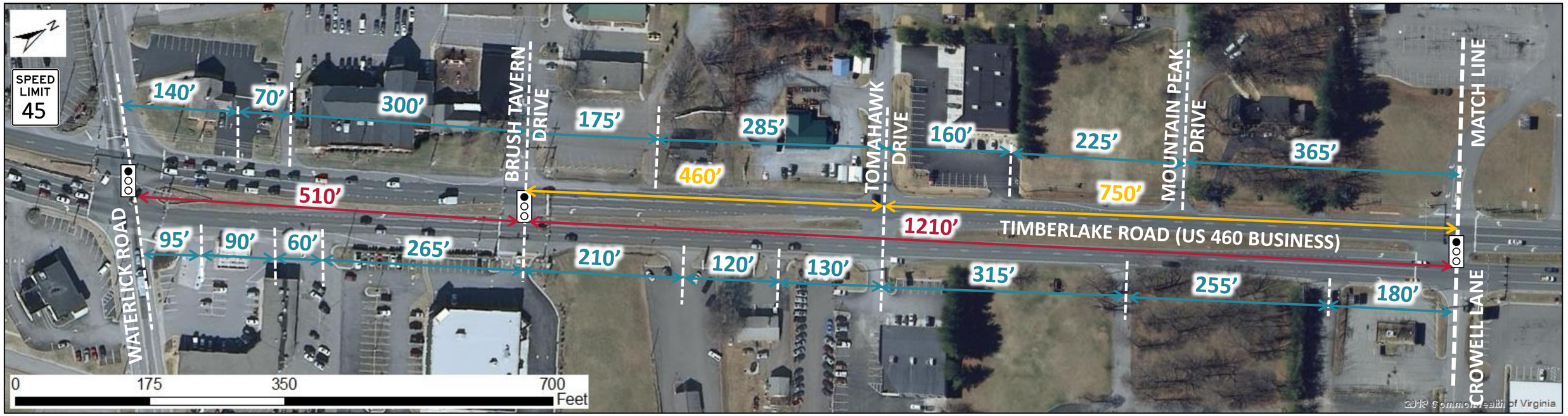
# APPENDIX A – DATA COLLECTION

# APPENDIX A-1: ACCESS MANAGEMENT



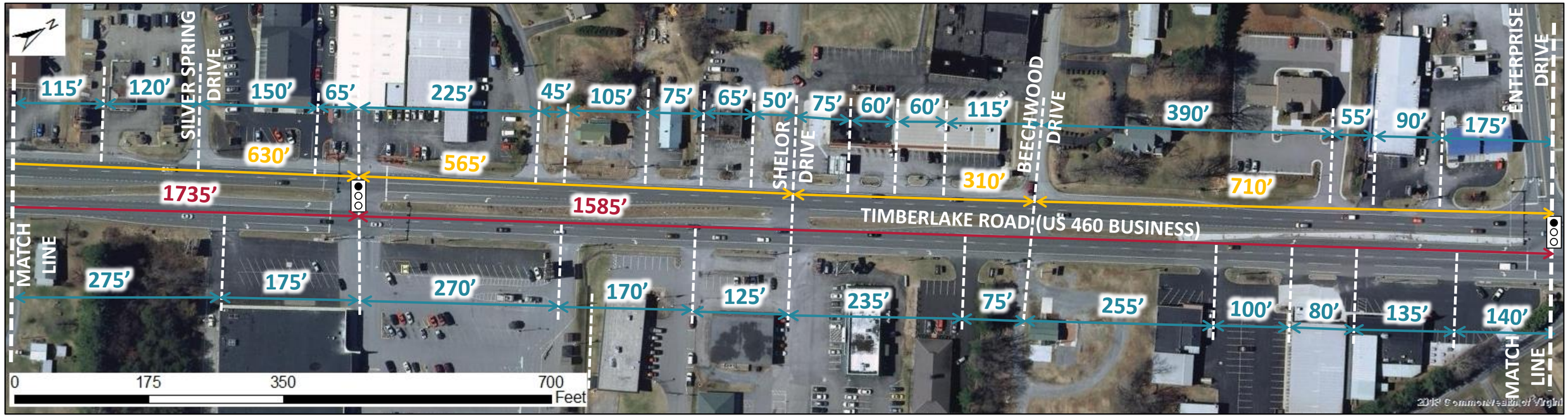
## Legend

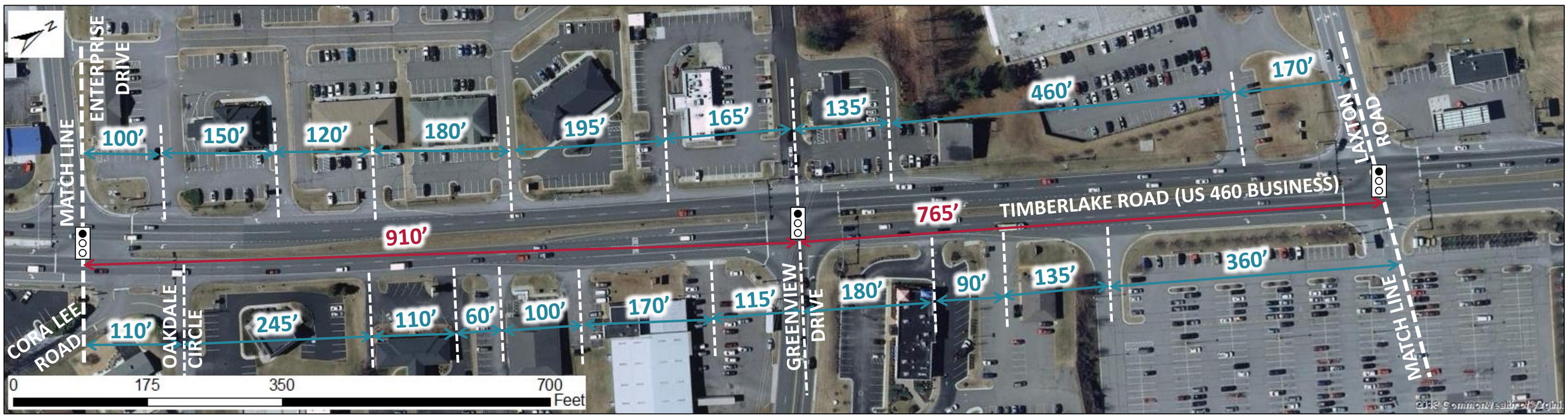
- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

VDOT STARS
Virginia Department of Transportation

# EXISTING ACCESS SPACING
## Timberlake Road (US 460 Business) Corridor Improvement Study
## Campbell County and City of Lynchburg, VA

**FIGURE**
**A - 1a**




## Legend

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
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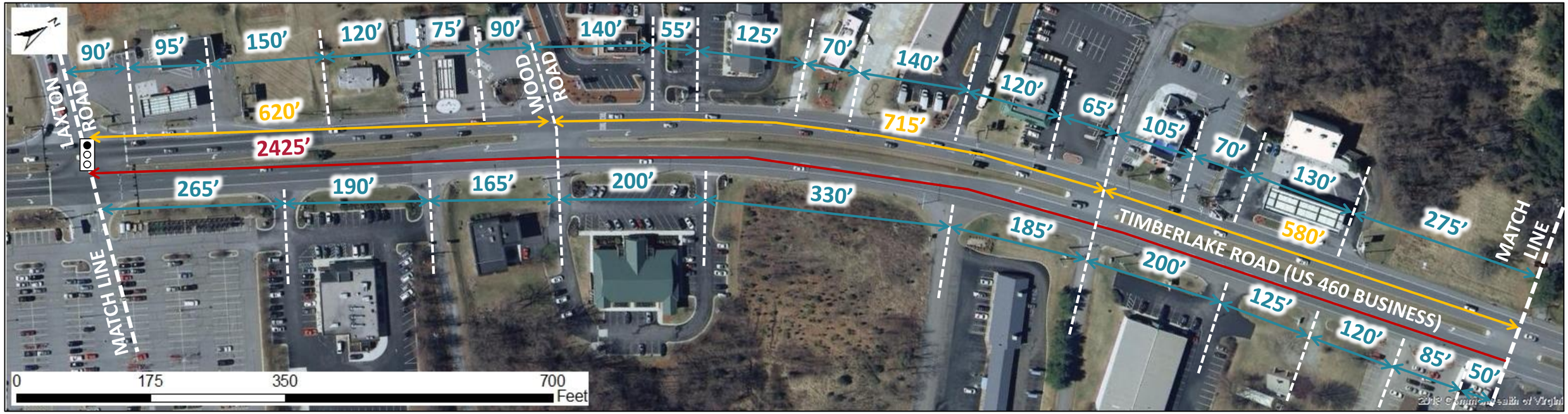
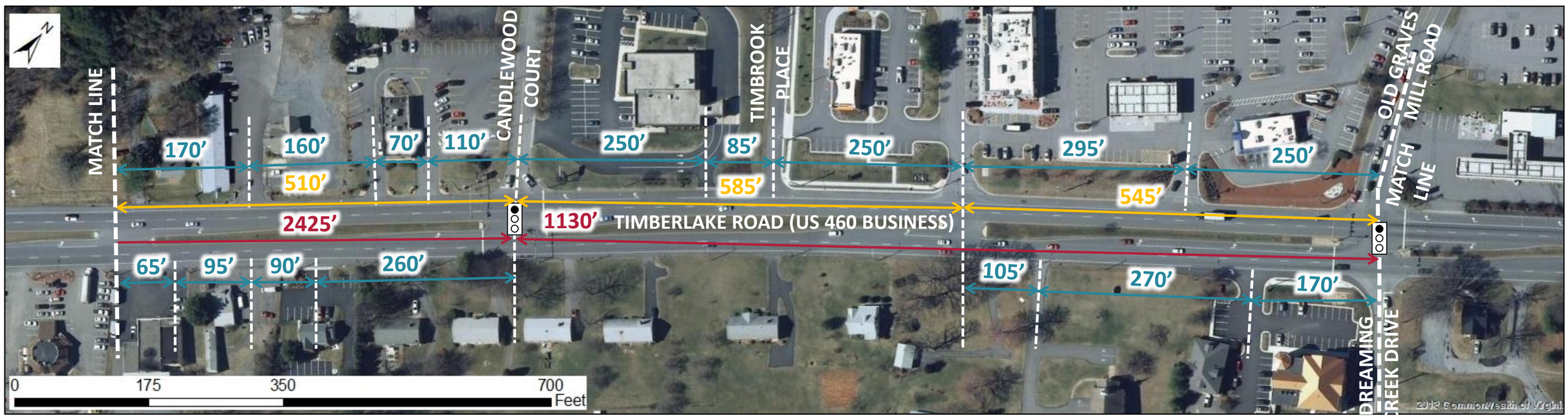
# EXISTING ACCESS SPACING
## Timberlake Road (US 460 Business) Corridor Improvement Study
## Campbell County and City of Lynchburg, VA

**FIGURE**
**A - 1b**




## Legend

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
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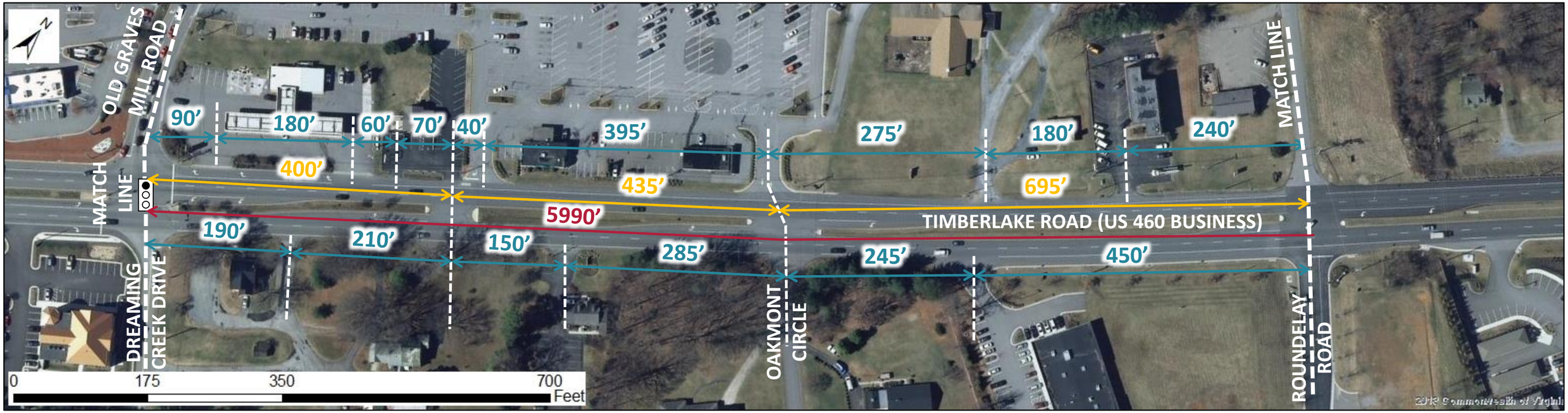
# EXISTING ACCESS SPACING
## Timberlake Road (US 460 Business) Corridor Improvement Study
## Campbell County and City of Lynchburg, VA

**FIGURE**
**A - 1c**



## Legend

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

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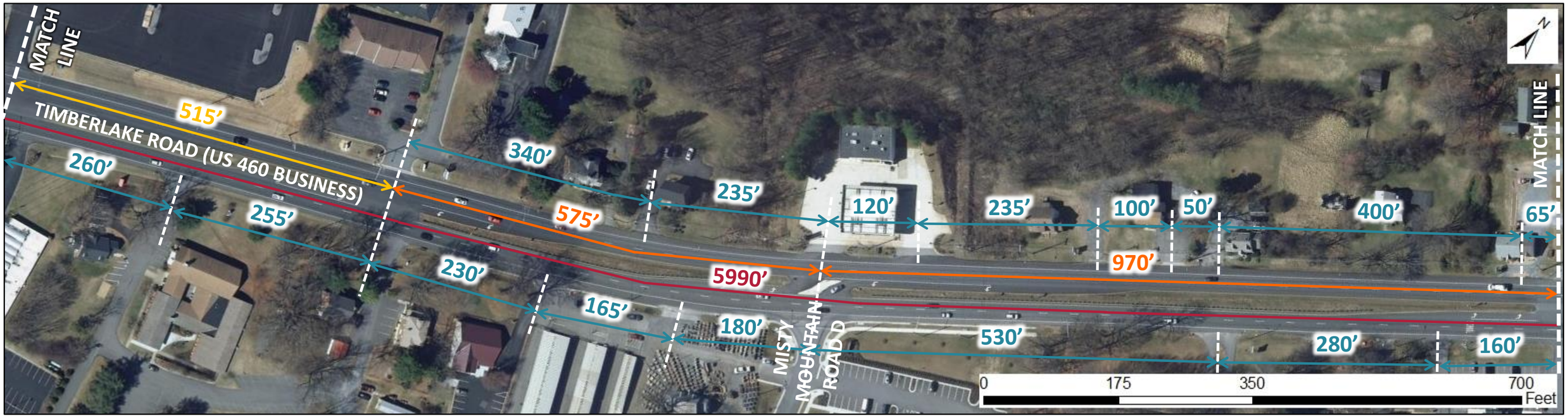
# EXISTING ACCESS SPACING
## Timberlake Road (US 460 Business) Corridor Improvement Study
## Campbell County and City of Lynchburg, VA

**FIGURE**
**A - 1d**



## Legend

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
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# EXISTING ACCESS SPACING
## Timberlake Road (US 460 Business) Corridor Improvement Study
## Campbell County and City of Lynchburg, VA

**FIGURE**
**A - 1e**

# APPENDIX A-2: CRASH ANALYSIS

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 110770079 | 37.33410709 | -79.24238689 | Campbell | 3-Jan-11 | RT 460 BUS | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2050 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 110770201 | 37.34619588 | -79.23355646 | Campbell | 6-Jan-11 | RT 460 BUSINESS/TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1929 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 110810432 | 37.34207934 | -79.23620763 | Campbell | 7-Jan-11 | rt 460 timberlake rd | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1600 | 12. Following Too Close,1. No Improper Action |
| 110810415 | 37.3461717 | -79.23352982 | Campbell | 8-Jan-11 | laxton rd | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1140 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110830966 | 37.32893 | -79.2466 | Campbell | 9-Jan-11 | RT 460 BUS | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 2135 | 23. Driver Distraction,1. No Improper Action |
| 110870068 | 37.34620578 | -79.23355714 | Campbell | 12-Jan-11 | RT 460 BUS | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1950 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110810114 | 37.33772649 | -79.2394969 | Campbell | 25-Jan-11 | RTE 460 B TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1555 | 12. Following Too Close,1. No Improper Action |
| 110875221 | 37.3563756 | -79.22043066 | Lynchburg | 26-Jan-11 | TIMBERLAKE RD. | Wednesday | 2. Angle | 3. Snowy | 6. Snow | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1607 | 37. Other,1. No Improper Action |
| 110875222 | 37.35678678 | -79.21985765 | Lynchburg | 26-Jan-11 | TIMBERLAKE RD. | Wednesday | 9. Fixed Object - Off Road | 3. Snowy | 6. Snow | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 5. Guard Rail | 1622 | 3. Exceeded Safe Speed But Not Speed Limit |
| 110950222 | 37.33438079 | -79.24216836 | Campbell | 28-Jan-11 | BUS RT 460 | Friday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 1. Bank Or Ledge | 2141 | 17. Other Improper Turn |
| 111040563 | 37.34433661 | -79.23472702 | Campbell | 7-Feb-11 | RT 460 W BUS | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1245 | 17. Other Improper Turn,1. No Improper Action |
| 110875082 | 37.35403682 | -79.22390303 | Lynchburg | 8-Feb-11 | 7729 TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | C | | | 20. Motor Vehicle In Transport | 1627 | 23. Driver Distraction,1. No Improper Action |
| 111010409 | 37.3274508 | -79.24859495 | Campbell | 10-Feb-11 | RT 460 BUS | Thursday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1730 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 110875027 | 37.34943732 | -79.23090301 | Lynchburg | 10-Feb-11 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1627 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110875340 | 37.35126928 | -79.22829733 | Lynchburg | 10-Feb-11 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2000 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110940648 | 37.33454427 | -79.2422112 | Campbell | 18-Feb-11 | timberlake rd rt 460 bus | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 2005 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110875265 | 37.35270245 | -79.22581843 | Lynchburg | 19-Feb-11 | 7800 BLK TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1230 | 1. No Improper Action,12. Following Too Close |
| 111370062 | 37.3343844 | -79.24216549 | Campbell | 8-Mar-11 | BUS RT 460 | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 930 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111095163 | 37.35580792 | -79.22122177 | Lynchburg | 13-Mar-11 | TIMBERLAKE RD | Sunday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | PDO | SPEED | ALCOHOL | 20. Motor Vehicle In Transport | 211 | 40. Fail to Maintain Proper Control,Not Applicable |
| 110875315 | 37.34933809 | -79.23102483 | Lynchburg | 18-Mar-11 | TIMBERLAKE ROAD | Friday | 16. Other | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 28. Ran Off Road | 2310 | 40. Fail to Maintain Proper Control |
| 110825139 | 37.3461717 | -79.23352982 | Campbell | 22-Mar-11 | RT 1520 | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 2. Yes - With School Activity | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1515 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 110905039 | 37.34971205 | -79.23029065 | Lynchburg | 24-Mar-11 | TIMBERLAKE ROAD | Thursday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 14. Ditch | 1355 | 17. Other Improper Turn |
| 110905040 | 37.36290353 | -79.20884136 | Lynchburg | 24-Mar-11 | TIMBERLAKE RD. | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1442 | 34. Hit and Run,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 110865026 | 37.34429287 | -79.23456643 | Campbell | 25-Mar-11 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 815 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 110875005 | 37.36106635 | -79.21154101 | Lynchburg | 26-Mar-11 | ROUTE 460/ LYNCHBURG HIGHWAY | Saturday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 530 | 1. No Improper Action |
| 110865104 | 37.32925929 | -79.24655254 | Campbell | 26-Mar-11 | RT 460 BUS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1930 | 1. No Improper Action,1. No Improper Action,21. Disregarded Traffic Signal |
| 110885037 | 37.34682588 | -79.2331598 | Lynchburg | 26-Mar-11 | 8000 TIMBERLAKE RD | Saturday | 6. Fixed Object in Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 13. Curb | 148 | 40. Fail to Maintain Proper Control |
| 111255081 | 37.36265241 | -79.20898541 | Lynchburg | 2-Apr-11 | TIMBERLAKE RD. | Saturday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | A | | | 20. Motor Vehicle In Transport | 523 | 10. Wrong Side Of Road - Not Overtaking,1. No Improper Action |
| 110985038 | 37.334012 | -79.24263523 | Campbell | 3-Apr-11 | BUS RT 460 | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1420 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 110975165 | 37.34131334 | -79.23681801 | Campbell | 7-Apr-11 | RT 460 BUS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1720 | 12. Following Too Close,1. No Improper Action |
| 111095062 | 37.36255856 | -79.20939912 | Lynchburg | 7-Apr-11 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1839 | 12. Following Too Close,1. No Improper Action |
| 111095066 | 37.35880426 | -79.21667672 | Lynchburg | 8-Apr-11 | TIMBERLAKE ROAD | Friday | 9. Fixed Object - Off Road | 2. Wet | 5. Rain | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | PDO | | | 14. Ditch | 1925 | 40. Fail to Maintain Proper Control |
| 111025162 | 37.34436521 | -79.23470902 | Campbell | 11-Apr-11 | RT. 460(BUS) | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1300 | 23. Driver Distraction,1. No Improper Action |
| 111105038 | 37.34043535 | -79.23733372 | Campbell | 14-Apr-11 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1635 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111105037 | 37.33270012 | -79.24351024 | Campbell | 15-Apr-11 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1650 | 12. Following Too Close,1. No Improper Action |
| 111255132 | 37.34916891 | -79.23102343 | Lynchburg | 23-Apr-11 | 8021 TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1550 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 111185027 | 37.33926608 | -79.23844927 | Campbell | 23-Apr-11 | RT 460BUS | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1734 | 12. Following Too Close,1. No Improper Action |
| 111255112 | 37.35305306 | -79.22525149 | Lynchburg | 25-Apr-11 | 7800 TIMBERLAKE ROAD | Monday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | A | SPEED | ALCOHOL | 3. Utility Pole | 53 | 37. Other |
| 111165210 | 37.33150403 | -79.24466498 | Campbell | 26-Apr-11 | TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1751 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111165093 | 37.34466876 | -79.23451792 | Campbell | 26-Apr-11 | TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 950 | 12. Following Too Close,1. No Improper Action |
| 111215049 | 37.34618012 | -79.23353826 | Campbell | 26-Apr-11 | RT 460 BUS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 730 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111175072 | 37.34620061 | -79.23355348 | Campbell | 26-Apr-11 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Tuesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1340 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111235134 | 37.34428805 | -79.23456947 | Campbell | 29-Apr-11 | ROUTE 460 (BUS) TIMBERLAKE ROAD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1910 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111285194 | 37.33667557 | -79.24051324 | Campbell | 5-May-11 | BUS RT 460 | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1320 | 12. Following Too Close,1. No Improper Action |
| 111275105 | 37.33324958 | -79.24324318 | Campbell | 6-May-11 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1005 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 111395109 | 37.3550636 | -79.22225901 | Lynchburg | 10-May-11 | TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1713 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 111365074 | 37.34435899 | -79.23471294 | Campbell | 14-May-11 | TIMBERLAKE ROAD | Saturday | 2. Angle | 2. Wet | 3. Fog | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 750 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 111395108 | 37.34206284 | -79.23622078 | Campbell | 16-May-11 | RT 460 BUS | Monday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | | | 20. Motor Vehicle In Transport | 1715 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 111395226 | 37.32854466 | -79.24737253 | Campbell | 17-May-11 | RT. 460 (BUS) | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | A | | | 20. Motor Vehicle In Transport | 1515 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111455172 | 37.32915232 | -79.24637094 | Campbell | 20-May-11 | TIMBERLAKE ROAD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2240 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111515060 | 37.34431815 | -79.23473865 | Campbell | 23-May-11 | ROUTE 460 BUSINESS/TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1200 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111465112 | 37.34770338 | -79.2326047 | Lynchburg | 25-May-11 | TIMBERLAKE RD. | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1440 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111535099 | 37.33699697 | -79.24015172 | Campbell | 26-May-11 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1420 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111515138 | 37.36215746 | -79.21004761 | Lynchburg | 27-May-11 | TIMBERLAKE RD. | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1200 | 37. Other,1. No Improper Action |
| 111645076 | 37.35459084 | -79.22300177 | Lynchburg | 4-Jun-11 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | SPEED | | 20. Motor Vehicle In Transport | 1424 | 22. Disregarded Stop or Yield Sign,1. No Improper Action |
| 111795175 | 37.3626657 | -79.208964 | Lynchburg | 9-Jun-11 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1525 | 12. Following Too Close,1. No Improper Action |
| 111655201 | 37.34610466 | -79.2334236 | Campbell | 11-Jun-11 | RT 460 BUS | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 112005135 | 37.36292958 | -79.20879925 | Lynchburg | 11-Jun-11 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1133 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111725201 | 37.33443225 | -79.24212728 | Campbell | 18-Jun-11 | TIMBERLAKE ROAD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | C | SPEED | | 20. Motor Vehicle In Transport | 2230 | 12. Following Too Close,1. No Improper Action |
| 111875108 | 37.34204083 | -79.23605157 | Campbell | 18-Jun-11 | RT 460 BUS. | Saturday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1805 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111705181 | 37.32741962 | -79.24887778 | Campbell | 19-Jun-11 | RT. 460 (BUS) | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1712 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111815194 | 37.34054153 | -79.237433 | Campbell | 28-Jun-11 | TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 2035 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 111885233 | 37.34619925 | -79.23355434 | Campbell | 28-Jun-11 | RT 460 W BUS | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | C | | | 20. Motor Vehicle In Transport | 1438 | 12. Following Too Close,1. No Improper Action |
| 111855175 | 37.35457438 | -79.22279141 | Lynchburg | 3-Jul-11 | ROUTE 460 | Sunday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 2210 | 1. No Improper Action |
| 112005137 | 37.35410395 | -79.22379381 | Lynchburg | 6-Jul-11 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1527 | 41. Improper Passing,1. No Improper Action |
| 112085088 | 37.35321107 | -79.22524629 | Lynchburg | 14-Jul-11 | TIMBERLAKE RD. | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 2226 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 112085099 | 37.35124609 | -79.22833034 | Lynchburg | 22-Jul-11 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1739 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 112155101 | 37.34427611 | -79.234577 | Campbell | 1-Aug-11 | RT 460 E. BUS | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1145 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112225150 | 37.35385209 | -79.22395943 | Lynchburg | 1-Aug-11 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | C | | | 20. Motor Vehicle In Transport | 1730 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112225154 | 37.36265777 | -79.20897679 | Lynchburg | 2-Aug-11 | 7000 BLK TIMBERLAKE RD | Tuesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 7. Other location not listed above within an interchange area (median, shoulder , roadside) | C | | | 10. Other | 739 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 112255109 | 37.3441586 | -79.23465112 | Campbell | 9-Aug-11 | RT 460 BUSINESS | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1720 | 12. Following Too Close,1. No Improper Action |
| 112265047 | 37.34205518 | -79.23604011 | Campbell | 13-Aug-11 | RT 460 BUS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 2115 | 1. No Improper Action,1. No Improper Action |
| 112295205 | 37.33714711 | -79.24013755 | Campbell | 17-Aug-11 | RT. 460 (BUS) | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1940 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112335193 | 37.34615233 | -79.23339353 | Campbell | 19-Aug-11 | RT. 460 (BUS) | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1600 | 12. Following Too Close,1. No Improper Action |
| 112525108 | 37.35374843 | -79.22437216 | Lynchburg | 24-Aug-11 | 7700 BLOCK TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | C | | | 20. Motor Vehicle In Transport | 1922 | 37. Other,1. No Improper Action |
| 112695100 | 37.3477004 | -79.232417 | Lynchburg | 28-Aug-11 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | B | SPEED | | 20. Motor Vehicle In Transport | 2144 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112445215 | 37.32915719 | -79.24636535 | Campbell | 31-Aug-11 | TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2118 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112455178 | 37.34432307 | -79.23454738 | Campbell | 1-Sep-11 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1803 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 112495131 | 37.33177253 | -79.2442508 | Campbell | 3-Sep-11 | ROUTE 460 BUSINESS-TIMBERLAKE ROAD | Saturday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 8. Sign, Traffic Signal | 1133 | 40. Fail to Maintain Proper Control |
| 112485053 | 37.33301039 | -79.24326252 | Campbell | 4-Sep-11 | TIMBERLAKE ROAD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1240 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 112495124 | 37.32841419 | -79.24729887 | Campbell | 6-Sep-11 | CROWELL LANE | Tuesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 910 | 18. Improper Backing,1. No Improper Action |
| 112535181 | 37.34299489 | -79.23557171 | Campbell | 8-Sep-11 | RT 460 BUSINESS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | A | | | 20. Motor Vehicle In Transport | 2005 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 112585144 | 37.35405724 | -79.2238698 | Lynchburg | 12-Sep-11 | 8017 TIMBERLAKE RD. | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1729 | 12. Following Too Close,1. No Improper Action |
| 112695112 | 37.34644885 | -79.23339719 | Campbell | 15-Sep-11 | 8200 BLK OF TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1811 | 37. Other,1. No Improper Action |
| 112645197 | 37.334623 | -79.24214848 | Campbell | 21-Sep-11 | ROUTE 460-TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action |
| 112655193 | 37.33143629 | -79.24451924 | Campbell | 22-Sep-11 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1610 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112785078 | 37.34043216 | -79.23732357 | Campbell | 3-Oct-11 | ROUTE 460B-TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | C | SPEED | | 20. Motor Vehicle In Transport | 751 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 112835176 | 37.35567151 | -79.22116343 | Lynchburg | 3-Oct-11 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 826 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112805228 | 37.34618616 | -79.23356258 | Campbell | 4-Oct-11 | TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1645 | 12. Following Too Close,1. No Improper Action |
| 112845165 | 37.33324958 | -79.24324318 | Campbell | 5-Oct-11 | 460 BUS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | C | | | 20. Motor Vehicle In Transport | 1820 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 112815197 | 37.32744333 | -79.24884598 | Campbell | 6-Oct-11 | TIMBERLAKE ROAD | Thursday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 28. Ran Off Road | 1700 | 40. Fail to Maintain Proper Control |
| 112845226 | 37.34427635 | -79.23457685 | Campbell | 7-Oct-11 | B RT 460 | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 755 | 12. Following Too Close,1. No Improper Action |
| 112835217 | 37.33041287 | -79.24555373 | Campbell | 9-Oct-11 | TIMBERLAKE ROAD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | SPEED | | 20. Motor Vehicle In Transport | 2030 | 1. No Improper Action,40. Fail to Maintain Proper Control |
| 112885132 | 37.34620538 | -79.23355047 | Campbell | 10-Oct-11 | TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1945 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112925089 | 37.34775263 | -79.23256909 | Lynchburg | 14-Oct-11 | TIMBERLAKE RD. | Friday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 630 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 112955074 | 37.3370637 | -79.24020401 | Campbell | 16-Oct-11 | RT.460 | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 8. Sign, Traffic Signal | 1225 | 11. Did Not Have Right-of-Way,31. Avoiding Other Vehicle |
| 113045124 | 37.362784 | -79.20869241 | Lynchburg | 22-Oct-11 | LEESVILLE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1228 | 12. Following Too Close,1. No Improper Action |
| 113050460 | 37.35297394 | -79.22537944 | Lynchburg | 24-Oct-11 | timberlake road | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1509 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113035153 | 37.33383065 | -79.2427797 | Campbell | 28-Oct-11 | ROUTE 460 BUSINESS TIMBERLAKE ROAD | Friday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1330 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 113075177 | 37.34773704 | -79.23258036 | Lynchburg | 28-Oct-11 | TIMBERLAKE RD | Friday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1319 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 113045178 | 37.34791631 | -79.23245071 | Lynchburg | 29-Oct-11 | 460 WEST | Saturday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 2050 | 1. No Improper Action |
| 113145081 | 37.36081656 | -79.21194347 | Lynchburg | 3-Nov-11 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1526 | 12. Following Too Close,1. No Improper Action |
| 113095230 | 37.33440435 | -79.24232267 | Campbell | 3-Nov-11 | 460B-TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1951 | 12. Following Too Close,1. No Improper Action |
| 113125268 | 37.3340089 | -79.2426377 | Campbell | 6-Nov-11 | ROUTE 460B-TIMBERLAKE ROAD | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 12. Crossover Related | B | | ALCOHOL | 14. Ditch | 115 | 40. Fail to Maintain Proper Control |
| 113165141 | 37.32923456 | -79.24655425 | Campbell | 7-Nov-11 | ROUTE 622 | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1745 | 23. Driver Distraction,1. No Improper Action |
| 113125151 | 37.33704241 | -79.24024187 | Campbell | 7-Nov-11 | RT B460 | Monday | 12. Ped | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 19. Ped | 729 | 1. No Improper Action |
| 113165085 | 37.33411145 | -79.24238342 | Campbell | 11-Nov-11 | BUS RT 460 | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1604 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113245075 | 37.33592839 | -79.24110852 | Campbell | 19-Nov-11 | ROUTE 460B-TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | SPEED | | 20. Motor Vehicle In Transport | 1834 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113275163 | 37.35312828 | -79.22512987 | Lynchburg | 22-Nov-11 | TIMBERLAKE RD | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1800 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 113265161 | 37.32923091 | -79.24658112 | Campbell | 22-Nov-11 | ROUTE 460 B - TIMBERLAKE ROAD | Tuesday | 2. Angle | 2. Wet | 4. Mist | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 945 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 113305133 | 37.34431844 | -79.2345503 | Campbell | 25-Nov-11 | TIMBERLAKE ROAD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 2040 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113325110 | 37.32923091 | -79.24658112 | Campbell | 25-Nov-11 | ROUTE 460B- TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1114 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 113385150 | 37.33581541 | -79.24119853 | Campbell | 3-Dec-11 | TIMBERLAKE ROAD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1705 | 23. Driver Distraction,1. No Improper Action |
| 113425209 | 37.32923091 | -79.24658112 | Campbell | 6-Dec-11 | RT 460 BUS | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1805 | 12. Following Too Close,1. No Improper Action |
| 113425213 | 37.34618278 | -79.2335647 | Campbell | 6-Dec-11 | RT 460 BUS | Tuesday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1910 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 113465096 | 37.35979163 | -79.2137305 | Lynchburg | 7-Dec-11 | TIMBERLAKE RD | Wednesday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1804 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113465098 | 37.35385149 | -79.2239604 | Lynchburg | 8-Dec-11 | 1039 OAKMONT CIRCLE | Thursday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 7 | 40. Fail to Maintain Proper Control,Not Applicable |
| 113505067 | 37.3324621 | -79.24370027 | Campbell | 12-Dec-11 | RT 460 BUS | Monday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1630 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 120170352 | 37.34026491 | -79.23746984 | Campbell | 14-Dec-11 | RT 460 BUS | Wednesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | ALCOHOL | 5. Guard Rail | 241 | 40. Fail to Maintain Proper Control |
| 113525080 | 37.33034927 | -79.24538706 | Campbell | 15-Dec-11 | ROUTE 460B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1752 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113515142 | 37.33019393 | -79.24573204 | Campbell | 15-Dec-11 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1750 | 23. Driver Distraction,1. No Improper Action,1. No Improper Action |
| 113515145 | 37.34205151 | -79.23622981 | Campbell | 16-Dec-11 | TIMBERLAKE RD | Friday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1530 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113575166 | 37.3461817 | -79.233375 | Campbell | 17-Dec-11 | RT 460 BUS. | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2130 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 113555169 | 37.35322754 | -79.22521949 | Lynchburg | 18-Dec-11 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1443 | 17. Other Improper Turn,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 113555117 | 37.3461817 | -79.233375 | Campbell | 21-Dec-11 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Wednesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 1. Yes | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1030 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120055191 | 37.34554126 | -79.23377898 | Campbell | 22-Dec-11 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1318 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 120055196 | 37.36294051 | -79.20852119 | Lynchburg | 23-Dec-11 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1158 | 12. Following Too Close,1. No Improper Action |
| 113625211 | 37.34203337 | -79.2361392 | Campbell | 28-Dec-11 | ENTERPRISE DR | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1607 | 12. Following Too Close,1. No Improper Action |
| 120055215 | 37.35303015 | -79.22554059 | Lynchburg | 30-Dec-11 | 7700 TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120085170 | 37.346195 | -79.233395 | Campbell | 8-Jan-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1745 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120135025 | 37.341226 | -79.236707 | Campbell | 12-Jan-12 | RT 460 BUS EAST | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1800 | 1. No Improper Action,1. No Improper Action,1. No Improper Action,12. Following Too Close |
| 120175130 | 37.34641 | -79.233434 | Campbell | 16-Jan-12 | TIMBERLAKE ROAD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1305 | 12. Following Too Close,1. No Improper Action |
| 120225046 | 37.346399 | -79.233387 | Campbell | 20-Jan-12 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1440 | 12. Following Too Close,1. No Improper Action |
| 120305256 | 37.334394 | -79.242344 | Campbell | 28-Jan-12 | RT 460 WEST | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | B | | | 20. Motor Vehicle In Transport | 1130 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 120335235 | 37.345952 | -79.233511 | Campbell | 31-Jan-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Tuesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1745 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 120395056 | 37.35321563 | -79.22523886 | Lynchburg | 31-Jan-12 | 7700 TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1328 | 12. Following Too Close,1. No Improper Action |
| 120355077 | 37.345514 | -79.233803 | Campbell | 2-Feb-12 | RT 460 | Thursday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | | | 30. Overturn (Rollover) | 755 | 8. Cutting In,1. No Improper Action |
| 120365136 | 37.344248 | -79.234566 | Campbell | 4-Feb-12 | RT 460 E BUS | Saturday | 9. Fixed Object - Off Road | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 12. Building/Structure | 1505 | 1. No Improper Action |
| 120375177 | 37.329166 | -79.246348 | Campbell | 5-Feb-12 | NORTH ON TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1230 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 120375150 | 37.344304 | -79.23455 | Campbell | 6-Feb-12 | TIMBERLAKE ROAD - ROUTE 460 BUS | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1320 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120455046 | 37.35190241 | -79.22711205 | Lynchburg | 6-Feb-12 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1500 | 4. Overtaking On Hill,1. No Improper Action |
| 120455197 | 37.344281 | -79.234546 | Campbell | 12-Feb-12 | RT 460 BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1945 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 120505089 | 37.339702 | -79.23789 | Campbell | 16-Feb-12 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | B | | | 20. Motor Vehicle In Transport | 1225 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120505149 | 37.334423 | -79.242145 | Campbell | 19-Feb-12 | TIMBERLAKE ROAD (RT 460) | Sunday | 2. Angle | 2. Wet | 6. Snow | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1325 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120575192 | 37.329181 | -79.246311 | Campbell | 22-Feb-12 | RT 622 | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1815 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120595292 | 37.345981 | -79.233479 | Campbell | 26-Feb-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1440 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 120685089 | 37.35618803 | -79.22069205 | Lynchburg | 29-Feb-12 | TIMBERLAKE RD | Wednesday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1949 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 120645055 | 37.333395 | -79.243153 | Campbell | 2-Mar-12 | RT. 460 (BUS) | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1137 | 3. Exceeded Safe Speed But Not Speed Limit,1. No Improper Action,1. No Improper Action |
| 120795100 | 37.358591 | -79.21684 | Lynchburg | 4-Mar-12 | TIMBERLAKE ROAD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1428 | 1. No Improper Action,1. No Improper Action,1. No Improper Action,12. Following Too Close |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 120795104 | 37.35374536 | -79.22440657 | Lynchburg | 6-Mar-12 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1222 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120795115 | 37.35129125 | -79.22826606 | Lynchburg | 10-Mar-12 | 8131 TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1339 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 120795129 | 37.36316522 | -79.20841825 | Lynchburg | 14-Mar-12 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 2. Yes - With School Activity | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 905 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 120855088 | 37.346587 | -79.233271 | Campbell | 16-Mar-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1735 | 12. Following Too Close,1. No Improper Action |
| 120855090 | 37.343014 | -79.235392 | Campbell | 21-Mar-12 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1225 | 12. Following Too Close,1. No Improper Action |
| 120875163 | 37.36030437 | -79.21304349 | Lynchburg | 21-Mar-12 | TIMBERLAKE RD | Wednesday | 15. Backed Into | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1249 | 18. Improper Backing,1. No Improper Action |
| 120825263 | 37.328695 | -79.246883 | Campbell | 22-Mar-12 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | C | | | 20. Motor Vehicle In Transport | 1820 | 12. Following Too Close,1. No Improper Action |
| 120875171 | 37.35774231 | -79.218308 | Lynchburg | 23-Mar-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1535 | 12. Following Too Close,34. Hit and Run |
| 120845043 | 37.346231 | -79.23353 | Campbell | 23-Mar-12 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1310 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120965068 | 37.35304813 | -79.22547276 | Lynchburg | 26-Mar-12 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1541 | 12. Following Too Close,1. No Improper Action |
| 120965073 | 37.35332873 | -79.22505489 | Lynchburg | 27-Mar-12 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 816 | 12. Following Too Close,1. No Improper Action |
| 120895296 | 37.346844 | -79.232991 | Lynchburg | 28-Mar-12 | TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1720 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 120925110 | 37.330237 | -79.245679 | Campbell | 30-Mar-12 | ROUTE 460 BUS WEST - TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 2010 | 40. Fail to Maintain Proper Control,1. No Improper Action,40. Fail to Maintain Proper Control |
| 121015086 | 37.33438 | -79.242127 | Campbell | 2-Apr-12 | B RT 460 | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 945 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 120945195 | 37.338365 | -79.238937 | Campbell | 2-Apr-12 | RT 460 BUS E | Monday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 935 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121015044 | 37.34774073 | -79.23257769 | Lynchburg | 3-Apr-12 | TIMBERLAKE RD | Tuesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1727 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 120975085 | 37.3344 | -79.242132 | Campbell | 5-Apr-12 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1230 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120995175 | 37.334408 | -79.242149 | Campbell | 7-Apr-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1530 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 120995187 | 37.344388 | -79.234718 | Campbell | 7-Apr-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1715 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121105111 | 37.35318252 | -79.22529272 | Lynchburg | 8-Apr-12 | 7805 TIMERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1124 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121105141 | 37.36289567 | -79.20885408 | Lynchburg | 15-Apr-12 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1753 | 21. Disregarded Traffic Signal,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 121095220 | 37.338294 | -79.239082 | Campbell | 17-Apr-12 | RT 460 BUS | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1730 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 121125092 | 37.335824 | -79.24098 | Campbell | 18-Apr-12 | ROUTE 460B | Wednesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 917 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121125094 | 37.335854 | -79.241003 | Campbell | 18-Apr-12 | ROUTE 460B | Wednesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 858 | 37. Other,37. Other |
| 121215148 | 37.35400644 | -79.22395244 | Lynchburg | 19-Apr-12 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1725 | 12. Following Too Close,1. No Improper Action |
| 121355090 | 37.36017167 | -79.21298263 | Lynchburg | 21-Apr-12 | TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | K | | ALCOHOL | 20. Motor Vehicle In Transport | 213 | 2. Exceeded Speed Limit,1. No Improper Action |
| 121205211 | 37.3345 | -79.242266 | Campbell | 25-Apr-12 | ROUTE 460/ TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1240 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121355103 | 37.36018322 | -79.21296391 | Lynchburg | 27-Apr-12 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1453 | 12. Following Too Close,1. No Improper Action |
| 121215062 | 37.328646 | -79.247054 | Campbell | 28-Apr-12 | RT 460 BUS | Saturday | 1. Rear End | 2. Wet | 4. Mist | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1310 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121395041 | 37.335625 | -79.241378 | Campbell | 1-May-12 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 2030 | 12. Following Too Close,1. No Improper Action |
| 121355118 | 37.3630463 | -79.20861881 | Lynchburg | 2-May-12 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1110 | 12. Following Too Close,1. No Improper Action |
| 121285274 | 37.339576 | -79.238136 | Campbell | 7-May-12 | TIMBERLAKE ROAD | Monday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 5. Guard Rail | 430 | 40. Fail to Maintain Proper Control |
| 121455098 | 37.35573913 | -79.2210702 | Lynchburg | 11-May-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1503 | 12. Following Too Close,1. No Improper Action |
| 121455096 | 37.35939423 | -79.2151214 | Lynchburg | 11-May-12 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1724 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121345212 | 37.342344 | -79.236 | Campbell | 12-May-12 | RT 460 BUS | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1620 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 121485054 | 37.344286 | -79.234546 | Campbell | 18-May-12 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1140 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121455129 | 37.36018354 | -79.21296339 | Lynchburg | 21-May-12 | 7300 BLK TIMBERLAKE RD | Monday | 9. Fixed Object - Off Road | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | ALCOHOL | 5. Guard Rail | 2304 | 40. Fail to Maintain Proper Control |
| 121445184 | 37.342092 | -79.236175 | Campbell | 22-May-12 | ROUTE 460 BUS TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | K | SPEED | | 20. Motor Vehicle In Transport | 1355 | 2. Exceeded Speed Limit,1. No Improper Action |
| 121585180 | 37.35533644 | -79.22162544 | Lynchburg | 25-May-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1245 | 12. Following Too Close,1. No Improper Action |
| 121495082 | 37.343678 | -79.235119 | Campbell | 25-May-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Friday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1410 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121575250 | 37.329244 | -79.24622 | Campbell | 29-May-12 | RT 460 BUS. | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 910 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121535179 | 37.346227 | -79.233571 | Campbell | 29-May-12 | RT. 460 BUSINESS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1125 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121555115 | 37.338597 | -79.238995 | Campbell | 31-May-12 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1509 | 12. Following Too Close,1. No Improper Action |
| 121585208 | 37.36051163 | -79.21243478 | Lynchburg | 1-Jun-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | | | 20. Motor Vehicle In Transport | 1306 | 37. Other,1. No Improper Action,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 121605194 | 37.34322 | -79.235141 | Campbell | 4-Jun-12 | TIMBERLAKE ROAD | Monday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 18. Mailbox | 1719 | 40. Fail to Maintain Proper Control |
| 121655183 | 37.361839 | -79.21031 | Lynchburg | 4-Jun-12 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1539 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121645369 | 37.33448 | -79.242282 | Campbell | 7-Jun-12 | TIMBERLAKE DR | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2040 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121655193 | 37.350021 | -79.230094 | Lynchburg | 7-Jun-12 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1726 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 121655199 | 37.35109 | -79.228556 | Lynchburg | 11-Jun-12 | 7909 TIMBERLAKE RD | Monday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | SPEED | | 20. Motor Vehicle In Transport | 1837 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121805267 | 37.335921 | -79.241131 | Campbell | 27-Jun-12 | ROUTE 460 BUS. | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1600 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 121835099 | 37.344137 | -79.234652 | Campbell | 30-Jun-12 | ROUTE 460 BUS. | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 2148 | 12. Following Too Close,1. No Improper Action |
| 122065282 | 37.333232 | -79.243228 | Campbell | 19-Jul-12 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 2000 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 122035091 | 37.344066 | -79.234741 | Campbell | 20-Jul-12 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | | | 20. Motor Vehicle In Transport | 1320 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 122145240 | 37.331445 | -79.24462 | Campbell | 31-Jul-12 | ROUTE 1518/ TOMAHAWK DRIVE | Tuesday | 15. Backed Into | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1845 | 18. Improper Backing,1. No Improper Action |
| 122155028 | 37.346231 | -79.233539 | Campbell | 1-Aug-12 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2030 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122215068 | 37.349179 | -79.231064 | Lynchburg | 3-Aug-12 | TIMBERLAKE RD | Friday | 12. Ped | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | K | | | 19. Ped | 1402 | 1. No Improper Action |
| 122235142 | 37.342143 | -79.235944 | Campbell | 7-Aug-12 | TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 2004 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 122315185 | 37.346435 | -79.233371 | Campbell | 15-Aug-12 | TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1706 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 122405118 | 37.329459 | -79.2463 | Campbell | 20-Aug-12 | RT 460 BUSINESS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1340 | 12. Following Too Close,1. No Improper Action |
| 122365018 | 37.346225 | -79.23355 | Campbell | 21-Aug-12 | TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 2102 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122505103 | 37.359241 | -79.215276 | Lynchburg | 22-Aug-12 | TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1536 | 2. Exceeded Speed Limit,1. No Improper Action |
| 122415138 | 37.329122 | -79.246354 | Campbell | 24-Aug-12 | RT 622 | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | | | 20. Motor Vehicle In Transport | 1512 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122445104 | 37.344454 | -79.234466 | Campbell | 29-Aug-12 | TIMBERLAKE RD | Wednesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1730 | 21. Disregarded Traffic Signal,21. Disregarded Traffic Signal |
| 122565158 | 37.363186 | -79.208336 | Lynchburg | 5-Sep-12 | TIMBERLAKE RD | Wednesday | 1. Rear End | 2. Wet | 4. Mist | 2. Daylight | 2. No | 2. Yes - With School Activity | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 802 | 12. Following Too Close,1. No Improper Action |
| 122565162 | 37.350276 | -79.229515 | Lynchburg | 6-Sep-12 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1614 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122535210 | 37.344318 | -79.234557 | Campbell | 9-Sep-12 | BUS RT 460 | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2030 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 122625124 | 37.34577 | -79.233801 | Campbell | 14-Sep-12 | TIMERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1315 | 42. Improper or Unsafe Lane Change,1. No Improper Action,34. Hit and Run |
| 122645076 | 37.352841 | -79.225552 | Lynchburg | 15-Sep-12 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | SPEED | | 20. Motor Vehicle In Transport | 1645 | 1. No Improper Action,42. Improper or Unsafe Lane Change |
| 122665093 | 37.342322 | -79.235996 | Campbell | 19-Sep-12 | TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1500 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122785104 | 37.337038 | -79.240203 | Campbell | 24-Sep-12 | TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | K | | ALCOHOL | 20. Motor Vehicle In Transport | 1946 | 1. No Improper Action,1. No Improper Action,34. Hit and Run |
| 122715340 | 37.346452 | -79.233362 | Campbell | 26-Sep-12 | TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1601 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 122785139 | 37.360417 | -79.212532 | Lynchburg | 27-Sep-12 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1300 | 12. Following Too Close,1. No Improper Action |
| 122785148 | 37.362688 | -79.208895 | Lynchburg | 29-Sep-12 | TIMBERLAKE RD. | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1250 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 122755087 | 37.329113 | -79.246407 | Campbell | 30-Sep-12 | RT 460 BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 6. Darkness - Unknown Road Lighting | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 2255 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 122775278 | 37.345945 | -79.233547 | Campbell | 3-Oct-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | C | SPEED | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 122795087 | 37.345598 | -79.23377 | Campbell | 4-Oct-12 | RT 460 BUS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1710 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 122905325 | 37.36045 | -79.212445 | Lynchburg | 5-Oct-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1747 | 37. Other,1. No Improper Action |
| 122835071 | 37.329257 | -79.246677 | Campbell | 5-Oct-12 | ROUTE 622/ WATERLICK ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1445 | 1. No Improper Action,40. Fail to Maintain Proper Control |
| 122905330 | 37.353904 | -79.224173 | Lynchburg | 5-Oct-12 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1218 | 41. Improper Passing,1. No Improper Action |
| 122995170 | 37.353217 | -79.225284 | Lynchburg | 8-Oct-12 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1259 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122895085 | 37.346116 | -79.233396 | Campbell | 11-Oct-12 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 2100 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122865200 | 37.3371273 | -79.24015334 | Campbell | 11-Oct-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Thursday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1400 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122965092 | 37.342092 | -79.236231 | Campbell | 17-Oct-12 | RT 460 BUS | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 850 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 122995231 | 37.334686 | -79.242117 | Campbell | 22-Oct-12 | RT 460 BUS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1330 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 123035317 | 37.345868 | -79.233598 | Campbell | 29-Oct-12 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Monday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1740 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 123185125 | 37.351361 | -79.228169 | Lynchburg | 1-Nov-12 | 7900 BLK TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 2255 | 34. Hit and Run,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 123095197 | 37.344153 | -79.234675 | Campbell | 2-Nov-12 | RT 460B TIMBERLAKE | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 123095255 | 37.342253 | -79.236045 | Campbell | 2-Nov-12 | RT 460B TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1705 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 123185136 | 37.362615 | -79.209012 | Lynchburg | 3-Nov-12 | 7000 TIMBERLAKE ROAD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1236 | 12. Following Too Close,1. No Improper Action |
| 123185149 | 37.352318 | -79.22674 | Lynchburg | 4-Nov-12 | TIMBERLAKE RD. | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | B | | | 20. Motor Vehicle In Transport | 1047 | 17. Other Improper Turn,1. No Improper Action |
| 123145091 | 37.346374 | -79.233405 | Campbell | 6-Nov-12 | ROUTE 460B-TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1810 | 12. Following Too Close,1. No Improper Action |
| 123195206 | 37.360231 | -79.212892 | Lynchburg | 7-Nov-12 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 854 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 123225054 | 37.331337 | -79.244793 | Campbell | 11-Nov-12 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1815 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 123325217 | 37.36065 | -79.212166 | Lynchburg | 13-Nov-12 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1510 | 12. Following Too Close,12. Following Too Close,1. No Improper Action |
| 123205333 | 37.346214 | -79.233545 | Campbell | 15-Nov-12 | RT.460 B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1815 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 123325235 | 37.362958 | -79.208446 | Lynchburg | 16-Nov-12 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 1. Yes | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1731 | 12. Following Too Close,1. No Improper Action |
| 123335243 | 37.344754 | -79.234294 | Campbell | 28-Nov-12 | GREENVIEW DR | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | SPEED | | 20. Motor Vehicle In Transport | 1640 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 123535175 | 37.352278 | -79.226671 | Lynchburg | 29-Nov-12 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1744 | 15. Improper Turn - Cut Corner on Left Turn,1. No Improper Action |
| 123535202 | 37.361596 | -79.21065 | Lynchburg | 6-Dec-12 | TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1451 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 123445079 | 37.346222 | -79.23355 | Campbell | 6-Dec-12 | RT 460B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 1. Dawn | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 730 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 123525108 | 37.33868546 | -79.23891189 | Campbell | 13-Dec-12 | RT 460 BUS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1433 | 12. Following Too Close,1. No Improper Action |
| 123535308 | 37.352216 | -79.226713 | Lynchburg | 16-Dec-12 | 7815 TIMBERLAKE ROAD | Sunday | 6. Fixed Object in Road | 2. Wet | 5. Rain | 6. Darkness - Unknown Road Lighting | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 15. Other Fixed Object | 1830 | 1. No Improper Action |
| 123535212 | 37.34385523 | -79.23503114 | Campbell | 17-Dec-12 | RT 460 B TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1430 | 12. Following Too Close,1. No Improper Action |
| 123555266 | 37.344292 | -79.234597 | Campbell | 19-Dec-12 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 2055 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 123565070 | 37.34618144 | -79.23357452 | Campbell | 20-Dec-12 | RT. 1520 | Thursday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2240 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130035242 | 37.328973 | -79.246629 | Campbell | 22-Dec-12 | TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 2126 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 123595153 | 37.3462115 | -79.23355032 | Campbell | 22-Dec-12 | RT 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1136 | 12. Following Too Close,1. No Improper Action |
| 130245083 | 37.347773 | -79.232403 | Lynchburg | 30-Dec-12 | 8131 TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 6. Darkness - Unknown Road Lighting | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 2236 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 130245087 | 37.347621 | -79.232668 | Lynchburg | 30-Dec-12 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1346 | 11. Did Not Have Right-of-Way,31. Avoiding Other Vehicle,1. No Improper Action |
| 130015160 | 37.33044193 | -79.24553006 | Campbell | 31-Dec-12 | RT 460 WEST BUS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 2145 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 130025270 | 37.330311 | -79.245377 | Campbell | 1-Jan-13 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1340 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 130065123 | 37.336997 | -79.240223 | Campbell | 4-Jan-13 | 460 B | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1440 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130245103 | 37.351188 | -79.228539 | Lynchburg | 7-Jan-13 | TIMBERLAKE ROAD | Monday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 8. Sign, Traffic Signal | 1724 | 40. Fail to Maintain Proper Control |
| 130085210 | 37.34414025 | -79.23466269 | Campbell | 8-Jan-13 | RT 460 BUS. | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action |
| 130145142 | 37.34430912 | -79.23455618 | Campbell | 14-Jan-13 | RT 460B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 815 | 1. No Improper Action,1. No Improper Action |
| 130245125 | 37.352985 | -79.225322 | Lynchburg | 14-Jan-13 | TIMBERLAKE RD | Monday | 1. Rear End | 2. Wet | 4. Mist | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1044 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 130245120 | 37.35914681 | -79.21546586 | Lynchburg | 14-Jan-13 | 7427 TIMBERLAKE ROAD | Monday | 3. Head On | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 1830 | 1. No Improper Action |
| 130165227 | 37.34747028 | -79.23275919 | Lynchburg | 15-Jan-13 | RT 460 W BUS | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1720 | 12. Following Too Close,1. No Improper Action |
| 130215079 | 37.34427872 | -79.23457535 | Campbell | 18-Jan-13 | 460B | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1640 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 130205083 | 37.334407 | -79.242101 | Campbell | 19-Jan-13 | TIMBERLAKE ROAD | Saturday | 2. Angle | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 910 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 130425215 | 37.357158 | -79.219092 | Lynchburg | 25-Jan-13 | TIMBERLAKE RD | Friday | 9. Fixed Object - Off Road | 3. Snowy | 6. Snow | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 5. Guard Rail | 1614 | 40. Fail to Maintain Proper Control |
| 130285186 | 37.333238 | -79.243277 | Campbell | 28-Jan-13 | RT 460 BUSINESS TIMBERLAKE RD | Monday | 2. Angle | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 830 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130305204 | 37.3320141 | -79.24424952 | Campbell | 29-Jan-13 | RT 460 BUS. | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1840 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 130425233 | 37.352625 | -79.22605 | Lynchburg | 31-Jan-13 | TIMBERLAKE RD | Thursday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 15. Other Fixed Object | 2041 | 40. Fail to Maintain Proper Control |
| 130425245 | 37.350716 | -79.228823 | Lynchburg | 1-Feb-13 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1530 | 12. Following Too Close,1. No Improper Action |
| 130425240 | 37.36236616 | -79.20944666 | Lynchburg | 1-Feb-13 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1815 | 12. Following Too Close,1. No Improper Action |
| 130395140 | 37.342123 | -79.236019 | Campbell | 5-Feb-13 | ROUTE 460 (BUSINESS) TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1000 | 12. Following Too Close,1. No Improper Action |
| 130425254 | 37.356879 | -79.21955 | Lynchburg | 5-Feb-13 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1757 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130485216 | 37.34191444 | -79.23633903 | Campbell | 14-Feb-13 | ROUTE 460 WB | Thursday | 12. Ped | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | A | | | 19. Ped | 1715 | 1. No Improper Action |
| 130805064 | 37.35139086 | -79.22809848 | Lynchburg | 14-Feb-13 | 7815 TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1758 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 130475055 | 37.34610915 | -79.23342077 | Campbell | 16-Feb-13 | TIMBERLAKE RD | Saturday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 550 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 130585259 | 37.349302 | -79.231067 | Lynchburg | 21-Feb-13 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1740 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130635275 | 37.346076 | -79.233331 | Campbell | 1-Mar-13 | TIMBERLAKE ROAD WB | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 1830 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130625135 | 37.34618002 | -79.23357011 | Campbell | 1-Mar-13 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | C | | | 20. Motor Vehicle In Transport | 1630 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 130875085 | 37.351965 | -79.227113 | Lynchburg | 10-Mar-13 | TIMBERLAKE RD | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | ALCOHOL | 28. Ran Off Road | 200 | 43. Over Correction |
| 130725273 | 37.328578 | -79.247412 | Campbell | 13-Mar-13 | RT. 460 BUSINESS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 13. Driveway, Alley-Access - Related | B | | | 20. Motor Vehicle In Transport | 2030 | 12. Following Too Close,1. No Improper Action |
| 130805049 | 37.34043052 | -79.23733759 | Campbell | 16-Mar-13 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1215 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130875116 | 37.35470857 | -79.22257442 | Lynchburg | 23-Mar-13 | 7600 BLOCK TIMBERLAKE RD | Saturday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 23. Animal | 1311 | 1. No Improper Action |
| 130875118 | 37.35474 | -79.222477 | Lynchburg | 23-Mar-13 | 7600 BLOCK TIMBERLAKE RD | Saturday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 1311 | 1. No Improper Action |
| 131075125 | 37.355113 | -79.221999 | Lynchburg | 24-Mar-13 | 7600 TIMBERLAKE RD. | Sunday | 12. Ped | 3. Snowy | 6. Snow | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | A | | ALCOHOL | 19. Ped | 2105 | 40. Fail to Maintain Proper Control |
| 130875125 | 37.363091 | -79.208568 | Lynchburg | 25-Mar-13 | TIMBERLAKE RD. | Monday | 1. Rear End | 3. Snowy | 6. Snow | 4. Darkness - Road Lighted | 2. No | 1. Yes | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 40 | 12. Following Too Close,1. No Improper Action |
| 130905168 | 37.336996 | -79.240115 | Campbell | 28-Mar-13 | RT 460B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 12. Crossover Related | PDO | | | 20. Motor Vehicle In Transport | 1930 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 130955075 | 37.344595 | -79.23448 | Campbell | 1-Apr-13 | GREENVIEW DR | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1043 | 12. Following Too Close,1. No Improper Action |
| 131075139 | 37.349308 | -79.231069 | Lynchburg | 3-Apr-13 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1506 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131075150 | 37.35815714 | -79.2176679 | Lynchburg | 6-Apr-13 | 7612 TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 1. Dawn | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 700 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131085241 | 37.335854 | -79.240955 | Campbell | 18-Apr-13 | B RT 460 | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1820 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131085240 | 37.34301914 | -79.23555656 | Campbell | 18-Apr-13 | B RT 460 | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1735 | 12. Following Too Close,1. No Improper Action |
| 131275176 | 37.353827 | -79.223962 | Lynchburg | 19-Apr-13 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1425 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131145111 | 37.344276 | -79.234578 | Campbell | 20-Apr-13 | ROUTE 460 BUS. | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1856 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131165219 | 37.35147555 | -79.22797681 | Lynchburg | 25-Apr-13 | RT. 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1725 | 12. Following Too Close,1. No Improper Action |
| 131215193 | 37.355592 | -79.221294 | Lynchburg | 27-Apr-13 | TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1242 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 131215296 | 37.331474 | -79.244698 | Campbell | 30-Apr-13 | ROUTE 460 BUS. | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1500 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131215262 | 37.34436041 | -79.23471367 | Campbell | 30-Apr-13 | TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1505 | 12. Following Too Close,1. No Improper Action |
| 131425154 | 37.334398 | -79.242155 | Campbell | 6-May-13 | B RT 460 | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1335 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 131315123 | 37.346492 | -79.233342 | Campbell | 9-May-13 | RT 460 BUS | Thursday | 12. Ped | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | | | 19. Ped | 1025 | 1. No Improper Action |
| 131305282 | 37.34502891 | -79.23429355 | Campbell | 10-May-13 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1910 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 131315178 | 37.32915275 | -79.24637045 | Campbell | 11-May-13 | RT 460 BUS. | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1637 | 12. Following Too Close,3. Exceeded Safe Speed But Not Speed Limit,1. No Improper Action |
| 131615355 | 37.347696 | -79.232617 | Lynchburg | 12-May-13 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1403 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 131365217 | 37.33436633 | -79.24217991 | Campbell | 14-May-13 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1940 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 131345023 | 37.32923589 | -79.24657611 | Campbell | 14-May-13 | RT 460B | Tuesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | ALCOHOL | 5. Guard Rail | 150 | 40. Fail to Maintain Proper Control |
| 131615376 | 37.3627 | -79.208893 | Lynchburg | 15-May-13 | 7099 TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 2122 | 1. No Improper Action,12. Following Too Close |
| 131415183 | 37.34189 | -79.236232 | Campbell | 21-May-13 | RT. 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1710 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 131625110 | 37.355696 | -79.221 | Lynchburg | 21-May-13 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 651 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131465059 | 37.34426425 | -79.23458448 | Campbell | 23-May-13 | ROUTE 460 BUSINESS/TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 745 | 12. Following Too Close,1. No Improper Action |
| 131475146 | 37.346631 | -79.233292 | Campbell | 23-May-13 | TIMBERLAKE RD. | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 2335 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131495373 | 37.329402 | -79.246433 | Campbell | 26-May-13 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1221 | 12. Following Too Close,1. No Improper Action |
| 131525072 | 37.34644 | -79.233366 | Campbell | 31-May-13 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1400 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 131775153 | 37.34936004 | -79.23100267 | Lynchburg | 1-Jun-13 | TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1229 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131775178 | 37.354596 | -79.223032 | Lynchburg | 7-Jun-13 | TIMBERLAKE RD | Friday | 2. Angle | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1514 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131775205 | 37.362934 | -79.208522 | Lynchburg | 10-Jun-13 | TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 1. Yes | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 2134 | 17. Other Improper Turn,1. No Improper Action |
| 131775221 | 37.352705 | -79.225851 | Lynchburg | 13-Jun-13 | TIMBERLAKE RD. | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1442 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 131685076 | 37.34431 | -79.234566 | Campbell | 15-Jun-13 | RT 460 BUSINESS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1159 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131705083 | 37.346719 | -79.233256 | Campbell | 18-Jun-13 | RT 460B | Tuesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | B | | | 20. Motor Vehicle In Transport | 1000 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 131735208 | 37.330534 | -79.245434 | Campbell | 21-Jun-13 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 2307 | 12. Following Too Close,1. No Improper Action |
| 131775206 | 37.346732 | -79.233241 | Campbell | 24-Jun-13 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1532 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 132045121 | 37.353912 | -79.224104 | Lynchburg | 25-Jun-13 | TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1244 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 131855096 | 37.333148 | -79.243148 | Campbell | 4-Jul-13 | 460B | Thursday | 2. Angle | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1210 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132195105 | 37.354563 | -79.222824 | Lynchburg | 11-Jul-13 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1702 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131955096 | 37.333159 | -79.243114 | Campbell | 12-Jul-13 | RT 460 BUS. | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1153 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 132195125 | 37.347715 | -79.232634 | Lynchburg | 12-Jul-13 | TIMBERLAKE ROAD | Friday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 30 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 131965059 | 37.339809 | -79.238062 | Campbell | 14-Jul-13 | RT. 460B | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 8. Sign, Traffic Signal | 1410 | 40. Fail to Maintain Proper Control |
| 132275084 | 37.35319126 | -79.22526845 | Lynchburg | 14-Jul-13 | TIMBERLAKE ROAD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 15. Other Fixed Object | 1226 | 12. Following Too Close,Not Applicable |
| 132025070 | 37.328945 | -79.246573 | Campbell | 19-Jul-13 | RT 460 BUS. | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 730 | 12. Following Too Close,1. No Improper Action |
| 132015141 | 37.333183 | -79.243118 | Campbell | 19-Jul-13 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1528 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 132065267 | 37.333163 | -79.243137 | Campbell | 25-Jul-13 | RT 460 E BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 735 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132165067 | 37.343023 | -79.235402 | Campbell | 3-Aug-13 | RT 460 | Saturday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 1. Bank Or Ledge | 740 | 40. Fail to Maintain Proper Control |
| 132195228 | 37.344327 | -79.234557 | Campbell | 3-Aug-13 | 460B | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1300 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132275097 | 37.35451368 | -79.22288957 | Lynchburg | 6-Aug-13 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1354 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132285136 | 37.330208 | -79.245453 | Campbell | 16-Aug-13 | RT 460 B | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1341 | 12. Following Too Close,1. No Improper Action |
| 132295094 | 37.344344 | -79.234678 | Campbell | 16-Aug-13 | RT 460B | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1040 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132305069 | 37.328874 | -79.246655 | Campbell | 17-Aug-13 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1115 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 132345156 | 37.333124 | -79.243096 | Campbell | 18-Aug-13 | CROWELL LN | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1740 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 132615078 | 37.35321837 | -79.22522469 | Lynchburg | 18-Aug-13 | TIMBERLAKE RD | Sunday | 1. Rear End | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | A | | ALCOHOL | 20. Motor Vehicle In Transport | 24 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 132315300 | 37.33412334 | -79.24237392 | Campbell | 19-Aug-13 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1610 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132345161 | 37.340474 | -79.237452 | Campbell | 19-Aug-13 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1645 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132365177 | 37.334375 | -79.242133 | Campbell | 24-Aug-13 | RT. 460B | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1830 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132615106 | 37.353135 | -79.225109 | Lynchburg | 25-Aug-13 | 7729 TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 2025 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132415253 | 37.344305 | -79.2346 | Campbell | 26-Aug-13 | RT 460 B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2138 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 132615126 | 37.36017 | -79.212964 | Lynchburg | 29-Aug-13 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1850 | 12. Following Too Close,1. No Improper Action |
| 132455159 | 37.341864 | -79.23616 | Campbell | 2-Sep-13 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1600 | 12. Following Too Close,1. No Improper Action |
| 132635108 | 37.346105 | -79.233421 | Campbell | 16-Sep-13 | RT 460B | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 940 | 12. Following Too Close,12. Following Too Close,1. No Improper Action |
| 132745149 | 37.359661 | -79.214035 | Lynchburg | 17-Sep-13 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1418 | 18. Improper Backing,1. No Improper Action |
| 132645148 | 37.333227 | -79.243215 | Campbell | 20-Sep-13 | 460B | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 750 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132655132 | 37.344238 | -79.234576 | Campbell | 22-Sep-13 | RT 460 BUS. | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 735 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132665269 | 37.346199 | -79.233588 | Campbell | 22-Sep-13 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1830 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132745167 | 37.351303 | -79.228036 | Lynchburg | 23-Sep-13 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1423 | 38. Avoiding Object in Roadway,1. No Improper Action |
| 132685230 | 37.334417 | -79.242202 | Campbell | 25-Sep-13 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1515 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132725144 | 37.333113 | -79.243183 | Campbell | 27-Sep-13 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1600 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132715199 | 37.341876 | -79.236132 | Campbell | 28-Sep-13 | RT. 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 2000 | 12. Following Too Close,1. No Improper Action |
| 132735103 | 37.333184 | -79.243237 | Campbell | 29-Sep-13 | B RT 460 | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1300 | 11. Did Not Have Right-of-Way,1. No Improper Action,Not Applicable |
| 132835071 | 37.363057 | -79.208615 | Lynchburg | 6-Oct-13 | TIMBERLAKE @ LEESVILLE | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 15. Other Fixed Object | 1227 | 3. Exceeded Safe Speed But Not Speed Limit,1. No Improper Action,1. No Improper Action |
| 133015189 | 37.339459 | -79.238262 | Campbell | 17-Oct-13 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1400 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132965140 | 37.346189 | -79.233527 | Campbell | 21-Oct-13 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 800 | 1. No Improper Action,1. No Improper Action |
| 132985268 | 37.344316 | -79.23457 | Campbell | 24-Oct-13 | RT 460B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1930 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 132995181 | 37.344151 | -79.234637 | Campbell | 26-Oct-13 | RT. 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1520 | 12. Following Too Close,1. No Improper Action |
| 133005243 | 37.33037 | -79.245389 | Campbell | 27-Oct-13 | RT. 460B | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1044 | 10. Wrong Side Of Road - Not Overtaking,1. No Improper Action |
| 133055207 | 37.329243 | -79.246508 | Campbell | 30-Oct-13 | RT 460 BUS | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1415 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 133055279 | 37.330602 | -79.245379 | Campbell | 30-Oct-13 | RT 460 BUS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1445 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 133105171 | 37.328863 | -79.246933 | Campbell | 2-Nov-13 | ROUTE 460 BUS | Saturday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1912 | 10. Wrong Side Of Road - Not Overtaking,1. No Improper Action |
| 133145115 | 37.344708 | -79.234319 | Campbell | 4-Nov-13 | RT 460B | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 2217 | 42. Improper or Unsafe Lane Change,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 133315317 | 37.362449 | -79.209345 | Lynchburg | 7-Nov-13 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1814 | 12. Following Too Close,1. No Improper Action |
| 133115188 | 37.329209 | -79.246527 | Campbell | 7-Nov-13 | 460B | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1350 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 133155119 | 37.344258 | -79.23457 | Campbell | 8-Nov-13 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1130 | 21. Disregarded Traffic Signal,1. No Improper Action,1. No Improper Action |
| 133155302 | 37.330325 | -79.245403 | Campbell | 11-Nov-13 | ROUTE 460B/TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1740 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 133215206 | 37.339344 | -79.238364 | Campbell | 12-Nov-13 | TIMBERLAKE ROAD | Tuesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1400 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 133175284 | 37.346436 | -79.233366 | Campbell | 13-Nov-13 | 460B | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1750 | 12. Following Too Close,1. No Improper Action |
| 133225103 | 37.328449 | -79.247278 | Campbell | 14-Nov-13 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | A | SPEED | | 20. Motor Vehicle In Transport | 830 | 12. Following Too Close,1. No Improper Action |
| 133525301 | 37.359492 | -79.214421 | Lynchburg | 16-Nov-13 | TIMBERLAKE RD | Saturday | 1. Rear End | 2. Wet | 5. Rain | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1740 | 12. Following Too Close,1. No Improper Action |
| 133205225 | 37.334466 | -79.242301 | Campbell | 16-Nov-13 | 460B | Saturday | 2. Angle | 2. Wet | 4. Mist | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1740 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 133245314 | 37.346196 | -79.233451 | Campbell | 20-Nov-13 | RT 460B | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1745 | 12. Following Too Close,1. No Improper Action |
| 133525321 | 37.362677 | -79.208917 | Lynchburg | 20-Nov-13 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 2046 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 133275234 | 37.342532 | -79.235845 | Campbell | 21-Nov-13 | RT 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1450 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 133535094 | 37.353187 | -79.225245 | Lynchburg | 24-Nov-13 | 7801 Timberlake Road | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1730 | 22. Disregarded Stop or Yield Sign,1. No Improper Action |
| 133315005 | 37.328363 | -79.247288 | Campbell | 25-Nov-13 | RT 460 BA | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1313 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 133305053 | 37.33703495 | -79.24022692 | Campbell | 25-Nov-13 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1000 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 133375132 | 37.344295 | -79.234505 | Campbell | 3-Dec-13 | B RT 460 | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 1. Dawn | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 650 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 133455449 | 37.328721 | -79.247175 | Campbell | 10-Dec-13 | 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1850 | 2. Exceeded Speed Limit,1. No Improper Action |
| 133455435 | 37.346423 | -79.233376 | Campbell | 10-Dec-13 | 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1740 | 12. Following Too Close,1. No Improper Action |
| 133485085 | 37.334359 | -79.24219 | Campbell | 11-Dec-13 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1417 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 133495049 | 37.346633 | -79.233353 | Campbell | 15-Dec-13 | RT 460 BUS | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | ALCOHOL | 8. Sign, Traffic Signal | 130 | 40. Fail to Maintain Proper Control |
| 133585245 | 37.335896 | -79.241091 | Campbell | 23-Dec-13 | B RT 460 | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1550 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 133605295 | 37.33043656 | -79.24553443 | Campbell | 24-Dec-13 | RT 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1800 | 12. Following Too Close,1. No Improper Action |
| 140015061 | 37.34428658 | -79.2345704 | Campbell | 26-Dec-13 | TIMBERLAKE ROAD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1210 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 133645393 | 37.329367 | -79.246397 | Campbell | 30-Dec-13 | RT 460 BUS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | ALCOHOL | 20. Motor Vehicle In Transport | 1822 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 140025282 | 37.34155504 | -79.23643954 | Campbell | 2-Jan-14 | RT 460B | Thursday | 1. Rear End | 2. Wet | 5. Rain | 5. Darkness - Road Not Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1745 | 12. Following Too Close,1. No Improper Action |
| 140065225 | 37.33707 | -79.24023 | Campbell | 2-Jan-14 | TIMBERLAKE ROAD | Thursday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1735 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140275155 | 37.36296 | -79.20845 | Lynchburg | 11-Jan-14 | 7000 TIMBERLAKE RD | Saturday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1251 | 12. Following Too Close,1. No Improper Action |
| 140275158 | 37.34836 | -79.2322 | Lynchburg | 12-Jan-14 | TIMBERLAKE RD | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | B | | | 3. Utility Pole | 5 | 40. Fail to Maintain Proper Control |
| 140165352 | 37.32841 | -79.24721 | Campbell | 14-Jan-14 | RT 460B | Tuesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1219 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140165350 | 37.34615 | -79.23364 | Campbell | 15-Jan-14 | LAXTON RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1450 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140205114 | 37.33449 | -79.24229 | Campbell | 19-Jan-14 | RT 460 WEST BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 12. Crossover Related | PDO | | | 20. Motor Vehicle In Transport | 1750 | 1. No Improper Action,11. Did Not Have Right-of-Way |
| 140585041 | 37.3544 | -79.22307 | Lynchburg | 29-Jan-14 | TIMBERLAKE ROAD | Wednesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | ALCOHOL | 5. Guard Rail | 1800 | 34. Hit and Run,1. No Improper Action |
| 140375201 | 37.34785 | -79.2325 | Lynchburg | 31-Jan-14 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1451 | 12. Following Too Close,1. No Improper Action |
| 140375212 | 37.34764 | -79.23267 | Lynchburg | 3-Feb-14 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1643 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140355178 | 37.33318 | -79.2431 | Campbell | 4-Feb-14 | RT. 460B | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1310 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140355176 | 37.32925 | -79.24652 | Campbell | 4-Feb-14 | RT. 622 | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 850 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 140385263 | 37.33350937 | -79.24303565 | Campbell | 7-Feb-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1345 | 31. Avoiding Other Vehicle,1. No Improper Action,11. Did Not Have Right-of-Way |
| 140385268 | 37.34684 | -79.23311 | Lynchburg | 7-Feb-14 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1815 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 140495114 | 37.34768 | -79.23268 | Lynchburg | 8-Feb-14 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1651 | 22. Disregarded Stop or Yield Sign,1. No Improper Action |
| 140555228 | 37.33439 | -79.24212 | Campbell | 21-Feb-14 | B RT 460 | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1545 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140655270 | 37.35942 | -79.21511 | Lynchburg | 1-Mar-14 | TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1258 | 12. Following Too Close,1. No Improper Action |
| 140685105 | 37.34618918 | -79.23356435 | Campbell | 9-Mar-14 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1131 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140765353 | 37.34431 | -79.23463 | Campbell | 17-Mar-14 | RT 460B | Monday | 2. Angle | 2. Wet | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1550 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 140795096 | 37.34655 | -79.23333 | Campbell | 19-Mar-14 | TIMBERLAKE RD | Wednesday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 740 | 12. Following Too Close,1. No Improper Action |
| 140935173 | 37.35142 | -79.22811 | Lynchburg | 20-Mar-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1723 | 12. Following Too Close,1. No Improper Action |
| 140815187 | 37.32898 | -79.24651 | Campbell | 21-Mar-14 | B RT 460 | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1030 | 12. Following Too Close,1. No Improper Action |
| 140855249 | 37.33033 | -79.24536 | Campbell | 26-Mar-14 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1700 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140915019 | 37.33359 | -79.24277 | Campbell | 30-Mar-14 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | A | | | 20. Motor Vehicle In Transport | 1105 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 140925295 | 37.34631 | -79.2333 | Campbell | 31-Mar-14 | RT 460 BUS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | | | 20. Motor Vehicle In Transport | 1743 | 12. Following Too Close,1. No Improper Action |
| 140975281 | 37.34065 | -79.23717 | Campbell | 4-Apr-14 | RT 460B | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1711 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 140975162 | 37.34422 | -79.23454 | Campbell | 6-Apr-14 | ROUTE 460 BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1018 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141045267 | 37.33059 | -79.24515 | Campbell | 10-Apr-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 752 | 12. Following Too Close,1. No Improper Action |
| 141015062 | 37.34664 | -79.23323 | Campbell | 10-Apr-14 | RT 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1530 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 141135060 | 37.34768 | -79.23256 | Lynchburg | 11-Apr-14 | TIMBERLAKE RD/ WOOD DR | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | PDO | | | 20. Motor Vehicle In Transport | 1440 | 12. Following Too Close,Not Applicable |
| 141095035 | 37.33741 | -79.23994 | Campbell | 16-Apr-14 | RT 460 BUS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1030 | 31. Avoiding Other Vehicle,1. No Improper Action |
| 141105091 | 37.33797 | -79.23949 | Campbell | 19-Apr-14 | RT 460 BUSINESS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1110 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141285178 | 37.35233 | -79.22677 | Lynchburg | 22-Apr-14 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1725 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141145074 | 37.34611 | -79.23345 | Campbell | 24-Apr-14 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 715 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 141175045 | 37.34042 | -79.23733 | Campbell | 26-Apr-14 | RT 460 BUS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | B | | | 20. Motor Vehicle In Transport | 1050 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141345076 | 37.34768 | -79.23268 | Lynchburg | 3-May-14 | WOOD RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1334 | 9. Other Improper Passing,37. Other |
| 141295106 | 37.33864 | -79.23895 | Campbell | 7-May-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1430 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 141345082 | 37.35388 | -79.22416 | Lynchburg | 7-May-14 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1748 | 11. Did Not Have Right-of-Way,41. Improper Passing |
| 141345086 | 37.3531 | -79.22517 | Lynchburg | 8-May-14 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1353 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 141345736 | 37.34428 | -79.23458 | Campbell | 13-May-14 | RT 460 BUSINESS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1420 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141415082 | 37.35118 | -79.22844 | Lynchburg | 13-May-14 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1723 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 141345747 | 37.3304 | -79.24548 | Campbell | 14-May-14 | RT 460 WEST BUS | Wednesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1600 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 141355247 | 37.33032 | -79.24542 | Campbell | 15-May-14 | RT 460 EAST BUS | Thursday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1545 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141375053 | 37.34422 | -79.23463 | Campbell | 16-May-14 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1248 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141415095 | 37.35602 | -79.22092 | Lynchburg | 16-May-14 | 7515 TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1219 | 12. Following Too Close,1. No Improper Action |
| 141405081 | 37.34048 | -79.23738 | Campbell | 18-May-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1215 | 15. Improper Turn - Cut Corner on Left Turn,1. No Improper Action |
| 141385211 | 37.34428 | -79.23454 | Campbell | 18-May-14 | RT 460 BUSINESS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1515 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141445024 | 37.33412 | -79.24249 | Campbell | 20-May-14 | RT 460 BUS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 830 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141505253 | 37.34605 | -79.23352 | Campbell | 30-May-14 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1832 | 12. Following Too Close,1. No Improper Action |
| 141535202 | 37.33301 | -79.24326 | Campbell | 2-Jun-14 | TIMBERLAKE RD. | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 920 | 12. Following Too Close,1. No Improper Action |
| 141545071 | 37.34003 | -79.2378 | Campbell | 2-Jun-14 | RT 460 BUSINESS | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1150 | 12. Following Too Close,1. No Improper Action |
| 141635189 | 37.35572 | -79.221 | Lynchburg | 6-Jun-14 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1234 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141625077 | 37.32921 | -79.24632 | Campbell | 7-Jun-14 | TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1144 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 141635202 | 37.36257 | -79.20913 | Lynchburg | 10-Jun-14 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | C | | | 20. Motor Vehicle In Transport | 1630 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 141705076 | 37.36214 | -79.2101 | Lynchburg | 14-Jun-14 | Timberlake Road | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 5. On Entrance/Exit Ramp | B | SPEED | ALCOHOL | 5. Guard Rail | 103 | 40. Fail to Maintain Proper Control |
| 141915130 | 37.3493 | -79.23106 | Lynchburg | 17-Jun-14 | TIMBERKAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1415 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 141915133 | 37.35287 | -79.22552 | Lynchburg | 18-Jun-14 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1727 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 141815250 | 37.34616 | -79.23338 | Campbell | 29-Jun-14 | RT 460 BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1705 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141915185 | 37.35935 | -79.21488 | Lynchburg | 30-Jun-14 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1039 | 12. Following Too Close,1. No Improper Action |
| 141845011 | 37.33803 | -79.23919 | Campbell | 2-Jul-14 | TIMBERLAKE RD | Wednesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | | | 2. Trees | 625 | 40. Fail to Maintain Proper Control |
| 141925209 | 37.34085 | -79.23701 | Campbell | 3-Jul-14 | ROUTE 460 BUS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1231 | 12. Following Too Close,1. No Improper Action |
| 141875190 | 37.34482 | -79.23434 | Campbell | 3-Jul-14 | RT 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1747 | 12. Following Too Close,1. No Improper Action |
| 141975094 | 37.34762 | -79.23252 | Lynchburg | 10-Jul-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1435 | 40. Fail to Maintain Proper Control,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 141975562 | 37.3324 | -79.24395 | Campbell | 11-Jul-14 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1745 | 12. Following Too Close,1. No Improper Action |
| 141995035 | 37.33041 | -79.24552 | Campbell | 13-Jul-14 | RT 460B | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1027 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 141985084 | 37.32897 | -79.24671 | Campbell | 14-Jul-14 | RT 622 | Monday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1700 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 141975102 | 37.35311 | -79.22517 | Lynchburg | 14-Jul-14 | TIMBERLAKE RD | Monday | 16. Other | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1941 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142005174 | 37.346 | -79.23347 | Campbell | 17-Jul-14 | 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1510 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 142115215 | 37.36252 | -79.20916 | Lynchburg | 21-Jul-14 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1613 | 37. Other,1. No Improper Action |
| 142025214 | 37.32919 | -79.24657 | Campbell | 21-Jul-14 | RT 460 BUS | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1700 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 142075060 | 37.34619 | -79.23353 | Campbell | 22-Jul-14 | RT 460 BUSINESS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1010 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142115217 | 37.34927 | -79.23111 | Lynchburg | 22-Jul-14 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1615 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142075064 | 37.33412 | -79.24236 | Campbell | 25-Jul-14 | RT 460 BUS. | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1100 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142175084 | 37.34614 | -79.23345 | Campbell | 5-Aug-14 | BUS RT 460 | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 730 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142265126 | 37.34638 | -79.23344 | Campbell | 11-Aug-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1740 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 142335160 | 37.35396 | -79.22411 | Lynchburg | 15-Aug-14 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1512 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142415188 | 37.35688 | -79.21951 | Lynchburg | 19-Aug-14 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1728 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142415093 | 37.34598 | -79.23349 | Campbell | 24-Aug-14 | B RT 460 | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 142395327 | 37.3461 | -79.23347 | Campbell | 25-Aug-14 | RT 460B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1922 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142475147 | 37.35287 | -79.22589 | Lynchburg | 26-Aug-14 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1653 | 37. Other,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 142405203 | 37.33799 | -79.2392 | Campbell | 27-Aug-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 820 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 142415344 | 37.34459 | -79.23448 | Campbell | 28-Aug-14 | RT 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1715 | 31. Avoiding Other Vehicle,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 142475160 | 37.35299 | -79.22531 | Lynchburg | 30-Aug-14 | 7800-7826 U.S. 460 Business | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 6. Darkness - Unknown Road Lighting | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 2009 | 12. Following Too Close,1. No Improper Action |
| 142585111 | 37.34893 | -79.23132 | Lynchburg | 31-Aug-14 | 8021 TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1448 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142485147 | 37.33334 | -79.24316 | Campbell | 3-Sep-14 | TIMBERLAKE | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 2140 | 1. No Improper Action,34. Hit and Run |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142495054 | 37.34444 | -79.23446 | Campbell | 5-Sep-14 | TIMBERLAKE RD. | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1450 | 12. Following Too Close,1. No Improper Action |
| 142545292 | 37.34523 | -79.23397 | Campbell | 11-Sep-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1620 | 12. Following Too Close,1. No Improper Action |
| 142615315 | 37.3558 | -79.22115 | Lynchburg | 12-Sep-14 | ROUNDELAY | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1333 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142615303 | 37.33305 | -79.2432 | Campbell | 17-Sep-14 | TIMBERLAKE RD. | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1445 | 12. Following Too Close,1. No Improper Action |
| 142615330 | 37.36117 | -79.21148 | Lynchburg | 17-Sep-14 | 7216-7300 Timberlake Road | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | A | | | 20. Motor Vehicle In Transport | 744 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 142635168 | 37.3417 | -79.23636 | Campbell | 19-Sep-14 | B RT 460 | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 142625195 | 37.33479 | -79.24203 | Campbell | 19-Sep-14 | RT 460 | Friday | 10. Deer | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 23. Animal | 1214 | 1. No Improper Action |
| 142795189 | 37.36223 | -79.20967 | Lynchburg | 23-Sep-14 | 7099 TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 1. Main-Line Roadway | PDO | SPEED | | 20. Motor Vehicle In Transport | 1434 | 12. Following Too Close,1. No Improper Action |
| 142795200 | 37.34655 | -79.23329 | Campbell | 25-Sep-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1826 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 142735027 | 37.34293 | -79.23537 | Campbell | 27-Sep-14 | 20370 TIMBERLAKE RD | Saturday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 13. Curb | 500 | 42. Improper or Unsafe Lane Change |
| 142725189 | 37.34471 | -79.23426 | Campbell | 29-Sep-14 | B RT 460 | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1205 | 12. Following Too Close,1. No Improper Action |
| 142795223 | 37.35841 | -79.21746 | Lynchburg | 29-Sep-14 | TIMBERLAKE RD | Monday | 9. Fixed Object - Off Road | 2. Wet | 4. Mist | 1. Dawn | 2. No | 3. No | 8. Non-Intersection | PDO | | | 8. Sign, Traffic Signal | 646 | 40. Fail to Maintain Proper Control |
| 142765280 | 37.33318 | -79.24331 | Campbell | 1-Oct-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1800 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142825225 | 37.34866 | -79.23183 | Lynchburg | 3-Oct-14 | TIMBERLAKE RD | Friday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1633 | 12. Following Too Close,1. No Improper Action |
| 142785051 | 37.34444 | -79.2345 | Campbell | 4-Oct-14 | RT 460 BUS | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1152 | 12. Following Too Close,1. No Improper Action |
| 142795359 | 37.32937 | -79.24641 | Campbell | 4-Oct-14 | RT 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 1. Dawn | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1611 | 12. Following Too Close,1. No Improper Action |
| 142795360 | 37.32925 | -79.24654 | Campbell | 5-Oct-14 | RT 460B | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 2127 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 142935017 | 37.34622 | -79.2335 | Campbell | 14-Oct-14 | RT 460B | Tuesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 925 | 1. No Improper Action,1. No Improper Action |
| 142935277 | 37.33284 | -79.24331 | Campbell | 17-Oct-14 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1240 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 142915190 | 37.34428 | -79.23461 | Campbell | 17-Oct-14 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1730 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 142915189 | 37.34573 | -79.23372 | Campbell | 17-Oct-14 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1645 | 12. Following Too Close,1. No Improper Action |
| 142975187 | 37.36314 | -79.20823 | Lynchburg | 17-Oct-14 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1603 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 143025124 | 37.36129 | -79.21113 | Lynchburg | 23-Oct-14 | TIMBERLAKE RD | Thursday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 2106 | 31. Avoiding Other Vehicle,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 142985200 | 37.34211 | -79.2362 | Campbell | 24-Oct-14 | TIMBERLAKE | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1850 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 143015570 | 37.33039 | -79.24552 | Campbell | 26-Oct-14 | TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1953 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 143015496 | 37.34804 | -79.23237 | Lynchburg | 26-Oct-14 | ROUTE 460 - RICHMOND HIGHWAY | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 2010 | 12. Following Too Close,1. No Improper Action |
| 143045255 | 37.32898 | -79.24659 | Campbell | 27-Oct-14 | ROUTE 622/ WATERLICK ROAD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1855 | 12. Following Too Close,1. No Improper Action |
| 143105239 | 37.32914 | -79.24634 | Campbell | 3-Nov-14 | RT 460B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1925 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 143105365 | 37.33978238 | -79.23803789 | Campbell | 6-Nov-14 | RT 460 BUSINESS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 12. Crossover Related | PDO | | | 20. Motor Vehicle In Transport | 1600 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 143165199 | 37.34420888 | -79.23461771 | Campbell | 7-Nov-14 | RT 460 BUS. | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 2023 | 12. Following Too Close,1. No Improper Action |
| 143155232 | 37.34435 | -79.23461 | Campbell | 8-Nov-14 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1940 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 143145508 | 37.34620082 | -79.23355703 | Campbell | 9-Nov-14 | RT 460 BUS | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1600 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 143185239 | 37.34093 | -79.23694 | Campbell | 14-Nov-14 | RT460 B | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 740 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 143255215 | 37.36307 | -79.20824 | Lynchburg | 15-Nov-14 | TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1148 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 143205269 | 37.34191 | -79.23618 | Campbell | 16-Nov-14 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1625 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 143255223 | 37.3532 | -79.22527 | Lynchburg | 16-Nov-14 | TIMBERLAKE RD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1119 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 143275199 | 37.33438 | -79.24213 | Campbell | 19-Nov-14 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1208 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 143245105 | 37.34491 | -79.23418 | Campbell | 19-Nov-14 | RT 460 BUS | Wednesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1545 | 8. Cutting In,1. No Improper Action |
| 143295417 | 37.3626 | -79.20902 | Lynchburg | 20-Nov-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 739 | 12. Following Too Close,1. No Improper Action |
| 143295428 | 37.35323 | -79.22525 | Lynchburg | 22-Nov-14 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 1951 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 143315222 | 37.34411 | -79.2347 | Campbell | 25-Nov-14 | RT 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1800 | 12. Following Too Close,1. No Improper Action |
| 143355579 | 37.33025 | -79.24546 | Campbell | 1-Dec-14 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1803 | 12. Following Too Close,1. No Improper Action |
| 143385183 | 37.32921 | -79.24663 | Campbell | 4-Dec-14 | RT 622 | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 750 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 143435378 | 37.34643 | -79.23337 | Campbell | 5-Dec-14 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1540 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 143495071 | 37.36014 | -79.21294 | Lynchburg | 7-Dec-14 | TIMBERLAKE RD | Sunday | 3. Head On | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1202 | 3. Exceeded Safe Speed But Not Speed Limit,1. No Improper Action |
| 143495087 | 37.35693 | -79.21936 | Lynchburg | 9-Dec-14 | 7500 BLK TIMBERLAKE RD. | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 12. Crossover Related | PDO | | | 20. Motor Vehicle In Transport | 756 | 37. Other,1. No Improper Action,1. No Improper Action |
| 143495078 | 37.36321 | -79.20806 | Lynchburg | 10-Dec-14 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1051 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 143525099 | 37.34208 | -79.23622 | Campbell | 10-Dec-14 | RT 460 BUSINESS | Wednesday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | B | | ALCOHOL | 20. Motor Vehicle In Transport | 1905 | 37. Other,1. No Improper Action |
| 143575341 | 37.33425 | -79.24226 | Campbell | 14-Dec-14 | RT 460 BUSINESS | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1550 | 12. Following Too Close,1. No Improper Action |
| 143505161 | 37.34451 | -79.23444 | Campbell | 16-Dec-14 | TIMBERLAKE RD | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 758 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 143535119 | 37.344 | -79.23495 | Campbell | 18-Dec-14 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1320 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 143565330 | 37.34619 | -79.23352 | Campbell | 22-Dec-14 | TIMBERLAKE RD | Monday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1515 | 12. Following Too Close,1. No Improper Action |
| 143595157 | 37.33435 | -79.24238 | Campbell | 24-Dec-14 | TIMBERLAKE RD. | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1532 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150015057 | 37.33041 | -79.24558 | Campbell | 1-Jan-15 | TIMBERLAKE RD. | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1330 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 150145361 | 37.35322 | -79.22491 | Lynchburg | 9-Jan-15 | 7724 Timberlake Road | Friday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 12. Building/Structure | 1259 | 40. Fail to Maintain Proper Control |
| 150215110 | 37.32736 | -79.24885 | Campbell | 14-Jan-15 | TIMBERLAKE ROAD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1830 | 1. No Improper Action,11. Did Not Have Right-of-Way |
| 150165312 | 37.34156 | -79.23644 | Campbell | 15-Jan-15 | 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1700 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 150265232 | 37.35084 | -79.22893 | Lynchburg | 15-Jan-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1702 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 150265248 | 37.35314 | -79.22515 | Lynchburg | 16-Jan-15 | TIMBERLAKE ROAD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1204 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 150215304 | 37.34525 | -79.2339 | Campbell | 21-Jan-15 | RT 460B | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1500 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 150285214 | 37.35269 | -79.22586 | Lynchburg | 21-Jan-15 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1821 | 12. Following Too Close,1. No Improper Action |
| 150215301 | 37.34621074 | -79.23353404 | Campbell | 21-Jan-15 | RT 460B | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1900 | 12. Following Too Close,1. No Improper Action |
| 150285210 | 37.36272 | -79.20885 | Lynchburg | 22-Jan-15 | 7100-7148 U.S. 460 Business | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1645 | 12. Following Too Close,1. No Improper Action |
| 150235223 | 37.34206921 | -79.23602359 | Campbell | 23-Jan-15 | RT 460B | Friday | 1. Rear End | 2. Wet | 5. Rain | 3. Dusk | 2. No | 3. No | 9. Within Intersection | C | SPEED | | 20. Motor Vehicle In Transport | 1410 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 150285218 | 37.35454 | -79.22304 | Lynchburg | 23-Jan-15 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1214 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150315166 | 37.32935607 | -79.24644254 | Campbell | 30-Jan-15 | RT 460 BUSINESS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 2000 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 150345220 | 37.35575 | -79.22108 | Lynchburg | 31-Jan-15 | 7612 TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 2001 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150495119 | 37.33452 | -79.24228 | Campbell | 15-Feb-15 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1100 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150705081 | 37.35245 | -79.22623 | Lynchburg | 23-Feb-15 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1624 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 150705096 | 37.36254 | -79.20915 | Lynchburg | 2-Mar-15 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1614 | 12. Following Too Close,1. No Improper Action |
| 150775179 | 37.3627 | -79.20894 | Lynchburg | 9-Mar-15 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1310 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 150775187 | 37.35093 | -79.22849 | Lynchburg | 12-Mar-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1349 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action |
| 150905143 | 37.33977 | -79.23802 | Campbell | 26-Mar-15 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 950 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150885199 | 37.33413 | -79.24257 | Campbell | 29-Mar-15 | RT 460 BUSINESS | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | B | | ALCOHOL | 20. Motor Vehicle In Transport | 15 | 12. Following Too Close,1. No Improper Action |
| 150905186 | 37.34959 | -79.23073 | Lynchburg | 29-Mar-15 | 8021 TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 2000 | 12. Following Too Close,1. No Improper Action |
| 150905267 | 37.33146 | -79.24468 | Campbell | 31-Mar-15 | TIMBERLAKE ROAD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1655 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150905254 | 37.34034 | -79.23756 | Campbell | 31-Mar-15 | RT 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 950 | 12. Following Too Close,1. No Improper Action |
| 150935119 | 37.33438 | -79.24214 | Campbell | 2-Apr-15 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1320 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 150985083 | 37.36149 | -79.21089 | Lynchburg | 3-Apr-15 | TIMBERLAKE RD | Friday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1636 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 150995254 | 37.33318 | -79.24306 | Campbell | 9-Apr-15 | RT 460 BUS | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1500 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 151045253 | 37.34785 | -79.2325 | Lynchburg | 10-Apr-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1823 | 37. Other,1. No Improper Action |
| 151045248 | 37.34599 | -79.23349 | Campbell | 12-Apr-15 | 20150-20168 Timberlake Road | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1400 | 12. Following Too Close,1. No Improper Action |
| 151135407 | 37.33257 | -79.24363 | Campbell | 13-Apr-15 | RT 460B | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1218 | 12. Following Too Close,1. No Improper Action |
| 151195038 | 37.34598 | -79.2335 | Campbell | 15-Apr-15 | RT 460 BUS | Wednesday | 1. Rear End | 2. Wet | 4. Mist | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1350 | 12. Following Too Close,1. No Improper Action |
| 151135246 | 37.32936 | -79.24647 | Campbell | 17-Apr-15 | RT 460 BUSINESS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1500 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 151125186 | 37.34763 | -79.23247 | Lynchburg | 18-Apr-15 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1002 | 17. Other Improper Turn,17. Other Improper Turn |
| 151155256 | 37.34055 | -79.23744 | Campbell | 20-Apr-15 | RT.460 BUSINESS/ TIMBERLAKE ROAD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1145 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 151135387 | 37.33295 | -79.24328 | Campbell | 22-Apr-15 | RT 460 BUS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1350 | 12. Following Too Close,1. No Improper Action |
| 151205441 | 37.32875 | -79.24673 | Campbell | 23-Apr-15 | RT 622 | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1630 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151315217 | 37.35598 | -79.22083 | Lynchburg | 29-Apr-15 | 7612 TIMBERLAKE ROAD | Wednesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 7. Other location not listed above within an interchange area (median, shoulder , roadside) | PDO | | | 13. Curb | 2039 | 37. Other |
| 151265137 | 37.36323 | -79.208 | Lynchburg | 30-Apr-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1652 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 151315491 | 37.34041 | -79.23735 | Campbell | 5-May-15 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 151275408 | 37.34587 | -79.23354 | Campbell | 6-May-15 | RT 460 BUSINESS | Wednesday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1645 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 151275176 | 37.34222 | -79.23611 | Campbell | 6-May-15 | RT 460 BUS. | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1353 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 151325288 | 37.33436 | -79.2422 | Campbell | 11-May-15 | RT 460B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1930 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151355209 | 37.33326 | -79.24326 | Campbell | 11-May-15 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1930 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151335352 | 37.33048 | -79.24544 | Campbell | 12-May-15 | RT 460 W BUS | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1705 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 151475226 | 37.33088 | -79.24516 | Campbell | 15-May-15 | TIMBERLAKE ROAD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1630 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 151465367 | 37.35455 | -79.22303 | Lynchburg | 20-May-15 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1500 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151465025 | 37.34623 | -79.23352 | Campbell | 22-May-15 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | SPEED | ALCOHOL | 20. Motor Vehicle In Transport | 2330 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151555265 | 37.33701 | -79.24027 | Campbell | 23-May-15 | TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | K | | | 20. Motor Vehicle In Transport | 1120 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 151475497 | 37.33036 | -79.24558 | Campbell | 27-May-15 | RT 460 BUS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1726 | 12. Following Too Close,1. No Improper Action |
| 151525145 | 37.35967 | -79.21399 | Lynchburg | 28-May-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 1. Yes | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1035 | 12. Following Too Close,1. No Improper Action |
| 151545093 | 37.36267 | -79.20892 | Lynchburg | 28-May-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 650 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 151555281 | 37.3398 | -79.23805 | Campbell | 3-Jun-15 | TIMBERLAKE | Wednesday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1430 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 151625216 | 37.36233 | -79.2095 | Lynchburg | 4-Jun-15 | TIMBERLAKE RD | Thursday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1556 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 151635318 | 37.34369 | -79.23494 | Campbell | 12-Jun-15 | RT 460 BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1704 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 151675127 | 37.34468 | -79.23434 | Campbell | 14-Jun-15 | RT 460 BUS. | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1248 | 12. Following Too Close,1. No Improper Action |
| 151745072 | 37.34188 | -79.2362 | Campbell | 20-Jun-15 | RT 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1330 | 12. Following Too Close,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 151715139 | 37.34277 | -79.23572 | Campbell | 20-Jun-15 | RT 460B | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 151745164 | 37.36291 | -79.20851 | Lynchburg | 22-Jun-15 | TIMBERLAKE RD | Monday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1646 | 12. Following Too Close,1. No Improper Action |
| 151945152 | 37.36304 | -79.20858 | Lynchburg | 28-Jun-15 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 10. Intersection Related - Within 150 Feet | PDO | | ALCOHOL | 20. Motor Vehicle In Transport | 1745 | 37. Other,1. No Improper Action |
| 151835337 | 37.32898 | -79.24652 | Campbell | 1-Jul-15 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | B | | | 20. Motor Vehicle In Transport | 1710 | 12. Following Too Close,1. No Improper Action |
| 151955013 | 37.33146 | -79.24449 | Campbell | 10-Jul-15 | RT 460 BUS | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1950 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152095065 | 37.35027 | -79.22981 | Lynchburg | 12-Jul-15 | 8017 TIMBERLAKE RD. | Sunday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | A | | ALCOHOL | 3. Utility Pole | 140 | 10. Wrong Side Of Road - Not Overtaking |
| 151995034 | 37.34621716 | -79.23353003 | Campbell | 14-Jul-15 | RT 460 BUS. | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1825 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 152015267 | 37.35316 | -79.22539 | Lynchburg | 15-Jul-15 | OLD GRAVES MILL RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1055 | 12. Following Too Close,1. No Improper Action |
| 152015279 | 37.36275 | -79.20892 | Lynchburg | 19-Jul-15 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 754 | 37. Other,1. No Improper Action |
| 152035072 | 37.33766 | -79.23959 | Campbell | 21-Jul-15 | RT 460 BUS | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | SPEED | | 20. Motor Vehicle In Transport | 1347 | 12. Following Too Close,1. No Improper Action |
| 152105106 | 37.34033 | -79.2376 | Campbell | 21-Jul-15 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1500 | 12. Following Too Close,1. No Improper Action |
| 152095085 | 37.35952 | -79.21432 | Lynchburg | 23-Jul-15 | 7400 TIMBERLAKE ROAD | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1142 | 12. Following Too Close,1. No Improper Action |
| 152095169 | 37.32909296 | -79.24643625 | Campbell | 27-Jul-15 | RT 460B | Monday | 4. Sideswipe - Same Direction | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1038 | 17. Other Improper Turn,1. No Improper Action |
| 152095180 | 37.33417207 | -79.24250827 | Campbell | 27-Jul-15 | RT 460B | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1213 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152115001 | 37.34020804 | -79.23768768 | Campbell | 27-Jul-15 | RT 460 BUS. | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1243 | 12. Following Too Close,1. No Improper Action |
| 152185260 | 37.35318 | -79.22527 | Lynchburg | 4-Aug-15 | TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1110 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152235250 | 37.36303 | -79.20834 | Lynchburg | 7-Aug-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1224 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 152235248 | 37.36035 | -79.21293 | Lynchburg | 8-Aug-15 | 7312 TIMBERLAKE RD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1657 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152275051 | 37.33307 | -79.24319 | Campbell | 14-Aug-15 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1412 | 21. Disregarded Traffic Signal,1. No Improper Action |
| 152345098 | 37.33323 | -79.24301 | Campbell | 14-Aug-15 | RT 460B | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1828 | 1. No Improper Action,1. No Improper Action |
| 152315314 | 37.34207 | -79.23625 | Campbell | 18-Aug-15 | RT 1415 | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1550 | 12. Following Too Close,1. No Improper Action |
| 152355192 | 37.3327 | -79.24348 | Campbell | 21-Aug-15 | RT 460 BUSINESS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1730 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 152435288 | 37.35115 | -79.2285 | Lynchburg | 24-Aug-15 | TIMBERLAKE ROAD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1730 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152435284 | 37.35398 | -79.22403 | Lynchburg | 24-Aug-15 | TIMBERLAKE RD | Monday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1605 | 41. Improper Passing,1. No Improper Action |
| 152375175 | 37.3442 | -79.23462 | Campbell | 25-Aug-15 | RT 460B | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 840 | 12. Following Too Close,1. No Improper Action |
| 152395047 | 37.33378 | -79.24273 | Campbell | 26-Aug-15 | RT 460B | Wednesday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 14. Ditch | 938 | 40. Fail to Maintain Proper Control |
| 152395341 | 37.34692 | -79.23307 | Lynchburg | 26-Aug-15 | TIMBERLAKE RD. | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | SPEED | | 20. Motor Vehicle In Transport | 1730 | 12. Following Too Close,1. No Improper Action |
| 152415048 | 37.34143 | -79.23653 | Campbell | 28-Aug-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1145 | 12. Following Too Close,1. No Improper Action |
| 152465248 | 37.35431 | -79.22302 | Lynchburg | 28-Aug-15 | TIMBERLAKE RD | Friday | 9. Fixed Object - Off Road | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 8. Sign, Traffic Signal | 938 | 40. Fail to Maintain Proper Control |
| 152435358 | 37.34632 | -79.23349 | Campbell | 30-Aug-15 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1800 | 12. Following Too Close,12. Following Too Close,1. No Improper Action |
| 152535184 | 37.34772 | -79.23259 | Lynchburg | 2-Sep-15 | TIMBERLAKE RD | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1830 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152475263 | 37.32941 | -79.24646 | Campbell | 4-Sep-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1700 | 12. Following Too Close,1. No Improper Action |
| 152475259 | 37.34662 | -79.2333 | Campbell | 4-Sep-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1620 | 12. Following Too Close,1. No Improper Action |
| 152615026 | 37.34621 | -79.23354 | Campbell | 9-Sep-15 | RT 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1725 | 11. Did Not Have Right-of-Way,1. No Improper Action,1. No Improper Action |
| 152795173 | 37.3489 | -79.23135 | Lynchburg | 10-Sep-15 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1507 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 152555232 | 37.33369 | -79.24291 | Campbell | 12-Sep-15 | TIMBERLAKE ROAD | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 13. Driveway, Alley-Access - Related | PDO | | | 20. Motor Vehicle In Transport | 1445 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152655145 | 37.34933 | -79.23107 | Lynchburg | 15-Sep-15 | 8021 TIMBERLAKE RD | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 7. Other location not listed above within an interchange area (median, shoulder , roadside) | PDO | | | 20. Motor Vehicle In Transport | 1527 | 1. No Improper Action,11. Did Not Have Right-of-Way |
| 152645179 | 37.35397 | -79.2237 | Lynchburg | 16-Sep-15 | TIMBERLAKE RD | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1219 | 12. Following Too Close,1. No Improper Action |
| 152635252 | 37.33676 | -79.24022 | Campbell | 17-Sep-15 | RT. 460 BUSINESS | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | | | 20. Motor Vehicle In Transport | 1815 | 12. Following Too Close,1. No Improper Action |
| 152645026 | 37.34411 | -79.23467 | Campbell | 18-Sep-15 | RT 460 E | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | A | | | 20. Motor Vehicle In Transport | 1445 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 152645028 | 37.34178 | -79.23647 | Campbell | 19-Sep-15 | RT 460 WEST BUS | Saturday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1230 | 1. No Improper Action,1. No Improper Action |
| 152675249 | 37.33095 | -79.24511 | Campbell | 23-Sep-15 | RT 460B | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 8. Non-Intersection | B | | ALCOHOL | 20. Motor Vehicle In Transport | 2010 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 152745219 | 37.35572 | -79.22104 | Lynchburg | 25-Sep-15 | TIMBERLAKE RD | Friday | 2. Angle | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1721 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152745215 | 37.35098 | -79.22872 | Lynchburg | 25-Sep-15 | TIMBERLAKE RD | Friday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1639 | 37. Other,1. No Improper Action |
| 152745216 | 37.35324 | -79.22525 | Lynchburg | 25-Sep-15 | 7799 Timberlake Road | Friday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 2238 | 11. Did Not Have Right-of-Way,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 152725214 | 37.34094 | -79.23694 | Campbell | 29-Sep-15 | RT. 460 BUSINESS | Tuesday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 730 | 12. Following Too Close,1. No Improper Action,1. No Improper Action,12. Following Too Close |
| 152795176 | 37.35573 | -79.22113 | Lynchburg | 1-Oct-15 | 7612 TIMBERLAKE ROAD | Thursday | 2. Angle | 2. Wet | 5. Rain | 3. Dusk | 2. No | 3. No | 1. Main-Line Roadway | B | | | 20. Motor Vehicle In Transport | 1858 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152755459 | 37.34613 | -79.23335 | Campbell | 2-Oct-15 | RT 460 BUS | Friday | 2. Angle | 2. Wet | 5. Rain | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1936 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152795181 | 37.35446 | -79.22325 | Lynchburg | 4-Oct-15 | 7701-7751 U.S. 460 Business | Sunday | 16. Other | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1240 | 37. Other,1. No Improper Action,1. No Improper Action |
| 152865369 | 37.36157 | -79.21066 | Lynchburg | 5-Oct-15 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1811 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 152935118 | 37.34897 | -79.23131 | Lynchburg | 19-Oct-15 | 8109 TIMBERLAKE RD | Monday | 3. Head On | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | B | SPEED | | 20. Motor Vehicle In Transport | 2020 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 152935328 | 37.33692 | -79.24011 | Campbell | 20-Oct-15 | RT 460 BUS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1530 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 153015296 | 37.351 | -79.22846 | Lynchburg | 23-Oct-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1357 | 12. Following Too Close,1. No Improper Action |
| 153085299 | 37.36321 | -79.20807 | Lynchburg | 24-Oct-15 | 7000 BLK TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 1. Yes | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1257 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 153015385 | 37.34389 | -79.23481 | Campbell | 28-Oct-15 | TIMBERLAKE RD | Wednesday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | C | | | 20. Motor Vehicle In Transport | 1600 | 12. Following Too Close,1. No Improper Action |
| 153045095 | 37.34449 | -79.23444 | Campbell | 29-Oct-15 | TMBERLAKE RD. | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | A | | | 20. Motor Vehicle In Transport | 1100 | 42. Improper or Unsafe Lane Change,1. No Improper Action |
| 153055279 | 37.33897 | -79.2387 | Campbell | 31-Oct-15 | TIMBERLAKE RD | Saturday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1845 | 12. Following Too Close,1. No Improper Action,1. No Improper Action |
| 153085199 | 37.33448 | -79.24229 | Campbell | 3-Nov-15 | RT. 460 BUSINESS | Tuesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1320 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 153085214 | 37.34065 | -79.23714 | Campbell | 4-Nov-15 | RT. 460 BUSINESS | Wednesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 750 | 12. Following Too Close,1. No Improper Action |
| 153135380 | 37.34474 | -79.23429 | Campbell | 5-Nov-15 | RT 460B | Thursday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 3. Dusk | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1747 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 153255167 | 37.34449 | -79.23461 | Campbell | 11-Nov-15 | RT. 460B | Wednesday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | ALCOHOL | 20. Motor Vehicle In Transport | 2130 | 40. Fail to Maintain Proper Control,1. No Improper Action,Not Applicable |
| 153205293 | 37.33053 | -79.24544 | Campbell | 16-Nov-15 | TIMBERLAKE RD | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | | 20. Motor Vehicle In Transport | 1420 | 12. Following Too Close,1. No Improper Action |
| 153275560 | 37.3539 | -79.22415 | Lynchburg | 17-Nov-15 | TIMBERLAKE RD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | PDO | | | 20. Motor Vehicle In Transport | 1614 | 34. Hit and Run,1. No Improper Action |
| 153265231 | 37.34414 | -79.23468 | Campbell | 20-Nov-15 | RT 460 EAST BUS | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1320 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 153275667 | 37.3382 | -79.23908 | Campbell | 22-Nov-15 | TIMBERLAKE RD | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 10. Intersection Related - Within 150 Feet | PDO | SPEED | ALCOHOL | 20. Motor Vehicle In Transport | 2140 | 21. Disregarded Traffic Signal,1. No Improper Action,1. No Improper Action,1. No Improper Action |

