	41	0	0	1	0	1	93
Apprch %	2	94.1	3.9	0		0	0	0	0		7.3	92.7	0	0		0	0	100	0		
Total %	1.1	51.6	2.2	0	54.8	0	0	0	0	0	3.2	40.9	0	0	44.1	0	0	1.1	0	1.1	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**9**	0	**9**	0	0	0	0	0	5	0	5	0	0	0	0	**14**
04:15 PM	0	7	0	7	0	0	0	0	**1**	**6**	0	**7**	0	0	0	0	14
04:30 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:45 PM	**1**	6	0	7	0	0	0	0	0	4	0	4	0	0	**1**	**1**	12
Total Volume	1	27	0	28	0	0	0	0	1	19	0	20	0	0	1	1	49
% App. Total	3.6	96.4	0		0	0	0		5	95	0		0	0	100		
PHF	.250	.750	.000	.778	.000	.000	.000	.000	.250	.792	.000	.714	.000	.000	.250	.250	.875

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	5th St Southbound					Bent Creek Rd Westbound					5th St Northbound					Christian Aid Ent/Exit Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	285	9	0	294	7	0	1	0	8	2	234	1	0	237	1	0	1	0	2	541
04:15 PM	0	342	9	0	351	5	0	2	0	7	5	210	1	0	216	0	0	1	2	3	577
04:30 PM	2	345	12	0	359	4	0	0	0	4	3	224	1	0	228	1	0	1	0	2	593
04:45 PM	1	294	14	0	309	4	0	1	0	5	1	255	0	0	256	3	0	2	0	5	575
Total	3	1266	44	0	1313	20	0	4	0	24	11	923	3	0	937	5	0	5	2	12	2286
05:00 PM	1	369	17	0	387	3	0	1	0	4	4	271	0	0	275	10	0	0	0	10	676
05:15 PM	0	357	14	0	371	8	0	3	0	11	7	295	0	0	302	7	0	1	0	8	692
05:30 PM	0	381	8	0	389	4	0	0	0	4	4	256	1	0	261	3	0	2	1	6	660
05:45 PM	0	335	13	0	348	3	0	0	0	3	0	252	1	0	253	1	0	2	0	3	607
Total	1	1442	52	0	1495	18	0	4	0	22	15	1074	2	0	1091	21	0	5	1	27	2635
06:00 PM	1	255	12	0	268	3	0	2	0	5	4	249	0	0	253	2	0	1	0	3	529
06:15 PM	0	240	9	0	249	4	0	0	0	4	2	232	0	0	234	2	0	0	0	2	489
06:30 PM	0	247	12	0	259	7	0	0	0	7	2	195	0	0	197	0	0	0	0	0	463
06:45 PM	0	251	11	0	262	2	0	2	0	4	1	178	1	0	180	0	0	0	0	0	446
Total	1	993	44	0	1038	16	0	4	0	20	9	854	1	0	864	4	0	1	0	5	1927
Grand Total	5	3701	140	0	3846	54	0	12	0	66	35	2851	6	0	2892	30	0	11	3	44	6848
Apprch %	0.1	96.2	3.6	0		81.8	0	18.2	0		1.2	98.6	0.2	0		68.2	0	25	6.8		
Total %	0.1	54	2	0	56.2	0.8	0	0.2	0	1	0.5	41.6	0.1	0	42.2	0.4	0	0.2	0	0.6	

	5th St Southbound				Bent Creek Rd Westbound				5th St Northbound				Christian Aid Ent/Exit Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**1**	369	**17**	387	3	0	1	4	4	271	0	275	**10**	0	0	**10**	676
05:15 PM	0	357	14	371	**8**	0	**3**	**11**	**7**	**295**	0	**302**	7	0	1	8	**692**
05:30 PM	0	**381**	8	**389**	4	0	0	4	4	256	**1**	261	3	0	**2**	5	659
05:45 PM	0	335	13	348	3	0	0	3	0	252	1	253	1	0	2	3	607
Total Volume	1	1442	52	1495	18	0	4	22	15	1074	2	1091	21	0	5	26	2634
% App. Total	0.1	96.5	3.5		81.8	0	18.2		1.4	98.4	0.2		80.8	0	19.2		
PHF	.250	.946	.765	.961	.563	.000	.333	.500	.536	.910	.500	.903	.525	.000	.625	.650	.952

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Groups Printed- Car

	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	19	18	0	38	17	3	15	0	35	16	63	7	0	86	0	0	0	0	0	159
06:15 AM	0	26	21	0	47	20	0	26	0	46	38	91	12	0	141	1	0	0	0	1	235
06:30 AM	0	57	15	0	72	22	2	34	0	58	25	117	7	0	149	1	0	0	0	1	280
06:45 AM	0	74	24	0	98	23	3	42	0	68	48	119	3	0	170	1	0	0	0	1	337
Total	1	176	78	0	255	82	8	117	0	207	127	390	29	0	546	3	0	0	0	3	1011
07:00 AM	0	56	24	0	80	38	5	42	0	85	50	103	13	0	166	4	2	0	0	6	337
07:15 AM	1	76	37	0	114	49	5	60	0	114	62	146	13	0	221	2	1	0	0	3	452
07:30 AM	0	80	51	0	131	66	4	63	0	133	109	179	14	0	302	4	0	0	0	4	570
07:45 AM	0	126	44	0	170	69	0	90	0	159	99	239	14	0	352	6	5	0	0	11	692
Total	1	338	156	0	495	222	14	255	0	491	320	667	54	0	1041	16	8	0	0	24	2051
08:00 AM	3	106	63	0	172	39	0	83	0	122	113	217	9	0	339	5	1	0	1	7	640
08:15 AM	1	117	48	0	166	48	1	101	0	150	93	195	9	0	297	9	4	2	0	15	628
08:30 AM	0	100	46	0	146	46	3	83	0	132	92	191	11	0	294	5	1	4	0	10	582
08:45 AM	1	75	50	0	126	54	0	58	0	112	79	182	12	0	273	4	2	2	0	8	519
Total	5	398	207	0	610	187	4	325	0	516	377	785	41	0	1203	23	8	8	1	40	2369
Grand Total	7	912	441	0	1360	491	26	697	0	1214	824	1842	124	0	2790	42	16	8	1	67	5431
Apprch %	0.5	67.1	32.4	0		40.4	2.1	57.4	0		29.5	66	4.4	0		62.7	23.9	11.9	1.5		
Total %	0.1	16.8	8.1	0	25	9	0.5	12.8	0	22.4	15.2	33.9	2.3	0	51.4	0.8	0.3	0.1	0	1.2	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**126**	44	170	**69**	0	90	**159**	99	**239**	**14**	**352**	6	**5**	0	11	**692**
08:00 AM	**3**	106	**63**	**172**	39	0	83	122	**113**	217	9	339	5	1	0	6	639
08:15 AM	1	117	48	166	48	1	**101**	150	93	195	9	297	**9**	4	2	**15**	628
08:30 AM	0	100	46	146	46	**3**	83	132	92	191	11	294	5	1	**4**	10	582
Total Volume	4	449	201	654	202	4	357	563	397	842	43	1282	25	11	6	42	2541
% App. Total	0.6	68.7	30.7		35.9	0.7	63.4		31	65.7	3.4		59.5	26.2	14.3		
PHF	.333	.891	.798	.951	.732	.333	.884	.885	.878	.881	.768	.911	.694	.550	.375	.700	.918

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Groups Printed- Truck

	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
06:15 AM	0	0	0	0	0	2	1	4	0	7	0	1	0	0	1	0	0	1	0	1	9
06:30 AM	0	1	2	0	3	3	0	3	0	6	3	2	0	0	5	0	0	0	0	0	14
06:45 AM	0	5	1	0	6	0	0	2	0	2	4	2	0	0	6	0	0	1	0	1	15
Total	0	7	3	0	10	5	1	11	0	17	7	6	0	0	13	0	0	2	0	2	42
07:00 AM	0	6	0	0	6	5	0	2	0	7	2	4	0	0	6	0	0	2	0	2	21
07:15 AM	0	7	5	0	12	4	0	3	0	7	4	4	1	0	9	0	0	0	0	0	28
07:30 AM	0	4	2	0	6	1	0	6	0	7	5	4	0	0	9	1	0	1	0	2	24
07:45 AM	0	3	5	0	8	2	0	6	0	8	3	6	0	0	9	0	0	1	0	1	26
Total	0	20	12	0	32	12	0	17	0	29	14	18	1	0	33	1	0	4	0	5	99
08:00 AM	0	6	1	0	7	0	0	5	0	5	3	4	0	0	7	0	0	1	0	1	20
08:15 AM	0	5	1	0	6	2	0	3	0	5	5	8	0	0	13	0	0	1	0	1	25
08:30 AM	0	2	1	0	3	3	0	4	0	7	3	5	0	0	8	0	0	0	0	0	18
08:45 AM	0	8	3	0	11	2	0	3	0	5	2	9	0	0	11	0	0	1	0	1	28
Total	0	21	6	0	27	7	0	15	0	22	13	26	0	0	39	0	0	3	0	3	91
Grand Total	0	48	21	0	69	24	1	43	0	68	34	50	1	0	85	1	0	9	0	10	232
Apprch %	0	69.6	30.4	0		35.3	1.5	63.2	0		40	58.8	1.2	0		10	0	90	0		
Total %	0	20.7	9.1	0	29.7	10.3	0.4	18.5	0	29.3	14.7	21.6	0.4	0	36.6	0.4	0	3.9	0	4.3	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	6	0	6	**5**	0	2	7	2	4	0	6	0	0	**2**	**2**	21
07:15 AM	0	**7**	**5**	**12**	4	0	3	7	4	4	**1**	**9**	0	0	0	0	**28**
07:30 AM	0	4	2	6	1	0	**6**	7	**5**	4	0	9	**1**	0	1	2	24
07:45 AM	0	3	5	8	2	0	6	**8**	3	**6**	0	9	0	0	1	1	26
Total Volume	0	20	12	32	12	0	17	29	14	18	1	33	1	0	4	5	99
% App. Total	0	62.5	37.5		41.4	0	58.6		42.4	54.5	3		20	0	80		
PHF	.000	.714	.600	.667	.600	.000	.708	.906	.700	.750	.250	.917	.250	.000	.500	.625	.884

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	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	1	20	18	0	39	17	3	17	0	37	16	64	7	0	87	0	0	0	0	0	163
06:15 AM	0	26	21	0	47	22	1	30	0	53	38	92	12	0	142	1	0	1	0	2	244
06:30 AM	0	58	17	0	75	25	2	37	0	64	28	119	7	0	154	1	0	0	0	1	294
06:45 AM	0	79	25	0	104	23	3	44	0	70	52	121	3	0	176	1	0	1	0	2	352
Total	1	183	81	0	265	87	9	128	0	224	134	396	29	0	559	3	0	2	0	5	1053
07:00 AM	0	62	24	0	86	43	5	44	0	92	52	107	13	0	172	4	2	2	0	8	358
07:15 AM	1	83	42	0	126	53	5	63	0	121	66	150	14	0	230	2	1	0	0	3	480
07:30 AM	0	84	53	0	137	67	4	69	0	140	114	183	14	0	311	5	0	1	0	6	594
07:45 AM	0	129	49	0	178	71	0	96	0	167	102	245	14	0	361	6	5	1	0	12	718
Total	1	358	168	0	527	234	14	272	0	520	334	685	55	0	1074	17	8	4	0	29	2150
08:00 AM	3	112	64	0	179	39	0	88	0	127	116	221	9	0	346	5	1	1	1	8	660
08:15 AM	1	122	49	0	172	50	1	104	0	155	98	203	9	0	310	9	4	3	0	16	653
08:30 AM	0	102	47	0	149	49	3	87	0	139	95	196	11	0	302	5	1	4	0	10	600
08:45 AM	1	83	53	0	137	56	0	61	0	117	81	191	12	0	284	4	2	3	0	9	547
Total	5	419	213	0	637	194	4	340	0	538	390	811	41	0	1242	23	8	11	1	43	2460
Grand Total	7	960	462	0	1429	515	27	740	0	1282	858	1892	125	0	2875	43	16	17	1	77	5663
Apprch %	0.5	67.2	32.3	0		40.2	2.1	57.7	0		29.8	65.8	4.3	0		55.8	20.8	22.1	1.3		
Total %	0.1	17	8.2	0	25.2	9.1	0.5	13.1	0	22.6	15.2	33.4	2.2	0	50.8	0.8	0.3	0.3	0	1.4	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**129**	49	178	**71**	0	96	**167**	102	**245**	**14**	**361**	6	**5**	1	12	**718**
08:00 AM	**3**	112	**64**	**179**	39	0	88	127	**116**	221	9	346	5	1	1	7	659
08:15 AM	1	122	49	172	50	1	**104**	155	98	203	9	310	**9**	4	3	**16**	653
08:30 AM	0	102	47	149	49	**3**	87	139	95	196	11	302	5	1	**4**	10	600
Total Volume	4	465	209	678	209	4	375	588	411	865	43	1319	25	11	9	45	2630
% App. Total	0.6	68.6	30.8		35.5	0.7	63.8		31.2	65.6	3.3		55.6	24.4	20		
PHF	.333	.901	.816	.947	.736	.333	.901	.880	.886	.883	.768	.913	.694	.550	.563	.703	.916

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File Name : 10-5th St SW and Bent Creek_5th St Station Pkwy PM
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Groups Printed- Car