| Document Number | Latitude | Longitude | Jurisdiction | Date | Route | Day of Week | Collision | Surface | Weather | Lighting Condition | Work Zone | School Zone | Roadway Relation | Severity | Speeding | Alcohol | Event | Time | Driver Action |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 153355366 | 37.36329 | -79.20793 | Lynchburg | 30-Nov-15 | TIMBERLAKE RD | Monday | 1. Rear End | 2. Wet | 5. Rain | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1054 | 12. Following Too Close,1. No Improper Action |
| 153395200 | 37.33441 | -79.24213 | Campbell | 3-Dec-15 | TIMBERLAKE RD | Thursday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1510 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 153395305 | 37.34556 | -79.23377 | Campbell | 4-Dec-15 | TIMBERLAKE RD | Friday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 8. Non-Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1723 | 12. Following Too Close,1. No Improper Action |
| 153495105 | 37.35368 | -79.22458 | Lynchburg | 4-Dec-15 | TIMBERLAKE RD | Friday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 8. Non-Intersection | B | | | 20. Motor Vehicle In Transport | 1632 | 11. Did Not Have Right-of-Way,1. No Improper Action |
| 153445410 | 37.33053 | -79.24539 | Campbell | 6-Dec-15 | 460B | Sunday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | | | 20. Motor Vehicle In Transport | 1730 | 12. Following Too Close,1. No Improper Action |
| 153455003 | 37.34647 | -79.23335 | Campbell | 7-Dec-15 | 460B | Monday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 5. Darkness - Road Not Lighted | 2. No | 3. No | 9. Within Intersection | PDO | SPEED | | 20. Motor Vehicle In Transport | 1820 | 40. Fail to Maintain Proper Control,1. No Improper Action,1. No Improper Action,1. No Improper Action |
| 153515133 | 37.35321 | -79.22527 | Lynchburg | 13-Dec-15 | TIMBERLAKE ROAD | Sunday | 2. Angle | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 4. Darkness - Road Lighted | 2. No | 3. No | 9. Within Intersection | B | | | 20. Motor Vehicle In Transport | 1945 | 37. Other,37. Other,1. No Improper Action |
| 153545186 | 37.33288 | -79.24333 | Campbell | 15-Dec-15 | ROUTE 460 BUSINESS/ TIMBERLAKE ROAD | Tuesday | 1. Rear End | 1. Dry | 1. No Adverse Condition (Clear/Cloudy) | 2. Daylight | 2. No | 3. No | 11. Intersection Related - Outside 150 Feet | B | SPEED | | 20. Motor Vehicle In Transport | 1230 | 40. Fail to Maintain Proper Control,1. No Improper Action |
| 153555237 | 37.35629 | -79.22033 | Lynchburg | 17-Dec-15 | TIMBERLAKE ROAD | Thursday | 2. Angle | 2. Wet | 5. Rain | 4. Darkness - Road Lighted | 2. No | 3. No | 1. Main-Line Roadway | PDO | | | 20. Motor Vehicle In Transport | 1946 | 11. Did Not Have Right-of-Way,1. No Improper Action |

# APPENDIX A-3: TURNING MOVEMENT COUNT DATA

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-Timberlake and Waterlick AM
Site Code :
Start Date : 9/20/2016
Page No : 1

Groups Printed- Truck

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 4 | 13 |
| 07:15 AM | 6 | 0 | 1 | 0 | 7 | 1 | 1 | 6 | 0 | 8 | 2 | 3 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 22 |
| 07:30 AM | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 5 | 4 | 5 | 0 | 0 | 9 | 17 |
| 07:45 AM | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 3 | 1 | 0 | 5 | 1 | 10 | 5 | 0 | 16 | 25 |
| Total | 8 | 3 | 1 | 0 | 12 | 4 | 5 | 7 | 0 | 16 | 4 | 13 | 1 | 0 | 18 | 6 | 19 | 6 | 0 | 31 | 77 |
| 08:00 AM | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 2 | 0 | 4 | 1 | 6 | 0 | 0 | 7 | 1 | 4 | 1 | 0 | 6 | 19 |
| 08:15 AM | 2 | 1 | 1 | 0 | 4 | 0 | 3 | 3 | 0 | 6 | 0 | 10 | 1 | 0 | 11 | 1 | 7 | 0 | 0 | 8 | 29 |
| 08:30 AM | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 2 | 3 | 1 | 0 | 6 | 17 |
| 08:45 AM | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 1 | 4 | 1 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 15 |
| Total | 5 | 6 | 2 | 0 | 13 | 1 | 8 | 5 | 0 | 14 | 4 | 22 | 2 | 0 | 28 | 4 | 17 | 4 | 0 | 25 | 80 |
| Grand Total | 13 | 9 | 3 | 0 | 25 | 5 | 13 | 12 | 0 | 30 | 8 | 35 | 3 | 0 | 46 | 10 | 36 | 10 | 0 | 56 | 157 |
| Apprch % | 52 | 36 | 12 | 0 | | 16.7 | 43.3 | 40 | 0 | | 17.4 | 76.1 | 6.5 | 0 | | 17.9 | 64.3 | 17.9 | 0 | | |
| Total % | 8.3 | 5.7 | 1.9 | 0 | 15.9 | 3.2 | 8.3 | 7.6 | 0 | 19.1 | 5.1 | 22.3 | 1.9 | 0 | 29.3 | 6.4 | 22.9 | 6.4 | 0 | 35.7 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 1 | 0 | 2 | **1** | 0 | 0 | 1 | **1** | 4 | 0 | 5 | **4** | 5 | 0 | 9 | 17 |
| 07:45 AM | 0 | **2** | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 3 | **1** | 5 | 1 | **10** | **5** | **16** | 25 |
| 08:00 AM | 1 | 1 | 0 | 2 | 1 | 1 | 2 | 4 | 1 | 6 | 0 | 7 | 1 | 4 | 1 | 6 | 19 |
| 08:15 AM | **2** | 1 | **1** | **4** | 0 | **3** | **3** | **6** | 0 | **10** | 1 | **11** | 1 | 7 | 0 | 8 | **29** |
| Total Volume | 4 | 5 | 1 | 10 | 2 | 6 | 5 | 13 | 3 | 23 | 2 | 28 | 7 | 26 | 6 | 39 | 90 |
| % App. Total | 40 | 50 | 10 | | 15.4 | 46.2 | 38.5 | | 10.7 | 82.1 | 7.1 | | 17.9 | 66.7 | 15.4 | | |
| PHF | .500 | .625 | .250 | .625 | .500 | .500 | .417 | .542 | .750 | .575 | .500 | .636 | .438 | .650 | .300 | .609 | .776 |

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Site Code :
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Groups Printed- Car

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 56 | 43 | 20 | 0 | 119 | 3 | 24 | 39 | 0 | 66 | 7 | 134 | 11 | 0 | 152 | 22 | 42 | 24 | 0 | 88 | 425 |
| 07:15 AM | 72 | 56 | 18 | 0 | 146 | 3 | 43 | 47 | 0 | 93 | 15 | 159 | 10 | 0 | 184 | 15 | 57 | 34 | 0 | 106 | 529 |
| 07:30 AM | 86 | 98 | 19 | 1 | 204 | 9 | 39 | 59 | 0 | 107 | 29 | 182 | 12 | 0 | 223 | 33 | 114 | 33 | 0 | 180 | 714 |
| 07:45 AM | 82 | 76 | 26 | 1 | 185 | 10 | 55 | 47 | 0 | 112 | 21 | 182 | 15 | 0 | 218 | 22 | 99 | 50 | 0 | 171 | 686 |
| Total | 296 | 273 | 83 | 2 | 654 | 25 | 161 | 192 | 0 | 378 | 72 | 657 | 48 | 0 | 777 | 92 | 312 | 141 | 0 | 545 | 2354 |
| 08:00 AM | 77 | 79 | 18 | 0 | 174 | 10 | 39 | 39 | 0 | 88 | 29 | 128 | 8 | 0 | 165 | 29 | 90 | 52 | 1 | 172 | 599 |
| 08:15 AM | 74 | 45 | 28 | 0 | 147 | 6 | 24 | 43 | 0 | 73 | 36 | 159 | 17 | 0 | 212 | 31 | 89 | 42 | 1 | 163 | 595 |
| 08:30 AM | 90 | 48 | 18 | 0 | 156 | 10 | 47 | 34 | 0 | 91 | 20 | 128 | 13 | 0 | 161 | 22 | 84 | 48 | 0 | 154 | 562 |
| 08:45 AM | 66 | 46 | 23 | 0 | 135 | 17 | 31 | 49 | 0 | 97 | 18 | 145 | 14 | 0 | 177 | 31 | 81 | 47 | 0 | 159 | 568 |
| Total | 307 | 218 | 87 | 0 | 612 | 43 | 141 | 165 | 0 | 349 | 103 | 560 | 52 | 0 | 715 | 113 | 344 | 189 | 2 | 648 | 2324 |
| Grand Total | 603 | 491 | 170 | 2 | 1266 | 68 | 302 | 357 | 0 | 727 | 175 | 1217 | 100 | 0 | 1492 | 205 | 656 | 330 | 2 | 1193 | 4678 |
| Apprch % | 47.6 | 38.8 | 13.4 | 0.2 | | 9.4 | 41.5 | 49.1 | 0 | | 11.7 | 81.6 | 6.7 | 0 | | 17.2 | 55 | 27.7 | 0.2 | | |
| Total % | 12.9 | 10.5 | 3.6 | 0 | 27.1 | 1.5 | 6.5 | 7.6 | 0 | 15.5 | 3.7 | 26 | 2.1 | 0 | 31.9 | 4.4 | 14 | 7.1 | 0 | 25.5 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **86** | **98** | 19 | **203** | 9 | 39 | **59** | 107 | 29 | **182** | 12 | **223** | **33** | **114** | 33 | **180** | **713** |
| 07:45 AM | 82 | 76 | 26 | 184 | **10** | **55** | 47 | **112** | 21 | 182 | 15 | 218 | 22 | 99 | 50 | 171 | 685 |
| 08:00 AM | 77 | 79 | 18 | 174 | 10 | 39 | 39 | 88 | 29 | 128 | 8 | 165 | 29 | 90 | **52** | 171 | 598 |
| 08:15 AM | 74 | 45 | **28** | 147 | 6 | 24 | 43 | 73 | **36** | 159 | **17** | 212 | 31 | 89 | 42 | 162 | 594 |
| Total Volume | 319 | 298 | 91 | 708 | 35 | 157 | 188 | 380 | 115 | 651 | 52 | 818 | 115 | 392 | 177 | 684 | 2590 |
| % App. Total | 45.1 | 42.1 | 12.9 | | 9.2 | 41.3 | 49.5 | | 14.1 | 79.6 | 6.4 | | 16.8 | 57.3 | 25.9 | | |
| PHF | .927 | .760 | .813 | .872 | .875 | .714 | .797 | .848 | .799 | .894 | .765 | .917 | .871 | .860 | .851 | .950 | .908 |

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Groups Printed- Car

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 67 | 55 | 30 | 0 | 152 | 18 | 45 | 45 | 1 | 109 | 39 | 115 | 9 | 0 | 163 | 43 | 144 | 59 | 0 | 246 | 670 |
| 04:15 PM | 82 | 50 | 21 | 0 | 153 | 13 | 60 | 40 | 0 | 113 | 48 | 94 | 18 | 0 | 160 | 68 | 154 | 80 | 0 | 302 | 728 |
| 04:30 PM | 48 | 52 | 23 | 0 | 123 | 11 | 57 | 39 | 0 | 107 | 54 | 114 | 17 | 0 | 185 | 60 | 169 | 64 | 0 | 293 | 708 |
| 04:45 PM | 55 | 63 | 22 | 0 | 140 | 17 | 62 | 42 | 0 | 121 | 44 | 105 | 13 | 0 | 162 | 48 | 156 | 81 | 0 | 285 | 708 |
| Total | 252 | 220 | 96 | 0 | 568 | 59 | 224 | 166 | 1 | 450 | 185 | 428 | 57 | 0 | 670 | 219 | 623 | 284 | 0 | 1126 | 2814 |
| 05:00 PM | 76 | 73 | 34 | 0 | 183 | 16 | 55 | 48 | 0 | 119 | 53 | 133 | 15 | 0 | 201 | 62 | 175 | 83 | 0 | 320 | 823 |
| 05:15 PM | 78 | 62 | 28 | 0 | 168 | 13 | 50 | 50 | 0 | 113 | 44 | 145 | 17 | 0 | 206 | 66 | 187 | 87 | 0 | 340 | 827 |
| 05:30 PM | 74 | 56 | 37 | 0 | 167 | 10 | 47 | 69 | 0 | 126 | 58 | 137 | 15 | 0 | 210 | 60 | 143 | 75 | 0 | 278 | 781 |
| 05:45 PM | 62 | 61 | 29 | 0 | 152 | 8 | 47 | 52 | 0 | 107 | 48 | 146 | 18 | 0 | 212 | 52 | 165 | 74 | 0 | 291 | 762 |
| Total | 290 | 252 | 128 | 0 | 670 | 47 | 199 | 219 | 0 | 465 | 203 | 561 | 65 | 0 | 829 | 240 | 670 | 319 | 0 | 1229 | 3193 |
| Grand Total | 542 | 472 | 224 | 0 | 1238 | 106 | 423 | 385 | 1 | 915 | 388 | 989 | 122 | 0 | 1499 | 459 | 1293 | 603 | 0 | 2355 | 6007 |
| Apprch % | 43.8 | 38.1 | 18.1 | 0 | | 11.6 | 46.2 | 42.1 | 0.1 | | 25.9 | 66 | 8.1 | 0 | | 19.5 | 54.9 | 25.6 | 0 | | |
| Total % | 9 | 7.9 | 3.7 | 0 | 20.6 | 1.8 | 7 | 6.4 | 0 | 15.2 | 6.5 | 16.5 | 2 | 0 | 25 | 7.6 | 21.5 | 10 | 0 | 39.2 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 76 | **73** | 34 | **183** | **16** | **55** | 48 | 119 | 53 | 133 | 15 | 201 | 62 | 175 | 83 | 320 | 823 |
| 05:15 PM | **78** | 62 | 28 | 168 | 13 | 50 | 50 | 113 | 44 | 145 | 17 | 206 | **66** | **187** | **87** | **340** | **827** |
| 05:30 PM | 74 | 56 | **37** | 167 | 10 | 47 | **69** | **126** | **58** | 137 | 15 | 210 | 60 | 143 | 75 | 278 | 781 |
| 05:45 PM | 62 | 61 | 29 | 152 | 8 | 47 | 52 | 107 | 48 | **146** | **18** | **212** | 52 | 165 | 74 | 291 | 762 |
| Total Volume | 290 | 252 | 128 | 670 | 47 | 199 | 219 | 465 | 203 | 561 | 65 | 829 | 240 | 670 | 319 | 1229 | 3193 |
| % App. Total | 43.3 | 37.6 | 19.1 | | 10.1 | 42.8 | 47.1 | | 24.5 | 67.7 | 7.8 | | 19.5 | 54.5 | 26 | | |
| PHF | .929 | .863 | .865 | .915 | .734 | .905 | .793 | .923 | .875 | .961 | .903 | .978 | .909 | .896 | .917 | .904 | .965 |

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Groups Printed- Combined

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 57 | 43 | 20 | 0 | 120 | 5 | 26 | 40 | 0 | 71 | 7 | 137 | 11 | 0 | 155 | 23 | 44 | 25 | 0 | 92 | 438 |
| 07:15 AM | 78 | 56 | 19 | 0 | 153 | 4 | 44 | 53 | 0 | 101 | 17 | 162 | 10 | 0 | 189 | 15 | 59 | 34 | 0 | 108 | 551 |
| 07:30 AM | 87 | 99 | 19 | 1 | 206 | 10 | 39 | 59 | 0 | 108 | 30 | 186 | 12 | 0 | 228 | 37 | 119 | 33 | 0 | 189 | 731 |
| 07:45 AM | 82 | 78 | 26 | 1 | 187 | 10 | 57 | 47 | 0 | 114 | 22 | 185 | 16 | 0 | 223 | 23 | 109 | 55 | 0 | 187 | 711 |
| Total | 304 | 276 | 84 | 2 | 666 | 29 | 166 | 199 | 0 | 394 | 76 | 670 | 49 | 0 | 795 | 98 | 331 | 147 | 0 | 576 | 2431 |
| 08:00 AM | 78 | 80 | 18 | 0 | 176 | 11 | 40 | 41 | 0 | 92 | 30 | 134 | 8 | 0 | 172 | 30 | 94 | 53 | 1 | 178 | 618 |
| 08:15 AM | 76 | 46 | 29 | 0 | 151 | 6 | 27 | 46 | 0 | 79 | 36 | 169 | 18 | 0 | 223 | 32 | 96 | 42 | 1 | 171 | 624 |
| 08:30 AM | 91 | 51 | 19 | 0 | 161 | 10 | 49 | 34 | 0 | 93 | 22 | 130 | 13 | 0 | 165 | 24 | 87 | 49 | 0 | 160 | 579 |
| 08:45 AM | 67 | 47 | 23 | 0 | 137 | 17 | 33 | 49 | 0 | 99 | 19 | 149 | 15 | 0 | 183 | 31 | 84 | 49 | 0 | 164 | 583 |
| Total | 312 | 224 | 89 | 0 | 625 | 44 | 149 | 170 | 0 | 363 | 107 | 582 | 54 | 0 | 743 | 117 | 361 | 193 | 2 | 673 | 2404 |
| Grand Total | 616 | 500 | 173 | 2 | 1291 | 73 | 315 | 369 | 0 | 757 | 183 | 1252 | 103 | 0 | 1538 | 215 | 692 | 340 | 2 | 1249 | 4835 |
| Apprch % | 47.7 | 38.7 | 13.4 | 0.2 | | 9.6 | 41.6 | 48.7 | 0 | | 11.9 | 81.4 | 6.7 | 0 | | 17.2 | 55.4 | 27.2 | 0.2 | | |
| Total % | 12.7 | 10.3 | 3.6 | 0 | 26.7 | 1.5 | 6.5 | 7.6 | 0 | 15.7 | 3.8 | 25.9 | 2.1 | 0 | 31.8 | 4.4 | 14.3 | 7 | 0 | 25.8 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **87** | **99** | 19 | **205** | 10 | 39 | **59** | 108 | 30 | **186** | 12 | **228** | **37** | **119** | 33 | **189** | **730** |
| 07:45 AM | 82 | 78 | 26 | 186 | 10 | **57** | 47 | **114** | 22 | 185 | 16 | 223 | 23 | 109 | **55** | 187 | 710 |
| 08:00 AM | 78 | 80 | 18 | 176 | **11** | 40 | 41 | 92 | 30 | 134 | 8 | 172 | 30 | 94 | 53 | 177 | 617 |
| 08:15 AM | 76 | 46 | **29** | 151 | 6 | 27 | 46 | 79 | **36** | 169 | **18** | 223 | 32 | 96 | 42 | 170 | 623 |
| Total Volume | 323 | 303 | 92 | 718 | 37 | 163 | 193 | 393 | 118 | 674 | 54 | 846 | 122 | 418 | 183 | 723 | 2680 |
| % App. Total | 45 | 42.2 | 12.8 | | 9.4 | 41.5 | 49.1 | | 13.9 | 79.7 | 6.4 | | 16.9 | 57.8 | 25.3 | | |
| PHF | .928 | .765 | .793 | .876 | .841 | .715 | .818 | .862 | .819 | .906 | .750 | .928 | .824 | .878 | .832 | .956 | .918 |

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Groups Printed- Combined

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 68 | 56 | 31 | 0 | 155 | 21 | 48 | 45 | 1 | 115 | 39 | 119 | 11 | 0 | 169 | 43 | 152 | 63 | 0 | 258 | 697 |
| 04:15 PM | 83 | 52 | 22 | 0 | 157 | 14 | 61 | 40 | 0 | 115 | 48 | 97 | 19 | 0 | 164 | 68 | 156 | 82 | 0 | 306 | 742 |
| 04:30 PM | 48 | 53 | 24 | 0 | 125 | 11 | 60 | 39 | 0 | 110 | 54 | 121 | 19 | 0 | 194 | 61 | 171 | 65 | 0 | 297 | 726 |
| 04:45 PM | 56 | 63 | 23 | 0 | 142 | 17 | 64 | 44 | 0 | 125 | 44 | 105 | 13 | 0 | 162 | 49 | 156 | 82 | 0 | 287 | 716 |
| Total | 255 | 224 | 100 | 0 | 579 | 63 | 233 | 168 | 1 | 465 | 185 | 442 | 62 | 0 | 689 | 221 | 635 | 292 | 0 | 1148 | 2881 |
| 05:00 PM | 76 | 74 | 34 | 0 | 184 | 16 | 56 | 48 | 0 | 120 | 55 | 136 | 16 | 0 | 207 | 62 | 177 | 83 | 0 | 322 | 833 |
| 05:15 PM | 81 | 62 | 28 | 0 | 171 | 13 | 52 | 50 | 0 | 115 | 44 | 145 | 17 | 0 | 206 | 66 | 188 | 89 | 0 | 343 | 835 |
| 05:30 PM | 76 | 59 | 37 | 0 | 172 | 10 | 47 | 69 | 0 | 126 | 58 | 139 | 15 | 0 | 212 | 62 | 149 | 75 | 0 | 286 | 796 |
| 05:45 PM | 64 | 63 | 29 | 0 | 156 | 8 | 47 | 52 | 0 | 107 | 48 | 147 | 19 | 0 | 214 | 53 | 165 | 74 | 0 | 292 | 769 |
| Total | 297 | 258 | 128 | 0 | 683 | 47 | 202 | 219 | 0 | 468 | 205 | 567 | 67 | 0 | 839 | 243 | 679 | 321 | 0 | 1243 | 3233 |
| Grand Total | 552 | 482 | 228 | 0 | 1262 | 110 | 435 | 387 | 1 | 933 | 390 | 1009 | 129 | 0 | 1528 | 464 | 1314 | 613 | 0 | 2391 | 6114 |
| Apprch % | 43.7 | 38.2 | 18.1 | 0 | | 11.8 | 46.6 | 41.5 | 0.1 | | 25.5 | 66 | 8.4 | 0 | | 19.4 | 55 | 25.6 | 0 | | |
| Total % | 9 | 7.9 | 3.7 | 0 | 20.6 | 1.8 | 7.1 | 6.3 | 0 | 15.3 | 6.4 | 16.5 | 2.1 | 0 | 25 | 7.6 | 21.5 | 10 | 0 | 39.1 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 76 | **74** | 34 | **184** | **16** | **56** | 48 | 120 | 55 | 136 | 16 | 207 | 62 | 177 | 83 | 322 | 833 |
| 05:15 PM | **81** | 62 | 28 | 171 | 13 | 52 | 50 | 115 | 44 | 145 | 17 | 206 | **66** | **188** | **89** | **343** | **835** |
| 05:30 PM | 76 | 59 | **37** | 172 | 10 | 47 | **69** | **126** | **58** | 139 | 15 | 212 | 62 | 149 | 75 | 286 | 796 |
| 05:45 PM | 64 | 63 | 29 | 156 | 8 | 47 | 52 | 107 | 48 | **147** | **19** | **214** | 53 | 165 | 74 | 292 | 769 |
| Total Volume | 297 | 258 | 128 | 683 | 47 | 202 | 219 | 468 | 205 | 567 | 67 | 839 | 243 | 679 | 321 | 1243 | 3233 |
| % App. Total | 43.5 | 37.8 | 18.7 | | 10 | 43.2 | 46.8 | | 24.4 | 67.6 | 8 | | 19.5 | 54.6 | 25.8 | | |
| PHF | .917 | .872 | .865 | .928 | .734 | .902 | .793 | .929 | .884 | .964 | .882 | .980 | .920 | .903 | .902 | .906 | .968 |

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Groups Printed- Truck

| | Waterlick Rd. Eastbound | | | | | Waterlick Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 1 | 1 | 0 | 3 | 3 | 3 | 0 | 0 | 6 | 0 | 4 | 2 | 0 | 6 | 0 | 8 | 4 | 0 | 12 | 27 |
| 04:15 PM | 1 | 2 | 1 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 2 | 0 | 4 | 14 |
| 04:30 PM | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 7 | 2 | 0 | 9 | 1 | 2 | 1 | 0 | 4 | 18 |
| 04:45 PM | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 8 |
| Total | 3 | 4 | 4 | 0 | 11 | 4 | 9 | 2 | 0 | 15 | 0 | 14 | 5 | 0 | 19 | 2 | 12 | 8 | 0 | 22 | 67 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 10 |
| 05:15 PM | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 8 |
| 05:30 PM | 2 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 6 | 0 | 0 | 8 | 15 |
| 05:45 PM | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 7 |
| Total | 7 | 6 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 2 | 6 | 2 | 0 | 10 | 3 | 9 | 2 | 0 | 14 | 40 |
| Grand Total | 10 | 10 | 4 | 0 | 24 | 4 | 12 | 2 | 0 | 18 | 2 | 20 | 7 | 0 | 29 | 5 | 21 | 10 | 0 | 36 | 107 |
| Apprch % | 41.7 | 41.7 | 16.7 | 0 | | 22.2 | 66.7 | 11.1 | 0 | | 6.9 | 69 | 24.1 | 0 | | 13.9 | 58.3 | 27.8 | 0 | | |
| Total % | 9.3 | 9.3 | 3.7 | 0 | 22.4 | 3.7 | 11.2 | 1.9 | 0 | 16.8 | 1.9 | 18.7 | 6.5 | 0 | 27.1 | 4.7 | 19.6 | 9.3 | 0 | 33.6 | |

| | Waterlick Rd. Eastbound | | | | Waterlick Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 1 | **1** | 3 | **3** | **3** | 0 | **6** | 0 | 4 | **2** | 6 | 0 | **8** | **4** | **12** | **27** |
| 04:15 PM | 1 | **2** | 1 | **4** | 1 | 1 | 0 | 2 | 0 | 3 | 1 | 4 | 0 | 2 | 2 | 4 | 14 |
| 04:30 PM | 0 | 1 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | **7** | 2 | **9** | **1** | 2 | 1 | 4 | 18 |
| 04:45 PM | 1 | 0 | 1 | 2 | 0 | 2 | **2** | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 8 |
| Total Volume | 3 | 4 | 4 | 11 | 4 | 9 | 2 | 15 | 0 | 14 | 5 | 19 | 2 | 12 | 8 | 22 | 67 |
| % App. Total | 27.3 | 36.4 | 36.4 | | 26.7 | 60 | 13.3 | | 0 | 73.7 | 26.3 | | 9.1 | 54.5 | 36.4 | | |
| PHF | .750 | .500 | 1.00 | .688 | .333 | .750 | .250 | .625 | .000 | .500 | .625 | .528 | .500 | .375 | .500 | .458 | .620 |

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File Name : 1-Timberlake Rd and Brush Tavern Dr AM
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Groups Printed- Truck

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 18 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 9 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 0 | 31 | 0 | 16 | 0 | 0 | 16 | 48 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 11 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 5 | 1 | 0 | 6 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 24 | 0 | 0 | 24 | 0 | 21 | 2 | 0 | 23 | 48 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 54 | 1 | 0 | 55 | 0 | 37 | 2 | 0 | 39 | 96 |
| Apprch % | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 98.2 | 1.8 | 0 | | 0 | 94.9 | 5.1 | 0 | | |
| Total % | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 56.2 | 1 | 0 | 57.3 | 0 | 38.5 | 2.1 | 0 | 40.6 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **1** | 6 | 0 | 4 | 0 | 4 | 10 |
| 07:15 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **16** | 0 | **16** | 0 | 1 | 0 | 1 | **18** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 0 | 4 | 11 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | **7** | 0 | **7** | 9 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 30 | 1 | 31 | 0 | 16 | 0 | 16 | 48 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 96.8 | 3.2 | | 0 | 100 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .469 | .250 | .484 | .000 | .571 | .000 | .571 | .667 |

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File Name : 1-Timberlake Rd and Brush Tavern Dr AM
Site Code :
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Groups Printed- Car

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 190 | 5 | 0 | 195 | 0 | 115 | 1 | 0 | 116 | 313 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 300 | 1 | 0 | 301 | 1 | 127 | 6 | 0 | 134 | 436 |
| 07:30 AM | 1 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 0 | 352 | 4 | 0 | 356 | 0 | 179 | 5 | 0 | 184 | 546 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 0 | 346 | 8 | 0 | 354 | 2 | 205 | 5 | 0 | 212 | 573 |
| Total | 1 | 0 | 3 | 0 | 4 | 10 | 0 | 2 | 0 | 12 | 0 | 1188 | 18 | 0 | 1206 | 3 | 626 | 17 | 0 | 646 | 1868 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 2 | 236 | 2 | 0 | 240 | 1 | 157 | 5 | 0 | 163 | 408 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 291 | 3 | 0 | 294 | 0 | 161 | 8 | 0 | 169 | 469 |
| 08:30 AM | 2 | 0 | 1 | 0 | 3 | 5 | 0 | 1 | 0 | 6 | 1 | 271 | 2 | 0 | 274 | 1 | 146 | 6 | 0 | 153 | 436 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 8 | 0 | 268 | 6 | 0 | 274 | 0 | 183 | 8 | 0 | 191 | 473 |
| Total | 2 | 0 | 1 | 0 | 3 | 20 | 0 | 5 | 0 | 25 | 3 | 1066 | 13 | 0 | 1082 | 2 | 647 | 27 | 0 | 676 | 1786 |
| Grand Total | 3 | 0 | 4 | 0 | 7 | 30 | 0 | 7 | 0 | 37 | 3 | 2254 | 31 | 0 | 2288 | 5 | 1273 | 44 | 0 | 1322 | 3654 |
| Apprch % | 42.9 | 0 | 57.1 | 0 | | 81.1 | 0 | 18.9 | 0 | | 0.1 | 98.5 | 1.4 | 0 | | 0.4 | 96.3 | 3.3 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.8 | 0 | 0.2 | 0 | 1 | 0.1 | 61.7 | 0.8 | 0 | 62.6 | 0.1 | 34.8 | 1.2 | 0 | 36.2 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | 0 | **1** | **2** | 4 | 0 | 0 | 4 | 0 | **352** | 4 | **356** | 0 | 179 | 5 | 184 | 546 |
| 07:45 AM | 0 | 0 | 1 | 1 | 4 | 0 | **2** | **6** | 0 | 346 | **8** | 354 | **2** | **205** | 5 | **212** | **573** |
| 08:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | **2** | 236 | 2 | 240 | 1 | 157 | 5 | 163 | 408 |
| 08:15 AM | 0 | 0 | 0 | 0 | **5** | 0 | 1 | 6 | 0 | 291 | 3 | 294 | 0 | 161 | **8** | 169 | 469 |
| Total Volume | 1 | 0 | 2 | 3 | 17 | 0 | 4 | 21 | 2 | 1225 | 17 | 1244 | 3 | 702 | 23 | 728 | 1996 |
| % App. Total | 33.3 | 0 | 66.7 | | 81 | 0 | 19 | | 0.2 | 98.5 | 1.4 | | 0.4 | 96.4 | 3.2 | | |
| PHF | .250 | .000 | .500 | .375 | .850 | .000 | .500 | .875 | .250 | .870 | .531 | .874 | .375 | .856 | .719 | .858 | .871 |

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File Name : 1-Timberlake Rd and Brush Tavern Dr PM
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Groups Printed- Car

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 7 | 0 | 14 | 0 | 237 | 5 | 0 | 242 | 0 | 279 | 14 | 0 | 293 | 551 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 1 | 225 | 4 | 0 | 230 | 3 | 266 | 12 | 0 | 281 | 519 |
| 04:30 PM | 0 | 1 | 1 | 0 | 2 | 13 | 0 | 10 | 0 | 23 | 0 | 190 | 4 | 0 | 194 | 1 | 301 | 11 | 0 | 313 | 532 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 8 | 0 | 14 | 1 | 262 | 13 | 0 | 276 | 0 | 272 | 13 | 0 | 285 | 576 |
| Total | 1 | 1 | 3 | 0 | 5 | 30 | 0 | 29 | 0 | 59 | 2 | 914 | 26 | 0 | 942 | 4 | 1118 | 50 | 0 | 1172 | 2178 |
| 05:00 PM | 2 | 0 | 2 | 0 | 4 | 7 | 0 | 8 | 0 | 15 | 1 | 273 | 8 | 0 | 282 | 1 | 355 | 14 | 0 | 370 | 671 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 21 | 0 | 280 | 8 | 0 | 288 | 0 | 316 | 14 | 0 | 330 | 639 |
| 05:30 PM | 1 | 0 | 0 | 1 | 2 | 11 | 0 | 10 | 0 | 21 | 1 | 298 | 8 | 0 | 307 | 1 | 278 | 14 | 0 | 293 | 623 |
| 05:45 PM | 1 | 0 | 1 | 0 | 2 | 12 | 0 | 9 | 0 | 21 | 2 | 231 | 6 | 0 | 239 | 0 | 269 | 8 | 0 | 277 | 539 |
| Total | 4 | 0 | 3 | 1 | 8 | 40 | 0 | 38 | 0 | 78 | 4 | 1082 | 30 | 0 | 1116 | 2 | 1218 | 50 | 0 | 1270 | 2472 |
| Grand Total | 5 | 1 | 6 | 1 | 13 | 70 | 0 | 67 | 0 | 137 | 6 | 1996 | 56 | 0 | 2058 | 6 | 2336 | 100 | 0 | 2442 | 4650 |
| Apprch % | 38.5 | 7.7 | 46.2 | 7.7 | | 51.1 | 0 | 48.9 | 0 | | 0.3 | 97 | 2.7 | 0 | | 0.2 | 95.7 | 4.1 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.3 | 1.5 | 0 | 1.4 | 0 | 2.9 | 0.1 | 42.9 | 1.2 | 0 | 44.3 | 0.1 | 50.2 | 2.2 | 0 | 52.5 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 1 | 1 | 6 | 0 | 8 | 14 | **1** | 262 | **13** | 276 | 0 | 272 | 13 | 285 | 576 |
| 05:00 PM | **2** | 0 | **2** | **4** | 7 | 0 | 8 | 15 | 1 | 273 | 8 | 282 | **1** | **355** | **14** | **370** | **671** |
| 05:15 PM | 0 | 0 | 0 | 0 | 10 | 0 | **11** | **21** | 0 | 280 | 8 | 288 | 0 | 316 | 14 | 330 | 639 |
| 05:30 PM | 1 | 0 | 0 | 1 | **11** | 0 | 10 | 21 | 1 | **298** | 8 | **307** | 1 | 278 | 14 | 293 | 622 |
| Total Volume | 3 | 0 | 3 | 6 | 34 | 0 | 37 | 71 | 3 | 1113 | 37 | 1153 | 2 | 1221 | 55 | 1278 | 2508 |
| % App. Total | 50 | 0 | 50 | | 47.9 | 0 | 52.1 | | 0.3 | 96.5 | 3.2 | | 0.2 | 95.5 | 4.3 | | |
| PHF | .375 | .000 | .375 | .375 | .773 | .000 | .841 | .845 | .750 | .934 | .712 | .939 | .500 | .860 | .982 | .864 | .934 |

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File Name : 1-Timberlake Rd and Brush Tavern Dr AM
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Groups Printed- Combined

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 195 | 6 | 0 | 201 | 0 | 119 | 1 | 0 | 120 | 323 |
| 07:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 316 | 1 | 0 | 317 | 1 | 128 | 6 | 0 | 135 | 454 |
| 07:30 AM | 1 | 0 | 1 | 0 | 2 | 4 | 0 | 0 | 0 | 4 | 0 | 359 | 4 | 0 | 363 | 0 | 183 | 5 | 0 | 188 | 557 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 0 | 348 | 8 | 0 | 356 | 2 | 212 | 5 | 0 | 219 | 582 |
| Total | 2 | 0 | 3 | 0 | 5 | 10 | 0 | 2 | 0 | 12 | 0 | 1218 | 19 | 0 | 1237 | 3 | 642 | 17 | 0 | 662 | 1916 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 2 | 236 | 2 | 0 | 240 | 1 | 165 | 5 | 0 | 171 | 416 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 299 | 3 | 0 | 302 | 0 | 164 | 8 | 0 | 172 | 480 |
| 08:30 AM | 2 | 0 | 1 | 0 | 3 | 5 | 0 | 1 | 0 | 6 | 1 | 281 | 2 | 0 | 284 | 1 | 151 | 7 | 0 | 159 | 452 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 0 | 9 | 0 | 274 | 6 | 0 | 280 | 0 | 188 | 9 | 0 | 197 | 486 |
| Total | 2 | 0 | 1 | 0 | 3 | 21 | 0 | 5 | 0 | 26 | 3 | 1090 | 13 | 0 | 1106 | 2 | 668 | 29 | 0 | 699 | 1834 |
| Grand Total | 4 | 0 | 4 | 0 | 8 | 31 | 0 | 7 | 0 | 38 | 3 | 2308 | 32 | 0 | 2343 | 5 | 1310 | 46 | 0 | 1361 | 3750 |
| Apprch % | 50 | 0 | 50 | 0 | | 81.6 | 0 | 18.4 | 0 | | 0.1 | 98.5 | 1.4 | 0 | | 0.4 | 96.3 | 3.4 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.8 | 0 | 0.2 | 0 | 1 | 0.1 | 61.5 | 0.9 | 0 | 62.5 | 0.1 | 34.9 | 1.2 | 0 | 36.3 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | 0 | **1** | **2** | 4 | 0 | 0 | 4 | 0 | **359** | 4 | **363** | 0 | 183 | 5 | 188 | 557 |
| 07:45 AM | 0 | 0 | 1 | 1 | 4 | 0 | **2** | **6** | 0 | 348 | **8** | 356 | **2** | **212** | 5 | **219** | **582** |
| 08:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | **2** | 236 | 2 | 240 | 1 | 165 | 5 | 171 | 416 |
| 08:15 AM | 0 | 0 | 0 | 0 | **5** | 0 | 1 | 6 | 0 | 299 | 3 | 302 | 0 | 164 | **8** | 172 | 480 |
| Total Volume | 1 | 0 | 2 | 3 | 17 | 0 | 4 | 21 | 2 | 1242 | 17 | 1261 | 3 | 724 | 23 | 750 | 2035 |
| % App. Total | 33.3 | 0 | 66.7 | | 81 | 0 | 19 | | 0.2 | 98.5 | 1.3 | | 0.4 | 96.5 | 3.1 | | |
| PHF | .250 | .000 | .500 | .375 | .850 | .000 | .500 | .875 | .250 | .865 | .531 | .868 | .375 | .854 | .719 | .856 | .874 |

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Groups Printed- Combined

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 7 | 0 | 14 | 0 | 241 | 5 | 0 | 246 | 0 | 289 | 14 | 0 | 303 | 565 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 1 | 230 | 4 | 0 | 235 | 3 | 269 | 12 | 0 | 284 | 527 |
| 04:30 PM | 0 | 1 | 1 | 0 | 2 | 13 | 0 | 10 | 0 | 23 | 0 | 192 | 4 | 0 | 196 | 1 | 304 | 11 | 0 | 316 | 537 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 8 | 0 | 14 | 1 | 266 | 13 | 0 | 280 | 0 | 276 | 13 | 0 | 289 | 584 |
| Total | 1 | 1 | 3 | 0 | 5 | 30 | 0 | 29 | 0 | 59 | 2 | 929 | 26 | 0 | 957 | 4 | 1138 | 50 | 0 | 1192 | 2213 |
| 05:00 PM | 2 | 0 | 2 | 0 | 4 | 7 | 0 | 8 | 0 | 15 | 1 | 276 | 8 | 0 | 285 | 1 | 357 | 14 | 0 | 372 | 676 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 21 | 0 | 282 | 8 | 0 | 290 | 0 | 317 | 14 | 0 | 331 | 642 |
| 05:30 PM | 1 | 0 | 0 | 1 | 2 | 11 | 0 | 10 | 0 | 21 | 1 | 298 | 8 | 0 | 307 | 1 | 284 | 14 | 0 | 299 | 629 |
| 05:45 PM | 1 | 0 | 1 | 0 | 2 | 12 | 0 | 9 | 0 | 21 | 2 | 234 | 6 | 0 | 242 | 0 | 270 | 8 | 0 | 278 | 543 |
| Total | 4 | 0 | 3 | 1 | 8 | 40 | 0 | 38 | 0 | 78 | 4 | 1090 | 30 | 0 | 1124 | 2 | 1228 | 50 | 0 | 1280 | 2490 |
| Grand Total | 5 | 1 | 6 | 1 | 13 | 70 | 0 | 67 | 0 | 137 | 6 | 2019 | 56 | 0 | 2081 | 6 | 2366 | 100 | 0 | 2472 | 4703 |
| Apprch % | 38.5 | 7.7 | 46.2 | 7.7 | | 51.1 | 0 | 48.9 | 0 | | 0.3 | 97 | 2.7 | 0 | | 0.2 | 95.7 | 4 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.3 | 1.5 | 0 | 1.4 | 0 | 2.9 | 0.1 | 42.9 | 1.2 | 0 | 44.2 | 0.1 | 50.3 | 2.1 | 0 | 52.6 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 1 | 1 | 6 | 0 | 8 | 14 | **1** | 266 | **13** | 280 | 0 | 276 | 13 | 289 | 584 |
| 05:00 PM | **2** | 0 | **2** | **4** | 7 | 0 | 8 | 15 | 1 | 276 | 8 | 285 | **1** | **357** | **14** | **372** | **676** |
| 05:15 PM | 0 | 0 | 0 | 0 | 10 | 0 | **11** | **21** | 0 | 282 | 8 | 290 | 0 | 317 | 14 | 331 | 642 |
| 05:30 PM | 1 | 0 | 0 | 1 | **11** | 0 | 10 | 21 | 1 | **298** | 8 | **307** | 1 | 284 | 14 | 299 | 628 |
| Total Volume | 3 | 0 | 3 | 6 | 34 | 0 | 37 | 71 | 3 | 1122 | 37 | 1162 | 2 | 1234 | 55 | 1291 | 2530 |
| % App. Total | 50 | 0 | 50 | | 47.9 | 0 | 52.1 | | 0.3 | 96.6 | 3.2 | | 0.2 | 95.6 | 4.3 | | |
| PHF | .375 | .000 | .375 | .375 | .773 | .000 | .841 | .845 | .750 | .941 | .712 | .946 | .500 | .864 | .982 | .868 | .936 |

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File Name : 1-Timberlake Rd and Brush Tavern Dr PM
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Groups Printed- Truck

| | Brush Tavern Dr Eastbound | | | | | Walgreens Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 14 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 20 | 0 | 0 | 20 | 35 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 10 | 18 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 30 | 0 | 0 | 30 | 53 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43.4 | 0 | 0 | 43.4 | 0 | 56.6 | 0 | 0 | 56.6 | |

| | Brush Tavern Dr Eastbound | | | | Walgreens Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **10** | 0 | **10** | **14** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 3 | 0 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 20 | 0 | 20 | 35 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .000 | .750 | .000 | .500 | .000 | .500 | .625 |

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File Name : 2-Timberlake and Tomahawk AM
Site Code :
Start Date : 9/20/2016
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Groups Printed- Truck

| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 8 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 2 | 0 | 0 | 2 | 18 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 9 | 14 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 16 | 1 | 0 | 17 | 21 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 29 | 1 | 0 | 30 | 61 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 5 | 1 | 0 | 6 | 16 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 8 | 0 | 0 | 8 | 22 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 7 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 0 | 0 | 30 | 0 | 22 | 2 | 0 | 24 | 55 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 0 | 0 | 61 | 0 | 51 | 3 | 0 | 54 | 116 |
| Apprch % | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1.6 | 98.4 | 0 | 0 | | 0 | 94.4 | 5.6 | 0 | | |
| Total % | 0.9 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0.9 | 51.7 | 0 | 0 | 52.6 | 0 | 44 | 2.6 | 0 | 46.6 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 9 | 0 | 9 | 14 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **16** | **1** | **17** | 21 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 9 | 0 | 10 | 0 | 5 | 1 | 6 | 16 |
| 08:15 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **13** | 0 | **13** | 0 | 8 | 0 | 8 | **22** |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 32 | 0 | 38 | 2 | 40 | 73 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 3.1 | 96.9 | 0 | | 0 | 95 | 5 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .250 | .596 | .000 | .615 | .000 | .594 | .500 | .588 | .830 |

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Groups Printed- Car

| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 222 | 0 | 0 | 226 | 4 | 90 | 1 | 0 | 95 | 327 |
| 07:15 AM | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 282 | 1 | 0 | 285 | 6 | 110 | 2 | 0 | 118 | 412 |
| 07:30 AM | 1 | 0 | 9 | 0 | 10 | 2 | 0 | 1 | 0 | 3 | 10 | 330 | 2 | 0 | 342 | 5 | 174 | 0 | 0 | 179 | 534 |
| 07:45 AM | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 300 | 1 | 0 | 302 | 5 | 167 | 4 | 0 | 176 | 482 |
| Total | 9 | 0 | 19 | 0 | 28 | 2 | 0 | 2 | 0 | 4 | 17 | 1134 | 4 | 0 | 1155 | 20 | 541 | 7 | 0 | 568 | 1755 |
| 08:00 AM | 8 | 0 | 3 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 5 | 248 | 2 | 0 | 255 | 3 | 168 | 2 | 0 | 173 | 442 |
| 08:15 AM | 1 | 0 | 5 | 0 | 6 | 0 | 0 | 3 | 0 | 3 | 1 | 257 | 1 | 0 | 259 | 12 | 158 | 4 | 0 | 174 | 442 |
| 08:30 AM | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 5 | 245 | 2 | 0 | 252 | 21 | 176 | 4 | 0 | 201 | 464 |
| 08:45 AM | 1 | 1 | 6 | 1 | 9 | 1 | 0 | 3 | 0 | 4 | 5 | 257 | 1 | 0 | 263 | 17 | 151 | 1 | 0 | 169 | 445 |
| Total | 15 | 1 | 19 | 1 | 36 | 2 | 0 | 9 | 0 | 11 | 16 | 1007 | 6 | 0 | 1029 | 53 | 653 | 11 | 0 | 717 | 1793 |
| Grand Total | 24 | 1 | 38 | 1 | 64 | 4 | 0 | 11 | 0 | 15 | 33 | 2141 | 10 | 0 | 2184 | 73 | 1194 | 18 | 0 | 1285 | 3548 |
| Apprch % | 37.5 | 1.6 | 59.4 | 1.6 | | 26.7 | 0 | 73.3 | 0 | | 1.5 | 98 | 0.5 | 0 | | 5.7 | 92.9 | 1.4 | 0 | | |
| Total % | 0.7 | 0 | 1.1 | 0 | 1.8 | 0.1 | 0 | 0.3 | 0 | 0.4 | 0.9 | 60.3 | 0.3 | 0 | 61.6 | 2.1 | 33.7 | 0.5 | 0 | 36.2 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 0 | **9** | 10 | **2** | 0 | 1 | **3** | **10** | **330** | **2** | **342** | 5 | **174** | 0 | **179** | **534** |
| 07:45 AM | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 1 | 300 | 1 | 302 | 5 | 167 | **4** | 176 | 482 |
| 08:00 AM | **8** | 0 | 3 | **11** | 1 | 0 | 2 | 3 | 5 | 248 | 2 | 255 | 3 | 168 | 2 | 173 | 442 |
| 08:15 AM | 1 | 0 | 5 | 6 | 0 | 0 | **3** | 3 | 1 | 257 | 1 | 259 | **12** | 158 | 4 | 174 | 442 |
| Total Volume | 11 | 0 | 19 | 30 | 3 | 0 | 7 | 10 | 17 | 1135 | 6 | 1158 | 25 | 667 | 10 | 702 | 1900 |
| % App. Total | 36.7 | 0 | 63.3 | | 30 | 0 | 70 | | 1.5 | 98 | 0.5 | | 3.6 | 95 | 1.4 | | |
| PHF | .344 | .000 | .528 | .682 | .375 | .000 | .583 | .833 | .425 | .860 | .750 | .846 | .521 | .958 | .625 | .980 | .890 |

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| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 5 | 0 | 6 | 1 | 1 | 3 | 0 | 5 | 10 | 225 | 4 | 0 | 239 | 5 | 260 | 4 | 0 | 269 | 519 |
| 04:15 PM | 2 | 0 | 8 | 0 | 10 | 2 | 0 | 4 | 0 | 6 | 9 | 205 | 2 | 0 | 216 | 5 | 314 | 6 | 0 | 325 | 557 |
| 04:30 PM | 4 | 0 | 5 | 2 | 11 | 1 | 0 | 4 | 0 | 5 | 9 | 182 | 3 | 0 | 194 | 3 | 273 | 4 | 0 | 280 | 490 |
| 04:45 PM | 2 | 0 | 7 | 0 | 9 | 3 | 0 | 3 | 0 | 6 | 9 | 192 | 4 | 0 | 205 | 4 | 271 | 1 | 0 | 276 | 496 |
| Total | 8 | 1 | 25 | 2 | 36 | 7 | 1 | 14 | 0 | 22 | 37 | 804 | 13 | 0 | 854 | 17 | 1118 | 15 | 0 | 1150 | 2062 |
| 05:00 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 9 | 245 | 2 | 0 | 256 | 3 | 323 | 1 | 0 | 327 | 592 |
| 05:15 PM | 1 | 0 | 9 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 10 | 246 | 3 | 0 | 259 | 12 | 310 | 3 | 0 | 325 | 596 |
| 05:30 PM | 3 | 0 | 9 | 0 | 12 | 2 | 0 | 7 | 0 | 9 | 16 | 259 | 3 | 0 | 278 | 5 | 272 | 1 | 0 | 278 | 577 |
| 05:45 PM | 2 | 0 | 3 | 0 | 5 | 2 | 0 | 0 | 0 | 2 | 6 | 221 | 5 | 0 | 232 | 4 | 271 | 4 | 0 | 279 | 518 |
| Total | 7 | 0 | 25 | 0 | 32 | 5 | 0 | 12 | 0 | 17 | 41 | 971 | 13 | 0 | 1025 | 24 | 1176 | 9 | 0 | 1209 | 2283 |
| Grand Total | 15 | 1 | 50 | 2 | 68 | 12 | 1 | 26 | 0 | 39 | 78 | 1775 | 26 | 0 | 1879 | 41 | 2294 | 24 | 0 | 2359 | 4345 |
| Apprch % | 22.1 | 1.5 | 73.5 | 2.9 | | 30.8 | 2.6 | 66.7 | 0 | | 4.2 | 94.5 | 1.4 | 0 | | 1.7 | 97.2 | 1 | 0 | | |
| Total % | 0.3 | 0 | 1.2 | 0 | 1.6 | 0.3 | 0 | 0.6 | 0 | 0.9 | 1.8 | 40.9 | 0.6 | 0 | 43.2 | 0.9 | 52.8 | 0.6 | 0 | 54.3 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 4 | 5 | 0 | 0 | 4 | 4 | 9 | 245 | 2 | 256 | 3 | **323** | 1 | **327** | 592 |
| 05:15 PM | 1 | 0 | **9** | 10 | 1 | 0 | 1 | 2 | 10 | 246 | 3 | 259 | **12** | 310 | 3 | 325 | **596** |
| 05:30 PM | **3** | 0 | 9 | **12** | **2** | 0 | **7** | **9** | **16** | **259** | 3 | **278** | 5 | 272 | 1 | 278 | 577 |
| 05:45 PM | 2 | 0 | 3 | 5 | 2 | 0 | 0 | 2 | 6 | 221 | **5** | 232 | 4 | 271 | **4** | 279 | 518 |
| Total Volume | 7 | 0 | 25 | 32 | 5 | 0 | 12 | 17 | 41 | 971 | 13 | 1025 | 24 | 1176 | 9 | 1209 | 2283 |
| % App. Total | 21.9 | 0 | 78.1 | | 29.4 | 0 | 70.6 | | 4 | 94.7 | 1.3 | | 2 | 97.3 | 0.7 | | |
| PHF | .583 | .000 | .694 | .667 | .625 | .000 | .429 | .472 | .641 | .937 | .650 | .922 | .500 | .910 | .563 | .924 | .958 |

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| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 4 | 228 | 0 | 0 | 232 | 4 | 92 | 1 | 0 | 97 | 335 |
| 07:15 AM | 4 | 0 | 5 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 298 | 1 | 0 | 301 | 6 | 112 | 2 | 0 | 120 | 430 |
| 07:30 AM | 1 | 0 | 9 | 0 | 10 | 2 | 0 | 1 | 0 | 3 | 10 | 335 | 2 | 0 | 347 | 5 | 183 | 0 | 0 | 188 | 548 |
| 07:45 AM | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 1 | 304 | 1 | 0 | 306 | 5 | 183 | 5 | 0 | 193 | 503 |
| Total | 9 | 0 | 19 | 0 | 28 | 2 | 0 | 2 | 0 | 4 | 17 | 1165 | 4 | 0 | 1186 | 20 | 570 | 8 | 0 | 598 | 1816 |
| 08:00 AM | 8 | 0 | 3 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 6 | 257 | 2 | 0 | 265 | 3 | 173 | 3 | 0 | 179 | 458 |
| 08:15 AM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 1 | 270 | 1 | 0 | 272 | 12 | 166 | 4 | 0 | 182 | 464 |
| 08:30 AM | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 5 | 247 | 2 | 0 | 254 | 21 | 180 | 5 | 0 | 206 | 471 |
| 08:45 AM | 1 | 1 | 6 | 1 | 9 | 1 | 0 | 3 | 0 | 4 | 5 | 262 | 1 | 0 | 268 | 17 | 156 | 1 | 0 | 174 | 455 |
| Total | 16 | 1 | 19 | 1 | 37 | 2 | 0 | 9 | 0 | 11 | 17 | 1036 | 6 | 0 | 1059 | 53 | 675 | 13 | 0 | 741 | 1848 |
| Grand Total | 25 | 1 | 38 | 1 | 65 | 4 | 0 | 11 | 0 | 15 | 34 | 2201 | 10 | 0 | 2245 | 73 | 1245 | 21 | 0 | 1339 | 3664 |
| Apprch % | 38.5 | 1.5 | 58.5 | 1.5 | | 26.7 | 0 | 73.3 | 0 | | 1.5 | 98 | 0.4 | 0 | | 5.5 | 93 | 1.6 | 0 | | |
| Total % | 0.7 | 0 | 1 | 0 | 1.8 | 0.1 | 0 | 0.3 | 0 | 0.4 | 0.9 | 60.1 | 0.3 | 0 | 61.3 | 2 | 34 | 0.6 | 0 | 36.5 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 0 | **9** | 10 | **2** | 0 | 1 | **3** | **10** | **335** | **2** | **347** | 5 | **183** | 0 | 188 | **548** |
| 07:45 AM | 1 | 0 | 2 | 3 | 0 | 0 | 1 | 1 | 1 | 304 | 1 | 306 | 5 | 183 | **5** | **193** | 503 |
| 08:00 AM | **8** | 0 | 3 | **11** | 1 | 0 | 2 | 3 | 6 | 257 | 2 | 265 | 3 | 173 | 3 | 179 | 458 |
| 08:15 AM | 2 | 0 | 5 | 7 | 0 | 0 | **3** | 3 | 1 | 270 | 1 | 272 | **12** | 166 | 4 | 182 | 464 |
| Total Volume | 12 | 0 | 19 | 31 | 3 | 0 | 7 | 10 | 18 | 1166 | 6 | 1190 | 25 | 705 | 12 | 742 | 1973 |
| % App. Total | 38.7 | 0 | 61.3 | | 30 | 0 | 70 | | 1.5 | 98 | 0.5 | | 3.4 | 95 | 1.6 | | |
| PHF | .375 | .000 | .528 | .705 | .375 | .000 | .583 | .833 | .450 | .870 | .750 | .857 | .521 | .963 | .600 | .961 | .900 |

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| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 5 | 0 | 6 | 2 | 1 | 3 | 0 | 6 | 10 | 231 | 4 | 0 | 245 | 5 | 269 | 4 | 0 | 278 | 535 |
| 04:15 PM | 2 | 0 | 8 | 0 | 10 | 2 | 0 | 4 | 0 | 6 | 9 | 210 | 2 | 0 | 221 | 5 | 318 | 6 | 0 | 329 | 566 |
| 04:30 PM | 4 | 0 | 6 | 2 | 12 | 1 | 0 | 4 | 0 | 5 | 9 | 189 | 3 | 0 | 201 | 3 | 277 | 4 | 0 | 284 | 502 |
| 04:45 PM | 2 | 0 | 7 | 0 | 9 | 4 | 0 | 3 | 0 | 7 | 10 | 194 | 4 | 0 | 208 | 4 | 272 | 1 | 0 | 277 | 501 |
| Total | 8 | 1 | 26 | 2 | 37 | 9 | 1 | 14 | 0 | 24 | 38 | 824 | 13 | 0 | 875 | 17 | 1136 | 15 | 0 | 1168 | 2104 |
| 05:00 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 9 | 247 | 2 | 0 | 258 | 3 | 324 | 1 | 0 | 328 | 595 |
| 05:15 PM | 1 | 0 | 9 | 0 | 10 | 1 | 0 | 1 | 0 | 2 | 10 | 249 | 3 | 0 | 262 | 12 | 313 | 3 | 0 | 328 | 602 |
| 05:30 PM | 3 | 0 | 9 | 0 | 12 | 2 | 0 | 7 | 0 | 9 | 16 | 260 | 3 | 0 | 279 | 5 | 278 | 1 | 0 | 284 | 584 |
| 05:45 PM | 2 | 0 | 4 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 6 | 224 | 5 | 0 | 235 | 4 | 271 | 4 | 0 | 279 | 522 |
| Total | 7 | 0 | 26 | 0 | 33 | 5 | 0 | 12 | 0 | 17 | 41 | 980 | 13 | 0 | 1034 | 24 | 1186 | 9 | 0 | 1219 | 2303 |
| Grand Total | 15 | 1 | 52 | 2 | 70 | 14 | 1 | 26 | 0 | 41 | 79 | 1804 | 26 | 0 | 1909 | 41 | 2322 | 24 | 0 | 2387 | 4407 |
| Apprch % | 21.4 | 1.4 | 74.3 | 2.9 | | 34.1 | 2.4 | 63.4 | 0 | | 4.1 | 94.5 | 1.4 | 0 | | 1.7 | 97.3 | 1 | 0 | | |
| Total % | 0.3 | 0 | 1.2 | 0 | 1.6 | 0.3 | 0 | 0.6 | 0 | 0.9 | 1.8 | 40.9 | 0.6 | 0 | 43.3 | 0.9 | 52.7 | 0.5 | 0 | 54.2 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 4 | 5 | 0 | 0 | 4 | 4 | 9 | 247 | 2 | 258 | 3 | **324** | 1 | **328** | 595 |
| 05:15 PM | 1 | 0 | **9** | 10 | 1 | 0 | 1 | 2 | 10 | 249 | 3 | 262 | **12** | 313 | 3 | 328 | **602** |
| 05:30 PM | **3** | 0 | 9 | **12** | **2** | 0 | **7** | **9** | **16** | **260** | 3 | **279** | 5 | 278 | 1 | 284 | 584 |
| 05:45 PM | 2 | 0 | 4 | 6 | 2 | 0 | 0 | 2 | 6 | 224 | **5** | 235 | 4 | 271 | **4** | 279 | 522 |
| Total Volume | 7 | 0 | 26 | 33 | 5 | 0 | 12 | 17 | 41 | 980 | 13 | 1034 | 24 | 1186 | 9 | 1219 | 2303 |
| % App. Total | 21.2 | 0 | 78.8 | | 29.4 | 0 | 70.6 | | 4 | 94.8 | 1.3 | | 2 | 97.3 | 0.7 | | |
| PHF | .583 | .000 | .722 | .688 | .625 | .000 | .429 | .472 | .641 | .942 | .650 | .927 | .500 | .915 | .563 | .929 | .956 |

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| | Tomahawk Dr. Eastbound | | | | | Advance Auto Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 16 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 |
| Total | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 1 | 20 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 42 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 7 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 10 | 20 |
| Grand Total | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 29 | 0 | 0 | 30 | 0 | 28 | 0 | 0 | 28 | 62 |
| Apprch % | 0 | 0 | 100 | 0 | | 100 | 0 | 0 | 0 | | 3.3 | 96.7 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 3.2 | 0 | 3.2 | 3.2 | 0 | 0 | 0 | 3.2 | 1.6 | 46.8 | 0 | 0 | 48.4 | 0 | 45.2 | 0 | 0 | 45.2 | |

| | Tomahawk Dr. Eastbound | | | | Advance Auto Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 6 | 0 | 6 | 0 | **9** | 0 | **9** | **16** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 4 | 9 |
| 04:30 PM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 4 | 0 | 4 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **1** | 2 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| Total Volume | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 2 | 1 | 20 | 0 | 21 | 0 | 18 | 0 | 18 | 42 |
| % App. Total | 0 | 0 | 100 | | 100 | 0 | 0 | | 4.8 | 95.2 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .500 | .000 | .000 | .500 | .250 | .714 | .000 | .750 | .000 | .500 | .000 | .500 | .656 |

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Groups Printed- Truck

| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 8 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 16 | 0 | 0 | 16 | 0 | 1 | 0 | 0 | 1 | 18 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 2 | 0 | 7 | 12 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 14 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 26 | 0 | 0 | 26 | 0 | 23 | 2 | 0 | 25 | 54 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 13 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 0 | 3 | 0 | 0 | 3 | 16 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 6 | 0 | 0 | 6 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 4 | 4 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 6 | 27 | 0 | 0 | 33 | 0 | 20 | 1 | 0 | 21 | 59 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 8 | 6 | 53 | 0 | 0 | 59 | 0 | 43 | 3 | 0 | 46 | 113 |
| Apprch % | 0 | 0 | 0 | 0 | | 87.5 | 0 | 12.5 | 0 | | 10.2 | 89.8 | 0 | 0 | | 0 | 93.5 | 6.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 6.2 | 0 | 0.9 | 0 | 7.1 | 5.3 | 46.9 | 0 | 0 | 52.2 | 0 | 38.1 | 2.7 | 0 | 40.7 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | **14** | 0 | **14** | **16** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | **1** | 9 | 13 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **11** | 0 | **13** | 0 | 3 | 0 | 3 | 16 |
| 08:30 AM | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 6 | 16 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 25 | 0 | 27 | 0 | 31 | 1 | 32 | 61 |
| % App. Total | 0 | 0 | 0 | | 100 | 0 | 0 | | 7.4 | 92.6 | 0 | | 0 | 96.9 | 3.1 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 | .568 | .000 | .519 | .000 | .554 | .250 | .571 | .953 |

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Groups Printed- Car

| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 1 | 0 | 12 | 1 | 203 | 0 | 0 | 204 | 0 | 119 | 6 | 0 | 125 | 341 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 1 | 0 | 17 | 7 | 299 | 0 | 0 | 306 | 0 | 128 | 8 | 0 | 136 | 459 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 1 | 0 | 20 | 2 | 347 | 0 | 0 | 349 | 0 | 177 | 9 | 0 | 186 | 555 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 15 | 5 | 358 | 0 | 0 | 363 | 1 | 213 | 12 | 0 | 226 | 604 |
| Total | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 4 | 0 | 64 | 15 | 1207 | 0 | 0 | 1222 | 1 | 637 | 35 | 0 | 673 | 1959 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 5 | 226 | 0 | 0 | 231 | 0 | 159 | 11 | 0 | 170 | 411 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 0 | 271 | 1 | 0 | 272 | 0 | 177 | 9 | 0 | 186 | 465 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 0 | 15 | 4 | 266 | 0 | 0 | 270 | 0 | 161 | 8 | 0 | 169 | 454 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 7 | 7 | 250 | 7 | 0 | 264 | 0 | 189 | 14 | 0 | 203 | 474 |
| Total | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 5 | 0 | 39 | 16 | 1013 | 8 | 0 | 1037 | 0 | 686 | 42 | 0 | 728 | 1804 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 9 | 0 | 103 | 31 | 2220 | 8 | 0 | 2259 | 1 | 1323 | 77 | 0 | 1401 | 3763 |
| Apprch % | 0 | 0 | 0 | 0 | | 91.3 | 0 | 8.7 | 0 | | 1.4 | 98.3 | 0.4 | 0 | | 0.1 | 94.4 | 5.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 0.2 | 0 | 2.7 | 0.8 | 59 | 0.2 | 0 | 60 | 0 | 35.2 | 2 | 0 | 37.2 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **19** | 0 | **1** | **20** | 2 | 347 | 0 | 349 | 0 | 177 | 9 | 186 | 555 |
| 07:45 AM | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 15 | **5** | **358** | 0 | **363** | **1** | **213** | **12** | **226** | **604** |
| 08:00 AM | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 5 | 226 | 0 | 231 | 0 | 159 | 11 | 170 | 411 |
| 08:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 0 | 271 | **1** | 272 | 0 | 177 | 9 | 186 | 465 |
| Total Volume | 0 | 0 | 0 | 0 | 49 | 0 | 3 | 52 | 12 | 1202 | 1 | 1215 | 1 | 726 | 41 | 768 | 2035 |
| % App. Total | 0 | 0 | 0 | | 94.2 | 0 | 5.8 | | 1 | 98.9 | 0.1 | | 0.1 | 94.5 | 5.3 | | |
| PHF | .000 | .000 | .000 | .000 | .645 | .000 | .750 | .650 | .600 | .839 | .250 | .837 | .250 | .852 | .854 | .850 | .842 |

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Groups Printed- Car

| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 2 | 0 | 3 | 14 | 0 | 5 | 0 | 19 | 7 | 214 | 4 | 0 | 225 | 0 | 278 | 12 | 0 | 290 | 537 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 11 | 0 | 27 | 4 | 227 | 0 | 0 | 231 | 0 | 264 | 17 | 0 | 281 | 539 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 12 | 0 | 32 | 8 | 199 | 1 | 0 | 208 | 0 | 298 | 10 | 0 | 308 | 548 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 22 | 0 | 9 | 0 | 31 | 1 | 251 | 2 | 0 | 254 | 0 | 281 | 7 | 0 | 288 | 574 |
| Total | 1 | 0 | 3 | 0 | 4 | 72 | 0 | 37 | 0 | 109 | 20 | 891 | 7 | 0 | 918 | 0 | 1121 | 46 | 0 | 1167 | 2198 |
| 05:00 PM | 2 | 0 | 2 | 0 | 4 | 23 | 0 | 12 | 0 | 35 | 6 | 288 | 3 | 0 | 297 | 0 | 356 | 6 | 0 | 362 | 698 |
| 05:15 PM | 2 | 0 | 3 | 1 | 6 | 23 | 1 | 7 | 0 | 31 | 4 | 249 | 2 | 0 | 255 | 0 | 316 | 4 | 0 | 320 | 612 |
| 05:30 PM | 0 | 0 | 1 | 1 | 2 | 18 | 0 | 5 | 0 | 23 | 7 | 301 | 2 | 0 | 310 | 0 | 285 | 11 | 0 | 296 | 631 |
| 05:45 PM | 2 | 0 | 1 | 0 | 3 | 19 | 0 | 6 | 0 | 25 | 1 | 233 | 4 | 0 | 238 | 1 | 271 | 7 | 0 | 279 | 545 |
| Total | 6 | 0 | 7 | 2 | 15 | 83 | 1 | 30 | 0 | 114 | 18 | 1071 | 11 | 0 | 1100 | 1 | 1228 | 28 | 0 | 1257 | 2486 |
| Grand Total | 7 | 0 | 10 | 2 | 19 | 155 | 1 | 67 | 0 | 223 | 38 | 1962 | 18 | 0 | 2018 | 1 | 2349 | 74 | 0 | 2424 | 4684 |
| Apprch % | 36.8 | 0 | 52.6 | 10.5 | | 69.5 | 0.4 | 30 | 0 | | 1.9 | 97.2 | 0.9 | 0 | | 0 | 96.9 | 3.1 | 0 | | |
| Total % | 0.1 | 0 | 0.2 | 0 | 0.4 | 3.3 | 0 | 1.4 | 0 | 4.8 | 0.8 | 41.9 | 0.4 | 0 | 43.1 | 0 | 50.1 | 1.6 | 0 | 51.8 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 1 | 1 | 22 | 0 | 9 | 31 | 1 | 251 | 2 | 254 | 0 | 281 | 7 | 288 | 574 |
| 05:00 PM | **2** | 0 | 2 | 4 | **23** | 0 | **12** | **35** | 6 | 288 | **3** | 297 | 0 | **356** | 6 | **362** | **698** |
| 05:15 PM | 2 | 0 | **3** | **5** | 23 | **1** | 7 | 31 | 4 | 249 | 2 | 255 | 0 | 316 | 4 | 320 | 611 |
| 05:30 PM | 0 | 0 | 1 | 1 | 18 | 0 | 5 | 23 | **7** | **301** | 2 | **310** | 0 | 285 | **11** | 296 | 630 |
| Total Volume | 4 | 0 | 7 | 11 | 86 | 1 | 33 | 120 | 18 | 1089 | 9 | 1116 | 0 | 1238 | 28 | 1266 | 2513 |
| % App. Total | 36.4 | 0 | 63.6 | | 71.7 | 0.8 | 27.5 | | 1.6 | 97.6 | 0.8 | | 0 | 97.8 | 2.2 | | |
| PHF | .500 | .000 | .583 | .550 | .935 | .250 | .688 | .857 | .643 | .904 | .750 | .900 | .000 | .869 | .636 | .874 | .900 |

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| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 1 | 0 | 13 | 1 | 207 | 0 | 0 | 208 | 0 | 122 | 6 | 0 | 128 | 349 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 1 | 0 | 18 | 7 | 315 | 0 | 0 | 322 | 0 | 129 | 8 | 0 | 137 | 477 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 1 | 0 | 21 | 2 | 351 | 0 | 0 | 353 | 0 | 182 | 11 | 0 | 193 | 567 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 15 | 5 | 360 | 0 | 0 | 365 | 1 | 227 | 12 | 0 | 240 | 620 |
| Total | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 4 | 0 | 67 | 15 | 1233 | 0 | 0 | 1248 | 1 | 660 | 37 | 0 | 698 | 2013 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 5 | 230 | 0 | 0 | 235 | 0 | 167 | 12 | 0 | 179 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 7 | 2 | 282 | 1 | 0 | 285 | 0 | 180 | 9 | 0 | 189 | 481 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 4 | 0 | 17 | 4 | 274 | 0 | 0 | 278 | 0 | 167 | 8 | 0 | 175 | 470 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 1 | 0 | 10 | 11 | 254 | 7 | 0 | 272 | 0 | 192 | 14 | 0 | 206 | 488 |
| Total | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 6 | 0 | 44 | 22 | 1040 | 8 | 0 | 1070 | 0 | 706 | 43 | 0 | 749 | 1863 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 101 | 0 | 10 | 0 | 111 | 37 | 2273 | 8 | 0 | 2318 | 1 | 1366 | 80 | 0 | 1447 | 3876 |
| Apprch % | 0 | 0 | 0 | 0 | | 91 | 0 | 9 | 0 | | 1.6 | 98.1 | 0.3 | 0 | | 0.1 | 94.4 | 5.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 2.6 | 0 | 0.3 | 0 | 2.9 | 1 | 58.6 | 0.2 | 0 | 59.8 | 0 | 35.2 | 2.1 | 0 | 37.3 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **20** | 0 | **1** | **21** | 2 | 351 | 0 | 353 | 0 | 182 | 11 | 193 | 567 |
| 07:45 AM | 0 | 0 | 0 | 0 | 14 | 0 | 1 | 15 | **5** | **360** | 0 | **365** | **1** | **227** | **12** | **240** | **620** |
| 08:00 AM | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 5 | 230 | 0 | 235 | 0 | 167 | 12 | 179 | 424 |
| 08:15 AM | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 7 | 2 | 282 | **1** | 285 | 0 | 180 | 9 | 189 | 481 |
| Total Volume | 0 | 0 | 0 | 0 | 50 | 0 | 3 | 53 | 14 | 1223 | 1 | 1238 | 1 | 756 | 44 | 801 | 2092 |
| % App. Total | 0 | 0 | 0 | | 94.3 | 0 | 5.7 | | 1.1 | 98.8 | 0.1 | | 0.1 | 94.4 | 5.5 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .000 | .750 | .631 | .700 | .849 | .250 | .848 | .250 | .833 | .917 | .834 | .844 |

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Groups Printed- Combined

| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 2 | 0 | 3 | 14 | 0 | 6 | 0 | 20 | 7 | 218 | 4 | 0 | 229 | 0 | 288 | 12 | 0 | 300 | 552 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 12 | 0 | 29 | 4 | 231 | 0 | 0 | 235 | 0 | 268 | 17 | 0 | 285 | 549 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 12 | 0 | 32 | 8 | 200 | 1 | 0 | 209 | 0 | 302 | 10 | 0 | 312 | 553 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 22 | 0 | 11 | 0 | 33 | 3 | 253 | 2 | 0 | 258 | 0 | 283 | 7 | 0 | 290 | 582 |
| Total | 1 | 0 | 3 | 0 | 4 | 73 | 0 | 41 | 0 | 114 | 22 | 902 | 7 | 0 | 931 | 0 | 1141 | 46 | 0 | 1187 | 2236 |
| 05:00 PM | 2 | 0 | 2 | 0 | 4 | 24 | 0 | 12 | 0 | 36 | 6 | 291 | 3 | 0 | 300 | 0 | 357 | 7 | 0 | 364 | 704 |
| 05:15 PM | 2 | 0 | 3 | 1 | 6 | 23 | 1 | 8 | 0 | 32 | 4 | 251 | 2 | 0 | 257 | 0 | 318 | 4 | 0 | 322 | 617 |
| 05:30 PM | 0 | 0 | 1 | 1 | 2 | 18 | 0 | 5 | 0 | 23 | 7 | 301 | 2 | 0 | 310 | 0 | 290 | 11 | 0 | 301 | 636 |
| 05:45 PM | 2 | 0 | 1 | 0 | 3 | 19 | 0 | 6 | 0 | 25 | 1 | 234 | 4 | 0 | 239 | 1 | 272 | 8 | 0 | 281 | 548 |
| Total | 6 | 0 | 7 | 2 | 15 | 84 | 1 | 31 | 0 | 116 | 18 | 1077 | 11 | 0 | 1106 | 1 | 1237 | 30 | 0 | 1268 | 2505 |
| Grand Total | 7 | 0 | 10 | 2 | 19 | 157 | 1 | 72 | 0 | 230 | 40 | 1979 | 18 | 0 | 2037 | 1 | 2378 | 76 | 0 | 2455 | 4741 |
| Apprch % | 36.8 | 0 | 52.6 | 10.5 | | 68.3 | 0.4 | 31.3 | 0 | | 2 | 97.2 | 0.9 | 0 | | 0 | 96.9 | 3.1 | 0 | | |
| Total % | 0.1 | 0 | 0.2 | 0 | 0.4 | 3.3 | 0 | 1.5 | 0 | 4.9 | 0.8 | 41.7 | 0.4 | 0 | 43 | 0 | 50.2 | 1.6 | 0 | 51.8 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 1 | 1 | 22 | 0 | 11 | 33 | 3 | 253 | 2 | 258 | 0 | 283 | 7 | 290 | 582 |
| 05:00 PM | **2** | 0 | 2 | 4 | **24** | 0 | **12** | **36** | 6 | 291 | **3** | 300 | 0 | **357** | 7 | **364** | **704** |
| 05:15 PM | 2 | 0 | **3** | **5** | 23 | **1** | 8 | 32 | 4 | 251 | 2 | 257 | 0 | 318 | 4 | 322 | 616 |
| 05:30 PM | 0 | 0 | 1 | 1 | 18 | 0 | 5 | 23 | **7** | **301** | 2 | **310** | 0 | 290 | **11** | 301 | 635 |
| Total Volume | 4 | 0 | 7 | 11 | 87 | 1 | 36 | 124 | 20 | 1096 | 9 | 1125 | 0 | 1248 | 29 | 1277 | 2537 |
| % App. Total | 36.4 | 0 | 63.6 | | 70.2 | 0.8 | 29 | | 1.8 | 97.4 | 0.8 | | 0 | 97.7 | 2.3 | | |
| PHF | .500 | .000 | .583 | .550 | .906 | .250 | .750 | .861 | .714 | .910 | .750 | .907 | .000 | .874 | .659 | .877 | .901 |

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Groups Printed- Truck

| | Grace Church Eastbound | | | | | Crowell Lane Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 10 | 0 | 0 | 10 | 15 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 5 | 2 | 11 | 0 | 0 | 13 | 0 | 20 | 0 | 0 | 20 | 38 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 2 | 0 | 11 | 19 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 2 | 17 | 0 | 0 | 19 | 0 | 29 | 2 | 0 | 31 | 57 |
| Apprch % | 0 | 0 | 0 | 0 | | 28.6 | 0 | 71.4 | 0 | | 10.5 | 89.5 | 0 | 0 | | 0 | 93.5 | 6.5 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 3.5 | 0 | 8.8 | 0 | 12.3 | 3.5 | 29.8 | 0 | 0 | 33.3 | 0 | 50.9 | 3.5 | 0 | 54.4 | |

| | Grace Church Eastbound | | | | Crowell Lane Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **4** | 0 | **4** | 0 | **10** | 0 | **10** | **15** |
| 04:15 PM | 0 | 0 | 0 | 0 | **1** | 0 | 1 | **2** | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | **2** | 2 | 0 | 4 | 0 | 2 | 0 | 2 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 5 | 2 | 11 | 0 | 13 | 0 | 20 | 0 | 20 | 38 |
| % App. Total | 0 | 0 | 0 | | 20 | 0 | 80 | | 15.4 | 84.6 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .500 | .625 | .250 | .688 | .000 | .813 | .000 | .500 | .000 | .500 | .633 |

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Groups Printed- Truck

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 10 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 16 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 4 | 7 | 0 | 0 | 11 | 15 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 1 | 23 | 0 | 0 | 24 | 5 | 20 | 0 | 0 | 25 | 54 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 14 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 10 | 1 | 0 | 11 | 0 | 2 | 0 | 0 | 2 | 15 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 0 | 10 | 0 | 6 | 0 | 0 | 6 | 17 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 4 | 1 | 0 | 5 | 12 |
| Total | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 3 | 0 | 4 | 3 | 26 | 2 | 0 | 31 | 0 | 19 | 1 | 0 | 20 | 58 |
| Grand Total | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 5 | 0 | 9 | 4 | 49 | 2 | 0 | 55 | 5 | 39 | 1 | 0 | 45 | 112 |
| Apprch % | 0 | 0 | 100 | 0 | | 44.4 | 0 | 55.6 | 0 | | 7.3 | 89.1 | 3.6 | 0 | | 11.1 | 86.7 | 2.2 | 0 | | |
| Total % | 0 | 0 | 2.7 | 0 | 2.7 | 3.6 | 0 | 4.5 | 0 | 8 | 3.6 | 43.8 | 1.8 | 0 | 49.1 | 4.5 | 34.8 | 0.9 | 0 | 40.2 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | **1** | 0 | **2** | **3** | 0 | 1 | 0 | 1 | 0 | **9** | 0 | **9** | 13 |
| 08:00 AM | 0 | 0 | **1** | **1** | 0 | 0 | 2 | 2 | **1** | 3 | 0 | 4 | 0 | 7 | 0 | 7 | 14 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | **10** | **1** | **11** | 0 | 2 | 0 | 2 | 15 |
| 08:30 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 0 | 6 | 0 | 6 | **17** |
| Total Volume | 0 | 0 | 2 | 2 | 2 | 0 | 5 | 7 | 2 | 23 | 1 | 26 | 0 | 24 | 0 | 24 | 59 |
| % App. Total | 0 | 0 | 100 | | 28.6 | 0 | 71.4 | | 7.7 | 88.5 | 3.8 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .500 | .500 | .500 | .000 | .625 | .583 | .500 | .575 | .250 | .591 | .000 | .667 | .000 | .667 | .868 |

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Groups Printed- Car

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 8 | 0 | 14 | 8 | 0 | 3 | 0 | 11 | 4 | 177 | 20 | 0 | 201 | 22 | 97 | 8 | 0 | 127 | 353 |
| 07:15 AM | 3 | 0 | 24 | 0 | 27 | 6 | 3 | 5 | 0 | 14 | 4 | 254 | 24 | 0 | 282 | 19 | 106 | 9 | 0 | 134 | 457 |
| 07:30 AM | 3 | 2 | 18 | 0 | 23 | 11 | 0 | 8 | 0 | 19 | 5 | 320 | 16 | 0 | 341 | 20 | 158 | 22 | 0 | 200 | 583 |
| 07:45 AM | 6 | 0 | 18 | 0 | 24 | 8 | 0 | 13 | 0 | 21 | 4 | 312 | 29 | 0 | 345 | 27 | 186 | 15 | 0 | 228 | 618 |
| Total | 18 | 2 | 68 | 0 | 88 | 33 | 3 | 29 | 0 | 65 | 17 | 1063 | 89 | 0 | 1169 | 88 | 547 | 54 | 0 | 689 | 2011 |
| 08:00 AM | 1 | 3 | 21 | 0 | 25 | 4 | 0 | 9 | 0 | 13 | 10 | 208 | 22 | 0 | 240 | 19 | 140 | 12 | 0 | 171 | 449 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 5 | 0 | 8 | 0 | 13 | 5 | 228 | 31 | 0 | 264 | 27 | 150 | 15 | 0 | 192 | 487 |
| 08:30 AM | 5 | 1 | 15 | 0 | 21 | 12 | 1 | 10 | 0 | 23 | 3 | 220 | 27 | 0 | 250 | 30 | 134 | 18 | 0 | 182 | 476 |
| 08:45 AM | 7 | 0 | 20 | 0 | 27 | 9 | 1 | 5 | 0 | 15 | 6 | 236 | 26 | 0 | 268 | 24 | 150 | 6 | 0 | 180 | 490 |
| Total | 18 | 4 | 69 | 0 | 91 | 30 | 2 | 32 | 0 | 64 | 24 | 892 | 106 | 0 | 1022 | 100 | 574 | 51 | 0 | 725 | 1902 |
| Grand Total | 36 | 6 | 137 | 0 | 179 | 63 | 5 | 61 | 0 | 129 | 41 | 1955 | 195 | 0 | 2191 | 188 | 1121 | 105 | 0 | 1414 | 3913 |
| Apprch % | 20.1 | 3.4 | 76.5 | 0 | | 48.8 | 3.9 | 47.3 | 0 | | 1.9 | 89.2 | 8.9 | 0 | | 13.3 | 79.3 | 7.4 | 0 | | |
| Total % | 0.9 | 0.2 | 3.5 | 0 | 4.6 | 1.6 | 0.1 | 1.6 | 0 | 3.3 | 1 | 50 | 5 | 0 | 56 | 4.8 | 28.6 | 2.7 | 0 | 36.1 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 3 | 2 | 18 | 23 | **11** | 0 | 8 | 19 | 5 | **320** | 16 | 341 | 20 | 158 | **22** | 200 | 583 |
| 07:45 AM | **6** | 0 | 18 | 24 | 8 | 0 | **13** | **21** | 4 | 312 | 29 | **345** | **27** | **186** | 15 | **228** | **618** |
| 08:00 AM | 1 | **3** | **21** | **25** | 4 | 0 | 9 | 13 | **10** | 208 | 22 | 240 | 19 | 140 | 12 | 171 | 449 |
| 08:15 AM | 5 | 0 | 13 | 18 | 5 | 0 | 8 | 13 | 5 | 228 | **31** | 264 | 27 | 150 | 15 | 192 | 487 |
| Total Volume | 15 | 5 | 70 | 90 | 28 | 0 | 38 | 66 | 24 | 1068 | 98 | 1190 | 93 | 634 | 64 | 791 | 2137 |
| % App. Total | 16.7 | 5.6 | 77.8 | | 42.4 | 0 | 57.6 | | 2 | 89.7 | 8.2 | | 11.8 | 80.2 | 8.1 | | |
| PHF | .625 | .417 | .833 | .900 | .636 | .000 | .731 | .786 | .600 | .834 | .790 | .862 | .861 | .852 | .727 | .867 | .864 |

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Groups Printed- Car

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 9 | 0 | 14 | 0 | 23 | 6 | 0 | 16 | 0 | 22 | 1 | 204 | 20 | 0 | 225 | 22 | 238 | 12 | 0 | 272 | 542 |
| 04:15 PM | 4 | 0 | 8 | 0 | 12 | 4 | 0 | 6 | 0 | 10 | 2 | 204 | 20 | 0 | 226 | 32 | 248 | 8 | 0 | 288 | 536 |
| 04:30 PM | 10 | 2 | 13 | 0 | 25 | 4 | 0 | 9 | 0 | 13 | 2 | 186 | 27 | 0 | 215 | 36 | 264 | 9 | 0 | 309 | 562 |
| 04:45 PM | 13 | 0 | 18 | 0 | 31 | 5 | 2 | 7 | 0 | 14 | 3 | 244 | 26 | 0 | 273 | 28 | 251 | 15 | 0 | 294 | 612 |
| Total | 36 | 2 | 53 | 0 | 91 | 19 | 2 | 38 | 0 | 59 | 8 | 838 | 93 | 0 | 939 | 118 | 1001 | 44 | 0 | 1163 | 2252 |
| 05:00 PM | 8 | 0 | 17 | 0 | 25 | 4 | 1 | 11 | 0 | 16 | 3 | 280 | 26 | 0 | 309 | 26 | 320 | 19 | 0 | 365 | 715 |
| 05:15 PM | 7 | 0 | 15 | 0 | 22 | 4 | 0 | 17 | 0 | 21 | 5 | 242 | 28 | 0 | 275 | 24 | 276 | 6 | 0 | 306 | 624 |
| 05:30 PM | 6 | 0 | 20 | 0 | 26 | 3 | 0 | 6 | 0 | 9 | 11 | 283 | 24 | 0 | 318 | 30 | 244 | 9 | 0 | 283 | 636 |
| 05:45 PM | 9 | 0 | 18 | 0 | 27 | 8 | 0 | 8 | 0 | 16 | 8 | 211 | 32 | 0 | 251 | 34 | 228 | 10 | 0 | 272 | 566 |
| Total | 30 | 0 | 70 | 0 | 100 | 19 | 1 | 42 | 0 | 62 | 27 | 1016 | 110 | 0 | 1153 | 114 | 1068 | 44 | 0 | 1226 | 2541 |
| Grand Total | 66 | 2 | 123 | 0 | 191 | 38 | 3 | 80 | 0 | 121 | 35 | 1854 | 203 | 0 | 2092 | 232 | 2069 | 88 | 0 | 2389 | 4793 |
| Apprch % | 34.6 | 1 | 64.4 | 0 | | 31.4 | 2.5 | 66.1 | 0 | | 1.7 | 88.6 | 9.7 | 0 | | 9.7 | 86.6 | 3.7 | 0 | | |
| Total % | 1.4 | 0 | 2.6 | 0 | 4 | 0.8 | 0.1 | 1.7 | 0 | 2.5 | 0.7 | 38.7 | 4.2 | 0 | 43.6 | 4.8 | 43.2 | 1.8 | 0 | 49.8 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **13** | 0 | 18 | **31** | **5** | **2** | 7 | 14 | 3 | 244 | 26 | 273 | 28 | 251 | 15 | 294 | 612 |
| 05:00 PM | 8 | 0 | 17 | 25 | 4 | 1 | 11 | 16 | 3 | 280 | 26 | 309 | 26 | **320** | **19** | **365** | **715** |
| 05:15 PM | 7 | 0 | 15 | 22 | 4 | 0 | **17** | **21** | 5 | 242 | **28** | 275 | 24 | 276 | 6 | 306 | 624 |
| 05:30 PM | 6 | 0 | **20** | 26 | 3 | 0 | 6 | 9 | **11** | **283** | 24 | **318** | **30** | 244 | 9 | 283 | 636 |
| Total Volume | 34 | 0 | 70 | 104 | 16 | 3 | 41 | 60 | 22 | 1049 | 104 | 1175 | 108 | 1091 | 49 | 1248 | 2587 |
| % App. Total | 32.7 | 0 | 67.3 | | 26.7 | 5 | 68.3 | | 1.9 | 89.3 | 8.9 | | 8.7 | 87.4 | 3.9 | | |
| PHF | .654 | .000 | .875 | .839 | .800 | .375 | .603 | .714 | .500 | .927 | .929 | .924 | .900 | .852 | .645 | .855 | .905 |

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Groups Printed- Combined

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 8 | 0 | 14 | 10 | 0 | 3 | 0 | 13 | 4 | 181 | 20 | 0 | 205 | 23 | 100 | 8 | 0 | 131 | 363 |
| 07:15 AM | 3 | 0 | 24 | 0 | 27 | 6 | 3 | 5 | 0 | 14 | 4 | 269 | 24 | 0 | 297 | 19 | 107 | 9 | 0 | 135 | 473 |
| 07:30 AM | 3 | 2 | 18 | 0 | 23 | 11 | 0 | 8 | 0 | 19 | 6 | 323 | 16 | 0 | 345 | 24 | 165 | 22 | 0 | 211 | 598 |
| 07:45 AM | 6 | 0 | 18 | 0 | 24 | 9 | 0 | 15 | 0 | 24 | 4 | 313 | 29 | 0 | 346 | 27 | 195 | 15 | 0 | 237 | 631 |
| Total | 18 | 2 | 68 | 0 | 88 | 36 | 3 | 31 | 0 | 70 | 18 | 1086 | 89 | 0 | 1193 | 93 | 567 | 54 | 0 | 714 | 2065 |
| 08:00 AM | 1 | 3 | 22 | 0 | 26 | 4 | 0 | 11 | 0 | 15 | 11 | 211 | 22 | 0 | 244 | 19 | 147 | 12 | 0 | 178 | 463 |
| 08:15 AM | 5 | 0 | 13 | 0 | 18 | 6 | 0 | 9 | 0 | 15 | 5 | 238 | 32 | 0 | 275 | 27 | 152 | 15 | 0 | 194 | 502 |
| 08:30 AM | 5 | 1 | 16 | 0 | 22 | 12 | 1 | 10 | 0 | 23 | 4 | 229 | 27 | 0 | 260 | 30 | 140 | 18 | 0 | 188 | 493 |
| 08:45 AM | 7 | 0 | 21 | 0 | 28 | 9 | 1 | 5 | 0 | 15 | 7 | 240 | 27 | 0 | 274 | 24 | 154 | 7 | 0 | 185 | 502 |
| Total | 18 | 4 | 72 | 0 | 94 | 31 | 2 | 35 | 0 | 68 | 27 | 918 | 108 | 0 | 1053 | 100 | 593 | 52 | 0 | 745 | 1960 |
| Grand Total | 36 | 6 | 140 | 0 | 182 | 67 | 5 | 66 | 0 | 138 | 45 | 2004 | 197 | 0 | 2246 | 193 | 1160 | 106 | 0 | 1459 | 4025 |
| Apprch % | 19.8 | 3.3 | 76.9 | 0 | | 48.6 | 3.6 | 47.8 | 0 | | 2 | 89.2 | 8.8 | 0 | | 13.2 | 79.5 | 7.3 | 0 | | |
| Total % | 0.9 | 0.1 | 3.5 | 0 | 4.5 | 1.7 | 0.1 | 1.6 | 0 | 3.4 | 1.1 | 49.8 | 4.9 | 0 | 55.8 | 4.8 | 28.8 | 2.6 | 0 | 36.2 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 3 | 2 | 18 | 23 | **11** | 0 | 8 | 19 | 6 | **323** | 16 | 345 | 24 | 165 | **22** | 211 | 598 |
| 07:45 AM | **6** | 0 | 18 | 24 | 9 | 0 | **15** | **24** | 4 | 313 | 29 | **346** | **27** | **195** | 15 | **237** | **631** |
| 08:00 AM | 1 | **3** | **22** | **26** | 4 | 0 | 11 | 15 | **11** | 211 | 22 | 244 | 19 | 147 | 12 | 178 | 463 |
| 08:15 AM | 5 | 0 | 13 | 18 | 6 | 0 | 9 | 15 | 5 | 238 | **32** | 275 | 27 | 152 | 15 | 194 | 502 |
| Total Volume | 15 | 5 | 71 | 91 | 30 | 0 | 43 | 73 | 26 | 1085 | 99 | 1210 | 97 | 659 | 64 | 820 | 2194 |
| % App. Total | 16.5 | 5.5 | 78 | | 41.1 | 0 | 58.9 | | 2.1 | 89.7 | 8.2 | | 11.8 | 80.4 | 7.8 | | |
| PHF | .625 | .417 | .807 | .875 | .682 | .000 | .717 | .760 | .591 | .840 | .773 | .874 | .898 | .845 | .727 | .865 | .869 |

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Groups Printed- Combined

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 9 | 0 | 15 | 0 | 24 | 6 | 0 | 16 | 0 | 22 | 1 | 207 | 20 | 0 | 228 | 22 | 247 | 12 | 0 | 281 | 555 |
| 04:15 PM | 4 | 0 | 8 | 0 | 12 | 4 | 0 | 6 | 0 | 10 | 2 | 209 | 20 | 0 | 231 | 32 | 251 | 8 | 0 | 291 | 544 |
| 04:30 PM | 10 | 2 | 13 | 0 | 25 | 4 | 0 | 9 | 0 | 13 | 2 | 187 | 27 | 0 | 216 | 36 | 268 | 9 | 0 | 313 | 567 |
| 04:45 PM | 13 | 0 | 18 | 0 | 31 | 5 | 2 | 7 | 0 | 14 | 3 | 246 | 26 | 0 | 275 | 28 | 254 | 15 | 0 | 297 | 617 |
| Total | 36 | 2 | 54 | 0 | 92 | 19 | 2 | 38 | 0 | 59 | 8 | 849 | 93 | 0 | 950 | 118 | 1020 | 44 | 0 | 1182 | 2283 |
| 05:00 PM | 8 | 0 | 17 | 0 | 25 | 4 | 1 | 11 | 0 | 16 | 3 | 283 | 26 | 0 | 312 | 26 | 321 | 19 | 0 | 366 | 719 |
| 05:15 PM | 7 | 0 | 15 | 0 | 22 | 4 | 0 | 18 | 0 | 22 | 5 | 244 | 28 | 0 | 277 | 24 | 277 | 6 | 0 | 307 | 628 |
| 05:30 PM | 6 | 0 | 20 | 0 | 26 | 3 | 0 | 6 | 0 | 9 | 11 | 283 | 24 | 0 | 318 | 30 | 249 | 9 | 0 | 288 | 641 |
| 05:45 PM | 9 | 0 | 18 | 0 | 27 | 8 | 0 | 8 | 0 | 16 | 8 | 212 | 32 | 0 | 252 | 34 | 230 | 10 | 0 | 274 | 569 |
| Total | 30 | 0 | 70 | 0 | 100 | 19 | 1 | 43 | 0 | 63 | 27 | 1022 | 110 | 0 | 1159 | 114 | 1077 | 44 | 0 | 1235 | 2557 |
| Grand Total | 66 | 2 | 124 | 0 | 192 | 38 | 3 | 81 | 0 | 122 | 35 | 1871 | 203 | 0 | 2109 | 232 | 2097 | 88 | 0 | 2417 | 4840 |
| Apprch % | 34.4 | 1 | 64.6 | 0 | | 31.1 | 2.5 | 66.4 | 0 | | 1.7 | 88.7 | 9.6 | 0 | | 9.6 | 86.8 | 3.6 | 0 | | |
| Total % | 1.4 | 0 | 2.6 | 0 | 4 | 0.8 | 0.1 | 1.7 | 0 | 2.5 | 0.7 | 38.7 | 4.2 | 0 | 43.6 | 4.8 | 43.3 | 1.8 | 0 | 49.9 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | **13** | 0 | 18 | **31** | **5** | **2** | 7 | 14 | 3 | 246 | 26 | 275 | 28 | 254 | 15 | 297 | 617 |
| 05:00 PM | 8 | 0 | 17 | 25 | 4 | 1 | 11 | 16 | 3 | **283** | 26 | 312 | 26 | **321** | **19** | **366** | **719** |
| 05:15 PM | 7 | 0 | 15 | 22 | 4 | 0 | **18** | **22** | 5 | 244 | **28** | 277 | 24 | 277 | 6 | 307 | 628 |
| 05:30 PM | 6 | 0 | **20** | 26 | 3 | 0 | 6 | 9 | **11** | 283 | 24 | **318** | **30** | 249 | 9 | 288 | 641 |
| Total Volume | 34 | 0 | 70 | 104 | 16 | 3 | 42 | 61 | 22 | 1056 | 104 | 1182 | 108 | 1101 | 49 | 1258 | 2605 |
| % App. Total | 32.7 | 0 | 67.3 | | 26.2 | 4.9 | 68.9 | | 1.9 | 89.3 | 8.8 | | 8.6 | 87.5 | 3.9 | | |
| PHF | .654 | .000 | .875 | .839 | .800 | .375 | .583 | .693 | .500 | .933 | .929 | .929 | .900 | .857 | .645 | .859 | .906 |

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Site Code :
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Groups Printed- Truck

| | Southwood Village Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 9 | 0 | 0 | 9 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 19 | 0 | 0 | 19 | 31 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 16 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 17 | 0 | 0 | 17 | 0 | 28 | 0 | 0 | 28 | 47 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 2.1 | 0 | 2.1 | 0 | 0 | 2.1 | 0 | 2.1 | 0 | 36.2 | 0 | 0 | 36.2 | 0 | 59.6 | 0 | 0 | 59.6 | |

| | Southwood Village Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | **9** | 0 | **9** | **13** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | **5** | 0 | 3 | 0 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 4 | 5 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 19 | 0 | 19 | 31 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .550 | .000 | .550 | .000 | .528 | .000 | .528 | .596 |

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Groups Printed- Truck

| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 8 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 21 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 14 | 0 | 0 | 14 | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 14 | 0 | 0 | 14 | 19 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 35 | 0 | 0 | 35 | 1 | 31 | 0 | 0 | 32 | 68 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 0 | 0 | 3 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 1 | 0 | 13 | 0 | 11 | 0 | 0 | 11 | 25 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 29 | 1 | 0 | 30 | 0 | 24 | 0 | 0 | 24 | 55 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 64 | 1 | 0 | 65 | 1 | 55 | 0 | 0 | 56 | 123 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 98.5 | 1.5 | 0 | | 1.8 | 98.2 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0 | 1.6 | 0 | 52 | 0.8 | 0 | 52.8 | 0.8 | 44.7 | 0 | 0 | 45.5 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **14** | 0 | **14** | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 14 | 0 | 14 | 19 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 3 | 0 | 3 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | **12** | **1** | **13** | 0 | 11 | 0 | 11 | **25** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 32 | 1 | 33 | 0 | 42 | 0 | 42 | 76 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 97 | 3 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .667 | .250 | .635 | .000 | .750 | .000 | .750 | .760 |

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| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 203 | 1 | 0 | 204 | 1 | 94 | 0 | 0 | 95 | 304 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 0 | 271 | 3 | 0 | 274 | 4 | 111 | 0 | 0 | 115 | 396 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 11 | 0 | 332 | 1 | 0 | 333 | 4 | 201 | 0 | 0 | 205 | 549 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 10 | 0 | 314 | 7 | 0 | 321 | 2 | 183 | 0 | 0 | 185 | 516 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 22 | 0 | 33 | 0 | 1120 | 12 | 0 | 1132 | 11 | 589 | 0 | 0 | 600 | 1765 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 11 | 0 | 219 | 2 | 0 | 221 | 4 | 177 | 0 | 0 | 181 | 413 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 10 | 3 | 254 | 2 | 0 | 259 | 3 | 174 | 0 | 0 | 177 | 446 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 10 | 1 | 237 | 2 | 0 | 240 | 7 | 190 | 0 | 0 | 197 | 447 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 3 | 260 | 2 | 0 | 265 | 5 | 165 | 2 | 0 | 172 | 445 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 25 | 2 | 39 | 7 | 970 | 8 | 0 | 985 | 19 | 706 | 2 | 0 | 727 | 1751 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 47 | 2 | 72 | 7 | 2090 | 20 | 0 | 2117 | 30 | 1295 | 2 | 0 | 1327 | 3516 |
| Apprch % | 0 | 0 | 0 | 0 | | 31.9 | 0 | 65.3 | 2.8 | | 0.3 | 98.7 | 0.9 | 0 | | 2.3 | 97.6 | 0.2 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0.7 | 0 | 1.3 | 0.1 | 2 | 0.2 | 59.4 | 0.6 | 0 | 60.2 | 0.9 | 36.8 | 0.1 | 0 | 37.7 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 3 | 0 | **8** | **11** | 0 | **332** | 1 | **333** | **4** | **201** | 0 | **205** | **549** |
| 07:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 10 | 0 | 314 | **7** | 321 | 2 | 183 | 0 | 185 | 516 |
| 08:00 AM | 0 | 0 | 0 | 0 | **6** | 0 | 5 | 11 | 0 | 219 | 2 | 221 | 4 | 177 | 0 | 181 | 413 |
| 08:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 9 | **3** | 254 | 2 | 259 | 3 | 174 | 0 | 177 | 445 |
| Total Volume | 0 | 0 | 0 | 0 | 15 | 0 | 26 | 41 | 3 | 1119 | 12 | 1134 | 13 | 735 | 0 | 748 | 1923 |
| % App. Total | 0 | 0 | 0 | | 36.6 | 0 | 63.4 | | 0.3 | 98.7 | 1.1 | | 1.7 | 98.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .000 | .813 | .932 | .250 | .843 | .429 | .851 | .813 | .914 | .000 | .912 | .876 |

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Groups Printed- Car

| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 7 | 1 | 228 | 3 | 0 | 232 | 5 | 266 | 1 | 0 | 272 | 514 |
| 04:15 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 5 | 0 | 7 | 2 | 207 | 4 | 0 | 213 | 7 | 303 | 2 | 0 | 312 | 538 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 7 | 0 | 7 | 0 | 14 | 1 | 220 | 3 | 0 | 224 | 7 | 295 | 2 | 0 | 304 | 545 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 5 | 0 | 10 | 5 | 207 | 4 | 0 | 216 | 15 | 258 | 4 | 0 | 277 | 504 |
| Total | 4 | 0 | 9 | 0 | 13 | 17 | 0 | 21 | 0 | 38 | 9 | 862 | 14 | 0 | 885 | 34 | 1122 | 9 | 0 | 1165 | 2101 |
| 05:00 PM | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 | 0 | 6 | 3 | 238 | 7 | 0 | 248 | 5 | 309 | 2 | 0 | 316 | 573 |
| 05:15 PM | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 3 | 0 | 7 | 3 | 253 | 8 | 0 | 264 | 6 | 309 | 2 | 0 | 317 | 591 |
| 05:30 PM | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 7 | 0 | 9 | 4 | 274 | 8 | 0 | 286 | 8 | 275 | 1 | 0 | 284 | 582 |
| 05:45 PM | 1 | 0 | 2 | 0 | 3 | 2 | 0 | 7 | 0 | 9 | 1 | 224 | 3 | 0 | 228 | 7 | 278 | 1 | 0 | 286 | 526 |
| Total | 3 | 0 | 9 | 0 | 12 | 11 | 0 | 20 | 0 | 31 | 11 | 989 | 26 | 0 | 1026 | 26 | 1171 | 6 | 0 | 1203 | 2272 |
| Grand Total | 7 | 0 | 18 | 0 | 25 | 28 | 0 | 41 | 0 | 69 | 20 | 1851 | 40 | 0 | 1911 | 60 | 2293 | 15 | 0 | 2368 | 4373 |
| Apprch % | 28 | 0 | 72 | 0 | | 40.6 | 0 | 59.4 | 0 | | 1 | 96.9 | 2.1 | 0 | | 2.5 | 96.8 | 0.6 | 0 | | |
| Total % | 0.2 | 0 | 0.4 | 0 | 0.6 | 0.6 | 0 | 0.9 | 0 | 1.6 | 0.5 | 42.3 | 0.9 | 0 | 43.7 | 1.4 | 52.4 | 0.3 | 0 | 54.2 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | **3** | **3** | 3 | 0 | 3 | 6 | 3 | 238 | 7 | 248 | 5 | **309** | **2** | 316 | 573 |
| 05:15 PM | 0 | 0 | 3 | 3 | **4** | 0 | 3 | 7 | 3 | 253 | **8** | 264 | 6 | 309 | 2 | **317** | **591** |
| 05:30 PM | **2** | 0 | 1 | 3 | 2 | 0 | **7** | **9** | **4** | **274** | 8 | **286** | **8** | 275 | 1 | 284 | 582 |
| 05:45 PM | 1 | 0 | 2 | 3 | 2 | 0 | 7 | 9 | 1 | 224 | 3 | 228 | 7 | 278 | 1 | 286 | 526 |
| Total Volume | 3 | 0 | 9 | 12 | 11 | 0 | 20 | 31 | 11 | 989 | 26 | 1026 | 26 | 1171 | 6 | 1203 | 2272 |
| % App. Total | 25 | 0 | 75 | | 35.5 | 0 | 64.5 | | 1.1 | 96.4 | 2.5 | | 2.2 | 97.3 | 0.5 | | |
| PHF | .375 | .000 | .750 | 1.00 | .688 | .000 | .714 | .861 | .688 | .902 | .813 | .897 | .813 | .947 | .750 | .949 | .961 |

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| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 208 | 1 | 0 | 209 | 2 | 96 | 0 | 0 | 98 | 312 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 8 | 0 | 290 | 3 | 0 | 293 | 4 | 112 | 0 | 0 | 116 | 417 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 11 | 0 | 338 | 1 | 0 | 339 | 4 | 215 | 0 | 0 | 219 | 569 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 10 | 0 | 319 | 7 | 0 | 326 | 2 | 197 | 0 | 0 | 199 | 535 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 23 | 0 | 34 | 0 | 1155 | 12 | 0 | 1167 | 12 | 620 | 0 | 0 | 632 | 1833 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 11 | 0 | 228 | 2 | 0 | 230 | 4 | 180 | 0 | 0 | 184 | 425 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 1 | 11 | 3 | 266 | 3 | 0 | 272 | 3 | 185 | 0 | 0 | 188 | 471 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 1 | 10 | 1 | 242 | 2 | 0 | 245 | 7 | 195 | 0 | 0 | 202 | 457 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 3 | 263 | 2 | 0 | 268 | 5 | 170 | 2 | 0 | 177 | 453 |
| Total | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 26 | 2 | 40 | 7 | 999 | 9 | 0 | 1015 | 19 | 730 | 2 | 0 | 751 | 1806 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 49 | 2 | 74 | 7 | 2154 | 21 | 0 | 2182 | 31 | 1350 | 2 | 0 | 1383 | 3639 |
| Apprch % | 0 | 0 | 0 | 0 | | 31.1 | 0 | 66.2 | 2.7 | | 0.3 | 98.7 | 1 | 0 | | 2.2 | 97.6 | 0.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0.6 | 0 | 1.3 | 0.1 | 2 | 0.2 | 59.2 | 0.6 | 0 | 60 | 0.9 | 37.1 | 0.1 | 0 | 38 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 3 | 0 | **8** | **11** | 0 | **338** | 1 | **339** | **4** | **215** | 0 | **219** | **569** |
| 07:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 10 | 0 | 319 | **7** | 326 | 2 | 197 | 0 | 199 | 535 |
| 08:00 AM | 0 | 0 | 0 | 0 | **6** | 0 | 5 | 11 | 0 | 228 | 2 | 230 | 4 | 180 | 0 | 184 | 425 |
| 08:15 AM | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 10 | **3** | 266 | 3 | 272 | 3 | 185 | 0 | 188 | 470 |
| Total Volume | 0 | 0 | 0 | 0 | 15 | 0 | 27 | 42 | 3 | 1151 | 13 | 1167 | 13 | 777 | 0 | 790 | 1999 |
| % App. Total | 0 | 0 | 0 | | 35.7 | 0 | 64.3 | | 0.3 | 98.6 | 1.1 | | 1.6 | 98.4 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .625 | .000 | .844 | .955 | .250 | .851 | .464 | .861 | .813 | .903 | .000 | .902 | .878 |

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| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 0 | 1 | 0 | 4 | 4 | 0 | 4 | 0 | 8 | 1 | 235 | 3 | 0 | 239 | 5 | 274 | 2 | 0 | 281 | 532 |
| 04:15 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 6 | 0 | 8 | 2 | 212 | 5 | 0 | 219 | 7 | 309 | 2 | 0 | 318 | 551 |
| 04:30 PM | 0 | 0 | 3 | 0 | 3 | 7 | 0 | 7 | 0 | 14 | 1 | 227 | 3 | 0 | 231 | 7 | 297 | 2 | 0 | 306 | 554 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 5 | 0 | 10 | 5 | 211 | 4 | 0 | 220 | 15 | 260 | 4 | 0 | 279 | 510 |
| Total | 4 | 0 | 10 | 0 | 14 | 18 | 0 | 22 | 0 | 40 | 9 | 885 | 15 | 0 | 909 | 34 | 1140 | 10 | 0 | 1184 | 2147 |
| 05:00 PM | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 3 | 0 | 6 | 3 | 240 | 7 | 0 | 250 | 5 | 311 | 2 | 0 | 318 | 577 |
| 05:15 PM | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 3 | 0 | 7 | 3 | 256 | 8 | 0 | 267 | 6 | 313 | 2 | 0 | 321 | 598 |
| 05:30 PM | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 7 | 0 | 9 | 4 | 274 | 8 | 0 | 286 | 8 | 279 | 1 | 0 | 288 | 586 |
| 05:45 PM | 1 | 0 | 2 | 0 | 3 | 2 | 0 | 7 | 0 | 9 | 1 | 227 | 3 | 0 | 231 | 7 | 278 | 1 | 0 | 286 | 529 |
| Total | 3 | 0 | 9 | 0 | 12 | 11 | 0 | 20 | 0 | 31 | 11 | 997 | 26 | 0 | 1034 | 26 | 1181 | 6 | 0 | 1213 | 2290 |
| Grand Total | 7 | 0 | 19 | 0 | 26 | 29 | 0 | 42 | 0 | 71 | 20 | 1882 | 41 | 0 | 1943 | 60 | 2321 | 16 | 0 | 2397 | 4437 |
| Apprch % | 26.9 | 0 | 73.1 | 0 | | 40.8 | 0 | 59.2 | 0 | | 1 | 96.9 | 2.1 | 0 | | 2.5 | 96.8 | 0.7 | 0 | | |
| Total % | 0.2 | 0 | 0.4 | 0 | 0.6 | 0.7 | 0 | 0.9 | 0 | 1.6 | 0.5 | 42.4 | 0.9 | 0 | 43.8 | 1.4 | 52.3 | 0.4 | 0 | 54 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | **3** | **3** | 3 | 0 | 3 | 6 | 3 | 240 | 7 | 250 | 5 | 311 | **2** | 318 | 577 |
| 05:15 PM | 0 | 0 | 3 | 3 | **4** | 0 | 3 | 7 | 3 | 256 | **8** | 267 | 6 | **313** | 2 | **321** | **598** |
| 05:30 PM | **2** | 0 | 1 | 3 | 2 | 0 | **7** | **9** | **4** | **274** | 8 | **286** | **8** | 279 | 1 | 288 | 586 |
| 05:45 PM | 1 | 0 | 2 | 3 | 2 | 0 | 7 | 9 | 1 | 227 | 3 | 231 | 7 | 278 | 1 | 286 | 529 |
| Total Volume | 3 | 0 | 9 | 12 | 11 | 0 | 20 | 31 | 11 | 997 | 26 | 1034 | 26 | 1181 | 6 | 1213 | 2290 |
| % App. Total | 25 | 0 | 75 | | 35.5 | 0 | 64.5 | | 1.1 | 96.4 | 2.5 | | 2.1 | 97.4 | 0.5 | | |
| PHF | .375 | .000 | .750 | 1.00 | .688 | .000 | .714 | .861 | .688 | .910 | .813 | .904 | .813 | .943 | .750 | .945 | .957 |

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File Name : 3-Timberland and Sunny Bank PM
Site Code :
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Groups Printed- Truck

| | Strip Mall Entrance Eastbound | | | | | Sunny Bank Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 1 | 0 | 9 | 18 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 13 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 9 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 23 | 1 | 0 | 24 | 0 | 18 | 1 | 0 | 19 | 46 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 10 | 18 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 31 | 1 | 0 | 32 | 0 | 28 | 1 | 0 | 29 | 64 |
| Apprch % | 0 | 0 | 100 | 0 | | 50 | 0 | 50 | 0 | | 0 | 96.9 | 3.1 | 0 | | 0 | 96.6 | 3.4 | 0 | | |
| Total % | 0 | 0 | 1.6 | 0 | 1.6 | 1.6 | 0 | 1.6 | 0 | 3.1 | 0 | 48.4 | 1.6 | 0 | 50 | 0 | 43.8 | 1.6 | 0 | 45.3 | |

| | Strip Mall Entrance Eastbound | | | | Sunny Bank Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | **1** | **1** | **1** | 0 | 0 | **1** | 0 | **7** | 0 | **7** | 0 | **8** | **1** | **9** | **18** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 5 | **1** | 6 | 0 | 6 | 0 | 6 | 13 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 2 | 9 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| Total Volume | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 23 | 1 | 24 | 0 | 18 | 1 | 19 | 46 |
| % App. Total | 0 | 0 | 100 | | 50 | 0 | 50 | | 0 | 95.8 | 4.2 | | 0 | 94.7 | 5.3 | | |
| PHF | .000 | .000 | .250 | .250 | .250 | .000 | .250 | .500 | .000 | .821 | .250 | .857 | .000 | .563 | .250 | .528 | .639 |

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File Name : 4-Timberlake and Powtan_12 HOUR
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| | Powtan Dr. Eastbound | | | | St. Clair Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 11 | 0 | 6 | 17 | 0 | 0 | 0 | 0 | **5** | 316 | 0 | **321** | 1 | **196** | 7 | **204** | 542 |
| 07:45 AM | **14** | 0 | **10** | **24** | 0 | 0 | 0 | 0 | 4 | **317** | 0 | 321 | 1 | 189 | **12** | 202 | **547** |
| 08:00 AM | 11 | 0 | 5 | 16 | 0 | 0 | 0 | 0 | 5 | 227 | **1** | 233 | 4 | 176 | 5 | 185 | 434 |
| 08:15 AM | 6 | 0 | 5 | 11 | 0 | 0 | **1** | **1** | 1 | 258 | 1 | 260 | **6** | 173 | 5 | 184 | 456 |
| Total Volume | 42 | 0 | 26 | 68 | 0 | 0 | 1 | 1 | 15 | 1118 | 2 | 1135 | 12 | 734 | 29 | 775 | 1979 |
| % App. Total | 61.8 | 0 | 38.2 | | 0 | 0 | 100 | | 1.3 | 98.5 | 0.2 | | 1.5 | 94.7 | 3.7 | | |
| PHF | .750 | .000 | .650 | .708 | .000 | .000 | .250 | .250 | .750 | .882 | .500 | .884 | .500 | .936 | .604 | .950 | .904 |
| Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **7** | 0 | 9 | 16 | **3** | 0 | **9** | **12** | 7 | 212 | 0 | 219 | **4** | 306 | 9 | 319 | 566 |
| 05:15 PM | 5 | 0 | 5 | 10 | 0 | 0 | 5 | 5 | **10** | 231 | **1** | 242 | 3 | **315** | **16** | **334** | **591** |
| 05:30 PM | 7 | 0 | **12** | **19** | 1 | 0 | 1 | 2 | 9 | **255** | 0 | **264** | 3 | 264 | 5 | 272 | 557 |
| 05:45 PM | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 6 | 237 | 1 | 244 | 4 | 276 | 7 | 287 | 539 |
| Total Volume | 23 | 0 | 30 | 53 | 4 | 0 | 15 | 19 | 32 | 935 | 2 | 969 | 14 | 1161 | 37 | 1212 | 2253 |
| % App. Total | 43.4 | 0 | 56.6 | | 21.1 | 0 | 78.9 | | 3.3 | 96.5 | 0.2 | | 1.2 | 95.8 | 3.1 | | |
| PHF | .821 | .000 | .625 | .697 | .333 | .000 | .417 | .396 | .800 | .917 | .500 | .918 | .875 | .921 | .578 | .907 | .953 |

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File Name : 4-Timberlake and Powtan_12 HOUR
Site Code :
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Groups Printed- Car

| | Powtan Dr. Eastbound | | | | | St. Clair Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 0 | 1 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 201 | 0 | 0 | 201 | 2 | 84 | 1 | 0 | 87 | 298 |
| 07:15 AM | 9 | 0 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 273 | 0 | 0 | 278 | 2 | 114 | 1 | 0 | 117 | 406 |
| 07:30 AM | 11 | 0 | 6 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 5 | 316 | 0 | 0 | 321 | 1 | 196 | 7 | 0 | 204 | 542 |
| 07:45 AM | 14 | 0 | 10 | 0 | 24 | 0 | 0 | 0 | 1 | 1 | 4 | 317 | 0 | 0 | 321 | 1 | 189 | 12 | 0 | 202 | 548 |
| Total | 43 | 0 | 19 | 0 | 62 | 0 | 0 | 0 | 1 | 1 | 14 | 1107 | 0 | 0 | 1121 | 6 | 583 | 21 | 0 | 610 | 1794 |
| 08:00 AM | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 5 | 227 | 1 | 0 | 233 | 4 | 176 | 5 | 0 | 185 | 435 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 0 | 0 | 1 | 1 | 2 | 1 | 258 | 1 | 0 | 260 | 6 | 173 | 5 | 0 | 184 | 457 |
| 08:30 AM | 8 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 7 | 236 | 0 | 0 | 243 | 3 | 191 | 5 | 0 | 199 | 454 |
| 08:45 AM | 7 | 0 | 11 | 0 | 18 | 0 | 0 | 0 | 1 | 1 | 5 | 257 | 4 | 0 | 266 | 4 | 164 | 7 | 0 | 175 | 460 |
| Total | 32 | 0 | 24 | 0 | 56 | 0 | 0 | 1 | 4 | 5 | 18 | 978 | 6 | 0 | 1002 | 17 | 704 | 22 | 0 | 743 | 1806 |
| 09:00 AM | 6 | 0 | 5 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 13 | 204 | 3 | 0 | 220 | 6 | 191 | 2 | 0 | 199 | 431 |
| 09:15 AM | 6 | 0 | 7 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 6 | 182 | 1 | 0 | 189 | 2 | 141 | 4 | 0 | 147 | 351 |
| 09:30 AM | 3 | 0 | 7 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 158 | 0 | 0 | 163 | 7 | 152 | 6 | 0 | 165 | 338 |
| 09:45 AM | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 1 | 173 | 3 | 0 | 177 | 10 | 166 | 8 | 0 | 184 | 374 |
| Total | 22 | 0 | 23 | 1 | 46 | 1 | 0 | 3 | 0 | 4 | 25 | 717 | 7 | 0 | 749 | 25 | 650 | 20 | 0 | 695 | 1494 |
| 10:00 AM | 6 | 0 | 2 | 0 | 8 | 1 | 0 | 3 | 0 | 4 | 5 | 161 | 0 | 0 | 166 | 1 | 160 | 4 | 0 | 165 | 343 |
| 10:15 AM | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 7 | 161 | 1 | 0 | 169 | 6 | 180 | 7 | 0 | 193 | 378 |
| 10:30 AM | 6 | 0 | 4 | 0 | 10 | 1 | 0 | 7 | 0 | 8 | 7 | 193 | 1 | 0 | 201 | 6 | 172 | 7 | 0 | 185 | 404 |
| 10:45 AM | 3 | 0 | 4 | 0 | 7 | 1 | 0 | 4 | 0 | 5 | 6 | 202 | 1 | 0 | 209 | 9 | 198 | 7 | 0 | 214 | 435 |
| Total | 26 | 0 | 14 | 0 | 40 | 3 | 0 | 15 | 0 | 18 | 25 | 717 | 3 | 0 | 745 | 22 | 710 | 25 | 0 | 757 | 1560 |
| 11:00 AM | 10 | 0 | 2 | 1 | 13 | 1 | 0 | 1 | 0 | 2 | 12 | 175 | 1 | 0 | 188 | 2 | 186 | 5 | 0 | 193 | 396 |
| 11:15 AM | 11 | 0 | 9 | 0 | 20 | 3 | 0 | 2 | 0 | 5 | 2 | 185 | 2 | 0 | 189 | 2 | 165 | 6 | 0 | 173 | 387 |
| 11:30 AM | 6 | 0 | 6 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 10 | 203 | 0 | 0 | 213 | 2 | 213 | 5 | 0 | 220 | 447 |
| 11:45 AM | 9 | 0 | 8 | 0 | 17 | 1 | 0 | 4 | 0 | 5 | 10 | 200 | 0 | 0 | 210 | 5 | 190 | 11 | 0 | 206 | 438 |
| Total | 36 | 0 | 25 | 1 | 62 | 5 | 0 | 9 | 0 | 14 | 34 | 763 | 3 | 0 | 800 | 11 | 754 | 27 | 0 | 792 | 1668 |
| 12:00 PM | 6 | 0 | 6 | 0 | 12 | 0 | 0 | 4 | 0 | 4 | 8 | 236 | 1 | 0 | 245 | 4 | 214 | 6 | 0 | 224 | 485 |
| 12:15 PM | 9 | 0 | 7 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 10 | 215 | 1 | 0 | 226 | 3 | 237 | 6 | 0 | 246 | 489 |
| 12:30 PM | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 208 | 3 | 0 | 220 | 0 | 207 | 5 | 0 | 212 | 444 |
| 12:45 PM | 11 | 0 | 7 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 7 | 186 | 0 | 0 | 193 | 5 | 192 | 9 | 0 | 206 | 417 |
| Total | 31 | 0 | 27 | 0 | 58 | 0 | 0 | 5 | 0 | 5 | 34 | 845 | 5 | 0 | 884 | 12 | 850 | 26 | 0 | 888 | 1835 |
| 01:00 PM | 5 | 0 | 11 | 0 | 16 | 0 | 0 | 3 | 0 | 3 | 9 | 251 | 1 | 0 | 261 | 7 | 205 | 6 | 0 | 218 | 498 |
| 01:15 PM | 10 | 0 | 2 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 8 | 205 | 1 | 0 | 214 | 4 | 263 | 6 | 0 | 273 | 500 |
| 01:30 PM | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 7 | 204 | 3 | 0 | 214 | 2 | 212 | 3 | 0 | 217 | 445 |
| 01:45 PM | 2 | 0 | 6 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 3 | 195 | 1 | 0 | 199 | 10 | 226 | 6 | 0 | 242 | 451 |
| Total | 22 | 0 | 26 | 0 | 48 | 2 | 0 | 6 | 0 | 8 | 27 | 855 | 6 | 0 | 888 | 23 | 906 | 21 | 0 | 950 | 1894 |
| 02:00 PM | 7 | 0 | 6 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 9 | 180 | 2 | 0 | 191 | 5 | 223 | 3 | 0 | 231 | 441 |
| 02:15 PM | 9 | 0 | 8 | 0 | 17 | 1 | 0 | 1 | 0 | 2 | 3 | 243 | 0 | 0 | 246 | 2 | 203 | 4 | 0 | 209 | 474 |
| 02:30 PM | 3 | 0 | 6 | 0 | 9 | 1 | 0 | 2 | 0 | 3 | 8 | 218 | 2 | 0 | 228 | 7 | 208 | 9 | 0 | 224 | 464 |
| 02:45 PM | 12 | 0 | 11 | 0 | 23 | 0 | 0 | 1 | 1 | 2 | 10 | 214 | 1 | 0 | 225 | 6 | 229 | 7 | 0 | 242 | 492 |
| Total | 31 | 0 | 31 | 0 | 62 | 2 | 0 | 10 | 1 | 13 | 30 | 855 | 5 | 0 | 890 | 20 | 863 | 23 | 0 | 906 | 1871 |
| 03:00 PM | 3 | 0 | 8 | 0 | 11 | 0 | 0 | 2 | 1 | 3 | 8 | 225 | 1 | 0 | 234 | 4 | 308 | 7 | 0 | 319 | 567 |
| 03:15 PM | 3 | 0 | 6 | 0 | 9 | 1 | 0 | 2 | 1 | 4 | 11 | 208 | 1 | 0 | 220 | 4 | 234 | 11 | 0 | 249 | 482 |
| 03:30 PM | 7 | 0 | 7 | 0 | 14 | 0 | 0 | 3 | 0 | 3 | 11 | 201 | 2 | 0 | 214 | 3 | 270 | 14 | 0 | 287 | 518 |
| 03:45 PM | 3 | 1 | 6 | 0 | 10 | 1 | 0 | 2 | 0 | 3 | 10 | 208 | 1 | 0 | 219 | 8 | 296 | 7 | 0 | 311 | 543 |
| Total | 16 | 1 | 27 | 0 | 44 | 2 | 0 | 9 | 2 | 13 | 40 | 842 | 5 | 0 | 887 | 19 | 1108 | 39 | 0 | 1166 | 2110 |
| 04:00 PM | 9 | 0 | 5 | 0 | 14 | 0 | 0 | 4 | 0 | 4 | 9 | 240 | 2 | 0 | 251 | 4 | 260 | 12 | 0 | 276 | 545 |
| 04:15 PM | 8 | 0 | 9 | 0 | 17 | 0 | 0 | 4 | 0 | 4 | 9 | 205 | 2 | 0 | 216 | 7 | 293 | 7 | 0 | 307 | 544 |
| 04:30 PM | 6 | 0 | 5 | 0 | 11 | 1 | 0 | 5 | 0 | 6 | 6 | 219 | 1 | 1 | 227 | 4 | 299 | 6 | 1 | 310 | 554 |
| 04:45 PM | 7 | 0 | 11 | 0 | 18 | 1 | 0 | 4 | 2 | 7 | 15 | 206 | 1 | 0 | 222 | 8 | 270 | 9 | 0 | 287 | 534 |
| Total | 30 | 0 | 30 | 0 | 60 | 2 | 0 | 17 | 2 | 21 | 39 | 870 | 6 | 1 | 916 | 23 | 1122 | 34 | 1 | 1180 | 2177 |
| 05:00 PM | 7 | 0 | 9 | 0 | 16 | 3 | 0 | 9 | 0 | 12 | 7 | 212 | 0 | 0 | 219 | 4 | 306 | 9 | 0 | 319 | 566 |
| 05:15 PM | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 5 | 0 | 5 | 10 | 231 | 1 | 0 | 242 | 3 | 315 | 16 | 0 | 334 | 591 |
| 05:30 PM | 7 | 0 | 12 | 0 | 19 | 1 | 0 | 1 | 0 | 2 | 9 | 255 | 0 | 0 | 264 | 3 | 264 | 5 | 0 | 272 | 557 |
| 05:45 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 237 | 1 | 0 | 244 | 4 | 276 | 7 | 0 | 287 | 539 |
| Total | 23 | 0 | 30 | 0 | 53 | 4 | 0 | 15 | 0 | 19 | 32 | 935 | 2 | 0 | 969 | 14 | 1161 | 37 | 0 | 1212 | 2253 |
| 06:00 PM | 8 | 0 | 9 | 0 | 17 | 2 | 0 | 3 | 0 | 5 | 8 | 229 | 0 | 0 | 237 | 1 | 289 | 10 | 0 | 300 | 559 |
| 06:15 PM | 9 | 0 | 10 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 223 | 0 | 0 | 232 | 0 | 276 | 9 | 0 | 285 | 536 |
| 06:30 PM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 3 | 216 | 0 | 0 | 219 | 2 | 293 | 8 | 0 | 303 | 531 |
| 06:45 PM | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 190 | 0 | 0 | 192 | 1 | 255 | 10 | 0 | 266 | 465 |
| Total | 22 | 0 | 29 | 0 | 51 | 2 | 0 | 4 | 0 | 6 | 22 | 858 | 0 | 0 | 880 | 4 | 1113 | 37 | 0 | 1154 | 2091 |
| Grand Total | 334 | 1 | 305 | 2 | 642 | 23 | 0 | 94 | 10 | 127 | 340 | 10342 | 48 | 1 | 10731 | 196 | 10524 | 332 | 1 | 11053 | 22553 |
| Apprch % | 52 | 0.2 | 47.5 | 0.3 | | 18.1 | 0 | 74 | 7.9 | | 3.2 | 96.4 | 0.4 | 0 | | 1.8 | 95.2 | 3 | 0 | | |
| Total % | 1.5 | 0 | 1.4 | 0 | 2.8 | 0.1 | 0 | 0.4 | 0 | 0.6 | 1.5 | 45.9 | 0.2 | 0 | 47.6 | 0.9 | 46.7 | 1.5 | 0 | 49 | |

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| | Powtan Dr. Eastbound | | | | St. Clair Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | 0 | **20** | 0 | 1 | 0 | 1 | **21** |
| 07:30 AM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 13 | 0 | 13 | 19 |
| 07:45 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **14** | 0 | **14** | 21 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 3 | 0 | 3 | 10 |
| Total Volume | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 38 | 0 | 31 | 0 | 31 | 71 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .500 | .500 | .000 | .000 | .000 | .000 | .000 | .475 | .000 | .475 | .000 | .554 | .000 | .554 | .845 |
| Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 03:00 PM | | | | | | | | | | | | | | | | | |
| 03:00 PM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **22** | **1** | **23** | **28** |
| 03:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 7 | 0 | 7 | 16 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | **10** | 0 | 5 | 0 | 5 | 15 |
| 03:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 10 | 0 | 10 | 17 |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 44 | 1 | 45 | 76 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 97.8 | 2.2 | | |
| PHF | .000 | .000 | .750 | .750 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .700 | .000 | .500 | .250 | .489 | .679 |

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File Name : 4-Timberlake and Powtan_12 HOUR
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Groups Printed- Truck

| | Powtan Dr. Eastbound | | | | | St. Clair Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 1 | 0 | 0 | 1 | 21 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 13 | 0 | 0 | 13 | 19 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 14 | 0 | 0 | 14 | 21 |
| Total | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 0 | 35 | 0 | 29 | 0 | 0 | 29 | 68 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 10 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 10 | 0 | 0 | 10 | 20 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 5 | 0 | 0 | 5 | 17 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 32 | 0 | 23 | 0 | 0 | 23 | 55 |
| 09:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 12 | 0 | 0 | 12 | 17 |
| 09:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 3 | 0 | 0 | 3 | 14 |
| 09:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 12 |
| 09:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 11 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 29 | 0 | 0 | 29 | 54 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 18 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 9 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 3 | 0 | 0 | 3 | 17 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 7 | 1 | 0 | 8 | 18 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 34 | 1 | 0 | 35 | 0 | 25 | 1 | 0 | 26 | 62 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 7 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 11:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 12 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 21 | 0 | 0 | 21 | 44 |
| 12:00 PM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 15 |
| 12:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 12 |
| 12:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 11 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| Total | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 22 | 0 | 21 | 0 | 0 | 21 | 47 |
| 01:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 13 |
| 01:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 9 | 13 |
| 01:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 11 |
| 01:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 11 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 25 | 0 | 22 | 0 | 0 | 22 | 48 |
| 02:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 02:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 13 |
| 02:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 8 | 0 | 0 | 8 | 17 |
| 02:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 23 | 0 | 0 | 23 | 52 |
| 03:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 22 | 1 | 0 | 23 | 28 |
| 03:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 7 | 16 |
| 03:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 15 |
| 03:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 10 | 0 | 0 | 10 | 17 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 0 | 44 | 1 | 0 | 45 | 76 |
| 04:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 16 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 18 | 0 | 0 | 18 | 40 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 11 | 20 |
| 06:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 7 |
| 06:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 06:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 06:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 9 | 0 | 0 | 9 | 17 |
| Grand Total | 4 | 0 | 11 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 3 | 286 | 1 | 0 | 290 | 0 | 275 | 2 | 0 | 277 | 583 |
| Apprch % | 26.7 | 0 | 73.3 | 0 | | 0 | 0 | 100 | 0 | | 1 | 98.6 | 0.3 | 0 | | 0 | 99.3 | 0.7 | 0 | | |
| Total % | 0.7 | 0 | 1.9 | 0 | 2.6 | 0 | 0 | 0.2 | 0 | 0.2 | 0.5 | 49.1 | 0.2 | 0 | 49.7 | 0 | 47.2 | 0.3 | 0 | 47.5 | |

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File Name : 4-Timberlake and Powtan_12 HOUR
Site Code :
Start Date : 9/20/2016
Page No : 2

| | Powtan Dr. Eastbound | | | | St. Clair Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 11 | 0 | 7 | 18 | 0 | 0 | 0 | 0 | **5** | 321 | 0 | 326 | 1 | **209** | 7 | **217** | 561 |
| 07:45 AM | **14** | 0 | **11** | **25** | 0 | 0 | 0 | 0 | 4 | **323** | 0 | **327** | 1 | 203 | **12** | 216 | **568** |
| 08:00 AM | 11 | 0 | 5 | 16 | 0 | 0 | 0 | 0 | 5 | 234 | **1** | 240 | 4 | 179 | 5 | 188 | 444 |
| 08:15 AM | 6 | 0 | 5 | 11 | 0 | 0 | **1** | **1** | 1 | 268 | 1 | 270 | **6** | 183 | 5 | 194 | 476 |
| Total Volume | 42 | 0 | 28 | 70 | 0 | 0 | 1 | 1 | 15 | 1146 | 2 | 1163 | 12 | 774 | 29 | 815 | 2049 |
| % App. Total | 60 | 0 | 40 | | 0 | 0 | 100 | | 1.3 | 98.5 | 0.2 | | 1.5 | 95 | 3.6 | | |
| PHF | .750 | .000 | .636 | .700 | .000 | .000 | .250 | .250 | .750 | .887 | .500 | .889 | .500 | .926 | .604 | .939 | .902 |
| Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **7** | 0 | 9 | 16 | **3** | 0 | **9** | **12** | 7 | 215 | 0 | 222 | **4** | 308 | 9 | 321 | 571 |
| 05:15 PM | 5 | 0 | 5 | 10 | 0 | 0 | 5 | 5 | **10** | 234 | **1** | 245 | 3 | **318** | **16** | **337** | **597** |
| 05:30 PM | 7 | 0 | **12** | **19** | 1 | 0 | 1 | 2 | 9 | **255** | 0 | **264** | 3 | 270 | 5 | 278 | 563 |
| 05:45 PM | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 6 | 240 | 1 | 247 | 4 | 276 | 7 | 287 | 542 |
| Total Volume | 23 | 0 | 30 | 53 | 4 | 0 | 15 | 19 | 32 | 944 | 2 | 978 | 14 | 1172 | 37 | 1223 | 2273 |
| % App. Total | 43.4 | 0 | 56.6 | | 21.1 | 0 | 78.9 | | 3.3 | 96.5 | 0.2 | | 1.1 | 95.8 | 3 | | |
| PHF | .821 | .000 | .625 | .697 | .333 | .000 | .417 | .396 | .800 | .925 | .500 | .926 | .875 | .921 | .578 | .907 | .952 |

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File Name : 4-Timberlake and Powtan_12 HOUR
Site Code :
Start Date : 9/20/2016
Page No : 1

Groups Printed- Combined

| | Powtan Dr. Eastbound | | | | | St. Clair Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 0 | 3 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 205 | 0 | 0 | 205 | 2 | 85 | 1 | 0 | 88 | 305 |
| 07:15 AM | 9 | 0 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 293 | 0 | 0 | 298 | 2 | 115 | 1 | 0 | 118 | 427 |
| 07:30 AM | 11 | 0 | 7 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 321 | 0 | 0 | 326 | 1 | 209 | 7 | 0 | 217 | 561 |
| 07:45 AM | 14 | 0 | 11 | 0 | 25 | 0 | 0 | 0 | 1 | 1 | 4 | 323 | 0 | 0 | 327 | 1 | 203 | 12 | 0 | 216 | 569 |
| Total | 43 | 0 | 23 | 0 | 66 | 0 | 0 | 0 | 1 | 1 | 14 | 1142 | 0 | 0 | 1156 | 6 | 612 | 21 | 0 | 639 | 1862 |
| 08:00 AM | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 5 | 234 | 1 | 0 | 240 | 4 | 179 | 5 | 0 | 188 | 445 |
| 08:15 AM | 6 | 0 | 5 | 0 | 11 | 0 | 0 | 1 | 1 | 2 | 1 | 268 | 1 | 0 | 270 | 6 | 183 | 5 | 0 | 194 | 477 |
| 08:30 AM | 8 | 0 | 3 | 0 | 11 | 0 | 0 | 0 | 1 | 1 | 8 | 247 | 0 | 0 | 255 | 3 | 196 | 5 | 0 | 204 | 471 |
| 08:45 AM | 7 | 0 | 11 | 0 | 18 | 0 | 0 | 0 | 1 | 1 | 5 | 260 | 4 | 0 | 269 | 4 | 169 | 7 | 0 | 180 | 468 |
| Total | 32 | 0 | 24 | 0 | 56 | 0 | 0 | 1 | 4 | 5 | 19 | 1009 | 6 | 0 | 1034 | 17 | 727 | 22 | 0 | 766 | 1861 |
| 09:00 AM | 6 | 0 | 5 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 13 | 209 | 3 | 0 | 225 | 6 | 203 | 2 | 0 | 211 | 448 |
| 09:15 AM | 6 | 0 | 7 | 0 | 13 | 1 | 0 | 1 | 0 | 2 | 6 | 193 | 1 | 0 | 200 | 2 | 144 | 4 | 0 | 150 | 365 |
| 09:30 AM | 4 | 0 | 7 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 5 | 161 | 0 | 0 | 166 | 7 | 160 | 6 | 0 | 173 | 350 |
| 09:45 AM | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 1 | 178 | 3 | 0 | 182 | 10 | 172 | 8 | 0 | 190 | 385 |
| Total | 23 | 0 | 23 | 1 | 47 | 1 | 0 | 3 | 0 | 4 | 25 | 741 | 7 | 0 | 773 | 25 | 679 | 20 | 0 | 724 | 1548 |
| 10:00 AM | 6 | 0 | 2 | 0 | 8 | 1 | 0 | 4 | 0 | 5 | 5 | 168 | 1 | 0 | 174 | 1 | 169 | 4 | 0 | 174 | 361 |
| 10:15 AM | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 1 | 0 | 1 | 7 | 164 | 1 | 0 | 172 | 6 | 186 | 7 | 0 | 199 | 387 |
| 10:30 AM | 6 | 0 | 4 | 0 | 10 | 1 | 0 | 7 | 0 | 8 | 7 | 207 | 1 | 0 | 215 | 6 | 175 | 7 | 0 | 188 | 421 |
| 10:45 AM | 3 | 0 | 4 | 0 | 7 | 1 | 0 | 4 | 0 | 5 | 6 | 212 | 1 | 0 | 219 | 9 | 205 | 8 | 0 | 222 | 453 |
| Total | 26 | 0 | 14 | 0 | 40 | 3 | 0 | 16 | 0 | 19 | 25 | 751 | 4 | 0 | 780 | 22 | 735 | 26 | 0 | 783 | 1622 |
| 11:00 AM | 10 | 0 | 2 | 1 | 13 | 1 | 0 | 1 | 0 | 2 | 12 | 177 | 1 | 0 | 190 | 2 | 191 | 5 | 0 | 198 | 403 |
| 11:15 AM | 11 | 0 | 9 | 0 | 20 | 3 | 0 | 2 | 0 | 5 | 2 | 192 | 2 | 0 | 196 | 2 | 170 | 6 | 0 | 178 | 399 |
| 11:30 AM | 6 | 0 | 7 | 0 | 13 | 0 | 0 | 2 | 0 | 2 | 10 | 209 | 0 | 0 | 219 | 2 | 218 | 5 | 0 | 225 | 459 |
| 11:45 AM | 9 | 0 | 8 | 0 | 17 | 1 | 0 | 4 | 0 | 5 | 10 | 207 | 0 | 0 | 217 | 5 | 196 | 11 | 0 | 212 | 451 |
| Total | 36 | 0 | 26 | 1 | 63 | 5 | 0 | 9 | 0 | 14 | 34 | 785 | 3 | 0 | 822 | 11 | 775 | 27 | 0 | 813 | 1712 |
| 12:00 PM | 7 | 0 | 7 | 0 | 14 | 0 | 0 | 4 | 0 | 4 | 9 | 243 | 1 | 0 | 253 | 4 | 219 | 6 | 0 | 229 | 500 |
| 12:15 PM | 10 | 0 | 7 | 0 | 17 | 0 | 0 | 1 | 0 | 1 | 10 | 219 | 1 | 0 | 230 | 3 | 244 | 6 | 0 | 253 | 501 |
| 12:30 PM | 5 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 9 | 213 | 3 | 0 | 225 | 0 | 212 | 5 | 0 | 217 | 455 |
| 12:45 PM | 11 | 0 | 7 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 7 | 191 | 0 | 0 | 198 | 5 | 196 | 9 | 0 | 210 | 426 |
| Total | 33 | 0 | 29 | 0 | 62 | 0 | 0 | 5 | 0 | 5 | 35 | 866 | 5 | 0 | 906 | 12 | 871 | 26 | 0 | 909 | 1882 |
| 01:00 PM | 5 | 0 | 12 | 0 | 17 | 0 | 0 | 3 | 0 | 3 | 9 | 258 | 1 | 0 | 268 | 7 | 210 | 6 | 0 | 223 | 511 |
| 01:15 PM | 10 | 0 | 2 | 0 | 12 | 1 | 0 | 0 | 0 | 1 | 8 | 209 | 1 | 0 | 218 | 4 | 272 | 6 | 0 | 282 | 513 |
| 01:30 PM | 5 | 0 | 7 | 0 | 12 | 0 | 0 | 2 | 0 | 2 | 8 | 209 | 3 | 0 | 220 | 2 | 217 | 3 | 0 | 222 | 456 |
| 01:45 PM | 2 | 0 | 6 | 0 | 8 | 1 | 0 | 1 | 0 | 2 | 3 | 203 | 1 | 0 | 207 | 10 | 229 | 6 | 0 | 245 | 462 |
| Total | 22 | 0 | 27 | 0 | 49 | 2 | 0 | 6 | 0 | 8 | 28 | 879 | 6 | 0 | 913 | 23 | 928 | 21 | 0 | 972 | 1942 |
| 02:00 PM | 7 | 0 | 6 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 9 | 187 | 2 | 0 | 198 | 5 | 228 | 3 | 0 | 236 | 453 |
| 02:15 PM | 9 | 0 | 8 | 0 | 17 | 1 | 0 | 1 | 0 | 2 | 3 | 251 | 0 | 0 | 254 | 2 | 208 | 4 | 0 | 214 | 487 |
| 02:30 PM | 3 | 0 | 6 | 0 | 9 | 1 | 0 | 2 | 0 | 3 | 8 | 227 | 2 | 0 | 237 | 7 | 216 | 9 | 0 | 232 | 481 |
| 02:45 PM | 12 | 0 | 11 | 0 | 23 | 0 | 0 | 1 | 1 | 2 | 10 | 219 | 1 | 0 | 230 | 6 | 234 | 7 | 0 | 247 | 502 |
| Total | 31 | 0 | 31 | 0 | 62 | 2 | 0 | 10 | 1 | 13 | 30 | 884 | 5 | 0 | 919 | 20 | 886 | 23 | 0 | 929 | 1923 |
| 03:00 PM | 3 | 0 | 9 | 0 | 12 | 0 | 0 | 2 | 1 | 3 | 8 | 229 | 1 | 0 | 238 | 4 | 330 | 8 | 0 | 342 | 595 |
| 03:15 PM | 3 | 0 | 7 | 0 | 10 | 1 | 0 | 2 | 1 | 4 | 11 | 216 | 1 | 0 | 228 | 4 | 241 | 11 | 0 | 256 | 498 |
| 03:30 PM | 7 | 0 | 7 | 0 | 14 | 0 | 0 | 3 | 0 | 3 | 11 | 211 | 2 | 0 | 224 | 3 | 275 | 14 | 0 | 292 | 533 |
| 03:45 PM | 3 | 1 | 7 | 0 | 11 | 1 | 0 | 2 | 0 | 3 | 10 | 214 | 1 | 0 | 225 | 8 | 306 | 7 | 0 | 321 | 560 |
| Total | 16 | 1 | 30 | 0 | 47 | 2 | 0 | 9 | 2 | 13 | 40 | 870 | 5 | 0 | 915 | 19 | 1152 | 40 | 0 | 1211 | 2186 |
| 04:00 PM | 10 | 0 | 5 | 0 | 15 | 0 | 0 | 4 | 0 | 4 | 9 | 246 | 2 | 0 | 257 | 4 | 269 | 12 | 0 | 285 | 561 |
| 04:15 PM | 8 | 0 | 9 | 0 | 17 | 0 | 0 | 4 | 0 | 4 | 9 | 212 | 2 | 0 | 223 | 7 | 298 | 7 | 0 | 312 | 556 |
| 04:30 PM | 6 | 0 | 5 | 0 | 11 | 1 | 0 | 5 | 0 | 6 | 6 | 224 | 1 | 1 | 232 | 4 | 301 | 6 | 1 | 312 | 561 |
| 04:45 PM | 7 | 0 | 11 | 0 | 18 | 1 | 0 | 4 | 2 | 7 | 15 | 209 | 1 | 0 | 225 | 8 | 272 | 9 | 0 | 289 | 539 |
| Total | 31 | 0 | 30 | 0 | 61 | 2 | 0 | 17 | 2 | 21 | 39 | 891 | 6 | 1 | 937 | 23 | 1140 | 34 | 1 | 1198 | 2217 |
| 05:00 PM | 7 | 0 | 9 | 0 | 16 | 3 | 0 | 9 | 0 | 12 | 7 | 215 | 0 | 0 | 222 | 4 | 308 | 9 | 0 | 321 | 571 |
| 05:15 PM | 5 | 0 | 5 | 0 | 10 | 0 | 0 | 5 | 0 | 5 | 10 | 234 | 1 | 0 | 245 | 3 | 318 | 16 | 0 | 337 | 597 |
| 05:30 PM | 7 | 0 | 12 | 0 | 19 | 1 | 0 | 1 | 0 | 2 | 9 | 255 | 0 | 0 | 264 | 3 | 270 | 5 | 0 | 278 | 563 |
| 05:45 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 240 | 1 | 0 | 247 | 4 | 276 | 7 | 0 | 287 | 542 |
| Total | 23 | 0 | 30 | 0 | 53 | 4 | 0 | 15 | 0 | 19 | 32 | 944 | 2 | 0 | 978 | 14 | 1172 | 37 | 0 | 1223 | 2273 |
| 06:00 PM | 8 | 0 | 9 | 0 | 17 | 2 | 0 | 3 | 0 | 5 | 8 | 229 | 0 | 0 | 237 | 1 | 296 | 10 | 0 | 307 | 566 |
| 06:15 PM | 9 | 0 | 10 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 9 | 226 | 0 | 0 | 235 | 0 | 277 | 9 | 0 | 286 | 540 |
| 06:30 PM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 3 | 218 | 0 | 0 | 221 | 2 | 294 | 8 | 0 | 304 | 534 |
| 06:45 PM | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 193 | 0 | 0 | 195 | 1 | 255 | 10 | 0 | 266 | 468 |
| Total | 22 | 0 | 29 | 0 | 51 | 2 | 0 | 4 | 0 | 6 | 22 | 866 | 0 | 0 | 888 | 4 | 1122 | 37 | 0 | 1163 | 2108 |
| Grand Total | 338 | 1 | 316 | 2 | 657 | 23 | 0 | 95 | 10 | 128 | 343 | 10628 | 49 | 1 | 11021 | 196 | 10799 | 334 | 1 | 11330 | 23136 |
| Apprch % | 51.4 | 0.2 | 48.1 | 0.3 | | 18 | 0 | 74.2 | 7.8 | | 3.1 | 96.4 | 0.4 | 0 | | 1.7 | 95.3 | 2.9 | 0 | | |
| Total % | 1.5 | 0 | 1.4 | 0 | 2.8 | 0.1 | 0 | 0.4 | 0 | 0.6 | 1.5 | 45.9 | 0.2 | 0 | 47.6 | 0.8 | 46.7 | 1.4 | 0 | 49 | |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots AM
Site Code :
Start Date : 11/16/2016
Page No : 1

Groups Printed- Truck

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 9 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 2 | 19 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 0 | 9 | 0 | 0 | 9 | 14 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 28 | 0 | 0 | 28 | 0 | 23 | 0 | 0 | 23 | 53 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 8 | 11 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 1 | 13 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 19 | 0 | 0 | 19 | 45 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 54 | 0 | 0 | 54 | 0 | 42 | 0 | 0 | 42 | 98 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 55.1 | 0 | 0 | 55.1 | 0 | 42.9 | 0 | 0 | 42.9 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | 0 | **17** | 0 | 2 | 0 | 2 | **19** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 4 | 0 | 4 | 0 | **9** | 0 | **9** | 14 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 9 | 11 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 0 | 8 | 11 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 25 | 0 | 25 | 0 | 28 | 0 | 28 | 55 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .368 | .000 | .368 | .000 | .778 | .000 | .778 | .724 |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots AM
Site Code :
Start Date : 11/16/2016
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Groups Printed- Car

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 14 | 12 | 193 | 1 | 0 | 206 | 2 | 109 | 9 | 0 | 120 | 340 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 15 | 9 | 298 | 1 | 0 | 308 | 3 | 136 | 11 | 0 | 150 | 473 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 0 | 17 | 13 | 335 | 1 | 0 | 349 | 0 | 200 | 15 | 0 | 215 | 581 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 14 | 0 | 21 | 13 | 386 | 2 | 0 | 401 | 0 | 204 | 21 | 0 | 225 | 647 |
| Total | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 32 | 0 | 67 | 47 | 1212 | 5 | 0 | 1264 | 5 | 649 | 56 | 0 | 710 | 2041 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 16 | 6 | 215 | 4 | 0 | 225 | 1 | 178 | 17 | 0 | 196 | 437 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 7 | 0 | 15 | 10 | 264 | 0 | 0 | 274 | 1 | 190 | 15 | 0 | 206 | 496 |
| 08:30 AM | 1 | 0 | 0 | 0 | 1 | 7 | 1 | 5 | 0 | 13 | 10 | 243 | 2 | 0 | 255 | 2 | 193 | 25 | 0 | 220 | 489 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 6 | 0 | 14 | 16 | 251 | 2 | 0 | 269 | 0 | 174 | 12 | 0 | 186 | 470 |
| Total | 1 | 0 | 2 | 0 | 3 | 33 | 1 | 24 | 0 | 58 | 42 | 973 | 8 | 0 | 1023 | 4 | 735 | 69 | 0 | 808 | 1892 |
| Grand Total | 1 | 0 | 2 | 0 | 3 | 68 | 1 | 56 | 0 | 125 | 89 | 2185 | 13 | 0 | 2287 | 9 | 1384 | 125 | 0 | 1518 | 3933 |
| Apprch % | 33.3 | 0 | 66.7 | 0 | | 54.4 | 0.8 | 44.8 | 0 | | 3.9 | 95.5 | 0.6 | 0 | | 0.6 | 91.2 | 8.2 | 0 | | |
| Total % | 0 | 0 | 0.1 | 0 | 0.1 | 1.7 | 0 | 1.4 | 0 | 3.2 | 2.3 | 55.6 | 0.3 | 0 | 58.1 | 0.2 | 35.2 | 3.2 | 0 | 38.6 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **12** | 0 | 5 | 17 | **13** | 335 | 1 | 349 | 0 | 200 | 15 | 215 | 581 |
| 07:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | **14** | **21** | 13 | **386** | 2 | **401** | 0 | **204** | **21** | **225** | **647** |
| 08:00 AM | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 16 | 6 | 215 | **4** | 225 | **1** | 178 | 17 | 196 | 437 |
| 08:15 AM | 0 | 0 | **1** | **1** | 8 | 0 | 7 | 15 | 10 | 264 | 0 | 274 | 1 | 190 | 15 | 206 | 496 |
| Total Volume | 0 | 0 | 1 | 1 | 37 | 0 | 32 | 69 | 42 | 1200 | 7 | 1249 | 2 | 772 | 68 | 842 | 2161 |
| % App. Total | 0 | 0 | 100 | | 53.6 | 0 | 46.4 | | 3.4 | 96.1 | 0.6 | | 0.2 | 91.7 | 8.1 | | |
| PHF | .000 | .000 | .250 | .250 | .771 | .000 | .571 | .821 | .808 | .777 | .438 | .779 | .500 | .946 | .810 | .936 | .835 |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots PM
Site Code :
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Groups Printed- Car

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 7 | 0 | 8 | 0 | 15 | 9 | 236 | 1 | 0 | 246 | 0 | 282 | 14 | 0 | 296 | 558 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 1 | 14 | 8 | 225 | 1 | 0 | 234 | 1 | 277 | 9 | 0 | 287 | 535 |
| 04:30 PM | 1 | 0 | 3 | 0 | 4 | 1 | 0 | 15 | 0 | 16 | 14 | 192 | 2 | 0 | 208 | 1 | 274 | 16 | 0 | 291 | 519 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 17 | 15 | 248 | 2 | 0 | 265 | 2 | 288 | 17 | 0 | 307 | 589 |
| Total | 1 | 1 | 3 | 0 | 5 | 15 | 0 | 46 | 1 | 62 | 46 | 901 | 6 | 0 | 953 | 4 | 1121 | 56 | 0 | 1181 | 2201 |
| 05:00 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 16 | 1 | 19 | 11 | 309 | 0 | 0 | 320 | 0 | 353 | 12 | 0 | 365 | 706 |
| 05:15 PM | 2 | 0 | 2 | 0 | 4 | 10 | 0 | 12 | 0 | 22 | 15 | 245 | 5 | 0 | 265 | 1 | 283 | 18 | 1 | 303 | 594 |
| 05:30 PM | 1 | 2 | 1 | 0 | 4 | 2 | 0 | 14 | 0 | 16 | 14 | 289 | 0 | 0 | 303 | 0 | 308 | 21 | 0 | 329 | 652 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 6 | 0 | 8 | 18 | 239 | 1 | 0 | 258 | 1 | 278 | 20 | 0 | 299 | 566 |
| Total | 4 | 2 | 5 | 0 | 11 | 16 | 0 | 48 | 1 | 65 | 58 | 1082 | 6 | 0 | 1146 | 2 | 1222 | 71 | 1 | 1296 | 2518 |
| Grand Total | 5 | 3 | 8 | 0 | 16 | 31 | 0 | 94 | 2 | 127 | 104 | 1983 | 12 | 0 | 2099 | 6 | 2343 | 127 | 1 | 2477 | 4719 |
| Apprch % | 31.2 | 18.8 | 50 | 0 | | 24.4 | 0 | 74 | 1.6 | | 5 | 94.5 | 0.6 | 0 | | 0.2 | 94.6 | 5.1 | 0 | | |
| Total % | 0.1 | 0.1 | 0.2 | 0 | 0.3 | 0.7 | 0 | 2 | 0 | 2.7 | 2.2 | 42 | 0.3 | 0 | 44.5 | 0.1 | 49.7 | 2.7 | 0 | 52.5 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 17 | **15** | 248 | 2 | 265 | **2** | 288 | 17 | 307 | 589 |
| 05:00 PM | 1 | 0 | 1 | 2 | 2 | 0 | **16** | 18 | 11 | **309** | 0 | **320** | 0 | **353** | 12 | **365** | **705** |
| 05:15 PM | **2** | 0 | **2** | **4** | **10** | 0 | 12 | **22** | 15 | 245 | **5** | 265 | 1 | 283 | 18 | 302 | 593 |
| 05:30 PM | 1 | **2** | 1 | 4 | 2 | 0 | 14 | 16 | 14 | 289 | 0 | 303 | 0 | 308 | **21** | 329 | 652 |
| Total Volume | 4 | 2 | 4 | 10 | 18 | 0 | 55 | 73 | 55 | 1091 | 7 | 1153 | 3 | 1232 | 68 | 1303 | 2539 |
| % App. Total | 40 | 20 | 40 | | 24.7 | 0 | 75.3 | | 4.8 | 94.6 | 0.6 | | 0.2 | 94.6 | 5.2 | | |
| PHF | .500 | .250 | .500 | .625 | .450 | .000 | .859 | .830 | .917 | .883 | .350 | .901 | .375 | .873 | .810 | .892 | .900 |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots AM
Site Code :
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Groups Printed- Combined

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 8 | 0 | 14 | 12 | 199 | 1 | 0 | 212 | 2 | 112 | 9 | 0 | 123 | 349 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 5 | 0 | 15 | 9 | 315 | 1 | 0 | 325 | 3 | 138 | 11 | 0 | 152 | 492 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 6 | 0 | 18 | 13 | 339 | 1 | 0 | 353 | 0 | 209 | 15 | 0 | 224 | 595 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 15 | 0 | 22 | 13 | 387 | 2 | 0 | 402 | 0 | 213 | 21 | 0 | 234 | 658 |
| Total | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 34 | 0 | 69 | 47 | 1240 | 5 | 0 | 1292 | 5 | 672 | 56 | 0 | 733 | 2094 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 16 | 6 | 218 | 4 | 0 | 228 | 1 | 186 | 17 | 0 | 204 | 448 |
| 08:15 AM | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 7 | 0 | 15 | 10 | 276 | 0 | 0 | 286 | 1 | 191 | 15 | 0 | 207 | 509 |
| 08:30 AM | 1 | 0 | 0 | 0 | 1 | 7 | 1 | 5 | 0 | 13 | 10 | 250 | 2 | 0 | 262 | 2 | 198 | 25 | 0 | 225 | 501 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 6 | 0 | 14 | 16 | 255 | 2 | 0 | 273 | 0 | 179 | 12 | 0 | 191 | 479 |
| Total | 1 | 0 | 2 | 0 | 3 | 33 | 1 | 24 | 0 | 58 | 42 | 999 | 8 | 0 | 1049 | 4 | 754 | 69 | 0 | 827 | 1937 |
| Grand Total | 1 | 0 | 2 | 0 | 3 | 68 | 1 | 58 | 0 | 127 | 89 | 2239 | 13 | 0 | 2341 | 9 | 1426 | 125 | 0 | 1560 | 4031 |
| Apprch % | 33.3 | 0 | 66.7 | 0 | | 53.5 | 0.8 | 45.7 | 0 | | 3.8 | 95.6 | 0.6 | 0 | | 0.6 | 91.4 | 8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 1.7 | 0 | 1.4 | 0 | 3.2 | 2.2 | 55.5 | 0.3 | 0 | 58.1 | 0.2 | 35.4 | 3.1 | 0 | 38.7 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **12** | 0 | 6 | 18 | **13** | 339 | 1 | 353 | 0 | 209 | 15 | 224 | 595 |
| 07:45 AM | 0 | 0 | 0 | 0 | 7 | 0 | **15** | **22** | 13 | **387** | 2 | **402** | 0 | **213** | **21** | **234** | **658** |
| 08:00 AM | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 16 | 6 | 218 | **4** | 228 | **1** | 186 | 17 | 204 | 448 |
| 08:15 AM | 0 | 0 | **1** | **1** | 8 | 0 | 7 | 15 | 10 | 276 | 0 | 286 | 1 | 191 | 15 | 207 | 509 |
| Total Volume | 0 | 0 | 1 | 1 | 37 | 0 | 34 | 71 | 42 | 1220 | 7 | 1269 | 2 | 799 | 68 | 869 | 2210 |
| % App. Total | 0 | 0 | 100 | | 52.1 | 0 | 47.9 | | 3.3 | 96.1 | 0.6 | | 0.2 | 91.9 | 7.8 | | |
| PHF | .000 | .000 | .250 | .250 | .771 | .000 | .567 | .807 | .808 | .788 | .438 | .789 | .500 | .938 | .810 | .928 | .840 |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots PM
Site Code :
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Groups Printed- Combined

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 7 | 0 | 10 | 0 | 17 | 9 | 238 | 1 | 0 | 248 | 0 | 289 | 14 | 0 | 303 | 569 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 1 | 14 | 8 | 231 | 1 | 0 | 240 | 1 | 281 | 9 | 0 | 291 | 545 |
| 04:30 PM | 1 | 0 | 3 | 0 | 4 | 1 | 0 | 15 | 0 | 16 | 14 | 195 | 2 | 0 | 211 | 1 | 278 | 16 | 0 | 295 | 526 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 0 | 17 | 15 | 250 | 2 | 0 | 267 | 2 | 291 | 17 | 0 | 310 | 594 |
| Total | 1 | 1 | 3 | 0 | 5 | 15 | 0 | 48 | 1 | 64 | 46 | 914 | 6 | 0 | 966 | 4 | 1139 | 56 | 0 | 1199 | 2234 |
| 05:00 PM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 16 | 1 | 19 | 11 | 311 | 0 | 0 | 322 | 0 | 355 | 12 | 0 | 367 | 710 |
| 05:15 PM | 2 | 0 | 2 | 0 | 4 | 10 | 0 | 12 | 0 | 22 | 15 | 247 | 5 | 0 | 267 | 1 | 285 | 18 | 1 | 305 | 598 |
| 05:30 PM | 1 | 2 | 1 | 0 | 4 | 2 | 0 | 14 | 0 | 16 | 14 | 289 | 0 | 0 | 303 | 0 | 311 | 21 | 0 | 332 | 655 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 6 | 0 | 8 | 18 | 241 | 1 | 0 | 260 | 1 | 280 | 20 | 0 | 301 | 570 |
| Total | 4 | 2 | 5 | 0 | 11 | 16 | 0 | 48 | 1 | 65 | 58 | 1088 | 6 | 0 | 1152 | 2 | 1231 | 71 | 1 | 1305 | 2533 |
| Grand Total | 5 | 3 | 8 | 0 | 16 | 31 | 0 | 96 | 2 | 129 | 104 | 2002 | 12 | 0 | 2118 | 6 | 2370 | 127 | 1 | 2504 | 4767 |
| Apprch % | 31.2 | 18.8 | 50 | 0 | | 24 | 0 | 74.4 | 1.6 | | 4.9 | 94.5 | 0.6 | 0 | | 0.2 | 94.6 | 5.1 | 0 | | |
| Total % | 0.1 | 0.1 | 0.2 | 0 | 0.3 | 0.7 | 0 | 2 | 0 | 2.7 | 2.2 | 42 | 0.3 | 0 | 44.4 | 0.1 | 49.7 | 2.7 | 0 | 52.5 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 13 | 17 | **15** | 250 | 2 | 267 | **2** | 291 | 17 | 310 | 594 |
| 05:00 PM | 1 | 0 | 1 | 2 | 2 | 0 | **16** | 18 | 11 | **311** | 0 | **322** | 0 | **355** | 12 | **367** | **709** |
| 05:15 PM | **2** | 0 | **2** | **4** | **10** | 0 | 12 | **22** | 15 | 247 | **5** | 267 | 1 | 285 | 18 | 304 | 597 |
| 05:30 PM | 1 | **2** | 1 | 4 | 2 | 0 | 14 | 16 | 14 | 289 | 0 | 303 | 0 | 311 | **21** | 332 | 655 |
| Total Volume | 4 | 2 | 4 | 10 | 18 | 0 | 55 | 73 | 55 | 1097 | 7 | 1159 | 3 | 1242 | 68 | 1313 | 2555 |
| % App. Total | 40 | 20 | 40 | | 24.7 | 0 | 75.3 | | 4.7 | 94.7 | 0.6 | | 0.2 | 94.6 | 5.2 | | |
| PHF | .500 | .250 | .500 | .625 | .450 | .000 | .859 | .830 | .917 | .882 | .350 | .900 | .375 | .875 | .810 | .894 | .901 |

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File Name : 4-Timberlake Rd and Carpet One_Big Lots PM
Site Code :
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Groups Printed- Truck

| | Carpet One Eastbound | | | | | Big Lots Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 11 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 13 | 0 | 0 | 13 | 0 | 18 | 0 | 0 | 18 | 33 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 15 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 19 | 0 | 0 | 19 | 0 | 27 | 0 | 0 | 27 | 48 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.2 | 0 | 4.2 | 0 | 39.6 | 0 | 0 | 39.6 | 0 | 56.2 | 0 | 0 | 56.2 | |

| | Carpet One Eastbound | | | | Big Lots Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 2 | 0 | 2 | 0 | **7** | 0 | **7** | **11** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | **6** | 0 | 4 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 13 | 0 | 13 | 0 | 18 | 0 | 18 | 33 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .542 | .000 | .542 | .000 | .643 | .000 | .643 | .750 |

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File Name : 5-Timberlake and Shelor AM
Site Code :
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Groups Printed- Truck

| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 2 | 22 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 14 | 0 | 0 | 14 | 18 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 16 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 32 | 0 | 29 | 0 | 0 | 29 | 61 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 11 | 0 | 0 | 11 | 23 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 14 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 31 | 0 | 0 | 31 | 0 | 21 | 0 | 0 | 21 | 53 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 63 | 0 | 0 | 63 | 0 | 50 | 0 | 0 | 50 | 114 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.9 | 0 | 0.9 | 0 | 55.3 | 0 | 0 | 55.3 | 0 | 43.9 | 0 | 0 | 43.9 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **14** | 0 | **14** | 18 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 12 | 0 | 12 | 16 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **12** | 0 | 11 | 0 | 11 | **23** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 0 | 41 | 0 | 41 | 67 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .542 | .000 | .542 | .000 | .732 | .000 | .732 | .728 |

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Groups Printed- Car

| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 204 | 1 | 0 | 206 | 2 | 105 | 1 | 0 | 108 | 316 |
| 07:15 AM | 3 | 0 | 2 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 2 | 292 | 1 | 0 | 295 | 8 | 119 | 0 | 0 | 127 | 430 |
| 07:30 AM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 2 | 340 | 0 | 0 | 342 | 6 | 201 | 0 | 0 | 207 | 558 |
| 07:45 AM | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 352 | 1 | 0 | 354 | 7 | 219 | 2 | 0 | 228 | 593 |
| Total | 12 | 0 | 12 | 0 | 24 | 1 | 0 | 5 | 0 | 6 | 6 | 1188 | 3 | 0 | 1197 | 23 | 644 | 3 | 0 | 670 | 1897 |
| 08:00 AM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 225 | 2 | 0 | 228 | 8 | 173 | 2 | 0 | 183 | 416 |
| 08:15 AM | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 7 | 274 | 1 | 0 | 282 | 6 | 189 | 1 | 0 | 196 | 488 |
| 08:30 AM | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 1 | 0 | 2 | 2 | 234 | 1 | 0 | 237 | 8 | 199 | 2 | 0 | 209 | 451 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 2 | 268 | 2 | 0 | 272 | 8 | 185 | 3 | 0 | 196 | 474 |
| Total | 7 | 0 | 14 | 0 | 21 | 2 | 0 | 3 | 0 | 5 | 12 | 1001 | 6 | 0 | 1019 | 30 | 746 | 8 | 0 | 784 | 1829 |
| Grand Total | 19 | 0 | 26 | 0 | 45 | 3 | 0 | 8 | 0 | 11 | 18 | 2189 | 9 | 0 | 2216 | 53 | 1390 | 11 | 0 | 1454 | 3726 |
| Apprch % | 42.2 | 0 | 57.8 | 0 | | 27.3 | 0 | 72.7 | 0 | | 0.8 | 98.8 | 0.4 | 0 | | 3.6 | 95.6 | 0.8 | 0 | | |
| Total % | 0.5 | 0 | 0.7 | 0 | 1.2 | 0.1 | 0 | 0.2 | 0 | 0.3 | 0.5 | 58.7 | 0.2 | 0 | 59.5 | 1.4 | 37.3 | 0.3 | 0 | 39 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 0 | **5** | 7 | 0 | 0 | **2** | **2** | 2 | 340 | 0 | 342 | 6 | 201 | 0 | 207 | 558 |
| 07:45 AM | **7** | 0 | 4 | **11** | 0 | 0 | 0 | 0 | 1 | **352** | 1 | **354** | 7 | **219** | **2** | **228** | **593** |
| 08:00 AM | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 225 | **2** | 228 | **8** | 173 | 2 | 183 | 416 |
| 08:15 AM | 5 | 0 | 4 | 9 | 0 | 0 | 1 | 1 | **7** | 274 | 1 | 282 | 6 | 189 | 1 | 196 | 488 |
| Total Volume | 15 | 0 | 17 | 32 | 0 | 0 | 3 | 3 | 11 | 1191 | 4 | 1206 | 27 | 782 | 5 | 814 | 2055 |
| % App. Total | 46.9 | 0 | 53.1 | | 0 | 0 | 100 | | 0.9 | 98.8 | 0.3 | | 3.3 | 96.1 | 0.6 | | |
| PHF | .536 | .000 | .850 | .727 | .000 | .000 | .375 | .375 | .393 | .846 | .500 | .852 | .844 | .893 | .625 | .893 | .866 |

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Groups Printed- Car

| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 2 | 0 | 2 | 0 | 4 | 2 | 0 | 4 | 0 | 6 | 8 | 238 | 2 | 0 | 248 | 7 | 246 | 2 | 0 | 255 | 513 |
| 04:15 PM | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 2 | 218 | 0 | 0 | 220 | 6 | 297 | 0 | 0 | 303 | 535 |
| 04:30 PM | 2 | 0 | 11 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 4 | 232 | 2 | 0 | 238 | 7 | 302 | 3 | 0 | 312 | 566 |
| 04:45 PM | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 1 | 218 | 3 | 0 | 222 | 10 | 270 | 0 | 0 | 280 | 508 |
| Total | 10 | 0 | 19 | 0 | 29 | 3 | 0 | 12 | 0 | 15 | 15 | 906 | 7 | 0 | 928 | 30 | 1115 | 5 | 0 | 1150 | 2122 |
| 05:00 PM | 5 | 0 | 5 | 0 | 10 | 1 | 0 | 3 | 0 | 4 | 6 | 269 | 1 | 0 | 276 | 8 | 304 | 1 | 0 | 313 | 603 |
| 05:15 PM | 6 | 0 | 7 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 2 | 265 | 8 | 0 | 275 | 7 | 317 | 2 | 0 | 326 | 620 |
| 05:30 PM | 6 | 0 | 7 | 0 | 13 | 0 | 0 | 7 | 0 | 7 | 1 | 284 | 10 | 0 | 295 | 13 | 267 | 1 | 0 | 281 | 596 |
| 05:45 PM | 5 | 0 | 8 | 0 | 13 | 1 | 0 | 5 | 0 | 6 | 1 | 250 | 2 | 0 | 253 | 11 | 288 | 5 | 0 | 304 | 576 |
| Total | 22 | 0 | 27 | 0 | 49 | 2 | 0 | 21 | 0 | 23 | 10 | 1068 | 21 | 0 | 1099 | 39 | 1176 | 9 | 0 | 1224 | 2395 |
| Grand Total | 32 | 0 | 46 | 0 | 78 | 5 | 0 | 33 | 0 | 38 | 25 | 1974 | 28 | 0 | 2027 | 69 | 2291 | 14 | 0 | 2374 | 4517 |
| Apprch % | 41 | 0 | 59 | 0 | | 13.2 | 0 | 86.8 | 0 | | 1.2 | 97.4 | 1.4 | 0 | | 2.9 | 96.5 | 0.6 | 0 | | |
| Total % | 0.7 | 0 | 1 | 0 | 1.7 | 0.1 | 0 | 0.7 | 0 | 0.8 | 0.6 | 43.7 | 0.6 | 0 | 44.9 | 1.5 | 50.7 | 0.3 | 0 | 52.6 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 0 | 5 | 10 | **1** | 0 | 3 | 4 | **6** | 269 | 1 | 276 | 8 | 304 | 1 | 313 | 603 |
| 05:15 PM | **6** | 0 | 7 | **13** | 0 | 0 | 6 | 6 | 2 | 265 | 8 | 275 | 7 | **317** | 2 | **326** | **620** |
| 05:30 PM | 6 | 0 | 7 | 13 | 0 | 0 | **7** | **7** | 1 | **284** | **10** | **295** | **13** | 267 | 1 | 281 | 596 |
| 05:45 PM | 5 | 0 | **8** | 13 | 1 | 0 | 5 | 6 | 1 | 250 | 2 | 253 | 11 | 288 | **5** | 304 | 576 |
| Total Volume | 22 | 0 | 27 | 49 | 2 | 0 | 21 | 23 | 10 | 1068 | 21 | 1099 | 39 | 1176 | 9 | 1224 | 2395 |
| % App. Total | 44.9 | 0 | 55.1 | | 8.7 | 0 | 91.3 | | 0.9 | 97.2 | 1.9 | | 3.2 | 96.1 | 0.7 | | |
| PHF | .917 | .000 | .844 | .942 | .500 | .000 | .750 | .821 | .417 | .940 | .525 | .931 | .750 | .927 | .450 | .939 | .966 |

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| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 208 | 1 | 0 | 210 | 2 | 106 | 1 | 0 | 109 | 321 |
| 07:15 AM | 3 | 0 | 2 | 0 | 5 | 1 | 0 | 2 | 0 | 3 | 2 | 312 | 1 | 0 | 315 | 8 | 121 | 0 | 0 | 129 | 452 |
| 07:30 AM | 2 | 0 | 5 | 0 | 7 | 0 | 0 | 2 | 0 | 2 | 2 | 344 | 0 | 0 | 346 | 6 | 215 | 0 | 0 | 221 | 576 |
| 07:45 AM | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 356 | 1 | 0 | 358 | 7 | 231 | 2 | 0 | 240 | 609 |
| Total | 12 | 0 | 12 | 0 | 24 | 1 | 0 | 5 | 0 | 6 | 6 | 1220 | 3 | 0 | 1229 | 23 | 673 | 3 | 0 | 699 | 1958 |
| 08:00 AM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 231 | 2 | 0 | 234 | 8 | 177 | 2 | 0 | 187 | 426 |
| 08:15 AM | 5 | 0 | 4 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 7 | 286 | 1 | 0 | 294 | 6 | 200 | 1 | 0 | 207 | 511 |
| 08:30 AM | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 2 | 243 | 1 | 0 | 246 | 8 | 203 | 2 | 0 | 213 | 465 |
| 08:45 AM | 1 | 0 | 3 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 2 | 272 | 2 | 0 | 276 | 8 | 187 | 3 | 0 | 198 | 480 |
| Total | 7 | 0 | 14 | 0 | 21 | 2 | 0 | 4 | 0 | 6 | 12 | 1032 | 6 | 0 | 1050 | 30 | 767 | 8 | 0 | 805 | 1882 |
| Grand Total | 19 | 0 | 26 | 0 | 45 | 3 | 0 | 9 | 0 | 12 | 18 | 2252 | 9 | 0 | 2279 | 53 | 1440 | 11 | 0 | 1504 | 3840 |
| Apprch % | 42.2 | 0 | 57.8 | 0 | | 25 | 0 | 75 | 0 | | 0.8 | 98.8 | 0.4 | 0 | | 3.5 | 95.7 | 0.7 | 0 | | |
| Total % | 0.5 | 0 | 0.7 | 0 | 1.2 | 0.1 | 0 | 0.2 | 0 | 0.3 | 0.5 | 58.6 | 0.2 | 0 | 59.3 | 1.4 | 37.5 | 0.3 | 0 | 39.2 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 2 | 0 | **5** | 7 | 0 | 0 | **2** | **2** | 2 | 344 | 0 | 346 | 6 | 215 | 0 | 221 | 576 |
| 07:45 AM | **7** | 0 | 4 | **11** | 0 | 0 | 0 | 0 | 1 | **356** | 1 | **358** | 7 | **231** | **2** | **240** | **609** |
| 08:00 AM | 1 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 1 | 231 | **2** | 234 | **8** | 177 | 2 | 187 | 426 |
| 08:15 AM | 5 | 0 | 4 | 9 | 0 | 0 | 1 | 1 | **7** | 286 | 1 | 294 | 6 | 200 | 1 | 207 | 511 |
| Total Volume | 15 | 0 | 17 | 32 | 0 | 0 | 3 | 3 | 11 | 1217 | 4 | 1232 | 27 | 823 | 5 | 855 | 2122 |
| % App. Total | 46.9 | 0 | 53.1 | | 0 | 0 | 100 | | 0.9 | 98.8 | 0.3 | | 3.2 | 96.3 | 0.6 | | |
| PHF | .536 | .000 | .850 | .727 | .000 | .000 | .375 | .375 | .393 | .855 | .500 | .860 | .844 | .891 | .625 | .891 | .871 |

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| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 2 | 0 | 2 | 0 | 4 | 2 | 0 | 4 | 0 | 6 | 8 | 244 | 2 | 0 | 254 | 7 | 255 | 2 | 0 | 264 | 528 |
| 04:15 PM | 3 | 0 | 5 | 0 | 8 | 0 | 0 | 4 | 0 | 4 | 2 | 224 | 0 | 0 | 226 | 6 | 303 | 0 | 0 | 309 | 547 |
| 04:30 PM | 2 | 0 | 11 | 0 | 13 | 1 | 0 | 2 | 0 | 3 | 4 | 237 | 2 | 0 | 243 | 7 | 304 | 3 | 0 | 314 | 573 |
| 04:45 PM | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 1 | 220 | 3 | 0 | 224 | 10 | 271 | 0 | 0 | 281 | 511 |
| Total | 10 | 0 | 19 | 0 | 29 | 3 | 0 | 12 | 0 | 15 | 15 | 925 | 7 | 0 | 947 | 30 | 1133 | 5 | 0 | 1168 | 2159 |
| 05:00 PM | 5 | 0 | 5 | 0 | 10 | 1 | 0 | 3 | 0 | 4 | 6 | 272 | 1 | 0 | 279 | 8 | 307 | 1 | 0 | 316 | 609 |
| 05:15 PM | 6 | 0 | 7 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 2 | 268 | 9 | 0 | 279 | 7 | 321 | 2 | 0 | 330 | 628 |
| 05:30 PM | 6 | 0 | 7 | 0 | 13 | 0 | 0 | 7 | 0 | 7 | 1 | 284 | 10 | 0 | 295 | 13 | 274 | 1 | 0 | 288 | 603 |
| 05:45 PM | 5 | 0 | 8 | 0 | 13 | 1 | 0 | 5 | 0 | 6 | 1 | 252 | 2 | 0 | 255 | 11 | 289 | 5 | 0 | 305 | 579 |
| Total | 22 | 0 | 27 | 0 | 49 | 2 | 0 | 21 | 0 | 23 | 10 | 1076 | 22 | 0 | 1108 | 39 | 1191 | 9 | 0 | 1239 | 2419 |
| Grand Total | 32 | 0 | 46 | 0 | 78 | 5 | 0 | 33 | 0 | 38 | 25 | 2001 | 29 | 0 | 2055 | 69 | 2324 | 14 | 0 | 2407 | 4578 |
| Apprch % | 41 | 0 | 59 | 0 | | 13.2 | 0 | 86.8 | 0 | | 1.2 | 97.4 | 1.4 | 0 | | 2.9 | 96.6 | 0.6 | 0 | | |
| Total % | 0.7 | 0 | 1 | 0 | 1.7 | 0.1 | 0 | 0.7 | 0 | 0.8 | 0.5 | 43.7 | 0.6 | 0 | 44.9 | 1.5 | 50.8 | 0.3 | 0 | 52.6 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 5 | 0 | 5 | 10 | **1** | 0 | 3 | 4 | **6** | 272 | 1 | 279 | 8 | 307 | 1 | 316 | 609 |
| 05:15 PM | **6** | 0 | 7 | **13** | 0 | 0 | 6 | 6 | 2 | 268 | 9 | 279 | 7 | **321** | 2 | **330** | **628** |
| 05:30 PM | 6 | 0 | 7 | 13 | 0 | 0 | **7** | **7** | 1 | **284** | **10** | **295** | **13** | 274 | 1 | 288 | 603 |
| 05:45 PM | 5 | 0 | **8** | 13 | 1 | 0 | 5 | 6 | 1 | 252 | 2 | 255 | 11 | 289 | **5** | 305 | 579 |
| Total Volume | 22 | 0 | 27 | 49 | 2 | 0 | 21 | 23 | 10 | 1076 | 22 | 1108 | 39 | 1191 | 9 | 1239 | 2419 |
| % App. Total | 44.9 | 0 | 55.1 | | 8.7 | 0 | 91.3 | | 0.9 | 97.1 | 2 | | 3.1 | 96.1 | 0.7 | | |
| PHF | .917 | .000 | .844 | .942 | .500 | .000 | .750 | .821 | .417 | .947 | .550 | .939 | .750 | .928 | .450 | .939 | .963 |