	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	108	89	1	201	75	4	149	0	228	116	92	22	0	230	16	8	6	0	30	689
04:15 PM	2	151	84	1	238	68	6	140	0	214	98	91	23	1	213	20	5	1	0	26	691
04:30 PM	2	186	114	0	302	58	4	126	0	188	115	88	16	0	219	28	8	4	0	40	749
04:45 PM	2	143	120	0	265	59	6	133	0	198	115	108	29	0	252	15	3	2	1	21	736
Total	9	588	407	2	1006	260	20	548	0	828	444	379	90	1	914	79	24	13	1	117	2865
05:00 PM	2	227	100	0	329	70	4	121	0	195	135	120	17	0	272	30	9	1	0	40	836
05:15 PM	2	209	103	0	314	64	9	123	0	196	132	111	32	0	275	24	9	2	0	35	820
05:30 PM	1	255	107	0	363	79	3	88	0	170	114	120	32	0	266	32	15	0	0	47	846
05:45 PM	4	207	110	0	321	58	6	120	0	184	125	106	21	0	252	20	7	8	0	35	792
Total	9	898	420	0	1327	271	22	452	0	745	506	457	102	0	1065	106	40	11	0	157	3294
06:00 PM	1	115	102	1	219	50	3	109	1	163	118	96	24	0	238	20	9	1	0	30	650
06:15 PM	6	122	100	0	228	74	8	83	0	165	99	117	23	0	239	23	4	3	0	30	662
06:30 PM	2	102	76	1	181	65	4	117	0	186	71	109	15	0	195	24	11	8	0	43	605
06:45 PM	3	103	81	0	187	67	3	111	0	181	64	103	18	0	185	25	4	2	0	31	584
Total	12	442	359	2	815	256	18	420	1	695	352	425	80	0	857	92	28	14	0	134	2501
Grand Total	30	1928	1186	4	3148	787	60	1420	1	2268	1302	1261	272	1	2836	277	92	38	1	408	8660
Apprch %	1	61.2	37.7	0.1		34.7	2.6	62.6	0		45.9	44.5	9.6	0		67.9	22.5	9.3	0.2		
Total %	0.3	22.3	13.7	0	36.4	9.1	0.7	16.4	0	26.2	15	14.6	3.1	0	32.7	3.2	1.1	0.4	0	4.7	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	227	100	329	70	4	121	195	**135**	**120**	17	272	30	9	1	40	836
05:15 PM	2	209	103	314	64	**9**	**123**	**196**	132	111	**32**	**275**	24	9	2	35	820
05:30 PM	1	**255**	107	**363**	**79**	3	88	170	114	120	32	266	**32**	**15**	0	**47**	**846**
05:45 PM	**4**	207	**110**	321	58	6	120	184	125	106	21	252	20	7	**8**	35	792
Total Volume	9	898	420	1327	271	22	452	745	506	457	102	1065	106	40	11	157	3294
% App. Total	0.7	67.7	31.7		36.4	3	60.7		47.5	42.9	9.6		67.5	25.5	7		
PHF	.563	.880	.955	.914	.858	.611	.919	.950	.937	.952	.797	.968	.828	.667	.344	.835	.973

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File Name : 10-5th St SW and Bent Creek_5th St Station Pkwy PM
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Groups Printed- Truck

	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	5	1	0	6	0	0	1	0	1	3	2	0	0	5	1	1	2	0	4	16
04:15 PM	0	5	4	0	9	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	15
04:30 PM	0	4	1	0	5	0	0	0	0	0	2	3	0	0	5	0	0	1	0	1	11
04:45 PM	0	4	1	0	5	0	0	3	0	3	2	2	0	0	4	0	0	0	0	0	12
Total	0	18	7	0	25	0	0	6	0	6	8	10	0	0	18	1	1	3	0	5	54
05:00 PM	0	3	1	0	4	0	0	2	0	2	1	1	0	0	2	0	0	0	0	0	8
05:15 PM	0	0	2	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	5
05:30 PM	0	3	0	0	3	0	0	0	0	0	4	1	0	0	5	0	0	1	0	1	9
05:45 PM	0	2	3	0	5	1	0	2	0	3	3	3	0	0	6	0	0	1	0	1	15
Total	0	8	6	0	14	1	0	5	0	6	9	6	0	0	15	0	0	2	0	2	37
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	4
06:15 PM	0	1	1	0	2	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	7
06:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:45 PM	0	1	1	0	2	1	0	2	0	3	1	1	0	0	2	0	0	1	0	1	8
Total	0	5	2	0	7	1	0	4	0	5	2	4	0	0	6	0	0	3	0	3	21
Grand Total	0	31	15	0	46	2	0	15	0	17	19	20	0	0	39	1	1	8	0	10	112
Apprch %	0	67.4	32.6	0		11.8	0	88.2	0		48.7	51.3	0	0		10	10	80	0		
Total %	0	27.7	13.4	0	41.1	1.8	0	13.4	0	15.2	17	17.9	0	0	34.8	0.9	0.9	7.1	0	8.9	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**5**	1	6	0	0	1	1	**3**	2	0	**5**	**1**	**1**	**2**	**4**	**16**
04:15 PM	0	5	**4**	**9**	0	0	2	2	1	**3**	0	4	0	0	0	0	15
04:30 PM	0	4	1	5	0	0	0	0	2	3	0	5	0	0	1	1	11
04:45 PM	0	4	1	5	0	0	**3**	**3**	2	2	0	4	0	0	0	0	12
Total Volume	0	18	7	25	0	0	6	6	8	10	0	18	1	1	3	5	54
% App. Total	0	72	28		0	0	100		44.4	55.6	0		20	20	60		
PHF	.000	.900	.438	.694	.000	.000	.500	.500	.667	.833	.000	.900	.250	.250	.375	.313	.844

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Groups Printed- Combined

	5th St Southbound					5th St Station Pkwy Westbound					5th St Northbound					Bent Creek Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	113	90	1	207	75	4	150	0	229	119	94	22	0	235	17	9	8	0	34	705
04:15 PM	2	156	88	1	247	68	6	142	0	216	99	94	23	1	217	20	5	1	0	26	706
04:30 PM	2	190	115	0	307	58	4	126	0	188	117	91	16	0	224	28	8	5	0	41	760
04:45 PM	2	147	121	0	270	59	6	136	0	201	117	110	29	0	256	15	3	2	1	21	748
Total	9	606	414	2	1031	260	20	554	0	834	452	389	90	1	932	80	25	16	1	122	2919
05:00 PM	2	230	101	0	333	70	4	123	0	197	136	121	17	0	274	30	9	1	0	40	844
05:15 PM	2	209	105	0	316	64	9	124	0	197	133	112	32	0	277	24	9	2	0	35	825
05:30 PM	1	258	107	0	366	79	3	88	0	170	118	121	32	0	271	32	15	1	0	48	855
05:45 PM	4	209	113	0	326	59	6	122	0	187	128	109	21	0	258	20	7	9	0	36	807
Total	9	906	426	0	1341	272	22	457	0	751	515	463	102	0	1080	106	40	13	0	159	3331
06:00 PM	1	117	102	1	221	50	3	109	1	163	118	97	24	0	239	20	9	2	0	31	654
06:15 PM	6	123	101	0	230	74	8	84	0	166	100	119	23	0	242	23	4	4	0	31	669
06:30 PM	2	103	76	1	182	65	4	118	0	187	71	109	15	0	195	24	11	8	0	43	607
06:45 PM	3	104	82	0	189	68	3	113	0	184	65	104	18	0	187	25	4	3	0	32	592
Total	12	447	361	2	822	257	18	424	1	700	354	429	80	0	863	92	28	17	0	137	2522
Grand Total	30	1959	1201	4	3194	789	60	1435	1	2285	1321	1281	272	1	2875	278	93	46	1	418	8772
Apprch %	0.9	61.3	37.6	0.1		34.5	2.6	62.8	0		45.9	44.6	9.5	0		66.5	22.2	11	0.2		
Total %	0.3	22.3	13.7	0	36.4	9	0.7	16.4	0	26	15.1	14.6	3.1	0	32.8	3.2	1.1	0.5	0	4.8	

	5th St Southbound				5th St Station Pkwy Westbound				5th St Northbound				Bent Creek Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	2	230	101	333	70	4	123	**197**	**136**	**121**	17	274	30	9	1	40	844
05:15 PM	2	209	105	316	64	**9**	**124**	197	133	112	**32**	**277**	24	9	2	35	825
05:30 PM	1	**258**	107	**366**	**79**	3	88	170	118	121	32	271	**32**	**15**	1	**48**	**855**
05:45 PM	**4**	209	**113**	326	59	6	122	187	128	109	21	258	20	7	**9**	36	807
Total Volume	9	906	426	1341	272	22	457	751	515	463	102	1080	106	40	13	159	3331
% App. Total	0.7	67.6	31.8		36.2	2.9	60.9		47.7	42.9	9.4		66.7	25.2	8.2		
PHF	.563	.878	.942	.916	.861	.611	.921	.953	.947	.957	.797	.975	.828	.667	.361	.828	.974

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Groups Printed- Car

	5th St Southbound					Harris Rd Westbound					5th St Northbound					Harris Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	6	22	0	0	28	2	0	2	0	4	3	65	14	0	82	8	0	8	0	16	130
06:15 AM	9	36	0	0	45	5	0	4	0	9	1	92	20	0	113	8	1	4	0	13	180
06:30 AM	6	58	4	0	68	8	1	6	0	15	0	122	15	0	137	12	0	6	0	18	238
06:45 AM	5	55	1	0	61	12	1	8	0	21	3	117	20	0	140	24	0	13	0	37	259
Total	26	171	5	0	202	27	2	20	0	49	7	396	69	0	472	52	1	31	0	84	807
07:00 AM	18	61	2	0	81	3	2	6	0	11	3	117	23	0	143	26	1	20	0	47	282
07:15 AM	23	74	2	0	99	14	3	10	0	27	5	146	47	0	198	28	0	19	0	47	371
07:30 AM	47	85	2	0	134	10	3	20	0	33	3	179	61	0	243	36	1	38	0	75	485
07:45 AM	58	89	2	0	149	4	5	16	1	26	1	241	63	0	305	66	2	61	0	129	609
Total	146	309	8	0	463	31	13	52	1	97	12	683	194	0	889	156	4	138	0	298	1747
08:00 AM	26	102	5	0	133	8	5	5	0	18	4	227	43	0	274	63	2	32	2	99	524
08:15 AM	27	115	4	0	146	11	6	21	0	38	6	207	50	0	263	43	3	35	0	81	528
08:30 AM	20	112	1	0	133	9	6	10	0	25	3	205	44	0	252	28	1	47	0	76	486
08:45 AM	24	84	4	0	112	10	2	8	0	20	6	187	47	0	240	27	0	23	0	50	422
Total	97	413	14	0	524	38	19	44	0	101	19	826	184	0	1029	161	6	137	2	306	1960
Grand Total	269	893	27	0	1189	96	34	116	1	247	38	1905	447	0	2390	369	11	306	2	688	4514
Apprch %	22.6	75.1	2.3	0		38.9	13.8	47	0.4		1.6	79.7	18.7	0		53.6	1.6	44.5	0.3		
Total %	6	19.8	0.6	0	26.3	2.1	0.8	2.6	0	5.5	0.8	42.2	9.9	0	52.9	8.2	0.2	6.8	0	15.2	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**58**	89	2	**149**	4	5	16	25	1	**241**	**63**	**305**	**66**	2	**61**	**129**	**608**
08:00 AM	26	102	**5**	133	8	5	5	18	4	227	43	274	63	2	32	97	522
08:15 AM	27	**115**	4	146	**11**	**6**	**21**	**38**	**6**	207	50	263	43	**3**	35	81	528
08:30 AM	20	112	1	133	9	6	10	25	3	205	44	252	28	1	47	76	486
Total Volume	131	418	12	561	32	22	52	106	14	880	200	1094	200	8	175	383	2144
% App. Total	23.4	74.5	2.1		30.2	20.8	49.1		1.3	80.4	18.3		52.2	2.1	45.7		
PHF	.565	.909	.600	.941	.727	.917	.619	.697	.583	.913	.794	.897	.758	.667	.717	.742	.882

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Groups Printed- Truck

	5th St Southbound					Harris Rd Westbound					5th St Northbound					Harris Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
06:30 AM	1	3	0	0	4	0	0	0	0	0	1	3	1	0	5	0	0	1	0	1	10
06:45 AM	0	5	0	0	5	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	9
Total	1	10	0	0	11	1	0	0	0	1	2	7	3	0	12	0	0	1	0	1	25
07:00 AM	3	4	0	0	7	1	0	1	0	2	1	6	4	0	11	2	0	4	0	6	26
07:15 AM	2	8	0	0	10	0	0	1	0	1	1	5	3	0	9	3	0	1	0	4	24
07:30 AM	4	5	1	0	10	1	0	0	0	1	2	2	2	0	6	1	0	2	0	3	20
07:45 AM	0	7	1	0	8	0	1	0	0	1	1	5	2	0	8	1	1	0	0	2	19
Total	9	24	2	0	35	2	1	2	0	5	5	18	11	0	34	7	1	7	0	15	89
08:00 AM	2	4	1	0	7	1	0	2	0	3	0	6	1	0	7	1	0	2	0	3	20
08:15 AM	0	5	1	0	6	0	0	1	0	1	1	7	3	0	11	0	0	0	0	0	18
08:30 AM	0	2	1	0	3	2	0	0	0	2	1	4	2	0	7	1	0	3	0	4	16
08:45 AM	2	9	0	0	11	1	0	0	0	1	1	8	2	0	11	2	0	0	0	2	25
Total	4	20	3	0	27	4	0	3	0	7	3	25	8	0	36	4	0	5	0	9	79
Grand Total	14	54	5	0	73	7	1	5	0	13	10	50	22	0	82	11	1	13	0	25	193
Apprch %	19.2	74	6.8	0		53.8	7.7	38.5	0		12.2	61	26.8	0		44	4	52	0		
Total %	7.3	28	2.6	0	37.8	3.6	0.5	2.6	0	6.7	5.2	25.9	11.4	0	42.5	5.7	0.5	6.7	0	13	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	3	4	0	7	**1**	0	**1**	**2**	1	**6**	**4**	**11**	2	0	**4**	**6**	**26**
07:15 AM	2	**8**	0	**10**	0	0	1	1	1	5	3	9	**3**	0	1	4	24
07:30 AM	**4**	5	**1**	10	1	0	0	1	**2**	2	2	6	1	0	2	3	20
07:45 AM	0	7	1	8	0	**1**	0	1	1	5	2	8	1	**1**	0	2	19
Total Volume	9	24	2	35	2	1	2	5	5	18	11	34	7	1	7	15	89
% App. Total	25.7	68.6	5.7		40	20	40		14.7	52.9	32.4		46.7	6.7	46.7		
PHF	.563	.750	.500	.875	.500	.250	.500	.625	.625	.750	.688	.773	.583	.250	.438	.625	.856