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Groups Printed- Truck

| | Shelor Dr. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 15 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 18 | 0 | 0 | 18 | 37 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 15 | 0 | 0 | 15 | 24 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 1 | 0 | 28 | 0 | 33 | 0 | 0 | 33 | 61 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 96.4 | 3.6 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44.3 | 1.6 | 0 | 45.9 | 0 | 54.1 | 0 | 0 | 54.1 | |

| | Shelor Dr. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | **6** | 0 | **9** | 0 | **9** | **15** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 18 | 0 | 18 | 37 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .792 | .000 | .792 | .000 | .500 | .000 | .500 | .617 |

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Site Code :
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Groups Printed- Truck

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 10 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 4 | 0 | 9 | 22 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 4 | 0 | 9 | 7 | 0 | 16 | 24 |
| 07:45 AM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 11 |
| Total | 0 | 1 | 0 | 0 | 1 | 13 | 0 | 5 | 0 | 18 | 3 | 11 | 0 | 0 | 14 | 0 | 22 | 12 | 0 | 34 | 67 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 0 | 8 | 8 | 0 | 16 | 24 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 5 | 0 | 6 | 13 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 1 | 6 | 0 | 0 | 7 | 0 | 4 | 8 | 0 | 12 | 24 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 12 |
| Total | 0 | 0 | 1 | 0 | 1 | 11 | 0 | 2 | 0 | 13 | 3 | 18 | 1 | 0 | 22 | 0 | 15 | 22 | 0 | 37 | 73 |
| Grand Total | 0 | 1 | 1 | 0 | 2 | 24 | 0 | 7 | 0 | 31 | 6 | 29 | 1 | 0 | 36 | 0 | 37 | 34 | 0 | 71 | 140 |
| Apprch % | 0 | 50 | 50 | 0 | | 77.4 | 0 | 22.6 | 0 | | 16.7 | 80.6 | 2.8 | 0 | | 0 | 52.1 | 47.9 | 0 | | |
| Total % | 0 | 0.7 | 0.7 | 0 | 1.4 | 17.1 | 0 | 5 | 0 | 22.1 | 4.3 | 20.7 | 0.7 | 0 | 25.7 | 0 | 26.4 | 24.3 | 0 | 50.7 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | **5** | 0 | 1 | **6** | 0 | **7** | 0 | **7** | 0 | 5 | 4 | 9 | 22 |
| 07:30 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | **3** | 1 | 0 | 4 | 0 | **9** | 7 | **16** | **24** |
| 07:45 AM | 0 | **1** | 0 | **1** | 0 | 0 | **2** | 2 | 0 | 1 | 0 | 1 | 0 | 6 | 1 | 7 | 11 |
| 08:00 AM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 0 | 4 | 0 | 8 | **8** | 16 | 24 |
| Total Volume | 0 | 1 | 0 | 1 | 13 | 0 | 3 | 16 | 4 | 12 | 0 | 16 | 0 | 28 | 20 | 48 | 81 |
| % App. Total | 0 | 100 | 0 | | 81.2 | 0 | 18.8 | | 25 | 75 | 0 | | 0 | 58.3 | 41.7 | | |
| PHF | .000 | .250 | .000 | .250 | .650 | .000 | .375 | .667 | .333 | .429 | .000 | .571 | .000 | .778 | .625 | .750 | .844 |

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Groups Printed- Car

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 4 | 0 | 9 | 64 | 7 | 15 | 0 | 86 | 30 | 130 | 6 | 0 | 166 | 17 | 52 | 45 | 0 | 114 | 375 |
| 07:15 AM | 1 | 5 | 9 | 0 | 15 | 90 | 10 | 34 | 0 | 134 | 47 | 189 | 8 | 0 | 244 | 6 | 100 | 42 | 0 | 148 | 541 |
| 07:30 AM | 1 | 10 | 10 | 0 | 21 | 102 | 8 | 49 | 0 | 159 | 60 | 240 | 11 | 0 | 311 | 22 | 137 | 69 | 0 | 228 | 719 |
| 07:45 AM | 1 | 8 | 8 | 0 | 17 | 128 | 15 | 52 | 0 | 195 | 48 | 201 | 13 | 0 | 262 | 12 | 173 | 73 | 0 | 258 | 732 |
| Total | 3 | 28 | 31 | 0 | 62 | 384 | 40 | 150 | 0 | 574 | 185 | 760 | 38 | 0 | 983 | 57 | 462 | 229 | 0 | 748 | 2367 |
| 08:00 AM | 1 | 8 | 10 | 0 | 19 | 97 | 6 | 45 | 0 | 148 | 57 | 159 | 10 | 0 | 226 | 15 | 135 | 61 | 0 | 211 | 604 |
| 08:15 AM | 0 | 3 | 14 | 0 | 17 | 106 | 7 | 32 | 0 | 145 | 48 | 194 | 7 | 0 | 249 | 10 | 119 | 49 | 0 | 178 | 589 |
| 08:30 AM | 1 | 4 | 5 | 0 | 10 | 94 | 9 | 34 | 0 | 137 | 39 | 154 | 9 | 0 | 202 | 10 | 103 | 40 | 0 | 153 | 502 |
| 08:45 AM | 0 | 1 | 8 | 0 | 9 | 75 | 5 | 26 | 0 | 106 | 54 | 193 | 7 | 0 | 254 | 15 | 137 | 33 | 0 | 185 | 554 |
| Total | 2 | 16 | 37 | 0 | 55 | 372 | 27 | 137 | 0 | 536 | 198 | 700 | 33 | 0 | 931 | 50 | 494 | 183 | 0 | 727 | 2249 |
| Grand Total | 5 | 44 | 68 | 0 | 117 | 756 | 67 | 287 | 0 | 1110 | 383 | 1460 | 71 | 0 | 1914 | 107 | 956 | 412 | 0 | 1475 | 4616 |
| Apprch % | 4.3 | 37.6 | 58.1 | 0 | | 68.1 | 6 | 25.9 | 0 | | 20 | 76.3 | 3.7 | 0 | | 7.3 | 64.8 | 27.9 | 0 | | |
| Total % | 0.1 | 1 | 1.5 | 0 | 2.5 | 16.4 | 1.5 | 6.2 | 0 | 24 | 8.3 | 31.6 | 1.5 | 0 | 41.5 | 2.3 | 20.7 | 8.9 | 0 | 32 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | **10** | 10 | **21** | 102 | 8 | 49 | 159 | **60** | **240** | 11 | **311** | **22** | 137 | 69 | 228 | 719 |
| 07:45 AM | 1 | 8 | 8 | 17 | **128** | **15** | **52** | **195** | 48 | 201 | **13** | 262 | 12 | **173** | **73** | **258** | **732** |
| 08:00 AM | 1 | 8 | 10 | 19 | 97 | 6 | 45 | 148 | 57 | 159 | 10 | 226 | 15 | 135 | 61 | 211 | 604 |
| 08:15 AM | 0 | 3 | **14** | 17 | 106 | 7 | 32 | 145 | 48 | 194 | 7 | 249 | 10 | 119 | 49 | 178 | 589 |
| Total Volume | 3 | 29 | 42 | 74 | 433 | 36 | 178 | 647 | 213 | 794 | 41 | 1048 | 59 | 564 | 252 | 875 | 2644 |
| % App. Total | 4.1 | 39.2 | 56.8 | | 66.9 | 5.6 | 27.5 | | 20.3 | 75.8 | 3.9 | | 6.7 | 64.5 | 28.8 | | |
| PHF | .750 | .725 | .750 | .881 | .846 | .600 | .856 | .829 | .888 | .827 | .788 | .842 | .670 | .815 | .863 | .848 | .903 |

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Groups Printed- Car

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 6 | 0 | 11 | 92 | 5 | 59 | 0 | 156 | 70 | 170 | 4 | 0 | 244 | 3 | 191 | 91 | 0 | 285 | 696 |
| 04:15 PM | 5 | 6 | 6 | 1 | 18 | 70 | 3 | 41 | 0 | 114 | 44 | 170 | 6 | 0 | 220 | 4 | 231 | 91 | 0 | 326 | 678 |
| 04:30 PM | 2 | 7 | 11 | 0 | 20 | 89 | 0 | 46 | 0 | 135 | 63 | 144 | 2 | 0 | 209 | 3 | 187 | 79 | 0 | 269 | 633 |
| 04:45 PM | 2 | 7 | 10 | 0 | 19 | 96 | 2 | 68 | 0 | 166 | 58 | 152 | 6 | 0 | 216 | 7 | 198 | 92 | 0 | 297 | 698 |
| Total | 10 | 24 | 33 | 1 | 68 | 347 | 10 | 214 | 0 | 571 | 235 | 636 | 18 | 0 | 889 | 17 | 807 | 353 | 0 | 1177 | 2705 |
| 05:00 PM | 1 | 12 | 11 | 0 | 24 | 94 | 3 | 49 | 0 | 146 | 91 | 237 | 4 | 0 | 332 | 2 | 251 | 80 | 0 | 333 | 835 |
| 05:15 PM | 3 | 18 | 7 | 0 | 28 | 109 | 4 | 76 | 0 | 189 | 91 | 173 | 7 | 0 | 271 | 2 | 196 | 87 | 0 | 285 | 773 |
| 05:30 PM | 5 | 6 | 6 | 0 | 17 | 129 | 0 | 65 | 0 | 194 | 71 | 203 | 3 | 0 | 277 | 5 | 200 | 79 | 0 | 284 | 772 |
| 05:45 PM | 3 | 4 | 7 | 0 | 14 | 123 | 3 | 62 | 0 | 188 | 75 | 178 | 3 | 0 | 256 | 3 | 183 | 86 | 0 | 272 | 730 |
| Total | 12 | 40 | 31 | 0 | 83 | 455 | 10 | 252 | 0 | 717 | 328 | 791 | 17 | 0 | 1136 | 12 | 830 | 332 | 0 | 1174 | 3110 |
| Grand Total | 22 | 64 | 64 | 1 | 151 | 802 | 20 | 466 | 0 | 1288 | 563 | 1427 | 35 | 0 | 2025 | 29 | 1637 | 685 | 0 | 2351 | 5815 |
| Apprch % | 14.6 | 42.4 | 42.4 | 0.7 | | 62.3 | 1.6 | 36.2 | 0 | | 27.8 | 70.5 | 1.7 | 0 | | 1.2 | 69.6 | 29.1 | 0 | | |
| Total % | 0.4 | 1.1 | 1.1 | 0 | 2.6 | 13.8 | 0.3 | 8 | 0 | 22.1 | 9.7 | 24.5 | 0.6 | 0 | 34.8 | 0.5 | 28.2 | 11.8 | 0 | 40.4 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 12 | **11** | 24 | 94 | 3 | 49 | 146 | **91** | **237** | 4 | **332** | 2 | **251** | 80 | **333** | **835** |
| 05:15 PM | 3 | **18** | 7 | **28** | 109 | **4** | **76** | 189 | 91 | 173 | **7** | 271 | 2 | 196 | **87** | 285 | 773 |
| 05:30 PM | **5** | 6 | 6 | 17 | **129** | 0 | 65 | **194** | 71 | 203 | 3 | 277 | **5** | 200 | 79 | 284 | 772 |
| 05:45 PM | 3 | 4 | 7 | 14 | 123 | 3 | 62 | 188 | 75 | 178 | 3 | 256 | 3 | 183 | 86 | 272 | 730 |
| Total Volume | 12 | 40 | 31 | 83 | 455 | 10 | 252 | 717 | 328 | 791 | 17 | 1136 | 12 | 830 | 332 | 1174 | 3110 |
| % App. Total | 14.5 | 48.2 | 37.3 | | 63.5 | 1.4 | 35.1 | | 28.9 | 69.6 | 1.5 | | 1 | 70.7 | 28.3 | | |
| PHF | .600 | .556 | .705 | .741 | .882 | .625 | .829 | .924 | .901 | .834 | .607 | .855 | .600 | .827 | .954 | .881 | .931 |

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Groups Printed- Combined

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 5 | 4 | 0 | 9 | 68 | 7 | 17 | 0 | 92 | 30 | 132 | 6 | 0 | 168 | 17 | 54 | 45 | 0 | 116 | 385 |
| 07:15 AM | 1 | 5 | 9 | 0 | 15 | 95 | 10 | 35 | 0 | 140 | 47 | 196 | 8 | 0 | 251 | 6 | 105 | 46 | 0 | 157 | 563 |
| 07:30 AM | 1 | 10 | 10 | 0 | 21 | 106 | 8 | 49 | 0 | 163 | 63 | 241 | 11 | 0 | 315 | 22 | 146 | 76 | 0 | 244 | 743 |
| 07:45 AM | 1 | 9 | 8 | 0 | 18 | 128 | 15 | 54 | 0 | 197 | 48 | 202 | 13 | 0 | 263 | 12 | 179 | 74 | 0 | 265 | 743 |
| Total | 3 | 29 | 31 | 0 | 63 | 397 | 40 | 155 | 0 | 592 | 188 | 771 | 38 | 0 | 997 | 57 | 484 | 241 | 0 | 782 | 2434 |
| 08:00 AM | 1 | 8 | 10 | 0 | 19 | 101 | 6 | 45 | 0 | 152 | 58 | 162 | 10 | 0 | 230 | 15 | 143 | 69 | 0 | 227 | 628 |
| 08:15 AM | 0 | 3 | 14 | 0 | 17 | 107 | 7 | 32 | 0 | 146 | 48 | 200 | 7 | 0 | 255 | 10 | 120 | 54 | 0 | 184 | 602 |
| 08:30 AM | 1 | 4 | 5 | 0 | 10 | 98 | 9 | 35 | 0 | 142 | 40 | 160 | 9 | 0 | 209 | 10 | 107 | 48 | 0 | 165 | 526 |
| 08:45 AM | 0 | 1 | 9 | 0 | 10 | 77 | 5 | 27 | 0 | 109 | 55 | 196 | 8 | 0 | 259 | 15 | 139 | 34 | 0 | 188 | 566 |
| Total | 2 | 16 | 38 | 0 | 56 | 383 | 27 | 139 | 0 | 549 | 201 | 718 | 34 | 0 | 953 | 50 | 509 | 205 | 0 | 764 | 2322 |
| Grand Total | 5 | 45 | 69 | 0 | 119 | 780 | 67 | 294 | 0 | 1141 | 389 | 1489 | 72 | 0 | 1950 | 107 | 993 | 446 | 0 | 1546 | 4756 |
| Apprch % | 4.2 | 37.8 | 58 | 0 | | 68.4 | 5.9 | 25.8 | 0 | | 19.9 | 76.4 | 3.7 | 0 | | 6.9 | 64.2 | 28.8 | 0 | | |
| Total % | 0.1 | 0.9 | 1.5 | 0 | 2.5 | 16.4 | 1.4 | 6.2 | 0 | 24 | 8.2 | 31.3 | 1.5 | 0 | 41 | 2.2 | 20.9 | 9.4 | 0 | 32.5 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **1** | **10** | 10 | **21** | 106 | 8 | 49 | 163 | **63** | **241** | 11 | **315** | **22** | 146 | **76** | 244 | **743** |
| 07:45 AM | 1 | 9 | 8 | 18 | **128** | **15** | **54** | **197** | 48 | 202 | **13** | 263 | 12 | **179** | 74 | **265** | 743 |
| 08:00 AM | 1 | 8 | 10 | 19 | 101 | 6 | 45 | 152 | 58 | 162 | 10 | 230 | 15 | 143 | 69 | 227 | 628 |
| 08:15 AM | 0 | 3 | **14** | 17 | 107 | 7 | 32 | 146 | 48 | 200 | 7 | 255 | 10 | 120 | 54 | 184 | 602 |
| Total Volume | 3 | 30 | 42 | 75 | 442 | 36 | 180 | 658 | 217 | 805 | 41 | 1063 | 59 | 588 | 273 | 920 | 2716 |
| % App. Total | 4 | 40 | 56 | | 67.2 | 5.5 | 27.4 | | 20.4 | 75.7 | 3.9 | | 6.4 | 63.9 | 29.7 | | |
| PHF | .750 | .750 | .750 | .893 | .863 | .600 | .833 | .835 | .861 | .835 | .788 | .844 | .670 | .821 | .898 | .868 | .914 |

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Groups Printed- Combined

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 6 | 0 | 11 | 93 | 5 | 59 | 0 | 157 | 71 | 171 | 4 | 0 | 246 | 3 | 194 | 93 | 0 | 290 | 704 |
| 04:15 PM | 5 | 6 | 6 | 1 | 18 | 71 | 3 | 43 | 0 | 117 | 45 | 171 | 6 | 0 | 222 | 4 | 232 | 93 | 0 | 329 | 686 |
| 04:30 PM | 2 | 7 | 11 | 0 | 20 | 92 | 0 | 46 | 0 | 138 | 63 | 146 | 2 | 0 | 211 | 3 | 189 | 79 | 0 | 271 | 640 |
| 04:45 PM | 2 | 7 | 10 | 0 | 19 | 97 | 2 | 69 | 0 | 168 | 59 | 155 | 6 | 0 | 220 | 7 | 200 | 93 | 0 | 300 | 707 |
| Total | 10 | 24 | 33 | 1 | 68 | 353 | 10 | 217 | 0 | 580 | 238 | 643 | 18 | 0 | 899 | 17 | 815 | 358 | 0 | 1190 | 2737 |
| 05:00 PM | 1 | 12 | 11 | 0 | 24 | 96 | 3 | 49 | 0 | 148 | 91 | 239 | 4 | 0 | 334 | 2 | 252 | 81 | 0 | 335 | 841 |
| 05:15 PM | 3 | 18 | 7 | 0 | 28 | 111 | 4 | 76 | 0 | 191 | 91 | 176 | 7 | 0 | 274 | 2 | 197 | 88 | 0 | 287 | 780 |
| 05:30 PM | 5 | 6 | 6 | 0 | 17 | 132 | 0 | 65 | 0 | 197 | 71 | 203 | 3 | 0 | 277 | 5 | 204 | 79 | 0 | 288 | 779 |
| 05:45 PM | 3 | 4 | 7 | 0 | 14 | 124 | 3 | 62 | 0 | 189 | 75 | 180 | 3 | 0 | 258 | 3 | 184 | 86 | 0 | 273 | 734 |
| Total | 12 | 40 | 31 | 0 | 83 | 463 | 10 | 252 | 0 | 725 | 328 | 798 | 17 | 0 | 1143 | 12 | 837 | 334 | 0 | 1183 | 3134 |
| Grand Total | 22 | 64 | 64 | 1 | 151 | 816 | 20 | 469 | 0 | 1305 | 566 | 1441 | 35 | 0 | 2042 | 29 | 1652 | 692 | 0 | 2373 | 5871 |
| Apprch % | 14.6 | 42.4 | 42.4 | 0.7 | | 62.5 | 1.5 | 35.9 | 0 | | 27.7 | 70.6 | 1.7 | 0 | | 1.2 | 69.6 | 29.2 | 0 | | |
| Total % | 0.4 | 1.1 | 1.1 | 0 | 2.6 | 13.9 | 0.3 | 8 | 0 | 22.2 | 9.6 | 24.5 | 0.6 | 0 | 34.8 | 0.5 | 28.1 | 11.8 | 0 | 40.4 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 12 | **11** | 24 | 96 | 3 | 49 | 148 | **91** | **239** | 4 | **334** | 2 | **252** | 81 | **335** | **841** |
| 05:15 PM | 3 | **18** | 7 | **28** | 111 | **4** | **76** | 191 | 91 | 176 | **7** | 274 | 2 | 197 | **88** | 287 | 780 |
| 05:30 PM | **5** | 6 | 6 | 17 | **132** | 0 | 65 | **197** | 71 | 203 | 3 | 277 | **5** | 204 | 79 | 288 | 779 |
| 05:45 PM | 3 | 4 | 7 | 14 | 124 | 3 | 62 | 189 | 75 | 180 | 3 | 258 | 3 | 184 | 86 | 273 | 734 |
| Total Volume | 12 | 40 | 31 | 83 | 463 | 10 | 252 | 725 | 328 | 798 | 17 | 1143 | 12 | 837 | 334 | 1183 | 3134 |
| % App. Total | 14.5 | 48.2 | 37.3 | | 63.9 | 1.4 | 34.8 | | 28.7 | 69.8 | 1.5 | | 1 | 70.8 | 28.2 | | |
| PHF | .600 | .556 | .705 | .741 | .877 | .625 | .829 | .920 | .901 | .835 | .607 | .856 | .600 | .830 | .949 | .883 | .932 |

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Groups Printed- Truck

| | Greenview Dr Eastbound | | | | | Greenview Dr Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 2 | 0 | 5 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 4 | 0 | 2 | 1 | 0 | 3 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 0 | 9 | 3 | 7 | 0 | 0 | 10 | 0 | 8 | 5 | 0 | 13 | 32 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 9 | 24 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 3 | 0 | 17 | 3 | 14 | 0 | 0 | 17 | 0 | 15 | 7 | 0 | 22 | 56 |
| Apprch % | 0 | 0 | 0 | 0 | | 82.4 | 0 | 17.6 | 0 | | 17.6 | 82.4 | 0 | 0 | | 0 | 68.2 | 31.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 5.4 | 0 | 30.4 | 5.4 | 25 | 0 | 0 | 30.4 | 0 | 26.8 | 12.5 | 0 | 39.3 | |

| | Greenview Dr Eastbound | | | | Greenview Dr Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **1** | 1 | 0 | 2 | 0 | **3** | **2** | **5** | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | **2** | **3** | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 3 | 8 |
| 04:30 PM | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 1 | **3** | 0 | **4** | 0 | 2 | 1 | 3 | **9** |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 0 | 3 | 9 | 3 | 7 | 0 | 10 | 0 | 8 | 5 | 13 | 32 |
| % App. Total | 0 | 0 | 0 | | 66.7 | 0 | 33.3 | | 30 | 70 | 0 | | 0 | 61.5 | 38.5 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .375 | .750 | .750 | .583 | .000 | .625 | .000 | .667 | .625 | .650 | .889 |

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Groups Printed- Truck

| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 0 | 0 | 1 | 20 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 14 | 1 | 0 | 15 | 19 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 12 | 1 | 0 | 13 | 17 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 28 | 2 | 0 | 30 | 61 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 11 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 10 | 0 | 0 | 10 | 23 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 0 | 0 | 4 | 13 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 32 | 0 | 20 | 1 | 0 | 21 | 54 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 0 | 0 | 63 | 0 | 48 | 3 | 0 | 51 | 115 |
| Apprch % | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 94.1 | 5.9 | 0 | | |
| Total % | 0.9 | 0 | 0 | 0 | 0.9 | 0 | 0 | 0 | 0 | 0 | 0 | 54.8 | 0 | 0 | 54.8 | 0 | 41.7 | 2.6 | 0 | 44.3 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **14** | **1** | **15** | 19 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 12 | 1 | 13 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 3 | 1 | 4 | 11 |
| 08:15 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **12** | 0 | 10 | 0 | 10 | **23** |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 27 | 0 | 39 | 3 | 42 | 70 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 92.9 | 7.1 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .563 | .000 | .563 | .000 | .696 | .750 | .700 | .761 |

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| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 10 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 205 | 0 | 0 | 207 | 0 | 104 | 3 | 0 | 107 | 325 |
| 07:15 AM | 10 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 302 | 0 | 0 | 305 | 1 | 124 | 5 | 0 | 130 | 451 |
| 07:30 AM | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 337 | 0 | 0 | 339 | 1 | 199 | 9 | 0 | 209 | 563 |
| 07:45 AM | 10 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 364 | 0 | 0 | 365 | 2 | 221 | 3 | 0 | 226 | 603 |
| Total | 41 | 0 | 13 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 8 | 1208 | 0 | 0 | 1216 | 4 | 648 | 20 | 0 | 672 | 1942 |
| 08:00 AM | 9 | 0 | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 237 | 0 | 0 | 239 | 0 | 180 | 5 | 0 | 185 | 437 |
| 08:15 AM | 13 | 0 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 272 | 2 | 203 | 6 | 0 | 211 | 499 |
| 08:30 AM | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 251 | 0 | 0 | 252 | 2 | 213 | 5 | 0 | 220 | 488 |
| 08:45 AM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 268 | 0 | 0 | 271 | 4 | 192 | 8 | 0 | 204 | 483 |
| Total | 39 | 0 | 14 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 6 | 1028 | 0 | 0 | 1034 | 8 | 788 | 24 | 0 | 820 | 1907 |
| Grand Total | 80 | 0 | 27 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 14 | 2236 | 0 | 0 | 2250 | 12 | 1436 | 44 | 0 | 1492 | 3849 |
| Apprch % | 74.8 | 0 | 25.2 | 0 | | 0 | 0 | 0 | 0 | | 0.6 | 99.4 | 0 | 0 | | 0.8 | 96.2 | 2.9 | 0 | | |
| Total % | 2.1 | 0 | 0.7 | 0 | 2.8 | 0 | 0 | 0 | 0 | 0 | 0.4 | 58.1 | 0 | 0 | 58.5 | 0.3 | 37.3 | 1.1 | 0 | 38.8 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 11 | 0 | **4** | 15 | 0 | 0 | 0 | 0 | **2** | 337 | 0 | 339 | 1 | 199 | **9** | 209 | 563 |
| 07:45 AM | 10 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 1 | **364** | 0 | **365** | **2** | **221** | 3 | **226** | **603** |
| 08:00 AM | 9 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 2 | 237 | 0 | 239 | 0 | 180 | 5 | 185 | 437 |
| 08:15 AM | **13** | 0 | 3 | **16** | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 272 | 2 | 203 | 6 | 211 | 499 |
| Total Volume | 43 | 0 | 13 | 56 | 0 | 0 | 0 | 0 | 5 | 1210 | 0 | 1215 | 5 | 803 | 23 | 831 | 2102 |
| % App. Total | 76.8 | 0 | 23.2 | | 0 | 0 | 0 | | 0.4 | 99.6 | 0 | | 0.6 | 96.6 | 2.8 | | |
| PHF | .827 | .000 | .813 | .875 | .000 | .000 | .000 | .000 | .625 | .831 | .000 | .832 | .625 | .908 | .639 | .919 | .871 |

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| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 248 | 0 | 0 | 253 | 2 | 265 | 11 | 0 | 278 | 543 |
| 04:15 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 225 | 0 | 0 | 227 | 4 | 307 | 9 | 0 | 320 | 555 |
| 04:30 PM | 7 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 229 | 0 | 0 | 238 | 0 | 312 | 15 | 0 | 327 | 575 |
| 04:45 PM | 5 | 0 | 9 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 4 | 222 | 0 | 0 | 226 | 3 | 265 | 13 | 0 | 281 | 522 |
| Total | 24 | 0 | 20 | 0 | 44 | 1 | 0 | 0 | 0 | 1 | 20 | 924 | 0 | 0 | 944 | 9 | 1149 | 48 | 0 | 1206 | 2195 |
| 05:00 PM | 8 | 0 | 6 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 3 | 285 | 0 | 0 | 288 | 3 | 319 | 15 | 0 | 337 | 640 |
| 05:15 PM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 | 276 | 0 | 0 | 286 | 1 | 326 | 13 | 0 | 340 | 634 |
| 05:30 PM | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 291 | 0 | 0 | 299 | 6 | 284 | 12 | 0 | 302 | 609 |
| 05:45 PM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 273 | 0 | 0 | 279 | 2 | 306 | 8 | 0 | 316 | 603 |
| Total | 22 | 0 | 16 | 0 | 38 | 0 | 0 | 1 | 0 | 1 | 27 | 1125 | 0 | 0 | 1152 | 12 | 1235 | 48 | 0 | 1295 | 2486 |
| Grand Total | 46 | 0 | 36 | 0 | 82 | 1 | 0 | 1 | 0 | 2 | 47 | 2049 | 0 | 0 | 2096 | 21 | 2384 | 96 | 0 | 2501 | 4681 |
| Apprch % | 56.1 | 0 | 43.9 | 0 | | 50 | 0 | 50 | 0 | | 2.2 | 97.8 | 0 | 0 | | 0.8 | 95.3 | 3.8 | 0 | | |
| Total % | 1 | 0 | 0.8 | 0 | 1.8 | 0 | 0 | 0 | 0 | 0 | 1 | 43.8 | 0 | 0 | 44.8 | 0.4 | 50.9 | 2.1 | 0 | 53.4 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **8** | 0 | **6** | **14** | 0 | 0 | **1** | **1** | 3 | 285 | 0 | 288 | 3 | 319 | **15** | 337 | **640** |
| 05:15 PM | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | **10** | 276 | 0 | 286 | 1 | **326** | 13 | **340** | 634 |
| 05:30 PM | 2 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 8 | **291** | 0 | **299** | **6** | 284 | 12 | 302 | 609 |
| 05:45 PM | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 6 | 273 | 0 | 279 | 2 | 306 | 8 | 316 | 603 |
| Total Volume | 22 | 0 | 16 | 38 | 0 | 0 | 1 | 1 | 27 | 1125 | 0 | 1152 | 12 | 1235 | 48 | 1295 | 2486 |
| % App. Total | 57.9 | 0 | 42.1 | | 0 | 0 | 100 | | 2.3 | 97.7 | 0 | | 0.9 | 95.4 | 3.7 | | |
| PHF | .688 | .000 | .667 | .679 | .000 | .000 | .250 | .250 | .675 | .966 | .000 | .963 | .500 | .947 | .800 | .952 | .971 |

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| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 10 | 0 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 2 | 209 | 0 | 0 | 211 | 0 | 105 | 3 | 0 | 108 | 330 |
| 07:15 AM | 10 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 321 | 0 | 0 | 324 | 1 | 125 | 5 | 0 | 131 | 471 |
| 07:30 AM | 11 | 0 | 4 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 341 | 0 | 0 | 343 | 1 | 213 | 10 | 0 | 224 | 582 |
| 07:45 AM | 10 | 0 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 368 | 0 | 0 | 369 | 2 | 233 | 4 | 0 | 239 | 620 |
| Total | 41 | 0 | 13 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 8 | 1239 | 0 | 0 | 1247 | 4 | 676 | 22 | 0 | 702 | 2003 |
| 08:00 AM | 9 | 0 | 4 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 244 | 0 | 0 | 246 | 0 | 183 | 6 | 0 | 189 | 448 |
| 08:15 AM | 14 | 0 | 3 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 284 | 0 | 0 | 284 | 2 | 213 | 6 | 0 | 221 | 522 |
| 08:30 AM | 11 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 260 | 0 | 0 | 261 | 2 | 217 | 5 | 0 | 224 | 501 |
| 08:45 AM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 272 | 0 | 0 | 275 | 4 | 195 | 8 | 0 | 207 | 490 |
| Total | 40 | 0 | 14 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 6 | 1060 | 0 | 0 | 1066 | 8 | 808 | 25 | 0 | 841 | 1961 |
| Grand Total | 81 | 0 | 27 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 14 | 2299 | 0 | 0 | 2313 | 12 | 1484 | 47 | 0 | 1543 | 3964 |
| Apprch % | 75 | 0 | 25 | 0 | | 0 | 0 | 0 | 0 | | 0.6 | 99.4 | 0 | 0 | | 0.8 | 96.2 | 3 | 0 | | |
| Total % | 2 | 0 | 0.7 | 0 | 2.7 | 0 | 0 | 0 | 0 | 0 | 0.4 | 58 | 0 | 0 | 58.4 | 0.3 | 37.4 | 1.2 | 0 | 38.9 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 11 | 0 | **4** | 15 | 0 | 0 | 0 | 0 | **2** | 341 | 0 | 343 | 1 | 213 | **10** | 224 | 582 |
| 07:45 AM | 10 | 0 | 2 | 12 | 0 | 0 | 0 | 0 | 1 | **368** | 0 | **369** | **2** | **233** | 4 | **239** | **620** |
| 08:00 AM | 9 | 0 | 4 | 13 | 0 | 0 | 0 | 0 | 2 | 244 | 0 | 246 | 0 | 183 | 6 | 189 | 448 |
| 08:15 AM | **14** | 0 | 3 | **17** | 0 | 0 | 0 | 0 | 0 | 284 | 0 | 284 | 2 | 213 | 6 | 221 | 522 |
| Total Volume | 44 | 0 | 13 | 57 | 0 | 0 | 0 | 0 | 5 | 1237 | 0 | 1242 | 5 | 842 | 26 | 873 | 2172 |
| % App. Total | 77.2 | 0 | 22.8 | | 0 | 0 | 0 | | 0.4 | 99.6 | 0 | | 0.6 | 96.4 | 3 | | |
| PHF | .786 | .000 | .813 | .838 | .000 | .000 | .000 | .000 | .625 | .840 | .000 | .841 | .625 | .903 | .650 | .913 | .876 |

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| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 255 | 0 | 0 | 260 | 2 | 274 | 11 | 0 | 287 | 559 |
| 04:15 PM | 4 | 0 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 2 | 232 | 0 | 0 | 234 | 4 | 313 | 9 | 0 | 326 | 568 |
| 04:30 PM | 7 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 234 | 0 | 0 | 243 | 0 | 314 | 15 | 0 | 329 | 582 |
| 04:45 PM | 5 | 0 | 9 | 0 | 14 | 1 | 0 | 0 | 0 | 1 | 4 | 223 | 0 | 0 | 227 | 3 | 267 | 13 | 0 | 283 | 525 |
| Total | 24 | 0 | 20 | 0 | 44 | 1 | 0 | 0 | 0 | 1 | 20 | 944 | 0 | 0 | 964 | 9 | 1168 | 48 | 0 | 1225 | 2234 |
| 05:00 PM | 8 | 0 | 6 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 3 | 289 | 0 | 0 | 292 | 3 | 321 | 15 | 0 | 339 | 646 |
| 05:15 PM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 | 278 | 0 | 0 | 288 | 1 | 329 | 13 | 0 | 343 | 639 |
| 05:30 PM | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 291 | 0 | 0 | 299 | 6 | 291 | 12 | 0 | 309 | 616 |
| 05:45 PM | 6 | 0 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 276 | 0 | 0 | 282 | 2 | 306 | 8 | 0 | 316 | 606 |
| Total | 22 | 0 | 16 | 0 | 38 | 0 | 0 | 1 | 0 | 1 | 27 | 1134 | 0 | 0 | 1161 | 12 | 1247 | 48 | 0 | 1307 | 2507 |
| Grand Total | 46 | 0 | 36 | 0 | 82 | 1 | 0 | 1 | 0 | 2 | 47 | 2078 | 0 | 0 | 2125 | 21 | 2415 | 96 | 0 | 2532 | 4741 |
| Apprch % | 56.1 | 0 | 43.9 | 0 | | 50 | 0 | 50 | 0 | | 2.2 | 97.8 | 0 | 0 | | 0.8 | 95.4 | 3.8 | 0 | | |
| Total % | 1 | 0 | 0.8 | 0 | 1.7 | 0 | 0 | 0 | 0 | 0 | 1 | 43.8 | 0 | 0 | 44.8 | 0.4 | 50.9 | 2 | 0 | 53.4 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **8** | 0 | **6** | **14** | 0 | 0 | **1** | **1** | 3 | 289 | 0 | 292 | 3 | 321 | **15** | 339 | **646** |
| 05:15 PM | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | **10** | 278 | 0 | 288 | 1 | **329** | 13 | **343** | 639 |
| 05:30 PM | 2 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 8 | **291** | 0 | **299** | **6** | 291 | 12 | 309 | 616 |
| 05:45 PM | 6 | 0 | 2 | 8 | 0 | 0 | 0 | 0 | 6 | 276 | 0 | 282 | 2 | 306 | 8 | 316 | 606 |
| Total Volume | 22 | 0 | 16 | 38 | 0 | 0 | 1 | 1 | 27 | 1134 | 0 | 1161 | 12 | 1247 | 48 | 1307 | 2507 |
| % App. Total | 57.9 | 0 | 42.1 | | 0 | 0 | 100 | | 2.3 | 97.7 | 0 | | 0.9 | 95.4 | 3.7 | | |
| PHF | .688 | .000 | .667 | .679 | .000 | .000 | .250 | .250 | .675 | .974 | .000 | .971 | .500 | .948 | .800 | .953 | .970 |

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| | Beechwood Dr. Eastbound | | | | | Lynchburg Nissan Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 16 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 19 | 0 | 0 | 19 | 39 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 12 | 0 | 0 | 12 | 21 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 31 | 0 | 0 | 31 | 60 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48.3 | 0 | 0 | 48.3 | 0 | 51.7 | 0 | 0 | 51.7 | |

| | Beechwood Dr. Eastbound | | | | Lynchburg Nissan Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | **9** | 0 | **9** | **16** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 6 | 0 | 6 | 13 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 19 | 0 | 19 | 39 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .714 | .000 | .714 | .000 | .528 | .000 | .528 | .609 |

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File Name : 6-Timberlake Rd and Laxton Rd AM
Site Code :
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Groups Printed- Truck

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 12 |
| 07:15 AM | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 7 | 0 | 13 | 1 | 3 | 0 | 0 | 4 | 21 |
| 07:30 AM | 4 | 0 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 13 |
| 07:45 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 4 | 5 | 1 | 0 | 10 | 15 |
| Total | 6 | 1 | 6 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 13 | 0 | 27 | 6 | 14 | 1 | 0 | 21 | 61 |
| 08:00 AM | 2 | 0 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 0 | 6 | 1 | 0 | 7 | 0 | 10 | 0 | 0 | 10 | 22 |
| 08:15 AM | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 0 | 9 | 1 | 2 | 0 | 0 | 3 | 18 |
| 08:30 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 7 | 0 | 0 | 8 | 18 |
| 08:45 AM | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 0 | 10 | 2 | 1 | 0 | 0 | 3 | 16 |
| Total | 11 | 0 | 4 | 0 | 15 | 0 | 1 | 0 | 0 | 1 | 0 | 27 | 7 | 0 | 34 | 4 | 20 | 0 | 0 | 24 | 74 |
| Grand Total | 17 | 1 | 10 | 0 | 28 | 0 | 1 | 0 | 0 | 1 | 0 | 41 | 20 | 0 | 61 | 10 | 34 | 1 | 0 | 45 | 135 |
| Apprch % | 60.7 | 3.6 | 35.7 | 0 | | 0 | 100 | 0 | 0 | | 0 | 67.2 | 32.8 | 0 | | 22.2 | 75.6 | 2.2 | 0 | | |
| Total % | 12.6 | 0.7 | 7.4 | 0 | 20.7 | 0 | 0.7 | 0 | 0 | 0.7 | 0 | 30.4 | 14.8 | 0 | 45.2 | 7.4 | 25.2 | 0.7 | 0 | 33.3 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 0 | **2** | 4 | 0 | **1** | 0 | **1** | 0 | 6 | 1 | 7 | 0 | **10** | 0 | **10** | **22** |
| 08:15 AM | **5** | 0 | 1 | **6** | 0 | 0 | 0 | 0 | 0 | 6 | **3** | 9 | 1 | 2 | 0 | 3 | 18 |
| 08:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **8** | 0 | 8 | 1 | 7 | 0 | 8 | 18 |
| 08:45 AM | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | **10** | **2** | 1 | 0 | 3 | 16 |
| Total Volume | 11 | 0 | 4 | 15 | 0 | 1 | 0 | 1 | 0 | 27 | 7 | 34 | 4 | 20 | 0 | 24 | 74 |
| % App. Total | 73.3 | 0 | 26.7 | | 0 | 100 | 0 | | 0 | 79.4 | 20.6 | | 16.7 | 83.3 | 0 | | |
| PHF | .550 | .000 | .500 | .625 | .000 | .250 | .000 | .250 | .000 | .844 | .583 | .850 | .500 | .500 | .000 | .600 | .841 |

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Groups Printed- Car

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 50 | 3 | 56 | 0 | 109 | 2 | 0 | 4 | 0 | 6 | 6 | 146 | 46 | 0 | 198 | 37 | 63 | 4 | 0 | 104 | 417 |
| 07:15 AM | 40 | 2 | 67 | 0 | 109 | 7 | 5 | 2 | 0 | 14 | 3 | 194 | 70 | 0 | 267 | 50 | 96 | 5 | 0 | 151 | 541 |
| 07:30 AM | 61 | 2 | 88 | 0 | 151 | 7 | 12 | 2 | 0 | 21 | 1 | 294 | 71 | 0 | 366 | 72 | 125 | 4 | 0 | 201 | 739 |
| 07:45 AM | 39 | 3 | 98 | 0 | 140 | 8 | 25 | 2 | 0 | 35 | 2 | 243 | 75 | 0 | 320 | 78 | 117 | 11 | 0 | 206 | 701 |
| Total | 190 | 10 | 309 | 0 | 509 | 24 | 42 | 10 | 0 | 76 | 12 | 877 | 262 | 0 | 1151 | 237 | 401 | 24 | 0 | 662 | 2398 |
| 08:00 AM | 40 | 0 | 79 | 0 | 119 | 5 | 3 | 2 | 0 | 10 | 5 | 222 | 64 | 0 | 291 | 54 | 149 | 8 | 0 | 211 | 631 |
| 08:15 AM | 38 | 1 | 89 | 0 | 128 | 7 | 4 | 8 | 0 | 19 | 6 | 226 | 55 | 0 | 287 | 47 | 125 | 14 | 0 | 186 | 620 |
| 08:30 AM | 29 | 13 | 64 | 0 | 106 | 5 | 2 | 3 | 0 | 10 | 4 | 202 | 42 | 0 | 248 | 41 | 135 | 15 | 0 | 191 | 555 |
| 08:45 AM | 24 | 2 | 67 | 0 | 93 | 18 | 5 | 2 | 0 | 25 | 10 | 230 | 34 | 0 | 274 | 47 | 148 | 14 | 0 | 209 | 601 |
| Total | 131 | 16 | 299 | 0 | 446 | 35 | 14 | 15 | 0 | 64 | 25 | 880 | 195 | 0 | 1100 | 189 | 557 | 51 | 0 | 797 | 2407 |
| Grand Total | 321 | 26 | 608 | 0 | 955 | 59 | 56 | 25 | 0 | 140 | 37 | 1757 | 457 | 0 | 2251 | 426 | 958 | 75 | 0 | 1459 | 4805 |
| Apprch % | 33.6 | 2.7 | 63.7 | 0 | | 42.1 | 40 | 17.9 | 0 | | 1.6 | 78.1 | 20.3 | 0 | | 29.2 | 65.7 | 5.1 | 0 | | |
| Total % | 6.7 | 0.5 | 12.7 | 0 | 19.9 | 1.2 | 1.2 | 0.5 | 0 | 2.9 | 0.8 | 36.6 | 9.5 | 0 | 46.8 | 8.9 | 19.9 | 1.6 | 0 | 30.4 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **61** | 2 | 88 | **151** | 7 | 12 | 2 | 21 | 1 | **294** | 71 | **366** | 72 | 125 | 4 | 201 | **739** |
| 07:45 AM | 39 | **3** | **98** | 140 | **8** | **25** | 2 | **35** | 2 | 243 | **75** | 320 | **78** | 117 | 11 | 206 | 701 |
| 08:00 AM | 40 | 0 | 79 | 119 | 5 | 3 | 2 | 10 | 5 | 222 | 64 | 291 | 54 | **149** | 8 | **211** | 631 |
| 08:15 AM | 38 | 1 | 89 | 128 | 7 | 4 | **8** | 19 | **6** | 226 | 55 | 287 | 47 | 125 | **14** | 186 | 620 |
| Total Volume | 178 | 6 | 354 | 538 | 27 | 44 | 14 | 85 | 14 | 985 | 265 | 1264 | 251 | 516 | 37 | 804 | 2691 |
| % App. Total | 33.1 | 1.1 | 65.8 | | 31.8 | 51.8 | 16.5 | | 1.1 | 77.9 | 21 | | 31.2 | 64.2 | 4.6 | | |
| PHF | .730 | .500 | .903 | .891 | .844 | .440 | .438 | .607 | .583 | .838 | .883 | .863 | .804 | .866 | .661 | .953 | .910 |

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Groups Printed- Car

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 39 | 1 | 87 | 0 | 127 | 21 | 6 | 13 | 0 | 40 | 1 | 165 | 62 | 0 | 228 | 62 | 205 | 12 | 0 | 279 | 674 |
| 04:15 PM | 32 | 1 | 64 | 0 | 97 | 6 | 4 | 8 | 1 | 19 | 1 | 231 | 44 | 0 | 276 | 70 | 272 | 19 | 0 | 361 | 753 |
| 04:30 PM | 60 | 3 | 57 | 0 | 120 | 15 | 6 | 11 | 0 | 32 | 9 | 179 | 64 | 0 | 252 | 67 | 197 | 22 | 0 | 286 | 690 |
| 04:45 PM | 41 | 3 | 40 | 0 | 84 | 15 | 11 | 10 | 0 | 36 | 5 | 187 | 79 | 0 | 271 | 72 | 229 | 33 | 0 | 334 | 725 |
| Total | 172 | 8 | 248 | 0 | 428 | 57 | 27 | 42 | 1 | 127 | 16 | 762 | 249 | 0 | 1027 | 271 | 903 | 86 | 0 | 1260 | 2842 |
| 05:00 PM | 43 | 1 | 86 | 0 | 130 | 10 | 3 | 11 | 0 | 24 | 11 | 226 | 67 | 0 | 304 | 61 | 243 | 15 | 0 | 319 | 777 |
| 05:15 PM | 48 | 4 | 68 | 0 | 120 | 17 | 9 | 8 | 0 | 34 | 4 | 223 | 86 | 0 | 313 | 69 | 202 | 22 | 0 | 293 | 760 |
| 05:30 PM | 33 | 8 | 62 | 0 | 103 | 10 | 6 | 14 | 0 | 30 | 4 | 229 | 74 | 0 | 307 | 60 | 244 | 26 | 0 | 330 | 770 |
| 05:45 PM | 49 | 3 | 72 | 0 | 124 | 19 | 12 | 16 | 0 | 47 | 11 | 220 | 77 | 0 | 308 | 70 | 195 | 25 | 0 | 290 | 769 |
| Total | 173 | 16 | 288 | 0 | 477 | 56 | 30 | 49 | 0 | 135 | 30 | 898 | 304 | 0 | 1232 | 260 | 884 | 88 | 0 | 1232 | 3076 |
| Grand Total | 345 | 24 | 536 | 0 | 905 | 113 | 57 | 91 | 1 | 262 | 46 | 1660 | 553 | 0 | 2259 | 531 | 1787 | 174 | 0 | 2492 | 5918 |
| Apprch % | 38.1 | 2.7 | 59.2 | 0 | | 43.1 | 21.8 | 34.7 | 0.4 | | 2 | 73.5 | 24.5 | 0 | | 21.3 | 71.7 | 7 | 0 | | |
| Total % | 5.8 | 0.4 | 9.1 | 0 | 15.3 | 1.9 | 1 | 1.5 | 0 | 4.4 | 0.8 | 28.1 | 9.3 | 0 | 38.2 | 9 | 30.2 | 2.9 | 0 | 42.1 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 43 | 1 | **86** | **130** | 10 | 3 | 11 | 24 | **11** | 226 | 67 | 304 | 61 | 243 | 15 | 319 | **777** |
| 05:15 PM | 48 | 4 | 68 | 120 | 17 | 9 | 8 | 34 | 4 | 223 | **86** | **313** | 69 | 202 | 22 | 293 | 760 |
| 05:30 PM | 33 | **8** | 62 | 103 | 10 | 6 | 14 | 30 | 4 | **229** | 74 | 307 | 60 | **244** | **26** | **330** | 770 |
| 05:45 PM | **49** | 3 | 72 | 124 | **19** | **12** | **16** | **47** | 11 | 220 | 77 | 308 | **70** | 195 | 25 | 290 | 769 |
| Total Volume | 173 | 16 | 288 | 477 | 56 | 30 | 49 | 135 | 30 | 898 | 304 | 1232 | 260 | 884 | 88 | 1232 | 3076 |
| % App. Total | 36.3 | 3.4 | 60.4 | | 41.5 | 22.2 | 36.3 | | 2.4 | 72.9 | 24.7 | | 21.1 | 71.8 | 7.1 | | |
| PHF | .883 | .500 | .837 | .917 | .737 | .625 | .766 | .718 | .682 | .980 | .884 | .984 | .929 | .906 | .846 | .933 | .990 |

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Groups Printed- Combined

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Int. Total |
| 07:00 AM | 50 | 4 | 57 | 0 | 111 | 2 | 0 | 4 | 0 | 6 | 6 | 151 | 48 | 0 | 205 | 37 | 66 | 4 | 0 | 107 | 429 |
| 07:15 AM | 42 | 2 | 69 | 0 | 113 | 7 | 5 | 2 | 0 | 14 | 3 | 200 | 77 | 0 | 280 | 51 | 99 | 5 | 0 | 155 | 562 |
| 07:30 AM | 65 | 2 | 89 | 0 | 156 | 7 | 12 | 2 | 0 | 21 | 1 | 295 | 74 | 0 | 370 | 73 | 128 | 4 | 0 | 205 | 752 |
| 07:45 AM | 39 | 3 | 100 | 0 | 142 | 8 | 25 | 2 | 0 | 35 | 2 | 245 | 76 | 0 | 323 | 82 | 122 | 12 | 0 | 216 | 716 |
| Total | 196 | 11 | 315 | 0 | 522 | 24 | 42 | 10 | 0 | 76 | 12 | 891 | 275 | 0 | 1178 | 243 | 415 | 25 | 0 | 683 | 2459 |
| 08:00 AM | 42 | 0 | 81 | 0 | 123 | 5 | 4 | 2 | 0 | 11 | 5 | 228 | 65 | 0 | 298 | 54 | 159 | 8 | 0 | 221 | 653 |
| 08:15 AM | 43 | 1 | 90 | 0 | 134 | 7 | 4 | 8 | 0 | 19 | 6 | 232 | 58 | 0 | 296 | 48 | 127 | 14 | 0 | 189 | 638 |
| 08:30 AM | 31 | 13 | 64 | 0 | 108 | 5 | 2 | 3 | 0 | 10 | 4 | 210 | 42 | 0 | 256 | 42 | 142 | 15 | 0 | 199 | 573 |
| 08:45 AM | 26 | 2 | 68 | 0 | 96 | 18 | 5 | 2 | 0 | 25 | 10 | 237 | 37 | 0 | 284 | 49 | 149 | 14 | 0 | 212 | 617 |
| Total | 142 | 16 | 303 | 0 | 461 | 35 | 15 | 15 | 0 | 65 | 25 | 907 | 202 | 0 | 1134 | 193 | 577 | 51 | 0 | 821 | 2481 |
| Grand Total | 338 | 27 | 618 | 0 | 983 | 59 | 57 | 25 | 0 | 141 | 37 | 1798 | 477 | 0 | 2312 | 436 | 992 | 76 | 0 | 1504 | 4940 |
| Apprch % | 34.4 | 2.7 | 62.9 | 0 | | 41.8 | 40.4 | 17.7 | 0 | | 1.6 | 77.8 | 20.6 | 0 | | 29 | 66 | 5.1 | 0 | | |
| Total % | 6.8 | 0.5 | 12.5 | 0 | 19.9 | 1.2 | 1.2 | 0.5 | 0 | 2.9 | 0.7 | 36.4 | 9.7 | 0 | 46.8 | 8.8 | 20.1 | 1.5 | 0 | 30.4 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **65** | 2 | 89 | **156** | 7 | 12 | 2 | 21 | 1 | **295** | 74 | **370** | 73 | 128 | 4 | 205 | **752** |
| 07:45 AM | 39 | **3** | **100** | 142 | **8** | **25** | 2 | **35** | 2 | 245 | **76** | 323 | **82** | 122 | 12 | 216 | 716 |
| 08:00 AM | 42 | 0 | 81 | 123 | 5 | 4 | 2 | 11 | 5 | 228 | 65 | 298 | 54 | **159** | 8 | **221** | 653 |
| 08:15 AM | 43 | 1 | 90 | 134 | 7 | 4 | **8** | 19 | **6** | 232 | 58 | 296 | 48 | 127 | **14** | 189 | 638 |
| Total Volume | 189 | 6 | 360 | 555 | 27 | 45 | 14 | 86 | 14 | 1000 | 273 | 1287 | 257 | 536 | 38 | 831 | 2759 |
| % App. Total | 34.1 | 1.1 | 64.9 | | 31.4 | 52.3 | 16.3 | | 1.1 | 77.7 | 21.2 | | 30.9 | 64.5 | 4.6 | | |
| PHF | .727 | .500 | .900 | .889 | .844 | .450 | .438 | .614 | .583 | .847 | .898 | .870 | .784 | .843 | .679 | .940 | .917 |

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File Name : 6-Timberlake Rd and Laxton Rd PM
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Groups Printed- Combined

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 41 | 1 | 89 | 0 | 131 | 21 | 6 | 13 | 0 | 40 | 1 | 169 | 63 | 0 | 233 | 65 | 208 | 12 | 0 | 285 | 689 |
| 04:15 PM | 32 | 1 | 65 | 0 | 98 | 6 | 4 | 8 | 1 | 19 | 1 | 234 | 45 | 0 | 280 | 71 | 276 | 20 | 0 | 367 | 764 |
| 04:30 PM | 60 | 3 | 59 | 0 | 122 | 15 | 7 | 11 | 0 | 33 | 9 | 186 | 64 | 0 | 259 | 67 | 198 | 22 | 0 | 287 | 701 |
| 04:45 PM | 41 | 3 | 40 | 0 | 84 | 15 | 11 | 10 | 0 | 36 | 5 | 190 | 79 | 0 | 274 | 72 | 232 | 33 | 0 | 337 | 731 |
| Total | 174 | 8 | 253 | 0 | 435 | 57 | 28 | 42 | 1 | 128 | 16 | 779 | 251 | 0 | 1046 | 275 | 914 | 87 | 0 | 1276 | 2885 |
| 05:00 PM | 44 | 1 | 86 | 0 | 131 | 10 | 3 | 11 | 0 | 24 | 11 | 231 | 67 | 0 | 309 | 61 | 244 | 16 | 0 | 321 | 785 |
| 05:15 PM | 48 | 4 | 68 | 0 | 120 | 17 | 9 | 8 | 0 | 34 | 4 | 226 | 88 | 0 | 318 | 69 | 205 | 22 | 0 | 296 | 768 |
| 05:30 PM | 33 | 8 | 63 | 0 | 104 | 10 | 6 | 14 | 0 | 30 | 4 | 230 | 74 | 0 | 308 | 61 | 250 | 26 | 0 | 337 | 779 |
| 05:45 PM | 49 | 4 | 73 | 0 | 126 | 19 | 12 | 16 | 0 | 47 | 11 | 222 | 79 | 0 | 312 | 70 | 196 | 25 | 0 | 291 | 776 |
| Total | 174 | 17 | 290 | 0 | 481 | 56 | 30 | 49 | 0 | 135 | 30 | 909 | 308 | 0 | 1247 | 261 | 895 | 89 | 0 | 1245 | 3108 |
| Grand Total | 348 | 25 | 543 | 0 | 916 | 113 | 58 | 91 | 1 | 263 | 46 | 1688 | 559 | 0 | 2293 | 536 | 1809 | 176 | 0 | 2521 | 5993 |
| Apprch % | 38 | 2.7 | 59.3 | 0 | | 43 | 22.1 | 34.6 | 0.4 | | 2 | 73.6 | 24.4 | 0 | | 21.3 | 71.8 | 7 | 0 | | |
| Total % | 5.8 | 0.4 | 9.1 | 0 | 15.3 | 1.9 | 1 | 1.5 | 0 | 4.4 | 0.8 | 28.2 | 9.3 | 0 | 38.3 | 8.9 | 30.2 | 2.9 | 0 | 42.1 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 44 | 1 | **86** | **131** | 10 | 3 | 11 | 24 | **11** | **231** | 67 | 309 | 61 | 244 | 16 | 321 | **785** |
| 05:15 PM | 48 | 4 | 68 | 120 | 17 | 9 | 8 | 34 | 4 | 226 | **88** | **318** | 69 | 205 | 22 | 296 | 768 |
| 05:30 PM | 33 | **8** | 63 | 104 | 10 | 6 | 14 | 30 | 4 | 230 | 74 | 308 | 61 | **250** | **26** | **337** | 779 |
| 05:45 PM | **49** | 4 | 73 | 126 | **19** | **12** | **16** | **47** | 11 | 222 | 79 | 312 | **70** | 196 | 25 | 291 | 776 |
| Total Volume | 174 | 17 | 290 | 481 | 56 | 30 | 49 | 135 | 30 | 909 | 308 | 1247 | 261 | 895 | 89 | 1245 | 3108 |
| % App. Total | 36.2 | 3.5 | 60.3 | | 41.5 | 22.2 | 36.3 | | 2.4 | 72.9 | 24.7 | | 21 | 71.9 | 7.1 | | |
| PHF | .888 | .531 | .843 | .918 | .737 | .625 | .766 | .718 | .682 | .984 | .875 | .980 | .932 | .895 | .856 | .924 | .990 |

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Groups Printed- Truck

| | Laxton Rd Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd Northbound | | | | | Timberlake Rd Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 3 | 3 | 0 | 0 | 6 | 15 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 4 | 1 | 0 | 6 | 11 |
| 04:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| Total | 2 | 0 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 17 | 2 | 0 | 19 | 4 | 11 | 1 | 0 | 16 | 43 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 05:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 6 | 0 | 0 | 7 | 9 |
| 05:45 PM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| Total | 1 | 1 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 15 | 1 | 11 | 1 | 0 | 13 | 32 |
| Grand Total | 3 | 1 | 7 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 28 | 6 | 0 | 34 | 5 | 22 | 2 | 0 | 29 | 75 |
| Apprch % | 27.3 | 9.1 | 63.6 | 0 | | 0 | 100 | 0 | 0 | | 0 | 82.4 | 17.6 | 0 | | 17.2 | 75.9 | 6.9 | 0 | | |
| Total % | 4 | 1.3 | 9.3 | 0 | 14.7 | 0 | 1.3 | 0 | 0 | 1.3 | 0 | 37.3 | 8 | 0 | 45.3 | 6.7 | 29.3 | 2.7 | 0 | 38.7 | |

| | Laxton Rd Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd Northbound | | | | Timberlake Rd Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Right | Thru | Left | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **2** | 0 | **2** | **4** | 0 | 0 | 0 | 0 | 0 | 4 | **1** | 5 | **3** | 3 | 0 | **6** | **15** |
| 04:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 1 | **4** | **1** | 6 | 11 |
| 04:30 PM | 0 | 0 | 2 | 2 | 0 | **1** | 0 | **1** | 0 | **7** | 0 | **7** | 0 | 1 | 0 | 1 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 6 |
| Total Volume | 2 | 0 | 5 | 7 | 0 | 1 | 0 | 1 | 0 | 17 | 2 | 19 | 4 | 11 | 1 | 16 | 43 |
| % App. Total | 28.6 | 0 | 71.4 | | 0 | 100 | 0 | | 0 | 89.5 | 10.5 | | 25 | 68.8 | 6.2 | | |
| PHF | .250 | .000 | .625 | .438 | .000 | .250 | .000 | .250 | .000 | .607 | .500 | .679 | .333 | .688 | .250 | .667 | .717 |

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Groups Printed- Truck

| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | 3 | 6 |
| 07:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 10 | 10 | 0 | 0 | 20 | 0 | 1 | 2 | 0 | 3 | 26 |
| 07:30 AM | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 14 | 4 | 0 | 18 | 26 |
| 07:45 AM | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 12 | 0 | 0 | 12 | 17 |
| Total | 3 | 0 | 6 | 0 | 9 | 1 | 1 | 0 | 0 | 2 | 13 | 15 | 0 | 0 | 28 | 1 | 29 | 6 | 0 | 36 | 75 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 3 | 1 | 0 | 4 | 13 |
| 08:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 10 | 0 | 8 | 1 | 0 | 9 | 21 |
| 08:30 AM | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 15 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 9 |
| Total | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 24 | 0 | 0 | 32 | 0 | 15 | 3 | 0 | 18 | 58 |
| Grand Total | 5 | 0 | 12 | 0 | 17 | 1 | 1 | 0 | 0 | 2 | 21 | 39 | 0 | 0 | 60 | 1 | 44 | 9 | 0 | 54 | 133 |
| Apprch % | 29.4 | 0 | 70.6 | 0 | | 50 | 50 | 0 | 0 | | 35 | 65 | 0 | 0 | | 1.9 | 81.5 | 16.7 | 0 | | |
| Total % | 3.8 | 0 | 9 | 0 | 12.8 | 0.8 | 0.8 | 0 | 0 | 1.5 | 15.8 | 29.3 | 0 | 0 | 45.1 | 0.8 | 33.1 | 6.8 | 0 | 40.6 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | **2** | 2 | 0 | **1** | 0 | **1** | **10** | **10** | 0 | **20** | 0 | 1 | 2 | 3 | **26** |
| 07:30 AM | **3** | 0 | 1 | **4** | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | **14** | **4** | **18** | 26 |
| 07:45 AM | 0 | 0 | 2 | 2 | **1** | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 12 | 0 | 12 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 9 | 0 | 3 | 1 | 4 | 13 |
| Total Volume | 3 | 0 | 5 | 8 | 1 | 1 | 0 | 2 | 14 | 21 | 0 | 35 | 0 | 30 | 7 | 37 | 82 |
| % App. Total | 37.5 | 0 | 62.5 | | 50 | 50 | 0 | | 40 | 60 | 0 | | 0 | 81.1 | 18.9 | | |
| PHF | .250 | .000 | .625 | .500 | .250 | .250 | .000 | .500 | .350 | .525 | .000 | .438 | .000 | .536 | .438 | .514 | .788 |

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Groups Printed- Car

| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 11 | 1 | 20 | 0 | 32 | 1 | 0 | 23 | 0 | 24 | 63 | 157 | 2 | 0 | 222 | 4 | 82 | 13 | 1 | 100 | 378 |
| 07:15 AM | 21 | 0 | 38 | 0 | 59 | 0 | 2 | 32 | 0 | 34 | 106 | 193 | 4 | 0 | 303 | 4 | 91 | 27 | 0 | 122 | 518 |
| 07:30 AM | 33 | 0 | 69 | 0 | 102 | 0 | 6 | 40 | 0 | 46 | 116 | 227 | 4 | 0 | 347 | 14 | 134 | 42 | 0 | 190 | 685 |
| 07:45 AM | 32 | 1 | 60 | 0 | 93 | 4 | 14 | 27 | 0 | 45 | 134 | 217 | 3 | 0 | 354 | 18 | 178 | 43 | 0 | 239 | 731 |
| Total | 97 | 2 | 187 | 0 | 286 | 5 | 22 | 122 | 0 | 149 | 419 | 794 | 13 | 0 | 1226 | 40 | 485 | 125 | 1 | 651 | 2312 |
| 08:00 AM | 15 | 0 | 39 | 0 | 54 | 3 | 6 | 17 | 0 | 26 | 88 | 179 | 5 | 0 | 272 | 8 | 141 | 21 | 0 | 170 | 522 |
| 08:15 AM | 21 | 0 | 62 | 0 | 83 | 5 | 8 | 10 | 0 | 23 | 87 | 200 | 1 | 0 | 288 | 13 | 142 | 16 | 0 | 171 | 565 |
| 08:30 AM | 24 | 0 | 82 | 0 | 106 | 0 | 9 | 17 | 0 | 26 | 89 | 174 | 0 | 0 | 263 | 11 | 136 | 13 | 0 | 160 | 555 |
| 08:45 AM | 19 | 0 | 57 | 0 | 76 | 1 | 1 | 12 | 0 | 14 | 62 | 194 | 4 | 0 | 260 | 10 | 145 | 10 | 0 | 165 | 515 |
| Total | 79 | 0 | 240 | 0 | 319 | 9 | 24 | 56 | 0 | 89 | 326 | 747 | 10 | 0 | 1083 | 42 | 564 | 60 | 0 | 666 | 2157 |
| Grand Total | 176 | 2 | 427 | 0 | 605 | 14 | 46 | 178 | 0 | 238 | 745 | 1541 | 23 | 0 | 2309 | 82 | 1049 | 185 | 1 | 1317 | 4469 |
| Apprch % | 29.1 | 0.3 | 70.6 | 0 | | 5.9 | 19.3 | 74.8 | 0 | | 32.3 | 66.7 | 1 | 0 | | 6.2 | 79.7 | 14 | 0.1 | | |
| Total % | 3.9 | 0 | 9.6 | 0 | 13.5 | 0.3 | 1 | 4 | 0 | 5.3 | 16.7 | 34.5 | 0.5 | 0 | 51.7 | 1.8 | 23.5 | 4.1 | 0 | 29.5 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **33** | 0 | **69** | **102** | 0 | 6 | **40** | **46** | 116 | **227** | 4 | 347 | 14 | 134 | 42 | 190 | 685 |
| 07:45 AM | 32 | **1** | 60 | 93 | 4 | **14** | 27 | 45 | **134** | 217 | 3 | **354** | **18** | **178** | **43** | **239** | **731** |
| 08:00 AM | 15 | 0 | 39 | 54 | 3 | 6 | 17 | 26 | 88 | 179 | **5** | 272 | 8 | 141 | 21 | 170 | 522 |
| 08:15 AM | 21 | 0 | 62 | 83 | **5** | 8 | 10 | 23 | 87 | 200 | 1 | 288 | 13 | 142 | 16 | 171 | 565 |
| Total Volume | 101 | 1 | 230 | 332 | 12 | 34 | 94 | 140 | 425 | 823 | 13 | 1261 | 53 | 595 | 122 | 770 | 2503 |
| % App. Total | 30.4 | 0.3 | 69.3 | | 8.6 | 24.3 | 67.1 | | 33.7 | 65.3 | 1 | | 6.9 | 77.3 | 15.8 | | |
| PHF | .765 | .250 | .833 | .814 | .600 | .607 | .588 | .761 | .793 | .906 | .650 | .891 | .736 | .836 | .709 | .805 | .856 |

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Groups Printed- Car

| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 18 | 1 | 86 | 0 | 105 | 1 | 2 | 12 | 0 | 15 | 48 | 208 | 5 | 0 | 261 | 20 | 187 | 11 | 0 | 218 | 599 |
| 04:15 PM | 21 | 2 | 86 | 0 | 109 | 2 | 2 | 11 | 0 | 15 | 53 | 176 | 2 | 0 | 231 | 20 | 229 | 10 | 0 | 259 | 614 |
| 04:30 PM | 19 | 2 | 77 | 0 | 98 | 4 | 6 | 9 | 0 | 19 | 50 | 189 | 0 | 0 | 239 | 21 | 242 | 9 | 0 | 272 | 628 |
| 04:45 PM | 23 | 2 | 71 | 0 | 96 | 3 | 3 | 8 | 0 | 14 | 55 | 190 | 0 | 0 | 245 | 22 | 201 | 14 | 0 | 237 | 592 |
| Total | 81 | 7 | 320 | 0 | 408 | 10 | 13 | 40 | 0 | 63 | 206 | 763 | 7 | 0 | 976 | 83 | 859 | 44 | 0 | 986 | 2433 |
| 05:00 PM | 29 | 4 | 86 | 0 | 119 | 1 | 5 | 12 | 0 | 18 | 59 | 200 | 7 | 0 | 266 | 19 | 234 | 22 | 0 | 275 | 678 |
| 05:15 PM | 32 | 3 | 86 | 0 | 121 | 0 | 5 | 12 | 0 | 17 | 71 | 228 | 2 | 0 | 301 | 21 | 246 | 16 | 0 | 283 | 722 |
| 05:30 PM | 30 | 6 | 74 | 0 | 110 | 3 | 3 | 15 | 0 | 21 | 72 | 220 | 0 | 0 | 292 | 25 | 212 | 18 | 0 | 255 | 678 |
| 05:45 PM | 23 | 2 | 119 | 0 | 144 | 3 | 6 | 14 | 0 | 23 | 72 | 207 | 7 | 0 | 286 | 32 | 190 | 12 | 0 | 234 | 687 |
| Total | 114 | 15 | 365 | 0 | 494 | 7 | 19 | 53 | 0 | 79 | 274 | 855 | 16 | 0 | 1145 | 97 | 882 | 68 | 0 | 1047 | 2765 |
| Grand Total | 195 | 22 | 685 | 0 | 902 | 17 | 32 | 93 | 0 | 142 | 480 | 1618 | 23 | 0 | 2121 | 180 | 1741 | 112 | 0 | 2033 | 5198 |
| Apprch % | 21.6 | 2.4 | 75.9 | 0 | | 12 | 22.5 | 65.5 | 0 | | 22.6 | 76.3 | 1.1 | 0 | | 8.9 | 85.6 | 5.5 | 0 | | |
| Total % | 3.8 | 0.4 | 13.2 | 0 | 17.4 | 0.3 | 0.6 | 1.8 | 0 | 2.7 | 9.2 | 31.1 | 0.4 | 0 | 40.8 | 3.5 | 33.5 | 2.2 | 0 | 39.1 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 29 | 4 | 86 | 119 | 1 | 5 | 12 | 18 | 59 | 200 | **7** | 266 | 19 | 234 | **22** | 275 | 678 |
| 05:15 PM | **32** | 3 | 86 | 121 | 0 | 5 | 12 | 17 | 71 | **228** | 2 | **301** | 21 | **246** | 16 | **283** | **722** |
| 05:30 PM | 30 | **6** | 74 | 110 | **3** | 3 | **15** | 21 | **72** | 220 | 0 | 292 | 25 | 212 | 18 | 255 | 678 |
| 05:45 PM | 23 | 2 | **119** | **144** | 3 | **6** | 14 | **23** | 72 | 207 | 7 | 286 | **32** | 190 | 12 | 234 | 687 |
| Total Volume | 114 | 15 | 365 | 494 | 7 | 19 | 53 | 79 | 274 | 855 | 16 | 1145 | 97 | 882 | 68 | 1047 | 2765 |
| % App. Total | 23.1 | 3 | 73.9 | | 8.9 | 24.1 | 67.1 | | 23.9 | 74.7 | 1.4 | | 9.3 | 84.2 | 6.5 | | |
| PHF | .891 | .625 | .767 | .858 | .583 | .792 | .883 | .859 | .951 | .938 | .571 | .951 | .758 | .896 | .773 | .925 | .957 |

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Groups Printed- Combined

| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 11 | 1 | 21 | 0 | 33 | 1 | 0 | 23 | 0 | 24 | 64 | 158 | 2 | 0 | 224 | 5 | 84 | 13 | 1 | 103 | 384 |
| 07:15 AM | 21 | 0 | 40 | 0 | 61 | 0 | 3 | 32 | 0 | 35 | 116 | 203 | 4 | 0 | 323 | 4 | 92 | 29 | 0 | 125 | 544 |
| 07:30 AM | 36 | 0 | 70 | 0 | 106 | 0 | 6 | 40 | 0 | 46 | 117 | 230 | 4 | 0 | 351 | 14 | 148 | 46 | 0 | 208 | 711 |
| 07:45 AM | 32 | 1 | 62 | 0 | 95 | 5 | 14 | 27 | 0 | 46 | 135 | 218 | 3 | 0 | 356 | 18 | 190 | 43 | 0 | 251 | 748 |
| Total | 100 | 2 | 193 | 0 | 295 | 6 | 23 | 122 | 0 | 151 | 432 | 809 | 13 | 0 | 1254 | 41 | 514 | 131 | 1 | 687 | 2387 |
| 08:00 AM | 15 | 0 | 39 | 0 | 54 | 3 | 6 | 17 | 0 | 26 | 90 | 186 | 5 | 0 | 281 | 8 | 144 | 22 | 0 | 174 | 535 |
| 08:15 AM | 21 | 0 | 64 | 0 | 85 | 5 | 8 | 10 | 0 | 23 | 92 | 205 | 1 | 0 | 298 | 13 | 150 | 17 | 0 | 180 | 586 |
| 08:30 AM | 26 | 0 | 85 | 0 | 111 | 0 | 9 | 17 | 0 | 26 | 90 | 182 | 0 | 0 | 272 | 11 | 137 | 13 | 0 | 161 | 570 |
| 08:45 AM | 19 | 0 | 58 | 0 | 77 | 1 | 1 | 12 | 0 | 14 | 62 | 198 | 4 | 0 | 264 | 10 | 148 | 11 | 0 | 169 | 524 |
| Total | 81 | 0 | 246 | 0 | 327 | 9 | 24 | 56 | 0 | 89 | 334 | 771 | 10 | 0 | 1115 | 42 | 579 | 63 | 0 | 684 | 2215 |
| Grand Total | 181 | 2 | 439 | 0 | 622 | 15 | 47 | 178 | 0 | 240 | 766 | 1580 | 23 | 0 | 2369 | 83 | 1093 | 194 | 1 | 1371 | 4602 |
| Apprch % | 29.1 | 0.3 | 70.6 | 0 | | 6.2 | 19.6 | 74.2 | 0 | | 32.3 | 66.7 | 1 | 0 | | 6.1 | 79.7 | 14.2 | 0.1 | | |
| Total % | 3.9 | 0 | 9.5 | 0 | 13.5 | 0.3 | 1 | 3.9 | 0 | 5.2 | 16.6 | 34.3 | 0.5 | 0 | 51.5 | 1.8 | 23.8 | 4.2 | 0 | 29.8 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **36** | 0 | **70** | **106** | 0 | 6 | **40** | **46** | 117 | **230** | 4 | 351 | 14 | 148 | **46** | 208 | 711 |
| 07:45 AM | 32 | **1** | 62 | 95 | **5** | **14** | 27 | 46 | **135** | 218 | 3 | **356** | **18** | **190** | 43 | **251** | **748** |
| 08:00 AM | 15 | 0 | 39 | 54 | 3 | 6 | 17 | 26 | 90 | 186 | **5** | 281 | 8 | 144 | 22 | 174 | 535 |
| 08:15 AM | 21 | 0 | 64 | 85 | 5 | 8 | 10 | 23 | 92 | 205 | 1 | 298 | 13 | 150 | 17 | 180 | 586 |
| Total Volume | 104 | 1 | 235 | 340 | 13 | 34 | 94 | 141 | 434 | 839 | 13 | 1286 | 53 | 632 | 128 | 813 | 2580 |
| % App. Total | 30.6 | 0.3 | 69.1 | | 9.2 | 24.1 | 66.7 | | 33.7 | 65.2 | 1 | | 6.5 | 77.7 | 15.7 | | |
| PHF | .722 | .250 | .839 | .802 | .650 | .607 | .588 | .766 | .804 | .912 | .650 | .903 | .736 | .832 | .696 | .810 | .862 |

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| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 20 | 1 | 90 | 0 | 111 | 1 | 2 | 13 | 0 | 16 | 51 | 211 | 5 | 0 | 267 | 20 | 192 | 11 | 0 | 223 | 617 |
| 04:15 PM | 22 | 2 | 88 | 0 | 112 | 2 | 3 | 11 | 0 | 16 | 54 | 181 | 3 | 0 | 238 | 20 | 232 | 11 | 0 | 263 | 629 |
| 04:30 PM | 19 | 2 | 78 | 0 | 99 | 4 | 6 | 9 | 0 | 19 | 50 | 194 | 0 | 0 | 244 | 21 | 243 | 9 | 0 | 273 | 635 |
| 04:45 PM | 23 | 2 | 72 | 0 | 97 | 3 | 3 | 8 | 0 | 14 | 55 | 193 | 0 | 0 | 248 | 22 | 202 | 14 | 0 | 238 | 597 |
| Total | 84 | 7 | 328 | 0 | 419 | 10 | 14 | 41 | 0 | 65 | 210 | 779 | 8 | 0 | 997 | 83 | 869 | 45 | 0 | 997 | 2478 |
| 05:00 PM | 29 | 4 | 86 | 0 | 119 | 1 | 5 | 12 | 0 | 18 | 59 | 204 | 7 | 0 | 270 | 19 | 236 | 22 | 0 | 277 | 684 |
| 05:15 PM | 33 | 3 | 86 | 0 | 122 | 0 | 5 | 12 | 0 | 17 | 71 | 231 | 2 | 0 | 304 | 21 | 250 | 16 | 0 | 287 | 730 |
| 05:30 PM | 30 | 6 | 74 | 0 | 110 | 3 | 3 | 15 | 0 | 21 | 72 | 220 | 0 | 0 | 292 | 25 | 219 | 19 | 0 | 263 | 686 |
| 05:45 PM | 23 | 2 | 119 | 0 | 144 | 3 | 6 | 14 | 0 | 23 | 72 | 209 | 7 | 0 | 288 | 32 | 190 | 12 | 0 | 234 | 689 |
| Total | 115 | 15 | 365 | 0 | 495 | 7 | 19 | 53 | 0 | 79 | 274 | 864 | 16 | 0 | 1154 | 97 | 895 | 69 | 0 | 1061 | 2789 |
| Grand Total | 199 | 22 | 693 | 0 | 914 | 17 | 33 | 94 | 0 | 144 | 484 | 1643 | 24 | 0 | 2151 | 180 | 1764 | 114 | 0 | 2058 | 5267 |
| Apprch % | 21.8 | 2.4 | 75.8 | 0 | | 11.8 | 22.9 | 65.3 | 0 | | 22.5 | 76.4 | 1.1 | 0 | | 8.7 | 85.7 | 5.5 | 0 | | |
| Total % | 3.8 | 0.4 | 13.2 | 0 | 17.4 | 0.3 | 0.6 | 1.8 | 0 | 2.7 | 9.2 | 31.2 | 0.5 | 0 | 40.8 | 3.4 | 33.5 | 2.2 | 0 | 39.1 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 29 | 4 | 86 | 119 | 1 | 5 | 12 | 18 | 59 | 204 | **7** | 270 | 19 | 236 | **22** | 277 | 684 |
| 05:15 PM | **33** | 3 | 86 | 122 | 0 | 5 | 12 | 17 | 71 | **231** | 2 | **304** | 21 | **250** | 16 | **287** | **730** |
| 05:30 PM | 30 | **6** | 74 | 110 | **3** | 3 | **15** | 21 | **72** | 220 | 0 | 292 | 25 | 219 | 19 | 263 | 686 |
| 05:45 PM | 23 | 2 | **119** | **144** | 3 | **6** | 14 | **23** | 72 | 209 | 7 | 288 | **32** | 190 | 12 | 234 | 689 |
| Total Volume | 115 | 15 | 365 | 495 | 7 | 19 | 53 | 79 | 274 | 864 | 16 | 1154 | 97 | 895 | 69 | 1061 | 2789 |
| % App. Total | 23.2 | 3 | 73.7 | | 8.9 | 24.1 | 67.1 | | 23.7 | 74.9 | 1.4 | | 9.1 | 84.4 | 6.5 | | |
| PHF | .871 | .625 | .767 | .859 | .583 | .792 | .883 | .859 | .951 | .935 | .571 | .949 | .758 | .895 | .784 | .924 | .955 |

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Groups Printed- Truck

| | Enterprise Dr. Eastbound | | | | | Oakdale Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 18 |
| 04:15 PM | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 1 | 5 | 1 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 15 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 7 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 5 |
| Total | 3 | 0 | 8 | 0 | 11 | 0 | 1 | 1 | 0 | 2 | 4 | 16 | 1 | 0 | 21 | 0 | 10 | 1 | 0 | 11 | 45 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 8 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 13 | 1 | 0 | 14 | 24 |
| Grand Total | 4 | 0 | 8 | 0 | 12 | 0 | 1 | 1 | 0 | 2 | 4 | 25 | 1 | 0 | 30 | 0 | 23 | 2 | 0 | 25 | 69 |
| Apprch % | 33.3 | 0 | 66.7 | 0 | | 0 | 50 | 50 | 0 | | 13.3 | 83.3 | 3.3 | 0 | | 0 | 92 | 8 | 0 | | |
| Total % | 5.8 | 0 | 11.6 | 0 | 17.4 | 0 | 1.4 | 1.4 | 0 | 2.9 | 5.8 | 36.2 | 1.4 | 0 | 43.5 | 0 | 33.3 | 2.9 | 0 | 36.2 | |

| | Enterprise Dr. Eastbound | | | | Oakdale Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **2** | 0 | **4** | **6** | 0 | 0 | **1** | **1** | **3** | 3 | 0 | 6 | 0 | **5** | 0 | **5** | **18** |
| 04:15 PM | 1 | 0 | 2 | 3 | 0 | **1** | 0 | 1 | 1 | **5** | **1** | **7** | 0 | 3 | **1** | 4 | 15 |
| 04:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 1 | 7 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 5 |
| Total Volume | 3 | 0 | 8 | 11 | 0 | 1 | 1 | 2 | 4 | 16 | 1 | 21 | 0 | 10 | 1 | 11 | 45 |
| % App. Total | 27.3 | 0 | 72.7 | | 0 | 50 | 50 | | 19 | 76.2 | 4.8 | | 0 | 90.9 | 9.1 | | |
| PHF | .375 | .000 | .500 | .458 | .000 | .250 | .250 | .500 | .333 | .800 | .250 | .750 | .000 | .500 | .250 | .550 | .625 |

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Groups Printed- Truck

| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 4 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 4 | 1 | 0 | 5 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 8 | 1 | 0 | 9 | 16 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 14 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 1 | 21 | 4 | 0 | 26 | 48 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 7 | 14 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 2 | 2 | 0 | 4 | 10 |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 13 |
| Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 18 | 2 | 0 | 20 | 47 |
| Grand Total | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 1 | 39 | 6 | 0 | 46 | 95 |
| Apprch % | 33.3 | 0 | 66.7 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 2.2 | 84.8 | 13 | 0 | | |
| Total % | 1.1 | 0 | 2.1 | 0 | 3.2 | 0 | 0 | 0 | 0 | 0 | 0 | 48.4 | 0 | 0 | 48.4 | 1.1 | 41.1 | 6.3 | 0 | 48.4 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | **9** | 0 | 4 | **1** | 5 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | **8** | 1 | **9** | **16** |
| 07:45 AM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 8 | 1 | 9 | 14 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 26 | 0 | 24 | 3 | 27 | 54 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 88.9 | 11.1 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .722 | .000 | .722 | .000 | .750 | .750 | .750 | .844 |

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| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 0 | 5 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 5 | 201 | 1 | 0 | 207 | 7 | 115 | 3 | 0 | 125 | 347 |
| 07:15 AM | 12 | 0 | 4 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 2 | 256 | 0 | 0 | 258 | 10 | 142 | 3 | 0 | 155 | 430 |
| 07:30 AM | 19 | 0 | 7 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 8 | 316 | 1 | 0 | 325 | 2 | 222 | 3 | 0 | 227 | 578 |
| 07:45 AM | 18 | 0 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 17 | 324 | 6 | 0 | 347 | 14 | 245 | 6 | 0 | 265 | 632 |
| Total | 58 | 0 | 18 | 0 | 76 | 0 | 0 | 1 | 1 | 2 | 32 | 1097 | 8 | 0 | 1137 | 33 | 724 | 15 | 0 | 772 | 1987 |
| 08:00 AM | 9 | 0 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 281 | 2 | 0 | 291 | 7 | 180 | 3 | 0 | 190 | 495 |
| 08:15 AM | 12 | 0 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 256 | 0 | 0 | 262 | 12 | 187 | 4 | 0 | 203 | 480 |
| 08:30 AM | 7 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 291 | 2 | 0 | 295 | 12 | 214 | 3 | 0 | 229 | 534 |
| 08:45 AM | 4 | 0 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 3 | 274 | 1 | 0 | 278 | 10 | 207 | 2 | 0 | 219 | 504 |
| Total | 32 | 0 | 13 | 0 | 45 | 0 | 0 | 1 | 0 | 1 | 19 | 1102 | 5 | 0 | 1126 | 41 | 788 | 12 | 0 | 841 | 2013 |
| Grand Total | 90 | 0 | 31 | 0 | 121 | 0 | 0 | 2 | 1 | 3 | 51 | 2199 | 13 | 0 | 2263 | 74 | 1512 | 27 | 0 | 1613 | 4000 |
| Apprch % | 74.4 | 0 | 25.6 | 0 | | 0 | 0 | 66.7 | 33.3 | | 2.3 | 97.2 | 0.6 | 0 | | 4.6 | 93.7 | 1.7 | 0 | | |
| Total % | 2.2 | 0 | 0.8 | 0 | 3 | 0 | 0 | 0.1 | 0 | 0.1 | 1.3 | 55 | 0.3 | 0 | 56.6 | 1.9 | 37.8 | 0.7 | 0 | 40.3 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **19** | 0 | **7** | **26** | 0 | 0 | 0 | 0 | 8 | 316 | 1 | 325 | 2 | 222 | 3 | 227 | 578 |
| 07:45 AM | 18 | 0 | 2 | 20 | 0 | 0 | 0 | 0 | **17** | **324** | **6** | **347** | **14** | **245** | **6** | **265** | **632** |
| 08:00 AM | 9 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 8 | 281 | 2 | 291 | 7 | 180 | 3 | 190 | 495 |
| 08:15 AM | 12 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 6 | 256 | 0 | 262 | 12 | 187 | 4 | 203 | 480 |
| Total Volume | 58 | 0 | 17 | 75 | 0 | 0 | 0 | 0 | 39 | 1177 | 9 | 1225 | 35 | 834 | 16 | 885 | 2185 |
| % App. Total | 77.3 | 0 | 22.7 | | 0 | 0 | 0 | | 3.2 | 96.1 | 0.7 | | 4 | 94.2 | 1.8 | | |
| PHF | .763 | .000 | .607 | .721 | .000 | .000 | .000 | .000 | .574 | .908 | .375 | .883 | .625 | .851 | .667 | .835 | .864 |

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Groups Printed- Car

| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 8 | 263 | 6 | 0 | 277 | 7 | 277 | 14 | 0 | 298 | 582 |
| 04:15 PM | 3 | 0 | 3 | 0 | 6 | 1 | 1 | 2 | 1 | 5 | 9 | 239 | 3 | 0 | 251 | 6 | 324 | 12 | 0 | 342 | 604 |
| 04:30 PM | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 2 | 1 | 3 | 8 | 273 | 2 | 0 | 283 | 3 | 345 | 4 | 0 | 352 | 645 |
| 04:45 PM | 9 | 0 | 3 | 0 | 12 | 1 | 0 | 2 | 0 | 3 | 8 | 244 | 2 | 1 | 255 | 8 | 312 | 22 | 0 | 342 | 612 |
| Total | 16 | 0 | 14 | 0 | 30 | 3 | 1 | 7 | 2 | 13 | 33 | 1019 | 13 | 1 | 1066 | 24 | 1258 | 52 | 0 | 1334 | 2443 |
| 05:00 PM | 4 | 0 | 6 | 0 | 10 | 4 | 0 | 0 | 0 | 4 | 7 | 247 | 2 | 0 | 256 | 13 | 329 | 20 | 0 | 362 | 632 |
| 05:15 PM | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 2 | 0 | 2 | 10 | 303 | 4 | 0 | 317 | 7 | 371 | 20 | 0 | 398 | 732 |
| 05:30 PM | 3 | 0 | 6 | 1 | 10 | 0 | 0 | 1 | 0 | 1 | 3 | 303 | 0 | 0 | 306 | 6 | 297 | 34 | 0 | 337 | 654 |
| 05:45 PM | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 12 | 259 | 4 | 0 | 275 | 9 | 306 | 20 | 0 | 335 | 618 |
| Total | 15 | 0 | 25 | 1 | 41 | 4 | 0 | 5 | 0 | 9 | 32 | 1112 | 10 | 0 | 1154 | 35 | 1303 | 94 | 0 | 1432 | 2636 |
| Grand Total | 31 | 0 | 39 | 1 | 71 | 7 | 1 | 12 | 2 | 22 | 65 | 2131 | 23 | 1 | 2220 | 59 | 2561 | 146 | 0 | 2766 | 5079 |
| Apprch % | 43.7 | 0 | 54.9 | 1.4 | | 31.8 | 4.5 | 54.5 | 9.1 | | 2.9 | 96 | 1 | 0 | | 2.1 | 92.6 | 5.3 | 0 | | |
| Total % | 0.6 | 0 | 0.8 | 0 | 1.4 | 0.1 | 0 | 0.2 | 0 | 0.4 | 1.3 | 42 | 0.5 | 0 | 43.7 | 1.2 | 50.4 | 2.9 | 0 | 54.5 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 0 | 6 | 10 | **4** | 0 | 0 | **4** | 7 | 247 | 2 | 256 | **13** | 329 | 20 | 362 | 632 |
| 05:15 PM | **6** | 0 | **9** | **15** | 0 | 0 | **2** | 2 | 10 | **303** | **4** | **317** | 7 | **371** | 20 | **398** | **732** |
| 05:30 PM | 3 | 0 | 6 | 9 | 0 | 0 | 1 | 1 | 3 | 303 | 0 | 306 | 6 | 297 | **34** | 337 | 653 |
| 05:45 PM | 2 | 0 | 4 | 6 | 0 | 0 | 2 | 2 | **12** | 259 | 4 | 275 | 9 | 306 | 20 | 335 | 618 |
| Total Volume | 15 | 0 | 25 | 40 | 4 | 0 | 5 | 9 | 32 | 1112 | 10 | 1154 | 35 | 1303 | 94 | 1432 | 2635 |
| % App. Total | 37.5 | 0 | 62.5 | | 44.4 | 0 | 55.6 | | 2.8 | 96.4 | 0.9 | | 2.4 | 91 | 6.6 | | |
| PHF | .625 | .000 | .694 | .667 | .250 | .000 | .625 | .563 | .667 | .917 | .625 | .910 | .673 | .878 | .691 | .899 | .900 |

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| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 9 | 0 | 5 | 0 | 14 | 0 | 0 | 1 | 0 | 1 | 5 | 202 | 1 | 0 | 208 | 8 | 116 | 4 | 0 | 128 | 351 |
| 07:15 AM | 12 | 0 | 4 | 0 | 16 | 0 | 0 | 0 | 1 | 1 | 2 | 265 | 0 | 0 | 267 | 10 | 146 | 4 | 0 | 160 | 444 |
| 07:30 AM | 19 | 0 | 7 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 8 | 323 | 1 | 0 | 332 | 2 | 230 | 4 | 0 | 236 | 594 |
| 07:45 AM | 18 | 0 | 3 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 17 | 328 | 6 | 0 | 351 | 14 | 253 | 7 | 0 | 274 | 646 |
| Total | 58 | 0 | 19 | 0 | 77 | 0 | 0 | 1 | 1 | 2 | 32 | 1118 | 8 | 0 | 1158 | 34 | 745 | 19 | 0 | 798 | 2035 |
| 08:00 AM | 9 | 0 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 287 | 2 | 0 | 297 | 7 | 184 | 3 | 0 | 194 | 505 |
| 08:15 AM | 12 | 0 | 3 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 6 | 263 | 0 | 0 | 269 | 12 | 194 | 4 | 0 | 210 | 494 |
| 08:30 AM | 7 | 0 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 297 | 2 | 0 | 301 | 12 | 216 | 5 | 0 | 233 | 544 |
| 08:45 AM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 3 | 280 | 1 | 0 | 284 | 10 | 212 | 2 | 0 | 224 | 517 |
| Total | 33 | 0 | 14 | 0 | 47 | 0 | 0 | 1 | 0 | 1 | 19 | 1127 | 5 | 0 | 1151 | 41 | 806 | 14 | 0 | 861 | 2060 |
| Grand Total | 91 | 0 | 33 | 0 | 124 | 0 | 0 | 2 | 1 | 3 | 51 | 2245 | 13 | 0 | 2309 | 75 | 1551 | 33 | 0 | 1659 | 4095 |
| Apprch % | 73.4 | 0 | 26.6 | 0 | | 0 | 0 | 66.7 | 33.3 | | 2.2 | 97.2 | 0.6 | 0 | | 4.5 | 93.5 | 2 | 0 | | |
| Total % | 2.2 | 0 | 0.8 | 0 | 3 | 0 | 0 | 0 | 0 | 0.1 | 1.2 | 54.8 | 0.3 | 0 | 56.4 | 1.8 | 37.9 | 0.8 | 0 | 40.5 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **19** | 0 | **7** | **26** | 0 | 0 | 0 | 0 | 8 | 323 | 1 | 332 | 2 | 230 | 4 | 236 | 594 |
| 07:45 AM | 18 | 0 | 3 | 21 | 0 | 0 | 0 | 0 | **17** | **328** | **6** | **351** | **14** | **253** | **7** | **274** | **646** |
| 08:00 AM | 9 | 0 | 5 | 14 | 0 | 0 | 0 | 0 | 8 | 287 | 2 | 297 | 7 | 184 | 3 | 194 | 505 |
| 08:15 AM | 12 | 0 | 3 | 15 | 0 | 0 | 0 | 0 | 6 | 263 | 0 | 269 | 12 | 194 | 4 | 210 | 494 |
| Total Volume | 58 | 0 | 18 | 76 | 0 | 0 | 0 | 0 | 39 | 1201 | 9 | 1249 | 35 | 861 | 18 | 914 | 2239 |
| % App. Total | 76.3 | 0 | 23.7 | | 0 | 0 | 0 | | 3.1 | 96.2 | 0.7 | | 3.8 | 94.2 | 2 | | |
| PHF | .763 | .000 | .643 | .731 | .000 | .000 | .000 | .000 | .574 | .915 | .375 | .890 | .625 | .851 | .643 | .834 | .866 |

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| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 8 | 268 | 6 | 0 | 282 | 7 | 284 | 14 | 0 | 305 | 594 |
| 04:15 PM | 3 | 0 | 3 | 0 | 6 | 1 | 1 | 2 | 1 | 5 | 9 | 248 | 3 | 0 | 260 | 6 | 326 | 13 | 0 | 345 | 616 |
| 04:30 PM | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 2 | 1 | 3 | 8 | 280 | 2 | 0 | 290 | 3 | 345 | 4 | 0 | 352 | 652 |
| 04:45 PM | 9 | 0 | 3 | 0 | 12 | 1 | 0 | 2 | 0 | 3 | 8 | 247 | 2 | 1 | 258 | 8 | 313 | 22 | 0 | 343 | 616 |
| Total | 16 | 0 | 14 | 0 | 30 | 3 | 1 | 7 | 2 | 13 | 33 | 1043 | 13 | 1 | 1090 | 24 | 1268 | 53 | 0 | 1345 | 2478 |
| 05:00 PM | 4 | 0 | 6 | 0 | 10 | 4 | 0 | 0 | 0 | 4 | 7 | 254 | 2 | 0 | 263 | 13 | 331 | 20 | 0 | 364 | 641 |
| 05:15 PM | 6 | 0 | 9 | 0 | 15 | 0 | 0 | 2 | 0 | 2 | 10 | 306 | 4 | 0 | 320 | 7 | 377 | 20 | 0 | 404 | 741 |
| 05:30 PM | 3 | 0 | 6 | 1 | 10 | 0 | 0 | 1 | 0 | 1 | 3 | 304 | 0 | 0 | 307 | 6 | 302 | 34 | 0 | 342 | 660 |
| 05:45 PM | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 2 | 0 | 2 | 12 | 262 | 4 | 0 | 278 | 9 | 308 | 21 | 0 | 338 | 624 |
| Total | 15 | 0 | 25 | 1 | 41 | 4 | 0 | 5 | 0 | 9 | 32 | 1126 | 10 | 0 | 1168 | 35 | 1318 | 95 | 0 | 1448 | 2666 |
| Grand Total | 31 | 0 | 39 | 1 | 71 | 7 | 1 | 12 | 2 | 22 | 65 | 2169 | 23 | 1 | 2258 | 59 | 2586 | 148 | 0 | 2793 | 5144 |
| Apprch % | 43.7 | 0 | 54.9 | 1.4 | | 31.8 | 4.5 | 54.5 | 9.1 | | 2.9 | 96.1 | 1 | 0 | | 2.1 | 92.6 | 5.3 | 0 | | |
| Total % | 0.6 | 0 | 0.8 | 0 | 1.4 | 0.1 | 0 | 0.2 | 0 | 0.4 | 1.3 | 42.2 | 0.4 | 0 | 43.9 | 1.1 | 50.3 | 2.9 | 0 | 54.3 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 4 | 0 | 6 | 10 | **4** | 0 | 0 | **4** | 7 | 254 | 2 | 263 | **13** | 331 | 20 | 364 | 641 |
| 05:15 PM | **6** | 0 | **9** | **15** | 0 | 0 | **2** | 2 | 10 | **306** | **4** | **320** | 7 | **377** | 20 | **404** | **741** |
| 05:30 PM | 3 | 0 | 6 | 9 | 0 | 0 | 1 | 1 | 3 | 304 | 0 | 307 | 6 | 302 | **34** | 342 | 659 |
| 05:45 PM | 2 | 0 | 4 | 6 | 0 | 0 | 2 | 2 | **12** | 262 | 4 | 278 | 9 | 308 | 21 | 338 | 624 |
| Total Volume | 15 | 0 | 25 | 40 | 4 | 0 | 5 | 9 | 32 | 1126 | 10 | 1168 | 35 | 1318 | 95 | 1448 | 2665 |
| % App. Total | 37.5 | 0 | 62.5 | | 44.4 | 0 | 55.6 | | 2.7 | 96.4 | 0.9 | | 2.4 | 91 | 6.6 | | |
| PHF | .625 | .000 | .694 | .667 | .250 | .000 | .625 | .563 | .667 | .920 | .625 | .913 | .673 | .874 | .699 | .896 | .899 |

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File Name : 8-Timberlake and Wood PM
Site Code :
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Groups Printed- Truck

| | Wood Rd. Eastbound | | | | | Business Entrance Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 0 | 7 | 12 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 1 | 0 | 3 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 10 | 1 | 0 | 11 | 35 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 9 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 6 | 0 | 0 | 6 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 15 | 1 | 0 | 16 | 30 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 0 | 25 | 2 | 0 | 27 | 65 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 92.6 | 7.4 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58.5 | 0 | 0 | 58.5 | 0 | 38.5 | 3.1 | 0 | 41.5 | |

| | Wood Rd. Eastbound | | | | Business Entrance Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | **7** | 0 | **7** | **12** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | **9** | 0 | 2 | **1** | 3 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 7 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 10 | 1 | 11 | 35 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 90.9 | 9.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .667 | .000 | .667 | .000 | .357 | .250 | .393 | .729 |

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File Name : 9-Timberlake and Knollwood Townhomes_Putt Putt AM
Site Code :
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Groups Printed- Truck

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 5 | 0 | 0 | 6 | 11 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 13 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 8 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 20 | 0 | 0 | 20 | 1 | 15 | 0 | 0 | 16 | 38 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 5 | 16 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 6 | 0 | 0 | 7 | 13 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 1 | 5 | 0 | 0 | 6 | 13 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 2 | 18 | 0 | 0 | 20 | 49 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 49 | 0 | 0 | 49 | 3 | 33 | 0 | 0 | 36 | 87 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 8.3 | 91.7 | 0 | 0 | | |
| Total % | 0 | 0 | 1.1 | 0 | 1.1 | 0 | 0 | 1.1 | 0 | 1.1 | 0 | 56.3 | 0 | 0 | 56.3 | 3.4 | 37.9 | 0 | 0 | 41.4 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | 0 | **11** | 0 | 5 | 0 | 5 | **16** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 2 | 7 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | **1** | **6** | 0 | **7** | 13 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 1 | 5 | 0 | 6 | 13 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 2 | 18 | 0 | 20 | 49 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 10 | 90 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .659 | .000 | .659 | .500 | .750 | .000 | .714 | .766 |

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File Name : 9-Timberlake and Knollwood Townhomes_Putt Putt AM
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Groups Printed- Car

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 | 213 | 1 | 0 | 228 | 3 | 86 | 0 | 0 | 89 | 318 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 11 | 277 | 1 | 0 | 289 | 3 | 119 | 0 | 0 | 122 | 414 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 10 | 14 | 363 | 1 | 0 | 378 | 6 | 206 | 0 | 0 | 212 | 600 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 6 | 13 | 365 | 2 | 0 | 380 | 2 | 224 | 0 | 0 | 226 | 612 |
| Total | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 13 | 0 | 20 | 52 | 1218 | 5 | 0 | 1275 | 14 | 635 | 0 | 0 | 649 | 1944 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 | 285 | 0 | 0 | 293 | 4 | 185 | 0 | 0 | 189 | 485 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 | 285 | 0 | 0 | 299 | 2 | 188 | 0 | 0 | 190 | 490 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 7 | 16 | 279 | 0 | 0 | 295 | 2 | 191 | 0 | 0 | 193 | 496 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 | 295 | 0 | 0 | 315 | 3 | 198 | 0 | 0 | 201 | 517 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 11 | 0 | 12 | 58 | 1144 | 0 | 0 | 1202 | 11 | 762 | 0 | 0 | 773 | 1988 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 8 | 0 | 24 | 0 | 32 | 110 | 2362 | 5 | 0 | 2477 | 25 | 1397 | 0 | 0 | 1422 | 3932 |
| Apprch % | 0 | 0 | 100 | 0 | | 25 | 0 | 75 | 0 | | 4.4 | 95.4 | 0.2 | 0 | | 1.8 | 98.2 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.6 | 0 | 0.8 | 2.8 | 60.1 | 0.1 | 0 | 63 | 0.6 | 35.5 | 0 | 0 | 36.2 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **3** | 0 | **7** | **10** | **14** | 363 | 1 | 378 | **6** | 206 | 0 | 212 | 600 |
| 07:45 AM | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 | 13 | **365** | **2** | **380** | 2 | **224** | 0 | **226** | **612** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 | 285 | 0 | 293 | 4 | 185 | 0 | 189 | 485 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 285 | 0 | 299 | 2 | 188 | 0 | 190 | 490 |
| Total Volume | 0 | 0 | 0 | 0 | 6 | 0 | 14 | 20 | 49 | 1298 | 3 | 1350 | 14 | 803 | 0 | 817 | 2187 |
| % App. Total | 0 | 0 | 0 | | 30 | 0 | 70 | | 3.6 | 96.1 | 0.2 | | 1.7 | 98.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 | .875 | .889 | .375 | .888 | .583 | .896 | .000 | .904 | .893 |

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File Name : 9-Timberlake and Knollwood Townhomes_Putt Putt PM
Site Code :
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Groups Printed- Car

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 4 | 0 | 4 | 5 | 272 | 1 | 0 | 278 | 8 | 346 | 2 | 0 | 356 | 648 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 8 | 256 | 4 | 0 | 268 | 2 | 341 | 1 | 0 | 344 | 619 |
| 04:30 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 10 | 262 | 2 | 0 | 274 | 3 | 328 | 3 | 0 | 334 | 614 |
| 04:45 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 12 | 244 | 3 | 0 | 259 | 6 | 315 | 1 | 0 | 322 | 588 |
| Total | 4 | 0 | 20 | 0 | 24 | 1 | 0 | 9 | 0 | 10 | 35 | 1034 | 10 | 0 | 1079 | 19 | 1330 | 7 | 0 | 1356 | 2469 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 11 | 298 | 0 | 0 | 309 | 3 | 333 | 2 | 0 | 338 | 652 |
| 05:15 PM | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 6 | 0 | 7 | 9 | 294 | 3 | 0 | 306 | 5 | 372 | 3 | 0 | 380 | 697 |
| 05:30 PM | 2 | 0 | 1 | 3 | 6 | 1 | 0 | 1 | 0 | 2 | 17 | 282 | 3 | 0 | 302 | 9 | 337 | 2 | 0 | 348 | 658 |
| 05:45 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 3 | 0 | 5 | 9 | 331 | 2 | 0 | 342 | 9 | 286 | 4 | 0 | 299 | 652 |
| Total | 3 | 0 | 12 | 3 | 18 | 6 | 0 | 11 | 0 | 17 | 46 | 1205 | 8 | 0 | 1259 | 26 | 1328 | 11 | 0 | 1365 | 2659 |
| Grand Total | 7 | 0 | 32 | 3 | 42 | 7 | 0 | 20 | 0 | 27 | 81 | 2239 | 18 | 0 | 2338 | 45 | 2658 | 18 | 0 | 2721 | 5128 |
| Apprch % | 16.7 | 0 | 76.2 | 7.1 | | 25.9 | 0 | 74.1 | 0 | | 3.5 | 95.8 | 0.8 | 0 | | 1.7 | 97.7 | 0.7 | 0 | | |
| Total % | 0.1 | 0 | 0.6 | 0.1 | 0.8 | 0.1 | 0 | 0.4 | 0 | 0.5 | 1.6 | 43.7 | 0.4 | 0 | 45.6 | 0.9 | 51.8 | 0.4 | 0 | 53.1 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 2 | 2 | **2** | 0 | 1 | 3 | 11 | 298 | 0 | 309 | 3 | 333 | 2 | 338 | 652 |
| 05:15 PM | 0 | 0 | 4 | 4 | 1 | 0 | **6** | **7** | 9 | 294 | **3** | 306 | 5 | **372** | 3 | **380** | **697** |
| 05:30 PM | **2** | 0 | 1 | 3 | 1 | 0 | 1 | 2 | **17** | 282 | 3 | 302 | **9** | 337 | 2 | 348 | 655 |
| 05:45 PM | 1 | 0 | **5** | **6** | 2 | 0 | 3 | 5 | 9 | **331** | 2 | **342** | 9 | 286 | **4** | 299 | 652 |
| Total Volume | 3 | 0 | 12 | 15 | 6 | 0 | 11 | 17 | 46 | 1205 | 8 | 1259 | 26 | 1328 | 11 | 1365 | 2656 |
| % App. Total | 20 | 0 | 80 | | 35.3 | 0 | 64.7 | | 3.7 | 95.7 | 0.6 | | 1.9 | 97.3 | 0.8 | | |
| PHF | .375 | .000 | .600 | .625 | .750 | .000 | .458 | .607 | .676 | .910 | .667 | .920 | .722 | .892 | .688 | .898 | .953 |

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File Name : 9-Timberlake and Knollwood Townhomes_Putt Putt AM
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Groups Printed- Combined

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 14 | 218 | 1 | 0 | 233 | 4 | 91 | 0 | 0 | 95 | 329 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 11 | 283 | 1 | 0 | 295 | 3 | 125 | 0 | 0 | 128 | 427 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 0 | 10 | 14 | 368 | 1 | 0 | 383 | 6 | 207 | 0 | 0 | 213 | 606 |
| 07:45 AM | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 6 | 13 | 369 | 2 | 0 | 384 | 2 | 227 | 0 | 0 | 229 | 620 |
| Total | 0 | 0 | 1 | 0 | 1 | 7 | 0 | 14 | 0 | 21 | 52 | 1238 | 5 | 0 | 1295 | 15 | 650 | 0 | 0 | 665 | 1982 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 | 296 | 0 | 0 | 304 | 4 | 190 | 0 | 0 | 194 | 501 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 14 | 290 | 0 | 0 | 304 | 2 | 190 | 0 | 0 | 192 | 497 |
| 08:30 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 7 | 16 | 285 | 0 | 0 | 301 | 3 | 197 | 0 | 0 | 200 | 509 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 20 | 302 | 0 | 0 | 322 | 4 | 203 | 0 | 0 | 207 | 530 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 11 | 0 | 12 | 58 | 1173 | 0 | 0 | 1231 | 13 | 780 | 0 | 0 | 793 | 2037 |
| Grand Total | 0 | 0 | 2 | 0 | 2 | 8 | 0 | 25 | 0 | 33 | 110 | 2411 | 5 | 0 | 2526 | 28 | 1430 | 0 | 0 | 1458 | 4019 |
| Apprch % | 0 | 0 | 100 | 0 | | 24.2 | 0 | 75.8 | 0 | | 4.4 | 95.4 | 0.2 | 0 | | 1.9 | 98.1 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0.2 | 0 | 0.6 | 0 | 0.8 | 2.7 | 60 | 0.1 | 0 | 62.9 | 0.7 | 35.6 | 0 | 0 | 36.3 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **3** | 0 | **7** | **10** | **14** | 368 | 1 | 383 | **6** | 207 | 0 | 213 | 606 |
| 07:45 AM | 0 | 0 | **1** | **1** | 3 | 0 | 3 | 6 | 13 | **369** | **2** | **384** | 2 | **227** | 0 | **229** | **620** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 | 296 | 0 | 304 | 4 | 190 | 0 | 194 | 501 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 290 | 0 | 304 | 2 | 190 | 0 | 192 | 497 |
| Total Volume | 0 | 0 | 1 | 1 | 6 | 0 | 14 | 20 | 49 | 1323 | 3 | 1375 | 14 | 814 | 0 | 828 | 2224 |
| % App. Total | 0 | 0 | 100 | | 30 | 0 | 70 | | 3.6 | 96.2 | 0.2 | | 1.7 | 98.3 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .500 | .000 | .500 | .500 | .875 | .896 | .375 | .895 | .583 | .896 | .000 | .904 | .897 |

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File Name : 9-Timberlake and Knollwood Townhomes_Putt Putt PM
Site Code :
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Groups Printed- Combined

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 4 | 0 | 4 | 5 | 275 | 1 | 0 | 281 | 9 | 350 | 2 | 0 | 361 | 656 |
| 04:15 PM | 1 | 0 | 4 | 0 | 5 | 1 | 0 | 1 | 0 | 2 | 8 | 260 | 4 | 0 | 272 | 2 | 349 | 1 | 0 | 352 | 631 |
| 04:30 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 2 | 0 | 2 | 10 | 269 | 2 | 0 | 281 | 3 | 334 | 3 | 0 | 340 | 627 |
| 04:45 PM | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 2 | 0 | 2 | 12 | 250 | 3 | 0 | 265 | 6 | 318 | 1 | 0 | 325 | 597 |
| Total | 4 | 0 | 20 | 0 | 24 | 1 | 0 | 9 | 0 | 10 | 35 | 1054 | 10 | 0 | 1099 | 20 | 1351 | 7 | 0 | 1378 | 2511 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 1 | 0 | 3 | 11 | 304 | 0 | 0 | 315 | 3 | 336 | 2 | 0 | 341 | 661 |
| 05:15 PM | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 6 | 0 | 7 | 9 | 298 | 3 | 0 | 310 | 5 | 378 | 3 | 0 | 386 | 707 |
| 05:30 PM | 2 | 0 | 1 | 3 | 6 | 1 | 0 | 1 | 0 | 2 | 17 | 284 | 3 | 0 | 304 | 9 | 340 | 2 | 0 | 351 | 663 |
| 05:45 PM | 1 | 0 | 5 | 0 | 6 | 2 | 0 | 3 | 0 | 5 | 9 | 335 | 2 | 0 | 346 | 9 | 290 | 4 | 0 | 303 | 660 |
| Total | 3 | 0 | 12 | 3 | 18 | 6 | 0 | 11 | 0 | 17 | 46 | 1221 | 8 | 0 | 1275 | 26 | 1344 | 11 | 0 | 1381 | 2691 |
| Grand Total | 7 | 0 | 32 | 3 | 42 | 7 | 0 | 20 | 0 | 27 | 81 | 2275 | 18 | 0 | 2374 | 46 | 2695 | 18 | 0 | 2759 | 5202 |
| Apprch % | 16.7 | 0 | 76.2 | 7.1 | | 25.9 | 0 | 74.1 | 0 | | 3.4 | 95.8 | 0.8 | 0 | | 1.7 | 97.7 | 0.7 | 0 | | |
| Total % | 0.1 | 0 | 0.6 | 0.1 | 0.8 | 0.1 | 0 | 0.4 | 0 | 0.5 | 1.6 | 43.7 | 0.3 | 0 | 45.6 | 0.9 | 51.8 | 0.3 | 0 | 53 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 2 | 2 | **2** | 0 | 1 | 3 | 11 | 304 | 0 | 315 | 3 | 336 | 2 | 341 | 661 |
| 05:15 PM | 0 | 0 | 4 | 4 | 1 | 0 | **6** | **7** | 9 | 298 | **3** | 310 | 5 | **378** | 3 | **386** | **707** |
| 05:30 PM | **2** | 0 | 1 | 3 | 1 | 0 | 1 | 2 | **17** | 284 | 3 | 304 | **9** | 340 | 2 | 351 | 660 |
| 05:45 PM | 1 | 0 | **5** | **6** | 2 | 0 | 3 | 5 | 9 | **335** | 2 | **346** | 9 | 290 | **4** | 303 | 660 |
| Total Volume | 3 | 0 | 12 | 15 | 6 | 0 | 11 | 17 | 46 | 1221 | 8 | 1275 | 26 | 1344 | 11 | 1381 | 2688 |
| % App. Total | 20 | 0 | 80 | | 35.3 | 0 | 64.7 | | 3.6 | 95.8 | 0.6 | | 1.9 | 97.3 | 0.8 | | |
| PHF | .375 | .000 | .600 | .625 | .750 | .000 | .458 | .607 | .676 | .911 | .667 | .921 | .722 | .889 | .688 | .894 | .950 |

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Groups Printed- Truck

| | Putt Putt Entrance Eastbound | | | | | Knollwood Townhomes Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 5 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 0 | 0 | 8 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 1 | 21 | 0 | 0 | 22 | 42 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 9 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 16 | 0 | 0 | 16 | 32 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 36 | 1 | 37 | 0 | 0 | 38 | 74 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 2.6 | 97.4 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48.6 | 0 | 0 | 48.6 | 1.4 | 50 | 0 | 0 | 51.4 | |

| | Putt Putt Entrance Eastbound | | | | Knollwood Townhomes Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **8** | 0 | **8** | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 6 | 0 | 6 | **13** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 3 | 0 | 3 | 9 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 3 | 0 | 3 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 20 | 0 | 20 | 43 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .821 | .000 | .821 | .000 | .625 | .000 | .625 | .827 |

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File Name : 10-Timberlake and Charlie Chicken_Hooper Plumbing AM
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Groups Printed- Truck

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 10 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 6 | 0 | 6 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 17 | 0 | 17 | 38 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 4 | 0 | 4 | 15 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 5 | 0 | 5 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 28 | 1 | 0 | 29 | 0 | 20 | 0 | 20 | 49 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 50 | 0 | 37 | 0 | 37 | 87 |
| Apprch % | 0 | 0 | 0 | | 0 | 98 | 2 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 56.3 | 1.1 | 0 | 57.5 | 0 | 42.5 | 0 | 42.5 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | **11** | 0 | **11** | 0 | 4 | 4 | **15** |
| 08:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 5 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **6** | **6** | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 6 | **1** | 7 | 0 | 5 | 5 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 28 | 1 | 29 | 0 | 20 | 20 | 49 |
| % App. Total | 0 | 0 | | 0 | 96.6 | 3.4 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .000 | .636 | .250 | .659 | .000 | .833 | .833 | .817 |

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Groups Printed- Car

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 215 | 0 | 0 | 215 | 0 | 82 | 0 | 82 | 297 |
| 07:15 AM | 0 | 0 | 0 | 0 | 2 | 289 | 0 | 0 | 291 | 0 | 128 | 0 | 128 | 419 |
| 07:30 AM | 0 | 0 | 0 | 0 | 2 | 387 | 0 | 0 | 389 | 1 | 201 | 0 | 202 | 591 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 357 | 0 | 0 | 357 | 1 | 227 | 0 | 228 | 585 |
| Total | 0 | 0 | 0 | 0 | 4 | 1248 | 0 | 0 | 1252 | 2 | 638 | 0 | 640 | 1892 |
| 08:00 AM | 0 | 0 | 0 | 0 | 3 | 288 | 0 | 0 | 291 | 0 | 181 | 0 | 181 | 472 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 289 | 1 | 179 | 0 | 180 | 469 |
| 08:30 AM | 0 | 2 | 0 | 2 | 1 | 299 | 0 | 0 | 300 | 0 | 200 | 0 | 200 | 502 |
| 08:45 AM | 0 | 0 | 0 | 0 | 5 | 281 | 0 | 0 | 286 | 0 | 191 | 0 | 191 | 477 |
| Total | 0 | 2 | 0 | 2 | 9 | 1157 | 0 | 0 | 1166 | 1 | 751 | 0 | 752 | 1920 |
| Grand Total | 0 | 2 | 0 | 2 | 13 | 2405 | 0 | 0 | 2418 | 3 | 1389 | 0 | 1392 | 3812 |
| Apprch % | 0 | 100 | 0 | | 0.5 | 99.5 | 0 | 0 | | 0.2 | 99.8 | 0 | | |
| Total % | 0 | 0.1 | 0 | 0.1 | 0.3 | 63.1 | 0 | 0 | 63.4 | 0.1 | 36.4 | 0 | 36.5 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 2 | **387** | 0 | **389** | **1** | 201 | 202 | **591** |
| 07:45 AM | 0 | 0 | 0 | 0 | 357 | 0 | 357 | 1 | **227** | **228** | 585 |
| 08:00 AM | 0 | 0 | 0 | **3** | 288 | 0 | 291 | 0 | 181 | 181 | 472 |
| 08:15 AM | 0 | 0 | 0 | 0 | 289 | 0 | 289 | 1 | 179 | 180 | 469 |
| Total Volume | 0 | 0 | 0 | 5 | 1321 | 0 | 1326 | 3 | 788 | 791 | 2117 |
| % App. Total | 0 | 0 | | 0.4 | 99.6 | 0 | | 0.4 | 99.6 | | |
| PHF | .000 | .000 | .000 | .417 | .853 | .000 | .852 | .750 | .868 | .867 | .896 |

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File Name : 10-Timberlake and Charlie Chicken_Hooper Plumbing PM
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Groups Printed- Car

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 5 | 279 | 1 | 0 | 285 | 3 | 353 | 0 | 356 | 641 |
| 04:15 PM | 0 | 1 | 0 | 1 | 3 | 260 | 0 | 0 | 263 | 6 | 333 | 0 | 339 | 603 |
| 04:30 PM | 0 | 0 | 0 | 0 | 3 | 268 | 0 | 0 | 271 | 2 | 343 | 0 | 345 | 616 |
| 04:45 PM | 0 | 0 | 0 | 0 | 7 | 254 | 0 | 0 | 261 | 4 | 313 | 0 | 317 | 578 |
| Total | 0 | 1 | 0 | 1 | 18 | 1061 | 1 | 0 | 1080 | 15 | 1342 | 0 | 1357 | 2438 |
| 05:00 PM | 0 | 0 | 0 | 0 | 4 | 284 | 0 | 0 | 288 | 3 | 341 | 0 | 344 | 632 |
| 05:15 PM | 0 | 1 | 0 | 1 | 2 | 314 | 0 | 0 | 316 | 3 | 367 | 0 | 370 | 687 |
| 05:30 PM | 0 | 0 | 0 | 0 | 4 | 265 | 0 | 0 | 269 | 3 | 340 | 0 | 343 | 612 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 344 | 0 | 0 | 344 | 9 | 303 | 0 | 312 | 656 |
| Total | 0 | 1 | 0 | 1 | 10 | 1207 | 0 | 0 | 1217 | 18 | 1351 | 0 | 1369 | 2587 |
| Grand Total | 0 | 2 | 0 | 2 | 28 | 2268 | 1 | 0 | 2297 | 33 | 2693 | 0 | 2726 | 5025 |
| Apprch % | 0 | 100 | 0 | | 1.2 | 98.7 | 0 | 0 | | 1.2 | 98.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.6 | 45.1 | 0 | 0 | 45.7 | 0.7 | 53.6 | 0 | 54.2 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | **4** | 284 | 0 | 288 | 3 | 341 | 344 | 632 |
| 05:15 PM | 0 | **1** | **1** | 2 | 314 | 0 | 316 | 3 | **367** | **370** | **687** |
| 05:30 PM | 0 | 0 | 0 | 4 | 265 | 0 | 269 | 3 | 340 | 343 | 612 |
| 05:45 PM | 0 | 0 | 0 | 0 | **344** | 0 | **344** | **9** | 303 | 312 | 656 |
| Total Volume | 0 | 1 | 1 | 10 | 1207 | 0 | 1217 | 18 | 1351 | 1369 | 2587 |
| % App. Total | 0 | 100 | | 0.8 | 99.2 | 0 | | 1.3 | 98.7 | | |
| PHF | .000 | .250 | .250 | .625 | .877 | .000 | .884 | .500 | .920 | .925 | .941 |

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Groups Printed- Combined

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 220 | 0 | 0 | 220 | 0 | 87 | 0 | 87 | 307 |
| 07:15 AM | 0 | 0 | 0 | 0 | 2 | 297 | 0 | 0 | 299 | 0 | 134 | 0 | 134 | 433 |
| 07:30 AM | 0 | 0 | 0 | 0 | 2 | 391 | 0 | 0 | 393 | 1 | 203 | 0 | 204 | 597 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 361 | 0 | 0 | 361 | 1 | 231 | 0 | 232 | 593 |
| Total | 0 | 0 | 0 | 0 | 4 | 1269 | 0 | 0 | 1273 | 2 | 655 | 0 | 657 | 1930 |
| 08:00 AM | 0 | 0 | 0 | 0 | 3 | 299 | 0 | 0 | 302 | 0 | 185 | 0 | 185 | 487 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 294 | 0 | 0 | 294 | 1 | 184 | 0 | 185 | 479 |
| 08:30 AM | 0 | 2 | 0 | 2 | 1 | 305 | 0 | 0 | 306 | 0 | 206 | 0 | 206 | 514 |
| 08:45 AM | 0 | 0 | 0 | 0 | 5 | 287 | 1 | 0 | 293 | 0 | 196 | 0 | 196 | 489 |
| Total | 0 | 2 | 0 | 2 | 9 | 1185 | 1 | 0 | 1195 | 1 | 771 | 0 | 772 | 1969 |
| Grand Total | 0 | 2 | 0 | 2 | 13 | 2454 | 1 | 0 | 2468 | 3 | 1426 | 0 | 1429 | 3899 |
| Apprch % | 0 | 100 | 0 | | 0.5 | 99.4 | 0 | 0 | | 0.2 | 99.8 | 0 | | |
| Total % | 0 | 0.1 | 0 | 0.1 | 0.3 | 62.9 | 0 | 0 | 63.3 | 0.1 | 36.6 | 0 | 36.7 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 2 | **391** | 0 | **393** | **1** | 203 | 204 | **597** |
| 07:45 AM | 0 | 0 | 0 | 0 | 361 | 0 | 361 | 1 | **231** | **232** | 593 |
| 08:00 AM | 0 | 0 | 0 | **3** | 299 | 0 | 302 | 0 | 185 | 185 | 487 |
| 08:15 AM | 0 | 0 | 0 | 0 | 294 | 0 | 294 | 1 | 184 | 185 | 479 |
| Total Volume | 0 | 0 | 0 | 5 | 1345 | 0 | 1350 | 3 | 803 | 806 | 2156 |
| % App. Total | 0 | 0 | | 0.4 | 99.6 | 0 | | 0.4 | 99.6 | | |
| PHF | .000 | .000 | .000 | .417 | .860 | .000 | .859 | .750 | .869 | .869 | .903 |

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File Name : 10-Timberlake and Charlie Chicken_Hooper Plumbing PM
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Groups Printed- Combined

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 5 | 282 | 1 | 0 | 288 | 3 | 358 | 0 | 361 | 649 |
| 04:15 PM | 0 | 1 | 0 | 1 | 3 | 265 | 0 | 0 | 268 | 6 | 340 | 0 | 346 | 615 |
| 04:30 PM | 0 | 0 | 0 | 0 | 3 | 275 | 0 | 0 | 278 | 2 | 348 | 0 | 350 | 628 |
| 04:45 PM | 0 | 0 | 0 | 0 | 7 | 259 | 0 | 0 | 266 | 4 | 316 | 0 | 320 | 586 |
| Total | 0 | 1 | 0 | 1 | 18 | 1081 | 1 | 0 | 1100 | 15 | 1362 | 0 | 1377 | 2478 |
| 05:00 PM | 0 | 0 | 0 | 0 | 4 | 289 | 0 | 0 | 293 | 3 | 345 | 0 | 348 | 641 |
| 05:15 PM | 0 | 1 | 0 | 1 | 2 | 320 | 0 | 0 | 322 | 3 | 371 | 0 | 374 | 697 |
| 05:30 PM | 0 | 0 | 0 | 0 | 4 | 268 | 0 | 0 | 272 | 3 | 344 | 0 | 347 | 619 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 348 | 0 | 0 | 348 | 9 | 305 | 0 | 314 | 662 |
| Total | 0 | 1 | 0 | 1 | 10 | 1225 | 0 | 0 | 1235 | 18 | 1365 | 0 | 1383 | 2619 |
| Grand Total | 0 | 2 | 0 | 2 | 28 | 2306 | 1 | 0 | 2335 | 33 | 2727 | 0 | 2760 | 5097 |
| Apprch % | 0 | 100 | 0 | | 1.2 | 98.8 | 0 | 0 | | 1.2 | 98.8 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.5 | 45.2 | 0 | 0 | 45.8 | 0.6 | 53.5 | 0 | 54.1 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | **4** | 289 | 0 | 293 | 3 | 345 | 348 | 641 |
| 05:15 PM | 0 | **1** | **1** | 2 | 320 | 0 | 322 | 3 | **371** | **374** | **697** |
| 05:30 PM | 0 | 0 | 0 | 4 | 268 | 0 | 272 | 3 | 344 | 347 | 619 |
| 05:45 PM | 0 | 0 | 0 | 0 | **348** | 0 | **348** | **9** | 305 | 314 | 662 |
| Total Volume | 0 | 1 | 1 | 10 | 1225 | 0 | 1235 | 18 | 1365 | 1383 | 2619 |
| % App. Total | 0 | 100 | | 0.8 | 99.2 | 0 | | 1.3 | 98.7 | | |
| PHF | .000 | .250 | .250 | .625 | .880 | .000 | .887 | .500 | .920 | .924 | .939 |

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File Name : 10-Timberlake and Charlie Chicken_Hooper Plumbing PM
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Groups Printed- Truck

| | Charlie's Chicken Westbound | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 5 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 7 | 0 | 7 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 5 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 20 | 0 | 20 | 40 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 4 | 9 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 14 | 0 | 14 | 32 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 0 | 34 | 0 | 34 | 72 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 52.8 | 0 | 0 | 52.8 | 0 | 47.2 | 0 | 47.2 | |

| | Charlie's Chicken Westbound | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:15 PM | | | | | | | | | | | |
| 04:15 PM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | **7** | **7** | **12** |
| 04:30 PM | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 5 | 5 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 3 | 8 |
| 05:00 PM | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 4 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 19 | 19 | 41 |
| % App. Total | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .000 | .786 | .000 | .786 | .000 | .679 | .679 | .854 |

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Groups Printed- Truck

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 11 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 6 | 0 | 0 | 6 | 14 |
| 07:30 AM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 1 | 1 | 0 | 2 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 0 | 2 | 0 | 2 | 0 | 22 | 0 | 22 | 0 | 15 | 1 | 0 | 16 | 40 |
| 08:00 AM | 1 | 0 | 0 | 1 | 0 | 10 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 16 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 12 |
| Total | 1 | 0 | 0 | 1 | 0 | 27 | 0 | 27 | 0 | 20 | 1 | 0 | 21 | 49 |
| Grand Total | 1 | 2 | 0 | 3 | 0 | 49 | 0 | 49 | 0 | 35 | 2 | 0 | 37 | 89 |
| Apprch % | 33.3 | 66.7 | 0 | | 0 | 100 | 0 | | 0 | 94.6 | 5.4 | 0 | | |
| Total % | 1.1 | 2.2 | 0 | 3.4 | 0 | 55.1 | 0 | 55.1 | 0 | 39.3 | 2.2 | 0 | 41.6 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | |
| 08:00 AM | **1** | 0 | **1** | 0 | **10** | **10** | 0 | 5 | 0 | 5 | **16** |
| 08:15 AM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 4 | 0 | 4 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | **6** | 0 | **6** | 12 |
| 08:45 AM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 5 | **1** | 6 | 12 |
| Total Volume | 1 | 0 | 1 | 0 | 27 | 27 | 0 | 20 | 1 | 21 | 49 |
| % App. Total | 100 | 0 | | 0 | 100 | | 0 | 95.2 | 4.8 | | |
| PHF | .250 | .000 | .250 | .000 | .675 | .675 | .000 | .833 | .250 | .875 | .766 |

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Groups Printed- Car

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 0 | 6 | 3 | 214 | 0 | 217 | 2 | 91 | 0 | 0 | 93 | 316 |
| 07:15 AM | 3 | 2 | 0 | 5 | 2 | 271 | 0 | 273 | 3 | 133 | 1 | 0 | 137 | 415 |
| 07:30 AM | 3 | 7 | 0 | 10 | 12 | 374 | 0 | 386 | 3 | 196 | 11 | 0 | 210 | 606 |
| 07:45 AM | 9 | 5 | 0 | 14 | 12 | 345 | 0 | 357 | 4 | 208 | 12 | 0 | 224 | 595 |
| Total | 21 | 14 | 0 | 35 | 29 | 1204 | 0 | 1233 | 12 | 628 | 24 | 0 | 664 | 1932 |
| 08:00 AM | 3 | 3 | 0 | 6 | 12 | 282 | 0 | 294 | 3 | 192 | 5 | 0 | 200 | 500 |
| 08:15 AM | 1 | 5 | 0 | 6 | 8 | 279 | 0 | 287 | 3 | 178 | 6 | 0 | 187 | 480 |
| 08:30 AM | 6 | 2 | 0 | 8 | 11 | 266 | 0 | 277 | 6 | 185 | 4 | 0 | 195 | 480 |
| 08:45 AM | 9 | 5 | 0 | 14 | 13 | 287 | 0 | 300 | 1 | 195 | 10 | 0 | 206 | 520 |
| Total | 19 | 15 | 0 | 34 | 44 | 1114 | 0 | 1158 | 13 | 750 | 25 | 0 | 788 | 1980 |
| Grand Total | 40 | 29 | 0 | 69 | 73 | 2318 | 0 | 2391 | 25 | 1378 | 49 | 0 | 1452 | 3912 |
| Apprch % | 58 | 42 | 0 | | 3.1 | 96.9 | 0 | | 1.7 | 94.9 | 3.4 | 0 | | |
| Total % | 1 | 0.7 | 0 | 1.8 | 1.9 | 59.3 | 0 | 61.1 | 0.6 | 35.2 | 1.3 | 0 | 37.1 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 3 | **7** | 10 | **12** | **374** | **386** | 3 | 196 | 11 | 210 | **606** |
| 07:45 AM | **9** | 5 | **14** | 12 | 345 | 357 | **4** | **208** | **12** | **224** | 595 |
| 08:00 AM | 3 | 3 | 6 | 12 | 282 | 294 | 3 | 192 | 5 | 200 | 500 |
| 08:15 AM | 1 | 5 | 6 | 8 | 279 | 287 | 3 | 178 | 6 | 187 | 480 |
| Total Volume | 16 | 20 | 36 | 44 | 1280 | 1324 | 13 | 774 | 34 | 821 | 2181 |
| % App. Total | 44.4 | 55.6 | | 3.3 | 96.7 | | 1.6 | 94.3 | 4.1 | | |
| PHF | .444 | .714 | .643 | .917 | .856 | .858 | .813 | .930 | .708 | .916 | .900 |

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Groups Printed- Car

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 13 | 0 | 21 | 14 | 262 | 0 | 276 | 3 | 335 | 11 | 0 | 349 | 646 |
| 04:15 PM | 4 | 9 | 0 | 13 | 6 | 272 | 0 | 278 | 8 | 323 | 10 | 0 | 341 | 632 |
| 04:30 PM | 16 | 18 | 0 | 34 | 13 | 259 | 0 | 272 | 5 | 323 | 9 | 0 | 337 | 643 |
| 04:45 PM | 7 | 10 | 0 | 17 | 13 | 245 | 0 | 258 | 5 | 289 | 10 | 0 | 304 | 579 |
| Total | 35 | 50 | 0 | 85 | 46 | 1038 | 0 | 1084 | 21 | 1270 | 40 | 0 | 1331 | 2500 |
| 05:00 PM | 10 | 10 | 0 | 20 | 22 | 265 | 0 | 287 | 8 | 335 | 10 | 0 | 353 | 660 |
| 05:15 PM | 7 | 5 | 0 | 12 | 19 | 283 | 0 | 302 | 5 | 353 | 6 | 0 | 364 | 678 |
| 05:30 PM | 10 | 3 | 2 | 15 | 9 | 277 | 0 | 286 | 2 | 342 | 10 | 0 | 354 | 655 |
| 05:45 PM | 13 | 7 | 0 | 20 | 16 | 327 | 0 | 343 | 9 | 334 | 10 | 0 | 353 | 716 |
| Total | 40 | 25 | 2 | 67 | 66 | 1152 | 0 | 1218 | 24 | 1364 | 36 | 0 | 1424 | 2709 |
| Grand Total | 75 | 75 | 2 | 152 | 112 | 2190 | 0 | 2302 | 45 | 2634 | 76 | 0 | 2755 | 5209 |
| Apprch % | 49.3 | 49.3 | 1.3 | | 4.9 | 95.1 | 0 | | 1.6 | 95.6 | 2.8 | 0 | | |
| Total % | 1.4 | 1.4 | 0 | 2.9 | 2.2 | 42 | 0 | 44.2 | 0.9 | 50.6 | 1.5 | 0 | 52.9 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 10 | **10** | **20** | **22** | 265 | 287 | 8 | 335 | **10** | 353 | 660 |
| 05:15 PM | 7 | 5 | 12 | 19 | 283 | 302 | 5 | **353** | 6 | **364** | 678 |
| 05:30 PM | 10 | 3 | 13 | 9 | 277 | 286 | 2 | 342 | 10 | 354 | 653 |
| 05:45 PM | **13** | 7 | 20 | 16 | **327** | **343** | **9** | 334 | 10 | 353 | **716** |
| Total Volume | 40 | 25 | 65 | 66 | 1152 | 1218 | 24 | 1364 | 36 | 1424 | 2707 |
| % App. Total | 61.5 | 38.5 | | 5.4 | 94.6 | | 1.7 | 95.8 | 2.5 | | |
| PHF | .769 | .625 | .813 | .750 | .881 | .888 | .667 | .966 | .900 | .978 | .945 |

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Groups Printed- Combined

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 6 | 1 | 0 | 7 | 3 | 219 | 0 | 222 | 2 | 96 | 0 | 0 | 98 | 327 |
| 07:15 AM | 3 | 2 | 0 | 5 | 2 | 279 | 0 | 281 | 3 | 139 | 1 | 0 | 143 | 429 |
| 07:30 AM | 3 | 8 | 0 | 11 | 12 | 379 | 0 | 391 | 3 | 197 | 12 | 0 | 212 | 614 |
| 07:45 AM | 9 | 5 | 0 | 14 | 12 | 349 | 0 | 361 | 4 | 211 | 12 | 0 | 227 | 602 |
| Total | 21 | 16 | 0 | 37 | 29 | 1226 | 0 | 1255 | 12 | 643 | 25 | 0 | 680 | 1972 |
| 08:00 AM | 4 | 3 | 0 | 7 | 12 | 292 | 0 | 304 | 3 | 197 | 5 | 0 | 205 | 516 |
| 08:15 AM | 1 | 5 | 0 | 6 | 8 | 284 | 0 | 292 | 3 | 182 | 6 | 0 | 191 | 489 |
| 08:30 AM | 6 | 2 | 0 | 8 | 11 | 272 | 0 | 283 | 6 | 191 | 4 | 0 | 201 | 492 |
| 08:45 AM | 9 | 5 | 0 | 14 | 13 | 293 | 0 | 306 | 1 | 200 | 11 | 0 | 212 | 532 |
| Total | 20 | 15 | 0 | 35 | 44 | 1141 | 0 | 1185 | 13 | 770 | 26 | 0 | 809 | 2029 |
| Grand Total | 41 | 31 | 0 | 72 | 73 | 2367 | 0 | 2440 | 25 | 1413 | 51 | 0 | 1489 | 4001 |
| Apprch % | 56.9 | 43.1 | 0 | | 3 | 97 | 0 | | 1.7 | 94.9 | 3.4 | 0 | | |
| Total % | 1 | 0.8 | 0 | 1.8 | 1.8 | 59.2 | 0 | 61 | 0.6 | 35.3 | 1.3 | 0 | 37.2 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 3 | **8** | 11 | **12** | **379** | **391** | 3 | 197 | **12** | 212 | **614** |
| 07:45 AM | **9** | 5 | **14** | 12 | 349 | 361 | **4** | **211** | 12 | **227** | 602 |
| 08:00 AM | 4 | 3 | 7 | 12 | 292 | 304 | 3 | 197 | 5 | 205 | 516 |
| 08:15 AM | 1 | 5 | 6 | 8 | 284 | 292 | 3 | 182 | 6 | 191 | 489 |
| Total Volume | 17 | 21 | 38 | 44 | 1304 | 1348 | 13 | 787 | 35 | 835 | 2221 |
| % App. Total | 44.7 | 55.3 | | 3.3 | 96.7 | | 1.6 | 94.3 | 4.2 | | |
| PHF | .472 | .656 | .679 | .917 | .860 | .862 | .813 | .932 | .729 | .920 | .904 |

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Groups Printed- Combined

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 9 | 13 | 0 | 22 | 14 | 265 | 0 | 279 | 3 | 340 | 13 | 0 | 356 | 657 |
| 04:15 PM | 4 | 10 | 0 | 14 | 6 | 277 | 0 | 283 | 8 | 329 | 10 | 0 | 347 | 644 |
| 04:30 PM | 16 | 18 | 0 | 34 | 13 | 266 | 0 | 279 | 5 | 328 | 9 | 0 | 342 | 655 |
| 04:45 PM | 8 | 10 | 0 | 18 | 14 | 250 | 0 | 264 | 5 | 293 | 10 | 0 | 308 | 590 |
| Total | 37 | 51 | 0 | 88 | 47 | 1058 | 0 | 1105 | 21 | 1290 | 42 | 0 | 1353 | 2546 |
| 05:00 PM | 10 | 10 | 0 | 20 | 22 | 270 | 0 | 292 | 8 | 339 | 10 | 0 | 357 | 669 |
| 05:15 PM | 7 | 5 | 0 | 12 | 19 | 289 | 0 | 308 | 5 | 357 | 6 | 0 | 368 | 688 |
| 05:30 PM | 10 | 3 | 2 | 15 | 9 | 280 | 0 | 289 | 2 | 346 | 10 | 0 | 358 | 662 |
| 05:45 PM | 13 | 7 | 0 | 20 | 16 | 332 | 0 | 348 | 9 | 337 | 10 | 0 | 356 | 724 |
| Total | 40 | 25 | 2 | 67 | 66 | 1171 | 0 | 1237 | 24 | 1379 | 36 | 0 | 1439 | 2743 |
| Grand Total | 77 | 76 | 2 | 155 | 113 | 2229 | 0 | 2342 | 45 | 2669 | 78 | 0 | 2792 | 5289 |
| Apprch % | 49.7 | 49 | 1.3 | | 4.8 | 95.2 | 0 | | 1.6 | 95.6 | 2.8 | 0 | | |
| Total % | 1.5 | 1.4 | 0 | 2.9 | 2.1 | 42.1 | 0 | 44.3 | 0.9 | 50.5 | 1.5 | 0 | 52.8 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 10 | **10** | **20** | **22** | 270 | 292 | 8 | 339 | **10** | 357 | 669 |
| 05:15 PM | 7 | 5 | 12 | 19 | 289 | 308 | 5 | **357** | 6 | **368** | 688 |
| 05:30 PM | 10 | 3 | 13 | 9 | 280 | 289 | 2 | 346 | 10 | 358 | 660 |
| 05:45 PM | **13** | 7 | 20 | 16 | **332** | **348** | **9** | 337 | 10 | 356 | **724** |
| Total Volume | 40 | 25 | 65 | 66 | 1171 | 1237 | 24 | 1379 | 36 | 1439 | 2741 |
| % App. Total | 61.5 | 38.5 | | 5.3 | 94.7 | | 1.7 | 95.8 | 2.5 | | |
| PHF | .769 | .625 | .813 | .750 | .882 | .889 | .667 | .966 | .900 | .978 | .946 |

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Groups Printed- Truck

| | Eastbound St. Eastbound | | | | Northbound St. Northbound | | | | Southbound St. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 5 | 2 | 0 | 7 | 11 |
| 04:15 PM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 04:45 PM | 1 | 0 | 0 | 1 | 1 | 5 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 2 | 1 | 0 | 3 | 1 | 20 | 0 | 21 | 0 | 20 | 2 | 0 | 22 | 46 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 19 | 0 | 15 | 0 | 0 | 15 | 34 |
| Grand Total | 2 | 1 | 0 | 3 | 1 | 39 | 0 | 40 | 0 | 35 | 2 | 0 | 37 | 80 |
| Apprch % | 66.7 | 33.3 | 0 | | 2.5 | 97.5 | 0 | | 0 | 94.6 | 5.4 | 0 | | |
| Total % | 2.5 | 1.2 | 0 | 3.8 | 1.2 | 48.8 | 0 | 50 | 0 | 43.8 | 2.5 | 0 | 46.2 | |

| | Eastbound St. Eastbound | | | Northbound St. Northbound | | | Southbound St. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | |
| 04:00 PM | **1** | 0 | **1** | 0 | 3 | 3 | 0 | 5 | **2** | **7** | 11 |
| 04:15 PM | 0 | **1** | 1 | 0 | 5 | 5 | 0 | **6** | 0 | 6 | **12** |
| 04:30 PM | 0 | 0 | 0 | 0 | **7** | **7** | 0 | 5 | 0 | 5 | 12 |
| 04:45 PM | 1 | 0 | 1 | **1** | 5 | 6 | 0 | 4 | 0 | 4 | 11 |
| Total Volume | 2 | 1 | 3 | 1 | 20 | 21 | 0 | 20 | 2 | 22 | 46 |
| % App. Total | 66.7 | 33.3 | | 4.8 | 95.2 | | 0 | 90.9 | 9.1 | | |
| PHF | .500 | .250 | .750 | .250 | .714 | .750 | .000 | .833 | .250 | .786 | .958 |

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Groups Printed- Truck

| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 5 | 0 | 0 | 5 | 13 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 25 | 0 | 17 | 2 | 0 | 19 | 44 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 5 | 0 | 0 | 5 | 16 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 11 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 11 |
| 08:45 AM | 0 | 1 | 0 | 1 | 0 | 7 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 12 |
| Total | 0 | 1 | 0 | 1 | 0 | 29 | 0 | 29 | 0 | 19 | 1 | 0 | 20 | 50 |
| Grand Total | 0 | 1 | 0 | 1 | 3 | 51 | 0 | 54 | 0 | 36 | 3 | 0 | 39 | 94 |
| Apprch % | 0 | 100 | 0 | | 5.6 | 94.4 | 0 | | 0 | 92.3 | 7.7 | 0 | | |
| Total % | 0 | 1.1 | 0 | 1.1 | 3.2 | 54.3 | 0 | 57.4 | 0 | 38.3 | 3.2 | 0 | 41.5 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | **11** | **11** | 0 | **5** | 0 | 5 | **16** |
| 08:15 AM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 5 | **1** | **6** | 11 |
| 08:30 AM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 5 | 0 | 5 | 11 |
| 08:45 AM | 0 | **1** | **1** | 0 | 7 | 7 | 0 | 4 | 0 | 4 | 12 |
| Total Volume | 0 | 1 | 1 | 0 | 29 | 29 | 0 | 19 | 1 | 20 | 50 |
| % App. Total | 0 | 100 | | 0 | 100 | | 0 | 95 | 5 | | |
| PHF | .000 | .250 | .250 | .000 | .659 | .659 | .000 | .950 | .250 | .833 | .781 |

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| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 2 | 0 | 3 | 14 | 204 | 0 | 218 | 0 | 92 | 2 | 0 | 94 | 315 |
| 07:15 AM | 1 | 4 | 0 | 5 | 11 | 263 | 0 | 274 | 0 | 122 | 2 | 0 | 124 | 403 |
| 07:30 AM | 1 | 7 | 0 | 8 | 19 | 362 | 0 | 381 | 0 | 193 | 7 | 0 | 200 | 589 |
| 07:45 AM | 0 | 10 | 0 | 10 | 27 | 333 | 0 | 360 | 0 | 220 | 3 | 0 | 223 | 593 |
| Total | 3 | 23 | 0 | 26 | 71 | 1162 | 0 | 1233 | 0 | 627 | 14 | 0 | 641 | 1900 |
| 08:00 AM | 3 | 8 | 0 | 11 | 22 | 265 | 0 | 287 | 0 | 185 | 4 | 0 | 189 | 487 |
| 08:15 AM | 4 | 9 | 0 | 13 | 15 | 270 | 0 | 285 | 0 | 173 | 10 | 0 | 183 | 481 |
| 08:30 AM | 2 | 6 | 0 | 8 | 15 | 265 | 0 | 280 | 0 | 171 | 11 | 0 | 182 | 470 |
| 08:45 AM | 4 | 10 | 0 | 14 | 27 | 273 | 0 | 300 | 1 | 201 | 6 | 0 | 208 | 522 |
| Total | 13 | 33 | 0 | 46 | 79 | 1073 | 0 | 1152 | 1 | 730 | 31 | 0 | 762 | 1960 |
| Grand Total | 16 | 56 | 0 | 72 | 150 | 2235 | 0 | 2385 | 1 | 1357 | 45 | 0 | 1403 | 3860 |
| Apprch % | 22.2 | 77.8 | 0 | | 6.3 | 93.7 | 0 | | 0.1 | 96.7 | 3.2 | 0 | | |
| Total % | 0.4 | 1.5 | 0 | 1.9 | 3.9 | 57.9 | 0 | 61.8 | 0 | 35.2 | 1.2 | 0 | 36.3 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 1 | 7 | 8 | 19 | **362** | **381** | 0 | 193 | 7 | 200 | 589 |
| 07:45 AM | 0 | **10** | 10 | **27** | 333 | 360 | 0 | **220** | 3 | **223** | **593** |
| 08:00 AM | 3 | 8 | 11 | 22 | 265 | 287 | 0 | 185 | 4 | 189 | 487 |
| 08:15 AM | **4** | 9 | **13** | 15 | 270 | 285 | 0 | 173 | **10** | 183 | 481 |
| Total Volume | 8 | 34 | 42 | 83 | 1230 | 1313 | 0 | 771 | 24 | 795 | 2150 |
| % App. Total | 19 | 81 | | 6.3 | 93.7 | | 0 | 97 | 3 | | |
| PHF | .500 | .850 | .808 | .769 | .849 | .862 | .000 | .876 | .600 | .891 | .906 |

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| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 20 | 0 | 23 | 24 | 254 | 0 | 278 | 1 | 318 | 7 | 0 | 326 | 627 |
| 04:15 PM | 1 | 12 | 0 | 13 | 30 | 253 | 0 | 283 | 0 | 331 | 7 | 0 | 338 | 634 |
| 04:30 PM | 0 | 24 | 0 | 24 | 30 | 255 | 0 | 285 | 0 | 297 | 3 | 0 | 300 | 609 |
| 04:45 PM | 0 | 18 | 0 | 18 | 28 | 232 | 0 | 260 | 1 | 295 | 5 | 0 | 301 | 579 |
| Total | 4 | 74 | 0 | 78 | 112 | 994 | 0 | 1106 | 2 | 1241 | 22 | 0 | 1265 | 2449 |
| 05:00 PM | 2 | 19 | 0 | 21 | 30 | 258 | 0 | 288 | 0 | 323 | 7 | 0 | 330 | 639 |
| 05:15 PM | 0 | 25 | 0 | 25 | 26 | 266 | 0 | 292 | 0 | 343 | 7 | 0 | 350 | 667 |
| 05:30 PM | 0 | 27 | 0 | 27 | 39 | 251 | 0 | 290 | 0 | 327 | 3 | 0 | 330 | 647 |
| 05:45 PM | 0 | 25 | 0 | 25 | 29 | 322 | 0 | 351 | 0 | 350 | 8 | 0 | 358 | 734 |
| Total | 2 | 96 | 0 | 98 | 124 | 1097 | 0 | 1221 | 0 | 1343 | 25 | 0 | 1368 | 2687 |
| Grand Total | 6 | 170 | 0 | 176 | 236 | 2091 | 0 | 2327 | 2 | 2584 | 47 | 0 | 2633 | 5136 |
| Apprch % | 3.4 | 96.6 | 0 | | 10.1 | 89.9 | 0 | | 0.1 | 98.1 | 1.8 | 0 | | |
| Total % | 0.1 | 3.3 | 0 | 3.4 | 4.6 | 40.7 | 0 | 45.3 | 0 | 50.3 | 0.9 | 0 | 51.3 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | **2** | 19 | 21 | 30 | 258 | 288 | 0 | 323 | 7 | 330 | 639 |
| 05:15 PM | 0 | 25 | 25 | 26 | 266 | 292 | 0 | 343 | 7 | 350 | 667 |
| 05:30 PM | 0 | **27** | **27** | **39** | 251 | 290 | 0 | 327 | 3 | 330 | 647 |
| 05:45 PM | 0 | 25 | 25 | 29 | **322** | **351** | 0 | **350** | **8** | **358** | **734** |
| Total Volume | 2 | 96 | 98 | 124 | 1097 | 1221 | 0 | 1343 | 25 | 1368 | 2687 |
| % App. Total | 2 | 98 | | 10.2 | 89.8 | | 0 | 98.2 | 1.8 | | |
| PHF | .250 | .889 | .907 | .795 | .852 | .870 | .000 | .959 | .781 | .955 | .915 |

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| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 2 | 0 | 3 | 15 | 210 | 0 | 225 | 0 | 98 | 2 | 0 | 100 | 328 |
| 07:15 AM | 1 | 4 | 0 | 5 | 12 | 270 | 0 | 282 | 0 | 127 | 2 | 0 | 129 | 416 |
| 07:30 AM | 1 | 7 | 0 | 8 | 20 | 367 | 0 | 387 | 0 | 196 | 8 | 0 | 204 | 599 |
| 07:45 AM | 0 | 10 | 0 | 10 | 27 | 337 | 0 | 364 | 0 | 223 | 4 | 0 | 227 | 601 |
| Total | 3 | 23 | 0 | 26 | 74 | 1184 | 0 | 1258 | 0 | 644 | 16 | 0 | 660 | 1944 |
| 08:00 AM | 3 | 8 | 0 | 11 | 22 | 276 | 0 | 298 | 0 | 190 | 4 | 0 | 194 | 503 |
| 08:15 AM | 4 | 9 | 0 | 13 | 15 | 275 | 0 | 290 | 0 | 178 | 11 | 0 | 189 | 492 |
| 08:30 AM | 2 | 6 | 0 | 8 | 15 | 271 | 0 | 286 | 0 | 176 | 11 | 0 | 187 | 481 |
| 08:45 AM | 4 | 11 | 0 | 15 | 27 | 280 | 0 | 307 | 1 | 205 | 6 | 0 | 212 | 534 |
| Total | 13 | 34 | 0 | 47 | 79 | 1102 | 0 | 1181 | 1 | 749 | 32 | 0 | 782 | 2010 |
| Grand Total | 16 | 57 | 0 | 73 | 153 | 2286 | 0 | 2439 | 1 | 1393 | 48 | 0 | 1442 | 3954 |
| Apprch % | 21.9 | 78.1 | 0 | | 6.3 | 93.7 | 0 | | 0.1 | 96.6 | 3.3 | 0 | | |
| Total % | 0.4 | 1.4 | 0 | 1.8 | 3.9 | 57.8 | 0 | 61.7 | 0 | 35.2 | 1.2 | 0 | 36.5 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 1 | 7 | 8 | 20 | **367** | **387** | 0 | 196 | 8 | 204 | 599 |
| 07:45 AM | 0 | **10** | 10 | **27** | 337 | 364 | 0 | **223** | 4 | **227** | **601** |
| 08:00 AM | 3 | 8 | 11 | 22 | 276 | 298 | 0 | 190 | 4 | 194 | 503 |
| 08:15 AM | **4** | 9 | **13** | 15 | 275 | 290 | 0 | 178 | **11** | 189 | 492 |
| Total Volume | 8 | 34 | 42 | 84 | 1255 | 1339 | 0 | 787 | 27 | 814 | 2195 |
| % App. Total | 19 | 81 | | 6.3 | 93.7 | | 0 | 96.7 | 3.3 | | |
| PHF | .500 | .850 | .808 | .778 | .855 | .865 | .000 | .882 | .614 | .896 | .913 |

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| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 3 | 20 | 0 | 23 | 24 | 259 | 0 | 283 | 1 | 324 | 7 | 0 | 332 | 638 |
| 04:15 PM | 1 | 12 | 0 | 13 | 30 | 257 | 0 | 287 | 0 | 338 | 7 | 0 | 345 | 645 |
| 04:30 PM | 0 | 25 | 0 | 25 | 31 | 261 | 0 | 292 | 0 | 301 | 3 | 0 | 304 | 621 |
| 04:45 PM | 0 | 18 | 0 | 18 | 28 | 238 | 0 | 266 | 1 | 299 | 5 | 0 | 305 | 589 |
| Total | 4 | 75 | 0 | 79 | 113 | 1015 | 0 | 1128 | 2 | 1262 | 22 | 0 | 1286 | 2493 |
| 05:00 PM | 2 | 19 | 0 | 21 | 30 | 263 | 0 | 293 | 0 | 326 | 7 | 0 | 333 | 647 |
| 05:15 PM | 0 | 26 | 0 | 26 | 26 | 271 | 0 | 297 | 0 | 346 | 7 | 0 | 353 | 676 |
| 05:30 PM | 0 | 27 | 0 | 27 | 39 | 254 | 0 | 293 | 0 | 331 | 4 | 0 | 335 | 655 |
| 05:45 PM | 0 | 25 | 0 | 25 | 29 | 326 | 0 | 355 | 0 | 354 | 8 | 0 | 362 | 742 |
| Total | 2 | 97 | 0 | 99 | 124 | 1114 | 0 | 1238 | 0 | 1357 | 26 | 0 | 1383 | 2720 |
| Grand Total | 6 | 172 | 0 | 178 | 237 | 2129 | 0 | 2366 | 2 | 2619 | 48 | 0 | 2669 | 5213 |
| Apprch % | 3.4 | 96.6 | 0 | | 10 | 90 | 0 | | 0.1 | 98.1 | 1.8 | 0 | | |
| Total % | 0.1 | 3.3 | 0 | 3.4 | 4.5 | 40.8 | 0 | 45.4 | 0 | 50.2 | 0.9 | 0 | 51.2 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | **2** | 19 | 21 | 30 | 263 | 293 | 0 | 326 | 7 | 333 | 647 |
| 05:15 PM | 0 | 26 | 26 | 26 | 271 | 297 | 0 | 346 | 7 | 353 | 676 |
| 05:30 PM | 0 | **27** | **27** | **39** | 254 | 293 | 0 | 331 | 4 | 335 | 655 |
| 05:45 PM | 0 | 25 | 25 | 29 | **326** | **355** | 0 | **354** | **8** | **362** | **742** |
| Total Volume | 2 | 97 | 99 | 124 | 1114 | 1238 | 0 | 1357 | 26 | 1383 | 2720 |
| % App. Total | 2 | 98 | | 10 | 90 | | 0 | 98.1 | 1.9 | | |
| PHF | .250 | .898 | .917 | .795 | .854 | .872 | .000 | .958 | .813 | .955 | .916 |

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Groups Printed- Truck

| | TGI Fridays/Bojangles Eastbound | | | | Timberlanke Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 6 | 0 | 0 | 6 | 11 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 7 | 0 | 0 | 7 | 11 |
| 04:30 PM | 0 | 1 | 0 | 1 | 1 | 6 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| Total | 0 | 1 | 0 | 1 | 1 | 21 | 0 | 22 | 0 | 21 | 0 | 0 | 21 | 44 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 05:15 PM | 0 | 1 | 0 | 1 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 9 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 1 | 0 | 5 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 1 | 0 | 1 | 0 | 17 | 0 | 17 | 0 | 14 | 1 | 0 | 15 | 33 |
| Grand Total | 0 | 2 | 0 | 2 | 1 | 38 | 0 | 39 | 0 | 35 | 1 | 0 | 36 | 77 |
| Apprch % | 0 | 100 | 0 | | 2.6 | 97.4 | 0 | | 0 | 97.2 | 2.8 | 0 | | |
| Total % | 0 | 2.6 | 0 | 2.6 | 1.3 | 49.4 | 0 | 50.6 | 0 | 45.5 | 1.3 | 0 | 46.8 | |

| | TGI Fridays/Bojangles Eastbound | | | Timberlanke Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 6 | 0 | 6 | 11 |
| 04:15 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | **7** | 0 | **7** | 11 |
| 04:30 PM | 0 | **1** | **1** | **1** | **6** | **7** | 0 | 4 | 0 | 4 | **12** |
| 04:45 PM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 4 | 0 | 4 | 10 |
| Total Volume | 0 | 1 | 1 | 1 | 21 | 22 | 0 | 21 | 0 | 21 | 44 |
| % App. Total | 0 | 100 | | 4.5 | 95.5 | | 0 | 100 | 0 | | |
| PHF | .000 | .250 | .250 | .250 | .875 | .786 | .000 | .750 | .000 | .750 | .917 |

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Groups Printed- Truck

| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 3 | 0 | 7 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 17 |
| 07:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 1 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 13 |
| 07:30 AM | 2 | 1 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 12 |
| 07:45 AM | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 6 | 2 | 8 | 0 | 16 | 1 | 0 | 1 | 0 | 2 | 5 | 15 | 2 | 0 | 22 | 0 | 11 | 2 | 0 | 13 | 53 |
| 08:00 AM | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 4 | 6 | 0 | 0 | 10 | 0 | 0 | 4 | 0 | 4 | 20 |
| 08:15 AM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 2 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 11 |
| 08:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 7 | 2 | 0 | 9 | 18 |
| 08:45 AM | 3 | 1 | 2 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 16 |
| Total | 4 | 1 | 11 | 0 | 16 | 1 | 0 | 3 | 0 | 4 | 9 | 18 | 0 | 0 | 27 | 0 | 12 | 6 | 0 | 18 | 65 |
| Grand Total | 10 | 3 | 19 | 0 | 32 | 2 | 0 | 4 | 0 | 6 | 14 | 33 | 2 | 0 | 49 | 0 | 23 | 8 | 0 | 31 | 118 |
| Apprch % | 31.2 | 9.4 | 59.4 | 0 | | 33.3 | 0 | 66.7 | 0 | | 28.6 | 67.3 | 4.1 | 0 | | 0 | 74.2 | 25.8 | 0 | | |
| Total % | 8.5 | 2.5 | 16.1 | 0 | 27.1 | 1.7 | 0 | 3.4 | 0 | 5.1 | 11.9 | 28 | 1.7 | 0 | 41.5 | 0 | 19.5 | 6.8 | 0 | 26.3 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **4** | 4 | **1** | 0 | **1** | **2** | **4** | 6 | 0 | **10** | 0 | 0 | **4** | 4 | **20** |
| 08:15 AM | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 4 | 0 | 2 | 0 | 2 | 11 |
| 08:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | 7 | 0 | **7** | 2 | **9** | 18 |
| 08:45 AM | **3** | **1** | 2 | **6** | 0 | 0 | 1 | 1 | 3 | 3 | 0 | 6 | 0 | 3 | 0 | 3 | 16 |
| Total Volume | 4 | 1 | 11 | 16 | 1 | 0 | 3 | 4 | 9 | 18 | 0 | 27 | 0 | 12 | 6 | 18 | 65 |
| % App. Total | 25 | 6.2 | 68.8 | | 25 | 0 | 75 | | 33.3 | 66.7 | 0 | | 0 | 66.7 | 33.3 | | |
| PHF | .333 | .250 | .688 | .667 | .250 | .000 | .750 | .500 | .563 | .643 | .000 | .675 | .000 | .429 | .375 | .500 | .813 |

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| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 17 | 0 | 22 | 0 | 39 | 3 | 4 | 3 | 0 | 10 | 55 | 150 | 3 | 0 | 208 | 0 | 70 | 11 | 0 | 81 | 338 |
| 07:15 AM | 33 | 2 | 28 | 0 | 63 | 5 | 9 | 9 | 0 | 23 | 91 | 167 | 1 | 0 | 259 | 2 | 79 | 19 | 0 | 100 | 445 |
| 07:30 AM | 29 | 2 | 50 | 0 | 81 | 7 | 8 | 3 | 0 | 18 | 102 | 242 | 6 | 0 | 350 | 4 | 153 | 20 | 0 | 177 | 626 |
| 07:45 AM | 32 | 3 | 57 | 0 | 92 | 14 | 15 | 5 | 0 | 34 | 82 | 216 | 3 | 0 | 301 | 6 | 141 | 26 | 0 | 173 | 600 |
| Total | 111 | 7 | 157 | 0 | 275 | 29 | 36 | 20 | 0 | 85 | 330 | 775 | 13 | 0 | 1118 | 12 | 443 | 76 | 0 | 531 | 2009 |
| 08:00 AM | 21 | 3 | 44 | 0 | 68 | 6 | 5 | 5 | 0 | 16 | 104 | 193 | 5 | 0 | 302 | 2 | 126 | 11 | 0 | 139 | 525 |
| 08:15 AM | 35 | 5 | 49 | 0 | 89 | 5 | 9 | 3 | 0 | 17 | 78 | 178 | 7 | 0 | 263 | 2 | 139 | 21 | 0 | 162 | 531 |
| 08:30 AM | 30 | 4 | 45 | 0 | 79 | 14 | 8 | 4 | 0 | 26 | 83 | 178 | 3 | 0 | 264 | 4 | 131 | 29 | 0 | 164 | 533 |
| 08:45 AM | 34 | 12 | 39 | 0 | 85 | 6 | 6 | 3 | 0 | 15 | 79 | 191 | 2 | 0 | 272 | 1 | 145 | 18 | 0 | 164 | 536 |
| Total | 120 | 24 | 177 | 0 | 321 | 31 | 28 | 15 | 0 | 74 | 344 | 740 | 17 | 0 | 1101 | 9 | 541 | 79 | 0 | 629 | 2125 |
| Grand Total | 231 | 31 | 334 | 0 | 596 | 60 | 64 | 35 | 0 | 159 | 674 | 1515 | 30 | 0 | 2219 | 21 | 984 | 155 | 0 | 1160 | 4134 |
| Apprch % | 38.8 | 5.2 | 56 | 0 | | 37.7 | 40.3 | 22 | 0 | | 30.4 | 68.3 | 1.4 | 0 | | 1.8 | 84.8 | 13.4 | 0 | | |
| Total % | 5.6 | 0.7 | 8.1 | 0 | 14.4 | 1.5 | 1.5 | 0.8 | 0 | 3.8 | 16.3 | 36.6 | 0.7 | 0 | 53.7 | 0.5 | 23.8 | 3.7 | 0 | 28.1 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 29 | 2 | 50 | 81 | 7 | 8 | 3 | 18 | 102 | **242** | 6 | **350** | 4 | **153** | 20 | **177** | **626** |
| 07:45 AM | 32 | 3 | **57** | **92** | **14** | **15** | **5** | **34** | 82 | 216 | 3 | 301 | **6** | 141 | **26** | 173 | 600 |
| 08:00 AM | 21 | 3 | 44 | 68 | 6 | 5 | 5 | 16 | **104** | 193 | 5 | 302 | 2 | 126 | 11 | 139 | 525 |
| 08:15 AM | **35** | **5** | 49 | 89 | 5 | 9 | 3 | 17 | 78 | 178 | **7** | 263 | 2 | 139 | 21 | 162 | 531 |
| Total Volume | 117 | 13 | 200 | 330 | 32 | 37 | 16 | 85 | 366 | 829 | 21 | 1216 | 14 | 559 | 78 | 651 | 2282 |
| % App. Total | 35.5 | 3.9 | 60.6 | | 37.6 | 43.5 | 18.8 | | 30.1 | 68.2 | 1.7 | | 2.2 | 85.9 | 12 | | |
| PHF | .836 | .650 | .877 | .897 | .571 | .617 | .800 | .625 | .880 | .856 | .750 | .869 | .583 | .913 | .750 | .919 | .911 |

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File Name : 13-Timberlake and Old Graves Nill_Dreaming Creek PM
Site Code :
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Groups Printed- Car

| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 50 | 9 | 91 | 0 | 150 | 10 | 3 | 4 | 0 | 17 | 69 | 190 | 9 | 0 | 268 | 3 | 222 | 37 | 0 | 262 | 697 |
| 04:15 PM | 46 | 11 | 90 | 0 | 147 | 10 | 8 | 5 | 0 | 23 | 58 | 174 | 3 | 0 | 235 | 7 | 215 | 39 | 0 | 261 | 666 |
| 04:30 PM | 58 | 17 | 98 | 0 | 173 | 4 | 13 | 4 | 0 | 21 | 55 | 159 | 8 | 0 | 222 | 1 | 201 | 36 | 0 | 238 | 654 |
| 04:45 PM | 57 | 16 | 81 | 0 | 154 | 10 | 10 | 5 | 0 | 25 | 73 | 135 | 9 | 0 | 217 | 3 | 173 | 55 | 0 | 231 | 627 |
| Total | 211 | 53 | 360 | 0 | 624 | 34 | 34 | 18 | 0 | 86 | 255 | 658 | 29 | 0 | 942 | 14 | 811 | 167 | 0 | 992 | 2644 |
| 05:00 PM | 48 | 14 | 101 | 0 | 163 | 9 | 6 | 2 | 0 | 17 | 73 | 188 | 4 | 0 | 265 | 2 | 200 | 31 | 0 | 233 | 678 |
| 05:15 PM | 59 | 16 | 107 | 0 | 182 | 6 | 3 | 3 | 0 | 12 | 81 | 204 | 8 | 0 | 293 | 2 | 208 | 32 | 0 | 242 | 729 |
| 05:30 PM | 62 | 15 | 115 | 0 | 192 | 11 | 7 | 5 | 0 | 23 | 53 | 164 | 6 | 0 | 223 | 8 | 198 | 42 | 0 | 248 | 686 |
| 05:45 PM | 56 | 19 | 112 | 0 | 187 | 6 | 4 | 6 | 0 | 16 | 81 | 215 | 10 | 0 | 306 | 9 | 228 | 31 | 0 | 268 | 777 |
| Total | 225 | 64 | 435 | 0 | 724 | 32 | 20 | 16 | 0 | 68 | 288 | 771 | 28 | 0 | 1087 | 21 | 834 | 136 | 0 | 991 | 2870 |
| Grand Total | 436 | 117 | 795 | 0 | 1348 | 66 | 54 | 34 | 0 | 154 | 543 | 1429 | 57 | 0 | 2029 | 35 | 1645 | 303 | 0 | 1983 | 5514 |
| Apprch % | 32.3 | 8.7 | 59 | 0 | | 42.9 | 35.1 | 22.1 | 0 | | 26.8 | 70.4 | 2.8 | 0 | | 1.8 | 83 | 15.3 | 0 | | |
| Total % | 7.9 | 2.1 | 14.4 | 0 | 24.4 | 1.2 | 1 | 0.6 | 0 | 2.8 | 9.8 | 25.9 | 1 | 0 | 36.8 | 0.6 | 29.8 | 5.5 | 0 | 36 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 48 | 14 | 101 | 163 | 9 | 6 | 2 | 17 | 73 | 188 | 4 | 265 | 2 | 200 | 31 | 233 | 678 |
| 05:15 PM | 59 | 16 | 107 | 182 | 6 | 3 | 3 | 12 | **81** | 204 | 8 | 293 | 2 | 208 | 32 | 242 | 729 |
| 05:30 PM | **62** | 15 | **115** | **192** | **11** | **7** | 5 | **23** | 53 | 164 | 6 | 223 | 8 | 198 | **42** | 248 | 686 |
| 05:45 PM | 56 | **19** | 112 | 187 | 6 | 4 | **6** | 16 | 81 | **215** | **10** | **306** | **9** | **228** | 31 | **268** | **777** |
| Total Volume | 225 | 64 | 435 | 724 | 32 | 20 | 16 | 68 | 288 | 771 | 28 | 1087 | 21 | 834 | 136 | 991 | 2870 |
| % App. Total | 31.1 | 8.8 | 60.1 | | 47.1 | 29.4 | 23.5 | | 26.5 | 70.9 | 2.6 | | 2.1 | 84.2 | 13.7 | | |
| PHF | .907 | .842 | .946 | .943 | .727 | .714 | .667 | .739 | .889 | .897 | .700 | .888 | .583 | .914 | .810 | .924 | .923 |

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File Name : 13-Timberlake and Old Graves Nill_Dreaming Creek AM
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Groups Printed- Combined

| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 21 | 0 | 25 | 0 | 46 | 4 | 4 | 4 | 0 | 12 | 55 | 155 | 3 | 0 | 213 | 0 | 72 | 12 | 0 | 84 | 355 |
| 07:15 AM | 33 | 2 | 30 | 0 | 65 | 5 | 9 | 9 | 0 | 23 | 92 | 172 | 2 | 0 | 266 | 2 | 82 | 20 | 0 | 104 | 458 |
| 07:30 AM | 31 | 3 | 52 | 0 | 86 | 7 | 8 | 3 | 0 | 18 | 103 | 245 | 7 | 0 | 355 | 4 | 155 | 20 | 0 | 179 | 638 |
| 07:45 AM | 32 | 4 | 58 | 0 | 94 | 14 | 15 | 5 | 0 | 34 | 85 | 218 | 3 | 0 | 306 | 6 | 145 | 26 | 0 | 177 | 611 |
| Total | 117 | 9 | 165 | 0 | 291 | 30 | 36 | 21 | 0 | 87 | 335 | 790 | 15 | 0 | 1140 | 12 | 454 | 78 | 0 | 544 | 2062 |
| 08:00 AM | 21 | 3 | 48 | 0 | 72 | 7 | 5 | 6 | 0 | 18 | 108 | 199 | 5 | 0 | 312 | 2 | 126 | 15 | 0 | 143 | 545 |
| 08:15 AM | 36 | 5 | 52 | 0 | 93 | 5 | 9 | 4 | 0 | 18 | 80 | 180 | 7 | 0 | 267 | 2 | 141 | 21 | 0 | 164 | 542 |
| 08:30 AM | 30 | 4 | 47 | 0 | 81 | 14 | 8 | 4 | 0 | 26 | 83 | 185 | 3 | 0 | 271 | 4 | 138 | 31 | 0 | 173 | 551 |
| 08:45 AM | 37 | 13 | 41 | 0 | 91 | 6 | 6 | 4 | 0 | 16 | 82 | 194 | 2 | 0 | 278 | 1 | 148 | 18 | 0 | 167 | 552 |
| Total | 124 | 25 | 188 | 0 | 337 | 32 | 28 | 18 | 0 | 78 | 353 | 758 | 17 | 0 | 1128 | 9 | 553 | 85 | 0 | 647 | 2190 |
| Grand Total | 241 | 34 | 353 | 0 | 628 | 62 | 64 | 39 | 0 | 165 | 688 | 1548 | 32 | 0 | 2268 | 21 | 1007 | 163 | 0 | 1191 | 4252 |
| Apprch % | 38.4 | 5.4 | 56.2 | 0 | | 37.6 | 38.8 | 23.6 | 0 | | 30.3 | 68.3 | 1.4 | 0 | | 1.8 | 84.6 | 13.7 | 0 | | |
| Total % | 5.7 | 0.8 | 8.3 | 0 | 14.8 | 1.5 | 1.5 | 0.9 | 0 | 3.9 | 16.2 | 36.4 | 0.8 | 0 | 53.3 | 0.5 | 23.7 | 3.8 | 0 | 28 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 31 | 3 | 52 | 86 | 7 | 8 | 3 | 18 | 103 | **245** | **7** | **355** | 4 | **155** | 20 | **179** | **638** |
| 07:45 AM | 32 | 4 | **58** | **94** | **14** | **15** | 5 | **34** | 85 | 218 | 3 | 306 | **6** | 145 | **26** | 177 | 611 |
| 08:00 AM | 21 | 3 | 48 | 72 | 7 | 5 | **6** | 18 | **108** | 199 | 5 | 312 | 2 | 126 | 15 | 143 | 545 |
| 08:15 AM | **36** | **5** | 52 | 93 | 5 | 9 | 4 | 18 | 80 | 180 | 7 | 267 | 2 | 141 | 21 | 164 | 542 |
| Total Volume | 120 | 15 | 210 | 345 | 33 | 37 | 18 | 88 | 376 | 842 | 22 | 1240 | 14 | 567 | 82 | 663 | 2336 |
| % App. Total | 34.8 | 4.3 | 60.9 | | 37.5 | 42 | 20.5 | | 30.3 | 67.9 | 1.8 | | 2.1 | 85.5 | 12.4 | | |
| PHF | .833 | .750 | .905 | .918 | .589 | .617 | .750 | .647 | .870 | .859 | .786 | .873 | .583 | .915 | .788 | .926 | .915 |

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File Name : 13-Timberlake and Old Graves Nill_Dreaming Creek PM
Site Code :
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Groups Printed- Combined

| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 51 | 9 | 94 | 0 | 154 | 10 | 3 | 4 | 0 | 17 | 71 | 192 | 9 | 0 | 272 | 3 | 226 | 38 | 0 | 267 | 710 |
| 04:15 PM | 49 | 11 | 92 | 0 | 152 | 10 | 8 | 5 | 0 | 23 | 58 | 178 | 3 | 0 | 239 | 7 | 219 | 40 | 0 | 266 | 680 |
| 04:30 PM | 59 | 17 | 98 | 0 | 174 | 4 | 13 | 6 | 0 | 23 | 56 | 164 | 8 | 0 | 228 | 1 | 205 | 36 | 0 | 242 | 667 |
| 04:45 PM | 58 | 16 | 81 | 0 | 155 | 10 | 10 | 5 | 0 | 25 | 73 | 139 | 9 | 0 | 221 | 3 | 176 | 55 | 0 | 234 | 635 |
| Total | 217 | 53 | 365 | 0 | 635 | 34 | 34 | 20 | 0 | 88 | 258 | 673 | 29 | 0 | 960 | 14 | 826 | 169 | 0 | 1009 | 2692 |
| 05:00 PM | 48 | 14 | 103 | 0 | 165 | 9 | 6 | 2 | 0 | 17 | 77 | 190 | 4 | 0 | 271 | 2 | 201 | 31 | 0 | 234 | 687 |
| 05:15 PM | 59 | 16 | 107 | 0 | 182 | 6 | 3 | 3 | 0 | 12 | 82 | 209 | 8 | 0 | 299 | 2 | 211 | 32 | 0 | 245 | 738 |
| 05:30 PM | 65 | 15 | 117 | 0 | 197 | 12 | 7 | 5 | 0 | 24 | 56 | 164 | 6 | 0 | 226 | 8 | 201 | 42 | 0 | 251 | 698 |
| 05:45 PM | 56 | 19 | 114 | 0 | 189 | 6 | 4 | 6 | 0 | 16 | 85 | 217 | 12 | 0 | 314 | 9 | 230 | 32 | 0 | 271 | 790 |
| Total | 228 | 64 | 441 | 0 | 733 | 33 | 20 | 16 | 0 | 69 | 300 | 780 | 30 | 0 | 1110 | 21 | 843 | 137 | 0 | 1001 | 2913 |
| Grand Total | 445 | 117 | 806 | 0 | 1368 | 67 | 54 | 36 | 0 | 157 | 558 | 1453 | 59 | 0 | 2070 | 35 | 1669 | 306 | 0 | 2010 | 5605 |
| Apprch % | 32.5 | 8.6 | 58.9 | 0 | | 42.7 | 34.4 | 22.9 | 0 | | 27 | 70.2 | 2.9 | 0 | | 1.7 | 83 | 15.2 | 0 | | |
| Total % | 7.9 | 2.1 | 14.4 | 0 | 24.4 | 1.2 | 1 | 0.6 | 0 | 2.8 | 10 | 25.9 | 1.1 | 0 | 36.9 | 0.6 | 29.8 | 5.5 | 0 | 35.9 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 48 | 14 | 103 | 165 | 9 | 6 | 2 | 17 | 77 | 190 | 4 | 271 | 2 | 201 | 31 | 234 | 687 |
| 05:15 PM | 59 | 16 | 107 | 182 | 6 | 3 | 3 | 12 | 82 | 209 | 8 | 299 | 2 | 211 | 32 | 245 | 738 |
| 05:30 PM | **65** | 15 | **117** | **197** | **12** | **7** | 5 | **24** | 56 | 164 | 6 | 226 | 8 | 201 | **42** | 251 | 698 |
| 05:45 PM | 56 | **19** | 114 | 189 | 6 | 4 | **6** | 16 | **85** | **217** | **12** | **314** | **9** | **230** | 32 | **271** | **790** |
| Total Volume | 228 | 64 | 441 | 733 | 33 | 20 | 16 | 69 | 300 | 780 | 30 | 1110 | 21 | 843 | 137 | 1001 | 2913 |
| % App. Total | 31.1 | 8.7 | 60.2 | | 47.8 | 29 | 23.2 | | 27 | 70.3 | 2.7 | | 2.1 | 84.2 | 13.7 | | |
| PHF | .877 | .842 | .942 | .930 | .688 | .714 | .667 | .719 | .882 | .899 | .625 | .884 | .583 | .916 | .815 | .923 | .922 |

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File Name : 13-Timberlake and Old Graves Nill_Dreaming Creek PM
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Groups Printed- Truck

| | Old Graves Mill Rd. Eastbound | | | | | Dreaming Creek Dr. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 13 |
| 04:15 PM | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 1 | 0 | 5 | 14 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 1 | 5 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 13 |
| 04:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 8 |
| Total | 6 | 0 | 5 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | 3 | 15 | 0 | 0 | 18 | 0 | 15 | 2 | 0 | 17 | 48 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 9 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 9 |
| 05:30 PM | 3 | 0 | 2 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 12 |
| 05:45 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 2 | 0 | 8 | 0 | 2 | 1 | 0 | 3 | 13 |
| Total | 3 | 0 | 6 | 0 | 9 | 1 | 0 | 0 | 0 | 1 | 12 | 9 | 2 | 0 | 23 | 0 | 9 | 1 | 0 | 10 | 43 |
| Grand Total | 9 | 0 | 11 | 0 | 20 | 1 | 0 | 2 | 0 | 3 | 15 | 24 | 2 | 0 | 41 | 0 | 24 | 3 | 0 | 27 | 91 |
| Apprch % | 45 | 0 | 55 | 0 | | 33.3 | 0 | 66.7 | 0 | | 36.6 | 58.5 | 4.9 | 0 | | 0 | 88.9 | 11.1 | 0 | | |
| Total % | 9.9 | 0 | 12.1 | 0 | 22 | 1.1 | 0 | 2.2 | 0 | 3.3 | 16.5 | 26.4 | 2.2 | 0 | 45.1 | 0 | 26.4 | 3.3 | 0 | 29.7 | |

| | Old Graves Mill Rd. Eastbound | | | | Dreaming Creek Dr. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 1 | 0 | **3** | 4 | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 4 | 0 | **4** | **1** | **5** | 13 |
| 04:15 PM | **3** | 0 | 2 | **5** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 5 | **14** |
| 04:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | **2** | **2** | 1 | **5** | 0 | **6** | 0 | 4 | 0 | 4 | 13 |
| 04:45 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 8 |
| Total Volume | 6 | 0 | 5 | 11 | 0 | 0 | 2 | 2 | 3 | 15 | 0 | 18 | 0 | 15 | 2 | 17 | 48 |
| % App. Total | 54.5 | 0 | 45.5 | | 0 | 0 | 100 | | 16.7 | 83.3 | 0 | | 0 | 88.2 | 11.8 | | |
| PHF | .500 | .000 | .417 | .550 | .000 | .000 | .250 | .250 | .375 | .750 | .000 | .750 | .000 | .938 | .500 | .850 | .857 |

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File Name : 14-Timberlake and Hedges Insurance Agency AM
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Groups Printed- Truck

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 13 | 0 | 0 | 13 | 35 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 8 | 0 | 0 | 8 | 15 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 19 | 1 | 0 | 20 | 45 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 47 | 0 | 32 | 1 | 0 | 33 | 80 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 97 | 3 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 58.8 | 0 | 58.8 | 0 | 40 | 1.2 | 0 | 41.2 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | **7** | **7** | 0 | 5 | 0 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 2 | **1** | 3 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 7 | 7 | 0 | **8** | 0 | **8** | **15** |
| 08:45 AM | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 4 | 0 | 4 | 10 |
| Total Volume | 0 | 0 | 0 | 0 | 25 | 25 | 0 | 19 | 1 | 20 | 45 |
| % App. Total | 0 | 0 | | 0 | 100 | | 0 | 95 | 5 | | |
| PHF | .000 | .000 | .000 | .000 | .893 | .893 | .000 | .594 | .250 | .625 | .750 |

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File Name : 14-Timberlake and Hedges Insurance Agency AM
Site Code :
Start Date : 9/21/2016
Page No : 1

Groups Printed- Car

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 167 | 0 | 168 | 0 | 79 | 0 | 0 | 79 | 247 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 211 | 0 | 212 | 0 | 117 | 0 | 0 | 117 | 329 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 275 | 0 | 275 | 0 | 171 | 0 | 0 | 171 | 446 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 282 | 0 | 283 | 1 | 188 | 0 | 0 | 189 | 472 |
| Total | 0 | 0 | 0 | 0 | 3 | 935 | 0 | 938 | 1 | 555 | 0 | 0 | 556 | 1494 |
| 08:00 AM | 1 | 0 | 0 | 1 | 1 | 193 | 0 | 194 | 0 | 131 | 0 | 0 | 131 | 326 |
| 08:15 AM | 0 | 1 | 1 | 2 | 3 | 217 | 1 | 221 | 0 | 163 | 2 | 0 | 165 | 388 |
| 08:30 AM | 1 | 2 | 0 | 3 | 3 | 223 | 0 | 226 | 0 | 159 | 0 | 0 | 159 | 388 |
| 08:45 AM | 0 | 2 | 0 | 2 | 1 | 216 | 0 | 217 | 0 | 164 | 2 | 0 | 166 | 385 |
| Total | 2 | 5 | 1 | 8 | 8 | 849 | 1 | 858 | 0 | 617 | 4 | 0 | 621 | 1487 |
| Grand Total | 2 | 5 | 1 | 8 | 11 | 1784 | 1 | 1796 | 1 | 1172 | 4 | 0 | 1177 | 2981 |
| Apprch % | 25 | 62.5 | 12.5 | | 0.6 | 99.3 | 0.1 | | 0.1 | 99.6 | 0.3 | 0 | | |
| Total % | 0.1 | 0.2 | 0 | 0.3 | 0.4 | 59.8 | 0 | 60.2 | 0 | 39.3 | 0.1 | 0 | 39.5 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 275 | 275 | 0 | 171 | 0 | 171 | 446 |
| 07:45 AM | 0 | 0 | 0 | 1 | **282** | **283** | **1** | **188** | 0 | **189** | **472** |
| 08:00 AM | **1** | 0 | **1** | 1 | 193 | 194 | 0 | 131 | 0 | 131 | 326 |
| 08:15 AM | 0 | **1** | 1 | **3** | 217 | 220 | 0 | 163 | **2** | 165 | 386 |
| Total Volume | 1 | 1 | 2 | 5 | 967 | 972 | 1 | 653 | 2 | 656 | 1630 |
| % App. Total | 50 | 50 | | 0.5 | 99.5 | | 0.2 | 99.5 | 0.3 | | |
| PHF | .250 | .250 | .500 | .417 | .857 | .859 | .250 | .868 | .250 | .868 | .863 |

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Groups Printed- Car

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 243 | 0 | 243 | 1 | 248 | 0 | 0 | 249 | 492 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 234 | 0 | 235 | 0 | 260 | 0 | 0 | 260 | 495 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 233 | 0 | 233 | 2 | 222 | 0 | 0 | 224 | 458 |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 220 | 0 | 221 | 0 | 218 | 0 | 0 | 218 | 440 |
| Total | 0 | 2 | 0 | 2 | 2 | 930 | 0 | 932 | 3 | 948 | 0 | 0 | 951 | 1885 |
| 05:00 PM | 0 | 1 | 0 | 1 | 2 | 211 | 0 | 213 | 1 | 234 | 0 | 0 | 235 | 449 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 263 | 0 | 263 | 1 | 259 | 0 | 0 | 260 | 525 |
| 05:30 PM | 1 | 1 | 0 | 2 | 0 | 232 | 0 | 232 | 1 | 246 | 0 | 0 | 247 | 481 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 251 | 0 | 251 | 2 | 270 | 0 | 0 | 272 | 523 |
| Total | 1 | 4 | 0 | 5 | 2 | 957 | 0 | 959 | 5 | 1009 | 0 | 0 | 1014 | 1978 |
| Grand Total | 1 | 6 | 0 | 7 | 4 | 1887 | 0 | 1891 | 8 | 1957 | 0 | 0 | 1965 | 3863 |
| Apprch % | 14.3 | 85.7 | 0 | | 0.2 | 99.8 | 0 | | 0.4 | 99.6 | 0 | 0 | | |
| Total % | 0 | 0.2 | 0 | 0.2 | 0.1 | 48.8 | 0 | 49 | 0.2 | 50.7 | 0 | 0 | 50.9 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 1 | **2** | 211 | 213 | 1 | 234 | 0 | 235 | 449 |
| 05:15 PM | 0 | **2** | **2** | 0 | **263** | **263** | 1 | 259 | 0 | 260 | **525** |
| 05:30 PM | **1** | 1 | 2 | 0 | 232 | 232 | 1 | 246 | 0 | 247 | 481 |
| 05:45 PM | 0 | 0 | 0 | 0 | 251 | 251 | **2** | **270** | 0 | **272** | 523 |
| Total Volume | 1 | 4 | 5 | 2 | 957 | 959 | 5 | 1009 | 0 | 1014 | 1978 |
| % App. Total | 20 | 80 | | 0.2 | 99.8 | | 0.5 | 99.5 | 0 | | |
| PHF | .250 | .500 | .625 | .250 | .910 | .912 | .625 | .934 | .000 | .932 | .942 |

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Groups Printed- Combined

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 1 | 177 | 0 | 178 | 0 | 82 | 0 | 0 | 82 | 260 |
| 07:15 AM | 0 | 0 | 0 | 0 | 1 | 216 | 0 | 217 | 0 | 121 | 0 | 0 | 121 | 338 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 280 | 0 | 280 | 0 | 174 | 0 | 0 | 174 | 454 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 284 | 0 | 285 | 1 | 191 | 0 | 0 | 192 | 477 |
| Total | 0 | 0 | 0 | 0 | 3 | 957 | 0 | 960 | 1 | 568 | 0 | 0 | 569 | 1529 |
| 08:00 AM | 1 | 0 | 0 | 1 | 1 | 200 | 0 | 201 | 0 | 136 | 0 | 0 | 136 | 338 |
| 08:15 AM | 0 | 1 | 1 | 2 | 3 | 222 | 1 | 226 | 0 | 165 | 3 | 0 | 168 | 396 |
| 08:30 AM | 1 | 2 | 0 | 3 | 3 | 230 | 0 | 233 | 0 | 167 | 0 | 0 | 167 | 403 |
| 08:45 AM | 0 | 2 | 0 | 2 | 1 | 222 | 0 | 223 | 0 | 168 | 2 | 0 | 170 | 395 |
| Total | 2 | 5 | 1 | 8 | 8 | 874 | 1 | 883 | 0 | 636 | 5 | 0 | 641 | 1532 |
| Grand Total | 2 | 5 | 1 | 8 | 11 | 1831 | 1 | 1843 | 1 | 1204 | 5 | 0 | 1210 | 3061 |
| Apprch % | 25 | 62.5 | 12.5 | | 0.6 | 99.3 | 0.1 | | 0.1 | 99.5 | 0.4 | 0 | | |
| Total % | 0.1 | 0.2 | 0 | 0.3 | 0.4 | 59.8 | 0 | 60.2 | 0 | 39.3 | 0.2 | 0 | 39.5 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | 280 | 280 | 0 | 174 | 0 | 174 | 454 |
| 07:45 AM | 0 | 0 | 0 | 1 | **284** | **285** | **1** | **191** | 0 | **192** | **477** |
| 08:00 AM | **1** | 0 | **1** | 1 | 200 | 201 | 0 | 136 | 0 | 136 | 338 |
| 08:15 AM | 0 | **1** | 1 | **3** | 222 | 225 | 0 | 165 | **3** | 168 | 394 |
| Total Volume | 1 | 1 | 2 | 5 | 986 | 991 | 1 | 666 | 3 | 670 | 1663 |
| % App. Total | 50 | 50 | | 0.5 | 99.5 | | 0.1 | 99.4 | 0.4 | | |
| PHF | .250 | .250 | .500 | .417 | .868 | .869 | .250 | .872 | .250 | .872 | .872 |

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Groups Printed- Combined

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 246 | 0 | 246 | 1 | 253 | 0 | 0 | 254 | 500 |
| 04:15 PM | 0 | 0 | 0 | 0 | 1 | 241 | 0 | 242 | 0 | 265 | 0 | 0 | 265 | 507 |
| 04:30 PM | 0 | 1 | 0 | 1 | 0 | 241 | 0 | 241 | 2 | 226 | 0 | 0 | 228 | 470 |
| 04:45 PM | 0 | 1 | 0 | 1 | 1 | 224 | 0 | 225 | 0 | 221 | 0 | 0 | 221 | 447 |
| Total | 0 | 2 | 0 | 2 | 2 | 952 | 0 | 954 | 3 | 965 | 0 | 0 | 968 | 1924 |
| 05:00 PM | 0 | 1 | 0 | 1 | 2 | 214 | 0 | 216 | 1 | 235 | 0 | 0 | 236 | 453 |
| 05:15 PM | 0 | 2 | 0 | 2 | 0 | 265 | 0 | 265 | 1 | 262 | 0 | 0 | 263 | 530 |
| 05:30 PM | 1 | 1 | 0 | 2 | 0 | 234 | 0 | 234 | 1 | 249 | 0 | 0 | 250 | 486 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 255 | 2 | 272 | 0 | 0 | 274 | 529 |
| Total | 1 | 4 | 0 | 5 | 2 | 968 | 0 | 970 | 5 | 1018 | 0 | 0 | 1023 | 1998 |
| Grand Total | 1 | 6 | 0 | 7 | 4 | 1920 | 0 | 1924 | 8 | 1983 | 0 | 0 | 1991 | 3922 |
| Apprch % | 14.3 | 85.7 | 0 | | 0.2 | 99.8 | 0 | | 0.4 | 99.6 | 0 | 0 | | |
| Total % | 0 | 0.2 | 0 | 0.2 | 0.1 | 49 | 0 | 49.1 | 0.2 | 50.6 | 0 | 0 | 50.8 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 1 | **2** | 214 | 216 | 1 | 235 | 0 | 236 | 453 |
| 05:15 PM | 0 | **2** | **2** | 0 | **265** | **265** | 1 | 262 | 0 | 263 | **530** |
| 05:30 PM | **1** | 1 | 2 | 0 | 234 | 234 | 1 | 249 | 0 | 250 | 486 |
| 05:45 PM | 0 | 0 | 0 | 0 | 255 | 255 | **2** | **272** | 0 | **274** | 529 |
| Total Volume | 1 | 4 | 5 | 2 | 968 | 970 | 5 | 1018 | 0 | 1023 | 1998 |
| % App. Total | 20 | 80 | | 0.2 | 99.8 | | 0.5 | 99.5 | 0 | | |
| PHF | .250 | .500 | .625 | .250 | .913 | .915 | .625 | .936 | .000 | .933 | .942 |

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Groups Printed- Truck

| | Hedges Insurance Eastbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 0 | 17 | 0 | 0 | 17 | 39 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 9 | 0 | 0 | 9 | 20 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 33 | 0 | 26 | 0 | 0 | 26 | 59 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 55.9 | 0 | 55.9 | 0 | 44.1 | 0 | 0 | 44.1 | |

| | Hedges Insurance Eastbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Left | Thru | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 3 | 3 | 0 | **5** | 0 | **5** | 8 |
| 04:15 PM | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 5 | 0 | 5 | **12** |
| 04:30 PM | 0 | 0 | 0 | 0 | **8** | **8** | 0 | 4 | 0 | 4 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 3 | 0 | 3 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 22 | 22 | 0 | 17 | 0 | 17 | 39 |
| % App. Total | 0 | 0 | | 0 | 100 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .688 | .688 | .000 | .850 | .000 | .850 | .813 |

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Groups Printed- Truck

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 2 | 0 | 0 | 2 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 10 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 7 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 22 | 0 | 0 | 22 | 0 | 10 | 0 | 0 | 10 | 34 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 0 | 25 | 0 | 22 | 0 | 0 | 22 | 47 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 46 | 1 | 0 | 47 | 0 | 32 | 0 | 0 | 32 | 81 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 0 | 97.9 | 2.1 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.5 | 0 | 2.5 | 0 | 56.8 | 1.2 | 0 | 58 | 0 | 39.5 | 0 | 0 | 39.5 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | **1** | **7** | 0 | 4 | 0 | 4 | 11 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | 7 | 0 | **9** | 0 | **9** | **16** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 25 | 0 | 22 | 0 | 22 | 47 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 96 | 4 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .857 | .250 | .893 | .000 | .611 | .000 | .611 | .734 |