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	5th St Southbound					Harris Rd Westbound					5th St Northbound					Harris Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:00 AM	6	23	0	0	29	2	0	2	0	4	3	66	14	0	83	8	0	8	0	16	132
06:15 AM	9	37	0	0	46	5	0	4	0	9	1	94	21	0	116	8	1	4	0	13	184
06:30 AM	7	61	4	0	72	8	1	6	0	15	1	125	16	0	142	12	0	7	0	19	248
06:45 AM	5	60	1	0	66	13	1	8	0	22	4	118	21	0	143	24	0	13	0	37	268
Total	27	181	5	0	213	28	2	20	0	50	9	403	72	0	484	52	1	32	0	85	832
07:00 AM	21	65	2	0	88	4	2	7	0	13	4	123	27	0	154	28	1	24	0	53	308
07:15 AM	25	82	2	0	109	14	3	11	0	28	6	151	50	0	207	31	0	20	0	51	395
07:30 AM	51	90	3	0	144	11	3	20	0	34	5	181	63	0	249	37	1	40	0	78	505
07:45 AM	58	96	3	0	157	4	6	16	1	27	2	246	65	0	313	67	3	61	0	131	628
Total	155	333	10	0	498	33	14	54	1	102	17	701	205	0	923	163	5	145	0	313	1836
08:00 AM	28	106	6	0	140	9	5	7	0	21	4	233	44	0	281	64	2	34	2	102	544
08:15 AM	27	120	5	0	152	11	6	22	0	39	7	214	53	0	274	43	3	35	0	81	546
08:30 AM	20	114	2	0	136	11	6	10	0	27	4	209	46	0	259	29	1	50	0	80	502
08:45 AM	26	93	4	0	123	11	2	8	0	21	7	195	49	0	251	29	0	23	0	52	447
Total	101	433	17	0	551	42	19	47	0	108	22	851	192	0	1065	165	6	142	2	315	2039
Grand Total	283	947	32	0	1262	103	35	121	1	260	48	1955	469	0	2472	380	12	319	2	713	4707
Apprch %	22.4	75	2.5	0		39.6	13.5	46.5	0.4		1.9	79.1	19	0		53.3	1.7	44.7	0.3		
Total %	6	20.1	0.7	0	26.8	2.2	0.7	2.6	0	5.5	1	41.5	10	0	52.5	8.1	0.3	6.8	0	15.1	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	51	90	3	144	**11**	3	20	34	5	181	63	249	37	1	40	78	505
07:45 AM	**58**	96	3	**157**	4	**6**	16	26	2	**246**	**65**	**313**	**67**	**3**	**61**	**131**	**627**
08:00 AM	28	106	**6**	140	9	5	7	21	4	233	44	281	64	2	34	100	542
08:15 AM	27	**120**	5	152	11	6	**22**	**39**	**7**	214	53	274	43	3	35	81	546
Total Volume	164	412	17	593	35	20	65	120	18	874	225	1117	211	9	170	390	2220
% App. Total	27.7	69.5	2.9		29.2	16.7	54.2		1.6	78.2	20.1		54.1	2.3	43.6		
PHF	.707	.858	.708	.944	.795	.833	.739	.769	.643	.888	.865	.892	.787	.750	.697	.744	.885

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Groups Printed- Car

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	42	164	5	0	211	3	0	8	0	11	11	128	29	0	168	55	7	34	0	96	486
04:15 PM	36	206	5	0	247	3	0	3	0	6	12	110	42	0	164	54	5	30	0	89	506
04:30 PM	31	234	14	0	279	11	5	8	0	24	9	100	33	0	142	64	7	47	0	118	563
04:45 PM	46	204	9	0	259	8	1	5	0	14	9	117	41	1	168	62	3	44	0	109	550
Total	155	808	33	0	996	25	6	24	0	55	41	455	145	1	642	235	22	155	0	412	2105
05:00 PM	43	236	10	0	289	5	2	7	0	14	13	116	62	1	192	67	9	36	0	112	607
05:15 PM	46	229	7	0	282	9	1	5	0	15	12	120	46	0	178	74	7	43	0	124	599
05:30 PM	36	274	7	0	317	7	1	11	0	19	13	141	40	0	194	50	9	35	0	94	624
05:45 PM	49	212	15	0	276	5	0	8	0	13	14	113	53	0	180	70	3	49	0	122	591
Total	174	951	39	0	1164	26	4	31	0	61	52	490	201	1	744	261	28	163	0	452	2421
06:00 PM	44	166	7	0	217	3	1	7	0	11	9	92	49	0	150	61	4	45	0	110	488
06:15 PM	37	176	7	0	220	1	1	3	0	5	12	134	52	0	198	43	6	30	0	79	502
06:30 PM	33	137	7	0	177	7	4	6	0	17	9	131	41	0	181	40	7	34	0	81	456
06:45 PM	39	155	6	0	200	2	5	4	0	11	15	119	37	0	171	39	5	25	0	69	451
Total	153	634	27	0	814	13	11	20	0	44	45	476	179	0	700	183	22	134	0	339	1897
Grand Total	482	2393	99	0	2974	64	21	75	0	160	138	1421	525	2	2086	679	72	452	0	1203	6423
Apprch %	16.2	80.5	3.3	0		40	13.1	46.9	0		6.6	68.1	25.2	0.1		56.4	6	37.6	0		
Total %	7.5	37.3	1.5	0	46.3	1	0.3	1.2	0	2.5	2.1	22.1	8.2	0	32.5	10.6	1.1	7	0	18.7	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	43	236	10	289	5	**2**	7	14	13	116	**62**	191	67	**9**	36	112	606
05:15 PM	46	229	7	282	**9**	1	5	15	12	120	46	178	**74**	7	43	**124**	599
05:30 PM	36	**274**	7	**317**	7	1	**11**	**19**	13	**141**	40	**194**	50	9	35	94	**624**
05:45 PM	**49**	212	**15**	276	5	0	8	13	**14**	113	53	180	70	3	**49**	122	591
Total Volume	174	951	39	1164	26	4	31	61	52	490	201	743	261	28	163	452	2420
% App. Total	14.9	81.7	3.4		42.6	6.6	50.8		7	65.9	27.1		57.7	6.2	36.1		
PHF	.888	.868	.650	.918	.722	.500	.705	.803	.929	.869	.810	.957	.882	.778	.832	.911	.970

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Groups Printed- Truck

	5th St Southbound					Harris Rd Westbound					5th St Northbound					Harris Rd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	4	0	0	6	0	0	1	0	1	1	2	1	0	4	2	0	0	0	2	13
04:15 PM	1	7	2	0	10	0	0	1	0	1	0	3	0	0	3	3	0	1	0	4	18
04:30 PM	0	2	0	0	2	0	0	2	0	2	1	2	1	0	4	1	0	1	0	2	10
04:45 PM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	9
Total	3	18	2	0	23	0	0	4	0	4	2	9	2	0	13	7	0	3	0	10	50
05:00 PM	0	5	0	0	5	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	8
05:15 PM	2	3	0	0	5	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	7
05:30 PM	1	4	0	0	5	0	0	0	0	0	0	0	2	0	2	1	0	1	0	2	9
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	4	0	0	0	4	10
Total	3	14	0	0	17	0	0	0	0	0	0	4	6	0	10	5	0	2	0	7	34
06:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	8
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	5
06:30 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	5
Total	1	9	0	0	10	0	0	0	0	0	0	5	2	0	7	4	0	0	0	4	21
Grand Total	7	41	2	0	50	0	0	4	0	4	2	18	10	0	30	16	0	5	0	21	105
Apprch %	14	82	4	0		0	0	100	0		6.7	60	33.3	0		76.2	0	23.8	0		
Total %	6.7	39	1.9	0	47.6	0	0	3.8	0	3.8	1.9	17.1	9.5	0	28.6	15.2	0	4.8	0	20	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	4	0	6	0	0	1	1	**1**	2	**1**	**4**	2	0	0	2	13
04:15 PM	1	**7**	**2**	**10**	0	0	1	1	0	**3**	0	3	**3**	0	**1**	**4**	**18**
04:30 PM	0	2	0	2	0	0	**2**	**2**	1	2	1	4	1	0	1	2	10
04:45 PM	0	5	0	5	0	0	0	0	0	2	0	2	1	0	1	2	9
Total Volume	3	18	2	23	0	0	4	4	2	9	2	13	7	0	3	10	50
% App. Total	13	78.3	8.7		0	0	100		15.4	69.2	15.4		70	0	30		
PHF	.375	.643	.250	.575	.000	.000	.500	.500	.500	.750	.500	.813	.583	.000	.750	.625	.694

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	44	168	5	0	217	3	0	9	0	12	12	130	30	0	172	57	7	34	0	98	499
04:15 PM	37	213	7	0	257	3	0	4	0	7	12	113	42	0	167	57	5	31	0	93	524
04:30 PM	31	236	14	0	281	11	5	10	0	26	10	102	34	0	146	65	7	48	0	120	573
04:45 PM	46	209	9	0	264	8	1	5	0	14	9	119	41	1	170	63	3	45	0	111	559
Total	158	826	35	0	1019	25	6	28	0	59	43	464	147	1	655	242	22	158	0	422	2155
05:00 PM	43	241	10	0	294	5	2	7	0	14	13	117	64	1	195	67	9	36	0	112	615
05:15 PM	48	232	7	0	287	9	1	5	0	15	12	121	46	0	179	74	7	44	0	125	606
05:30 PM	37	278	7	0	322	7	1	11	0	19	13	141	42	0	196	51	9	36	0	96	633
05:45 PM	49	214	15	0	278	5	0	8	0	13	14	115	55	0	184	74	3	49	0	126	601
Total	177	965	39	0	1181	26	4	31	0	61	52	494	207	1	754	266	28	165	0	459	2455
06:00 PM	44	169	7	0	220	3	1	7	0	11	9	94	49	0	152	64	4	45	0	113	496
06:15 PM	37	178	7	0	222	1	1	3	0	5	12	136	53	0	201	43	6	30	0	79	507
06:30 PM	34	139	7	0	180	7	4	6	0	17	9	131	41	0	181	40	7	34	0	81	459
06:45 PM	39	157	6	0	202	2	5	4	0	11	15	120	38	0	173	40	5	25	0	70	456
Total	154	643	27	0	824	13	11	20	0	44	45	481	181	0	707	187	22	134	0	343	1918
Grand Total	489	2434	101	0	3024	64	21	79	0	164	140	1439	535	2	2116	695	72	457	0	1224	6528
Apprch %	16.2	80.5	3.3	0		39	12.8	48.2	0		6.6	68	25.3	0.1		56.8	5.9	37.3	0		
Total %	7.5	37.3	1.5	0	46.3	1	0.3	1.2	0	2.5	2.1	22	8.2	0	32.4	10.6	1.1	7	0	18.8	

	5th St Southbound				Harris Rd Westbound				5th St Northbound				Harris Rd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	43	241	10	294	5	**2**	7	14	13	117	**64**	194	67	**9**	36	112	614
05:15 PM	48	232	7	287	**9**	1	5	15	12	121	46	179	**74**	7	44	125	606
05:30 PM	37	**278**	7	**322**	7	1	**11**	**19**	13	**141**	42	**196**	51	9	36	96	**633**
05:45 PM	**49**	214	**15**	278	5	0	8	13	**14**	115	55	184	74	3	**49**	**126**	601
Total Volume	177	965	39	1181	26	4	31	61	52	494	207	753	266	28	165	459	2454
% App. Total	15	81.7	3.3		42.6	6.6	50.8		6.9	65.6	27.5		58	6.1	35.9		
PHF	.903	.868	.650	.917	.722	.500	.705	.803	.929	.876	.809	.960	.899	.778	.842	.911	.969

Attachment B Existing Traffic Conditions Analysis

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	76	0	1	184	38	19
Future Vol, veh/h	76	0	1	184	38	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	270
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	5	11
Mvmt Flow	86	0	1	209	43	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	254	43	65	0	-	0
Stage 1	43	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	737	1033	1550	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	736	1033	1550	-	-	-
Mov Cap-2 Maneuver	736	-	-	-	-	-
Stage 1	981	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1550	-	736	-	-
HCM Lane V/C Ratio	0.001	-	0.117	-	-
HCM Control Delay (s)	7.3	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	119	263	2	36	52
Future Vol, veh/h	5	119	263	2	36	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	5	1	50	8	8
Mvmt Flow	6	138	306	2	42	60