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Groups Printed- Car

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 5 | 0 | 6 | 0 | 167 | 0 | 0 | 167 | 1 | 78 | 0 | 1 | 80 | 255 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 8 | 0 | 11 | 0 | 208 | 1 | 0 | 209 | 3 | 112 | 0 | 0 | 115 | 336 |
| 07:30 AM | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 7 | 0 | 273 | 2 | 0 | 275 | 2 | 165 | 1 | 0 | 168 | 451 |
| 07:45 AM | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 2 | 0 | 11 | 1 | 272 | 4 | 0 | 277 | 1 | 181 | 1 | 1 | 184 | 473 |
| Total | 3 | 1 | 0 | 1 | 5 | 17 | 0 | 18 | 0 | 35 | 1 | 920 | 7 | 0 | 928 | 7 | 536 | 2 | 2 | 547 | 1515 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 0 | 202 | 0 | 0 | 202 | 3 | 129 | 0 | 0 | 132 | 341 |
| 08:15 AM | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 4 | 0 | 9 | 4 | 209 | 5 | 0 | 218 | 1 | 160 | 4 | 0 | 165 | 395 |
| 08:30 AM | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 7 | 0 | 9 | 2 | 211 | 1 | 0 | 214 | 4 | 158 | 4 | 0 | 166 | 391 |
| 08:45 AM | 4 | 0 | 0 | 0 | 4 | 6 | 0 | 5 | 0 | 11 | 2 | 223 | 6 | 0 | 231 | 6 | 158 | 0 | 0 | 164 | 410 |
| Total | 10 | 0 | 0 | 0 | 10 | 17 | 0 | 18 | 0 | 35 | 8 | 845 | 12 | 0 | 865 | 14 | 605 | 8 | 0 | 627 | 1537 |
| Grand Total | 13 | 1 | 0 | 1 | 15 | 34 | 0 | 36 | 0 | 70 | 9 | 1765 | 19 | 0 | 1793 | 21 | 1141 | 10 | 2 | 1174 | 3052 |
| Apprch % | 86.7 | 6.7 | 0 | 6.7 | | 48.6 | 0 | 51.4 | 0 | | 0.5 | 98.4 | 1.1 | 0 | | 1.8 | 97.2 | 0.9 | 0.2 | | |
| Total % | 0.4 | 0 | 0 | 0 | 0.5 | 1.1 | 0 | 1.2 | 0 | 2.3 | 0.3 | 57.8 | 0.6 | 0 | 58.7 | 0.7 | 37.4 | 0.3 | 0.1 | 38.5 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 7 | 0 | **273** | 2 | 275 | 2 | 165 | 1 | 168 | 451 |
| 07:45 AM | 1 | 0 | 0 | 1 | **9** | 0 | 2 | **11** | 1 | 272 | 4 | **277** | 1 | **181** | 1 | **183** | **472** |
| 08:00 AM | 1 | 0 | 0 | 1 | 4 | 0 | 2 | 6 | 0 | 202 | 0 | 202 | **3** | 129 | 0 | 132 | 341 |
| 08:15 AM | **3** | 0 | 0 | **3** | 5 | 0 | **4** | 9 | **4** | 209 | **5** | 218 | 1 | 160 | **4** | 165 | 395 |
| Total Volume | 6 | 0 | 0 | 6 | 22 | 0 | 11 | 33 | 5 | 956 | 11 | 972 | 7 | 635 | 6 | 648 | 1659 |
| % App. Total | 100 | 0 | 0 | | 66.7 | 0 | 33.3 | | 0.5 | 98.4 | 1.1 | | 1.1 | 98 | 0.9 | | |
| PHF | .500 | .000 | .000 | .500 | .611 | .000 | .688 | .750 | .313 | .875 | .550 | .877 | .583 | .877 | .375 | .885 | .879 |

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Site Code :
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Groups Printed- Car

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 8 | 1 | 17 | 7 | 0 | 6 | 0 | 13 | 5 | 226 | 6 | 0 | 237 | 5 | 237 | 10 | 1 | 253 | 520 |
| 04:15 PM | 4 | 0 | 6 | 0 | 10 | 8 | 1 | 4 | 0 | 13 | 6 | 220 | 5 | 0 | 231 | 6 | 231 | 10 | 0 | 247 | 501 |
| 04:30 PM | 6 | 0 | 4 | 0 | 10 | 2 | 1 | 1 | 0 | 4 | 3 | 219 | 6 | 0 | 228 | 2 | 218 | 5 | 0 | 225 | 467 |
| 04:45 PM | 4 | 1 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 6 | 218 | 4 | 0 | 228 | 7 | 214 | 12 | 0 | 233 | 468 |
| Total | 22 | 1 | 19 | 1 | 43 | 18 | 2 | 11 | 0 | 31 | 20 | 883 | 21 | 0 | 924 | 20 | 900 | 37 | 1 | 958 | 1956 |
| 05:00 PM | 7 | 0 | 6 | 0 | 13 | 3 | 0 | 8 | 0 | 11 | 1 | 215 | 5 | 0 | 221 | 6 | 226 | 10 | 0 | 242 | 487 |
| 05:15 PM | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 2 | 0 | 2 | 2 | 259 | 6 | 0 | 267 | 5 | 266 | 7 | 0 | 278 | 555 |
| 05:30 PM | 11 | 0 | 3 | 0 | 14 | 3 | 0 | 2 | 0 | 5 | 2 | 229 | 5 | 0 | 236 | 6 | 231 | 10 | 0 | 247 | 502 |
| 05:45 PM | 7 | 0 | 7 | 0 | 14 | 2 | 0 | 5 | 0 | 7 | 9 | 253 | 5 | 0 | 267 | 7 | 257 | 12 | 0 | 276 | 564 |
| Total | 33 | 0 | 16 | 0 | 49 | 8 | 0 | 17 | 0 | 25 | 14 | 956 | 21 | 0 | 991 | 24 | 980 | 39 | 0 | 1043 | 2108 |
| Grand Total | 55 | 1 | 35 | 1 | 92 | 26 | 2 | 28 | 0 | 56 | 34 | 1839 | 42 | 0 | 1915 | 44 | 1880 | 76 | 1 | 2001 | 4064 |
| Apprch % | 59.8 | 1.1 | 38 | 1.1 | | 46.4 | 3.6 | 50 | 0 | | 1.8 | 96 | 2.2 | 0 | | 2.2 | 94 | 3.8 | 0 | | |
| Total % | 1.4 | 0 | 0.9 | 0 | 2.3 | 0.6 | 0 | 0.7 | 0 | 1.4 | 0.8 | 45.3 | 1 | 0 | 47.1 | 1.1 | 46.3 | 1.9 | 0 | 49.2 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 7 | 0 | 6 | 13 | **3** | 0 | **8** | **11** | 1 | 215 | 5 | 221 | 6 | 226 | 10 | 242 | 487 |
| 05:15 PM | 8 | 0 | 0 | 8 | 0 | 0 | 2 | 2 | 2 | **259** | **6** | **267** | 5 | **266** | 7 | **278** | 555 |
| 05:30 PM | **11** | 0 | 3 | **14** | 3 | 0 | 2 | 5 | 2 | 229 | 5 | 236 | 6 | 231 | 10 | 247 | 502 |
| 05:45 PM | 7 | 0 | **7** | 14 | 2 | 0 | 5 | 7 | **9** | 253 | 5 | 267 | **7** | 257 | **12** | 276 | **564** |
| Total Volume | 33 | 0 | 16 | 49 | 8 | 0 | 17 | 25 | 14 | 956 | 21 | 991 | 24 | 980 | 39 | 1043 | 2108 |
| % App. Total | 67.3 | 0 | 32.7 | | 32 | 0 | 68 | | 1.4 | 96.5 | 2.1 | | 2.3 | 94 | 3.7 | | |
| PHF | .750 | .000 | .571 | .875 | .667 | .000 | .531 | .568 | .389 | .923 | .875 | .928 | .857 | .921 | .813 | .938 | .934 |

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Groups Printed- Combined

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 0 | 1 | 2 | 1 | 0 | 5 | 0 | 6 | 0 | 177 | 0 | 0 | 177 | 1 | 80 | 0 | 1 | 82 | 267 |
| 07:15 AM | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 10 | 0 | 13 | 0 | 213 | 1 | 0 | 214 | 3 | 115 | 0 | 0 | 118 | 346 |
| 07:30 AM | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 3 | 0 | 7 | 0 | 278 | 2 | 0 | 280 | 2 | 167 | 1 | 0 | 170 | 458 |
| 07:45 AM | 1 | 0 | 0 | 0 | 1 | 9 | 0 | 2 | 0 | 11 | 1 | 274 | 4 | 0 | 279 | 1 | 184 | 1 | 1 | 187 | 478 |
| Total | 3 | 1 | 0 | 1 | 5 | 17 | 0 | 20 | 0 | 37 | 1 | 942 | 7 | 0 | 950 | 7 | 546 | 2 | 2 | 557 | 1549 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 4 | 0 | 2 | 0 | 6 | 0 | 208 | 1 | 0 | 209 | 3 | 133 | 0 | 0 | 136 | 352 |
| 08:15 AM | 3 | 0 | 0 | 0 | 3 | 5 | 0 | 4 | 0 | 9 | 4 | 214 | 5 | 0 | 223 | 1 | 163 | 4 | 0 | 168 | 403 |
| 08:30 AM | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 7 | 0 | 9 | 2 | 218 | 1 | 0 | 221 | 4 | 167 | 4 | 0 | 175 | 407 |
| 08:45 AM | 4 | 0 | 0 | 0 | 4 | 6 | 0 | 5 | 0 | 11 | 2 | 229 | 6 | 0 | 237 | 6 | 164 | 0 | 0 | 170 | 422 |
| Total | 10 | 0 | 0 | 0 | 10 | 17 | 0 | 18 | 0 | 35 | 8 | 869 | 13 | 0 | 890 | 14 | 627 | 8 | 0 | 649 | 1584 |
| Grand Total | 13 | 1 | 0 | 1 | 15 | 34 | 0 | 38 | 0 | 72 | 9 | 1811 | 20 | 0 | 1840 | 21 | 1173 | 10 | 2 | 1206 | 3133 |
| Apprch % | 86.7 | 6.7 | 0 | 6.7 | | 47.2 | 0 | 52.8 | 0 | | 0.5 | 98.4 | 1.1 | 0 | | 1.7 | 97.3 | 0.8 | 0.2 | | |
| Total % | 0.4 | 0 | 0 | 0 | 0.5 | 1.1 | 0 | 1.2 | 0 | 2.3 | 0.3 | 57.8 | 0.6 | 0 | 58.7 | 0.7 | 37.4 | 0.3 | 0.1 | 38.5 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 7 | 0 | **278** | 2 | **280** | 2 | 167 | 1 | 170 | 458 |
| 07:45 AM | 1 | 0 | 0 | 1 | **9** | 0 | 2 | **11** | 1 | 274 | 4 | 279 | 1 | **184** | 1 | **186** | **477** |
| 08:00 AM | 1 | 0 | 0 | 1 | 4 | 0 | 2 | 6 | 0 | 208 | 1 | 209 | **3** | 133 | 0 | 136 | 352 |
| 08:15 AM | **3** | 0 | 0 | **3** | 5 | 0 | **4** | 9 | **4** | 214 | **5** | 223 | 1 | 163 | **4** | 168 | 403 |
| Total Volume | 6 | 0 | 0 | 6 | 22 | 0 | 11 | 33 | 5 | 974 | 12 | 991 | 7 | 647 | 6 | 660 | 1690 |
| % App. Total | 100 | 0 | 0 | | 66.7 | 0 | 33.3 | | 0.5 | 98.3 | 1.2 | | 1.1 | 98 | 0.9 | | |
| PHF | .500 | .000 | .000 | .500 | .611 | .000 | .688 | .750 | .313 | .876 | .600 | .885 | .583 | .879 | .375 | .887 | .886 |

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Groups Printed- Combined

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 8 | 1 | 17 | 7 | 0 | 6 | 0 | 13 | 5 | 229 | 6 | 0 | 240 | 5 | 242 | 10 | 1 | 258 | 528 |
| 04:15 PM | 5 | 0 | 6 | 0 | 11 | 8 | 1 | 4 | 0 | 13 | 6 | 226 | 5 | 0 | 237 | 6 | 236 | 10 | 0 | 252 | 513 |
| 04:30 PM | 6 | 0 | 4 | 0 | 10 | 2 | 1 | 1 | 0 | 4 | 3 | 226 | 7 | 0 | 236 | 2 | 221 | 5 | 0 | 228 | 478 |
| 04:45 PM | 4 | 1 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 6 | 222 | 4 | 0 | 232 | 7 | 217 | 12 | 0 | 236 | 475 |
| Total | 23 | 1 | 19 | 1 | 44 | 18 | 2 | 11 | 0 | 31 | 20 | 903 | 22 | 0 | 945 | 20 | 916 | 37 | 1 | 974 | 1994 |
| 05:00 PM | 7 | 0 | 6 | 0 | 13 | 3 | 0 | 8 | 0 | 11 | 1 | 217 | 5 | 0 | 223 | 6 | 227 | 10 | 0 | 243 | 490 |
| 05:15 PM | 8 | 0 | 0 | 0 | 8 | 1 | 0 | 2 | 0 | 3 | 2 | 264 | 6 | 0 | 272 | 5 | 267 | 7 | 0 | 279 | 562 |
| 05:30 PM | 11 | 0 | 3 | 0 | 14 | 3 | 0 | 2 | 0 | 5 | 2 | 232 | 5 | 0 | 239 | 6 | 234 | 10 | 0 | 250 | 508 |
| 05:45 PM | 8 | 0 | 7 | 0 | 15 | 2 | 0 | 8 | 0 | 10 | 9 | 255 | 5 | 0 | 269 | 7 | 260 | 12 | 0 | 279 | 573 |
| Total | 34 | 0 | 16 | 0 | 50 | 9 | 0 | 20 | 0 | 29 | 14 | 968 | 21 | 0 | 1003 | 24 | 988 | 39 | 0 | 1051 | 2133 |
| Grand Total | 57 | 1 | 35 | 1 | 94 | 27 | 2 | 31 | 0 | 60 | 34 | 1871 | 43 | 0 | 1948 | 44 | 1904 | 76 | 1 | 2025 | 4127 |
| Apprch % | 60.6 | 1.1 | 37.2 | 1.1 | | 45 | 3.3 | 51.7 | 0 | | 1.7 | 96 | 2.2 | 0 | | 2.2 | 94 | 3.8 | 0 | | |
| Total % | 1.4 | 0 | 0.8 | 0 | 2.3 | 0.7 | 0 | 0.8 | 0 | 1.5 | 0.8 | 45.3 | 1 | 0 | 47.2 | 1.1 | 46.1 | 1.8 | 0 | 49.1 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 7 | 0 | 6 | 13 | **3** | 0 | **8** | **11** | 1 | 217 | 5 | 223 | 6 | 227 | 10 | 243 | 490 |
| 05:15 PM | 8 | 0 | 0 | 8 | 1 | 0 | 2 | 3 | 2 | **264** | **6** | **272** | 5 | **267** | 7 | **279** | 562 |
| 05:30 PM | **11** | 0 | 3 | 14 | 3 | 0 | 2 | 5 | 2 | 232 | 5 | 239 | 6 | 234 | 10 | 250 | 508 |
| 05:45 PM | 8 | 0 | **7** | **15** | 2 | 0 | 8 | 10 | **9** | 255 | 5 | 269 | **7** | 260 | **12** | 279 | **573** |
| Total Volume | 34 | 0 | 16 | 50 | 9 | 0 | 20 | 29 | 14 | 968 | 21 | 1003 | 24 | 988 | 39 | 1051 | 2133 |
| % App. Total | 68 | 0 | 32 | | 31 | 0 | 69 | | 1.4 | 96.5 | 2.1 | | 2.3 | 94 | 3.7 | | |
| PHF | .773 | .000 | .571 | .833 | .750 | .000 | .625 | .659 | .389 | .917 | .875 | .922 | .857 | .925 | .813 | .942 | .931 |

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Groups Printed- Truck

| | Oakmont Circle Eastbound | | | | | Oakmont Circle Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| 04:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 12 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 16 | 0 | 0 | 16 | 38 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 7 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 9 |
| Total | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 12 | 0 | 0 | 12 | 0 | 8 | 0 | 0 | 8 | 25 |
| Grand Total | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 4 | 0 | 32 | 1 | 0 | 33 | 0 | 24 | 0 | 0 | 24 | 63 |
| Apprch % | 100 | 0 | 0 | 0 | | 25 | 0 | 75 | 0 | | 0 | 97 | 3 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 3.2 | 0 | 0 | 0 | 3.2 | 1.6 | 0 | 4.8 | 0 | 6.3 | 0 | 50.8 | 1.6 | 0 | 52.4 | 0 | 38.1 | 0 | 0 | 38.1 | |

| | Oakmont Circle Eastbound | | | | Oakmont Circle Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | **5** | 0 | **5** | 8 |
| 04:15 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 5 | 0 | 5 | **12** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **1** | **8** | 0 | 3 | 0 | 3 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 7 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 21 | 0 | 16 | 0 | 16 | 38 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 95.2 | 4.8 | | 0 | 100 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .714 | .250 | .656 | .000 | .800 | .000 | .800 | .792 |

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Groups Printed- Truck

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 2 | 0 | 3 | 14 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 3 | 1 | 0 | 4 | 11 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 2 | 3 | 0 | 0 | 5 | 10 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 0 | 22 | 2 | 0 | 24 | 3 | 9 | 3 | 0 | 15 | 43 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 3 | 0 | 0 | 4 | 11 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 7 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 9 | 17 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 24 | 1 | 0 | 25 | 2 | 21 | 0 | 0 | 23 | 53 |
| Grand Total | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 6 | 0 | 7 | 0 | 46 | 3 | 0 | 49 | 5 | 30 | 3 | 0 | 38 | 96 |
| Apprch % | 0 | 0 | 100 | 0 | | 14.3 | 0 | 85.7 | 0 | | 0 | 93.9 | 6.1 | 0 | | 13.2 | 78.9 | 7.9 | 0 | | |
| Total % | 0 | 0 | 2.1 | 0 | 2.1 | 1 | 0 | 6.2 | 0 | 7.3 | 0 | 47.9 | 3.1 | 0 | 51 | 5.2 | 31.2 | 3.1 | 0 | 39.6 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **2** | 0 | 4 | **1** | 5 | 0 | 4 | 0 | 4 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 6 | **1** | 3 | 0 | 4 | 11 |
| 08:30 AM | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | **7** | 0 | **7** | 1 | **8** | 0 | **9** | **17** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 6 | 0 | 6 | 13 |
| Total Volume | 0 | 0 | 1 | 1 | 1 | 0 | 3 | 4 | 0 | 24 | 1 | 25 | 2 | 21 | 0 | 23 | 53 |
| % App. Total | 0 | 0 | 100 | | 25 | 0 | 75 | | 0 | 96 | 4 | | 8.7 | 91.3 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .250 | .000 | .375 | .500 | .000 | .857 | .250 | .893 | .500 | .656 | .000 | .639 | .779 |

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Groups Printed- Car

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 9 | 0 | 11 | 0 | 172 | 4 | 0 | 176 | 3 | 75 | 1 | 0 | 79 | 268 |
| 07:15 AM | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 15 | 0 | 16 | 1 | 202 | 2 | 0 | 205 | 7 | 106 | 0 | 0 | 113 | 337 |
| 07:30 AM | 4 | 0 | 2 | 0 | 6 | 5 | 0 | 21 | 0 | 26 | 0 | 270 | 2 | 0 | 272 | 3 | 170 | 0 | 0 | 173 | 477 |
| 07:45 AM | 3 | 0 | 2 | 0 | 5 | 12 | 0 | 16 | 0 | 28 | 3 | 255 | 3 | 0 | 261 | 5 | 164 | 2 | 0 | 171 | 465 |
| Total | 10 | 0 | 6 | 0 | 16 | 20 | 0 | 61 | 0 | 81 | 4 | 899 | 11 | 0 | 914 | 18 | 515 | 3 | 0 | 536 | 1547 |
| 08:00 AM | 2 | 0 | 2 | 0 | 4 | 4 | 1 | 11 | 0 | 16 | 1 | 214 | 5 | 0 | 220 | 2 | 137 | 2 | 0 | 141 | 381 |
| 08:15 AM | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 13 | 1 | 16 | 3 | 214 | 3 | 0 | 220 | 6 | 157 | 5 | 0 | 168 | 407 |
| 08:30 AM | 3 | 0 | 5 | 0 | 8 | 2 | 0 | 22 | 0 | 24 | 2 | 213 | 1 | 0 | 216 | 3 | 163 | 1 | 0 | 167 | 415 |
| 08:45 AM | 8 | 0 | 3 | 0 | 11 | 4 | 0 | 17 | 0 | 21 | 2 | 217 | 4 | 0 | 223 | 11 | 170 | 2 | 0 | 183 | 438 |
| Total | 15 | 0 | 11 | 0 | 26 | 12 | 1 | 63 | 1 | 77 | 8 | 858 | 13 | 0 | 879 | 22 | 627 | 10 | 0 | 659 | 1641 |
| Grand Total | 25 | 0 | 17 | 0 | 42 | 32 | 1 | 124 | 1 | 158 | 12 | 1757 | 24 | 0 | 1793 | 40 | 1142 | 13 | 0 | 1195 | 3188 |
| Apprch % | 59.5 | 0 | 40.5 | 0 | | 20.3 | 0.6 | 78.5 | 0.6 | | 0.7 | 98 | 1.3 | 0 | | 3.3 | 95.6 | 1.1 | 0 | | |
| Total % | 0.8 | 0 | 0.5 | 0 | 1.3 | 1 | 0 | 3.9 | 0 | 5 | 0.4 | 55.1 | 0.8 | 0 | 56.2 | 1.3 | 35.8 | 0.4 | 0 | 37.5 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **4** | 0 | **2** | **6** | 5 | 0 | **21** | 26 | 0 | **270** | 2 | **272** | 3 | **170** | 0 | **173** | **477** |
| 07:45 AM | 3 | 0 | 2 | 5 | **12** | 0 | 16 | **28** | **3** | 255 | 3 | 261 | 5 | 164 | 2 | 171 | 465 |
| 08:00 AM | 2 | 0 | 2 | 4 | 4 | **1** | 11 | 16 | 1 | 214 | **5** | 220 | 2 | 137 | 2 | 141 | 381 |
| 08:15 AM | 2 | 0 | 1 | 3 | 2 | 0 | 13 | 15 | 3 | 214 | 3 | 220 | **6** | 157 | **5** | 168 | 406 |
| Total Volume | 11 | 0 | 7 | 18 | 23 | 1 | 61 | 85 | 7 | 953 | 13 | 973 | 16 | 628 | 9 | 653 | 1729 |
| % App. Total | 61.1 | 0 | 38.9 | | 27.1 | 1.2 | 71.8 | | 0.7 | 97.9 | 1.3 | | 2.5 | 96.2 | 1.4 | | |
| PHF | .688 | .000 | .875 | .750 | .479 | .250 | .726 | .759 | .583 | .882 | .650 | .894 | .667 | .924 | .450 | .944 | .906 |

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Groups Printed- Car

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 8 | 0 | 10 | 2 | 255 | 5 | 0 | 262 | 4 | 254 | 7 | 0 | 265 | 538 |
| 04:15 PM | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 5 | 5 | 205 | 3 | 0 | 213 | 8 | 254 | 4 | 0 | 266 | 487 |
| 04:30 PM | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 9 | 0 | 10 | 4 | 238 | 5 | 0 | 247 | 19 | 232 | 5 | 0 | 256 | 517 |
| 04:45 PM | 2 | 0 | 3 | 0 | 5 | 6 | 0 | 10 | 0 | 16 | 2 | 216 | 0 | 0 | 218 | 8 | 233 | 7 | 0 | 248 | 487 |
| Total | 7 | 0 | 6 | 0 | 13 | 12 | 0 | 29 | 0 | 41 | 13 | 914 | 13 | 0 | 940 | 39 | 973 | 23 | 0 | 1035 | 2029 |
| 05:00 PM | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 16 | 0 | 22 | 2 | 232 | 10 | 0 | 244 | 11 | 238 | 6 | 0 | 255 | 522 |
| 05:15 PM | 4 | 0 | 1 | 0 | 5 | 5 | 0 | 9 | 0 | 14 | 3 | 255 | 7 | 0 | 265 | 13 | 265 | 7 | 0 | 285 | 569 |
| 05:30 PM | 4 | 0 | 1 | 0 | 5 | 6 | 0 | 8 | 1 | 15 | 1 | 237 | 8 | 0 | 246 | 15 | 238 | 4 | 0 | 257 | 523 |
| 05:45 PM | 4 | 0 | 7 | 0 | 11 | 5 | 0 | 10 | 0 | 15 | 0 | 260 | 8 | 0 | 268 | 11 | 274 | 5 | 0 | 290 | 584 |
| Total | 12 | 0 | 10 | 0 | 22 | 22 | 0 | 43 | 1 | 66 | 6 | 984 | 33 | 0 | 1023 | 50 | 1015 | 22 | 0 | 1087 | 2198 |
| Grand Total | 19 | 0 | 16 | 0 | 35 | 34 | 0 | 72 | 1 | 107 | 19 | 1898 | 46 | 0 | 1963 | 89 | 1988 | 45 | 0 | 2122 | 4227 |
| Apprch % | 54.3 | 0 | 45.7 | 0 | | 31.8 | 0 | 67.3 | 0.9 | | 1 | 96.7 | 2.3 | 0 | | 4.2 | 93.7 | 2.1 | 0 | | |
| Total % | 0.4 | 0 | 0.4 | 0 | 0.8 | 0.8 | 0 | 1.7 | 0 | 2.5 | 0.4 | 44.9 | 1.1 | 0 | 46.4 | 2.1 | 47 | 1.1 | 0 | 50.2 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 1 | 1 | **6** | 0 | **16** | **22** | 2 | 232 | **10** | 244 | 11 | 238 | 6 | 255 | 522 |
| 05:15 PM | **4** | 0 | 1 | 5 | 5 | 0 | 9 | 14 | **3** | 255 | 7 | 265 | 13 | 265 | **7** | 285 | 569 |
| 05:30 PM | 4 | 0 | 1 | 5 | 6 | 0 | 8 | 14 | 1 | 237 | 8 | 246 | **15** | 238 | 4 | 257 | 522 |
| 05:45 PM | 4 | 0 | **7** | **11** | 5 | 0 | 10 | 15 | 0 | **260** | 8 | **268** | 11 | **274** | 5 | **290** | **584** |
| Total Volume | 12 | 0 | 10 | 22 | 22 | 0 | 43 | 65 | 6 | 984 | 33 | 1023 | 50 | 1015 | 22 | 1087 | 2197 |
| % App. Total | 54.5 | 0 | 45.5 | | 33.8 | 0 | 66.2 | | 0.6 | 96.2 | 3.2 | | 4.6 | 93.4 | 2 | | |
| PHF | .750 | .000 | .357 | .500 | .917 | .000 | .672 | .739 | .500 | .946 | .825 | .954 | .833 | .926 | .786 | .937 | .940 |

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Groups Printed- Combined

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 1 | 0 | 2 | 0 | 3 | 2 | 0 | 10 | 0 | 12 | 0 | 181 | 4 | 0 | 185 | 3 | 76 | 3 | 0 | 82 | 282 |
| 07:15 AM | 2 | 0 | 1 | 0 | 3 | 1 | 0 | 15 | 0 | 16 | 1 | 209 | 2 | 0 | 212 | 7 | 109 | 1 | 0 | 117 | 348 |
| 07:30 AM | 4 | 0 | 2 | 0 | 6 | 5 | 0 | 21 | 0 | 26 | 0 | 275 | 2 | 0 | 277 | 4 | 172 | 0 | 0 | 176 | 485 |
| 07:45 AM | 3 | 0 | 2 | 0 | 5 | 12 | 0 | 18 | 0 | 30 | 3 | 256 | 5 | 0 | 264 | 7 | 167 | 2 | 0 | 176 | 475 |
| Total | 10 | 0 | 7 | 0 | 17 | 20 | 0 | 64 | 0 | 84 | 4 | 921 | 13 | 0 | 938 | 21 | 524 | 6 | 0 | 551 | 1590 |
| 08:00 AM | 2 | 0 | 3 | 0 | 5 | 4 | 1 | 13 | 0 | 18 | 1 | 218 | 6 | 0 | 225 | 2 | 141 | 2 | 0 | 145 | 393 |
| 08:15 AM | 2 | 0 | 1 | 0 | 3 | 2 | 0 | 14 | 1 | 17 | 3 | 220 | 3 | 0 | 226 | 7 | 160 | 5 | 0 | 172 | 418 |
| 08:30 AM | 3 | 0 | 5 | 0 | 8 | 3 | 0 | 22 | 0 | 25 | 2 | 220 | 1 | 0 | 223 | 4 | 171 | 1 | 0 | 176 | 432 |
| 08:45 AM | 8 | 0 | 3 | 0 | 11 | 4 | 0 | 17 | 0 | 21 | 2 | 224 | 4 | 0 | 230 | 11 | 176 | 2 | 0 | 189 | 451 |
| Total | 15 | 0 | 12 | 0 | 27 | 13 | 1 | 66 | 1 | 81 | 8 | 882 | 14 | 0 | 904 | 24 | 648 | 10 | 0 | 682 | 1694 |
| Grand Total | 25 | 0 | 19 | 0 | 44 | 33 | 1 | 130 | 1 | 165 | 12 | 1803 | 27 | 0 | 1842 | 45 | 1172 | 16 | 0 | 1233 | 3284 |
| Apprch % | 56.8 | 0 | 43.2 | 0 | | 20 | 0.6 | 78.8 | 0.6 | | 0.7 | 97.9 | 1.5 | 0 | | 3.6 | 95.1 | 1.3 | 0 | | |
| Total % | 0.8 | 0 | 0.6 | 0 | 1.3 | 1 | 0 | 4 | 0 | 5 | 0.4 | 54.9 | 0.8 | 0 | 56.1 | 1.4 | 35.7 | 0.5 | 0 | 37.5 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **4** | 0 | 2 | **6** | 5 | 0 | **21** | 26 | 0 | **275** | 2 | **277** | 4 | **172** | 0 | **176** | **485** |
| 07:45 AM | 3 | 0 | 2 | 5 | **12** | 0 | 18 | **30** | **3** | 256 | 5 | 264 | **7** | 167 | 2 | 176 | 475 |
| 08:00 AM | 2 | 0 | **3** | 5 | 4 | **1** | 13 | 18 | 1 | 218 | **6** | 225 | 2 | 141 | 2 | 145 | 393 |
| 08:15 AM | 2 | 0 | 1 | 3 | 2 | 0 | 14 | 16 | 3 | 220 | 3 | 226 | 7 | 160 | **5** | 172 | 417 |
| Total Volume | 11 | 0 | 8 | 19 | 23 | 1 | 66 | 90 | 7 | 969 | 16 | 992 | 20 | 640 | 9 | 669 | 1770 |
| % App. Total | 57.9 | 0 | 42.1 | | 25.6 | 1.1 | 73.3 | | 0.7 | 97.7 | 1.6 | | 3 | 95.7 | 1.3 | | |
| PHF | .688 | .000 | .667 | .792 | .479 | .250 | .786 | .750 | .583 | .881 | .667 | .895 | .714 | .930 | .450 | .950 | .912 |

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Groups Printed- Combined

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 10 | 0 | 12 | 2 | 258 | 6 | 0 | 266 | 6 | 257 | 8 | 0 | 271 | 551 |
| 04:15 PM | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 6 | 5 | 210 | 4 | 0 | 219 | 8 | 258 | 4 | 0 | 270 | 498 |
| 04:30 PM | 2 | 0 | 2 | 0 | 4 | 1 | 0 | 11 | 0 | 12 | 5 | 244 | 7 | 0 | 256 | 20 | 235 | 5 | 0 | 260 | 532 |
| 04:45 PM | 2 | 0 | 3 | 0 | 5 | 6 | 0 | 10 | 0 | 16 | 2 | 220 | 0 | 0 | 222 | 8 | 236 | 7 | 0 | 251 | 494 |
| Total | 7 | 0 | 7 | 0 | 14 | 12 | 0 | 34 | 0 | 46 | 14 | 932 | 17 | 0 | 963 | 42 | 986 | 24 | 0 | 1052 | 2075 |
| 05:00 PM | 0 | 0 | 1 | 0 | 1 | 6 | 0 | 16 | 0 | 22 | 2 | 234 | 10 | 0 | 246 | 11 | 239 | 6 | 0 | 256 | 525 |
| 05:15 PM | 4 | 0 | 1 | 0 | 5 | 5 | 0 | 9 | 0 | 14 | 3 | 257 | 8 | 0 | 268 | 13 | 266 | 7 | 0 | 286 | 573 |
| 05:30 PM | 4 | 0 | 1 | 0 | 5 | 6 | 0 | 8 | 1 | 15 | 1 | 241 | 8 | 0 | 250 | 16 | 241 | 4 | 0 | 261 | 531 |
| 05:45 PM | 4 | 0 | 7 | 0 | 11 | 5 | 0 | 11 | 0 | 16 | 1 | 265 | 8 | 0 | 274 | 11 | 277 | 5 | 0 | 293 | 594 |
| Total | 12 | 0 | 10 | 0 | 22 | 22 | 0 | 44 | 1 | 67 | 7 | 997 | 34 | 0 | 1038 | 51 | 1023 | 22 | 0 | 1096 | 2223 |
| Grand Total | 19 | 0 | 17 | 0 | 36 | 34 | 0 | 78 | 1 | 113 | 21 | 1929 | 51 | 0 | 2001 | 93 | 2009 | 46 | 0 | 2148 | 4298 |
| Apprch % | 52.8 | 0 | 47.2 | 0 | | 30.1 | 0 | 69 | 0.9 | | 1 | 96.4 | 2.5 | 0 | | 4.3 | 93.5 | 2.1 | 0 | | |
| Total % | 0.4 | 0 | 0.4 | 0 | 0.8 | 0.8 | 0 | 1.8 | 0 | 2.6 | 0.5 | 44.9 | 1.2 | 0 | 46.6 | 2.2 | 46.7 | 1.1 | 0 | 50 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 1 | 1 | **6** | 0 | **16** | **22** | 2 | 234 | **10** | 246 | 11 | 239 | 6 | 256 | 525 |
| 05:15 PM | **4** | 0 | 1 | 5 | 5 | 0 | 9 | 14 | **3** | 257 | 8 | 268 | 13 | 266 | **7** | 286 | 573 |
| 05:30 PM | 4 | 0 | 1 | 5 | 6 | 0 | 8 | 14 | 1 | 241 | 8 | 250 | **16** | 241 | 4 | 261 | 530 |
| 05:45 PM | 4 | 0 | **7** | **11** | 5 | 0 | 11 | 16 | 1 | **265** | 8 | **274** | 11 | **277** | 5 | **293** | **594** |
| Total Volume | 12 | 0 | 10 | 22 | 22 | 0 | 44 | 66 | 7 | 997 | 34 | 1038 | 51 | 1023 | 22 | 1096 | 2222 |
| % App. Total | 54.5 | 0 | 45.5 | | 33.3 | 0 | 66.7 | | 0.7 | 96.1 | 3.3 | | 4.7 | 93.3 | 2 | | |
| PHF | .750 | .000 | .357 | .500 | .917 | .000 | .688 | .750 | .583 | .941 | .850 | .947 | .797 | .923 | .786 | .935 | .935 |

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Groups Printed- Truck

| | Roundelay Rd. Eastbound | | | | | Roundelay Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1 | 0 | 4 | 2 | 3 | 1 | 0 | 6 | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 1 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 6 | 2 | 0 | 9 | 1 | 3 | 0 | 0 | 4 | 15 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 7 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 1 | 18 | 4 | 0 | 23 | 3 | 13 | 1 | 0 | 17 | 46 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 3 | 0 | 0 | 4 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 10 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 13 | 1 | 0 | 15 | 1 | 8 | 0 | 0 | 9 | 25 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 6 | 2 | 31 | 5 | 0 | 38 | 4 | 21 | 1 | 0 | 26 | 71 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 0 | 100 | 0 | | 5.3 | 81.6 | 13.2 | 0 | | 15.4 | 80.8 | 3.8 | 0 | | |
| Total % | 0 | 0 | 1.4 | 0 | 1.4 | 0 | 0 | 8.5 | 0 | 8.5 | 2.8 | 43.7 | 7 | 0 | 53.5 | 5.6 | 29.6 | 1.4 | 0 | 36.6 | |

| | Roundelay Rd. Eastbound | | | | Roundelay Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | **1** | **1** | 0 | 0 | **2** | **2** | 0 | 3 | 1 | 4 | **2** | 3 | **1** | **6** | 13 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 5 | 1 | 6 | 0 | **4** | 0 | 4 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | **1** | **6** | **2** | **9** | 1 | 3 | 0 | 4 | **15** |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 7 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 5 | 1 | 18 | 4 | 23 | 3 | 13 | 1 | 17 | 46 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 100 | | 4.3 | 78.3 | 17.4 | | 17.6 | 76.5 | 5.9 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .000 | .625 | .625 | .250 | .750 | .500 | .639 | .375 | .813 | .250 | .708 | .767 |

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Groups Printed- Truck

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 3 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 4 | 0 | 0 | 4 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 0 | 0 | 5 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 16 | 0 | 0 | 16 | 41 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 0 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 0 | 9 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 26 | 0 | 24 | 0 | 0 | 24 | 50 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 1 | 0 | 51 | 0 | 40 | 0 | 0 | 40 | 91 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 98 | 2 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54.9 | 1.1 | 0 | 56 | 0 | 44 | 0 | 0 | 44 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 5 | 0 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | **9** | 0 | **9** | **16** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **1** | 6 | 0 | 6 | 0 | 6 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 26 | 0 | 24 | 0 | 24 | 50 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 96.2 | 3.8 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .893 | .250 | .929 | .000 | .667 | .000 | .667 | .781 |

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Groups Printed- Car

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 181 | 1 | 0 | 182 | 2 | 81 | 0 | 0 | 83 | 266 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 223 | 3 | 0 | 226 | 0 | 117 | 0 | 0 | 117 | 348 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 303 | 0 | 0 | 303 | 0 | 164 | 0 | 0 | 164 | 469 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 269 | 2 | 0 | 271 | 0 | 173 | 0 | 0 | 173 | 450 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 14 | 0 | 976 | 6 | 0 | 982 | 2 | 535 | 0 | 0 | 537 | 1533 |
| 08:00 AM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 2 | 0 | 228 | 2 | 128 | 0 | 0 | 130 | 363 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 220 | 1 | 0 | 221 | 5 | 170 | 0 | 0 | 175 | 399 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 239 | 0 | 0 | 239 | 2 | 171 | 0 | 0 | 173 | 414 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 246 | 0 | 0 | 247 | 1 | 167 | 0 | 0 | 168 | 419 |
| Total | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 8 | 0 | 9 | 1 | 931 | 3 | 0 | 935 | 10 | 636 | 0 | 0 | 646 | 1595 |
| Grand Total | 1 | 4 | 0 | 0 | 5 | 5 | 0 | 18 | 0 | 23 | 1 | 1907 | 9 | 0 | 1917 | 12 | 1171 | 0 | 0 | 1183 | 3128 |
| Apprch % | 20 | 80 | 0 | 0 | | 21.7 | 0 | 78.3 | 0 | | 0.1 | 99.5 | 0.5 | 0 | | 1 | 99 | 0 | 0 | | |
| Total % | 0 | 0.1 | 0 | 0 | 0.2 | 0.2 | 0 | 0.6 | 0 | 0.7 | 0 | 61 | 0.3 | 0 | 61.3 | 0.4 | 37.4 | 0 | 0 | 37.8 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | **303** | 0 | **303** | 0 | 164 | 0 | 164 | **469** |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | **5** | **6** | 0 | 269 | **2** | 271 | 0 | **173** | 0 | 173 | 450 |
| 08:00 AM | **1** | **4** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 226 | 2 | 228 | 2 | 128 | 0 | 130 | 363 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 220 | 1 | 221 | **5** | 170 | 0 | **175** | 399 |
| Total Volume | 1 | 4 | 0 | 5 | 3 | 0 | 8 | 11 | 0 | 1018 | 5 | 1023 | 7 | 635 | 0 | 642 | 1681 |
| % App. Total | 20 | 80 | 0 | | 27.3 | 0 | 72.7 | | 0 | 99.5 | 0.5 | | 1.1 | 98.9 | 0 | | |
| PHF | .250 | .250 | .000 | .250 | .750 | .000 | .400 | .458 | .000 | .840 | .625 | .844 | .350 | .918 | .000 | .917 | .896 |

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Groups Printed- Car

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 2 | 257 | 2 | 0 | 261 | 3 | 253 | 1 | 0 | 257 | 523 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 217 | 5 | 0 | 224 | 2 | 259 | 0 | 0 | 261 | 485 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 234 | 5 | 0 | 240 | 3 | 262 | 0 | 0 | 265 | 508 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 228 | 3 | 0 | 231 | 3 | 245 | 0 | 0 | 248 | 482 |
| Total | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 7 | 0 | 10 | 5 | 936 | 15 | 0 | 956 | 11 | 1019 | 1 | 0 | 1031 | 1998 |
| 05:00 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 5 | 248 | 1 | 0 | 254 | 3 | 250 | 0 | 0 | 253 | 513 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 1 | 273 | 1 | 0 | 275 | 2 | 282 | 0 | 0 | 284 | 564 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 4 | 243 | 0 | 0 | 247 | 5 | 246 | 0 | 0 | 251 | 504 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 273 | 2 | 0 | 277 | 4 | 273 | 0 | 0 | 277 | 558 |
| Total | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 12 | 0 | 19 | 12 | 1037 | 4 | 0 | 1053 | 14 | 1051 | 0 | 0 | 1065 | 2139 |
| Grand Total | 2 | 0 | 1 | 0 | 3 | 10 | 0 | 19 | 0 | 29 | 17 | 1973 | 19 | 0 | 2009 | 25 | 2070 | 1 | 0 | 2096 | 4137 |
| Apprch % | 66.7 | 0 | 33.3 | 0 | | 34.5 | 0 | 65.5 | 0 | | 0.8 | 98.2 | 0.9 | 0 | | 1.2 | 98.8 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 0.2 | 0 | 0.5 | 0 | 0.7 | 0.4 | 47.7 | 0.5 | 0 | 48.6 | 0.6 | 50 | 0 | 0 | 50.7 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | **1** | **1** | **2** | 0 | 3 | 5 | **5** | 248 | 1 | 254 | 3 | 250 | 0 | 253 | 513 |
| 05:15 PM | **1** | 0 | 0 | 1 | 2 | 0 | 2 | 4 | 1 | **273** | 1 | 275 | 2 | **282** | 0 | **284** | **564** |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | **4** | **6** | 4 | 243 | 0 | 247 | **5** | 246 | 0 | 251 | 504 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 2 | 273 | **2** | **277** | 4 | 273 | 0 | 277 | 558 |
| Total Volume | 1 | 0 | 1 | 2 | 7 | 0 | 12 | 19 | 12 | 1037 | 4 | 1053 | 14 | 1051 | 0 | 1065 | 2139 |
| % App. Total | 50 | 0 | 50 | | 36.8 | 0 | 63.2 | | 1.1 | 98.5 | 0.4 | | 1.3 | 98.7 | 0 | | |
| PHF | .250 | .000 | .250 | .500 | .875 | .000 | .750 | .792 | .600 | .950 | .500 | .950 | .700 | .932 | .000 | .938 | .948 |

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Groups Printed- Combined

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 191 | 1 | 0 | 192 | 2 | 84 | 0 | 0 | 86 | 279 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 230 | 3 | 0 | 233 | 0 | 121 | 0 | 0 | 121 | 359 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 308 | 0 | 0 | 308 | 0 | 168 | 0 | 0 | 168 | 478 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 272 | 2 | 0 | 274 | 0 | 178 | 0 | 0 | 178 | 458 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 10 | 0 | 14 | 0 | 1001 | 6 | 0 | 1007 | 2 | 551 | 0 | 0 | 553 | 1574 |
| 08:00 AM | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 233 | 2 | 0 | 235 | 2 | 133 | 0 | 0 | 135 | 375 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 226 | 1 | 0 | 227 | 5 | 174 | 0 | 0 | 179 | 409 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 246 | 0 | 0 | 246 | 2 | 180 | 0 | 0 | 182 | 430 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 251 | 1 | 0 | 253 | 1 | 173 | 0 | 0 | 174 | 431 |
| Total | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 8 | 0 | 9 | 1 | 956 | 4 | 0 | 961 | 10 | 660 | 0 | 0 | 670 | 1645 |
| Grand Total | 1 | 4 | 0 | 0 | 5 | 5 | 0 | 18 | 0 | 23 | 1 | 1957 | 10 | 0 | 1968 | 12 | 1211 | 0 | 0 | 1223 | 3219 |
| Apprch % | 20 | 80 | 0 | 0 | | 21.7 | 0 | 78.3 | 0 | | 0.1 | 99.4 | 0.5 | 0 | | 1 | 99 | 0 | 0 | | |
| Total % | 0 | 0.1 | 0 | 0 | 0.2 | 0.2 | 0 | 0.6 | 0 | 0.7 | 0 | 60.8 | 0.3 | 0 | 61.1 | 0.4 | 37.6 | 0 | 0 | 38 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 2 | 0 | **308** | 0 | **308** | 0 | 168 | 0 | 168 | **478** |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | **5** | **6** | 0 | 272 | **2** | 274 | 0 | **178** | 0 | 178 | 458 |
| 08:00 AM | **1** | **4** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 233 | 2 | 235 | 2 | 133 | 0 | 135 | 375 |
| 08:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 226 | 1 | 227 | **5** | 174 | 0 | **179** | 409 |
| Total Volume | 1 | 4 | 0 | 5 | 3 | 0 | 8 | 11 | 0 | 1039 | 5 | 1044 | 7 | 653 | 0 | 660 | 1720 |
| % App. Total | 20 | 80 | 0 | | 27.3 | 0 | 72.7 | | 0 | 99.5 | 0.5 | | 1.1 | 98.9 | 0 | | |
| PHF | .250 | .250 | .000 | .250 | .750 | .000 | .400 | .458 | .000 | .843 | .625 | .847 | .350 | .917 | .000 | .922 | .900 |

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Groups Printed- Combined

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 2 | 263 | 2 | 0 | 267 | 3 | 259 | 1 | 0 | 263 | 535 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 223 | 5 | 0 | 230 | 2 | 263 | 0 | 0 | 265 | 495 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 1 | 240 | 5 | 0 | 246 | 4 | 264 | 0 | 0 | 268 | 517 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 232 | 3 | 0 | 235 | 3 | 249 | 0 | 0 | 252 | 490 |
| Total | 1 | 0 | 0 | 0 | 1 | 3 | 0 | 7 | 0 | 10 | 5 | 958 | 15 | 0 | 978 | 12 | 1035 | 1 | 0 | 1048 | 2037 |
| 05:00 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 5 | 5 | 250 | 1 | 0 | 256 | 3 | 251 | 0 | 0 | 254 | 516 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 4 | 1 | 276 | 1 | 0 | 278 | 2 | 283 | 0 | 0 | 285 | 568 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 4 | 248 | 0 | 0 | 252 | 6 | 250 | 0 | 0 | 256 | 514 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 2 | 279 | 2 | 0 | 283 | 4 | 274 | 0 | 0 | 278 | 565 |
| Total | 1 | 0 | 1 | 0 | 2 | 7 | 0 | 12 | 0 | 19 | 12 | 1053 | 4 | 0 | 1069 | 15 | 1058 | 0 | 0 | 1073 | 2163 |
| Grand Total | 2 | 0 | 1 | 0 | 3 | 10 | 0 | 19 | 0 | 29 | 17 | 2011 | 19 | 0 | 2047 | 27 | 2093 | 1 | 0 | 2121 | 4200 |
| Apprch % | 66.7 | 0 | 33.3 | 0 | | 34.5 | 0 | 65.5 | 0 | | 0.8 | 98.2 | 0.9 | 0 | | 1.3 | 98.7 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 0.2 | 0 | 0.5 | 0 | 0.7 | 0.4 | 47.9 | 0.5 | 0 | 48.7 | 0.6 | 49.8 | 0 | 0 | 50.5 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | **1** | **1** | **2** | 0 | 3 | 5 | **5** | 250 | 1 | 256 | 3 | 251 | 0 | 254 | 516 |
| 05:15 PM | **1** | 0 | 0 | 1 | 2 | 0 | 2 | 4 | 1 | 276 | 1 | 278 | 2 | **283** | 0 | **285** | **568** |
| 05:30 PM | 0 | 0 | 0 | 0 | 2 | 0 | **4** | **6** | 4 | 248 | 0 | 252 | **6** | 250 | 0 | 256 | 514 |
| 05:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 2 | **279** | **2** | **283** | 4 | 274 | 0 | 278 | 565 |
| Total Volume | 1 | 0 | 1 | 2 | 7 | 0 | 12 | 19 | 12 | 1053 | 4 | 1069 | 15 | 1058 | 0 | 1073 | 2163 |
| % App. Total | 50 | 0 | 50 | | 36.8 | 0 | 63.2 | | 1.1 | 98.5 | 0.4 | | 1.4 | 98.6 | 0 | | |
| PHF | .250 | .000 | .250 | .500 | .875 | .000 | .750 | .792 | .600 | .944 | .500 | .944 | .625 | .935 | .000 | .941 | .952 |

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Groups Printed- Truck

| | Driveway Eastbound | | | | | Timber Ridge Apts. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 2 | 0 | 0 | 3 | 9 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 1 | 16 | 0 | 0 | 17 | 39 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 4 | 0 | 0 | 5 | 10 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 1 | 7 | 0 | 0 | 8 | 24 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 2 | 23 | 0 | 0 | 25 | 63 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 8 | 92 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60.3 | 0 | 0 | 60.3 | 3.2 | 36.5 | 0 | 0 | 39.7 | |

| | Driveway Eastbound | | | | Timber Ridge Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | **6** | 0 | **6** | 0 | **6** | **12** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | **1** | 2 | 0 | 3 | 9 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 22 | 1 | 16 | 0 | 17 | 39 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 5.9 | 94.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .917 | .000 | .917 | .250 | .667 | .000 | .708 | .813 |

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Groups Printed- Truck

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 3 | 0 | 3 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 5 | 12 |
| 07:30 AM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 3 | 9 |
| 07:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 7 |
| Total | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 16 | 0 | 16 | 41 |
| 08:00 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 5 | 0 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 10 |
| 08:30 AM | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 9 | 0 | 9 | 16 |
| 08:45 AM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 12 |
| Total | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 25 | 0 | 25 | 50 |
| Grand Total | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 41 | 0 | 41 | 91 |
| Apprch % | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 54.9 | 0 | 0 | 54.9 | 0 | 45.1 | 0 | 45.1 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 5 | 5 | 12 |
| 08:15 AM | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 5 | 10 |
| 08:30 AM | 0 | 0 | 0 | 7 | 0 | 7 | 0 | **9** | **9** | **16** |
| 08:45 AM | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 6 | 6 | 12 |
| Total Volume | 0 | 0 | 0 | 25 | 0 | 25 | 0 | 25 | 25 | 50 |
| % App. Total | 0 | 0 | | 100 | 0 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .893 | .000 | .893 | .000 | .694 | .694 | .781 |

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Groups Printed- Car

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 176 | 1 | 0 | 177 | 2 | 84 | 0 | 86 | 264 |
| 07:15 AM | 0 | 2 | 0 | 2 | 234 | 0 | 0 | 234 | 1 | 122 | 0 | 123 | 359 |
| 07:30 AM | 1 | 3 | 0 | 4 | 297 | 0 | 0 | 297 | 2 | 165 | 0 | 167 | 468 |
| 07:45 AM | 0 | 6 | 0 | 6 | 288 | 0 | 0 | 288 | 5 | 163 | 0 | 168 | 462 |
| Total | 1 | 12 | 0 | 13 | 995 | 1 | 0 | 996 | 10 | 534 | 0 | 544 | 1553 |
| 08:00 AM | 5 | 3 | 0 | 8 | 226 | 0 | 0 | 226 | 7 | 144 | 0 | 151 | 385 |
| 08:15 AM | 2 | 4 | 0 | 6 | 221 | 1 | 0 | 222 | 6 | 162 | 0 | 168 | 396 |
| 08:30 AM | 5 | 1 | 0 | 6 | 248 | 0 | 0 | 248 | 5 | 176 | 0 | 181 | 435 |
| 08:45 AM | 2 | 10 | 0 | 12 | 251 | 3 | 0 | 254 | 2 | 160 | 0 | 162 | 428 |
| Total | 14 | 18 | 0 | 32 | 946 | 4 | 0 | 950 | 20 | 642 | 0 | 662 | 1644 |
| Grand Total | 15 | 30 | 0 | 45 | 1941 | 5 | 0 | 1946 | 30 | 1176 | 0 | 1206 | 3197 |
| Apprch % | 33.3 | 66.7 | 0 | | 99.7 | 0.3 | 0 | | 2.5 | 97.5 | 0 | | |
| Total % | 0.5 | 0.9 | 0 | 1.4 | 60.7 | 0.2 | 0 | 60.9 | 0.9 | 36.8 | 0 | 37.7 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 3 | 4 | **297** | 0 | **297** | 2 | **165** | 167 | **468** |
| 07:45 AM | 0 | **6** | 6 | 288 | 0 | 288 | 5 | 163 | **168** | 462 |
| 08:00 AM | **5** | 3 | **8** | 226 | 0 | 226 | **7** | 144 | 151 | 385 |
| 08:15 AM | 2 | 4 | 6 | 221 | **1** | 222 | 6 | 162 | 168 | 396 |
| Total Volume | 8 | 16 | 24 | 1032 | 1 | 1033 | 20 | 634 | 654 | 1711 |
| % App. Total | 33.3 | 66.7 | | 99.9 | 0.1 | | 3.1 | 96.9 | | |
| PHF | .400 | .667 | .750 | .869 | .250 | .870 | .714 | .961 | .973 | .914 |

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Groups Printed- Car

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 3 | 0 | 3 | 254 | 1 | 0 | 255 | 2 | 259 | 0 | 261 | 519 |
| 04:15 PM | 2 | 4 | 0 | 6 | 222 | 2 | 0 | 224 | 3 | 253 | 0 | 256 | 486 |
| 04:30 PM | 2 | 3 | 0 | 5 | 230 | 2 | 0 | 232 | 6 | 262 | 0 | 268 | 505 |
| 04:45 PM | 1 | 5 | 0 | 6 | 232 | 2 | 0 | 234 | 2 | 252 | 0 | 254 | 494 |
| Total | 5 | 15 | 0 | 20 | 938 | 7 | 0 | 945 | 13 | 1026 | 0 | 1039 | 2004 |
| 05:00 PM | 0 | 1 | 0 | 1 | 246 | 3 | 0 | 249 | 11 | 258 | 0 | 269 | 519 |
| 05:15 PM | 6 | 7 | 0 | 13 | 284 | 1 | 0 | 285 | 8 | 272 | 0 | 280 | 578 |
| 05:30 PM | 0 | 2 | 0 | 2 | 247 | 5 | 0 | 252 | 7 | 265 | 0 | 272 | 526 |
| 05:45 PM | 5 | 6 | 0 | 11 | 279 | 1 | 0 | 280 | 7 | 275 | 0 | 282 | 573 |
| Total | 11 | 16 | 0 | 27 | 1056 | 10 | 0 | 1066 | 33 | 1070 | 0 | 1103 | 2196 |
| Grand Total | 16 | 31 | 0 | 47 | 1994 | 17 | 0 | 2011 | 46 | 2096 | 0 | 2142 | 4200 |
| Apprch % | 34 | 66 | 0 | | 99.2 | 0.8 | 0 | | 2.1 | 97.9 | 0 | | |
| Total % | 0.4 | 0.7 | 0 | 1.1 | 47.5 | 0.4 | 0 | 47.9 | 1.1 | 49.9 | 0 | 51 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 1 | 246 | 3 | 249 | **11** | 258 | 269 | 519 |
| 05:15 PM | **6** | **7** | **13** | **284** | 1 | **285** | 8 | 272 | 280 | **578** |
| 05:30 PM | 0 | 2 | 2 | 247 | **5** | 252 | 7 | 265 | 272 | 526 |
| 05:45 PM | 5 | 6 | 11 | 279 | 1 | 280 | 7 | **275** | **282** | 573 |
| Total Volume | 11 | 16 | 27 | 1056 | 10 | 1066 | 33 | 1070 | 1103 | 2196 |
| % App. Total | 40.7 | 59.3 | | 99.1 | 0.9 | | 3 | 97 | | |
| PHF | .458 | .571 | .519 | .930 | .500 | .935 | .750 | .973 | .978 | .950 |

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Groups Printed- Combined

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 186 | 1 | 0 | 187 | 2 | 87 | 0 | 89 | 277 |
| 07:15 AM | 0 | 2 | 0 | 2 | 241 | 0 | 0 | 241 | 1 | 127 | 0 | 128 | 371 |
| 07:30 AM | 1 | 3 | 0 | 4 | 303 | 0 | 0 | 303 | 2 | 168 | 0 | 170 | 477 |
| 07:45 AM | 0 | 6 | 0 | 6 | 290 | 0 | 0 | 290 | 5 | 168 | 0 | 173 | 469 |
| Total | 1 | 12 | 0 | 13 | 1020 | 1 | 0 | 1021 | 10 | 550 | 0 | 560 | 1594 |
| 08:00 AM | 5 | 3 | 0 | 8 | 233 | 0 | 0 | 233 | 7 | 149 | 0 | 156 | 397 |
| 08:15 AM | 2 | 4 | 0 | 6 | 226 | 1 | 0 | 227 | 6 | 167 | 0 | 173 | 406 |
| 08:30 AM | 5 | 1 | 0 | 6 | 255 | 0 | 0 | 255 | 5 | 185 | 0 | 190 | 451 |
| 08:45 AM | 2 | 10 | 0 | 12 | 257 | 3 | 0 | 260 | 2 | 166 | 0 | 168 | 440 |
| Total | 14 | 18 | 0 | 32 | 971 | 4 | 0 | 975 | 20 | 667 | 0 | 687 | 1694 |
| Grand Total | 15 | 30 | 0 | 45 | 1991 | 5 | 0 | 1996 | 30 | 1217 | 0 | 1247 | 3288 |
| Apprch % | 33.3 | 66.7 | 0 | | 99.7 | 0.3 | 0 | | 2.4 | 97.6 | 0 | | |
| Total % | 0.5 | 0.9 | 0 | 1.4 | 60.6 | 0.2 | 0 | 60.7 | 0.9 | 37 | 0 | 37.9 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | |
| 07:30 AM | 1 | 3 | 4 | **303** | 0 | **303** | 2 | **168** | 170 | **477** |
| 07:45 AM | 0 | **6** | 6 | 290 | 0 | 290 | 5 | 168 | **173** | 469 |
| 08:00 AM | **5** | 3 | **8** | 233 | 0 | 233 | **7** | 149 | 156 | 397 |
| 08:15 AM | 2 | 4 | 6 | 226 | **1** | 227 | 6 | 167 | 173 | 406 |
| Total Volume | 8 | 16 | 24 | 1052 | 1 | 1053 | 20 | 652 | 672 | 1749 |
| % App. Total | 33.3 | 66.7 | | 99.9 | 0.1 | | 3 | 97 | | |
| PHF | .400 | .667 | .750 | .868 | .250 | .869 | .714 | .970 | .971 | .917 |

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Groups Printed- Combined

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 3 | 0 | 3 | 258 | 1 | 0 | 259 | 2 | 265 | 0 | 267 | 529 |
| 04:15 PM | 2 | 4 | 0 | 6 | 228 | 2 | 0 | 230 | 3 | 258 | 0 | 261 | 497 |
| 04:30 PM | 2 | 3 | 0 | 5 | 239 | 2 | 0 | 241 | 6 | 264 | 0 | 270 | 516 |
| 04:45 PM | 1 | 5 | 0 | 6 | 236 | 2 | 0 | 238 | 2 | 256 | 0 | 258 | 502 |
| Total | 5 | 15 | 0 | 20 | 961 | 7 | 0 | 968 | 13 | 1043 | 0 | 1056 | 2044 |
| 05:00 PM | 0 | 1 | 0 | 1 | 248 | 3 | 0 | 251 | 11 | 258 | 0 | 269 | 521 |
| 05:15 PM | 6 | 7 | 0 | 13 | 287 | 1 | 0 | 288 | 8 | 274 | 0 | 282 | 583 |
| 05:30 PM | 0 | 2 | 0 | 2 | 251 | 5 | 0 | 256 | 7 | 269 | 0 | 276 | 534 |
| 05:45 PM | 5 | 6 | 0 | 11 | 285 | 1 | 0 | 286 | 7 | 275 | 0 | 282 | 579 |
| Total | 11 | 16 | 0 | 27 | 1071 | 10 | 0 | 1081 | 33 | 1076 | 0 | 1109 | 2217 |
| Grand Total | 16 | 31 | 0 | 47 | 2032 | 17 | 0 | 2049 | 46 | 2119 | 0 | 2165 | 4261 |
| Apprch % | 34 | 66 | 0 | | 99.2 | 0.8 | 0 | | 2.1 | 97.9 | 0 | | |
| Total % | 0.4 | 0.7 | 0 | 1.1 | 47.7 | 0.4 | 0 | 48.1 | 1.1 | 49.7 | 0 | 50.8 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | |
| 05:00 PM | 0 | 1 | 1 | 248 | 3 | 251 | **11** | 258 | 269 | 521 |
| 05:15 PM | **6** | **7** | **13** | **287** | 1 | **288** | 8 | 274 | **282** | **583** |
| 05:30 PM | 0 | 2 | 2 | 251 | **5** | 256 | 7 | 269 | 276 | 534 |
| 05:45 PM | 5 | 6 | 11 | 285 | 1 | 286 | 7 | **275** | 282 | 579 |
| Total Volume | 11 | 16 | 27 | 1071 | 10 | 1081 | 33 | 1076 | 1109 | 2217 |
| % App. Total | 40.7 | 59.3 | | 99.1 | 0.9 | | 3 | 97 | | |
| PHF | .458 | .571 | .519 | .933 | .500 | .938 | .750 | .978 | .983 | .951 |

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Groups Printed- Truck

| | Timber Ridge II Apts. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Left | Thru | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 6 | 0 | 6 | 10 |
| 04:15 PM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 5 | 11 |
| 04:30 PM | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 0 | 2 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 23 | 0 | 17 | 0 | 17 | 40 |
| 05:00 PM | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 2 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 8 |
| 05:45 PM | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 6 | 0 | 6 | 21 |
| Grand Total | 0 | 0 | 0 | 0 | 38 | 0 | 0 | 38 | 0 | 23 | 0 | 23 | 61 |
| Apprch % | 0 | 0 | 0 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 62.3 | 0 | 0 | 62.3 | 0 | 37.7 | 0 | 37.7 | |

| | Timber Ridge II Apts. Westbound | | | Timberlake Rd. Northbound | | | Timberlake Rd. Southbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Right | App. Total | Thru | Right | App. Total | Left | Thru | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 4 | 0 | 4 | 0 | **6** | **6** | 10 |
| 04:15 PM | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 5 | 5 | **11** |
| 04:30 PM | 0 | 0 | 0 | **9** | 0 | **9** | 0 | 2 | 2 | 11 |
| 04:45 PM | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 4 | 4 | 8 |
| Total Volume | 0 | 0 | 0 | 23 | 0 | 23 | 0 | 17 | 17 | 40 |
| % App. Total | 0 | 0 | | 100 | 0 | | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .639 | .000 | .639 | .000 | .708 | .708 | .909 |

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Groups Printed- Truck

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 13 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 4 | 1 | 0 | 5 | 15 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 29 | 0 | 17 | 1 | 0 | 18 | 47 |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 0 | 3 | 1 | 0 | 4 | 13 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 6 | 0 | 0 | 6 | 14 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| 08:45 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 7 |
| Total | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 19 | 0 | 0 | 22 | 0 | 16 | 1 | 0 | 17 | 44 |
| Grand Total | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 0 | 0 | 51 | 0 | 33 | 2 | 0 | 35 | 91 |
| Apprch % | 20 | 0 | 80 | 0 | | 0 | 0 | 0 | 0 | | 7.8 | 92.2 | 0 | 0 | | 0 | 94.3 | 5.7 | 0 | | |
| Total % | 1.1 | 0 | 4.4 | 0 | 5.5 | 0 | 0 | 0 | 0 | 0 | 4.4 | 51.6 | 0 | 0 | 56 | 0 | 36.3 | 2.2 | 0 | 38.5 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | **7** | 0 | 4 | 0 | 4 | 11 |
| 08:00 AM | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | **2** | 4 | 0 | 6 | 0 | 3 | **1** | 4 | 13 |
| 08:15 AM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | **6** | 0 | **6** | **14** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 10 |
| Total Volume | 1 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 3 | 22 | 0 | 25 | 0 | 18 | 1 | 19 | 48 |
| % App. Total | 25 | 0 | 75 | | 0 | 0 | 0 | | 12 | 88 | 0 | | 0 | 94.7 | 5.3 | | |
| PHF | .250 | .000 | .250 | .333 | .000 | .000 | .000 | .000 | .375 | .786 | .000 | .893 | .000 | .750 | .250 | .792 | .857 |

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Groups Printed- Car

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 153 | 0 | 0 | 156 | 0 | 93 | 2 | 0 | 95 | 253 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 228 | 0 | 0 | 230 | 1 | 137 | 4 | 0 | 142 | 372 |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 328 | 0 | 0 | 329 | 0 | 155 | 1 | 0 | 156 | 487 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 301 | 0 | 0 | 305 | 0 | 191 | 0 | 0 | 191 | 496 |
| Total | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 10 | 1010 | 0 | 0 | 1020 | 1 | 576 | 7 | 0 | 584 | 1608 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 240 | 0 | 0 | 246 | 1 | 152 | 1 | 0 | 154 | 400 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 199 | 0 | 0 | 201 | 0 | 158 | 0 | 0 | 158 | 359 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 223 | 0 | 0 | 226 | 1 | 155 | 1 | 0 | 157 | 383 |
| 08:45 AM | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 3 | 198 | 1 | 0 | 202 | 1 | 166 | 0 | 0 | 167 | 374 |
| Total | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 14 | 860 | 1 | 0 | 875 | 3 | 631 | 2 | 0 | 636 | 1516 |
| Grand Total | 2 | 0 | 6 | 0 | 8 | 0 | 0 | 1 | 0 | 1 | 24 | 1870 | 1 | 0 | 1895 | 4 | 1207 | 9 | 0 | 1220 | 3124 |
| Apprch % | 25 | 0 | 75 | 0 | | 0 | 0 | 100 | 0 | | 1.3 | 98.7 | 0.1 | 0 | | 0.3 | 98.9 | 0.7 | 0 | | |
| Total % | 0.1 | 0 | 0.2 | 0 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0.8 | 59.9 | 0 | 0 | 60.7 | 0.1 | 38.6 | 0.3 | 0 | 39.1 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 228 | 0 | 230 | **1** | 137 | **4** | 142 | 372 |
| 07:30 AM | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 1 | **328** | 0 | **329** | 0 | 155 | 1 | 156 | 487 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 301 | 0 | 305 | 0 | **191** | 0 | **191** | **496** |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 240 | 0 | 246 | 1 | 152 | 1 | 154 | 400 |
| Total Volume | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 13 | 1097 | 0 | 1110 | 2 | 635 | 6 | 643 | 1755 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 1.2 | 98.8 | 0 | | 0.3 | 98.8 | 0.9 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .542 | .836 | .000 | .843 | .500 | .831 | .375 | .842 | .885 |

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Groups Printed- Car

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 227 | 0 | 0 | 228 | 2 | 240 | 1 | 0 | 243 | 471 |
| 04:15 PM | 2 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 246 | 0 | 0 | 247 | 1 | 281 | 0 | 0 | 282 | 535 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 282 | 0 | 0 | 282 | 1 | 229 | 1 | 0 | 231 | 516 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 230 | 0 | 0 | 231 | 3 | 240 | 2 | 0 | 245 | 477 |
| Total | 2 | 0 | 3 | 2 | 7 | 3 | 0 | 0 | 0 | 3 | 3 | 985 | 0 | 0 | 988 | 7 | 990 | 4 | 0 | 1001 | 1999 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 276 | 0 | 242 | 0 | 0 | 242 | 519 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 1 | 0 | 291 | 2 | 256 | 1 | 0 | 259 | 550 |
| 05:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 254 | 1 | 0 | 255 | 5 | 241 | 0 | 0 | 246 | 502 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 272 | 0 | 254 | 0 | 0 | 254 | 526 |
| Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1092 | 2 | 0 | 1094 | 7 | 993 | 1 | 0 | 1001 | 2097 |
| Grand Total | 3 | 0 | 4 | 2 | 9 | 3 | 0 | 0 | 0 | 3 | 3 | 2077 | 2 | 0 | 2082 | 14 | 1983 | 5 | 0 | 2002 | 4096 |
| Apprch % | 33.3 | 0 | 44.4 | 22.2 | | 100 | 0 | 0 | 0 | | 0.1 | 99.8 | 0.1 | 0 | | 0.7 | 99.1 | 0.2 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.1 | 0 | 0 | 0 | 0.1 | 0.1 | 50.7 | 0 | 0 | 50.8 | 0.3 | 48.4 | 0.1 | 0 | 48.9 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 276 | 0 | 276 | 0 | 242 | 0 | 242 | 519 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **290** | **1** | **291** | 2 | **256** | **1** | **259** | **550** |
| 05:30 PM | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 254 | 1 | 255 | **5** | 241 | 0 | 246 | 502 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 272 | 0 | 254 | 0 | 254 | 526 |
| Total Volume | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1092 | 2 | 1094 | 7 | 993 | 1 | 1001 | 2097 |
| % App. Total | 50 | 0 | 50 | | 0 | 0 | 0 | | 0 | 99.8 | 0.2 | | 0.7 | 99.2 | 0.1 | | |
| PHF | .250 | .000 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .941 | .500 | .940 | .350 | .970 | .250 | .966 | .953 |

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File Name : 19-Timberlake and Whitten Timberlake Chapel AM
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Groups Printed- Combined

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 159 | 0 | 0 | 163 | 0 | 99 | 2 | 0 | 101 | 266 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 238 | 0 | 0 | 240 | 1 | 141 | 5 | 0 | 147 | 387 |
| 07:30 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 333 | 0 | 0 | 334 | 0 | 158 | 1 | 0 | 159 | 495 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 308 | 0 | 0 | 312 | 0 | 195 | 0 | 0 | 195 | 507 |
| Total | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 11 | 1038 | 0 | 0 | 1049 | 1 | 593 | 8 | 0 | 602 | 1655 |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 244 | 0 | 0 | 252 | 1 | 155 | 2 | 0 | 158 | 413 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 205 | 0 | 0 | 208 | 0 | 164 | 0 | 0 | 164 | 373 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 228 | 0 | 0 | 231 | 1 | 160 | 1 | 0 | 162 | 393 |
| 08:45 AM | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 3 | 202 | 1 | 0 | 206 | 1 | 168 | 0 | 0 | 169 | 381 |
| Total | 1 | 0 | 8 | 0 | 9 | 0 | 0 | 1 | 0 | 1 | 17 | 879 | 1 | 0 | 897 | 3 | 647 | 3 | 0 | 653 | 1560 |
| Grand Total | 3 | 0 | 10 | 0 | 13 | 0 | 0 | 1 | 0 | 1 | 28 | 1917 | 1 | 0 | 1946 | 4 | 1240 | 11 | 0 | 1255 | 3215 |
| Apprch % | 23.1 | 0 | 76.9 | 0 | | 0 | 0 | 100 | 0 | | 1.4 | 98.5 | 0.1 | 0 | | 0.3 | 98.8 | 0.9 | 0 | | |
| Total % | 0.1 | 0 | 0.3 | 0 | 0.4 | 0 | 0 | 0 | 0 | 0 | 0.9 | 59.6 | 0 | 0 | 60.5 | 0.1 | 38.6 | 0.3 | 0 | 39 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 238 | 0 | 240 | **1** | 141 | **5** | 147 | 387 |
| 07:30 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | **333** | 0 | **334** | 0 | 158 | 1 | 159 | 495 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 308 | 0 | 312 | 0 | **195** | 0 | **195** | **507** |
| 08:00 AM | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | **8** | 244 | 0 | 252 | 1 | 155 | 2 | 158 | 413 |
| Total Volume | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 15 | 1123 | 0 | 1138 | 2 | 649 | 8 | 659 | 1802 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 1.3 | 98.7 | 0 | | 0.3 | 98.5 | 1.2 | | |
| PHF | .000 | .000 | .417 | .417 | .000 | .000 | .000 | .000 | .469 | .843 | .000 | .852 | .500 | .832 | .400 | .845 | .889 |

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Groups Printed- Combined

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 236 | 0 | 0 | 237 | 2 | 249 | 1 | 0 | 252 | 489 |
| 04:15 PM | 2 | 0 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 1 | 1 | 258 | 0 | 0 | 259 | 1 | 284 | 0 | 0 | 285 | 550 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 288 | 0 | 0 | 288 | 1 | 233 | 3 | 0 | 237 | 528 |
| 04:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 233 | 0 | 0 | 234 | 3 | 240 | 2 | 0 | 245 | 480 |
| Total | 2 | 0 | 3 | 2 | 7 | 3 | 0 | 0 | 0 | 3 | 3 | 1015 | 0 | 0 | 1018 | 7 | 1006 | 6 | 0 | 1019 | 2047 |
| 05:00 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 0 | 0 | 281 | 0 | 242 | 1 | 0 | 243 | 525 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 293 | 1 | 0 | 294 | 2 | 256 | 1 | 0 | 259 | 553 |
| 05:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 257 | 1 | 0 | 258 | 5 | 245 | 0 | 0 | 250 | 509 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 0 | 0 | 279 | 0 | 254 | 0 | 0 | 254 | 533 |
| Total | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1110 | 2 | 0 | 1112 | 7 | 997 | 2 | 0 | 1006 | 2120 |
| Grand Total | 3 | 0 | 4 | 2 | 9 | 3 | 0 | 0 | 0 | 3 | 3 | 2125 | 2 | 0 | 2130 | 14 | 2003 | 8 | 0 | 2025 | 4167 |
| Apprch % | 33.3 | 0 | 44.4 | 22.2 | | 100 | 0 | 0 | 0 | | 0.1 | 99.8 | 0.1 | 0 | | 0.7 | 98.9 | 0.4 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.1 | 0 | 0 | 0 | 0.1 | 0.1 | 51 | 0 | 0 | 51.1 | 0.3 | 48.1 | 0.2 | 0 | 48.6 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 281 | 0 | 281 | 0 | 242 | **1** | 243 | 525 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **293** | **1** | **294** | 2 | **256** | 1 | **259** | **553** |
| 05:30 PM | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 257 | 1 | 258 | **5** | 245 | 0 | 250 | 509 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 279 | 0 | 279 | 0 | 254 | 0 | 254 | 533 |
| Total Volume | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1110 | 2 | 1112 | 7 | 997 | 2 | 1006 | 2120 |
| % App. Total | 50 | 0 | 50 | | 0 | 0 | 0 | | 0 | 99.8 | 0.2 | | 0.7 | 99.1 | 0.2 | | |
| PHF | .250 | .000 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .947 | .500 | .946 | .350 | .974 | .500 | .971 | .958 |

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Groups Printed- Truck

| | Business Entrance Eastbound | | | | | Whitten Timberlake Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 9 | 0 | 0 | 9 | 18 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 15 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 2 | 0 | 6 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 16 | 2 | 0 | 18 | 48 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 4 | 1 | 0 | 5 | 23 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 0 | 20 | 3 | 0 | 23 | 71 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 87 | 13 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67.6 | 0 | 0 | 67.6 | 0 | 28.2 | 4.2 | 0 | 32.4 | |

| | Business Entrance Eastbound | | | | Whitten Timberlake Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | **9** | 0 | **9** | **18** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **12** | 0 | 3 | 0 | 3 | 15 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | **2** | 6 | 12 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 16 | 2 | 18 | 48 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 88.9 | 11.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .444 | .250 | .500 | .667 |

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Groups Printed- Truck

| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 15 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 0 | 18 | 0 | 0 | 18 | 47 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 8 | 0 | 0 | 8 | 14 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 19 | 0 | 0 | 19 | 37 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 47 | 0 | 37 | 0 | 0 | 37 | 84 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 0 | 44 | 0 | 0 | 44 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **6** | 0 | **6** | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | **10** | 0 | 5 | 0 | 5 | **15** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 4 | 0 | 4 | 12 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 29 | 0 | 18 | 0 | 18 | 47 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .725 | .000 | .725 | .000 | .750 | .000 | .750 | .783 |

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Groups Printed- Car

| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 161 | 0 | 0 | 162 | 1 | 105 | 0 | 0 | 106 | 268 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 227 | 0 | 0 | 230 | 0 | 145 | 3 | 0 | 148 | 378 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 332 | 0 | 0 | 333 | 3 | 164 | 0 | 0 | 167 | 502 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 286 | 0 | 0 | 290 | 0 | 176 | 3 | 0 | 179 | 470 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 9 | 1006 | 0 | 0 | 1015 | 4 | 590 | 6 | 0 | 600 | 1618 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 4 | 209 | 1 | 0 | 214 | 0 | 147 | 0 | 0 | 147 | 363 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 228 | 0 | 0 | 230 | 3 | 158 | 3 | 0 | 164 | 397 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 210 | 0 | 0 | 213 | 0 | 176 | 2 | 0 | 178 | 392 |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 189 | 1 | 0 | 191 | 3 | 158 | 4 | 0 | 165 | 360 |
| Total | 2 | 0 | 2 | 0 | 4 | 2 | 0 | 4 | 0 | 6 | 10 | 836 | 2 | 0 | 848 | 6 | 639 | 9 | 0 | 654 | 1512 |
| Grand Total | 2 | 0 | 3 | 0 | 5 | 3 | 0 | 5 | 0 | 8 | 19 | 1842 | 2 | 0 | 1863 | 10 | 1229 | 15 | 0 | 1254 | 3130 |
| Apprch % | 40 | 0 | 60 | 0 | | 37.5 | 0 | 62.5 | 0 | | 1 | 98.9 | 0.1 | 0 | | 0.8 | 98 | 1.2 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.1 | 0 | 0.2 | 0 | 0.3 | 0.6 | 58.8 | 0.1 | 0 | 59.5 | 0.3 | 39.3 | 0.5 | 0 | 40.1 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | **1** | **1** | **1** | 0 | 0 | 1 | 1 | **332** | 0 | **333** | **3** | 164 | 0 | 167 | **502** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | **4** | 286 | 0 | 290 | 0 | **176** | **3** | **179** | 470 |
| 08:00 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 4 | 209 | **1** | 214 | 0 | 147 | 0 | 147 | 363 |
| 08:15 AM | **1** | 0 | 0 | 1 | 1 | 0 | 1 | **2** | 2 | 228 | 0 | 230 | 3 | 158 | 3 | 164 | 397 |
| Total Volume | 1 | 0 | 2 | 3 | 3 | 0 | 2 | 5 | 11 | 1055 | 1 | 1067 | 6 | 645 | 6 | 657 | 1732 |
| % App. Total | 33.3 | 0 | 66.7 | | 60 | 0 | 40 | | 1 | 98.9 | 0.1 | | 0.9 | 98.2 | 0.9 | | |
| PHF | .250 | .000 | .500 | .750 | .750 | .000 | .500 | .625 | .688 | .794 | .250 | .801 | .500 | .916 | .500 | .918 | .863 |

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Groups Printed- Car

| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 4 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 248 | 0 | 0 | 249 | 3 | 247 | 3 | 2 | 255 | 511 |
| 04:15 PM | 2 | 0 | 5 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 254 | 0 | 0 | 255 | 2 | 282 | 2 | 0 | 286 | 550 |
| 04:30 PM | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 261 | 1 | 0 | 264 | 4 | 206 | 3 | 0 | 213 | 482 |
| 04:45 PM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 244 | 0 | 0 | 244 | 2 | 244 | 3 | 0 | 249 | 501 |
| Total | 13 | 0 | 13 | 2 | 28 | 1 | 0 | 0 | 0 | 1 | 4 | 1007 | 1 | 0 | 1012 | 11 | 979 | 11 | 2 | 1003 | 2044 |
| 05:00 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 285 | 0 | 0 | 285 | 1 | 242 | 2 | 0 | 245 | 536 |
| 05:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 0 | 272 | 4 | 267 | 2 | 0 | 273 | 551 |
| 05:30 PM | 1 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 278 | 0 | 0 | 278 | 7 | 243 | 4 | 0 | 254 | 539 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 257 | 0 | 0 | 258 | 2 | 250 | 2 | 0 | 254 | 514 |
| Total | 8 | 0 | 11 | 0 | 19 | 2 | 0 | 0 | 0 | 2 | 1 | 1092 | 0 | 0 | 1093 | 14 | 1002 | 10 | 0 | 1026 | 2140 |
| Grand Total | 21 | 0 | 24 | 2 | 47 | 3 | 0 | 0 | 0 | 3 | 5 | 2099 | 1 | 0 | 2105 | 25 | 1981 | 21 | 2 | 2029 | 4184 |
| Apprch % | 44.7 | 0 | 51.1 | 4.3 | | 100 | 0 | 0 | 0 | | 0.2 | 99.7 | 0 | 0 | | 1.2 | 97.6 | 1 | 0.1 | | |
| Total % | 0.5 | 0 | 0.6 | 0 | 1.1 | 0.1 | 0 | 0 | 0 | 0.1 | 0.1 | 50.2 | 0 | 0 | 50.3 | 0.6 | 47.3 | 0.5 | 0 | 48.5 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **3** | 0 | 3 | **6** | 0 | 0 | 0 | 0 | 0 | **285** | 0 | **285** | 1 | 242 | 2 | 245 | 536 |
| 05:15 PM | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 272 | 0 | 272 | 4 | **267** | 2 | **273** | **551** |
| 05:30 PM | 1 | 0 | **5** | 6 | **1** | 0 | 0 | **1** | 0 | 278 | 0 | 278 | **7** | 243 | **4** | 254 | 539 |
| 05:45 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | **1** | 257 | 0 | 258 | 2 | 250 | 2 | 254 | 514 |
| Total Volume | 8 | 0 | 11 | 19 | 2 | 0 | 0 | 2 | 1 | 1092 | 0 | 1093 | 14 | 1002 | 10 | 1026 | 2140 |
| % App. Total | 42.1 | 0 | 57.9 | | 100 | 0 | 0 | | 0.1 | 99.9 | 0 | | 1.4 | 97.7 | 1 | | |
| PHF | .667 | .000 | .550 | .792 | .500 | .000 | .000 | .500 | .250 | .958 | .000 | .959 | .500 | .938 | .625 | .940 | .971 |

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| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 167 | 0 | 0 | 168 | 1 | 111 | 0 | 0 | 112 | 280 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 237 | 0 | 0 | 240 | 0 | 150 | 3 | 0 | 153 | 393 |
| 07:30 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 337 | 0 | 0 | 338 | 3 | 167 | 0 | 0 | 170 | 510 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 294 | 0 | 0 | 298 | 0 | 180 | 3 | 0 | 183 | 482 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 9 | 1035 | 0 | 0 | 1044 | 4 | 608 | 6 | 0 | 618 | 1665 |
| 08:00 AM | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 4 | 213 | 1 | 0 | 218 | 0 | 151 | 0 | 0 | 151 | 371 |
| 08:15 AM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 2 | 234 | 0 | 0 | 236 | 3 | 166 | 3 | 0 | 172 | 411 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 215 | 0 | 0 | 218 | 0 | 181 | 2 | 0 | 183 | 402 |
| 08:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 1 | 192 | 1 | 0 | 194 | 3 | 160 | 4 | 0 | 167 | 365 |
| Total | 2 | 0 | 2 | 0 | 4 | 2 | 0 | 4 | 0 | 6 | 10 | 854 | 2 | 0 | 866 | 6 | 658 | 9 | 0 | 673 | 1549 |
| Grand Total | 2 | 0 | 3 | 0 | 5 | 3 | 0 | 5 | 0 | 8 | 19 | 1889 | 2 | 0 | 1910 | 10 | 1266 | 15 | 0 | 1291 | 3214 |
| Apprch % | 40 | 0 | 60 | 0 | | 37.5 | 0 | 62.5 | 0 | | 1 | 98.9 | 0.1 | 0 | | 0.8 | 98.1 | 1.2 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0.1 | 0 | 0.2 | 0 | 0.2 | 0.6 | 58.8 | 0.1 | 0 | 59.4 | 0.3 | 39.4 | 0.5 | 0 | 40.2 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | 0 | 0 | **1** | **1** | **1** | 0 | 0 | 1 | 1 | **337** | 0 | **338** | **3** | 167 | 0 | 170 | **510** |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | **4** | 294 | 0 | 298 | 0 | **180** | **3** | **183** | 482 |
| 08:00 AM | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 4 | 213 | **1** | 218 | 0 | 151 | 0 | 151 | 371 |
| 08:15 AM | **1** | 0 | 0 | 1 | 1 | 0 | 1 | **2** | 2 | 234 | 0 | 236 | 3 | 166 | 3 | 172 | 411 |
| Total Volume | 1 | 0 | 2 | 3 | 3 | 0 | 2 | 5 | 11 | 1078 | 1 | 1090 | 6 | 664 | 6 | 676 | 1774 |
| % App. Total | 33.3 | 0 | 66.7 | | 60 | 0 | 40 | | 1 | 98.9 | 0.1 | | 0.9 | 98.2 | 0.9 | | |
| PHF | .250 | .000 | .500 | .750 | .750 | .000 | .500 | .625 | .688 | .800 | .250 | .806 | .500 | .922 | .500 | .923 | .870 |

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| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 4 | 0 | 2 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 1 | 257 | 0 | 0 | 258 | 3 | 257 | 3 | 2 | 265 | 530 |
| 04:15 PM | 2 | 0 | 5 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 266 | 0 | 0 | 267 | 2 | 286 | 2 | 0 | 290 | 566 |
| 04:30 PM | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 267 | 1 | 0 | 270 | 4 | 210 | 3 | 0 | 217 | 492 |
| 04:45 PM | 5 | 0 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 247 | 0 | 0 | 247 | 2 | 244 | 3 | 0 | 249 | 504 |
| Total | 13 | 0 | 13 | 2 | 28 | 1 | 0 | 0 | 0 | 1 | 4 | 1037 | 1 | 0 | 1042 | 11 | 997 | 11 | 2 | 1021 | 2092 |
| 05:00 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 290 | 0 | 0 | 290 | 1 | 243 | 2 | 0 | 246 | 542 |
| 05:15 PM | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 276 | 0 | 0 | 276 | 4 | 268 | 2 | 0 | 274 | 556 |
| 05:30 PM | 1 | 0 | 5 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 0 | 281 | 0 | 0 | 281 | 7 | 246 | 4 | 0 | 257 | 545 |
| 05:45 PM | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 2 | 263 | 0 | 0 | 265 | 2 | 250 | 2 | 0 | 254 | 522 |
| Total | 9 | 0 | 11 | 0 | 20 | 2 | 0 | 0 | 0 | 2 | 2 | 1110 | 0 | 0 | 1112 | 14 | 1007 | 10 | 0 | 1031 | 2165 |
| Grand Total | 22 | 0 | 24 | 2 | 48 | 3 | 0 | 0 | 0 | 3 | 6 | 2147 | 1 | 0 | 2154 | 25 | 2004 | 21 | 2 | 2052 | 4257 |
| Apprch % | 45.8 | 0 | 50 | 4.2 | | 100 | 0 | 0 | 0 | | 0.3 | 99.7 | 0 | 0 | | 1.2 | 97.7 | 1 | 0.1 | | |
| Total % | 0.5 | 0 | 0.6 | 0 | 1.1 | 0.1 | 0 | 0 | 0 | 0.1 | 0.1 | 50.4 | 0 | 0 | 50.6 | 0.6 | 47.1 | 0.5 | 0 | 48.2 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **3** | 0 | 3 | **6** | 0 | 0 | 0 | 0 | 0 | **290** | 0 | **290** | 1 | 243 | 2 | 246 | 542 |
| 05:15 PM | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 276 | 0 | 276 | 4 | **268** | 2 | **274** | **556** |
| 05:30 PM | 1 | 0 | **5** | 6 | **1** | 0 | 0 | **1** | 0 | 281 | 0 | 281 | **7** | 246 | **4** | 257 | 545 |
| 05:45 PM | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | **2** | 263 | 0 | 265 | 2 | 250 | 2 | 254 | 522 |
| Total Volume | 9 | 0 | 11 | 20 | 2 | 0 | 0 | 2 | 2 | 1110 | 0 | 1112 | 14 | 1007 | 10 | 1031 | 2165 |
| % App. Total | 45 | 0 | 55 | | 100 | 0 | 0 | | 0.2 | 99.8 | 0 | | 1.4 | 97.7 | 1 | | |
| PHF | .750 | .000 | .550 | .833 | .500 | .000 | .000 | .500 | .250 | .957 | .000 | .959 | .500 | .939 | .625 | .941 | .973 |

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Groups Printed- Truck

| | Heritage Business Ctr Eastbound | | | | | Driveway Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 10 | 0 | 0 | 10 | 19 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 4 | 0 | 0 | 4 | 16 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 18 | 0 | 0 | 18 | 48 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 6 |
| 05:45 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18 | 0 | 0 | 19 | 0 | 5 | 0 | 0 | 5 | 25 |
| Grand Total | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 23 | 0 | 0 | 23 | 73 |
| Apprch % | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 2 | 98 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 1.4 | 0 | 0 | 0 | 1.4 | 0 | 0 | 0 | 0 | 0 | 1.4 | 65.8 | 0 | 0 | 67.1 | 0 | 31.5 | 0 | 0 | 31.5 | |

| | Heritage Business Ctr Eastbound | | | | Driveway Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | **10** | 0 | **10** | **19** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **12** | 0 | 4 | 0 | 4 | 16 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 18 | 0 | 18 | 48 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .000 | .450 | .000 | .450 | .632 |

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Groups Printed- Truck

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 5 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 5 | 0 | 0 | 5 | 15 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 4 | 0 | 0 | 4 | 11 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 28 | 0 | 17 | 0 | 0 | 17 | 46 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 15 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 5 | 10 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 20 | 0 | 0 | 20 | 37 |
| Grand Total | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 37 | 0 | 0 | 37 | 83 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| Total % | 0 | 0 | 1.2 | 0 | 1.2 | 0 | 0 | 0 | 0 | 0 | 0 | 54.2 | 0 | 0 | 54.2 | 0 | 44.6 | 0 | 0 | 44.6 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **5** | 0 | **5** | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | **10** | 0 | 5 | 0 | 5 | **15** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 0 | 3 | 8 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 4 | 0 | 4 | 11 |
| Total Volume | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 28 | 0 | 17 | 0 | 17 | 46 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .700 | .000 | .700 | .000 | .850 | .000 | .850 | .767 |

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Groups Printed- Car

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 145 | 2 | 0 | 147 | 2 | 100 | 0 | 0 | 102 | 269 |
| 07:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 23 | 0 | 23 | 1 | 232 | 2 | 0 | 235 | 2 | 150 | 0 | 0 | 152 | 412 |
| 07:30 AM | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 55 | 0 | 56 | 0 | 322 | 2 | 0 | 324 | 8 | 150 | 0 | 0 | 158 | 543 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 34 | 0 | 34 | 1 | 300 | 2 | 0 | 303 | 4 | 193 | 0 | 0 | 197 | 537 |
| Total | 0 | 0 | 10 | 0 | 10 | 1 | 0 | 132 | 0 | 133 | 2 | 999 | 8 | 0 | 1009 | 16 | 593 | 0 | 0 | 609 | 1761 |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 27 | 0 | 27 | 0 | 229 | 2 | 0 | 231 | 4 | 143 | 0 | 0 | 147 | 408 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 199 | 2 | 0 | 201 | 6 | 167 | 0 | 0 | 173 | 394 |
| 08:30 AM | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 23 | 0 | 23 | 0 | 221 | 1 | 0 | 222 | 5 | 167 | 0 | 0 | 172 | 422 |
| 08:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 22 | 0 | 22 | 1 | 190 | 1 | 0 | 192 | 7 | 160 | 0 | 0 | 167 | 384 |
| Total | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 92 | 0 | 92 | 1 | 839 | 6 | 0 | 846 | 22 | 637 | 0 | 0 | 659 | 1608 |
| Grand Total | 0 | 0 | 21 | 0 | 21 | 1 | 0 | 224 | 0 | 225 | 3 | 1838 | 14 | 0 | 1855 | 38 | 1230 | 0 | 0 | 1268 | 3369 |
| Apprch % | 0 | 0 | 100 | 0 | | 0.4 | 0 | 99.6 | 0 | | 0.2 | 99.1 | 0.8 | 0 | | 3 | 97 | 0 | 0 | | |
| Total % | 0 | 0 | 0.6 | 0 | 0.6 | 0 | 0 | 6.6 | 0 | 6.7 | 0.1 | 54.6 | 0.4 | 0 | 55.1 | 1.1 | 36.5 | 0 | 0 | 37.6 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 23 | 23 | **1** | 232 | **2** | 235 | 2 | 150 | 0 | 152 | 412 |
| 07:30 AM | 0 | 0 | **5** | **5** | **1** | 0 | **55** | **56** | 0 | **322** | 2 | **324** | **8** | 150 | 0 | 158 | **543** |
| 07:45 AM | 0 | 0 | 3 | 3 | 0 | 0 | 34 | 34 | 1 | 300 | 2 | 303 | 4 | **193** | 0 | **197** | 537 |
| 08:00 AM | 0 | 0 | 3 | 3 | 0 | 0 | 27 | 27 | 0 | 229 | 2 | 231 | 4 | 143 | 0 | 147 | 408 |
| Total Volume | 0 | 0 | 13 | 13 | 1 | 0 | 139 | 140 | 2 | 1083 | 8 | 1093 | 18 | 636 | 0 | 654 | 1900 |
| % App. Total | 0 | 0 | 100 | | 0.7 | 0 | 99.3 | | 0.2 | 99.1 | 0.7 | | 2.8 | 97.2 | 0 | | |
| PHF | .000 | .000 | .650 | .650 | .250 | .000 | .632 | .625 | .500 | .841 | 1.00 | .843 | .563 | .824 | .000 | .830 | .875 |

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Site Code :
Start Date : 9/22/2016
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Groups Printed- Car

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 11 | 0 | 11 | 2 | 223 | 4 | 0 | 229 | 12 | 230 | 0 | 0 | 242 | 488 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 12 | 0 | 12 | 3 | 246 | 8 | 0 | 257 | 25 | 284 | 0 | 0 | 309 | 579 |
| 04:30 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 15 | 0 | 15 | 3 | 264 | 13 | 0 | 280 | 15 | 220 | 0 | 0 | 235 | 536 |
| 04:45 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 16 | 0 | 16 | 1 | 225 | 11 | 0 | 237 | 15 | 246 | 0 | 0 | 261 | 518 |
| Total | 1 | 0 | 16 | 0 | 17 | 0 | 0 | 54 | 0 | 54 | 9 | 958 | 36 | 0 | 1003 | 67 | 980 | 0 | 0 | 1047 | 2121 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 14 | 0 | 14 | 2 | 276 | 8 | 0 | 286 | 24 | 243 | 0 | 0 | 267 | 569 |
| 05:15 PM | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 19 | 0 | 20 | 4 | 286 | 15 | 0 | 305 | 28 | 247 | 0 | 0 | 275 | 603 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 20 | 0 | 20 | 1 | 262 | 16 | 0 | 279 | 40 | 254 | 0 | 0 | 294 | 595 |
| 05:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 26 | 0 | 26 | 0 | 258 | 14 | 0 | 272 | 34 | 242 | 0 | 0 | 276 | 577 |
| Total | 0 | 0 | 10 | 0 | 10 | 1 | 0 | 79 | 0 | 80 | 7 | 1082 | 53 | 0 | 1142 | 126 | 986 | 0 | 0 | 1112 | 2344 |
| Grand Total | 1 | 0 | 26 | 0 | 27 | 1 | 0 | 133 | 0 | 134 | 16 | 2040 | 89 | 0 | 2145 | 193 | 1966 | 0 | 0 | 2159 | 4465 |
| Apprch % | 3.7 | 0 | 96.3 | 0 | | 0.7 | 0 | 99.3 | 0 | | 0.7 | 95.1 | 4.1 | 0 | | 8.9 | 91.1 | 0 | 0 | | |
| Total % | 0 | 0 | 0.6 | 0 | 0.6 | 0 | 0 | 3 | 0 | 3 | 0.4 | 45.7 | 2 | 0 | 48 | 4.3 | 44 | 0 | 0 | 48.4 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 14 | 14 | 2 | 276 | 8 | 286 | 24 | 243 | 0 | 267 | 569 |
| 05:15 PM | 0 | 0 | **3** | **3** | **1** | 0 | 19 | 20 | **4** | **286** | 15 | **305** | 28 | 247 | 0 | 275 | **603** |
| 05:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 20 | 20 | 1 | 262 | **16** | 279 | **40** | **254** | 0 | **294** | 595 |
| 05:45 PM | 0 | 0 | 3 | 3 | 0 | 0 | **26** | **26** | 0 | 258 | 14 | 272 | 34 | 242 | 0 | 276 | 577 |
| Total Volume | 0 | 0 | 10 | 10 | 1 | 0 | 79 | 80 | 7 | 1082 | 53 | 1142 | 126 | 986 | 0 | 1112 | 2344 |
| % App. Total | 0 | 0 | 100 | | 1.2 | 0 | 98.8 | | 0.6 | 94.7 | 4.6 | | 11.3 | 88.7 | 0 | | |
| PHF | .000 | .000 | .833 | .833 | .250 | .000 | .760 | .769 | .438 | .946 | .828 | .936 | .788 | .970 | .000 | .946 | .972 |