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	421	307	0	0	308	0
Stage 1	307	-	-	-	-	-
Stage 2	114	-	-	-	-	-
Critical Hdwy	6.6	6.275	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3475	-	-	2.276	-
Pot Cap-1 Maneuver	579	724	-	-	1213	-
Stage 1	751	-	-	-	-	-
Stage 2	904	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	559	724	-	-	1213	-
Mov Cap-2 Maneuver	619	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	3.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	719	1213	-
HCM Lane V/C Ratio	-	-	0.201	0.035	-
HCM Control Delay (s)	-	-	11.3	8.1	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	295	0	5	0	0	0	13	343	0	14	86	65
Future Vol, veh/h	295	0	5	0	0	0	13	343	0	14	86	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	225	-	325
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	0	0	0	8	2	0	0	9	9
Mvmt Flow	339	0	6	0	0	0	15	394	0	16	99	75

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	358	555	50	506	630	197	174	0	0	394	0	0
Stage 1	131	131	-	424	424	-	-	-	-	-	-	-
Stage 2	227	424	-	82	206	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	573	443	1014	454	401	817	1357	-	-	1176	-	-
Stage 1	859	792	-	584	590	-	-	-	-	-	-	-
Stage 2	755	590	-	923	735	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	562	432	1014	443	391	817	1357	-	-	1176	-	-
Mov Cap-2 Maneuver	610	484	-	499	467	-	-	-	-	-	-	-
Stage 1	850	781	-	578	584	-	-	-	-	-	-	-
Stage 2	747	584	-	905	725	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.1	0	0.3	0.7
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1357	-	-	614	-	1176	-	-
HCM Lane V/C Ratio	0.011	-	-	0.562	-	0.014	-	-
HCM Control Delay (s)	7.7	-	-	18.1	0	8.1	-	-
HCM Lane LOS	A	-	-	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.5	-	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	176	2	18	0	0	8	57	596	57	90	143	135
Future Vol, veh/h	176	2	18	0	0	8	57	596	57	90	143	135
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	-	-	180	260	-	100	270	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	0	0	7	2	0	0	8	4
Mvmt Flow	187	2	19	0	0	9	61	634	61	96	152	144

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	783	1161	76	1025	1244	317	296	0	0	695	0	0
Stage 1	344	344	-	756	756	-	-	-	-	-	-	-
Stage 2	439	817	-	269	488	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	284	197	976	192	176	685	1227	-	-	910	-	-
Stage 1	645	640	-	371	419	-	-	-	-	-	-	-
Stage 2	567	393	-	719	553	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	167	976	166	150	685	1227	-	-	910	-	-
Mov Cap-2 Maneuver	340	231	-	268	258	-	-	-	-	-	-	-
Stage 1	613	573	-	352	398	-	-	-	-	-	-	-
Stage 2	532	373	-	628	495	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.6	10.3	0.6	2.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1227	-	-	338	976	-	685	910	-	-
HCM Lane V/C Ratio	0.049	-	-	0.56	0.02	-	0.012	0.105	-	-
HCM Control Delay (s)	8.1	-	-	28.4	8.8	0	10.3	9.4	-	-
HCM Lane LOS	A	-	-	D	A	A	B	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	3.3	0.1	-	0	0.4	-	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	4	2	1	192	1	795	18	253	352	7
Future Vol, veh/h	12	0	4	2	1	192	1	795	18	253	352	7
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	75	250	-	340	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	25	0	0	3	0	2	6	4	6	14
Mvmt Flow	13	0	4	2	1	200	1	828	19	264	367	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1313	1745	185	1542	1733	414	375	0	0	847	0	0
Stage 1	896	896	-	830	830	-	-	-	-	-	-	-
Stage 2	417	849	-	712	903	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.4	7.5	6.5	6.96	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.55	3.5	4	3.33	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	118	87	758	80	89	584	1195	-	-	773	-	-
Stage 1	306	362	-	335	388	-	-	-	-	-	-	-
Stage 2	589	380	-	394	359	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	57	757	58	58	584	1194	-	-	773	-	-
Mov Cap-2 Maneuver	99	93	-	159	158	-	-	-	-	-	-	-
Stage 1	305	238	-	335	388	-	-	-	-	-	-	-
Stage 2	386	380	-	258	236	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	37.4	14.5	0	5
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	99	757	159	584	773	-	-
HCM Lane V/C Ratio	0.001	-	-	0.126	0.006	0.02	0.342	0.341	-	-
HCM Control Delay (s)	8	-	-	46.6	9.8	28.1	14.3	12	-	-
HCM Lane LOS	A	-	-	E	A	D	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.1	1.5	1.5	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	6	0	1010	1	4	606	0
Future Vol, veh/h	0	0	0	0	0	6	0	1010	1	4	606	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	135	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	25	5	0
Mvmt Flow	0	0	0	0	0	6	0	1063	1	4	638	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1178	1710	319	1391	1710	532	638	0	0	1064	0	0
Stage 1	646	646	-	1064	1064	-	-	-	-	-	-	-
Stage 2	532	1064	-	327	646	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.45	-	-
Pot Cap-1 Maneuver	148	92	683	103	92	497	956	-	-	530	-	-
Stage 1	431	470	-	242	302	-	-	-	-	-	-	-
Stage 2	504	302	-	665	470	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	145	91	683	102	91	497	956	-	-	530	-	-
Mov Cap-2 Maneuver	145	91	-	102	91	-	-	-	-	-	-	-
Stage 1	431	466	-	242	302	-	-	-	-	-	-	-
Stage 2	498	302	-	660	466	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.3	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	956	-	-	-	497	530	-	-
HCM Lane V/C Ratio	-	-	-	-	0.013	0.008	-	-
HCM Control Delay (s)	0	-	-	0	12.3	11.8	-	-
HCM Lane LOS	A	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	448	0	231	0	0	0	0	798	257	227	427	0
Future Volume (veh/h)	448	0	231	0	0	0	0	798	257	227	427	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870				0	1870	1870	1841	1811	0
Adj Flow Rate, veh/h	467	0	241				0	831	268	236	445	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	2	2	4	6	0
Cap, veh/h	522	0	457				0	1129	364	340	1989	0
Arrive On Green	0.29	0.00	0.29				0.00	0.43	0.43	0.20	1.00	0.00
Sat Flow, veh/h	1810	0	1585				0	2736	851	1753	3532	0
Grp Volume(v), veh/h	467	0	241				0	559	540	236	445	0
Grp Sat Flow(s),veh/h/ln	1810	0	1585				0	1777	1717	1753	1721	0
Q Serve(g_s), s	22.3	0.0	11.5				0.0	23.6	23.7	6.6	0.0	0.0
Cycle Q Clear(g_c), s	22.3	0.0	11.5				0.0	23.6	23.7	6.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	522	0	457				0	759	733	340	1989	0
V/C Ratio(X)	0.89	0.00	0.53				0.00	0.74	0.74	0.69	0.22	0.00
Avail Cap(c_a), veh/h	583	0	511				0	759	733	562	1989	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	30.7	0.0	26.9				0.0	21.5	21.6	14.9	0.0	0.0
Incr Delay (d2), s/veh	15.2	0.0	0.9				0.0	6.3	6.5	2.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	17.2	0.0	7.8				0.0	15.3	15.0	3.7	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	0.0	27.8				0.0	27.8	28.1	17.2	0.2	0.0
LnGrp LOS	D	A	C				A	C	C	B	A	A
Approach Vol, veh/h		708						1099			681	
Approach Delay, s/veh		39.7						27.9			6.1	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	13.6	44.4		32.0		58.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0
Max Green Setting (Gmax), s	20.5	24.0		29.0		49.0
Max Q Clear Time (g_c+I1), s	8.6	25.7		24.3		2.0
Green Ext Time (p_c), s	0.5	0.0		1.7		2.9

Intersection Summary			
HCM 6th Ctrl Delay			25.3
HCM 6th LOS			C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	177	1	421	334	926	0	0	486	411
Future Volume (veh/h)	0	0	0	177	1	421	334	926	0	0	486	411
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1900	1841	1885	1885	0	0	1826	1826
Adj Flow Rate, veh/h				186	1	443	352	975	0	0	512	433
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				4	0	4	1	1	0	0	5	5
Cap, veh/h				550	3	476	496	2010	0	0	1170	522
Arrive On Green				0.31	0.31	0.31	0.31	1.00	0.00	0.00	0.34	0.34
Sat Flow, veh/h				1800	10	1560	1795	3676	0	0	3561	1547
Grp Volume(v), veh/h				187	0	443	352	975	0	0	512	433
Grp Sat Flow(s),veh/h/ln				1810	0	1560	1795	1791	0	0	1735	1547
Q Serve(g_s), s				7.2	0.0	24.8	11.4	0.0	0.0	0.0	10.3	23.2
Cycle Q Clear(g_c), s				7.2	0.0	24.8	11.4	0.0	0.0	0.0	10.3	23.2
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				553	0	476	496	2010	0	0	1170	522
V/C Ratio(X)				0.34	0.00	0.93	0.71	0.48	0.00	0.00	0.44	0.83
Avail Cap(c_a), veh/h				583	0	503	692	2010	0	0	1170	522
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.45	0.45	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				24.2	0.0	30.3	12.1	0.0	0.0	0.0	23.2	27.5
Incr Delay (d2), s/veh				0.4	0.0	23.4	0.9	0.4	0.0	0.0	1.2	14.2
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				5.5	0.0	17.8	4.9	0.2	0.0	0.0	7.4	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				24.6	0.0	53.7	13.0	0.4	0.0	0.0	24.4	41.7
LnGrp LOS				C	A	D	B	A	A	A	C	D
Approach Vol, veh/h					630			1327			945	
Approach Delay, s/veh					45.1			3.7			32.3	
Approach LOS					D			A			C	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	56.5		20.2	36.3		33.5
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	49.0		24.0	19.0		29.0
Max Q Clear Time (g_c+I1), s	2.0		13.4	25.2		26.8
Green Ext Time (p_c), s	7.7		0.8	0.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	25	0	56	16	1305	7	36	898	5
Future Vol, veh/h	0	0	1	25	0	56	16	1305	7	36	898	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	40	-	-	-	210	-	130	110	-	110
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	4	0	2	0	0	4	0
Mvmt Flow	0	0	1	26	0	58	17	1359	7	38	935	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1725	2411	468	1937	2409	680	940	0	0	1366	0	0
Stage 1	1011	1011	-	1393	1393	-	-	-	-	-	-	-
Stage 2	714	1400	-	544	1016	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	58	33	547	40	33	389	737	-	-	509	-	-
Stage 1	260	320	-	152	211	-	-	-	-	-	-	-
Stage 2	393	209	-	496	318	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	46	30	547	37	30	389	737	-	-	509	-	-
Mov Cap-2 Maneuver	144	110	-	114	121	-	-	-	-	-	-	-
Stage 1	254	296	-	149	206	-	-	-	-	-	-	-
Stage 2	326	204	-	458	294	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	30.6	0.1	0.5
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	737	-	-	-	547	223	509	-	-
HCM Lane V/C Ratio	0.023	-	-	-	0.002	0.378	0.074	-	-
HCM Control Delay (s)	10	-	-	0	11.6	30.6	12.6	-	-
HCM Lane LOS	A	-	-	A	B	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	1.7	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	11	25	375	4	208	43	865	411	209	465	4
Future Volume (veh/h)	9	11	25	375	4	208	43	865	411	209	465	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1900	1900	1826	1900	1856	1900	1856	1856	1841	1856	1900
Adj Flow Rate, veh/h	10	12	27	411	0	226	47	940	447	227	505	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	33	0	0	5	0	3	0	3	3	4	3	0
Cap, veh/h	105	41	92	541	0	245	535	1396	622	322	1571	717
Arrive On Green	0.08	0.08	0.08	0.16	0.00	0.16	0.04	0.27	0.27	0.21	0.89	0.89
Sat Flow, veh/h	1344	520	1170	3478	0	1572	1810	3526	1571	1753	3526	1608
Grp Volume(v), veh/h	10	0	39	411	0	226	47	940	447	227	505	4
Grp Sat Flow(s),veh/h/ln	1344	0	1689	1739	0	1572	1810	1763	1571	1753	1763	1608
Q Serve(g_s), s	0.6	0.0	2.0	10.2	0.0	12.8	1.3	21.5	23.3	6.9	2.0	0.0
Cycle Q Clear(g_c), s	0.6	0.0	2.0	10.2	0.0	12.8	1.3	21.5	23.3	6.9	2.0	0.0
Prop In Lane	1.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	0	133	541	0	245	535	1396	622	322	1571	717
V/C Ratio(X)	0.09	0.00	0.29	0.76	0.00	0.92	0.09	0.67	0.72	0.71	0.32	0.01
Avail Cap(c_a), veh/h	209	0	263	541	0	245	820	1396	622	511	1571	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	38.5	0.0	39.1	36.4	0.0	37.5	14.3	27.9	28.5	15.8	2.8	2.7
Incr Delay (d2), s/veh	0.4	0.0	1.2	6.2	0.0	37.5	0.1	2.6	7.0	2.8	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	0.0	1.5	8.3	0.0	11.8	0.9	14.7	15.2	4.0	1.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	0.0	40.3	42.6	0.0	75.0	14.3	30.5	35.5	18.6	3.4	2.7
LnGrp LOS	D	A	D	D	A	E	B	C	D	B	A	A
Approach Vol, veh/h		49			637			1434			736	
Approach Delay, s/veh		40.0			54.1			31.5			8.0	
Approach LOS		D			D			C			A	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.3	41.6		13.1	10.8	46.1		20.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	19.0		14.0	19.0	19.0		14.0
Max Q Clear Time (g_c+I1), s	8.9	25.3		4.0	3.3	4.0		14.8
Green Ext Time (p_c), s	0.4	0.0		0.1	0.1	2.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	9	211	65	20	35	225	874	18	17	412	164
Future Volume (veh/h)	170	9	211	65	20	35	225	874	18	17	412	164
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1737	1737	1826	1826	1826	1841	1870	1870	1544	1826	1841
Adj Flow Rate, veh/h	191	10	237	73	22	39	253	982	20	19	463	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	11	11	5	5	5	4	2	2	24	5	4
Cap, veh/h	345	15	355	132	44	47	593	1856	38	330	1548	
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.21	1.00	1.00	0.03	0.45	0.00
Sat Flow, veh/h	1341	60	1421	282	176	188	1753	3561	73	1471	3469	1560
Grp Volume(v), veh/h	191	0	247	134	0	0	253	490	512	19	463	0
Grp Sat Flow(s),veh/h/ln	1341	0	1481	646	0	0	1753	1777	1857	1471	1735	1560
Q Serve(g_s), s	0.0	0.0	13.5	6.8	0.0	0.0	6.9	0.0	0.0	0.6	7.7	0.0
Cycle Q Clear(g_c), s	15.4	0.0	13.5	20.4	0.0	0.0	6.9	0.0	0.0	0.6	7.7	0.0
Prop In Lane	1.00		0.96	0.54		0.29	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	345	0	370	223	0	0	593	926	968	330	1548	
V/C Ratio(X)	0.55	0.00	0.67	0.60	0.00	0.00	0.43	0.53	0.53	0.06	0.30	
Avail Cap(c_a), veh/h	367	0	395	245	0	0	780	926	968	598	1548	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.68	0.68	0.68	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.1	0.0	30.4	35.7	0.0	0.0	9.2	0.0	0.0	12.5	15.9	0.0
Incr Delay (d2), s/veh	1.6	0.0	3.9	3.4	0.0	0.0	0.3	1.5	1.4	0.1	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	8.8	5.5	0.0	0.0	3.4	0.7	0.7	0.3	5.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.7	0.0	34.4	39.2	0.0	0.0	9.5	1.5	1.4	12.6	16.4	0.0
LnGrp LOS	C	A	C	D	A	A	A	A	A	B	B	
Approach Vol, veh/h		438			134			1255			482	A
Approach Delay, s/veh		33.6			39.2			3.1			16.3	
Approach LOS		C			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.6	52.9		28.5	15.4	46.2		28.5
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	29.0		24.0	19.0	29.0		24.0
Max Q Clear Time (g_c+I1), s	12.6	2.0		17.4	8.9	9.7		22.4
Green Ext Time (p_c), s	0.0	6.4		1.2	0.5	2.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	13.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	0	0	76	157	60
Future Vol, veh/h	34	0	0	76	157	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	270
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	0	0	85	176	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	261	176	243	0	-	0
Stage 1	176	-	-	-	-	-
Stage 2	85	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	732	872	1335	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	943	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	872	1335	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	859	-	-	-	-	-
Stage 2	943	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1335	-	732	-	-
HCM Lane V/C Ratio	-	-	0.052	-	-
HCM Control Delay (s)	0	-	10.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	87	106	3	96	210
Future Vol, veh/h	4	87	106	3	96	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	3	0
Mvmt Flow	4	96	116	3	105	231

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	444	118	0	0	119	0
Stage 1	118	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.2285	-
Pot Cap-1 Maneuver	561	933	-	-	1461	-
Stage 1	912	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	521	933	-	-	1461	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.5	0	2.4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1461	-
HCM Lane V/C Ratio	-	-	0.11	0.072	-
HCM Control Delay (s)	-	-	9.5	7.7	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	144	0	18	0	0	0	10	185	0	3	289	203
Future Vol, veh/h	144	0	18	0	0	0	10	185	0	3	289	203
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	225	-	325
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	160	0	20	0	0	0	11	206	0	3	321	226

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	452	555	161	395	781	103	547	0	0	206	0	0
Stage 1	327	327	-	228	228	-	-	-	-	-	-	-
Stage 2	125	228	-	167	553	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	496	443	862	544	329	938	1033	-	-	1377	-	-
Stage 1	665	651	-	760	719	-	-	-	-	-	-	-
Stage 2	872	719	-	824	518	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	491	437	862	526	325	938	1033	-	-	1377	-	-
Mov Cap-2 Maneuver	553	508	-	592	409	-	-	-	-	-	-	-
Stage 1	658	650	-	752	711	-	-	-	-	-	-	-
Stage 2	863	711	-	803	517	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	0	0.4	0
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	576	-	1377	-	-
HCM Lane V/C Ratio	0.011	-	-	0.313	-	0.002	-	-
HCM Control Delay (s)	8.5	-	-	14.1	0	7.6	-	-
HCM Lane LOS	A	-	-	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.3	-	0	-	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	173	0	53	3	1	50	19	275	3	33	456	220
Future Vol, veh/h	173	0	53	3	1	50	19	275	3	33	456	220
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	-	-	180	260	-	100	270	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	1	0	0	0	0
Mvmt Flow	184	0	56	3	1	53	20	293	3	35	485	234

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	742	891	243	646	1122	147	719	0	0	296	0	0
Stage 1	555	555	-	333	333	-	-	-	-	-	-	-
Stage 2	187	336	-	313	789	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.25	-	-	2.2	-	-
Pot Cap-1 Maneuver	308	284	764	361	208	880	859	-	-	1277	-	-
Stage 1	489	516	-	660	647	-	-	-	-	-	-	-
Stage 2	803	645	-	678	405	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	278	270	764	322	198	880	859	-	-	1277	-	-
Mov Cap-2 Maneuver	378	370	-	428	295	-	-	-	-	-	-	-
Stage 1	478	502	-	645	632	-	-	-	-	-	-	-
Stage 2	736	630	-	611	394	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.1	9.8	0.6	0.4
HCM LOS	C	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	859	-	-	378	764	385	880	1277	-	-
HCM Lane V/C Ratio	0.024	-	-	0.487	0.074	0.011	0.06	0.027	-	-
HCM Control Delay (s)	9.3	-	-	23.2	10.1	14.5	9.4	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.6	0.2	0	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	0	1	1	0	113	3	503	6	107	745	18
Future Vol, veh/h	14	0	1	1	0	113	3	503	6	107	745	18
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	75	250	-	340	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	1	1	0
Mvmt Flow	15	0	1	1	0	118	3	524	6	111	776	19

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1267	1535	389	1140	1548	262	796	0	0	530	0	0
Stage 1	999	999	-	530	530	-	-	-	-	-	-	-
Stage 2	268	536	-	610	1018	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.31	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	128	117	615	158	115	740	835	-	-	1040	-	-
Stage 1	265	324	-	506	530	-	-	-	-	-	-	-
Stage 2	720	527	-	453	317	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	104	614	144	102	740	834	-	-	1040	-	-
Mov Cap-2 Maneuver	196	201	-	268	208	-	-	-	-	-	-	-
Stage 1	264	289	-	504	528	-	-	-	-	-	-	-
Stage 2	603	525	-	404	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.9	10.9	0.1	1.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	834	-	-	196	614	268	740	1040	-	-
HCM Lane V/C Ratio	0.004	-	-	0.074	0.002	0.004	0.159	0.107	-	-
HCM Control Delay (s)	9.3	-	-	24.8	10.9	18.5	10.8	8.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0	0.6	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	3	1	629	0	8	844	0
Future Vol, veh/h	0	0	0	0	0	3	1	629	0	8	844	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	135	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	0	0	3	1	655	0	8	879	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1225	1552	440	1113	1552	328	879	0	0	655	0	0
Stage 1	895	895	-	657	657	-	-	-	-	-	-	-
Stage 2	330	657	-	456	895	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	115	570	166	115	674	777	-	-	942	-	-
Stage 1	306	362	-	425	465	-	-	-	-	-	-	-
Stage 2	663	465	-	559	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	135	114	570	165	114	674	777	-	-	942	-	-
Mov Cap-2 Maneuver	135	114	-	165	114	-	-	-	-	-	-	-
Stage 1	306	359	-	425	465	-	-	-	-	-	-	-
Stage 2	659	465	-	554	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.4	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	777	-	-	-	674	942	-	-
HCM Lane V/C Ratio	0.001	-	-	-	0.005	0.009	-	-
HCM Control Delay (s)	9.6	-	-	0	10.4	8.9	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	454	1	268	0	0	0	0	515	139	368	601	0
Future Volume (veh/h)	454	1	268	0	0	0	0	515	139	368	601	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1885	1885	1870	1885	0
Adj Flow Rate, veh/h	483	1	285				0	548	148	391	639	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	1	1	2	1	0
Cap, veh/h	482	1	429				0	1070	288	550	2149	0
Arrive On Green	0.27	0.27	0.27				0.00	0.38	0.38	0.33	1.00	0.00
Sat Flow, veh/h	1806	4	1610				0	2884	751	1781	3676	0
Grp Volume(v), veh/h	484	0	285				0	351	345	391	639	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1791	1750	1781	1791	0
Q Serve(g_s), s	24.0	0.0	14.2				0.0	13.5	13.6	12.1	0.0	0.0
Cycle Q Clear(g_c), s	24.0	0.0	14.2				0.0	13.5	13.6	12.1	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.43	1.00		0.00
Lane Grp Cap(c), veh/h	483	0	429				0	687	671	550	2149	0
V/C Ratio(X)	1.00	0.00	0.66				0.00	0.51	0.51	0.71	0.30	0.00
Avail Cap(c_a), veh/h	483	0	429				0	687	671	759	2149	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.86	0.86	0.00
Uniform Delay (d), s/veh	33.0	0.0	29.4				0.0	21.3	21.3	10.5	0.0	0.0
Incr Delay (d2), s/veh	41.7	0.0	3.8				0.0	2.7	2.8	1.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.3	0.0	9.7				0.0	9.6	9.5	5.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	0.0	33.2				0.0	24.0	24.1	12.2	0.3	0.0
LnGrp LOS	F	A	C				A	C	C	B	A	A
Approach Vol, veh/h		769						696			1030	
Approach Delay, s/veh		59.3						24.0			4.8	
Approach LOS		E						C			A	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.5	40.5		30.0		60.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0
Max Green Setting (Gmax), s	25.5	24.0		24.0		54.0
Max Q Clear Time (g_c+I1), s	14.1	15.6		26.0		2.0
Green Ext Time (p_c), s	0.9	2.5		0.0		4.4

Intersection Summary	
HCM 6th Ctrl Delay	27.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	175	0	311	170	781	0	0	819	612
Future Volume (veh/h)	0	0	0	175	0	311	170	781	0	0	819	612
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1885	1870	0	0	1885	1900
Adj Flow Rate, veh/h				184	0	327	179	822	0	0	862	644
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	1	2	0	0	1	0
Cap, veh/h				431	0	384	379	2233	0	0	1751	787
Arrive On Green				0.24	0.00	0.24	0.15	1.00	0.00	0.00	0.98	0.98
Sat Flow, veh/h				1810	0	1610	1795	3647	0	0	3676	1610
Grp Volume(v), veh/h				184	0	327	179	822	0	0	862	644
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1795	1777	0	0	1791	1610
Q Serve(g_s), s				7.8	0.0	17.5	4.3	0.0	0.0	0.0	0.9	4.1
Cycle Q Clear(g_c), s				7.8	0.0	17.5	4.3	0.0	0.0	0.0	0.9	4.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				431	0	384	379	2233	0	0	1751	787
V/C Ratio(X)				0.43	0.00	0.85	0.47	0.37	0.00	0.00	0.49	0.82
Avail Cap(c_a), veh/h				684	0	608	627	2233	0	0	1751	787
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.81	0.81	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				29.1	0.0	32.8	8.1	0.0	0.0	0.0	0.5	0.6
Incr Delay (d2), s/veh				0.7	0.0	6.8	0.7	0.4	0.0	0.0	1.0	9.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				6.1	0.0	11.8	2.4	0.2	0.0	0.0	0.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.7	0.0	39.5	8.8	0.4	0.0	0.0	1.5	9.8
LnGrp LOS				C	A	D	A	A	A	A	A	A
Approach Vol, veh/h					511			1001			1506	
Approach Delay, s/veh					36.0			1.9			5.1	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	62.6		12.6	50.0		27.4
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	44.0		19.0	19.0		34.0
Max Q Clear Time (g_c+I1), s	2.0		6.3	6.1		19.5
Green Ext Time (p_c), s	6.1		0.4	6.6		2.0