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Groups Printed- Combined

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 20 | 0 | 20 | 0 | 151 | 2 | 0 | 153 | 2 | 105 | 0 | 0 | 107 | 281 |
| 07:15 AM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 23 | 0 | 23 | 1 | 242 | 2 | 0 | 245 | 2 | 155 | 0 | 0 | 157 | 427 |
| 07:30 AM | 0 | 0 | 5 | 0 | 5 | 1 | 0 | 55 | 0 | 56 | 0 | 327 | 2 | 0 | 329 | 8 | 153 | 0 | 0 | 161 | 551 |
| 07:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 34 | 0 | 34 | 1 | 307 | 2 | 0 | 310 | 4 | 197 | 0 | 0 | 201 | 548 |
| Total | 0 | 0 | 11 | 0 | 11 | 1 | 0 | 132 | 0 | 133 | 2 | 1027 | 8 | 0 | 1037 | 16 | 610 | 0 | 0 | 626 | 1807 |
| 08:00 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 27 | 0 | 27 | 0 | 233 | 2 | 0 | 235 | 4 | 147 | 0 | 0 | 151 | 416 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 20 | 0 | 205 | 2 | 0 | 207 | 6 | 176 | 0 | 0 | 182 | 409 |
| 08:30 AM | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 23 | 0 | 23 | 0 | 226 | 1 | 0 | 227 | 5 | 172 | 0 | 0 | 177 | 432 |
| 08:45 AM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 22 | 0 | 22 | 1 | 192 | 1 | 0 | 194 | 7 | 162 | 0 | 0 | 169 | 388 |
| Total | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 92 | 0 | 92 | 1 | 856 | 6 | 0 | 863 | 22 | 657 | 0 | 0 | 679 | 1645 |
| Grand Total | 0 | 0 | 22 | 0 | 22 | 1 | 0 | 224 | 0 | 225 | 3 | 1883 | 14 | 0 | 1900 | 38 | 1267 | 0 | 0 | 1305 | 3452 |
| Apprch % | 0 | 0 | 100 | 0 | | 0.4 | 0 | 99.6 | 0 | | 0.2 | 99.1 | 0.7 | 0 | | 2.9 | 97.1 | 0 | 0 | | |
| Total % | 0 | 0 | 0.6 | 0 | 0.6 | 0 | 0 | 6.5 | 0 | 6.5 | 0.1 | 54.5 | 0.4 | 0 | 55 | 1.1 | 36.7 | 0 | 0 | 37.8 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 23 | 23 | **1** | 242 | **2** | 245 | 2 | 155 | 0 | 157 | 427 |
| 07:30 AM | 0 | 0 | **5** | **5** | **1** | 0 | **55** | **56** | 0 | **327** | 2 | **329** | **8** | 153 | 0 | 161 | **551** |
| 07:45 AM | 0 | 0 | 3 | 3 | 0 | 0 | 34 | 34 | 1 | 307 | 2 | 310 | 4 | **197** | 0 | **201** | 548 |
| 08:00 AM | 0 | 0 | 3 | 3 | 0 | 0 | 27 | 27 | 0 | 233 | 2 | 235 | 4 | 147 | 0 | 151 | 416 |
| Total Volume | 0 | 0 | 13 | 13 | 1 | 0 | 139 | 140 | 2 | 1109 | 8 | 1119 | 18 | 652 | 0 | 670 | 1942 |
| % App. Total | 0 | 0 | 100 | | 0.7 | 0 | 99.3 | | 0.2 | 99.1 | 0.7 | | 2.7 | 97.3 | 0 | | |
| PHF | .000 | .000 | .650 | .650 | .250 | .000 | .632 | .625 | .500 | .848 | 1.00 | .850 | .563 | .827 | .000 | .833 | .881 |

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Groups Printed- Combined

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 11 | 0 | 11 | 2 | 231 | 4 | 0 | 237 | 12 | 240 | 0 | 0 | 252 | 506 |
| 04:15 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 13 | 0 | 13 | 3 | 257 | 9 | 0 | 269 | 25 | 287 | 0 | 0 | 312 | 596 |
| 04:30 PM | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 15 | 0 | 15 | 3 | 270 | 13 | 0 | 286 | 15 | 223 | 0 | 0 | 238 | 547 |
| 04:45 PM | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 16 | 0 | 16 | 1 | 227 | 12 | 0 | 240 | 15 | 246 | 0 | 0 | 261 | 521 |
| Total | 1 | 0 | 19 | 0 | 20 | 0 | 0 | 55 | 0 | 55 | 9 | 985 | 38 | 0 | 1032 | 67 | 996 | 0 | 0 | 1063 | 2170 |
| 05:00 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 14 | 0 | 14 | 2 | 280 | 9 | 0 | 291 | 24 | 244 | 0 | 0 | 268 | 575 |
| 05:15 PM | 0 | 0 | 3 | 0 | 3 | 1 | 0 | 19 | 0 | 20 | 4 | 290 | 15 | 0 | 309 | 28 | 247 | 0 | 0 | 275 | 607 |
| 05:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 20 | 0 | 20 | 1 | 265 | 16 | 0 | 282 | 41 | 257 | 0 | 0 | 298 | 602 |
| 05:45 PM | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 26 | 0 | 26 | 0 | 264 | 14 | 0 | 278 | 34 | 242 | 0 | 0 | 276 | 583 |
| Total | 0 | 0 | 10 | 0 | 10 | 1 | 0 | 79 | 0 | 80 | 7 | 1099 | 54 | 0 | 1160 | 127 | 990 | 0 | 0 | 1117 | 2367 |
| Grand Total | 1 | 0 | 29 | 0 | 30 | 1 | 0 | 134 | 0 | 135 | 16 | 2084 | 92 | 0 | 2192 | 194 | 1986 | 0 | 0 | 2180 | 4537 |
| Apprch % | 3.3 | 0 | 96.7 | 0 | | 0.7 | 0 | 99.3 | 0 | | 0.7 | 95.1 | 4.2 | 0 | | 8.9 | 91.1 | 0 | 0 | | |
| Total % | 0 | 0 | 0.6 | 0 | 0.7 | 0 | 0 | 3 | 0 | 3 | 0.4 | 45.9 | 2 | 0 | 48.3 | 4.3 | 43.8 | 0 | 0 | 48 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 2 | 2 | 0 | 0 | 14 | 14 | 2 | 280 | 9 | 291 | 24 | 244 | 0 | 268 | 575 |
| 05:15 PM | 0 | 0 | **3** | **3** | **1** | 0 | 19 | 20 | **4** | **290** | 15 | **309** | 28 | 247 | 0 | 275 | **607** |
| 05:30 PM | 0 | 0 | 2 | 2 | 0 | 0 | 20 | 20 | 1 | 265 | **16** | 282 | **41** | **257** | 0 | **298** | 602 |
| 05:45 PM | 0 | 0 | 3 | 3 | 0 | 0 | **26** | **26** | 0 | 264 | 14 | 278 | 34 | 242 | 0 | 276 | 583 |
| Total Volume | 0 | 0 | 10 | 10 | 1 | 0 | 79 | 80 | 7 | 1099 | 54 | 1160 | 127 | 990 | 0 | 1117 | 2367 |
| % App. Total | 0 | 0 | 100 | | 1.2 | 0 | 98.8 | | 0.6 | 94.7 | 4.7 | | 11.4 | 88.6 | 0 | | |
| PHF | .000 | .000 | .833 | .833 | .250 | .000 | .760 | .769 | .438 | .947 | .844 | .939 | .774 | .963 | .000 | .937 | .975 |

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Groups Printed- Truck

| | Liberty Market Ent Eastbound | | | | | Misty Mountain Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 10 | 18 |
| 04:15 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 11 | 1 | 0 | 12 | 0 | 3 | 0 | 0 | 3 | 17 |
| 04:30 PM | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 2 | 0 | 29 | 0 | 16 | 0 | 0 | 16 | 49 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 6 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 1 | 0 | 18 | 1 | 4 | 0 | 0 | 5 | 23 |
| Grand Total | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 0 | 44 | 3 | 0 | 47 | 1 | 20 | 0 | 0 | 21 | 72 |
| Apprch % | 0 | 0 | 100 | 0 | | 0 | 0 | 100 | 0 | | 0 | 93.6 | 6.4 | 0 | | 4.8 | 95.2 | 0 | 0 | | |
| Total % | 0 | 0 | 4.2 | 0 | 4.2 | 0 | 0 | 1.4 | 0 | 1.4 | 0 | 61.1 | 4.2 | 0 | 65.3 | 1.4 | 27.8 | 0 | 0 | 29.2 | |

| | Liberty Market Ent Eastbound | | | | Misty Mountain Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | **10** | 0 | **10** | **18** |
| 04:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | **1** | **1** | 0 | **11** | **1** | **12** | 0 | 3 | 0 | 3 | 17 |
| 04:30 PM | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 3 | 0 | 3 | 11 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 27 | 2 | 29 | 0 | 16 | 0 | 16 | 49 |
| % App. Total | 0 | 0 | 100 | | 0 | 0 | 100 | | 0 | 93.1 | 6.9 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .375 | .375 | .000 | .000 | .250 | .250 | .000 | .614 | .500 | .604 | .000 | .400 | .000 | .400 | .681 |

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Groups Printed- Truck

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 6 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 1 | 6 | 0 | 0 | 7 | 17 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 1 | 20 | 0 | 0 | 21 | 46 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 9 | 15 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 4 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 20 | 0 | 0 | 20 | 38 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 0 | 0 | 43 | 1 | 40 | 0 | 0 | 41 | 84 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 2.4 | 97.6 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51.2 | 0 | 0 | 51.2 | 1.2 | 47.6 | 0 | 0 | 48.8 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | **6** | 0 | 6 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | **10** | **1** | 6 | 0 | **7** | **17** |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | 0 | 4 | 7 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 1 | 20 | 0 | 21 | 46 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 4.8 | 95.2 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .625 | .250 | .833 | .000 | .750 | .676 |

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Groups Printed- Car

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 161 | 0 | 0 | 165 | 1 | 103 | 0 | 0 | 104 | 269 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 248 | 0 | 0 | 251 | 3 | 147 | 0 | 0 | 150 | 401 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 335 | 0 | 0 | 344 | 0 | 153 | 0 | 0 | 153 | 497 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 343 | 0 | 0 | 348 | 0 | 197 | 0 | 0 | 197 | 545 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1087 | 0 | 0 | 1108 | 4 | 600 | 0 | 0 | 604 | 1712 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 275 | 0 | 0 | 282 | 1 | 137 | 0 | 0 | 138 | 421 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 220 | 0 | 0 | 222 | 1 | 178 | 0 | 0 | 179 | 401 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 242 | 0 | 0 | 246 | 1 | 172 | 1 | 0 | 174 | 420 |
| 08:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 218 | 0 | 0 | 220 | 2 | 163 | 0 | 0 | 165 | 386 |
| Total | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 955 | 0 | 0 | 970 | 5 | 650 | 1 | 0 | 656 | 1628 |
| Grand Total | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 2042 | 0 | 0 | 2078 | 9 | 1250 | 1 | 0 | 1260 | 3340 |
| Apprch % | 50 | 0 | 0 | 50 | | 0 | 0 | 0 | 0 | | 1.7 | 98.3 | 0 | 0 | | 0.7 | 99.2 | 0.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 1.1 | 61.1 | 0 | 0 | 62.2 | 0.3 | 37.4 | 0 | 0 | 37.7 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 248 | 0 | 251 | **3** | 147 | 0 | 150 | 401 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 335 | 0 | 344 | 0 | 153 | 0 | 153 | 497 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **343** | 0 | **348** | 0 | **197** | 0 | **197** | **545** |
| 08:00 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 7 | 275 | 0 | 282 | 1 | 137 | 0 | 138 | 421 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 1201 | 0 | 1225 | 4 | 634 | 0 | 638 | 1864 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 2 | 98 | 0 | | 0.6 | 99.4 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .667 | .875 | .000 | .880 | .333 | .805 | .000 | .810 | .855 |

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Groups Printed- Car

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 222 | 0 | 0 | 227 | 4 | 242 | 0 | 0 | 246 | 473 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270 | 0 | 0 | 270 | 7 | 314 | 1 | 0 | 322 | 592 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 3 | 274 | 1 | 0 | 278 | 9 | 233 | 0 | 0 | 242 | 524 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 236 | 0 | 0 | 244 | 2 | 261 | 1 | 0 | 264 | 509 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 16 | 1002 | 1 | 0 | 1019 | 22 | 1050 | 2 | 0 | 1074 | 2098 |
| 05:00 PM | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 7 | 278 | 0 | 0 | 285 | 5 | 248 | 2 | 0 | 255 | 544 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 8 | 290 | 2 | 0 | 300 | 4 | 283 | 1 | 0 | 288 | 590 |
| 05:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 | 269 | 1 | 0 | 277 | 6 | 295 | 1 | 0 | 302 | 581 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 4 | 279 | 0 | 0 | 283 | 4 | 288 | 1 | 0 | 293 | 580 |
| Total | 3 | 0 | 3 | 0 | 6 | 1 | 0 | 5 | 0 | 6 | 26 | 1116 | 3 | 0 | 1145 | 19 | 1114 | 5 | 0 | 1138 | 2295 |
| Grand Total | 3 | 0 | 4 | 0 | 7 | 2 | 0 | 8 | 0 | 10 | 42 | 2118 | 4 | 0 | 2164 | 41 | 2164 | 7 | 0 | 2212 | 4393 |
| Apprch % | 42.9 | 0 | 57.1 | 0 | | 20 | 0 | 80 | 0 | | 1.9 | 97.9 | 0.2 | 0 | | 1.9 | 97.8 | 0.3 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0.2 | 1 | 48.2 | 0.1 | 0 | 49.3 | 0.9 | 49.3 | 0.2 | 0 | 50.4 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **1** | 0 | **2** | **3** | **1** | 0 | 0 | 1 | 7 | 278 | 0 | 285 | 5 | 248 | **2** | 255 | 544 |
| 05:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | **8** | **290** | **2** | **300** | 4 | 283 | 1 | 288 | **590** |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 269 | 1 | 277 | **6** | **295** | 1 | **302** | 581 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | **3** | **3** | 4 | 279 | 0 | 283 | 4 | 288 | 1 | 293 | 580 |
| Total Volume | 3 | 0 | 3 | 6 | 1 | 0 | 5 | 6 | 26 | 1116 | 3 | 1145 | 19 | 1114 | 5 | 1138 | 2295 |
| % App. Total | 50 | 0 | 50 | | 16.7 | 0 | 83.3 | | 2.3 | 97.5 | 0.3 | | 1.7 | 97.9 | 0.4 | | |
| PHF | .750 | .000 | .375 | .500 | .250 | .000 | .417 | .500 | .813 | .962 | .375 | .954 | .792 | .944 | .625 | .942 | .972 |

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Groups Printed- Combined

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 167 | 0 | 0 | 171 | 1 | 109 | 0 | 0 | 110 | 281 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 258 | 0 | 0 | 261 | 4 | 153 | 0 | 0 | 157 | 418 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 341 | 0 | 0 | 350 | 0 | 157 | 0 | 0 | 157 | 507 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 346 | 0 | 0 | 351 | 0 | 201 | 0 | 0 | 201 | 552 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1112 | 0 | 0 | 1133 | 5 | 620 | 0 | 0 | 625 | 1758 |
| 08:00 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 281 | 0 | 0 | 288 | 1 | 141 | 0 | 0 | 142 | 431 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 226 | 0 | 0 | 228 | 1 | 187 | 0 | 0 | 188 | 416 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 246 | 0 | 0 | 250 | 1 | 176 | 1 | 0 | 178 | 428 |
| 08:45 AM | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 220 | 0 | 0 | 222 | 2 | 166 | 0 | 0 | 168 | 391 |
| Total | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 15 | 973 | 0 | 0 | 988 | 5 | 670 | 1 | 0 | 676 | 1666 |
| Grand Total | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | 2085 | 0 | 0 | 2121 | 10 | 1290 | 1 | 0 | 1301 | 3424 |
| Apprch % | 50 | 0 | 0 | 50 | | 0 | 0 | 0 | 0 | | 1.7 | 98.3 | 0 | 0 | | 0.8 | 99.2 | 0.1 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 1.1 | 60.9 | 0 | 0 | 61.9 | 0.3 | 37.7 | 0 | 0 | 38 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 258 | 0 | 261 | **4** | 153 | 0 | 157 | 418 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 341 | 0 | 350 | 0 | 157 | 0 | 157 | 507 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **346** | 0 | **351** | 0 | **201** | 0 | **201** | **552** |
| 08:00 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 7 | 281 | 0 | 288 | 1 | 141 | 0 | 142 | 431 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 24 | 1226 | 0 | 1250 | 5 | 652 | 0 | 657 | 1908 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 1.9 | 98.1 | 0 | | 0.8 | 99.2 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .667 | .886 | .000 | .890 | .313 | .811 | .000 | .817 | .864 |

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Groups Printed- Combined

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 228 | 0 | 0 | 233 | 5 | 252 | 0 | 0 | 257 | 490 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 281 | 0 | 0 | 281 | 7 | 319 | 1 | 0 | 327 | 608 |
| 04:30 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 3 | 280 | 1 | 0 | 284 | 9 | 237 | 0 | 0 | 246 | 534 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 238 | 0 | 0 | 246 | 2 | 261 | 1 | 0 | 264 | 511 |
| Total | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 16 | 1027 | 1 | 0 | 1044 | 23 | 1069 | 2 | 0 | 1094 | 2143 |
| 05:00 PM | 1 | 0 | 2 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 7 | 282 | 0 | 0 | 289 | 5 | 249 | 2 | 0 | 256 | 549 |
| 05:15 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 8 | 293 | 2 | 0 | 303 | 4 | 284 | 1 | 0 | 289 | 594 |
| 05:30 PM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 7 | 272 | 1 | 0 | 280 | 6 | 299 | 1 | 0 | 306 | 588 |
| 05:45 PM | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 4 | 285 | 0 | 0 | 289 | 4 | 288 | 1 | 0 | 293 | 586 |
| Total | 3 | 0 | 3 | 0 | 6 | 1 | 0 | 5 | 0 | 6 | 26 | 1132 | 3 | 0 | 1161 | 19 | 1120 | 5 | 0 | 1144 | 2317 |
| Grand Total | 3 | 0 | 4 | 0 | 7 | 2 | 0 | 8 | 0 | 10 | 42 | 2159 | 4 | 0 | 2205 | 42 | 2189 | 7 | 0 | 2238 | 4460 |
| Apprch % | 42.9 | 0 | 57.1 | 0 | | 20 | 0 | 80 | 0 | | 1.9 | 97.9 | 0.2 | 0 | | 1.9 | 97.8 | 0.3 | 0 | | |
| Total % | 0.1 | 0 | 0.1 | 0 | 0.2 | 0 | 0 | 0.2 | 0 | 0.2 | 0.9 | 48.4 | 0.1 | 0 | 49.4 | 0.9 | 49.1 | 0.2 | 0 | 50.2 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | **1** | 0 | **2** | **3** | **1** | 0 | 0 | 1 | 7 | 282 | 0 | 289 | 5 | 249 | **2** | 256 | 549 |
| 05:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | **8** | **293** | **2** | **303** | 4 | 284 | 1 | 289 | **594** |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 272 | 1 | 280 | **6** | **299** | 1 | **306** | 588 |
| 05:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | **3** | **3** | 4 | 285 | 0 | 289 | 4 | 288 | 1 | 293 | 586 |
| Total Volume | 3 | 0 | 3 | 6 | 1 | 0 | 5 | 6 | 26 | 1132 | 3 | 1161 | 19 | 1120 | 5 | 1144 | 2317 |
| % App. Total | 50 | 0 | 50 | | 16.7 | 0 | 83.3 | | 2.2 | 97.5 | 0.3 | | 1.7 | 97.9 | 0.4 | | |
| PHF | .750 | .000 | .375 | .500 | .250 | .000 | .417 | .500 | .813 | .966 | .375 | .958 | .792 | .936 | .625 | .935 | .975 |

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Groups Printed- Truck

| | Middleview St. Eastbound | | | | | Jade Palace Ent Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 1 | 10 | 0 | 0 | 11 | 17 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 5 | 0 | 0 | 5 | 16 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 25 | 1 | 19 | 0 | 0 | 20 | 45 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 4 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 4 | 7 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 6 | 0 | 0 | 6 | 22 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 1 | 25 | 0 | 0 | 26 | 67 |
| Apprch % | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 3.8 | 96.2 | 0 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61.2 | 0 | 0 | 61.2 | 1.5 | 37.3 | 0 | 0 | 38.8 | |

| | Middleview St. Eastbound | | | | Jade Palace Ent Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | **1** | **10** | 0 | **11** | **17** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **11** | 0 | **11** | 0 | 5 | 0 | 5 | 16 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 4 | 10 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 25 | 1 | 19 | 0 | 20 | 45 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | 5 | 95 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .568 | .000 | .568 | .250 | .475 | .000 | .455 | .662 |

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Groups Printed- Truck

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 14 | 0 | 15 | 0 | 3 | 4 | 0 | 7 | 18 | 4 | 1 | 0 | 23 | 45 |
| 07:15 AM | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 9 | 0 | 10 | 0 | 7 | 2 | 0 | 9 | 1 | 6 | 0 | 0 | 7 | 28 |
| 07:30 AM | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 12 | 0 | 6 | 1 | 0 | 7 | 3 | 5 | 1 | 0 | 9 | 29 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 0 | 5 | 2 | 5 | 0 | 0 | 7 | 14 |
| Total | 3 | 0 | 0 | 0 | 3 | 2 | 0 | 37 | 0 | 39 | 0 | 21 | 7 | 0 | 28 | 24 | 20 | 2 | 0 | 46 | 116 |
| 08:00 AM | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 3 | 0 | 7 | 4 | 4 | 0 | 0 | 8 | 22 |
| 08:15 AM | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 8 | 0 | 9 | 0 | 4 | 3 | 0 | 7 | 3 | 5 | 3 | 0 | 11 | 30 |
| 08:30 AM | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 6 | 0 | 8 | 0 | 4 | 0 | 0 | 4 | 3 | 4 | 0 | 0 | 7 | 21 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 | 3 | 2 | 4 | 0 | 0 | 6 | 12 |
| Total | 3 | 2 | 2 | 0 | 7 | 4 | 1 | 20 | 0 | 25 | 1 | 14 | 6 | 0 | 21 | 12 | 17 | 3 | 0 | 32 | 85 |
| Grand Total | 6 | 2 | 2 | 0 | 10 | 6 | 1 | 57 | 0 | 64 | 1 | 35 | 13 | 0 | 49 | 36 | 37 | 5 | 0 | 78 | 201 |
| Apprch % | 60 | 20 | 20 | 0 | | 9.4 | 1.6 | 89.1 | 0 | | 2 | 71.4 | 26.5 | 0 | | 46.2 | 47.4 | 6.4 | 0 | | |
| Total % | 3 | 1 | 1 | 0 | 5 | 3 | 0.5 | 28.4 | 0 | 31.8 | 0.5 | 17.4 | 6.5 | 0 | 24.4 | 17.9 | 18.4 | 2.5 | 0 | 38.8 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | **1** | 0 | **14** | **15** | 0 | 3 | **4** | 7 | **18** | 4 | **1** | **23** | **45** |
| 07:15 AM | **2** | 0 | 0 | **2** | 1 | 0 | 9 | 10 | 0 | **7** | 2 | **9** | 1 | **6** | 0 | 7 | 28 |
| 07:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 12 | 12 | 0 | 6 | 1 | 7 | 3 | 5 | 1 | 9 | 29 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 0 | 5 | 2 | 5 | 0 | 7 | 14 |
| Total Volume | 3 | 0 | 0 | 3 | 2 | 0 | 37 | 39 | 0 | 21 | 7 | 28 | 24 | 20 | 2 | 46 | 116 |
| % App. Total | 100 | 0 | 0 | | 5.1 | 0 | 94.9 | | 0 | 75 | 25 | | 52.2 | 43.5 | 4.3 | | |
| PHF | .375 | .000 | .000 | .375 | .500 | .000 | .661 | .650 | .000 | .750 | .438 | .778 | .333 | .833 | .500 | .500 | .644 |

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Groups Printed- Car

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 13 | 3 | 5 | 0 | 21 | 3 | 0 | 76 | 0 | 79 | 4 | 158 | 5 | 0 | 167 | 55 | 99 | 8 | 0 | 162 | 429 |
| 07:15 AM | 22 | 5 | 11 | 0 | 38 | 8 | 0 | 105 | 0 | 113 | 1 | 222 | 10 | 0 | 233 | 58 | 132 | 9 | 0 | 199 | 583 |
| 07:30 AM | 29 | 4 | 1 | 0 | 34 | 10 | 0 | 103 | 0 | 113 | 3 | 322 | 7 | 0 | 332 | 38 | 160 | 6 | 0 | 204 | 683 |
| 07:45 AM | 27 | 4 | 10 | 0 | 41 | 10 | 1 | 126 | 0 | 137 | 7 | 302 | 11 | 0 | 320 | 67 | 166 | 12 | 0 | 245 | 743 |
| Total | 91 | 16 | 27 | 0 | 134 | 31 | 1 | 410 | 0 | 442 | 15 | 1004 | 33 | 0 | 1052 | 218 | 557 | 35 | 0 | 810 | 2438 |
| 08:00 AM | 25 | 3 | 2 | 0 | 30 | 6 | 2 | 87 | 0 | 95 | 3 | 280 | 34 | 0 | 317 | 43 | 125 | 9 | 0 | 177 | 619 |
| 08:15 AM | 17 | 6 | 11 | 0 | 34 | 25 | 0 | 95 | 0 | 120 | 3 | 191 | 20 | 0 | 214 | 68 | 142 | 10 | 0 | 220 | 588 |
| 08:30 AM | 15 | 6 | 3 | 0 | 24 | 16 | 2 | 106 | 0 | 124 | 6 | 220 | 20 | 0 | 246 | 51 | 165 | 13 | 0 | 229 | 623 |
| 08:45 AM | 10 | 2 | 3 | 1 | 16 | 11 | 0 | 72 | 0 | 83 | 1 | 199 | 20 | 0 | 220 | 64 | 145 | 7 | 2 | 218 | 537 |
| Total | 67 | 17 | 19 | 1 | 104 | 58 | 4 | 360 | 0 | 422 | 13 | 890 | 94 | 0 | 997 | 226 | 577 | 39 | 2 | 844 | 2367 |
| Grand Total | 158 | 33 | 46 | 1 | 238 | 89 | 5 | 770 | 0 | 864 | 28 | 1894 | 127 | 0 | 2049 | 444 | 1134 | 74 | 2 | 1654 | 4805 |
| Apprch % | 66.4 | 13.9 | 19.3 | 0.4 | | 10.3 | 0.6 | 89.1 | 0 | | 1.4 | 92.4 | 6.2 | 0 | | 26.8 | 68.6 | 4.5 | 0.1 | | |
| Total % | 3.3 | 0.7 | 1 | 0 | 5 | 1.9 | 0.1 | 16 | 0 | 18 | 0.6 | 39.4 | 2.6 | 0 | 42.6 | 9.2 | 23.6 | 1.5 | 0 | 34.4 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **29** | 4 | 1 | 34 | 10 | 0 | 103 | 113 | 3 | **322** | 7 | **332** | 38 | 160 | 6 | 204 | 683 |
| 07:45 AM | 27 | 4 | 10 | **41** | 10 | 1 | **126** | **137** | **7** | 302 | 11 | 320 | 67 | **166** | **12** | **245** | **743** |
| 08:00 AM | 25 | 3 | 2 | 30 | 6 | **2** | 87 | 95 | 3 | 280 | **34** | 317 | 43 | 125 | 9 | 177 | 619 |
| 08:15 AM | 17 | **6** | **11** | 34 | **25** | 0 | 95 | 120 | 3 | 191 | 20 | 214 | **68** | 142 | 10 | 220 | 588 |
| Total Volume | 98 | 17 | 24 | 139 | 51 | 3 | 411 | 465 | 16 | 1095 | 72 | 1183 | 216 | 593 | 37 | 846 | 2633 |
| % App. Total | 70.5 | 12.2 | 17.3 | | 11 | 0.6 | 88.4 | | 1.4 | 92.6 | 6.1 | | 25.5 | 70.1 | 4.4 | | |
| PHF | .845 | .708 | .545 | .848 | .510 | .375 | .815 | .849 | .571 | .850 | .529 | .891 | .794 | .893 | .771 | .863 | .886 |

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File Name : 23-Timberlake and Richland_Leesville PM
Site Code :
Start Date : 9/22/2016
Page No : 1

Groups Printed- Car

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 10 | 1 | 1 | 0 | 12 | 14 | 2 | 63 | 0 | 79 | 13 | 221 | 9 | 0 | 243 | 75 | 238 | 20 | 0 | 333 | 667 |
| 04:15 PM | 13 | 2 | 7 | 1 | 23 | 12 | 2 | 70 | 0 | 84 | 10 | 260 | 18 | 0 | 288 | 75 | 288 | 18 | 1 | 382 | 777 |
| 04:30 PM | 13 | 2 | 6 | 1 | 22 | 11 | 2 | 76 | 0 | 89 | 14 | 234 | 18 | 0 | 266 | 85 | 224 | 31 | 0 | 340 | 717 |
| 04:45 PM | 15 | 0 | 8 | 0 | 23 | 18 | 2 | 85 | 0 | 105 | 10 | 198 | 25 | 0 | 233 | 105 | 221 | 21 | 0 | 347 | 708 |
| Total | 51 | 5 | 22 | 2 | 80 | 55 | 8 | 294 | 0 | 357 | 47 | 913 | 70 | 0 | 1030 | 340 | 971 | 90 | 1 | 1402 | 2869 |
| 05:00 PM | 11 | 7 | 8 | 0 | 26 | 16 | 1 | 77 | 0 | 94 | 11 | 241 | 22 | 0 | 274 | 108 | 230 | 23 | 0 | 361 | 755 |
| 05:15 PM | 14 | 0 | 5 | 0 | 19 | 16 | 3 | 100 | 0 | 119 | 12 | 271 | 35 | 0 | 318 | 103 | 263 | 24 | 0 | 390 | 846 |
| 05:30 PM | 12 | 2 | 4 | 0 | 18 | 19 | 1 | 85 | 0 | 105 | 15 | 239 | 26 | 0 | 280 | 92 | 281 | 24 | 0 | 397 | 800 |
| 05:45 PM | 18 | 2 | 7 | 0 | 27 | 14 | 1 | 74 | 0 | 89 | 6 | 249 | 19 | 0 | 274 | 105 | 269 | 18 | 0 | 392 | 782 |
| Total | 55 | 11 | 24 | 0 | 90 | 65 | 6 | 336 | 0 | 407 | 44 | 1000 | 102 | 0 | 1146 | 408 | 1043 | 89 | 0 | 1540 | 3183 |
| Grand Total | 106 | 16 | 46 | 2 | 170 | 120 | 14 | 630 | 0 | 764 | 91 | 1913 | 172 | 0 | 2176 | 748 | 2014 | 179 | 1 | 2942 | 6052 |
| Apprch % | 62.4 | 9.4 | 27.1 | 1.2 | | 15.7 | 1.8 | 82.5 | 0 | | 4.2 | 87.9 | 7.9 | 0 | | 25.4 | 68.5 | 6.1 | 0 | | |
| Total % | 1.8 | 0.3 | 0.8 | 0 | 2.8 | 2 | 0.2 | 10.4 | 0 | 12.6 | 1.5 | 31.6 | 2.8 | 0 | 36 | 12.4 | 33.3 | 3 | 0 | 48.6 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | **7** | **8** | 26 | 16 | 1 | 77 | 94 | 11 | 241 | 22 | 274 | **108** | 230 | 23 | 361 | 755 |
| 05:15 PM | 14 | 0 | 5 | 19 | 16 | **3** | **100** | **119** | 12 | **271** | **35** | **318** | 103 | 263 | **24** | 390 | **846** |
| 05:30 PM | 12 | 2 | 4 | 18 | **19** | 1 | 85 | 105 | **15** | 239 | 26 | 280 | 92 | **281** | 24 | **397** | 800 |
| 05:45 PM | **18** | 2 | 7 | **27** | 14 | 1 | 74 | 89 | 6 | 249 | 19 | 274 | 105 | 269 | 18 | 392 | 782 |
| Total Volume | 55 | 11 | 24 | 90 | 65 | 6 | 336 | 407 | 44 | 1000 | 102 | 1146 | 408 | 1043 | 89 | 1540 | 3183 |
| % App. Total | 61.1 | 12.2 | 26.7 | | 16 | 1.5 | 82.6 | | 3.8 | 87.3 | 8.9 | | 26.5 | 67.7 | 5.8 | | |
| PHF | .764 | .393 | .750 | .833 | .855 | .500 | .840 | .855 | .733 | .923 | .729 | .901 | .944 | .928 | .927 | .970 | .941 |

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File Name : 23-Timberlake and Richland_Leesville AM
Site Code :
Start Date : 9/22/2016
Page No : 1

Groups Printed- Combined

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 07:00 AM | 13 | 3 | 5 | 0 | 21 | 4 | 0 | 90 | 0 | 94 | 4 | 161 | 9 | 0 | 174 | 73 | 103 | 9 | 0 | 185 | 474 |
| 07:15 AM | 24 | 5 | 11 | 0 | 40 | 9 | 0 | 114 | 0 | 123 | 1 | 229 | 12 | 0 | 242 | 59 | 138 | 9 | 0 | 206 | 611 |
| 07:30 AM | 30 | 4 | 1 | 0 | 35 | 10 | 0 | 115 | 0 | 125 | 3 | 328 | 8 | 0 | 339 | 41 | 165 | 7 | 0 | 213 | 712 |
| 07:45 AM | 27 | 4 | 10 | 0 | 41 | 10 | 1 | 128 | 0 | 139 | 7 | 307 | 11 | 0 | 325 | 69 | 171 | 12 | 0 | 252 | 757 |
| Total | 94 | 16 | 27 | 0 | 137 | 33 | 1 | 447 | 0 | 481 | 15 | 1025 | 40 | 0 | 1080 | 242 | 577 | 37 | 0 | 856 | 2554 |
| 08:00 AM | 26 | 4 | 2 | 0 | 32 | 8 | 2 | 90 | 0 | 100 | 3 | 284 | 37 | 0 | 324 | 47 | 129 | 9 | 0 | 185 | 641 |
| 08:15 AM | 18 | 6 | 13 | 0 | 37 | 25 | 1 | 103 | 0 | 129 | 3 | 195 | 23 | 0 | 221 | 71 | 147 | 13 | 0 | 231 | 618 |
| 08:30 AM | 16 | 7 | 3 | 0 | 26 | 18 | 2 | 112 | 0 | 132 | 6 | 224 | 20 | 0 | 250 | 54 | 169 | 13 | 0 | 236 | 644 |
| 08:45 AM | 10 | 2 | 3 | 1 | 16 | 11 | 0 | 75 | 0 | 86 | 2 | 201 | 20 | 0 | 223 | 66 | 149 | 7 | 2 | 224 | 549 |
| Total | 70 | 19 | 21 | 1 | 111 | 62 | 5 | 380 | 0 | 447 | 14 | 904 | 100 | 0 | 1018 | 238 | 594 | 42 | 2 | 876 | 2452 |
| Grand Total | 164 | 35 | 48 | 1 | 248 | 95 | 6 | 827 | 0 | 928 | 29 | 1929 | 140 | 0 | 2098 | 480 | 1171 | 79 | 2 | 1732 | 5006 |
| Apprch % | 66.1 | 14.1 | 19.4 | 0.4 | | 10.2 | 0.6 | 89.1 | 0 | | 1.4 | 91.9 | 6.7 | 0 | | 27.7 | 67.6 | 4.6 | 0.1 | | |
| Total % | 3.3 | 0.7 | 1 | 0 | 5 | 1.9 | 0.1 | 16.5 | 0 | 18.5 | 0.6 | 38.5 | 2.8 | 0 | 41.9 | 9.6 | 23.4 | 1.6 | 0 | 34.6 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 AM | | | | | | | | | | | | | | | | | |
| 07:30 AM | **30** | 4 | 1 | 35 | 10 | 0 | 115 | 125 | 3 | **328** | 8 | **339** | 41 | 165 | 7 | 213 | 712 |
| 07:45 AM | 27 | 4 | 10 | **41** | 10 | 1 | **128** | **139** | **7** | 307 | 11 | 325 | 69 | **171** | 12 | **252** | **757** |
| 08:00 AM | 26 | 4 | 2 | 32 | 8 | **2** | 90 | 100 | 3 | 284 | **37** | 324 | 47 | 129 | 9 | 185 | 641 |
| 08:15 AM | 18 | **6** | **13** | 37 | **25** | 1 | 103 | 129 | 3 | 195 | 23 | 221 | **71** | 147 | **13** | 231 | 618 |
| Total Volume | 101 | 18 | 26 | 145 | 53 | 4 | 436 | 493 | 16 | 1114 | 79 | 1209 | 228 | 612 | 41 | 881 | 2728 |
| % App. Total | 69.7 | 12.4 | 17.9 | | 10.8 | 0.8 | 88.4 | | 1.3 | 92.1 | 6.5 | | 25.9 | 69.5 | 4.7 | | |
| PHF | .842 | .750 | .500 | .884 | .530 | .500 | .852 | .887 | .571 | .849 | .534 | .892 | .803 | .895 | .788 | .874 | .901 |

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File Name : 23-Timberlake and Richland_Leesville PM
Site Code :
Start Date : 9/22/2016
Page No : 1

Groups Printed- Combined

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 10 | 2 | 2 | 0 | 14 | 15 | 2 | 65 | 0 | 82 | 14 | 228 | 9 | 0 | 251 | 75 | 246 | 21 | 0 | 342 | 689 |
| 04:15 PM | 13 | 3 | 8 | 1 | 25 | 13 | 2 | 72 | 0 | 87 | 11 | 268 | 20 | 0 | 299 | 78 | 292 | 19 | 1 | 390 | 801 |
| 04:30 PM | 14 | 2 | 6 | 1 | 23 | 12 | 2 | 79 | 0 | 93 | 14 | 239 | 20 | 0 | 273 | 88 | 227 | 31 | 0 | 346 | 735 |
| 04:45 PM | 15 | 0 | 8 | 0 | 23 | 18 | 2 | 88 | 0 | 108 | 10 | 200 | 25 | 0 | 235 | 106 | 221 | 21 | 0 | 348 | 714 |
| Total | 52 | 7 | 24 | 2 | 85 | 58 | 8 | 304 | 0 | 370 | 49 | 935 | 74 | 0 | 1058 | 347 | 986 | 92 | 1 | 1426 | 2939 |
| 05:00 PM | 11 | 8 | 8 | 0 | 27 | 16 | 1 | 78 | 0 | 95 | 11 | 245 | 22 | 0 | 278 | 109 | 231 | 23 | 0 | 363 | 763 |
| 05:15 PM | 14 | 0 | 5 | 0 | 19 | 17 | 3 | 101 | 0 | 121 | 12 | 274 | 35 | 0 | 321 | 105 | 263 | 25 | 0 | 393 | 854 |
| 05:30 PM | 14 | 2 | 4 | 0 | 20 | 20 | 2 | 88 | 0 | 110 | 15 | 241 | 27 | 0 | 283 | 94 | 285 | 25 | 0 | 404 | 817 |
| 05:45 PM | 18 | 3 | 7 | 0 | 28 | 14 | 1 | 75 | 0 | 90 | 6 | 253 | 20 | 0 | 279 | 105 | 270 | 18 | 0 | 393 | 790 |
| Total | 57 | 13 | 24 | 0 | 94 | 67 | 7 | 342 | 0 | 416 | 44 | 1013 | 104 | 0 | 1161 | 413 | 1049 | 91 | 0 | 1553 | 3224 |
| Grand Total | 109 | 20 | 48 | 2 | 179 | 125 | 15 | 646 | 0 | 786 | 93 | 1948 | 178 | 0 | 2219 | 760 | 2035 | 183 | 1 | 2979 | 6163 |
| Apprch % | 60.9 | 11.2 | 26.8 | 1.1 | | 15.9 | 1.9 | 82.2 | 0 | | 4.2 | 87.8 | 8 | 0 | | 25.5 | 68.3 | 6.1 | 0 | | |
| Total % | 1.8 | 0.3 | 0.8 | 0 | 2.9 | 2 | 0.2 | 10.5 | 0 | 12.8 | 1.5 | 31.6 | 2.9 | 0 | 36 | 12.3 | 33 | 3 | 0 | 48.3 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | |
| 05:00 PM | 11 | **8** | **8** | 27 | 16 | 1 | 78 | 95 | 11 | 245 | 22 | 278 | **109** | 231 | 23 | 363 | 763 |
| 05:15 PM | 14 | 0 | 5 | 19 | 17 | **3** | **101** | **121** | 12 | **274** | **35** | **321** | 105 | 263 | **25** | 393 | **854** |
| 05:30 PM | 14 | 2 | 4 | 20 | **20** | 2 | 88 | 110 | **15** | 241 | 27 | 283 | 94 | **285** | 25 | **404** | 817 |
| 05:45 PM | **18** | 3 | 7 | **28** | 14 | 1 | 75 | 90 | 6 | 253 | 20 | 279 | 105 | 270 | 18 | 393 | 790 |
| Total Volume | 57 | 13 | 24 | 94 | 67 | 7 | 342 | 416 | 44 | 1013 | 104 | 1161 | 413 | 1049 | 91 | 1553 | 3224 |
| % App. Total | 60.6 | 13.8 | 25.5 | | 16.1 | 1.7 | 82.2 | | 3.8 | 87.3 | 9 | | 26.6 | 67.5 | 5.9 | | |
| PHF | .792 | .406 | .750 | .839 | .838 | .583 | .847 | .860 | .733 | .924 | .743 | .904 | .947 | .920 | .910 | .961 | .944 |

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File Name : 23-Timberlake and Richland_Leesville PM
Site Code :
Start Date : 9/22/2016
Page No : 1

Groups Printed- Truck

| | Richland Dr. Eastbound | | | | | Leesville Rd. Westbound | | | | | Timberlake Rd. Northbound | | | | | Timberlake Rd. Southbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| 04:00 PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 1 | 7 | 0 | 0 | 8 | 0 | 8 | 1 | 0 | 9 | 22 |
| 04:15 PM | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 1 | 8 | 2 | 0 | 11 | 3 | 4 | 1 | 0 | 8 | 24 |
| 04:30 PM | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 4 | 0 | 5 | 2 | 0 | 7 | 3 | 3 | 0 | 0 | 6 | 18 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 6 |
| Total | 1 | 2 | 2 | 0 | 5 | 3 | 0 | 10 | 0 | 13 | 2 | 22 | 4 | 0 | 28 | 7 | 15 | 2 | 0 | 24 | 70 |
| 05:00 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 8 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 2 | 0 | 1 | 0 | 3 | 8 |
| 05:30 PM | 2 | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 2 | 4 | 1 | 0 | 7 | 17 |
| 05:45 PM | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 4 | 1 | 0 | 5 | 0 | 1 | 0 | 0 | 1 | 8 |
| Total | 2 | 2 | 0 | 0 | 4 | 2 | 1 | 6 | 0 | 9 | 0 | 13 | 2 | 0 | 15 | 5 | 6 | 2 | 0 | 13 | 41 |
| Grand Total | 3 | 4 | 2 | 0 | 9 | 5 | 1 | 16 | 0 | 22 | 2 | 35 | 6 | 0 | 43 | 12 | 21 | 4 | 0 | 37 | 111 |
| Apprch % | 33.3 | 44.4 | 22.2 | 0 | | 22.7 | 4.5 | 72.7 | 0 | | 4.7 | 81.4 | 14 | 0 | | 32.4 | 56.8 | 10.8 | 0 | | |
| Total % | 2.7 | 3.6 | 1.8 | 0 | 8.1 | 4.5 | 0.9 | 14.4 | 0 | 19.8 | 1.8 | 31.5 | 5.4 | 0 | 38.7 | 10.8 | 18.9 | 3.6 | 0 | 33.3 | |

| | Richland Dr. Eastbound | | | | Leesville Rd. Westbound | | | | Timberlake Rd. Northbound | | | | Timberlake Rd. Southbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | **1** | **1** | **2** | **1** | 0 | 2 | 3 | **1** | 7 | 0 | 8 | 0 | **8** | **1** | **9** | 22 |
| 04:15 PM | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 3 | 1 | **8** | **2** | **11** | **3** | 4 | 1 | 8 | **24** |
| 04:30 PM | **1** | 0 | 0 | 1 | 1 | 0 | **3** | **4** | 0 | 5 | 2 | 7 | 3 | 3 | 0 | 6 | 18 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 6 |
| Total Volume | 1 | 2 | 2 | 5 | 3 | 0 | 10 | 13 | 2 | 22 | 4 | 28 | 7 | 15 | 2 | 24 | 70 |
| % App. Total | 20 | 40 | 40 | | 23.1 | 0 | 76.9 | | 7.1 | 78.6 | 14.3 | | 29.2 | 62.5 | 8.3 | | |
| PHF | .250 | .500 | .500 | .625 | .750 | .000 | .833 | .813 | .500 | .688 | .500 | .636 | .583 | .469 | .500 | .667 | .729 |

# APPENDIX A-4: 48 HOUR VEHICLE CLASSIFICATION COUNT DATA

Station #: Site A-In
Site ID: 000000009387
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920001.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 4 | 483 | 97 | 0 | 7 | 4 | 0 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 601 |
| 09:15 | 0 | 89 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 09:30 | 0 | 125 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 147 |
| 09:45 | 1 | 85 | 19 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 108 |
| 10:00 | 1 | 101 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| Hour Total | 2 | 400 | 69 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 476 |
| 10:15 | 0 | 81 | 18 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 102 |
| 10:30 | 0 | 80 | 17 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 10:45 | 0 | 116 | 20 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 11:00 | 1 | 111 | 24 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| Hour Total | 1 | 388 | 79 | 0 | 6 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 483 |
| 11:15 | 0 | 114 | 12 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 11:30 | 0 | 102 | 23 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 11:45 | 0 | 103 | 25 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 131 |
| 12:00 | 0 | 99 | 13 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 115 |
| Hour Total | 0 | 418 | 73 | 0 | 3 | 1 | 1 | 3 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 502 |
| 12:15 | 0 | 114 | 20 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 12:30 | 0 | 112 | 25 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 12:45 | 0 | 110 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 137 |
| 13:00 | 0 | 128 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 146 |
| Hour Total | 0 | 464 | 86 | 0 | 4 | 0 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 560 |
| 13:15 | 0 | 131 | 31 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 13:30 | 1 | 102 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 13:45 | 1 | 121 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 140 |
| 14:00 | 0 | 122 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| Hour Total | 2 | 476 | 69 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 555 |
| 14:15 | 0 | 118 | 20 | 0 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 14:30 | 3 | 106 | 13 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 129 |
| 14:45 | 0 | 119 | 21 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 147 |
| 15:00 | 0 | 113 | 24 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| Hour Total | 3 | 456 | 78 | 0 | 7 | 2 | 2 | 4 | 4 | 0 | 1 | 1 | 2 | 0 | 0 | 560 |
| 15:15 | 0 | 108 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 125 |
| 15:30 | 1 | 102 | 17 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 15:45 | 1 | 120 | 21 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 146 |
| 16:00 | 2 | 143 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| Hour Total | 4 | 473 | 73 | 0 | 3 | 1 | 0 | 4 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 561 |
| 16:15 | 1 | 123 | 29 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 156 |
| 16:30 | 0 | 123 | 15 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141 |
| 16:45 | 0 | 123 | 23 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 149 |
| 17:00 | 1 | 122 | 18 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| Hour Total | 2 | 491 | 85 | 0 | 4 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 589 |



Station #: Site A-In
Site ID: 000000009387
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920001.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 00:30 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:45 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:00 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 0 | 48 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 54 |
| 01:15 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 1 | 35 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:45 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:00 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 13 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 04:15 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 04:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:45 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:00 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Hour Total | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 05:15 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 05:30 | 0 | 19 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 05:45 | 0 | 29 | 6 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 06:00 | 0 | 36 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 |
| Hour Total | 0 | 101 | 27 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 06:15 | 0 | 44 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 06:30 | 0 | 70 | 10 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 06:45 | 0 | 99 | 21 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 07:00 | 0 | 91 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 118 |
| Hour Total | 0 | 304 | 65 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 374 |
| 07:15 | 0 | 105 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 125 |
| 07:30 | 1 | 135 | 15 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 157 |
| 07:45 | 4 | 97 | 22 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 133 |
| 08:00 | 10 | 86 | 17 | 0 | 0 | 1 | 2 | 1 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 125 |
| Hour Total | 15 | 423 | 71 | 2 | 6 | 4 | 2 | 1 | 4 | 1 | 0 | 5 | 6 | 0 | 0 | 540 |
| 08:15 | 1 | 138 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 159 |
| 08:30 | 0 | 122 | 22 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147 |
| 08:45 | 2 | 105 | 31 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 143 |
| 09:00 | 1 | 118 | 27 | 0 | 3 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |

Station #: Site A-In
Site ID: 000000009387
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920001.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 00:30 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 00:45 | 0 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 01:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 41 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 01:15 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 01:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 02:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:30 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 8 | 3 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 04:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 | 1 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:00 | 0 | 9 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 1 | 28 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 40 |
| 05:15 | 0 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 05:30 | 0 | 19 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:45 | 0 | 39 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 06:00 | 0 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| Hour Total | 0 | 119 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 06:15 | 0 | 38 | 10 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 06:30 | 0 | 69 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 06:45 | 0 | 110 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 07:00 | 1 | 99 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| Hour Total | 1 | 316 | 73 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 394 |
| 07:15 | 1 | 108 | 23 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 07:30 | 0 | 138 | 24 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 168 |
| 07:45 | 0 | 108 | 25 | 0 | 0 | 0 | 4 | 0 | 2 | 3 | 0 | 1 | 3 | 0 | 0 | 146 |
| 08:00 | 5 | 111 | 22 | 0 | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 1 | 5 | 0 | 0 | 151 |
| Hour Total | 6 | 465 | 94 | 0 | 7 | 4 | 4 | 1 | 3 | 4 | 1 | 2 | 8 | 0 | 0 | 599 |
| 08:15 | 0 | 143 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 |
| 08:30 | 0 | 107 | 24 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 135 |
| 08:45 | 0 | 144 | 11 | 0 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 162 |
| 09:00 | 2 | 127 | 22 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |



Station #: Site A-In
Site ID: 000000009387
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920001.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 3 | 109 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 17:30 | 4 | 112 | 20 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 4 | 0 | 0 | 150 |
| 17:45 | 1 | 140 | 23 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 167 |
| 18:00 | 2 | 137 | 30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| Hour Total | 10 | 498 | 80 | 0 | 2 | 1 | 1 | 3 | 2 | 1 | 2 | 3 | 4 | 0 | 0 | 607 |
| 18:15 | 1 | 132 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 18:30 | 1 | 123 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 149 |
| 18:45 | 1 | 130 | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 19:00 | 1 | 115 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 132 |
| Hour Total | 4 | 500 | 65 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 574 |
| 19:15 | 0 | 108 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 132 |
| 19:30 | 2 | 111 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 19:45 | 0 | 108 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 20:00 | 0 | 97 | 10 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 2 | 424 | 57 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 487 |
| 20:15 | 0 | 100 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 20:30 | 0 | 85 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 20:45 | 1 | 81 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 21:00 | 0 | 69 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| Hour Total | 1 | 335 | 45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 382 |
| 21:15 | 0 | 92 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 21:30 | 0 | 88 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 21:45 | 0 | 74 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 22:00 | 1 | 61 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 72 |
| Hour Total | 1 | 315 | 20 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 339 |
| 22:15 | 2 | 51 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 22:30 | 0 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 22:45 | 0 | 27 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hour Total | 2 | 149 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 23:15 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 23:30 | 0 | 25 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 23:45 | 0 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 24:00 | 1 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 1 | 81 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| DAY TOTAL | 55 | 7312 | 1188 | 2 | 55 | 20 | 8 | 29 | 24 | 11 | 5 | 11 | 21 | 0 | 0 | 8741 |
| PERCENTS | 0.7% | 83.7% | 13.6% | 0.1% | 0.7% | 0.3% | 0.0% | 0.3% | 0.2% | 0.1% | 0.0% | 0.1% | 0.2% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.8% Trucks & Buses 2.1%

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 07:30 | 08:15 | 08:15 | 06:45 | 08:30 | 07:15 | 07:15 | 11:00 | 07:30 | 07:30 | 06:15 | 07:15 | 07:15 | 08:15 |
| AM Peaks | 16 | 483 | 97 | 2 | 8 | 4 | 2 | 4 | 5 | 3 | 1 | 5 | 6 | 601 |
| PM Times | 17:15 | 17:45 | 12:30 | 14:45 | 13:45 | 14:15 | 15:00 | 13:45 | 12:15 | 16:45 | 17:00 | 16:45 | 17:30 | |
| PM Peaks | 10 | 532 | 97 | 8 | 3 | 2 | 5 | 4 | 2 | 3 | 3 | 4 | 638 | |

Station #: Site A-In
Site ID: 000000009387
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920001.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 5 | 120 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 2 | 0 | 0 | 146 |
| 17:30 | 4 | 111 | 29 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 0 | 154 |
| 17:45 | 7 | 110 | 20 | 0 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 3 | 0 | 0 | 148 |
| 18:00 | 6 | 126 | 18 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 158 |
| Hour Total | 22 | 467 | 82 | 0 | 3 | 2 | 5 | 0 | 8 | 4 | 1 | 2 | 10 | 0 | 0 | 606 |
| 18:15 | 0 | 119 | 16 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 18:30 | 1 | 118 | 23 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 148 |
| 18:45 | 1 | 119 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 135 |
| 19:00 | 0 | 114 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| Hour Total | 2 | 470 | 70 | 0 | 3 | 0 | 0 | 0 | 1 | 1 | 1 | 4 | 1 | 0 | 0 | 553 |
| 19:15 | 0 | 112 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 19:30 | 0 | 80 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 19:45 | 0 | 105 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 20:00 | 0 | 101 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Hour Total | 0 | 398 | 49 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 448 |
| 20:15 | 0 | 100 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 20:30 | 0 | 121 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 20:45 | 0 | 111 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 21:00 | 1 | 81 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| Hour Total | 1 | 413 | 39 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |
| 21:15 | 0 | 63 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 21:30 | 0 | 89 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 21:45 | 0 | 59 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 22:00 | 0 | 47 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| Hour Total | 0 | 258 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 276 |
| 22:15 | 0 | 47 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 22:30 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 22:45 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 23:00 | 0 | 33 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Hour Total | 0 | 160 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 171 |
| 23:15 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:30 | 0 | 20 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:45 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 24:00 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| Hour Total | 0 | 76 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| DAY TOTAL | 53 | 7279 | 1154 | 2 | 55 | 16 | 14 | 15 | 35 | 11 | 9 | 15 | 28 | 0 | 0 | 8686 |
| PERCENTS | 0.7% | 83.9% | 13.3% | 0.1% | 0.7% | 0.1% | 0.1% | 0.1% | 0.4% | 0.1% | 0.1% | 0.1% | 0.3% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.6% Trucks & Buses 2.3%

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 07:15 | 08:15 | 07:00 | 07:45 | 06:45 | 07:15 | 07:00 | 09:00 | 07:45 | 07:15 | 10:15 | 07:15 | 07:45 | 07:30 |
| AM Peaks | 6 | 521 | 99 | 1 | 7 | 4 | 4 | 3 | 4 | 4 | 2 | 2 | 9 | 632 |
| PM Times | 17:15 | 16:00 | 15:00 | 14:15 | 14:45 | 12:30 | 17:15 | 15:45 | 17:15 | 17:00 | 12:15 | 18:00 | 17:15 | 17:15 |
| PM Peaks | 22 | 512 | 94 | 1 | 8 | 3 | 5 | 3 | 8 | 4 | 1 | 4 | 10 | 606 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 108 | 2342 | 110 | 22 | 59 | 14 | 49 | 0 | 14591 | 4 | 36 | 44 | 22 | 26 |
| PERCENTS | 0.7% | 83.8% | 13.5% | 0.1% | 0.7% | 0.2% | 0.1% | 0.2% | 0.3% | 0.1% | 0.0% | 0.1% | 0.2% | 0.0% |



Station #: Site A-In
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County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 2 | 521 | 80 | 1 | 5 | 1 | 2 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 617 |
| 09:15 | 0 | 113 | 18 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 138 |
| 09:30 | 1 | 129 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 09:45 | 0 | 97 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 10:00 | 0 | 86 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 99 |
| Hour Total | 1 | 425 | 68 | 0 | 4 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 505 |
| 10:15 | 0 | 83 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 104 |
| 10:30 | 1 | 119 | 21 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 10:45 | 1 | 89 | 21 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 11:00 | 0 | 102 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 2 | 393 | 78 | 0 | 4 | 2 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 484 |
| 11:15 | 0 | 76 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 105 |
| 11:30 | 0 | 97 | 17 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 11:45 | 0 | 103 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 12:00 | 0 | 97 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 0 | 373 | 84 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 0 | 465 |
| 12:15 | 0 | 117 | 21 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 144 |
| 12:30 | 0 | 113 | 16 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 12:45 | 1 | 103 | 22 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 129 |
| 13:00 | 0 | 141 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 162 |
| Hour Total | 1 | 474 | 80 | 0 | 4 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 567 |
| 13:15 | 2 | 112 | 9 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 13:30 | 0 | 121 | 16 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 13:45 | 0 | 106 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 14:00 | 0 | 110 | 23 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 135 |
| Hour Total | 2 | 449 | 65 | 0 | 2 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 524 |
| 14:15 | 2 | 95 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 114 |
| 14:30 | 0 | 99 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 117 |
| 14:45 | 0 | 118 | 17 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 15:00 | 0 | 120 | 17 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| Hour Total | 2 | 432 | 63 | 1 | 5 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 510 |
| 15:15 | 0 | 92 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 15:30 | 0 | 102 | 27 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 15:45 | 1 | 119 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 147 |
| 16:00 | 2 | 133 | 13 | 0 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 155 |
| Hour Total | 3 | 446 | 90 | 0 | 6 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 0 | 0 | 0 | 553 |
| 16:15 | 2 | 126 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| 16:30 | 3 | 127 | 12 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 147 |
| 16:45 | 2 | 126 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 150 |
| 17:00 | 0 | 130 | 20 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 154 |
| Hour Total | 7 | 509 | 72 | 0 | 4 | 0 | 1 | 3 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 602 |

Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920002.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 6 | 361 | 90 | 0 | 3 | 2 | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 467 |
| 09:15 | 0 | 84 | 12 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 98 |
| 09:30 | 0 | 79 | 18 | 0 | 2 | 3 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 105 |
| 09:45 | 1 | 77 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 10:00 | 1 | 71 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 91 |
| Hour Total | 2 | 311 | 68 | 2 | 2 | 4 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 394 |
| 10:15 | 0 | 76 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10:30 | 0 | 80 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 10:45 | 2 | 86 | 17 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 11:00 | 1 | 95 | 19 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| Hour Total | 3 | 337 | 57 | 0 | 2 | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 405 |
| 11:15 | 1 | 79 | 18 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 11:30 | 2 | 87 | 23 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 11:45 | 0 | 80 | 25 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 12:00 | 2 | 76 | 17 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 98 |
| Hour Total | 5 | 322 | 83 | 0 | 3 | 2 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 421 |
| 12:15 | 1 | 77 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 103 |
| 12:30 | 1 | 105 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 12:45 | 4 | 80 | 11 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 13:00 | 3 | 91 | 23 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 9 | 353 | 72 | 0 | 1 | 3 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 446 |
| 13:15 | 1 | 94 | 21 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 13:30 | 1 | 97 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 13:45 | 1 | 88 | 20 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:00 | 1 | 90 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| Hour Total | 4 | 369 | 69 | 0 | 3 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 449 |
| 14:15 | 4 | 81 | 22 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 14:30 | 3 | 90 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 14:45 | 4 | 86 | 22 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 15:00 | 0 | 93 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| Hour Total | 11 | 350 | 71 | 0 | 1 | 1 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 439 |
| 15:15 | 3 | 92 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 15:30 | 1 | 95 | 18 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 15:45 | 1 | 86 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 16:00 | 3 | 96 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 114 |
| Hour Total | 8 | 369 | 57 | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 444 |
| 16:15 | 0 | 96 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 16:30 | 1 | 92 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 16:45 | 3 | 105 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 17:00 | 3 | 104 | 14 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| Hour Total | 7 | 397 | 73 | 0 | 5 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 485 |



Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920002.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 00:30 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 00:45 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 01:15 | 1 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:30 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:00 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 1 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 02:30 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02:45 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 03:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 03:15 | 0 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:30 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 13 | 7 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 04:15 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 04:30 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:45 | 1 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:00 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 1 | 34 | 5 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 05:15 | 0 | 10 | 3 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:30 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:45 | 0 | 20 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 06:00 | 0 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 68 | 16 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 06:15 | 0 | 30 | 7 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:30 | 0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 06:45 | 1 | 55 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 07:00 | 1 | 58 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 179 | 43 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| 07:15 | 0 | 79 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 07:30 | 1 | 103 | 22 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 07:45 | 0 | 152 | 24 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 177 |
| 08:00 | 3 | 144 | 25 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 175 |
| Hour Total | 4 | 478 | 83 | 0 | 5 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 575 |
| 08:15 | 0 | 94 | 22 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 120 |
| 08:30 | 1 | 89 | 21 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 08:45 | 1 | 83 | 19 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 107 |
| 09:00 | 4 | 95 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |

Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920002.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 00:30 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 52 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 01:15 | 0 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 01:30 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01:45 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 02:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:00 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:45 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:00 | 0 | 5 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 11 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 04:15 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 04:45 | 1 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 05:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Hour Total | 1 | 30 | 6 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 05:15 | 0 | 10 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:30 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 05:45 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 06:00 | 0 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| Hour Total | 0 | 69 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 06:15 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 06:30 | 0 | 38 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 |
| 06:45 | 3 | 34 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 07:00 | 0 | 60 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| Hour Total | 3 | 160 | 38 | 0 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 206 |
| 07:15 | 1 | 66 | 15 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 07:30 | 0 | 110 | 21 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 07:45 | 1 | 169 | 32 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 205 |
| 08:00 | 1 | 155 | 25 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 185 |
| Hour Total | 3 | 500 | 93 | 0 | 5 | 1 | 3 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 609 |
| 08:15 | 3 | 89 | 16 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 112 |
| 08:30 | 0 | 102 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| 08:45 | 1 | 91 | 17 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 09:00 | 3 | 109 | 20 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 135 |



Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
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| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 105 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 17:30 | 1 | 115 | 15 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 136 |
| 17:45 | 2 | 117 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| 18:00 | 1 | 97 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 110 |
| Hour Total | 5 | 434 | 61 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 507 |
| 18:15 | 1 | 98 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 106 |
| 18:30 | 4 | 112 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 18:45 | 2 | 87 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 19:00 | 0 | 88 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| Hour Total | 7 | 385 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 438 |
| 19:15 | 3 | 68 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 80 |
| 19:30 | 1 | 68 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| 19:45 | 2 | 64 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 20:00 | 4 | 70 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| Hour Total | 10 | 270 | 26 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 309 |
| 20:15 | 1 | 60 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 68 |
| 20:30 | 2 | 51 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 20:45 | 1 | 47 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 21:00 | 0 | 52 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| Hour Total | 4 | 210 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 238 |
| 21:15 | 0 | 65 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| 21:30 | 2 | 59 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 21:45 | 0 | 63 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 22:00 | 1 | 52 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 3 | 239 | 18 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 263 |
| 22:15 | 0 | 37 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 22:30 | 0 | 39 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:45 | 1 | 35 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 23:00 | 1 | 26 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 2 | 137 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 23:15 | 1 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 23:30 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 23:45 | 0 | 14 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 24:00 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 2 | 66 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| DAY TOTAL | 96 | 5753 | 984 | 2 | 41 | 16 | 7 | 17 | 31 | 1 | 2 | 4 | 9 | 0 | 0 | 6963 |
| PERCENTS | 1.4% | 82.7% | 14.2% | 0.1% | 0.6% | 0.2% | 0.1% | 0.2% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.1% Trucks & Buses 1.8%

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:15 | 07:30 | 07:30 | 09:15 | 06:45 | 08:45 | 08:45 | 07:45 | 10:45 | 08:00 | 08:45 | 07:30 | 07:15 | 07:30 |
| AM Peaks | 6 | 493 | 93 | 2 | 7 | 6 | 1 | 2 | 5 | 1 | 1 | 1 | 2 | 604 |
| PM Times | 14:00 | 17:00 | 13:00 | 15:00 | 12:15 | 14:00 | 12:15 | 12:15 | 19:30 | 12:15 | 17:30 | 17:00 | | |
| PM Peaks | 12 | 441 | 78 | 5 | 3 | 2 | 4 | 3 | 1 | 1 | 3 | 521 | | |

Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920002.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 2 | 121 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 17:30 | 1 | 120 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 17:45 | 0 | 133 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 152 |
| 18:00 | 1 | 121 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 155 |
| Hour Total | 4 | 495 | 82 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 584 |
| 18:15 | 3 | 106 | 14 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 18:30 | 3 | 109 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129 |
| 18:45 | 1 | 117 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 19:00 | 0 | 94 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| Hour Total | 7 | 426 | 63 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 499 |
| 19:15 | 0 | 72 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 19:30 | 4 | 71 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| 19:45 | 2 | 67 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 20:00 | 2 | 62 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 |
| Hour Total | 8 | 272 | 31 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 315 |
| 20:15 | 1 | 58 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 |
| 20:30 | 2 | 81 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 |
| 20:45 | 0 | 74 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 21:00 | 1 | 64 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 |
| Hour Total | 4 | 277 | 33 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 316 |
| 21:15 | 0 | 57 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:30 | 1 | 51 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| 21:45 | 1 | 37 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| 22:00 | 1 | 36 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Hour Total | 3 | 181 | 20 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 22:15 | 0 | 41 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 22:30 | 1 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:45 | 0 | 26 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:00 | 0 | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| Hour Total | 1 | 128 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 138 |
| 23:15 | 1 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 23:30 | 1 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 23:45 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 24:00 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Hour Total | 2 | 65 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| DAY TOTAL | 89 | 5901 | 1089 | 1 | 37 | 13 | 7 | 11 | 38 | 2 | 2 | 3 | 7 | 0 | 0 | 7200 |
| PERCENTS | 1.3% | 82.0% | 15.2% | 0.1% | 0.6% | 0.2% | 0.0% | 0.1% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.3% Trucks & Buses 1.6%

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:30 | 07:30 | 07:30 | 06:45 | 10:30 | 07:15 | 04:15 | 10:00 | 06:00 | 07:30 | 07:00 | 07:30 |
| AM Peaks | 8 | 523 | 94 | 6 | 3 | 3 | 1 | 6 | 1 | 2 | 1 | 637 |
| PM Times | 15:45 | 17:15 | 12:15 | 13:30 | 12:15 | 13:00 | 17:30 | 13:00 | 12:30 | 17:00 | 12:15 | 12:15 | 17:15 |
| PM Peaks | 13 | 495 | 90 | 1 | 6 | 2 | 1 | 2 | 4 | 1 | 1 | 3 | 584 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 185 | 2073 | 78 | 14 | 69 | 4 | 16 | 0 | 11654 | 3 | 29 | 28 | 3 | 7 | 0 | 14163 |
| PERCENTS | 1.4% | 82.3% | 14.7% | 0.1% | 0.6% | 0.3% | 0.0% | 0.1% | 0.4% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 100% |



Station #: Site A-Out
Site ID: 000000003608
Location: Timberlake NB, btw Greenville & Laxton
Direction: NORTH
Lane: 1

File: D0920002.prn
City: 16-234 KL Max
County: 37.34450, -79.23434

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 7 | 391 | 68 | 0 | 1 | 1 | 1 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 475 |
| 09:15 | 4 | 86 | 23 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 09:30 | 0 | 78 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 95 |
| 09:45 | 0 | 86 | 22 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 10:00 | 0 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 4 | 317 | 72 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 401 |
| 10:15 | 0 | 83 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 10:30 | 1 | 75 | 20 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 10:45 | 1 | 79 | 18 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 11:00 | 2 | 70 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| Hour Total | 4 | 307 | 75 | 0 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| 11:15 | 1 | 89 | 29 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 11:30 | 1 | 92 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 115 |
| 11:45 | 1 | 94 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 12:00 | 0 | 101 | 17 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 122 |
| Hour Total | 3 | 376 | 84 | 0 | 3 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 471 |
| 12:15 | 1 | 107 | 25 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 12:30 | 1 | 105 | 17 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 126 |
| 12:45 | 0 | 104 | 26 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132 |
| 13:00 | 3 | 77 | 22 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 108 |
| Hour Total | 5 | 393 | 90 | 0 | 6 | 0 | 0 | 1 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 502 |
| 13:15 | 1 | 85 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 13:30 | 1 | 106 | 15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 13:45 | 2 | 89 | 16 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 14:00 | 1 | 86 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hour Total | 5 | 366 | 65 | 0 | 1 | 2 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 14:15 | 1 | 75 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |
| 14:30 | 1 | 77 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 14:45 | 2 | 94 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 117 |
| 15:00 | 2 | 82 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 6 | 328 | 78 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 418 |
| 15:15 | 3 | 83 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 15:30 | 2 | 75 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 15:45 | 3 | 86 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 16:00 | 3 | 96 | 24 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| Hour Total | 11 | 340 | 76 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 16:15 | 4 | 103 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 16:30 | 3 | 90 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 16:45 | 1 | 90 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 17:00 | 0 | 94 | 20 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| Hour Total | 8 | 377 | 78 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 468 |

Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 357 | 55 | 0 | 8 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 428 |
| 09:15 | 1 | 77 | 14 | 0 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 98 |
| 09:30 | 1 | 98 | 11 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 09:45 | 0 | 73 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10:00 | 1 | 60 | 17 | 0 | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 85 |
| Hour Total | 3 | 308 | 53 | 0 | 5 | 4 | 1 | 3 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 383 |
| 10:15 | 0 | 70 | 10 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 10:30 | 0 | 82 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 99 |
| 10:45 | 0 | 80 | 25 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| 11:00 | 0 | 83 | 17 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 0 | 315 | 66 | 0 | 4 | 3 | 0 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 393 |
| 11:15 | 1 | 85 | 21 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 113 |
| 11:30 | 0 | 84 | 15 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 11:45 | 1 | 105 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 132 |
| 12:00 | 0 | 101 | 18 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| Hour Total | 2 | 375 | 77 | 1 | 3 | 3 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 469 |
| 12:15 | 0 | 102 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 12:30 | 2 | 125 | 19 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 149 |
| 12:45 | 0 | 102 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 124 |
| 13:00 | 0 | 96 | 17 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Hour Total | 2 | 425 | 81 | 0 | 4 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 517 |
| 13:15 | 0 | 96 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 122 |
| 13:30 | 0 | 113 | 15 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 131 |
| 13:45 | 0 | 93 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 14:00 | 0 | 107 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| Hour Total | 0 | 409 | 77 | 0 | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 493 |
| 14:15 | 0 | 117 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 135 |
| 14:30 | 0 | 95 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:45 | 0 | 88 | 17 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 109 |
| 15:00 | 3 | 122 | 13 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| Hour Total | 3 | 422 | 63 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 497 |
| 15:15 | 1 | 101 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 126 |
| 15:30 | 1 | 110 | 10 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 127 |
| 15:45 | 1 | 110 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 140 |
| 16:00 | 0 | 133 | 23 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 161 |
| Hour Total | 3 | 454 | 77 | 0 | 4 | 1 | 0 | 2 | 2 | 1 | 0 | 5 | 5 | 0 | 0 | 554 |
| 16:15 | 0 | 128 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 143 |
| 16:30 | 0 | 138 | 25 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 16:45 | 1 | 128 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 153 |
| 17:00 | 1 | 125 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 148 |
| Hour Total | 2 | 519 | 82 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 609 |



Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 00:30 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 00:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:00 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hour Total | 0 | 44 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 |
| 01:15 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:30 | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 01:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 14 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 02:15 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 02:30 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:45 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 03:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 03:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 04:15 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 6 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Hour Total | 0 | 18 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 05:15 | 0 | 8 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:30 | 0 | 10 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 05:45 | 1 | 12 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 06:00 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| Hour Total | 1 | 53 | 14 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 71 |
| 06:15 | 0 | 17 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 06:30 | 0 | 26 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 06:45 | 0 | 42 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 |
| 07:00 | 0 | 51 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 61 |
| Hour Total | 0 | 136 | 41 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 179 |
| 07:15 | 0 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:30 | 0 | 82 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 07:45 | 1 | 88 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 113 |
| 08:00 | 1 | 85 | 16 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 107 |
| Hour Total | 2 | 322 | 59 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 392 |
| 08:15 | 0 | 83 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:30 | 0 | 86 | 21 | 0 | 3 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 114 |
| 08:45 | 0 | 95 | 8 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| 09:00 | 1 | 93 | 17 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 114 |

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Wed 9/21/2016



Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:30 | 0 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 00:45 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 01:00 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 0 | 45 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 01:15 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 01:30 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 20 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 02:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:45 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Hour Total | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 03:15 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 03:30 | 0 | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 03:45 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:00 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 14 | 3 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 04:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 04:45 | 1 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:00 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| Hour Total | 1 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:15 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 05:30 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 05:45 | 0 | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 06:00 | 0 | 23 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hour Total | 0 | 48 | 16 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 06:15 | 1 | 23 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 06:30 | 0 | 29 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 06:45 | 0 | 52 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 |
| 07:00 | 1 | 65 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| Hour Total | 2 | 169 | 34 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206 |
| 07:15 | 0 | 51 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 07:30 | 0 | 63 | 11 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 77 |
| 07:45 | 2 | 89 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 114 |
| 08:00 | 1 | 82 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 97 |
| Hour Total | 3 | 285 | 52 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 1 | 2 | 1 | 0 | 0 | 350 |
| 08:15 | 0 | 83 | 12 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 100 |
| 08:30 | 0 | 85 | 21 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 08:45 | 0 | 79 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |
| 09:00 | 0 | 85 | 14 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 101 |

Peggy Malone & Associates
CLASSIFICATION SUMMARY
Tue 9/20/2016



Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 151 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 170 |
| 17:30 | 1 | 134 | 22 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 161 |
| 17:45 | 0 | 149 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 179 |
| 18:00 | 0 | 137 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 156 |
| Hour Total | 2 | 571 | 86 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 666 |
| 18:15 | 3 | 127 | 31 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 166 |
| 18:30 | 2 | 112 | 21 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 142 |
| 18:45 | 0 | 129 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 145 |
| 19:00 | 0 | 145 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 159 |
| Hour Total | 5 | 513 | 80 | 1 | 1 | 2 | 3 | 2 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 612 |
| 19:15 | 1 | 129 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 145 |
| 19:30 | 1 | 107 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 19:45 | 0 | 107 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 20:00 | 0 | 108 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| Hour Total | 2 | 451 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 503 |
| 20:15 | 0 | 121 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| 20:30 | 1 | 83 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 20:45 | 0 | 83 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 21:00 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 374 | 56 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 434 |
| 21:15 | 1 | 75 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 21:30 | 1 | 52 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:45 | 0 | 52 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 |
| 22:00 | 1 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 3 | 246 | 34 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 285 |
| 22:15 | 0 | 60 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 |
| 22:30 | 1 | 49 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 |
| 22:45 | 0 | 51 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 23:00 | 0 | 28 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| Hour Total | 1 | 188 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 23:15 | 0 | 30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 23:30 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 23:45 | 0 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 24:00 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| Hour Total | 0 | 118 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| DAY TOTAL | 33 | 6670 | 1076 | 2 | 44 | 18 | 6 | 16 | 27 | 8 | 1 | 16 | 17 | 0 | 0 | 7934 |
| PERCENTS | 0.5% | 84.1% | 13.6% | 0.1% | 0.5% | 0.2% | 0.0% | 0.2% | 0.3% | 0.1% | 0.0% | 0.2% | 0.2% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.0% Trucks & Buses 1.9%

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 08:45 | 11:15 | 10:45 | 11:00 | 08:30 | 09:30 | 11:00 | 08:30 | 10:30 | 07:30 | 11:00 | 07:45 | 08:30 | | 11:15 |
| AM Peaks | 3 | 375 | 78 | 1 | 11 | 5 | 2 | 3 | 5 | 2 | 1 | 4 | 2 | | 469 |
| PM Times | 15:00 | 17:15 | 17:30 | 17:45 | 12:15 | 12:15 | 18:00 | 17:30 | 14:00 | 12:45 | | 14:45 | 14:45 | | 17:15 |
| PM Peaks | 6 | 571 | 99 | 1 | 4 | 2 | 3 | 3 | 5 | 1 | | 5 | 6 | | 666 |

Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 332 | 61 | 0 | 7 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 405 |
| 09:15 | 0 | 77 | 13 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 93 |
| 09:30 | 0 | 74 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 09:45 | 0 | 68 | 14 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 10:00 | 0 | 77 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 97 |
| Hour Total | 0 | 296 | 56 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 359 |
| 10:15 | 0 | 81 | 15 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 10:30 | 0 | 75 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:45 | 1 | 78 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 11:00 | 0 | 66 | 12 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| Hour Total | 1 | 300 | 56 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 363 |
| 11:15 | 0 | 86 | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 108 |
| 11:30 | 0 | 76 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 93 |
| 11:45 | 0 | 104 | 23 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| 12:00 | 0 | 95 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 105 |
| Hour Total | 0 | 361 | 67 | 0 | 1 | 1 | 0 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 0 | 437 |
| 12:15 | 0 | 99 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 12:30 | 0 | 116 | 20 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 140 |
| 12:45 | 0 | 91 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 111 |
| 13:00 | 0 | 107 | 27 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 139 |
| Hour Total | 0 | 413 | 81 | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 506 |
| 13:15 | 0 | 84 | 25 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 112 |
| 13:30 | 0 | 104 | 11 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 119 |
| 13:45 | 0 | 106 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 14:00 | 1 | 93 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 120 |
| Hour Total | 1 | 387 | 84 | 0 | 4 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 481 |
| 14:15 | 0 | 101 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| 14:30 | 0 | 97 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:45 | 0 | 112 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 134 |
| 15:00 | 1 | 117 | 14 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 135 |
| Hour Total | 1 | 427 | 73 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 506 |
| 15:15 | 0 | 131 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 147 |
| 15:30 | 1 | 115 | 15 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 136 |
| 15:45 | 1 | 112 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 16:00 | 2 | 127 | 25 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 158 |
| Hour Total | 4 | 485 | 73 | 1 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 574 |
| 16:15 | 1 | 147 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 169 |
| 16:30 | 0 | 133 | 27 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 165 |
| 16:45 | 1 | 123 | 19 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 146 |
| 17:00 | 1 | 141 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 154 |
| Hour Total | 3 | 544 | 75 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 634 |



Station #: Site A-In
Site ID: 000000003727
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920003.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 1 | 110 | 19 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 137 |
| 17:30 | 1 | 119 | 22 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 144 |
| 17:45 | 0 | 131 | 26 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 160 |
| 18:00 | 2 | 92 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 110 |
| Hour Total | 4 | 452 | 79 | 1 | 2 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 551 |
| 18:15 | 1 | 90 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 114 |
| 18:30 | 0 | 121 | 22 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 149 |
| 18:45 | 0 | 136 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 156 |
| 19:00 | 3 | 87 | 11 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 0 | 0 | 108 |
| Hour Total | 4 | 434 | 66 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 4 | 13 | 0 | 0 | 527 |
| 19:15 | 1 | 113 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 134 |
| 19:30 | 0 | 99 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 19:45 | 0 | 84 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 20:00 | 0 | 96 | 14 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| Hour Total | 1 | 392 | 58 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 455 |
| 20:15 | 0 | 96 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 20:30 | 0 | 89 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 20:45 | 0 | 100 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 21:00 | 0 | 77 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| Hour Total | 0 | 362 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 409 |
| 21:15 | 0 | 76 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 21:30 | 0 | 59 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 |
| 21:45 | 0 | 60 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 22:00 | 0 | 48 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 |
| Hour Total | 0 | 243 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 |
| 22:15 | 0 | 57 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 61 |
| 22:30 | 0 | 36 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| 22:45 | 1 | 40 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 23:00 | 0 | 30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Hour Total | 1 | 163 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 179 |
| 23:15 | 0 | 44 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 23:30 | 0 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 23:45 | 0 | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 24:00 | 0 | 27 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| Hour Total | 0 | 122 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| DAY TOTAL | 26 | 6325 | 1040 | 4 | 37 | 11 | 2 | 17 | 19 | 2 | 4 | 15 | 35 | 0 | 0 | 7537 |
| PERCENTS | 0.4% | 84.0% | 13.8% | 0.1% | 0.5% | 0.2% | 0.1% | 0.2% | 0.2% | 0.0% | 0.0% | 0.1% | 0.4% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.0% Trucks & Buses 1.9%

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 07:00 | 11:15 | 11:00 | 01:15 | 08:15 | 07:30 | 07:30 | 11:00 | 07:00 | 06:45 | 07:00 | 07:30 | 11:15 |
| AM Peaks | 3 | 361 | 70 | 1 | 7 | 3 | 2 | 3 | 1 | 1 | 2 | 2 | 437 |
| PM Times | 15:30 | 16:15 | 12:30 | 14:45 | 12:45 | 12:45 | 14:15 | 18:00 | 12:15 | 12:30 | 18:15 | 18:15 | 16:00 |
| PM Peaks | 5 | 544 | 91 | 1 | 5 | 2 | 1 | 4 | 3 | 2 | 4 | 13 | 638 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 59 | 12995 | 2116 | 6 | 81 | 29 | 8 | 33 | 46 | 10 | 5 | 31 | 52 | 0 | 15471 |
| PERCENTS | 0.4% | 84.0% | 13.7% | 0.1% | 0.6% | 0.2% | 0.1% | 0.2% | 0.2% | 0.0% | 0.0% | 0.2% | 0.3% | 0.0% | 0.0% 100% |

Station #: Site A-Out
Site ID: 000000003728
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920004.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 1 | 252 | 64 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 |
| 09:15 | 0 | 70 | 18 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 91 |
| 09:30 | 0 | 68 | 14 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 09:45 | 0 | 64 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 84 |
| 10:00 | 0 | 75 | 24 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| Hour Total | 0 | 277 | 74 | 0 | 5 | 3 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 364 |
| 10:15 | 0 | 80 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 10:30 | 0 | 73 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 |
| 10:45 | 1 | 85 | 16 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 11:00 | 0 | 72 | 12 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 87 |
| Hour Total | 1 | 310 | 55 | 0 | 1 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 373 |
| 11:15 | 1 | 81 | 19 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 11:30 | 1 | 58 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 75 |
| 11:45 | 1 | 88 | 15 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 108 |
| 12:00 | 1 | 68 | 17 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 89 |
| Hour Total | 4 | 295 | 65 | 0 | 3 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 376 |
| 12:15 | 0 | 91 | 16 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 12:30 | 0 | 88 | 24 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| 12:45 | 0 | 77 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 97 |
| 13:00 | 1 | 88 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 |
| Hour Total | 1 | 344 | 77 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 430 |
| 13:15 | 1 | 83 | 16 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 103 |
| 13:30 | 0 | 88 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 13:45 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 102 |
| 14:00 | 0 | 75 | 24 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| Hour Total | 1 | 325 | 80 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 414 |
| 14:15 | 0 | 84 | 17 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 105 |
| 14:30 | 0 | 84 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 103 |
| 14:45 | 1 | 89 | 13 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 108 |
| 15:00 | 0 | 98 | 18 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| Hour Total | 1 | 355 | 66 | 0 | 3 | 1 | 0 | 0 | 5 | 0 | 0 | 1 | 2 | 0 | 0 | 434 |
| 15:15 | 1 | 93 | 21 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 120 |
| 15:30 | 0 | 109 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 15:45 | 1 | 89 | 22 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 114 |
| 16:00 | 0 | 113 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 139 |
| Hour Total | 2 | 404 | 87 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 503 |
| 16:15 | 0 | 80 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 98 |
| 16:30 | 0 | 107 | 20 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 130 |
| 16:45 | 2 | 101 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 126 |
| 17:00 | 0 | 101 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 120 |
| Hour Total | 2 | 389 | 75 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 474 |



Station #: Site A-Out
Site ID: 000000003728
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920004.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 00:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 00:45 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 01:00 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 40 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 |
| 01:15 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 01:30 | 0 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 01:45 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 02:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 11 | 3 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 02:15 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02:45 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:00 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hour Total | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 03:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03:30 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 04:15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:45 | 0 | 6 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 05:00 | 0 | 6 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 15 | 6 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 05:15 | 0 | 10 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 05:30 | 0 | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 05:45 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 06:00 | 0 | 22 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| Hour Total | 0 | 50 | 7 | 0 | 2 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 62 |
| 06:15 | 1 | 15 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 06:30 | 0 | 30 | 6 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 06:45 | 1 | 34 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| 07:00 | 0 | 35 | 6 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 43 |
| Hour Total | 2 | 114 | 23 | 0 | 4 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 148 |
| 07:15 | 0 | 40 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:30 | 0 | 62 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 74 |
| 07:45 | 1 | 60 | 16 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 83 |
| 08:00 | 1 | 62 | 14 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 83 |
| Hour Total | 2 | 224 | 52 | 0 | 6 | 0 | 0 | 1 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 291 |
| 08:15 | 0 | 57 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 08:30 | 1 | 55 | 19 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 79 |
| 08:45 | 0 | 61 | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:00 | 0 | 79 | 12 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 |

Station #: Site A-Out
Site ID: 000000003728
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920004.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 00:15 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:30 | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 00:45 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 01:00 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hour Total | 0 | 39 | 6 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 01:15 | 0 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 01:30 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02:00 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Hour Total | 0 | 11 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 02:15 | 0 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 02:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 02:45 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Hour Total | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 03:15 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03:30 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:00 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hour Total | 0 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 04:15 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 04:30 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 04:45 | 0 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 | 0 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hour Total | 0 | 19 | 3 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 05:15 | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05:30 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 05:45 | 0 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 06:00 | 0 | 26 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| Hour Total | 0 | 55 | 10 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 69 |
| 06:15 | 0 | 16 | 7 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 06:30 | 1 | 23 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 06:45 | 0 | 33 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 07:00 | 1 | 46 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 |
| Hour Total | 2 | 118 | 26 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 152 |
| 07:15 | 0 | 32 | 10 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |
| 07:30 | 0 | 39 | 10 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 07:45 | 0 | 77 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 |
| 08:00 | 0 | 79 | 8 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 89 |
| Hour Total | 0 | 227 | 44 | 0 | 3 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 278 |
| 08:15 | 0 | 59 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| 08:30 | 0 | 72 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 85 |
| 08:45 | 0 | 66 | 21 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 |
| 09:00 | 0 | 65 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |



Station #: Site A-Out
Site ID: 000000003728
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920004.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 112 | 22 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 137 |
| 17:30 | 1 | 104 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 131 |
| 17:45 | 0 | 109 | 12 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 18:00 | 0 | 99 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| Hour Total | 1 | 424 | 69 | 0 | 2 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 507 |
| 18:15 | 0 | 93 | 16 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 114 |
| 18:30 | 0 | 104 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 121 |
| 18:45 | 0 | 112 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 132 |
| 19:00 | 0 | 117 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 131 |
| Hour Total | 0 | 426 | 63 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 498 |
| 19:15 | 1 | 96 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 19:30 | 1 | 75 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 |
| 19:45 | 0 | 70 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 20:00 | 0 | 63 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 |
| Hour Total | 2 | 304 | 51 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 |
| 20:15 | 0 | 85 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 104 |
| 20:30 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 |
| 20:45 | 0 | 57 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75 |
| 21:00 | 0 | 57 | 10 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Hour Total | 0 | 284 | 61 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 347 |
| 21:15 | 0 | 58 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 |
| 21:30 | 0 | 44 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:45 | 0 | 43 | 4 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 22:00 | 0 | 35 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Hour Total | 0 | 180 | 22 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 207 |
| 22:15 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 22:30 | 0 | 29 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:45 | 0 | 29 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 23:00 | 0 | 19 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hour Total | 0 | 118 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 134 |
| 23:15 | 0 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 23:30 | 0 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 23:45 | 0 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 24:00 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| Hour Total | 0 | 78 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| DAY TOTAL | 20 | 5236 | 1032 | 1 | 57 | 9 | 0 | 24 | 41 | 1 | 3 | 6 | 13 | 0 | 0 | 6443 |
| PERCENTS | 0.4% | 81.3% | 16.1% | 0.1% | 0.9% | 0.1% | 0.0% | 0.3% | 0.6% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 100% |

Passenger Vehicles 97.5% Trucks & Buses 2.4%

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 11:15 | 10:00 | 09:15 | 00:30 | 07:45 | 08:45 | 05:45 | 11:00 | 07:15 | 09:00 | 07:15 | 11:00 | 10:00 |
| AM Peaks | 4 | 313 | 74 | 1 | 11 | 3 | 4 | 5 | 1 | 1 | 2 | 3 | 388 |
| PM Times | 16:45 | 18:30 | 15:15 | 14:45 | 14:15 | 12:15 | 17:00 | 18:15 | 14:00 | 14:30 | 17:00 | | |
| PM Peaks | 3 | 429 | 87 | 6 | 1 | 4 | 6 | 2 | 1 | 3 | 515 | | |

Station #: Site A-Out
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County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 17:15 | 0 | 124 | 22 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 149 |
| 17:30 | 0 | 93 | 19 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 17:45 | 0 | 115 | 26 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 146 |
| 18:00 | 0 | 104 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 124 |
| Hour Total | 0 | 436 | 87 | 0 | 1 | 0 | 0 | 4 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 535 |
| 18:15 | 0 | 124 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 18:30 | 0 | 119 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 18:45 | 0 | 112 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 19:00 | 0 | 116 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 136 |
| Hour Total | 0 | 471 | 59 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 536 |
| 19:15 | 1 | 105 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 |
| 19:30 | 0 | 66 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 83 |
| 19:45 | 1 | 73 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 |
| 20:00 | 0 | 79 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| Hour Total | 2 | 323 | 57 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 384 |
| 20:15 | 0 | 74 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 81 |
| 20:30 | 1 | 61 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| 20:45 | 1 | 71 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 |
| 21:00 | 0 | 61 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 68 |
| Hour Total | 2 | 267 | 35 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 305 |
| 21:15 | 0 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 |
| 21:30 | 0 | 44 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 |
| 21:45 | 0 | 45 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 |
| 22:00 | 0 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| Hour Total | 0 | 173 | 27 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201 |
| 22:15 | 0 | 41 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 |
| 22:30 | 0 | 28 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 22:45 | 0 | 26 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 23:00 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Hour Total | 0 | 113 | 13 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 23:15 | 0 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 23:30 | 0 | 12 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| 23:45 | 0 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 24:00 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Hour Total | 0 | 72 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 |
| DAY TOTAL | 13 | 5345 | 1053 | 4 | 41 | 12 | 1 | 17 | 37 | 1 | 3 | 7 | 9 | 0 | 0 | 6543 |
| PERCENTS | 0.2% | 81.7% | 16.1% | 0.1% | 0.7% | 0.2% | 0.1% | 0.2% | 0.5% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 100% |

Passenger Vehicles 98.9% Trucks & Buses 2.0%

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Times | 11:15 | 11:15 | 08:30 | 08:00 | 11:15 | 07:00 | 02:30 | 05:15 | 09:45 | 07:15 | 11:15 | 11:15 |
| AM Peaks | 3 | 315 | 77 | 1 | 6 | 2 | 1 | 2 | 7 | 1 | 2 | 397 |
| PM Times | 14:15 | 18:15 | 15:15 | 15:15 | 12:30 | 12:15 | 16:45 | 14:00 | 16:30 | 17:00 | 17:00 | 16:15 | 17:00 |
| PM Peaks | 2 | 471 | 98 | 2 | 6 | 3 | 4 | 4 | 1 | 2 | 2 | 3 | 543 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GRAND TOTAL | 33 | 2085 | 98 | 1 | 78 | 6 | 22 | 0 | 10581 | 5 | 21 | 41 | 2 | 13 | 0 | 12986 |
| PERCENTS | 0.3% | 81.5% | 16.1% | 0.1% | 0.8% | 0.1% | 0.0% | 0.3% | 0.6% | 0.0% | 0.0% | 0.1% | 0.1% | 0.0% | 0.0% | 100% |



Station #: Site A-Out
Site ID: 000000003728
Location: Timberlake SB, btw Greenville & Laxton
Direction: SOUTH
Lane: 1

File: D0920004.prn
City: 16-234 KL Max
County: 37.34592, -79.23379

| TIME | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Hour Total | 0 | 262 | 71 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 338 |
| 09:15 | 0 | 54 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 |
| 09:30 | 0 | 65 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 77 |
| 09:45 | 0 | 55 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 70 |
| 10:00 | 0 | 74 | 21 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| Hour Total | 0 | 248 | 71 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 325 |
| 10:15 | 0 | 74 | 16 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 97 |
| 10:30 | 0 | 65 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 10:45 | 0 | 83 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 98 |
| 11:00 | 0 | 55 | 16 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 |
| Hour Total | 0 | 277 | 66 | 0 | 2 | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 354 |
| 11:15 | 0 | 75 | 19 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 11:30 | 0 | 70 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 |
| 11:45 | 2 | 91 | 25 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 121 |
| 12:00 | 1 | 79 | 11 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 95 |
| Hour Total | 3 | 315 | 67 | 1 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 397 |
| 12:15 | 0 | 83 | 11 | 0 | 2 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 99 |
| 12:30 | 0 | 90 | 27 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 |
| 12:45 | 0 | 79 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 |
| 13:00 | 0 | 99 | 15 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 118 |
| Hour Total | 0 | 351 | 76 | 0 | 5 | 3 | 0 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 439 |
| 13:15 | 1 | 84 | 21 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 111 |
| 13:30 | 0 | 98 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| 13:45 | 0 | 95 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 |
| 14:00 | 0 | 90 | 25 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 117 |
| Hour Total | 1 | 367 | 77 | 0 | 3 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 453 |
| 14:15 | 0 | 93 | 18 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 14:30 | 0 | 86 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| 14:45 | 1 | 92 | 14 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 110 |
| 15:00 | 1 | 73 | 12 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 89 |
| Hour Total | 2 | 344 | 64 | 0 | 4 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 419 |
| 15:15 | 0 | 106 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 133 |
| 15:30 | 0 | 108 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 140 |
| 15:45 | 0 | 88 | 21 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 113 |
| 16:00 | 0 | 113 | 21 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| Hour Total | 0 | 415 | 98 | 2 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 522 |
| 16:15 | 0 | 105 | 19 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 16:30 | 0 | 117 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 137 |
| 16:45 | 0 | 97 | 22 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 121 |
| 17:00 | 1 | 108 | 19 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 132 |
| Hour Total | 1 | 427 | 79 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 0 | 0 | 517 |

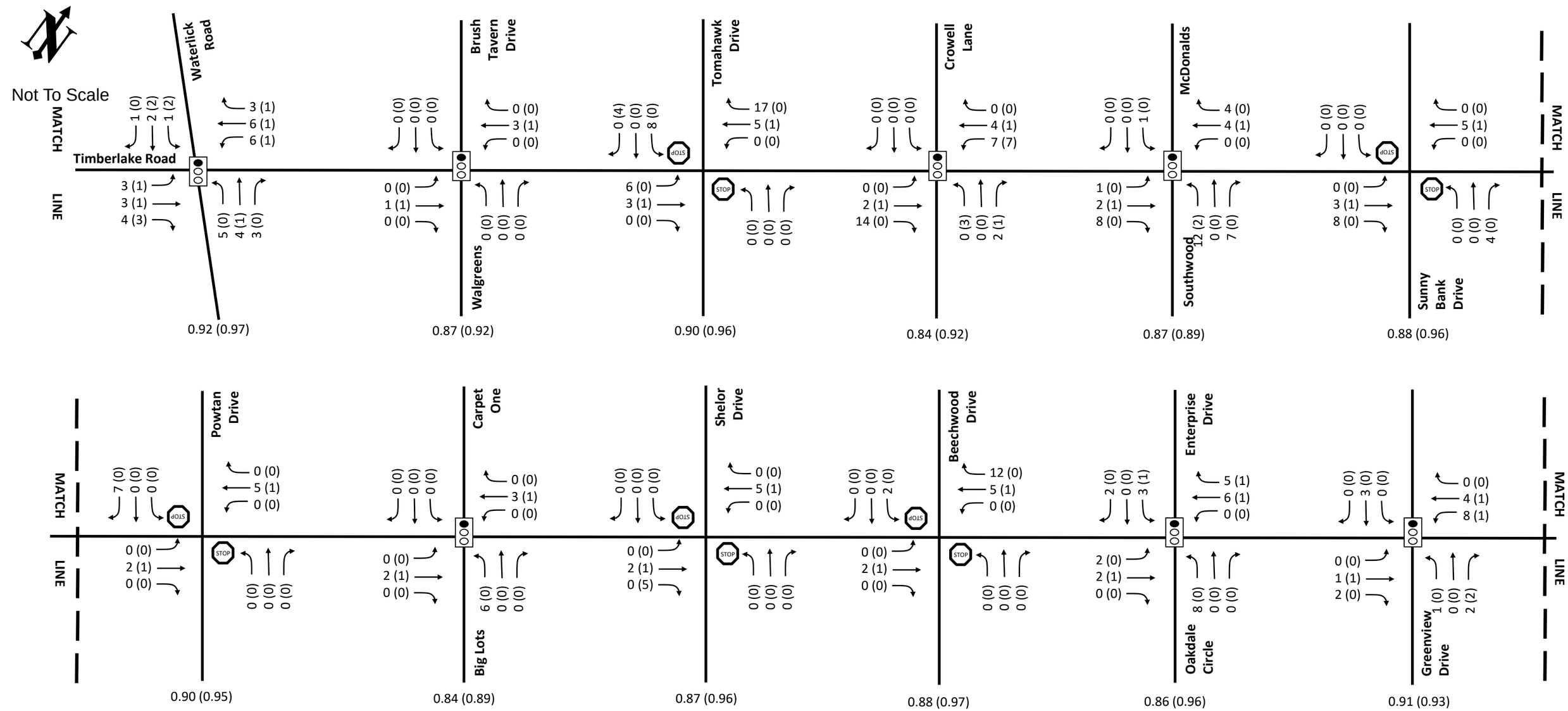
# APPENDIX A-5: PEAK HOUR SUMMARY

**TIMBERLAKE ROAD CORRIDOR IMPROVEMENT STUDY**

Comparison of Individual Intersection and Arterial Peak Hours to Overall Study Area Peak Hour

| | | | AM | | | | PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | Column A | Column B | Column C | Column D | Column E | Column F | Column G | Column H |
| ID | Description | Count Date | Observed Peak Hour (Start) | Volume Observed in Column A | Volume from 7:45 AM-8:45 AM | % of Column C to Column B | Observed Peak Hour (Start) | Volume Observed in Column E | Volume from 4:15 PM-5:15 PM | % of Column G to Column F |
| INTERSECTIONS | | | | | | | | | | |
| 1 | US 460 at Route 67 | 5/10/2016 | 07:45 AM | 1,050 | 1,050 | 100.0% | 04:45 PM | 1,222 | 1,206 | 98.7% |
| 2 | US 460 at Acme Road | 5/10/2016 | 07:45 AM | 1,058 | 1,058 | 100.0% | 04:45 PM | 1,295 | 1,274 | 98.4% |
| 3 | US 460 at Clearview Road | 5/10/2016 | 07:45 AM | 1,063 | 1,063 | 100.0% | 04:45 PM | 1,288 | 1,265 | 98.2% |
| 4 | US 460 at Baker Hollow Road | 5/10/2016 | 07:45 AM | 1,075 | 1,075 | 100.0% | 04:45 PM | 1,287 | 1,282 | 99.6% |
| 5 | US 460 at Patteson Street | 5/10/2016 | 07:45 AM | 1,076 | 1,076 | 100.0% | 04:15 PM | 1,282 | 1,282 | 100.0% |
| 6 | US 460 at Hillcreek Road | 5/10/2016 | 07:45 AM | 1,102 | 1,102 | 100.0% | 04:45 PM | 1,341 | 1,330 | 99.2% |
| 7 | US 460 at Clinch Valley Medical Center Exit | 5/10/2016 | 07:45 AM | 1,154 | 1,154 | 100.0% | 04:45 PM | 1,546 | 1,535 | 99.3% |
| 8 | US 460 at Clinch Valley Medical Center Entrance | 5/11/2016 | 07:30 AM | 1,208 | 1,202 | 99.5% | 04:15 PM | 1,328 | 1,328 | 100.0% |
| 9 | US 460 at Lake Park Drive | 5/11/2016 | 07:45 AM | 1,313 | 1,313 | 100.0% | 04:15 PM | 1,639 | 1,639 | 100.0% |
| 10 | US 460 at Front Street | 5/11/2016 | 07:30 AM | 1,493 | 1,464 | 98.1% | 04:15 PM | 1,771 | 1,771 | 100.0% |
| 11 | Front Street at 2nd Street/Kents Ridge Road | 5/11/2016 | 07:30 AM | 1,009 | 1,002 | 99.3% | 04:15 PM | 1,442 | 1,442 | 100.0% |
| 12 | Front Street at Rockbridge Avenue | 5/11/2016 | 07:45 AM | 481 | 481 | 100.0% | 04:45 PM | 611 | 582 | 95.3% |
| | *INTERSECTION TOTALS* | | | *13,082* | *13,040* | *99.7%* | | *16,052* | *15,936* | *99.3%* |
| ARTERIALS | | | | | | | | | | |
| A | US 460 (west of Route 67) | 5/10/2016 - 5/11/2016 | 7:45 AM | 580 | 580 | 100.0% | 4:00 PM | 703 | 687 | 97.7% |
| B | US 460 (east of Front Street) | 5/10/2016 - 5/11/2016 | 7:30 AM | 897 | 843 | 94.0% | 4:15 PM | 933 | 933 | 100.0% |
| C | Front Street (east of US 460) | 5/10/2016 - 5/11/2016 | 7:45 AM | 827 | 827 | 100.0% | 4:15 PM | 1,072 | 1,072 | 100.0% |
| | *ARTERIAL TOTALS* | | | *2,304* | *2,250* | *97.7%* | | *2,708* | *2,692* | *99.4%* |
| | *COMBINED (INTERSECTION & ARTERIAL) TOTALS* | | | *15,386* | *15,290* | *99.4%* | | *18,760* | *18,628* | *99.3%* |

# APPENDIX A-6: PEAK HOUR FACTOR & HEAVY VEHICLE PERCENTAGE SUMMARY




# PEAK HOUR FACTOR & HEAVY VEHICLE PERCENTAGE

## Timberlake Road Corridor Improvement Study

Lynchburg City and Campbell County, VA

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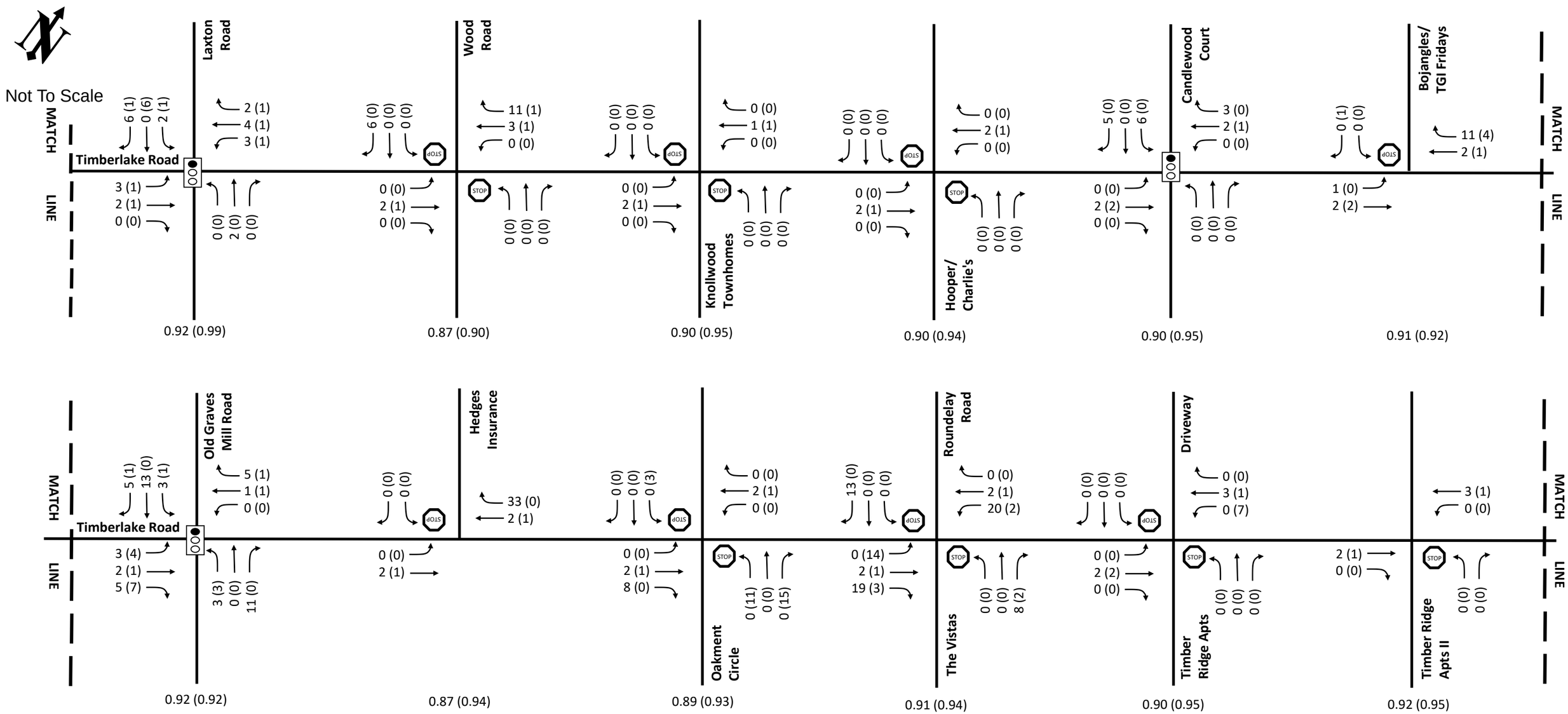


**Legend**

- Existing Turning Movement
- Signalized Intersection
- Stop-controlled Approach
- Yield-controlled Approach

XX (XX) [next to arrows] Weekday AM (PM) Heavy Vehicle Percentage 7:30 – 8:30 AM (5:00 – 6:00 PM)

XX (XX) [under intersection] Weekday AM (PM) Peak Hour Factor 7:30 – 8:30 AM (5:00 – 6:00 PM)

# PEAK HOUR FACTOR & HEAVY VEHICLE PERCENTAGE

## Timberlake Road Corridor Improvement Study

Lynchburg City and Campbell County, VA

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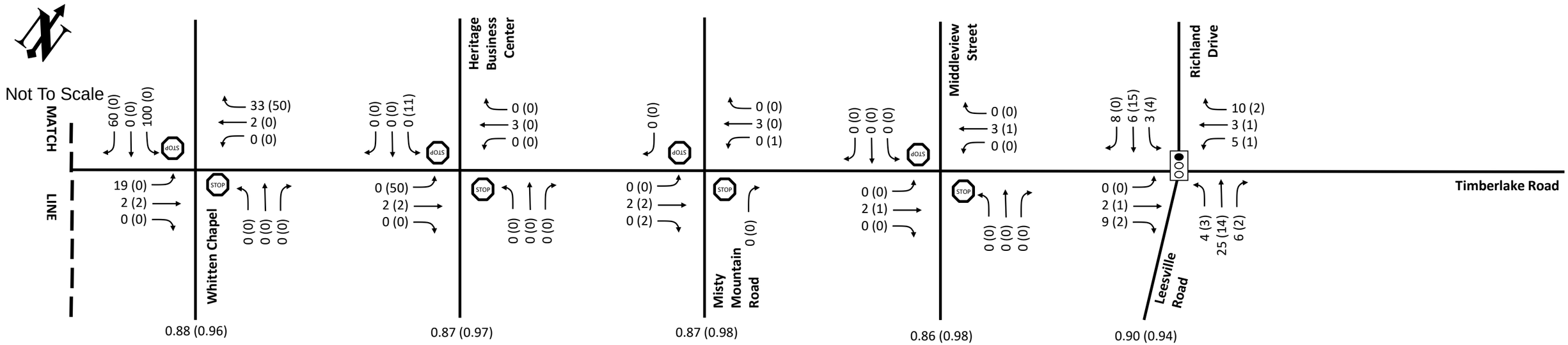


**Legend**

- Existing Turning Movement
- Signalized Intersection
- Stop-controlled Approach
- Yield-controlled Approach

XX (XX) [next to arrows] Weekday AM (PM) Heavy Vehicle Percentage 7:30 – 8:30 AM (5:00 – 6:00 PM)

XX (XX) [under intersection] Weekday AM (PM) Peak Hour Factor 7:30 – 8:30 AM (5:00 – 6:00 PM)

# PEAK HOUR FACTOR & HEAVY VEHICLE PERCENTAGE

## Timberlake Road Corridor Improvement Study

Lynchburg City and Campbell County, VA

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# APPENDIX B – EXISTING CONDITIONS

# APPENDIX B-1: SYNCHRO MODELING INPUTS AND ASSUMPTIONS

# Timberlake Road Corridor Improvement Study – Synchro Existing (2016) Conditions Modeling Inputs and Assumptions

The existing (2016) AM and PM peak hour Synchro models were developed based on a combination of collected data and visual observations. The following inputs and assumptions were used in the existing Synchro models. The inputs and assumptions were used in both the AM and PM peak hour models, unless otherwise noted.