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	21	4	0	18	2	1074	15	52	1442	1
Future Vol, veh/h	5	0	21	4	0	18	2	1074	15	52	1442	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	40	-	-	-	210	-	130	110	-	110
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	13	2	1	0
Mvmt Flow	5	0	22	4	0	19	2	1131	16	55	1518	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2199	2780	760	2004	2765	566	1520	0	0	1147	0	0
Stage 1	1629	1629	-	1135	1135	-	-	-	-	-	-	-
Stage 2	570	1151	-	869	1630	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	26	19	353	36	20	473	445	-	-	605	-	-
Stage 1	108	162	-	219	280	-	-	-	-	-	-	-
Stage 2	479	275	-	317	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	17	353	31	18	473	445	-	-	605	-	-
Mov Cap-2 Maneuver	84	88	-	124	94	-	-	-	-	-	-	-
Stage 1	107	147	-	218	279	-	-	-	-	-	-	-
Stage 2	458	274	-	270	147	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	17.4	0	0.4
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	445	-	-	84	353	313	605	-	-
HCM Lane V/C Ratio	0.005	-	-	0.063	0.063	0.074	0.09	-	-
HCM Control Delay (s)	13.1	-	-	50.7	15.9	17.4	11.5	-	-
HCM Lane LOS	B	-	-	F	C	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.2	0.2	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	40	106	457	22	272	102	463	515	426	906	9
Future Volume (veh/h)	13	40	106	457	22	272	102	463	515	426	906	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1900	1900	1885	1900	1900	1900	1885	1870	1885	1885	1900
Adj Flow Rate, veh/h	13	41	109	487	0	280	105	477	531	439	934	9
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	15	0	0	1	0	0	0	1	2	1	1	0
Cap, veh/h	177	51	135	559	0	250	369	939	416	524	1415	636
Arrive On Green	0.11	0.11	0.11	0.16	0.00	0.16	0.02	0.09	0.09	0.41	0.79	0.79
Sat Flow, veh/h	1598	459	1221	3591	0	1610	1810	3582	1585	1795	3582	1610
Grp Volume(v), veh/h	13	0	150	487	0	280	105	477	531	439	934	9
Grp Sat Flow(s),veh/h/ln	1598	0	1680	1795	0	1610	1810	1791	1585	1795	1791	1610
Q Serve(g_s), s	0.7	0.0	7.8	11.9	0.0	14.0	3.7	11.5	23.6	16.3	10.3	0.1
Cycle Q Clear(g_c), s	0.7	0.0	7.8	11.9	0.0	14.0	3.7	11.5	23.6	16.3	10.3	0.1
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	177	0	186	559	0	250	369	939	416	524	1415	636
V/C Ratio(X)	0.07	0.00	0.81	0.87	0.00	1.12	0.28	0.51	1.28	0.84	0.66	0.01
Avail Cap(c_a), veh/h	249	0	261	559	0	250	620	939	416	535	1415	636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	35.9	0.0	39.1	37.1	0.0	38.0	22.3	35.6	41.1	13.5	6.8	5.7
Incr Delay (d2), s/veh	0.2	0.0	11.8	14.1	0.0	92.2	0.4	2.0	142.3	9.7	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	6.8	10.3	0.0	18.4	2.8	9.4	39.6	8.5	4.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.1	0.0	50.9	51.2	0.0	130.2	22.7	37.5	183.4	23.1	8.9	5.8
LnGrp LOS	D	A	D	D	A	F	C	D	F	C	A	A
Approach Vol, veh/h		163			767			1113			1382	
Approach Delay, s/veh		49.7			80.1			105.7			13.4	
Approach LOS		D			F			F			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.4	29.6		16.0	12.5	41.6		20.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	19.0	19.0		14.0	19.0	19.0		14.0				
Max Q Clear Time (g_c+I1), s	18.3	25.6		9.8	5.7	12.3		16.0				
Green Ext Time (p_c), s	0.1	0.0		0.3	0.2	3.2		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	60.1
HCM 6th LOS	E

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	28	266	31	4	26	52	494	207	39	965	177
Future Volume (veh/h)	165	28	266	31	4	26	52	494	207	39	965	177
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1722	1885	1885	1900	1885	1870
Adj Flow Rate, veh/h	170	29	274	32	4	27	54	509	213	40	995	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	12	1	1	0	1	2
Cap, veh/h	306	34	324	88	25	39	352	1310	546	557	1874	
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.12	1.00	1.00	0.05	0.52	0.00
Sat Flow, veh/h	1389	156	1476	125	114	179	1640	2465	1027	1810	3582	1585
Grp Volume(v), veh/h	170	0	303	63	0	0	54	369	353	40	995	0
Grp Sat Flow(s),veh/h/ln	1389	0	1632	419	0	0	1640	1791	1700	1810	1791	1585
Q Serve(g_s), s	0.0	0.0	16.0	1.6	0.0	0.0	1.2	0.0	0.0	0.9	16.5	0.0
Cycle Q Clear(g_c), s	14.6	0.0	16.0	17.6	0.0	0.0	1.2	0.0	0.0	0.9	16.5	0.0
Prop In Lane	1.00		0.90	0.51		0.43	1.00		0.60	1.00		1.00
Lane Grp Cap(c), veh/h	306	0	358	152	0	0	352	952	904	557	1874	
V/C Ratio(X)	0.56	0.00	0.85	0.41	0.00	0.00	0.15	0.39	0.39	0.07	0.53	
Avail Cap(c_a), veh/h	372	0	435	214	0	0	603	952	904	851	1874	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.81	0.81	0.81	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.1	0.0	33.7	32.6	0.0	0.0	9.2	0.0	0.0	8.4	14.2	0.0
Incr Delay (d2), s/veh	1.6	0.0	12.4	1.8	0.0	0.0	0.2	1.0	1.0	0.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.0	11.9	2.6	0.0	0.0	0.7	0.5	0.5	0.5	10.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.7	0.0	46.1	34.4	0.0	0.0	9.4	1.0	1.0	8.5	15.2	0.0
LnGrp LOS	C	A	D	C	A	A	A	A	A	A	B	
Approach Vol, veh/h		473			63			776			1035	A
Approach Delay, s/veh		42.0			34.4			1.6			15.0	
Approach LOS		D			C			A			B	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	53.8		25.7	11.2	53.1		25.7
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	19.0	29.0		24.0	19.0	29.0		24.0
Max Q Clear Time (g_c+I1), s	12.9	2.0		18.0	3.2	18.5		19.6
Green Ext Time (p_c), s	0.0	4.4		1.3	0.1	4.6		0.1

Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Attachment C Future No-Build Traffic Conditions Analysis

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	100	0	1	242	50	25
Future Vol, veh/h	100	0	1	242	50	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	270
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	1	0	0	1	5	11
Mvmt Flow	114	0	1	275	57	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	334	57	85	0	-	0
Stage 1	57	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.41	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	663	1015	1524	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	662	1015	1524	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	967	-	-	-	-	-
Stage 2	772	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1524	-	662	-	-
HCM Lane V/C Ratio	0.001	-	0.172	-	-
HCM Control Delay (s)	7.4	0	11.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	305	346	6	158	68
Future Vol, veh/h	8	305	346	6	158	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	5	1	50	8	8
Mvmt Flow	9	355	402	7	184	79

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	814	406	0	0	409	0
Stage 1	406	-	-	-	-	-
Stage 2	408	-	-	-	-	-
Critical Hdwy	6.6	6.275	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3475	-	-	2.276	-
Pot Cap-1 Maneuver	335	636	-	-	1111	-
Stage 1	677	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	279	636	-	-	1111	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.4	0	6.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	626	1111	-
HCM Lane V/C Ratio	-	-	0.581	0.165	-
HCM Control Delay (s)	-	-	18.4	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	3.7	0.6	-

Intersection	
Int Delay, s/veh	32

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	388	0	16	0	0	0	34	583	0	18	216	85
Future Vol, veh/h	388	0	16	0	0	0	34	583	0	18	216	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	225	-	325
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	0	0	0	0	0	8	2	0	0	9	9
Mvmt Flow	446	0	18	0	0	0	39	670	0	21	248	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	703	1038	124	914	1136	335	346	0	0	670	0	0
Stage 1	290	290	-	748	748	-	-	-	-	-	-	-
Stage 2	413	748	-	166	388	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.26	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.28	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 324	233	910	231	204	667	1168	-	-	930	-	-
Stage 1	694	676	-	375	423	-	-	-	-	-	-	-
Stage 2	587	423	-	825	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 310	220	910	217	193	667	1168	-	-	930	-	-
Mov Cap-2 Maneuver	~ 413	312	-	303	300	-	-	-	-	-	-	-
Stage 1	671	660	-	363	409	-	-	-	-	-	-	-
Stage 2	567	409	-	790	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	104.9	0	0.5	0.5
HCM LOS	F	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1168	-	-	422	-	930	-	-
HCM Lane V/C Ratio	0.033	-	-	1.1	-	0.022	-	-
HCM Control Delay (s)	8.2	-	-	104.9	0	9	-	-
HCM Lane LOS	A	-	-	F	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	16.1	-	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	63.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	261	3	37	0	0	11	126	900	75	118	288	195
Future Vol, veh/h	261	3	37	0	0	11	126	900	75	118	288	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	-	-	180	260	-	100	270	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	0	0	0	0	0	7	2	0	0	8	4
Mvmt Flow	278	3	39	0	0	12	134	957	80	126	306	207

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1305	1863	153	1632	1990	479	513	0	0	1037	0	0
Stage 1	558	558	-	1225	1225	-	-	-	-	-	-	-
Stage 2	747	1305	-	407	765	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.5	6.9	7.5	6.5	6.9	4.24	-	-	4.1	-	-
Critical Hdwy Stg 1	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4	3.3	3.5	4	3.3	2.27	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 118	74	872	68	61	538	1014	-	-	678	-	-
Stage 1	482	515	-	193	254	-	-	-	-	-	-	-
Stage 2	371	232	-	597	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 89	52	872	48	43	538	1014	-	-	678	-	-
Mov Cap-2 Maneuver	~ 151	67	-	120	116	-	-	-	-	-	-	-
Stage 1	418	419	-	168	220	-	-	-	-	-	-	-
Stage 2	315	201	-	461	338	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s$	416.4	11.8	1	2.3
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1014	-	-	149	872	-	538	678	-	-
HCM Lane V/C Ratio	0.132	-	-	1.885	0.045	-	0.022	0.185	-	-
HCM Control Delay (s)	9.1	-	-	$ 473.5	9.3	0	11.8	11.5	-	-
HCM Lane LOS	A	-	-	F	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	21.4	0.1	-	0.1	0.7	-	-

Notes

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

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	5	3	1	284	1	1161	24	343	557	9
Future Vol, veh/h	16	0	5	3	1	284	1	1161	24	343	557	9
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	75	250	-	340	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	25	0	0	3	0	2	6	4	6	14
Mvmt Flow	17	0	5	3	1	296	1	1209	25	357	580	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1902	2531	291	2215	2515	605	590	0	0	1234	0	0
Stage 1	1295	1295	-	1211	1211	-	-	-	-	-	-	-
Stage 2	607	1236	-	1004	1304	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.4	7.5	6.5	6.96	4.1	-	-	4.18	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.55	3.5	4	3.33	2.2	-	-	2.24	-	-
Pot Cap-1 Maneuver	43	28	641	25	29	438	995	-	-	549	-	-
Stage 1	175	235	-	197	257	-	-	-	-	-	-	-
Stage 2	455	250	-	263	232	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 7	10	640	12	10	438	994	-	-	549	-	-
Mov Cap-2 Maneuver	686	180	-	61	59	-	-	-	-	-	-	-
Stage 1	175	82	-	197	257	-	-	-	-	-	-	-
Stage 2	147	250	-	91	81	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.5	29.3	0	8.7
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	994	-	-	686	640	60	438	549	-	-
HCM Lane V/C Ratio	0.001	-	-	0.024	0.008	0.069	0.675	0.651	-	-
HCM Control Delay (s)	8.6	-	-	10.4	10.7	69.4	28.7	23	-	-
HCM Lane LOS	A	-	-	B	B	F	D	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	0.2	4.9	4.7	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	8	0	1476	1	5	901	0
Future Vol, veh/h	0	0	0	0	0	8	0	1476	1	5	901	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	135	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	25	5	0
Mvmt Flow	0	0	0	0	0	8	0	1554	1	5	948	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1735	2513	474	2039	2513	778	948	0	0	1555	0	0
Stage 1	958	958	-	1555	1555	-	-	-	-	-	-	-
Stage 2	777	1555	-	484	958	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.45	-	-
Pot Cap-1 Maneuver	57	29	542	34	29	343	732	-	-	327	-	-
Stage 1	280	338	-	120	176	-	-	-	-	-	-	-
Stage 2	360	176	-	538	338	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	55	29	542	34	29	343	732	-	-	327	-	-
Mov Cap-2 Maneuver	55	29	-	34	29	-	-	-	-	-	-	-
Stage 1	280	333	-	120	176	-	-	-	-	-	-	-
Stage 2	351	176	-	530	333	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	15.8	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	732	-	-	-	343	327	-	-
HCM Lane V/C Ratio	-	-	-	-	0.025	0.016	-	-
HCM Control Delay (s)	0	-	-	0	15.8	16.2	-	-
HCM Lane LOS	A	-	-	A	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	636	0	353	0	0	0	0	1244	402	322	685	0
Future Volume (veh/h)	636	0	353	0	0	0	0	1244	402	322	685	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1900	1870				0	1870	1870	1841	1811	0
Adj Flow Rate, veh/h	662	0	368				0	1296	419	335	714	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	2	2	4	6	0
Cap, veh/h	543	0	476				0	1095	343	265	1950	0
Arrive On Green	0.30	0.00	0.30				0.00	0.41	0.41	0.21	1.00	0.00
Sat Flow, veh/h	1810	0	1585				0	2756	834	1753	3532	0
Grp Volume(v), veh/h	662	0	368				0	851	864	335	714	0
Grp Sat Flow(s),veh/h/ln	1810	0	1585				0	1777	1720	1753	1721	0
Q Serve(g_s), s	27.0	0.0	19.0				0.0	37.0	37.0	9.5	0.0	0.0
Cycle Q Clear(g_c), s	27.0	0.0	19.0				0.0	37.0	37.0	9.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.48	1.00		0.00
Lane Grp Cap(c), veh/h	543	0	476				0	730	707	265	1950	0
V/C Ratio(X)	1.22	0.00	0.77				0.00	1.16	1.22	1.26	0.37	0.00
Avail Cap(c_a), veh/h	543	0	476				0	730	707	265	1950	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.47	0.47	0.00
Uniform Delay (d), s/veh	31.5	0.0	28.7				0.0	26.5	26.5	21.5	0.0	0.0
Incr Delay (d2), s/veh	114.6	0.0	7.8				0.0	88.7	112.3	132.5	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	42.0	0.0	12.7				0.0	45.6	51.6	17.3	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.1	0.0	36.5				0.0	115.2	138.8	154.0	0.3	0.0
LnGrp LOS	F	A	D				A	F	F	F	A	A
Approach Vol, veh/h		1030						1715			1049	
Approach Delay, s/veh		107.0						127.1			49.4	
Approach LOS		F						F			D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	43.0		33.0		57.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0
Max Green Setting (Gmax), s	9.5	37.0		27.0		51.0
Max Q Clear Time (g_c+I1), s	11.5	39.0		29.0		2.0
Green Ext Time (p_c), s	0.0	0.0		0.0		5.1

Intersection Summary	
HCM 6th Ctrl Delay	100.1
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	276	1	598	510	1390	0	0	744	584
Future Volume (veh/h)	0	0	0	276	1	598	510	1390	0	0	744	584
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1841	1900	1841	1885	1885	0	0	1826	1826
Adj Flow Rate, veh/h				291	1	629	537	1463	0	0	783	615
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				4	0	4	1	1	0	0	5	5
Cap, veh/h				561	2	485	481	1990	0	0	964	430
Arrive On Green				0.31	0.31	0.31	0.42	1.00	0.00	0.00	0.09	0.09
Sat Flow, veh/h				1804	6	1560	1795	3676	0	0	3561	1547
Grp Volume(v), veh/h				292	0	629	537	1463	0	0	783	615
Grp Sat Flow(s),veh/h/ln				1810	0	1560	1795	1791	0	0	1735	1547
Q Serve(g_s), s				11.9	0.0	28.0	19.0	0.0	0.0	0.0	19.9	25.0
Cycle Q Clear(g_c), s				11.9	0.0	28.0	19.0	0.0	0.0	0.0	19.9	25.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				563	0	485	481	1990	0	0	964	430
V/C Ratio(X)				0.52	0.00	1.30	1.12	0.74	0.00	0.00	0.81	1.43
Avail Cap(c_a), veh/h				563	0	485	481	1990	0	0	964	430
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	0.33	0.33
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				25.5	0.0	31.0	14.6	0.0	0.0	0.0	38.6	40.9
Incr Delay (d2), s/veh				0.8	0.0	147.9	55.5	0.2	0.0	0.0	7.4	206.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				8.8	0.0	45.2	13.9	0.1	0.0	0.0	15.3	53.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				26.3	0.0	178.9	70.1	0.2	0.0	0.0	46.0	247.8
LnGrp LOS				C	A	F	F	A	A	A	D	F
Approach Vol, veh/h					921			2000			1398	
Approach Delay, s/veh					130.5			19.0			134.8	
Approach LOS					F			B			F	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	56.0		25.0	31.0		34.0
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	50.0		19.0	25.0		28.0
Max Q Clear Time (g_c+I1), s	2.0		21.0	27.0		30.0
Green Ext Time (p_c), s	14.7		0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	1	36	0	80	23	1853	10	51	1275	7
Future Vol, veh/h	0	0	1	36	0	80	23	1853	10	51	1275	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	40	-	-	-	210	-	130	110	-	110
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	4	0	2	0	0	4	0
Mvmt Flow	0	0	1	38	0	83	24	1930	10	53	1328	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2447	3422	664	2748	3419	965	1335	0	0	1940	0	0
Stage 1	1434	1434	-	1978	1978	-	-	-	-	-	-	-
Stage 2	1013	1988	-	770	1441	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.98	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.34	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	16	7	408	~ 10	7	251	523	-	-	307	-	-
Stage 1	143	201	-	65	108	-	-	-	-	-	-	-
Stage 2	260	107	-	364	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	9	6	408	~ 8	6	251	523	-	-	307	-	-
Mov Cap-2 Maneuver	60	36	-	48	57	-	-	-	-	-	-	-
Stage 1	136	166	-	62	103	-	-	-	-	-	-	-
Stage 2	166	102	-	300	165	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.8	193.1	0.1	0.7
HCM LOS	B	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	523	-	-	-	408	109	307	-	-
HCM Lane V/C Ratio	0.046	-	-	-	0.003	1.109	0.173	-	-
HCM Control Delay (s)	12.2	-	-	0	13.8	193.1	19.2	-	-
HCM Lane LOS	B	-	-	A	B	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	0	7.5	0.6	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	16	36	533	6	295	61	1228	584	297	660	6
Future Volume (veh/h)	13	16	36	533	6	295	61	1228	584	297	660	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1411	1900	1900	1826	1900	1856	1900	1856	1856	1841	1856	1900
Adj Flow Rate, veh/h	14	17	39	584	0	321	66	1335	635	323	717	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	33	0	0	5	0	3	0	3	3	4	3	0
Cap, veh/h	123	47	108	696	0	314	413	1282	571	216	1335	609
Arrive On Green	0.09	0.09	0.09	0.20	0.00	0.20	0.02	0.12	0.12	0.16	0.76	0.76
Sat Flow, veh/h	1344	513	1176	3478	0	1572	1810	3526	1570	1753	3526	1608
Grp Volume(v), veh/h	14	0	56	584	0	321	66	1335	635	323	717	7
Grp Sat Flow(s),veh/h/ln	1344	0	1688	1739	0	1572	1810	1763	1570	1753	1763	1608
Q Serve(g_s), s	0.9	0.0	2.8	14.5	0.0	18.0	2.0	32.7	32.7	7.0	7.5	0.1
Cycle Q Clear(g_c), s	0.9	0.0	2.8	14.5	0.0	18.0	2.0	32.7	32.7	7.0	7.5	0.1
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	0	155	696	0	314	413	1282	571	216	1335	609
V/C Ratio(X)	0.11	0.00	0.36	0.84	0.00	1.02	0.16	1.04	1.11	1.49	0.54	0.01
Avail Cap(c_a), veh/h	269	0	338	696	0	314	440	1282	571	216	1335	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84
Uniform Delay (d), s/veh	37.5	0.0	38.4	34.6	0.0	36.0	16.3	39.6	39.6	21.4	7.7	6.8
Incr Delay (d2), s/veh	0.4	0.0	1.4	9.0	0.0	56.1	0.2	36.5	72.1	241.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	0.0	2.2	11.2	0.0	17.4	1.4	30.1	35.6	26.0	3.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	0.0	39.8	43.6	0.0	92.1	16.5	76.1	111.7	262.7	9.0	6.8
LnGrp LOS	D	A	D	D	A	F	B	F	F	F	A	A
Approach Vol, veh/h		70			905			2036			1047	
Approach Delay, s/veh		39.4			60.8			85.3			87.3	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	38.7		14.3	11.7	40.1		24.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	23.0		18.0	7.0	23.0		18.0
Max Q Clear Time (g_c+I1), s	9.0	34.7		4.8	4.0	9.5		20.0
Green Ext Time (p_c), s	0.0	0.0		0.2	0.0	3.8		0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.5
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	241	13	300	92	28	50	320	1241	26	24	585	233
Future Volume (veh/h)	241	13	300	92	28	50	320	1241	26	24	585	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1737	1737	1826	1826	1826	1841	1870	1870	1544	1826	1841
Adj Flow Rate, veh/h	271	15	337	103	31	56	360	1394	29	27	657	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	11	11	5	5	5	4	2	2	24	5	4
Cap, veh/h	363	18	394	97	33	29	513	1723	36	183	1303	
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.15	0.48	0.48	0.04	0.38	0.00
Sat Flow, veh/h	1310	63	1419	126	120	103	1753	3560	74	1471	3469	1560
Grp Volume(v), veh/h	271	0	352	190	0	0	360	695	728	27	657	0
Grp Sat Flow(s),veh/h/ln	1310	0	1482	349	0	0	1753	1777	1857	1471	1735	1560
Q Serve(g_s), s	0.0	0.0	20.3	4.7	0.0	0.0	10.6	29.9	29.9	1.0	13.1	0.0
Cycle Q Clear(g_c), s	23.6	0.0	20.3	25.0	0.0	0.0	10.6	29.9	29.9	1.0	13.1	0.0
Prop In Lane	1.00		0.96	0.54		0.29	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	363	0	412	159	0	0	513	860	899	183	1303	
V/C Ratio(X)	0.75	0.00	0.86	1.20	0.00	0.00	0.70	0.81	0.81	0.15	0.50	
Avail Cap(c_a), veh/h	363	0	412	159	0	0	626	860	899	242	1303	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.09	0.09	0.09	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.0	0.0	30.8	39.1	0.0	0.0	14.2	19.7	19.7	18.2	21.6	0.0
Incr Delay (d2), s/veh	8.2	0.0	16.0	134.6	0.0	0.0	0.2	0.8	0.8	0.4	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	0.0	13.7	15.8	0.0	0.0	4.5	12.5	13.0	0.6	8.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	46.8	173.7	0.0	0.0	14.4	20.5	20.5	18.6	23.0	0.0
LnGrp LOS	D	A	D	F	A	A	B	C	C	B	C	
Approach Vol, veh/h		623			190			1783			684	A
Approach Delay, s/veh		43.9			173.7			19.2			22.9	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.4	49.6		31.0	19.2	39.8		31.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.6	40.0		25.0	19.0	28.0		25.0
Max Q Clear Time (g_c+I1), s	13.6	31.9		25.6	12.6	15.1		27.0
Green Ext Time (p_c), s	0.0	5.1		0.0	0.6	3.3		0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	100	206	79
Future Vol, veh/h	45	0	0	100	206	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	270
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	51	0	0	112	231	89

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	343	231	320	0	-	0
Stage 1	231	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	657	813	1251	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	813	1251	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1251	-	657	-	-
HCM Lane V/C Ratio	-	-	0.077	-	-
HCM Control Delay (s)	0	-	10.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	6.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	293	139	7	323	276
Future Vol, veh/h	11	293	139	7	323	276
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	275	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	2	0	0	3	0
Mvmt Flow	12	322	153	8	355	303

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1019	157	0	0	161	0
Stage 1	157	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.6	6.23	-	-	4.145	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.319	-	-	2.2285	-
Pot Cap-1 Maneuver	250	888	-	-	1410	-
Stage 1	876	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	187	888	-	-	1410	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	283	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	4.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	812	1410	-
HCM Lane V/C Ratio	-	-	0.411	0.252	-
HCM Control Delay (s)	-	-	12.5	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	2	1	-

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	189	0	43	0	0	0	31	406	0	4	558	267
Future Vol, veh/h	189	0	43	0	0	0	31	406	0	4	558	267
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	220	-	-	225	-	325
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	1	0
Mvmt Flow	210	0	48	0	0	0	34	451	0	4	620	297

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	922	1147	310	837	1444	226	917	0	0	451	0	0
Stage 1	628	628	-	519	519	-	-	-	-	-	-	-
Stage 2	294	519	-	318	925	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	228	201	692	263	133	783	752	-	-	1120	-	-
Stage 1	442	479	-	513	536	-	-	-	-	-	-	-
Stage 2	695	536	-	673	351	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	220	191	692	236	126	783	752	-	-	1120	-	-
Mov Cap-2 Maneuver	327	312	-	350	231	-	-	-	-	-	-	-
Stage 1	422	477	-	490	512	-	-	-	-	-	-	-
Stage 2	664	512	-	624	350	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.1	0	0.7	0
HCM LOS	E	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	752	-	-	362	-	1120	-	-
HCM Lane V/C Ratio	0.046	-	-	0.712	-	0.004	-	-
HCM Control Delay (s)	10	-	-	36.1	0	8.2	-	-
HCM Lane LOS	B	-	-	E	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.3	-	0	-	-

Intersection	
Int Delay, s/veh	31.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	251	0	92	4	1	66	50	511	4	43	792	319
Future Vol, veh/h	251	0	92	4	1	66	50	511	4	43	792	319
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	225	-	-	180	260	-	100	270	-	375
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0	5	1	0	0	0	0
Mvmt Flow	267	0	98	4	1	70	53	544	4	46	843	339

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1314	1589	422	1164	1924	272	1182	0	0	548	0	0
Stage 1	935	935	-	650	650	-	-	-	-	-	-	-
Stage 2	379	654	-	514	1274	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.2	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.25	-	-	2.2	-	-
Pot Cap-1 Maneuver	~ 118	109	586	152	68	732	570	-	-	1032	-	-
Stage 1	289	347	-	429	468	-	-	-	-	-	-	-
Stage 2	620	466	-	517	240	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 95	94	586	114	59	732	570	-	-	1032	-	-
Mov Cap-2 Maneuver	~ 191	204	-	222	135	-	-	-	-	-	-	-
Stage 1	~ 262	331	-	389	424	-	-	-	-	-	-	-
Stage 2	507	423	-	411	229	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	189.5	11.3	1.1	0.3
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	570	-	-	191	586	197	732	1032	-	-
HCM Lane V/C Ratio	0.093	-	-	1.398	0.167	0.027	0.096	0.044	-	-
HCM Control Delay (s)	12	-	-	254.4	12.4	23.8	10.4	8.7	-	-
HCM Lane LOS	B	-	-	F	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	15.8	0.6	0.1	0.3	0.1	-	-

Notes

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	0	1	1	0	167	4	810	8	172	1139	24
Future Vol, veh/h	18	0	1	1	0	167	4	810	8	172	1139	24
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	75	250	-	340	250	-	250
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	1	0	0	0	1	1	0
Mvmt Flow	19	0	1	1	0	174	4	844	8	179	1186	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1975	2405	594	1803	2422	422	1212	0	0	852	0	0
Stage 1	1545	1545	-	852	852	-	-	-	-	-	-	-
Stage 2	430	860	-	951	1570	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.92	4.1	-	-	4.12	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.31	2.2	-	-	2.21	-	-
Pot Cap-1 Maneuver	38	34	453	51	33	583	583	-	-	789	-	-
Stage 1	122	178	-	325	379	-	-	-	-	-	-	-
Stage 2	579	376	-	283	173	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	22	26	453	42	25	583	582	-	-	789	-	-
Mov Cap-2 Maneuver	81	85	-	136	97	-	-	-	-	-	-	-
Stage 1	121	137	-	323	376	-	-	-	-	-	-	-
Stage 2	403	373	-	218	134	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59.8	13.9	0.1	1.4
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	582	-	-	81	453	136	583	789	-	-
HCM Lane V/C Ratio	0.007	-	-	0.231	0.002	0.008	0.298	0.227	-	-
HCM Control Delay (s)	11.2	-	-	62.4	13	31.7	13.8	10.9	-	-
HCM Lane LOS	B	-	-	F	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.8	0	0	1.2	0.9	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	4	1	994	0	11	1300	0
Future Vol, veh/h	0	0	0	0	0	4	1	994	0	11	1300	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	135	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	1	0
Mvmt Flow	0	0	0	0	0	4	1	1035	0	11	1354	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1896	2413	677	1736	2413	518	1354	0	0	1035	0	0
Stage 1	1376	1376	-	1037	1037	-	-	-	-	-	-	-
Stage 2	520	1037	-	699	1376	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	43	33	400	57	33	508	515	-	-	679	-	-
Stage 1	156	215	-	251	311	-	-	-	-	-	-	-
Stage 2	512	311	-	401	215	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	42	32	400	56	32	508	515	-	-	679	-	-
Mov Cap-2 Maneuver	42	32	-	56	32	-	-	-	-	-	-	-
Stage 1	156	212	-	250	310	-	-	-	-	-	-	-
Stage 2	507	310	-	395	212	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.1	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	515	-	-	-	508	679	-	-
HCM Lane V/C Ratio	0.002	-	-	-	0.008	0.017	-	-
HCM Control Delay (s)	12	-	-	0	12.1	10.4	-	-
HCM Lane LOS	B	-	-	A	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	645	1	428	0	0	0	0	858	237	523	997	0
Future Volume (veh/h)	645	1	428	0	0	0	0	858	237	523	997	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1885	1885	1870	1885	0
Adj Flow Rate, veh/h	686	1	455				0	913	252	556	1061	0
Peak Hour Factor	0.94	0.94	0.94				0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0				0	1	1	2	1	0
Cap, veh/h	582	1	519				0	832	229	426	1950	0
Arrive On Green	0.32	0.32	0.32				0.00	0.30	0.30	0.39	1.00	0.00
Sat Flow, veh/h	1807	3	1610				0	2868	764	1781	3676	0
Grp Volume(v), veh/h	687	0	455				0	589	576	556	1061	0
Grp Sat Flow(s),veh/h/ln	1810	0	1610				0	1791	1748	1781	1791	0
Q Serve(g_s), s	29.0	0.0	24.0				0.0	27.0	27.0	17.5	0.0	0.0
Cycle Q Clear(g_c), s	29.0	0.0	24.0				0.0	27.0	27.0	17.5	0.0	0.0
Prop In Lane	1.00		1.00				0.00		0.44	1.00		0.00
Lane Grp Cap(c), veh/h	583	0	519				0	537	524	426	1950	0
V/C Ratio(X)	1.18	0.00	0.88				0.00	1.10	1.10	1.30	0.54	0.00
Avail Cap(c_a), veh/h	583	0	519				0	537	524	426	1950	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.44	0.44	0.00
Uniform Delay (d), s/veh	30.5	0.0	28.8				0.0	31.5	31.5	17.7	0.0	0.0
Incr Delay (d2), s/veh	97.0	0.0	15.6				0.0	67.6	69.1	144.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	40.3	0.0	16.6				0.0	29.9	29.6	30.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.5	0.0	44.4				0.0	99.1	100.6	162.1	0.5	0.0
LnGrp LOS	F	A	D				A	F	F	F	A	A
Approach Vol, veh/h		1142						1165			1617	
Approach Delay, s/veh		94.4						99.9			56.0	
Approach LOS		F						F			E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	22.0	33.0		35.0		55.0
Change Period (Y+Rc), s	4.5	6.0		6.0		6.0
Max Green Setting (Gmax), s	17.5	27.0		29.0		49.0
Max Q Clear Time (g_c+I1), s	19.5	29.0		31.0		2.0
Green Ext Time (p_c), s	0.0	0.0		0.0		8.7

Intersection Summary	
HCM 6th Ctrl Delay	80.2
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	295	0	442	281	1196	0	0	1260	869
Future Volume (veh/h)	0	0	0	295	0	442	281	1196	0	0	1260	869
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	1885	1870	0	0	1885	1900
Adj Flow Rate, veh/h				311	0	465	296	1259	0	0	1326	915
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	1	2	0	0	1	0
Cap, veh/h				422	0	376	320	2251	0	0	1592	716
Arrive On Green				0.23	0.00	0.23	0.24	1.00	0.00	0.00	0.44	0.44
Sat Flow, veh/h				1810	0	1610	1795	3647	0	0	3676	1610
Grp Volume(v), veh/h				311	0	465	296	1259	0	0	1326	915
Grp Sat Flow(s),veh/h/ln				1810	0	1610	1795	1777	0	0	1791	1610
Q Serve(g_s), s				14.3	0.0	21.0	9.2	0.0	0.0	0.0	29.4	40.0
Cycle Q Clear(g_c), s				14.3	0.0	21.0	9.2	0.0	0.0	0.0	29.4	40.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				422	0	376	320	2251	0	0	1592	716
V/C Ratio(X)				0.74	0.00	1.24	0.93	0.56	0.00	0.00	0.83	1.28
Avail Cap(c_a), veh/h				422	0	376	320	2251	0	0	1592	716
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.09	0.09	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				31.9	0.0	34.5	18.9	0.0	0.0	0.0	22.1	25.0
Incr Delay (d2), s/veh				6.6	0.0	127.8	4.9	0.1	0.0	0.0	5.3	136.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln				11.2	0.0	32.3	3.3	0.1	0.0	0.0	17.7	59.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.6	0.0	162.3	23.8	0.1	0.0	0.0	27.3	161.0
LnGrp LOS				D	A	F	C	A	A	A	C	F
Approach Vol, veh/h					776			1555			2241	
Approach Delay, s/veh					112.7			4.6			81.9	
Approach LOS					F			A			F	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	63.0		17.0	46.0		27.0
Change Period (Y+Rc), s	6.0		6.0	6.0		6.0
Max Green Setting (Gmax), s	57.0		11.0	40.0		21.0
Max Q Clear Time (g_c+I1), s	2.0		11.2	42.0		23.0
Green Ext Time (p_c), s	11.6		0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	30	6	0	26	3	1525	21	74	2048	1
Future Vol, veh/h	7	0	30	6	0	26	3	1525	21	74	2048	1
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	40	-	-	-	210	-	130	110	-	110
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0	0	1	13	2	1	0
Mvmt Flow	7	0	32	6	0	27	3	1605	22	78	2156	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	3122	3946	1079	2845	3925	803	2158	0	0	1627	0	0
Stage 1	2313	2313	-	1611	1611	-	-	-	-	-	-	-
Stage 2	809	1633	-	1234	2314	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 5	3	217	8	3	331	252	-	-	396	-	-
Stage 1	40	73	-	111	165	-	-	-	-	-	-	-
Stage 2	345	161	-	190	73	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 4	2	217	~ 6	2	331	252	-	-	396	-	-
Mov Cap-2 Maneuver	31	32	-	57	39	-	-	-	-	-	-	-
Stage 1	39	59	-	110	163	-	-	-	-	-	-	-
Stage 2	313	159	-	130	59	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	49	30.6	0	0.6
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	252	-	-	31	217	174	396	-	-
HCM Lane V/C Ratio	0.013	-	-	0.238	0.146	0.194	0.197	-	-
HCM Control Delay (s)	19.5	-	-	154.2	24.4	30.6	16.3	-	-
HCM Lane LOS	C	-	-	F	C	D	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0.5	0.7	0.7	-	-

Notes

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

HCM 6th Signalized Intersection Summary
10: 5th St & 5th St Station Pkwy

02/18/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	57	151	649	31	386	145	657	731	605	1287	13
Future Volume (veh/h)	18	57	151	649	31	386	145	657	731	605	1287	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1900	1900	1885	1900	1900	1900	1885	1870	1885	1885	1900
Adj Flow Rate, veh/h	19	59	156	692	0	398	149	677	754	624	1327	13
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	15	0	0	1	0	0	0	1	2	1	1	0
Cap, veh/h	243	70	185	718	0	322	221	928	411	328	1087	489
Arrive On Green	0.15	0.15	0.15	0.20	0.00	0.20	0.03	0.09	0.09	0.04	0.10	0.10
Sat Flow, veh/h	1598	461	1219	3591	0	1610	1810	3582	1585	1795	3582	1610
Grp Volume(v), veh/h	19	0	215	692	0	398	149	677	754	624	1327	13
Grp Sat Flow(s),veh/h/ln	1598	0	1681	1795	0	1610	1810	1791	1585	1795	1791	1610
Q Serve(g_s), s	0.9	0.0	11.2	17.2	0.0	18.0	5.3	16.6	23.3	11.0	27.3	0.7
Cycle Q Clear(g_c), s	0.9	0.0	11.2	17.2	0.0	18.0	5.3	16.6	23.3	11.0	27.3	0.7
Prop In Lane	1.00		0.73	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	0	255	718	0	322	221	928	411	328	1087	489
V/C Ratio(X)	0.08	0.00	0.84	0.96	0.00	1.24	0.67	0.73	1.84	1.90	1.22	0.03
Avail Cap(c_a), veh/h	320	0	336	718	0	322	221	928	411	328	1087	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.58	0.58	0.58
Uniform Delay (d), s/veh	32.7	0.0	37.1	35.7	0.0	36.0	26.0	38.1	41.2	26.9	40.5	28.5
Incr Delay (d2), s/veh	0.1	0.0	13.7	24.8	0.0	130.1	7.9	5.0	385.6	413.7	104.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	9.3	14.9	0.0	28.3	4.9	13.3	84.6	63.3	40.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.9	0.0	50.8	60.5	0.0	166.1	33.8	43.1	426.7	440.6	144.8	28.6
LnGrp LOS	C	A	D	E	A	F	C	D	F	F	F	C
Approach Vol, veh/h		234			1090			1580			1964	
Approach Delay, s/veh		49.3			99.1			225.3			238.0	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.0	29.3		19.7	13.0	33.3		24.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	11.0	19.0		18.0	7.0	23.0		18.0
Max Q Clear Time (g_c+I1), s	13.0	25.3		13.2	7.3	29.3		20.0
Green Ext Time (p_c), s	0.0	0.0		0.5	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	193.7
HCM 6th LOS	F

Notes

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

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	40	378	44	6	37	74	701	294	55	1370	251
Future Volume (veh/h)	234	40	378	44	6	37	74	701	294	55	1370	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1900	1900	1900	1900	1900	1722	1885	1885	1900	1885	1870
Adj Flow Rate, veh/h	241	41	390	45	6	38	76	723	303	57	1412	0
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	0	0	0	0	0	12	1	1	0	1	2
Cap, veh/h	326	40	377	60	22	16	237	1194	500	446	1713	
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.97	0.97	0.06	0.48	0.00
Sat Flow, veh/h	1373	155	1477	0	86	64	1640	2460	1031	1810	3582	1585
Grp Volume(v), veh/h	241	0	431	89	0	0	76	526	500	57	1412	0
Grp Sat Flow(s),veh/h/ln	1373	0	1632	150	0	0	1640	1791	1700	1810	1791	1585
Q Serve(g_s), s	0.0	0.0	23.0	0.0	0.0	0.0	1.9	1.9	1.9	1.4	30.6	0.0
Cycle Q Clear(g_c), s	22.3	0.0	23.0	23.0	0.0	0.0	1.9	1.9	1.9	1.4	30.6	0.0
Prop In Lane	1.00		0.90	0.51		0.43	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	326	0	417	99	0	0	237	869	825	446	1713	
V/C Ratio(X)	0.74	0.00	1.03	0.90	0.00	0.00	0.32	0.61	0.61	0.13	0.82	
Avail Cap(c_a), veh/h	326	0	417	99	0	0	256	869	825	480	1713	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.56	0.56	0.56	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	33.5	35.5	0.0	0.0	15.1	0.7	0.7	10.0	20.2	0.0
Incr Delay (d2), s/veh	8.6	0.0	52.9	60.5	0.0	0.0	0.4	1.8	1.9	0.1	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.8	0.0	21.7	6.5	0.0	0.0	1.1	1.3	1.2	0.9	17.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	0.0	86.4	96.1	0.0	0.0	15.6	2.5	2.6	10.1	24.9	0.0
LnGrp LOS	D	A	F	F	A	A	B	A	A	B	C	
Approach Vol, veh/h		672			89			1102			1469	A
Approach Delay, s/veh		70.4			96.1			3.4			24.3	
Approach LOS		E			F			A			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	49.7		29.0	12.0	49.0		29.0
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0
Max Green Setting (Gmax), s	7.0	42.0		23.0	7.0	42.0		23.0
Max Q Clear Time (g_c+I1), s	3.9	3.9		25.0	3.9	32.6		25.0
Green Ext Time (p_c), s	0.0	7.4		0.0	0.0	6.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.