## Traffic Data Collection

Intersection turning movement counts (TMCs) at each study area intersection were collected on September 20 – 22, and November 16, 2016 on clear days while local schools were in session. TMCs were collected during the AM peak period from 7:00 – 9:00 AM, and during the PM peak period from 4:00 – 6:00 PM. A common peak hour was determined that best reflects global traffic conditions along the corridor. The AM and PM peak hours determined through this process match the AM and PM peak hours derived from the 48-hour volume count obtained on Timberlake Road; therefore, the common peak hours used for the purposes of this study were 7:30 – 8:30 AM, and 5:00 – 6:00 PM.

Detailed field reviews of the study area were conducted to inventory and confirm geometric conditions and observe traffic operations issues in the corridor. Congested locations and safety issues created by traffic queuing, access management and signal operations were also observed.

## Geometric Inputs

- Intersection/roadway geometry was verified for consistency through review of aerial photography, and confirmed through site visits. The analysis model was built on scaled roadway line work from aerial photography.
- Lane widths were input based on aerial measurements and field observations. In general, Timberlake Road has 11’ travel lanes between Waterlick Road and Old Graves Mill Road, and 12’ travel lanes east of Old Mills Road to Leesville Road. Cross street travel lane widths generally ranged from 10’ to 11’, while turn lanes throughout the corridor generally ranged from 9’ to 12’.
- Effective storage length, equal to storage length plus half of the taper length, was input as the storage length for all turn lanes
- Taper length was set to zero for all turn lanes.
- Video along the corridor was obtained during the peak hours to demonstrate an average speed based on the average travel time of vehicles to traverse Timberlake Road.
- Operational data (posted speed, functional speed, intersection control, right-turn on red, etc.) was verified. Uneven pavement is common throughout the corridor. The intersections of Crowell Lane, Big Lots, and Laxton Road exhibit uneven pavement conditions between the bifurcated northbound and southbound lanes. The uneven conditions will impact eastbound and westbound through movements; however, the volumes are low enough to have no impact on operations (less than one vehicle per cycle). The uneven conditions did not appear to impact the turning movements from an operational perspective; therefore, no additional adjustments were made for existing conditions.
- Link speed was based on the posted speed limit. Timberlake Road is posted at 45 MPH throughout the corridor. Cross street posted speeds ranged from 25 MPH to 45 MPH. For locations with no posted speed limit, 25 MPH was assumed.
- Grades were estimated based on field observations and aerial measurements. Grades less than approximately ±2% were not input into the Synchro model (kept default value of 0%). Grades greater than approximately ±2% were approximated and input into the Synchro model. Grades that were adjusted from the default value ranged from ±3% to ±7%. Grade was more pronounced on Timberlake Road in the City of Lynchburg, east of Old Graves Mill Road.

## Signal Timing Inputs

- The signal timing and phasing plans for all signalized intersections were provided by the City of Lynchburg and VDOT.

## Traffic Volume Inputs

- Heavy vehicle counts were collected at each study intersection as part of the data collection process. Heavy vehicle percentages were calculated for each movement at all study area intersections during the common study area AM and PM peak hours.
- An individual peak hour factor (PHF) was calculated for each intersection and applied to the existing conditions analysis, per TOSAM. Intersection approach PHFs were reviewed to determine if there was a need to adjust by direction or movement; however, consistent saturated conditions produced high PHFs for cross streets, as well as along Timberlake Road; therefore, no individual adjustments were made.
- Seasonal fluctuation in traffic over a consistent timeframe is negligible in the study area; therefore, adjustment factors were not applied.
- The Timberlake Road corridor contains many access points, parking lots and garages located between the study area intersections; therefore, some discontinuity in traffic volumes is expected. To avoid manual adjustments that could potentially over or under-inflate traffic levels, volumes were not balanced for the purposes of this analysis.

## Synchro Analysis Method

The Highway Capacity Manual (HCM) 2010 methodology was used for intersection analysis of the AM and PM peak hours for all intersections. Level-of-service and delay were reported at each of the study intersection and for all movements.

## SimTraffic Maximum Queue Length Results

- A detailed review of saturated traffic conditions and Synchro 95th percentile queue lengths dictated the need to employ simulation, which more accurately reflects queue lengths along the corridor. 95th percentile queue lengths consistently did not match field observations, and at times, underrepresented actual conditions. Therefore, maximum queues were reported using SimTraffic, per TOSAM. The simulation included:
  - 10 runs (validated using VDOT’s Sample Size Determination Tool, Version 2.0);
  - One 15-minute seeding interval and four 15-minute recording intervals;
  - One of the four 15-minute recording intervals was set as PHF Adjust;
  - Three other 15-minute recording intervals were set as Anti-PHF Adjust;
  - The 15-minute seeding interval was set as Anti-PHF Adjust.
- For all signalized and unsignalized intersections, maximum queue lengths, measured in feet, were taken from the SimTraffic queue reports.

Existing AM

## Sample Size Determination Tool, Version 2.0

| | |
|---|---|
| User Inputs | Sample Size (N) = Number of Model Runs |
| Constants | Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$) |
| Outputs | Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$ |
| | Sampling Error = Z ($S_s/\sqrt{N}$) |
| | Confidence Level = $X_s \pm$ Z ($S_s/\sqrt{N}$) |
| | % of Sample Mean (E) = % Tolerance * $X_s$ |
| | Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ |

### Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 17 |
| 2 | 18 |
| 3 | 18 |
| 4 | 19 |
| 5 | 19 |
| 6 | 18 |
| 7 | 16 |
| 8 | 20 |
| 9 | 19 |
| 10 | 17 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

### Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 18.1 |
| $S_s$ | = | 1.2 |
| E | = | 1.8 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.74 | | |
| **95% Confidence Interval** | = | 17.4 | to | 18.8 |
| **Percentage of Mean** | = | 4.10% | | Good |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

Existing PM

## Sample Size Determination Tool, Version 2.0

| | |
|---|---|
| User Inputs | Sample Size (N) = Number of Model Runs |
| Constants | Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$) |
| Outputs | Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$ |
| | Sampling Error = Z ($S_s/\sqrt{N}$) |
| | Confidence Level = $X_s \pm$ Z ($S_s/\sqrt{N}$) |
| | % of Sample Mean (E) = % Tolerance * $X_s$ |
| | Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ |

### Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 17 |
| 2 | 14 |
| 3 | 15 |
| 4 | 14 |
| 5 | 16 |
| 6 | 14 |
| 7 | 15 |
| 8 | 15 |
| 9 | 14 |
| 10 | 15 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

### Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 14.9 |
| $S_s$ | = | 1.0 |
| E | = | 1.5 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.62 | | |
| **95% Confidence Interval** | = | 14.3 | to | 15.5 |
| **Percentage of Mean** | = | 4.14% | | Good |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

# APPENDIX B-2: SYNCHRO DELAY & LEVEL OF SERVICE SUMMARY

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 1 | | | Timberlake | | | | Timberlake | | | | Waterlick | | | | Waterlick | | | | | |
| Timberlake/Waterlick | Signal | Left | 61.5 | E | 83.2 | F | 61.5 | E | 113.1 | F | - | - | - | - | 103.6 | F | 71.3 | E | Delay | Delay |
| | | Through | 28.8 | C | 31.9 | C | 25.2 | C | 33.6 | C | 57.5 | E | 60.2 | E | 74.6 | E | 49.2 | D | 51.4 | 52.7 |
| | | Right | 0.0 | A | 0.0 | A | 22.0 | C | 27.3 | C | 39.5 | D | 38.7 | D | - | - | - | - | LOS | LOS |
| | | Approach | 33.6 | C | 45.5 | D | 32.6 | C | 52.4 | D | 55.7 | E | 56.7 | E | 89.6 | F | 61.1 | E | D | D |
| 2 | | | Timberlake | | | | Timberlake | | | | Walgreens | | | | Brush Tavern | | | | | |
| Timberlake & Brush Tavern/Walgreens | Signal | Left | 4.1 | A | 6.6 | A | 5.8 | A | 6.3 | A | 70.0 | E | 56.7 | E | 99.0 | F | 84.7 | F | Delay | Delay |
| | | Through | 7.7 | A | 9.0 | A | 6.2 | A | 10.2 | B | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 7.3 | 10.3 |
| | | Right | 0.0 | A | 0.0 | A | 6.1 | A | 6.3 | A | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 7.7 | A | 8.9 | A | 6.1 | A | 10.0 | A | 70.0 | E | 50.3 | D | 99.0 | F | 55.4 | E | A | B |
| 3 | | | Timberlake | | | | Timberlake | | | | Advanced Auto | | | | Tomahawk | | | | | |
| Timberlake & Tomahawk/Advanced Auto | Two-Way Stop | Left | 9.6 | A | 11.8 | B | 12.0 | B | 10.5 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 36.9 | E | 38.2 | E | 35.2 | E | 38.9 | E | 1.0 | 1.2 |
| | | Right | - | - | - | - | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.5 | A | 0.4 | A | 0.2 | A | 36.9 | E | 38.2 | E | 35.2 | E | 38.9 | E | A | A |
| 4 | | | Timberlake | | | | Timberlake | | | | Crowell | | | | Grace Church | | | | | |
| Timberlake & Grace Church/Crowell | Signal | Left | 5.2 | A | 12.2 | B | 75.4 | E | 72.0 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 5.2 | A | 7.8 | A | 23.8 | C | 35.2 | D | 88.4 | F | 76.0 | E | 0.0 | A | 76.2 | E | 13.7 | 24.1 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 5.2 | A | 7.9 | A | 26.6 | C | 36.0 | D | 88.4 | F | 76.0 | E | 0.0 | A | 76.2 | E | B | C |
| 5 | | | Timberlake | | | | Timberlake | | | | Jordan | | | | McDonald's | | | | | |
| Timberlake & McDonald's/Jordan | Signal | Left | 8.6 | A | 11.4 | B | 14.9 | B | 12.6 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 33.9 | C | 31.7 | C | 11.5 | B | 13.9 | B | 69.6 | E | 68.0 | E | 66.3 | E | 64.6 | E | 26.4 | 23.8 |
| | | Right | 0.0 | A | 0.0 | A | 6.1 | A | 6.3 | A | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 31.7 | C | 29.7 | C | 11.5 | B | 13.6 | B | 69.6 | E | 68.0 | E | 66.3 | E | 64.6 | E | C | C |
| 6 | | | Timberlake | | | | Timberlake | | | | Sunny Bank | | | | Sprint | | | | | |
| Timberlake & Sprint/Sunny Bank | Two-Way Stop | Left | 9.7 | A | 11.4 | B | 12.0 | B | 10.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 56.2 | F | 44.4 | E | 0.0 | A | 33.7 | D | 1.3 | 0.9 |
| | | Right | - | - | - | - | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.2 | A | 0.2 | A | 56.2 | F | 44.4 | E | 0.0 | A | 33.7 | D | A | A |
| 7 | | | Timberlake | | | | Timberlake | | | | St Clair | | | | Powtan | | | | | |
| Timberlake & Powtan/St Clair | Two-Way Stop | Left | 9.7 | A | 11.7 | B | 11.7 | B | 10.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 13.5 | B | 27.5 | D | 85.3 | F | 93.5 | F | 3.1 | 2.6 |
| | | Right | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.4 | A | 0.2 | A | 0.1 | A | 13.5 | B | 27.5 | D | 85.3 | F | 93.5 | F | A | A |
| 8 | | | Timberlake | | | | Timberlake | | | | Big Lots | | | | Carpet One | | | | | |
| Timberlake & Carpet One/Big Lots | Signal | Left | 6.7 | A | 8.8 | A | 9.7 | A | 8.5 | A | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 13.1 | B | 12.9 | B | 7.7 | A | 10.7 | B | 63.0 | E | 63.0 | E | 90.9 | F | 65.8 | E | 11.8 | 12.8 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | LOS | LOS |
| | | Approach | 13.1 | B | 12.9 | B | 7.8 | A | 10.6 | B | 63.0 | E | 63.0 | E | 90.9 | F | 65.8 | E | B | B |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 9 | | | Timberlake | | | | Timberlake | | | | Country Cookin | | | | Shelor | | | | | |
| Timberlake & Shelor/Country Cookin | Two-Way Stop | Left | 10.0 | B | 11.5 | B | 12.8 | B | 11.1 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 14.4 | B | 21.1 | C | 59.0 | F | 119.1 | F | 1.1 | 2.8 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.1 | A | 0.4 | A | 0.3 | A | 14.4 | B | 21.1 | C | 59.0 | F | 119.1 | F | A | A |
| 10 | | | Timberlake | | | | Timberlake | | | | CC Auto | | | | Beachwood | | | | | |
| Timberlake & Beachwood/CC Auto | Two-Way Stop | Left | 10.0 | A | 11.9 | B | 12.4 | B | 11.1 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 12.9 | B | 158.0 | F | 140.9 | F | 4.2 | 2.3 |
| | | Right | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.3 | A | 0.1 | A | 0.1 | A | 0.0 | A | 12.9 | B | 158.0 | F | 140.9 | F | A | A |
| 11 | | | Timberlake | | | | Timberlake | | | | Oakdale | | | | Enterprise | | | | | |
| Timberlake & Enterprise/Oakdale | Signal | Left | 102.8 | F | 16.5 | B | 12.2 | B | 10.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 16.7 | B | 14.9 | B | 16.8 | B | 16.3 | B | 69.6 | E | 52.7 | D | 85.0 | F | 102.2 | F | 38.5 | 22.6 |
| | | Right | 0.0 | A | 0.0 | A | 9.3 | A | 7.9 | A | - | - | - | - | 0.0 | A | 65.3 | E | LOS | LOS |
| | | Approach | 46.0 | D | 15.3 | B | 15.9 | B | 15.7 | B | 69.6 | E | 52.7 | D | 85.0 | F | 87.0 | F | D | C |
| 12 | | | Timberlake | | | | Timberlake | | | | Greenview | | | | Hardees | | | | | |
| Timberlake & Hardees/Greenview | Signal | Left | 77.0 | E | 73.9 | E | 200.2 | F | 258.9 | F | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 22.9 | C | 22.4 | C | 12.7 | B | 12.8 | B | 223.0 | F | 320.0 | F | 72.5 | E | 72.6 | E | 65.7 | 83.8 |
| | | Right | 11.3 | B | 11.6 | B | 7.4 | A | 0.0 | A | 54.2 | D | 54.3 | D | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 24.1 | C | 21.7 | C | 71.0 | E | 83.0 | F | 199.2 | F | 287.0 | F | 72.5 | E | 72.6 | E | E | F |
| 13 | | | Timberlake | | | | Timberlake | | | | Lowes | | | | Laxton | | | | | |
| Timberlake & Laxton/Lowes | Signal | Left | 19.6 | B | 25.3 | C | 22.8 | C | 21.3 | C | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 27.8 | C | 25.4 | C | 28.2 | C | 30.8 | C | 96.5 | F | 104.4 | F | 133.3 | F | 89.2 | F | 44.8 | 36.6 |
| | | Right | 0.0 | A | 0.0 | A | 25.3 | C | 24.9 | C | 0.0 | A | 0.0 | A | 50.6 | D | 52.4 | D | LOS | LOS |
| | | Approach | 26.0 | C | 25.4 | C | 27.4 | C | 29.3 | C | 96.5 | F | 104.4 | F | 124.4 | F | 85.9 | F | D | D |
| 14 | | | Timberlake | | | | Timberlake | | | | Dentist | | | | Wood | | | | | |
| Timberlake & Wood/Dentist | Two-Way Stop | Left | 10.5 | B | 14.2 | B | 12.8 | B | 11.9 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 94.2 | F | 502.4 | F | 260.3 | F | 17.4 | 4.6 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.3 | A | 0.4 | A | 0.5 | A | 0.3 | A | 0.0 | A | 94.2 | F | 502.4 | F | 260.3 | F | C | A |
| 15 | | | Timberlake | | | | Timberlake | | | | Knollwood | | | | DQ | | | | | |
| Timberlake & DQ/Knollwood | Two-Way Stop | Left | 10.1 | B | 13.3 | B | 13.0 | B | 11.9 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 64.5 | F | 85.1 | F | 11.4 | B | 54.0 | F | 0.9 | 1.2 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.4 | A | 0.5 | A | 0.2 | A | 0.2 | A | 64.5 | F | 85.1 | F | 11.4 | B | 54.0 | F | A | A |
| 16 | | | Timberlake | | | | Timberlake | | | | Charlie's Chicken | | | | House | | | | | |
| Timberlake & Charlie's Chicken | Two-Way Stop | Left | 9.7 | A | 12.8 | B | 13.0 | B | 11.9 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 13.7 | B | 0.0 | A | 0.0 | A | 0.0 | 0.2 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.0 | A | 0.2 | A | 0.0 | A | 13.7 | B | 0.0 | A | 0.0 | A | A | A |
| 17 | | | Timberlake | | | | Timberlake | | | | House | | | | Candlewood | | | | | |
| Timberlake & Candlewood | Signal | Left | 4.0 | A | 7.6 | A | 7.3 | A | 6.2 | A | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 4.7 | A | 4.2 | A | 7.5 | A | 10.2 | B | 0.0 | A | 0.0 | A | 34.4 | C | 35.9 | D | 6.0 | 7.8 |
| | | Right | - | - | - | - | 5.4 | A | 5.4 | A | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 4.7 | A | 4.3 | A | 7.5 | A | 10.1 | B | 0.0 | A | 0.0 | A | 34.4 | C | 35.9 | D | A | A |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 18 | | | Timberlake | | | | Timberlake | | | | | | | | Bojangles | | | | | |
| Timberlake & Bojangles | Two-Way Stop | Left | 10.4 | B | 16.3 | C | – | - | - | | - | - | - | - | 23.7 | C | 27.0 | D | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 0.9 | 1.7 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.7 | A | 1.6 | A | 0.0 | A | 0.0 | A | - | - | - | - | 23.7 | C | 27.0 | D | A | A |
| 19 | | | Timberlake | | | | Timberlake | | | | Dreaming Creek | | | | Old Graves Mill | | | | | |
| Timberlake & Old Graves Mill/Dreaming Creek | Signal | Left | 65.7 | E | 73.0 | E | 26.8 | C | 26.8 | C | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 30.6 | C | 29.4 | C | 36.6 | D | 44.8 | D | 66.7 | E | 60.2 | E | 36.4 | D | 44.3 | D | 40.5 | 43.0 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 29.7 | C | - | - | - | - | 33.6 | C | 40.0 | D | LOS | LOS |
| | | Approach | 41.4 | D | 41.5 | D | 36.4 | D | 43.8 | D | 66.7 | E | 60.2 | E | 35.7 | D | 42.6 | D | D | D |
| 20 | | | Timberlake | | | | Timberlake | | | | | | | | Hedges Insurance | | | | | |
| Timberlake & Hedges Insurance | Two-Way Stop | Left | 9.2 | A | 10.5 | B | - | - | - | | - | - | - | - | 20.5 | C | 18.5 | C | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 0.0 | 0.0 |
| | | Right | - | - | - | | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | 20.5 | C | 18.5 | C | A | A |
| 21 | | | Timberlake | | | | Timberlake | | | | Oakment | | | | Sears | | | | | |
| Timberlake & Sears/Oakmont | Two-Way Stop | Left | 9.1 | A | 10.8 | B | 10.7 | B | 10.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 48.9 | E | 39.2 | E | 38.2 | E | 129.1 | F | 1.1 | 3.8 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.2 | A | 0.1 | A | 0.2 | A | 48.9 | E | 39.2 | E | 38.2 | E | 129.1 | F | A | A |
| 22 | | | Timberlake | | | | Timberlake | | | | The Vistas | | | | Roundelay | | | | | |
| Timberlake & Roundelay/The Vistas | Two-Way Stop | Left | 9.1 | A | 11.5 | B | 11.8 | B | 11.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 67.4 | F | 118.4 | F | 32.4 | D | 69.8 | F | 2.0 | 2.4 |
| | | Right | † | † | † | † | - | - | - | - | 13.9 | B | 13.1 | B | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.1 | A | 0.4 | A | 0.5 | A | 28.2 | D | 48.2 | E | 32.4 | D | 69.8 | F | A | A |
| 23 | | | Timberlake | | | | Timberlake | | | | Timber Ridge | | | | House | | | | | |
| Timberlake & Timber Ridge | Two-Way Stop | Left | 0.0 | A | 10.8 | B | 10.9 | B | 11.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 24.8 | C | 38.0 | E | 56.8 | F | 42.9 | E | 0.4 | 0.5 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.1 | A | 0.2 | A | 24.8 | C | 38.0 | E | 56.8 | F | 42.9 | E | A | A |
| 24 | | | Timberlake | | | | Timberlake | | | | Timber Ridge II | | | | | | | | | |
| Timberlake & Timber Ridge 2 | Two-Way Stop | Left | - | - | - | - | 11.0 | B | 11.1 | B | 23.9 | C | 35.5 | E | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 0.4 | 0.6 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.0 | A | 0.3 | A | 0.3 | A | 23.9 | C | 35.5 | E | - | - | - | - | A | A |
| 25 | | | Timberlake | | | | Timberlake | | | | Whitten Timberlake Chapel | | | | House | | | | | |
| Timberlake & Whitten Timberlake Chapel | Two-Way Stop | Left | 10.0 | A | 0.0 | A | 11.3 | B | 11.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 0.0 | A | 27.6 | D | 36.1 | E | 0.2 | 0.1 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.0 | A | 0.0 | A | 0.1 | A | 0.0 | A | 0.0 | A | 27.6 | D | 36.1 | E | A | A |
| 26 | | | Timberlake | | | | Timberlake | | | | House | | | | Heritage Business Center | | | | | |
| Timberlake & Heritage Business Center | Two-Way Stop | Left | 9.3 | A | 13.3 | B | 11.4 | B | 11.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 44.9 | E | 69.3 | F | 21.8 | C | 43.8 | E | 0.3 | 0.5 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.0 | A | 0.1 | A | 0.1 | A | 44.9 | E | 69.3 | F | 21.8 | C | 43.8 | E | A | A |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 27 | | | Timberlake | | | | Timberlake | | | | Misty Mountain | | | | Citgo | | | | | |
| Timberlake & Citgo/Misty Mountain | Two-Way Stop | Left | 9.2 | A | 10.2 | B | 11.6 | B | 12.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 1.5 | 1.2 |
| | | Right | - | - | - | - | - | - | - | - | 17.8 | C | 14.6 | B | 11.0 | B | 12.1 | B | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.4 | A | 1.4 | A | 17.8 | C | 14.6 | B | 11.0 | B | 12.1 | B | A | A |
| 28 | | | Timberlake | | | | Timberlake | | | | Jade Palace | | | | Middleview | | | | | |
| Timberlake & Middleview/Jade Palace | Two-Way Stop | Left | 9.5 | A | 11.1 | B | 12.2 | B | 11.1 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 25.2 | D | 52.5 | F | 50.6 | F | 0.2 | 0.4 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.2 | A | 0.2 | A | 0.0 | A | 0.2 | A | 0.0 | A | 25.2 | D | 52.5 | F | 50.6 | F | A | A |
| 29 | | | Timberlake | | | | Timberlake | | | | Leesville | | | | Richland | | | | | |
| Timberlake & Richland/Leesville | Signal | Left | 52.5 | D | 54.4 | D | 60.6 | E | 146.1 | F | - | - | - | - | 76.9 | E | 63.9 | E | Delay | Delay |
| | | Through | 52.7 | D | 42.9 | D | 26.4 | C | 32.3 | C | 56.2 | E | 57.3 | E | 58.1 | E | 57.7 | E | 49.0 | 55.5 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 21.2 | C | 75.3 | E | 54.1 | D | - | - | - | - | LOS | LOS |
| | | Approach | 52.7 | D | 43.4 | D | 35.7 | D | 63.6 | E | 69.8 | E | 56.4 | E | 74.1 | E | 62.6 | E | D | E |

HCM 2010 Results

*NOTE: Lane configurations with a shared through lane shown as "through" lane group. Lane configurations with shared left-right lane shown as "left" lane group.*

† SYNCHRO does not provide level of service or delay for movements with no conflicting volumes.

**Delay cannot be calculated by SYNCHRO.

* Volume exceeds ideal saturation flow rate of 1,900 vphpl; LOS is not calculated by SYNCHRO.

^ SYNCHRO does not report a delay for free movements.

# APPENDIX B-3: SIMTRAFFIC MAXIMUM QUEUE LENGTH SUMMARY

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 1 Timberlake/Waterlick | | | Timberlake | | | Timberlake | | | Waterlick | | | Waterlick | | |
| | Signal | Left | 200 | 207 | *(1%) | 280 | 229 | *(1%) | | 271 | 301 | 950 | *(1%)**(19%) | *(1%)**(26%) |
| | | Through | | 292 | 308 | | 282 | 360 | | | | | 1,135 | 1,452 |
| | | Right | 420 | 26 | 37 | 300 | 115 | 274 | 375 | 154 | 140 | | | |
| 2 Timberlake & Brush Tavern/Walgreens | | | Timberlake | | | Timberlake | | | Walgreens | | | Brush Tavern | | |
| | Signal | Left | 160 | 39 | 76 | 250 | 58 | 71 | | 52 | 130 | | 29 | 33 |
| | | Through | | 170 | 221 | | 152 | 279 | 30 | *(1%)**(3%) | *(3%)**(29%) | 95 | 27 | 30 |
| | | Right | 140 | 0 | 2 | | | | | | | | | |
| 3 Timberlake & Tomahawk/Advanced Auto | | | Timberlake | | | Timberlake | | | Advanced Auto | | | Tomahawk | | |
| | Two-Way Stop | Left | 100 | 44 | 72 | 90 | 52 | 53 | | 40 | 46 | | 58 | 71 |
| | | Through | | 2 | 7 | | 0 | 19 | | | | | | |
| | | Right | | | | 200 | 6 | 0 | | | | | | |
| 4 Timberlake & Grace Church/Crowell | | | Timberlake | | | Timberlake | | | Crowell | | | Grace Church | | |
| | Signal | Left | 140 | 12 | **(1%) | 90 | **(20%) | **(38%) | | 75 | 145 | | 0 | 44 |
| | | Through | | 216 | 286 | | 426 | 481 | | | | | | |
| | | Right | 120 | 22 | **(1%) | 320 | **(2%) | **(16%) | | | | 65 | 0 | 27 |
| 5 Timberlake & Southwood/Jordan | | | Timberlake | | | Timberlake | | | Southwood | | | McDonald | | |
| | Signal | Left | 170 | **(12%) | *(2%)**(12%) | 140 | 116 | **(6%) | | 166 | 138 | | 140 | 145 |
| | | Through | | 397 | 420 | | 229 | 457 | | | | | | |
| | | Right | 100 | **(11%) | **(12%) | 210 | 93 | **(3%) | | | | 90 | **(1%) | **(1%) |
| 6 Timberlake & Sprint/Sunny Bank | | | Timberlake | | | Timberlake | | | Sunny Bank | | | Sprint | | |
| | Two-Way Stop | Left | 240 | 25 | 37 | 90 | 35 | 46 | | 79 | 72 | | 0 | 35 |
| | | Through | | 60 | 2 | | 0 | 23 | | | | | | |
| | | Right | | | | 260 | 0 | 0 | | | | | | |
| 7 Timberlake & Powtan/St Clair | | | Timberlake | | | Timberlake | | | St Clair | | | Powtan | | |
| | Two-Way Stop | Left | 95 | 30 | 60 | 200 | 43 | 30 | | 18 | 50 | | 114 | 97 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | 60 | 0 | 0 | 240 | 3 | 7 | | | | | | |
| 8 Timberlake & Carpet One/Big Lots | | | Timberlake | | | Timberlake | | | Big Lots | | | Carpet One | | |
| | Signal | Left | 230 | 27 | 27 | 225 | 85 | 83 | | 99 | 112 | | 16 | 42 |
| | | Through | | 290 | 279 | | 171 | 201 | | | | | | |
| | | Right | 200 | 51 | 102 | 20 | **(3%) | **(5%) | 60 | **(1%) | **(2%) | | | |
| 9 Timberlake & Shelor/Country Cookin | | | Timberlake | | | Timberlake | | | Country Cookin | | | Shelor | | |
| | Two-Way Stop | Left | 100 | **(1%) | 30 | 90 | 52 | 67 | | 25 | 49 | | 75 | 127 |
| | | Through | | 96 | 2 | | 2 | 0 | | | | | | |
| | | Right | 90 | 0 | 10 | | | | | | | | | |
| 10 Timberlake & Beachwood/CC Auto | | | Timberlake | | | Timberlake | | | CC Auto | | | Beachwood | | |
| | Two-Way Stop | Left | 70 | **(4%) | 56 | 180 | 30 | 31 | | 0 | 18 | | 154 | 108 |
| | | Through | | 136 | 0 | | 0 | 0 | | | | | | |
| | | Right | 50 | 0 | 0 | 140 | 2 | 2 | | | | | | |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 11 Timberlake & Enterprise/Oakdale | | | Timberlake | | | Timberlake | | | Oakdale | | | Enterprise | | |
| | Signal | Left | 340 | *(10%)**(7%) | 270 | 160 | **(2%) | **(3%) | | 191 | 144 | 950 | 163 | 170 |
| | | Through | | 578 | 331 | | 345 | 378 | | | | | | |
| | | Right | 100 | **(8%) | **(11%) | 350 | 150 | 87 | | | | | 156 | 273 |
| 12 Timberlake & Hardees/Greenview | | | Timberlake | | | Timberlake | | | Greenview | | | Hardees | | |
| | Signal | Left | 160 | **(10%) | **(11%) | 300 | *(8%)**(4%) | *(32%)**(21%) | | 302 | 395 | 40 | *(13%)**(2%) | *(14%)**(2%) |
| | | Through | | 458 | 466 | | 557 | 707 | | | | | | |
| | | Right | 220 | **(2%) | **(3%) | 140 | **(4%) | **(6%) | | 325 | 357 | | 148 | 139 |
| 13 Timberlake & Laxton/Lowes | | | Timberlake | | | Timberlake | | | Lowes | | | Laxton | | |
| | Signal | Left | 270 | **(5%) | *(1%)**(2%) | 140 | **(7%) | **(36%) | | 170 | 258 | | 601 | 486 |
| | | Through | | 558 | 443 | | 414 | 568 | | | | | | |
| | | Right | 260 | **(3%) | **(1%) | 130 | *(1%)**(7%) | *(1%)**(27%) | 50 | **(9%) | *(1%)**(24%) | | 221 | 276 |
| 14 Timberlake & Wood/Dentist | | | Timberlake | | | Timberlake | | | Dentist | | | Wood | | |
| | Two-Way Stop | Left | 80 | 53 | 50 | 75 | 72 | **(6%) | | 0 | 45 | | 152 | 120 |
| | | Through | | 7 | 0 | | 17 | 288 | | | | | | |
| | | Right | 140 | 0 | 0 | | | | | | | | | |
| 15 Timberlake & DQ/Knollwood | | | Timberlake | | | Timberlake | | | Knollwood | | | DQ | | |
| | Two-Way Stop | Left | 80 | 52 | 52 | 70 | 26 | 51 | | 47 | 56 | | 21 | 48 |
| | | Through | | 0 | 0 | | 0 | 58 | | | | | | |
| | | Right | 160 | 0 | 0 | | | | | | | | | |
| 16 Timberlake & Charlie's Chicken | | | Timberlake | | | Timberlake | | | Charlie's Chicken | | | House | | |
| | Two-Way Stop | Left | 90 | 27 | 39 | 90 | 24 | 43 | | 0 | 24 | | 0 | 0 |
| | | Through | | 0 | 0 | | 0 | 18 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 17 Timberlake & Candlewood | | | Timberlake | | | Timberlake | | | House | | | Candlewood | | |
| | Signal | Left | 100 | **(2%) | 99 | 80 | **(2%) | **(6%) | | 0 | 0 | | 71 | 98 |
| | | Through | | 192 | 158 | | 236 | 326 | | | | | | |
| | | Right | | - | - | 125 | **(2%) | **(4%) | | | | | | |
| 18 Timberlake & Bojangles | | | Timberlake | | | Timberlake | | | | | | Bojangles | | |
| | Two-Way Stop | Left | 80 | **(15%) | *(1%) | | - | - | | - | - | | 95 | 130 |
| | | Through | | 315 | 134 | | 22 | 52 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | - | - |
| 19 Timberlake & Old Graves Mill/Dreaming Creek | | | Timberlake | | | Timberlake | | | Dreaming Creek | | | Old Graves Mill | | |
| | Signal | Left | 270 | *(27%)**(21%) | *(4%)**(2%) | 100 | **(12%) | **(27%) | | 166 | 125 | 200 | 164 | *(6%)**(3%) |
| | | Through | | 483 | 414 | | 323 | 357 | | | | | | |
| | | Right | 130 | **(12%) | **(9%) | 200 | **(4%) | **(13%) | | | | | 146 | 490 |
| 20 Timberlake & Hedges Insurance | | | Timberlake | | | Timberlake | | | Roadway | | | Hedges Insurance | | |
| | Two-Way Stop | Left | 120 | 32 | 18 | | - | - | | - | - | | 25 | 31 |
| | | Through | | 0 | 0 | | 19 | 156 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | - | - |
| 21 Timberlake & Sears/Oakmont | | | Timberlake | | | Timberlake | | | Oakment | | | Sears | | |
| | Two-Way Stop | Left | 100 | 17 | 31 | 80 | 33 | 36 | | 72 | 74 | | 34 | 95 |
| | | Through | | 3 | 3 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2016 Existing Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 22 Timberlake & Roundelay/The Vistas | | | Timberlake | | | Timberlake | | | The Vistas | | | Roundelay | | |
| | Two-Way Stop | Left | 60 | 25 | 39 | 120 | 48 | 69 | | 55 | 65 | | 60 | 64 |
| | | Through | | 0 | 2 | | 1 | 1 | | | | | | |
| | | Right | 380 | 0 | 2 | | | | 130 | 97 | 64 | | | |
| 23 Timberlake & Timber Ridge | | | Timberlake | | | Timberlake | | | Timber Ridge | | | House | | |
| | Two-Way Stop | Left | 90 | 0 | 32 | 130 | 28 | 32 | | 32 | 44 | | 34 | 27 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | 100 | 5 | 0 | | | | | | | | | |
| 24 Timberlake & Timber Ridge 2 | | | Timberlake | | | Timberlake | | | Timber Ridge II | | | | | |
| | Two-Way Stop | Left | | - | - | 80 | 47 | 60 | | 56 | 62 | | - | - |
| | | Through | | 0 | 0 | | 0 | 0 | | - | - | | - | - |
| | | Right | 100 | 0 | 6 | | - | - | | - | - | | - | - |
| 25 Timberlake & Whitten Timberlake Chapel | | | Timberlake | | | Timberlake | | | Whitten Timberlake Chapel | | | House | | |
| | Two-Way Stop | Left | 125 | 48 | 0 | 100 | 8 | 26 | | 0 | 0 | | 67 | 31 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 26 Timberlake & Heritage Business Center | | | Timberlake | | | Timberlake | | | House | | | Heritage Business Center | | |
| | Two-Way Stop | Left | 110 | 33 | 20 | 100 | 27 | 32 | | 28 | 28 | | 26 | 59 |
| | | Through | | 0 | 2 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 27 Timberlake & Citgo/Misty Mountain | | | Timberlake | | | Timberlake | | | Misty Mountain | | | Citgo | | |
| | Two-Way Stop | Left | 100 | 8 | 28 | 250 | 48 | 143 | | - | - | | - | - |
| | | Through | | 0 | 28 | | 0 | 0 | | - | - | | - | - |
| | | Right | | | | | | | | 114 | 69 | | 34 | 38 |
| 28 Timberlake & Middleview/Jade Palace | | | Timberlake | | | Timberlake | | | Jade Palace | | | Middleview | | |
| | Two-Way Stop | Left | 90 | 37 | 45 | 90 | 27 | 55 | | 0 | 32 | | 18 | 31 |
| | | Through | | 78 | 6 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 29 Timberlake & Richland/Leesville | | | Timberlake | | | Timberlake | | | Leesville | | | Richland | | |
| | Signal | Left | 200 | **(14%) | **(8%) | 330 | 348 | *(58%)**(41%) | | 169 | 138 | | 202 | 121 |
| | | Through | | 511 | 459 | | 297 | 984 | | | | 150 | **(1%) | 90 |
| | | Right | 230 | **(19%) | **(12%) | 430 | 56 | **(1%) | 375 | 546 | 296 | | | |

*NOTE: Lane configurations with a shared through lane shown as "through" lane group; with shared left-right lane shown as "left" lane group.*
SimTraffic simulation of 60 minutes is reported.
† SYNCHRO does not provide queue length for movements with no conflicting volumes.
*(X%) - Maximum queue extends full length of storage bay for X% of the analysis period.
**(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period.
^(#Z) - Maximum queue extends back to previous intersection #Z.
L/R[] - Left or right turn storage bay of shared lane group.

# APPENDIX B-4: SYNCHRO AND SIMTRAFFIC OUTPUT SHEETS

# HCM 2000 AND 2010 SIGNALIZED INTERSECTION OUTPUT SHEETS

# HCM 2010 Signalized Intersection Summary
## 1: Timberlake/Waterlick

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 118 | 674 | 54 | 122 | 418 | 183 | 37 | 163 | 193 | 323 | 303 | 92 |
| Future Volume (veh/h) | 118 | 674 | 54 | 122 | 418 | 183 | 37 | 163 | 193 | 323 | 303 | 92 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1771 | 1845 | 1754 | 1792 | 1792 | 1771 | 1900 | 1824 | 1845 | 1853 | 1839 | 1872 |
| Adj Flow Rate, veh/h | 128 | 733 | 0 | 133 | 454 | 42 | 40 | 177 | 25 | 351 | 329 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 4 | 6 | 6 | 3 | 4 | 4 | 3 | 1 | 2 | 2 |
| Cap, veh/h | 156 | 1274 | 542 | 161 | 1246 | 551 | 47 | 209 | 222 | 336 | 350 | 0 |
| Arrive On Green | 0.09 | 0.36 | 0.00 | 0.09 | 0.37 | 0.37 | 0.14 | 0.14 | 0.14 | 0.19 | 0.19 | 0.00 |
| Sat Flow, veh/h | 1687 | 3505 | 1491 | 1707 | 3406 | 1505 | 333 | 1474 | 1568 | 1765 | 1839 | 0 |
| Grp Volume(v), veh/h | 128 | 733 | 0 | 133 | 454 | 42 | 217 | 0 | 25 | 351 | 329 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1752 | 1491 | 1707 | 1703 | 1505 | 1807 | 0 | 1568 | 1765 | 1839 | 0 |
| Q Serve(g_s), s | 7.8 | 17.7 | 0.0 | 8.0 | 10.2 | 1.9 | 12.3 | 0.0 | 1.5 | 20.0 | 18.5 | 0.0 |
| Cycle Q Clear(g_c), s | 7.8 | 17.7 | 0.0 | 8.0 | 10.2 | 1.9 | 12.3 | 0.0 | 1.5 | 20.0 | 18.5 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.18 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 156 | 1274 | 542 | 161 | 1246 | 551 | 256 | 0 | 222 | 336 | 350 | 0 |
| V/C Ratio(X) | 0.82 | 0.58 | 0.00 | 0.82 | 0.36 | 0.08 | 0.85 | 0.00 | 0.11 | 1.04 | 0.94 | 0.00 |
| Avail Cap(c_a), veh/h | 225 | 1274 | 542 | 228 | 1246 | 551 | 344 | 0 | 299 | 336 | 350 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.97 | 0.97 | 0.97 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 46.8 | 26.9 | 0.0 | 46.7 | 24.4 | 21.7 | 43.9 | 0.0 | 39.3 | 42.5 | 41.9 | 0.0 |
| Incr Delay (d2), s/veh | 14.7 | 1.9 | 0.0 | 14.8 | 0.8 | 0.3 | 13.6 | 0.0 | 0.2 | 61.1 | 32.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.3 | 8.9 | 0.0 | 4.5 | 4.9 | 0.8 | 7.1 | 0.0 | 0.6 | 15.4 | 12.6 | 0.0 |
| LnGrp Delay(d),s/veh | 61.5 | 28.8 | 0.0 | 61.5 | 25.2 | 22.0 | 57.5 | 0.0 | 39.5 | 103.6 | 74.6 | 0.0 |
| LnGrp LOS | E | C | | E | C | C | E | | D | F | E | |
| Approach Vol, veh/h | | 861 | | | 629 | | | 242 | | | 680 | |
| Approach Delay, s/veh | | 33.6 | | | 32.6 | | | 55.7 | | | 89.6 | |
| Approach LOS | | C | | | C | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.9 | 44.2 | | 25.0 | 15.7 | 44.4 | | 19.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | | 20.0 | 14.0 | 29.0 | | 20.0 |
| Max Q Clear Time (g_c+I1), s | 10.0 | 19.7 | | 22.0 | 9.8 | 12.2 | | 14.3 |
| Green Ext Time (p_c), s | 0.1 | 4.9 | | 0.0 | 0.1 | 7.0 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 51.4 |
| HCM 2010 LOS | D |



# HCM 2010 Signalized Intersection Summary
## 2: Timberlake & Brush Tavern/Walgreens

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 1242 | 2 | 23 | 724 | 3 | 4 | 0 | 17 | 2 | 0 | 1 |
| Future Volume (veh/h) | 17 | 1242 | 2 | 23 | 724 | 3 | 4 | 0 | 17 | 2 | 0 | 1 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1845 | 1900 | 1900 | 1900 | 1900 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 20 | 1428 | 0 | 26 | 832 | 2 | 5 | 0 | 0 | 2 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 508 | 2503 | 1141 | 313 | 2528 | 6 | 12 | 12 | 0 | 5 | 5 | 0 |
| Arrive On Green | 0.02 | 0.70 | 0.00 | 0.03 | 0.70 | 0.70 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3587 | 9 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Grp Volume(v), veh/h | 20 | 1428 | 0 | 26 | 406 | 428 | 5 | 0 | 0 | 2 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1753 | 1843 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Q Serve(g_s), s | 0.3 | 19.2 | 0.0 | 0.4 | 8.6 | 8.6 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 19.2 | 0.0 | 0.4 | 8.6 | 8.6 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 508 | 2503 | 1141 | 313 | 1235 | 1299 | 12 | 12 | 0 | 5 | 5 | 0 |
| V/C Ratio(X) | 0.04 | 0.57 | 0.00 | 0.08 | 0.33 | 0.33 | 0.43 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 562 | 2503 | 1141 | 362 | 1235 | 1299 | 111 | 117 | 0 | 118 | 124 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.57 | 0.57 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.1 | 7.2 | 0.0 | 5.7 | 5.5 | 5.5 | 47.5 | 0.0 | 0.0 | 47.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.5 | 0.0 | 0.1 | 0.7 | 0.7 | 22.5 | 0.0 | 0.0 | 51.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 9.5 | 0.0 | 0.2 | 4.3 | 4.5 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 4.1 | 7.7 | 0.0 | 5.8 | 6.2 | 6.1 | 70.0 | 0.0 | 0.0 | 99.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | A | A | E | | | F | | |
| Approach Vol, veh/h | | 1448 | | | 860 | | | 5 | | | 2 | |
| Approach Delay, s/veh | | 7.7 | | | 6.1 | | | 70.0 | | | 99.0 | |
| Approach LOS | | A | | | A | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.4 | 74.1 | | 5.8 | 9.0 | 74.5 | | 6.7 |
| Change Period (Y+Rc), s | 6.9 | 6.9 | | 5.5 | 6.9 | 6.9 | | 6.1 |
| Max Green Setting (Gmax), s | 5.1 | 53.1 | | 6.5 | 5.1 | 53.1 | | 5.9 |
| Max Q Clear Time (g_c+I1), s | 2.4 | 21.2 | | 2.1 | 2.3 | 10.6 | | 2.3 |
| Green Ext Time (p_c), s | 0.0 | 19.8 | | 0.0 | 0.0 | 23.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.3 |
| HCM 2010 LOS | A |

# HCM 2010 Signalized Intersection Summary
## 4: Timberlake & Grace Church/Crowell

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 1223 | 14 | 44 | 756 | 1 | 3 | 0 | 50 | 0 | 0 | 0 |
| Future Volume (veh/h) | 1 | 1223 | 14 | 44 | 756 | 1 | 3 | 0 | 50 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1948 | 1909 | 1708 | 1776 | 1827 | 1900 | 1900 | 1865 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1 | 1456 | 0 | 52 | 900 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 0 | 2 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 559 | 2859 | 1152 | 66 | 2461 | 1070 | 9 | 0 | 0 | 0 | 2 | 1 |
| Arrive On Green | 0.10 | 0.79 | 0.00 | 0.01 | 0.23 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1855 | 3628 | 1452 | 1691 | 3471 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Grp Volume(v), veh/h | 1 | 1456 | 0 | 52 | 900 | 0 | 4 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1855 | 1814 | 1452 | 1691 | 1736 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Q Serve(g_s), s | 0.0 | 17.1 | 0.0 | 3.7 | 26.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 17.1 | 0.0 | 3.7 | 26.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 559 | 2859 | 1152 | 66 | 2461 | 1070 | 9 | 0 | 0 | 0 | 2 | 1 |
| V/C Ratio(X) | 0.00 | 0.51 | 0.00 | 0.78 | 0.37 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 559 | 2859 | 1152 | 200 | 2461 | 1070 | 206 | 0 | 0 | 0 | 228 | 194 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.93 | 0.93 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 5.1 | 4.5 | 0.0 | 58.7 | 23.4 | 0.0 | 59.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.7 | 0.0 | 16.7 | 0.4 | 0.0 | 28.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 8.5 | 0.0 | 2.0 | 12.7 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 5.2 | 5.2 | 0.0 | 75.4 | 23.8 | 0.0 | 88.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | E | C | | F | | | | | |
| Approach Vol, veh/h | | 1457 | | | 952 | | | 4 | | | 0 | |
| Approach Delay, s/veh | | 5.2 | | | 26.6 | | | 88.4 | | | 0.0 | |
| Approach LOS | | A | | | C | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.5 | 102.8 | | 0.0 | 20.0 | 93.3 | | 6.7 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 14 | 51.8 | | 14.4 | 11.8 | 51.8 | | 13.9 |
| Max Q Clear Time (g_c+I1), s | 5.7 | 19.1 | | 0.0 | 2.0 | 28.1 | | 2.3 |
| Green Ext Time (p_c), s | 0.0 | 21.8 | | 0.0 | 0.0 | 17.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 13.7 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 5: Timberlake & Southwood/Jordan

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 99 | 1085 | 26 | 64 | 659 | 97 | 43 | 0 | 30 | 71 | 5 | 15 |
| Future Volume (veh/h) | 99 | 1085 | 26 | 64 | 659 | 97 | 43 | 0 | 30 | 71 | 5 | 15 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1863 | 1759 | 1900 | 1827 | 1827 | 1976 | 1797 | 1976 | 1824 | 1807 | 1824 |
| Adj Flow Rate, veh/h | 114 | 1247 | 0 | 74 | 757 | 36 | 49 | 0 | 0 | 82 | 6 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 1 | 2 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 471 | 2208 | 993 | 268 | 2156 | 1066 | 69 | 0 | 0 | 105 | 8 | 101 |
| Arrive On Green | 0.01 | 0.21 | 0.00 | 0.04 | 0.62 | 0.62 | 0.04 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 1720 | 3539 | 1495 | 1810 | 3471 | 1553 | 1712 | 0 | 0 | 1609 | 118 | 1550 |
| Grp Volume(v), veh/h | 114 | 1247 | 0 | 74 | 757 | 36 | 49 | 0 | 0 | 88 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1720 | 1770 | 1495 | 1810 | 1736 | 1553 | 1712 | 0 | 0 | 1727 | 0 | 1550 |
| Q Serve(g_s), s | 2.8 | 38.0 | 0.0 | 1.7 | 12.7 | 0.9 | 3.4 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 2.8 | 38.0 | 0.0 | 1.7 | 12.7 | 0.9 | 3.4 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.93 | | 1.00 |
| Lane Grp Cap(c), veh/h | 471 | 2208 | 993 | 268 | 2156 | 1066 | 69 | 0 | 0 | 113 | 0 | 101 |
| V/C Ratio(X) | 0.24 | 0.56 | 0.00 | 0.28 | 0.35 | 0.03 | 0.71 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 654 | 2208 | 993 | 391 | 2156 | 1066 | 190 | 0 | 0 | 265 | 0 | 238 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.81 | 0.81 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.4 | 33.0 | 0.0 | 14.3 | 11.0 | 6.0 | 56.9 | 0.0 | 0.0 | 55.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.9 | 0.0 | 0.6 | 0.5 | 0.1 | 12.7 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.4 | 18.9 | 0.0 | 0.9 | 6.1 | 0.5 | 1.8 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 8.6 | 33.9 | 0.0 | 14.9 | 11.5 | 6.1 | 69.6 | 0.0 | 0.0 | 66.3 | 0.0 | 0.0 |
| LnGrp LOS | A | C | | B | B | A | E | | | E | | |
| Approach Vol, veh/h | | 1361 | | | 867 | | | 49 | | | 88 | |
| Approach Delay, s/veh | | 31.7 | | | 11.5 | | | 69.6 | | | 66.3 | |
| Approach LOS | | C | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.9 | 82.2 | | 14.4 | 12.2 | 81.8 | | 11.5 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 12.7 | 42.7 | | * 18 | 17.7 | 42.7 | | 13.3 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 40.0 | | 8.0 | 4.8 | 14.7 | | 5.4 |
| Green Ext Time (p_c), s | 0.1 | 2.4 | | 0.3 | 0.2 | 16.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.4 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 8: Timberlake & Carpet One/Big Lots

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1220 | 42 | 68 | 799 | 2 | 34 | 0 | 37 | 1 | 0 | 0 |
| Future Volume (veh/h) | 7 | 1220 | 42 | 68 | 799 | 2 | 34 | 0 | 37 | 1 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1845 | 1824 | 1900 | 1792 | 1900 | 1976 | 1976 | 1976 |
| Adj Flow Rate, veh/h | 8 | 1452 | 0 | 81 | 951 | 0 | 40 | 0 | 0 | 1 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 447 | 2359 | 1154 | 327 | 2491 | 1102 | 82 | 0 | 77 | 4 | 0 | 0 |
| Arrive On Green | 0.02 | 0.67 | 0.00 | 0.06 | 0.71 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3539 | 1615 | 1810 | 3505 | 1550 | 1707 | 0 | 1615 | 1882 | 0 | 0 |
| Grp Volume(v), veh/h | 8 | 1452 | 0 | 81 | 951 | 0 | 40 | 0 | 0 | 1 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 1615 | 1810 | 1752 | 1550 | 1707 | 0 | 1615 | 1882 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 29.2 | 0.0 | 1.6 | 13.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 29.2 | 0.0 | 1.6 | 13.6 | 0.0 | 2.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 447 | 2359 | 1154 | 327 | 2491 | 1102 | 82 | 0 | 77 | 4 | 0 | 0 |
| V/C Ratio(X) | 0.02 | 0.62 | 0.00 | 0.25 | 0.38 | 0.00 | 0.49 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 575 | 2359 | 1154 | 447 | 2491 | 1102 | 161 | 0 | 153 | 255 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.7 | 11.9 | 0.0 | 9.3 | 7.2 | 0.0 | 58.5 | 0.0 | 0.0 | 62.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.2 | 0.0 | 0.4 | 0.4 | 0.0 | 4.5 | 0.0 | 0.0 | 28.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 14.5 | 0.0 | 0.9 | 6.6 | 0.0 | 1.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 6.7 | 13.1 | 0.0 | 9.7 | 7.7 | 0.0 | 63.0 | 0.0 | 0.0 | 90.9 | 0.0 | 0.0 |
| LnGrp LOS | A | B | | A | A | | E | | | F | | |
| Approach Vol, veh/h | | 1460 | | | 1032 | | | 40 | | | 1 | |
| Approach Delay, s/veh | | 13.1 | | | 7.8 | | | 63.0 | | | 90.9 | |
| Approach LOS | | B | | | A | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.6 | 91.1 | | 8.2 | 9.1 | 96.6 | | 12.1 |
| Change Period (Y+Rc), s | * 7.1 | * 7.1 | | 7.9 | * 7.1 | * 7.1 | | 6.1 |
| Max Green Setting (Gmax), s | * 16 | * 53 | | 17.1 | * 11 | * 53 | | 11.9 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 31.2 | | 2.1 | 2.2 | 15.6 | | 4.9 |
| Green Ext Time (p_c), s | 0.1 | 16.4 | | 0.0 | 0.0 | 24.3 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 11.8 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 11: Timberlake & Enterprise/Oakdale

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 434 | 839 | 13 | 53 | 632 | 128 | 13 | 34 | 94 | 104 | 1 | 235 |
| Future Volume (veh/h) | 434 | 839 | 13 | 53 | 632 | 128 | 13 | 34 | 94 | 104 | 1 | 235 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1900 | 1792 | 1810 | 1976 | 1962 | 1976 | 1900 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 505 | 976 | 0 | 62 | 735 | 63 | 15 | 40 | 30 | 121 | 1 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cap, veh/h | 453 | 1893 | 963 | 365 | 1735 | 908 | 20 | 53 | 39 | 141 | 1 | 128 |
| Arrive On Green | 0.07 | 0.53 | 0.00 | 0.05 | 0.51 | 0.51 | 0.06 | 0.06 | 0.06 | 0.08 | 0.08 | 0.00 |
| Sat Flow, veh/h | 1774 | 3539 | 1615 | 1810 | 3406 | 1538 | 323 | 862 | 646 | 1744 | 14 | 1583 |
| Grp Volume(v), veh/h | 505 | 976 | 0 | 62 | 735 | 63 | 85 | 0 | 0 | 122 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 1615 | 1810 | 1703 | 1538 | 1831 | 0 | 0 | 1758 | 0 | 1583 |
| Q Serve(g_s), s | 7.7 | 18.6 | 0.0 | 1.6 | 14.2 | 1.8 | 4.8 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 7.7 | 18.6 | 0.0 | 1.6 | 14.2 | 1.8 | 4.8 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.18 | | 0.35 | 0.99 | | 1.00 |
| Lane Grp Cap(c), veh/h | 453 | 1893 | 963 | 365 | 1735 | 908 | 112 | 0 | 0 | 142 | 0 | 128 |
| V/C Ratio(X) | 1.12 | 0.52 | 0.00 | 0.17 | 0.42 | 0.07 | 0.76 | 0.00 | 0.00 | 0.86 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 453 | 1893 | 963 | 411 | 1735 | 908 | 126 | 0 | 0 | 142 | 0 | 128 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.90 | 0.90 | 0.90 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.0 | 15.7 | 0.0 | 12.0 | 16.1 | 9.2 | 48.5 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 77.8 | 1.0 | 0.0 | 0.2 | 0.7 | 0.1 | 21.0 | 0.0 | 0.0 | 37.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 19.1 | 9.3 | 0.0 | 0.8 | 6.8 | 1.0 | 3.1 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 102.8 | 16.7 | 0.0 | 12.2 | 16.8 | 9.3 | 69.6 | 0.0 | 0.0 | 85.0 | 0.0 | 0.0 |
| LnGrp LOS | F | B | | B | B | A | E | | | F | | |
| Approach Vol, veh/h | | 1481 | | | 860 | | | 85 | | | 122 | |
| Approach Delay, s/veh | | 46.0 | | | 15.9 | | | 69.6 | | | 85.0 | |
| Approach LOS | | D | | | B | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.3 | 63.5 | | 15.0 | 15.0 | 60.8 | | 14.2 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 7.7 | * 53 | | 8.5 | * 7.7 | * 53 | | 7.2 |
| Max Q Clear Time (g_c+I1), s | 3.6 | 20.6 | | 9.2 | 9.7 | 16.2 | | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 14.6 | | 0.0 | 0.0 | 15.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 38.5 |
| HCM 2010 LOS | D |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 12: Timberlake & Hardees/Greenview

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 41 | 805 | 217 | 273 | 588 | 59 | 180 | 36 | 442 | 42 | 30 | 3 |
| Future Volume (veh/h) | 41 | 805 | 217 | 273 | 588 | 59 | 180 | 36 | 442 | 42 | 30 | 3 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1863 | 1715 | 1781 | 1852 | 1852 | 1837 | 1816 | 1824 | 1801 | 1824 |
| Adj Flow Rate, veh/h | 45 | 885 | 97 | 300 | 646 | 18 | 198 | 40 | 39 | 46 | 33 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 8 | 4 | 0 | 0 | 0 | 2 | 3 | 3 | 0 |
| Cap, veh/h | 59 | 1767 | 948 | 238 | 2056 | 1048 | 154 | 31 | 162 | 59 | 42 | 90 |
| Arrive On Green | 0.03 | 0.49 | 0.49 | 0.15 | 0.61 | 0.61 | 0.10 | 0.10 | 0.10 | 0.06 | 0.06 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1583 | 1634 | 3384 | 1575 | 1467 | 296 | 1544 | 1019 | 731 | 1550 |
| Grp Volume(v), veh/h | 45 | 885 | 97 | 300 | 646 | 18 | 238 | 0 | 39 | 79 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1583 | 1634 | 1692 | 1575 | 1764 | 0 | 1544 | 1750 | 0 | 1550 |
| Q Serve(g_s), s | 3.2 | 21.6 | 3.4 | 18.9 | 12.0 | 0.5 | 13.6 | 0.0 | 3.0 | 5.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.2 | 21.6 | 3.4 | 18.9 | 12.0 | 0.5 | 13.6 | 0.0 | 3.0 | 5.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.83 | | 1.00 | 0.58 | | 1.00 |
| Lane Grp Cap(c), veh/h | 59 | 1767 | 948 | 238 | 2056 | 1048 | 185 | 0 | 162 | 101 | 0 | 90 |
| V/C Ratio(X) | 0.77 | 0.50 | 0.10 | 1.26 | 0.31 | 0.02 | 1.29 | 0.00 | 0.24 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 193 | 1767 | 948 | 238 | 2056 | 1048 | 185 | 0 | 162 | 237 | 0 | 210 |
| 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) | 0.76 | 0.76 | 0.76 | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 62.4 | 22.1 | 11.1 | 55.6 | 12.4 | 7.4 | 58.2 | 0.0 | 53.5 | 60.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 14.6 | 0.8 | 0.2 | 144.7 | 0.4 | 0.0 | 164.8 | 0.0 | 0.8 | 12.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.8 | 10.9 | 1.9 | 18.1 | 5.7 | 0.3 | 15.1 | 0.0 | 1.3 | 3.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 77.0 | 22.9 | 11.3 | 200.2 | 12.7 | 7.4 | 223.0 | 0.0 | 54.2 | 72.5 | 0.0 | 0.0 |
| LnGrp LOS | E | C | B | F | B | A | F | | D | E | | |
| Approach Vol, veh/h | | 1027 | | | 964 | | | 277 | | | 79 | |
| Approach Delay, s/veh | | 24.1 | | | 71.0 | | | 199.2 | | | 72.5 | |
| Approach LOS | | C | | | E | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 25.0 | 70.1 | | 14.9 | 10.3 | 84.8 | | 20.0 |
| Change Period (Y+Rc), s | 6.1 | 5.8 | | * 7.4 | * 6.1 | * 5.8 | | 6.4 |
| Max Green Setting (Gmax), s | 18.9 | 54.2 | | * 18 | * 14 | * 55 | | 13.6 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 23.6 | | 7.8 | 5.2 | 14.0 | | 15.6 |
| Green Ext Time (p_c), s | 0.0 | 12.6 | | 0.2 | 0.0 | 13.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 65.7 |
| HCM 2010 LOS | E |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 13: Timberlake & Laxton/Lowes

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 273 | 1000 | 14 | 38 | 536 | 257 | 14 | 45 | 27 | 360 | 6 | 189 |
| Future Volume (veh/h) | 273 | 1000 | 14 | 38 | 536 | 257 | 14 | 45 | 27 | 360 | 6 | 189 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1891 | 1909 | 1948 | 1845 | 1827 | 1863 | 1976 | 1946 | 1900 | 1900 | 1863 | 1792 |
| Adj Flow Rate, veh/h | 297 | 1087 | 0 | 41 | 583 | 119 | 15 | 49 | 0 | 391 | 7 | 48 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 2 | 0 | 3 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 6 |
| Cap, veh/h | 492 | 1835 | 909 | 263 | 1584 | 723 | 19 | 63 | 70 | 360 | 6 | 315 |
| Arrive On Green | 0.10 | 0.51 | 0.00 | 0.04 | 0.46 | 0.46 | 0.04 | 0.04 | 0.00 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1801 | 3628 | 1655 | 1757 | 3471 | 1583 | 451 | 1473 | 1615 | 1745 | 31 | 1524 |
| Grp Volume(v), veh/h | 297 | 1087 | 0 | 41 | 583 | 119 | 64 | 0 | 0 | 398 | 0 | 48 |
| Grp Sat Flow(s),veh/h/ln | 1801 | 1814 | 1655 | 1757 | 1736 | 1583 | 1924 | 0 | 1615 | 1776 | 0 | 1524 |
| Q Serve(g_s), s | 13.1 | 32.8 | 0.0 | 1.9 | 17.0 | 6.8 | 5.1 | 0.0 | 0.0 | 32.0 | 0.0 | 4.0 |
| Cycle Q Clear(g_c), s | 13.1 | 32.8 | 0.0 | 1.9 | 17.0 | 6.8 | 5.1 | 0.0 | 0.0 | 32.0 | 0.0 | 4.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.23 | | 1.00 | 0.98 | | 1.00 |
| Lane Grp Cap(c), veh/h | 492 | 1835 | 909 | 263 | 1584 | 723 | 83 | 0 | 70 | 367 | 0 | 315 |
| V/C Ratio(X) | 0.60 | 0.59 | 0.00 | 0.16 | 0.37 | 0.16 | 0.77 | 0.00 | 0.00 | 1.09 | 0.00 | 0.15 |
| Avail Cap(c_a), veh/h | 698 | 1835 | 909 | 381 | 1584 | 723 | 105 | 0 | 89 | 367 | 0 | 315 |
| 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) | 0.54 | 0.54 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 18.9 | 27.0 | 0.0 | 22.5 | 27.5 | 24.8 | 73.4 | 0.0 | 0.0 | 61.5 | 0.0 | 50.4 |
| Incr Delay (d2), s/veh | 0.7 | 0.8 | 0.0 | 0.3 | 0.7 | 0.5 | 23.1 | 0.0 | 0.0 | 71.8 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.6 | 16.5 | 0.0 | 0.9 | 8.3 | 3.1 | 3.3 | 0.0 | 0.0 | 23.0 | 0.0 | 1.7 |
| LnGrp Delay(d),s/veh | 19.6 | 27.8 | 0.0 | 22.8 | 28.2 | 25.3 | 96.5 | 0.0 | 0.0 | 133.3 | 0.0 | 50.6 |
| LnGrp LOS | B | C | | C | C | C | F | | | F | | D |
| Approach Vol, veh/h | | 1384 | | | 743 | | | 64 | | | 446 | |
| Approach Delay, s/veh | | 26.0 | | | 27.4 | | | 96.5 | | | 124.4 | |
| Approach LOS | | C | | | C | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.6 | 87.2 | | 40.0 | 22.3 | 79.5 | | 13.2 |
| Change Period (Y+Rc), s | 8.8 | 8.8 | | 8.0 | 6.4 | 8.8 | | 6.5 |
| Max Green Setting (Gmax), s | 16.2 | 51.2 | | 32.0 | 33.6 | 51.2 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 34.8 | | 34.0 | 15.1 | 19.0 | | 7.1 |
| Green Ext Time (p_c), s | 0.0 | 10.0 | | 0.0 | 0.8 | 14.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 44.8 |
| HCM 2010 LOS | D |

## HCM 2010 Signalized Intersection Summary
## 17: Timberlake & Candlewood

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 44 | 1304 | 0 | 13 | 787 | 35 | 0 | 0 | 0 | 17 | 0 | 21 |
| Future Volume (veh/h) | 44 | 1304 | 0 | 13 | 787 | 35 | 0 | 0 | 0 | 17 | 0 | 21 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | 1900 | 1863 | 1845 | | | | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 49 | 1449 | 0 | 14 | 874 | 11 | | | | 19 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 0 | 2 | 3 | | | | 0 | 0 | 0 |
| Cap, veh/h | 562 | 2706 | 0 | 309 | 2290 | 1015 | | | | 202 | 0 | 0 |
| Arrive On Green | 0.08 | 0.76 | 0.00 | 0.65 | 0.65 | 0.65 | | | | 0.12 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | 373 | 3539 | 1568 | | | | 1716 | 0 | 0 |
| Grp Volume(v), veh/h | 49 | 1449 | 0 | 14 | 874 | 11 | | | | 19 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | 373 | 1770 | 1568 | | | | 1716 | 0 | 0 |
| Q Serve(g_s), s | 0.6 | 13.9 | 0.0 | 1.3 | 9.8 | 0.2 | | | | 0.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 13.9 | 0.0 | 5.2 | 9.8 | 0.2 | | | | 0.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 562 | 2706 | 0 | 309 | 2290 | 1015 | | | | 202 | 0 | 0 |
| V/C Ratio(X) | 0.09 | 0.54 | 0.00 | 0.05 | 0.38 | 0.01 | | | | 0.09 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 562 | 2706 | 0 | 309 | 2290 | 1015 | | | | 202 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 3.7 | 4.0 | 0.0 | 7.0 | 7.0 | 5.3 | | | | 33.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.8 | 0.0 | 0.3 | 0.5 | 0.0 | | | | 0.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 6.9 | 0.0 | 0.2 | 4.9 | 0.1 | | | | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 4.0 | 4.7 | 0.0 | 7.3 | 7.5 | 5.4 | | | | 34.4 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | A | A | | | | C | | |
| Approach Vol, veh/h | | 1498 | | | 899 | | | | | | 19 | |
| Approach Delay, s/veh | | 4.7 | | | 7.5 | | | | | | 34.4 | |
| Approach LOS | | A | | | A | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 70.0 | | 15.0 | 10.0 | 60.0 | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 3.5 | 5.0 | | |
| Max Green Setting (Gmax), s | | 55.0 | | 10.0 | 6.5 | 55.0 | | |
| Max Q Clear Time (g_c+I1), s | | 15.9 | | 2.8 | 2.6 | 11.8 | | |
| Green Ext Time (p_c), s | | 24.5 | | 0.0 | 0.0 | 25.9 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.0 |
| HCM 2010 LOS | A |



## HCM 2010 Signalized Intersection Summary
## 19: Timberlake & Old Graves Mill/Dreaming Creek

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 376 | 842 | 22 | 14 | 567 | 82 | 33 | 37 | 18 | 120 | 15 | 210 |
| Future Volume (veh/h) | 376 | 842 | 22 | 14 | 567 | 82 | 33 | 37 | 18 | 120 | 15 | 210 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1771 | 1863 | 1810 | 1900 | 1881 | 1882 | 1769 | 1711 | 1769 | 1900 | 1825 | 1810 |
| Adj Flow Rate, veh/h | 409 | 915 | 0 | 15 | 616 | 0 | 36 | 40 | 12 | 130 | 16 | 50 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 2 | 5 | 0 | 1 | 5 | 0 | 0 | 0 | 13 | 13 | 5 |
| Cap, veh/h | 424 | 1470 | 639 | 262 | 1139 | 510 | 65 | 72 | 22 | 439 | 54 | 434 |
| Arrive On Green | 0.14 | 0.42 | 0.00 | 0.04 | 0.32 | 0.00 | 0.10 | 0.10 | 0.10 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1687 | 3539 | 1538 | 1810 | 3574 | 1600 | 670 | 745 | 223 | 1556 | 192 | 1538 |
| Grp Volume(v), veh/h | 409 | 915 | 0 | 15 | 616 | 0 | 88 | 0 | 0 | 146 | 0 | 50 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1770 | 1538 | 1810 | 1787 | 1600 | 1638 | 0 | 0 | 1747 | 0 | 1538 |
| Q Serve(g_s), s | 17.0 | 25.3 | 0.0 | 0.7 | 17.6 | 0.0 | 6.4 | 0.0 | 0.0 | 8.1 | 0.0 | 3.0 |
| Cycle Q Clear(g_c), s | 17.0 | 25.3 | 0.0 | 0.7 | 17.6 | 0.0 | 6.4 | 0.0 | 0.0 | 8.1 | 0.0 | 3.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.41 | | 0.14 | 0.89 | | 1.00 |
| Lane Grp Cap(c), veh/h | 424 | 1470 | 639 | 262 | 1139 | 510 | 159 | 0 | 0 | 493 | 0 | 434 |
| V/C Ratio(X) | 0.96 | 0.62 | 0.00 | 0.06 | 0.54 | 0.00 | 0.56 | 0.00 | 0.00 | 0.30 | 0.00 | 0.12 |
| Avail Cap(c_a), veh/h | 424 | 1470 | 639 | 262 | 1139 | 510 | 159 | 0 | 0 | 493 | 0 | 434 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.1 | 28.6 | 0.0 | 26.4 | 34.8 | 0.0 | 53.5 | 0.0 | 0.0 | 34.9 | 0.0 | 33.0 |
| Incr Delay (d2), s/veh | 35.6 | 2.0 | 0.0 | 0.4 | 1.8 | 0.0 | 13.3 | 0.0 | 0.0 | 1.5 | 0.0 | 0.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 13.4 | 12.7 | 0.0 | 0.4 | 8.9 | 0.0 | 3.5 | 0.0 | 0.0 | 4.1 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 65.7 | 30.6 | 0.0 | 26.8 | 36.6 | 0.0 | 66.7 | 0.0 | 0.0 | 36.4 | 0.0 | 33.6 |
| LnGrp LOS | E | C | | C | D | | E | | | D | | C |
| Approach Vol, veh/h | | 1324 | | | 631 | | | 88 | | | 196 | |
| Approach Delay, s/veh | | 41.4 | | | 36.4 | | | 66.7 | | | 35.7 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 45.0 | | 40.0 | 10.0 | 57.0 | | 17.0 |
| Change Period (Y+Rc), s | 5.0 | 5.5 | | 5.0 | 5.0 | 5.5 | | 5.0 |
| Max Green Setting (Gmax), s | 17.0 | 39.5 | | 35.0 | 5.0 | 39.5 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 19.0 | 19.6 | | 10.1 | 2.7 | 27.3 | | 8.4 |
| Green Ext Time (p_c), s | 0.0 | 9.9 | | 0.9 | 0.0 | 7.3 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 40.5 |
| HCM 2010 LOS | D |

# HCM 2010 Signalized Intersection Summary
## 29: Timberlake & Richland/Leesville

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 16 | 1114 | 79 | 228 | 612 | 41 | 53 | 4 | 436 | 101 | 18 | 26 |
| Future Volume (veh/h) | 16 | 1114 | 79 | 228 | 612 | 41 | 53 | 4 | 436 | 101 | 18 | 26 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1872 | 1835 | 1717 | 1810 | 1845 | 1727 | 1976 | 1876 | 1864 | 1771 | 1773 | 1900 |
| Adj Flow Rate, veh/h | 18 | 1238 | 0 | 253 | 680 | 0 | 59 | 4 | 157 | 112 | 20 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 9 | 5 | 3 | 10 | 25 | 25 | 6 | 3 | 6 | 6 |
| Cap, veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 234 | 16 | 221 | 175 | 184 | 0 |
| Arrive On Green | 0.14 | 0.39 | 0.00 | 0.21 | 0.46 | 0.00 | 0.14 | 0.14 | 0.14 | 0.10 | 0.10 | 0.00 |
| Sat Flow, veh/h | 1782 | 3486 | 1459 | 1723 | 3505 | 1468 | 1678 | 114 | 1585 | 1687 | 1773 | 0 |
| Grp Volume(v), veh/h | 18 | 1238 | 0 | 253 | 680 | 0 | 63 | 0 | 157 | 112 | 20 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1782 | 1743 | 1459 | 1723 | 1752 | 1468 | 1792 | 0 | 1585 | 1687 | 1773 | 0 |
| Q Serve(g_s), s | 1.2 | 47.4 | 0.0 | 18.9 | 18.3 | 0.0 | 4.4 | 0.0 | 13.3 | 8.9 | 1.4 | 0.0 |
| Cycle Q Clear(g_c), s | 1.2 | 47.4 | 0.0 | 18.9 | 18.3 | 0.0 | 4.4 | 0.0 | 13.3 | 8.9 | 1.4 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.94 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 250 | 0 | 221 | 175 | 184 | 0 |
| V/C Ratio(X) | 0.07 | 0.92 | 0.00 | 0.69 | 0.42 | 0.00 | 0.25 | 0.00 | 0.71 | 0.64 | 0.11 | 0.00 |
| Avail Cap(c_a), veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 250 | 0 | 221 | 175 | 184 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 52.0 | 41.0 | 0.0 | 50.7 | 25.6 | 0.0 | 53.7 | 0.0 | 57.6 | 60.3 | 56.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 11.7 | 0.0 | 9.9 | 0.8 | 0.0 | 2.4 | 0.0 | 17.7 | 16.7 | 1.2 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 24.9 | 0.0 | 10.0 | 9.1 | 0.0 | 2.3 | 0.0 | 6.9 | 5.0 | 0.8 | 0.0 |
| LnGrp Delay(d),s/veh | 52.5 | 52.7 | 0.0 | 60.6 | 26.4 | 0.0 | 56.2 | 0.0 | 75.3 | 76.9 | 58.1 | 0.0 |
| LnGrp LOS | D | D | | E | C | | E | | E | E | E | |
| Approach Vol, veh/h | | 1256 | | | 933 | | | 220 | | | 132 | |
| Approach Delay, s/veh | | 52.7 | | | 35.7 | | | 69.8 | | | 74.1 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 35.0 | 60.0 | | 25.0 | 25.0 | 70.0 | | 20.0 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 5.0 | 6.0 | | 5.5 |
| Max Green Setting (Gmax), s | 30.0 | 54.0 | | 19.5 | 20.0 | 54.0 | | 14.5 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 49.4 | | 15.3 | 3.2 | 20.3 | | 10.9 |
| Green Ext Time (p_c), s | 0.5 | 3.8 | | 0.3 | 0.0 | 17.2 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 49.0 |
| HCM 2010 LOS | D |

# HCM 2010 Signalized Intersection Summary
## 1: Timberlake/Waterlick

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 205 | 567 | 67 | 243 | 679 | 321 | 47 | 202 | 219 | 297 | 258 | 128 |
| Future Volume (veh/h) | 205 | 567 | 67 | 243 | 679 | 321 | 47 | 202 | 219 | 297 | 258 | 128 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1881 | 1771 | 1881 | 1881 | 1806 | 1900 | 1885 | 1900 | 1835 | 1847 | 1872 |
| Adj Flow Rate, veh/h | 211 | 585 | 0 | 251 | 700 | 84 | 48 | 208 | 49 | 306 | 266 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 229 | 1102 | 464 | 239 | 1102 | 473 | 55 | 240 | 256 | 333 | 352 | 0 |
| Arrive On Green | 0.13 | 0.31 | 0.00 | 0.13 | 0.31 | 0.31 | 0.16 | 0.16 | 0.16 | 0.19 | 0.19 | 0.00 |
| Sat Flow, veh/h | 1720 | 3574 | 1505 | 1792 | 3574 | 1535 | 350 | 1517 | 1615 | 1747 | 1847 | 0 |
| Grp Volume(v), veh/h | 211 | 585 | 0 | 251 | 700 | 84 | 256 | 0 | 49 | 306 | 266 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1720 | 1787 | 1505 | 1792 | 1787 | 1535 | 1867 | 0 | 1615 | 1747 | 1847 | 0 |
| Q Serve(g_s), s | 12.7 | 14.2 | 0.0 | 14.0 | 17.7 | 4.2 | 14.0 | 0.0 | 2.8 | 18.0 | 14.3 | 0.0 |
| Cycle Q Clear(g_c), s | 12.7 | 14.2 | 0.0 | 14.0 | 17.7 | 4.2 | 14.0 | 0.0 | 2.8 | 18.0 | 14.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.19 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 229 | 1102 | 464 | 239 | 1102 | 473 | 296 | 0 | 256 | 333 | 352 | 0 |
| V/C Ratio(X) | 0.92 | 0.53 | 0.00 | 1.05 | 0.64 | 0.18 | 0.87 | 0.00 | 0.19 | 0.92 | 0.76 | 0.00 |
| Avail Cap(c_a), veh/h | 229 | 1102 | 464 | 239 | 1102 | 473 | 356 | 0 | 308 | 333 | 352 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.85 | 0.85 | 0.85 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 44.9 | 30.0 | 0.0 | 45.5 | 31.2 | 26.6 | 43.1 | 0.0 | 38.3 | 41.7 | 40.2 | 0.0 |
| Incr Delay (d2), s/veh | 38.3 | 1.8 | 0.0 | 67.6 | 2.4 | 0.7 | 17.1 | 0.0 | 0.4 | 29.6 | 9.1 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.5 | 7.3 | 0.0 | 11.4 | 9.1 | 1.9 | 8.7 | 0.0 | 1.3 | 11.4 | 8.2 | 0.0 |
| LnGrp Delay(d),s/veh | 83.2 | 31.9 | 0.0 | 113.1 | 33.6 | 27.3 | 60.2 | 0.0 | 38.7 | 71.3 | 49.2 | 0.0 |
| LnGrp LOS | F | C | | F | C | C | E | | D | E | D | |
| Approach Vol, veh/h | | 796 | | | 1035 | | | 305 | | | 572 | |
| Approach Delay, s/veh | | 45.5 | | | 52.4 | | | 56.7 | | | 61.1 | |
| Approach LOS | | D | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 20.0 | 38.4 | | 25.0 | 20.0 | 38.4 | | 21.6 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | | 20.0 | 14.0 | 29.0 | | 20.0 |
| Max Q Clear Time (g_c+I1), s | 16.0 | 16.2 | | 20.0 | 14.7 | 19.7 | | 16.0 |
| Green Ext Time (p_c), s | 0.0 | 6.6 | | 0.0 | 0.0 | 5.3 | | 0.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 52.7 |
| HCM 2010 LOS | D |



# HCM 2010 Signalized Intersection Summary
## 2: Timberlake & Brush Tavern/Walgreens

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 1090 | 4 | 50 | 1228 | 2 | 38 | 0 | 40 | 3 | 0 | 4 |
| Future Volume (veh/h) | 30 | 1090 | 4 | 50 | 1228 | 2 | 38 | 0 | 40 | 3 | 0 | 4 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1881 | 1900 | 1900 | 1900 | 1900 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 33 | 1185 | 0 | 54 | 1335 | 2 | 41 | 0 | 0 | 3 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 317 | 2348 | 1117 | 381 | 2440 | 4 | 63 | 66 | 0 | 7 | 7 | 0 |
| Arrive On Green | 0.03 | 0.66 | 0.00 | 0.04 | 0.67 | 0.67 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3662 | 5 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Grp Volume(v), veh/h | 33 | 1185 | 0 | 54 | 652 | 685 | 41 | 0 | 0 | 3 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1787 | 1880 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Q Serve(g_s), s | 0.6 | 16.3 | 0.0 | 0.9 | 18.4 | 18.4 | 2.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.6 | 16.3 | 0.0 | 0.9 | 18.4 | 18.4 | 2.1 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 317 | 2348 | 1117 | 381 | 1191 | 1253 | 63 | 66 | 0 | 7 | 7 | 0 |
| V/C Ratio(X) | 0.10 | 0.50 | 0.00 | 0.14 | 0.55 | 0.55 | 0.65 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 357 | 2348 | 1117 | 405 | 1191 | 1253 | 111 | 117 | 0 | 118 | 124 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.68 | 0.68 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.5 | 8.4 | 0.0 | 6.1 | 8.4 | 8.4 | 45.8 | 0.0 | 0.0 | 47.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.5 | 0.0 | 0.2 | 1.8 | 1.7 | 11.0 | 0.0 | 0.0 | 37.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 8.1 | 0.0 | 0.5 | 9.5 | 9.9 | 1.3 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 6.6 | 9.0 | 0.0 | 6.3 | 10.2 | 10.1 | 56.7 | 0.0 | 0.0 | 84.7 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | B | B | E | | | F | | |
| Approach Vol, veh/h | | 1218 | | | 1391 | | | 41 | | | 3 | |
| Approach Delay, s/veh | | 8.9 | | | 10.0 | | | 56.7 | | | 84.7 | |
| Approach LOS | | A | | | B | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.7 | 70.0 | | 5.9 | 9.8 | 70.9 | | 9.4 |
| Change Period (Y+Rc), s | 6.9 | 6.9 | | 5.5 | 6.9 | 6.9 | | 6.1 |
| Max Green Setting (Gmax), s | 5.1 | 53.1 | | 6.5 | 5.1 | 53.1 | | 5.9 |
| Max Q Clear Time (g_c+I1), s | 2.9 | 18.3 | | 2.2 | 2.6 | 20.4 | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 23.3 | | 0.0 | 0.0 | 22.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.3 |
| HCM 2010 LOS | B |

# HCM 2010 Signalized Intersection Summary
## 4: Timberlake & Grace Church/Crowell

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 11 | 1077 | 18 | 30 | 1237 | 1 | 31 | 1 | 84 | 7 | 0 | 6 |
| Future Volume (veh/h) | 11 | 1077 | 18 | 30 | 1237 | 1 | 31 | 1 | 84 | 7 | 0 | 6 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1948 | 1928 | 1948 | 1776 | 1881 | 1900 | 1900 | 1871 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 12 | 1171 | 0 | 33 | 1345 | 0 | 34 | 1 | 12 | 8 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 361 | 2613 | 1239 | 47 | 2226 | 1021 | 44 | 1 | 15 | 18 | 0 | 16 |
| Arrive On Green | 0.10 | 0.71 | 0.00 | 0.01 | 0.21 | 0.00 | 0.04 | 0.04 | 0.04 | 0.01 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1855 | 3664 | 1655 | 1691 | 3574 | 1615 | 1252 | 37 | 442 | 1810 | 0 | 1615 |
| Grp Volume(v), veh/h | 12 | 1171 | 0 | 33 | 1345 | 0 | 47 | 0 | 0 | 8 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1855 | 1832 | 1655 | 1691 | 1787 | 1615 | 1731 | 0 | 0 | 1810 | 0 | 1615 |
| Q Serve(g_s), s | 0.2 | 16.2 | 0.0 | 2.3 | 41.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 16.2 | 0.0 | 2.3 | 41.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.72 | | 0.26 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 361 | 2613 | 1239 | 47 | 2226 | 1021 | 61 | 0 | 0 | 18 | 0 | 16 |
| V/C Ratio(X) | 0.03 | 0.45 | 0.00 | 0.70 | 0.60 | 0.00 | 0.77 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 361 | 2613 | 1239 | 200 | 2226 | 1021 | 200 | 0 | 0 | 217 | 0 | 194 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.73 | 0.73 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 12.1 | 7.3 | 0.0 | 59.0 | 34.3 | 0.0 | 57.4 | 0.0 | 0.0 | 59.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.2 | 0.6 | 0.0 | 13.0 | 0.9 | 0.0 | 18.6 | 0.0 | 0.0 | 17.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 8.3 | 0.0 | 1.3 | 20.6 | 0.0 | 1.9 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 12.2 | 7.8 | 0.0 | 72.0 | 35.2 | 0.0 | 76.0 | 0.0 | 0.0 | 76.2 | 0.0 | 0.0 |
| LnGrp LOS | B | A | | E | D | | E | | | E | | |
| Approach Vol, veh/h | | 1183 | | | 1378 | | | 47 | | | 8 | |
| Approach Delay, s/veh | | 7.9 | | | 36.0 | | | 76.0 | | | 76.2 | |
| Approach LOS | | A | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.1 | 93.8 | | 6.8 | 20.0 | 82.9 | | 10.3 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 14 | 51.8 | | 14.4 | 11.8 | 51.8 | | 13.9 |
| Max Q Clear Time (g_c+I1), s | 4.3 | 18.2 | | 2.5 | 2.2 | 43.0 | | 5.2 |
| Green Ext Time (p_c), s | 0.0 | 23.6 | | 0.0 | 0.0 | 7.8 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.1 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 5: Timberlake & Southwood/Jordan

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 110 | 1016 | 27 | 44 | 1068 | 114 | 42 | 1 | 19 | 70 | 0 | 30 |
| Future Volume (veh/h) | 110 | 1016 | 27 | 44 | 1068 | 114 | 42 | 1 | 19 | 70 | 0 | 30 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1881 | 1900 | 1976 | 1949 | 1976 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 124 | 1142 | 0 | 49 | 1200 | 44 | 47 | 1 | 6 | 79 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 322 | 2253 | 1085 | 295 | 2219 | 1103 | 67 | 1 | 9 | 107 | 0 | 96 |
| Arrive On Green | 0.01 | 0.21 | 0.00 | 0.03 | 0.62 | 0.62 | 0.04 | 0.04 | 0.04 | 0.06 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3574 | 1615 | 1596 | 34 | 204 | 1737 | 0 | 1550 |
| Grp Volume(v), veh/h | 124 | 1142 | 0 | 49 | 1200 | 44 | 54 | 0 | 0 | 79 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1787 | 1615 | 1834 | 0 | 0 | 1737 | 0 | 1550 |
| Q Serve(g_s), s | 3.0 | 33.9 | 0.0 | 1.2 | 23.0 | 1.1 | 3.5 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.0 | 33.9 | 0.0 | 1.2 | 23.0 | 1.1 | 3.5 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.87 | | 0.11 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 322 | 2253 | 1085 | 295 | 2219 | 1103 | 77 | 0 | 0 | 107 | 0 | 96 |
| V/C Ratio(X) | 0.39 | 0.51 | 0.00 | 0.17 | 0.54 | 0.04 | 0.71 | 0.00 | 0.00 | 0.73 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 503 | 2253 | 1085 | 425 | 2219 | 1103 | 203 | 0 | 0 | 266 | 0 | 238 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.87 | 0.87 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 10.7 | 31.0 | 0.0 | 12.3 | 13.0 | 6.2 | 56.8 | 0.0 | 0.0 | 55.3 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.7 | 0.7 | 0.0 | 0.3 | 1.0 | 0.1 | 11.2 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 17.1 | 0.0 | 0.6 | 11.6 | 0.6 | 2.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 11.4 | 31.7 | 0.0 | 12.6 | 13.9 | 6.3 | 68.0 | 0.0 | 0.0 | 64.6 | 0.0 | 0.0 |
| LnGrp LOS | B | C | | B | B | A | E | | | E | | |
| Approach Vol, veh/h | | 1266 | | | 1293 | | | 54 | | | 79 | |
| Approach Delay, s/veh | | 29.7 | | | 13.6 | | | 68.0 | | | 64.6 | |
| Approach LOS | | C | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.3 | 82.9 | | 14.0 | 12.5 | 81.8 | | 11.7 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 12.7 | 42.7 | | * 18 | 17.7 | 42.7 | | 13.3 |
| Max Q Clear Time (g_c+I1), s | 3.2 | 35.9 | | 7.4 | 5.0 | 25.0 | | 5.5 |
| Green Ext Time (p_c), s | 0.0 | 5.9 | | 0.2 | 0.2 | 13.7 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.8 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

## HCM 2010 Signalized Intersection Summary
## 8: Timberlake & Carpet One/Big Lots

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 1088 | 58 | 71 | 1231 | 2 | 48 | 0 | 16 | 5 | 2 | 4 |
| Future Volume (veh/h) | 6 | 1088 | 58 | 71 | 1231 | 2 | 48 | 0 | 16 | 5 | 2 | 4 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1824 | 1900 | 1900 | 1900 | 1976 | 1976 | 1976 |
| Adj Flow Rate, veh/h | 7 | 1222 | 0 | 80 | 1383 | 0 | 54 | 0 | 0 | 6 | 2 | 1 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 280 | 2307 | 1130 | 379 | 2471 | 1072 | 98 | 0 | 87 | 21 | 7 | 4 |
| Arrive On Green | 0.01 | 0.65 | 0.00 | 0.06 | 0.69 | 0.00 | 0.05 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1810 | 3574 | 1550 | 1810 | 0 | 1615 | 1251 | 417 | 209 |
| Grp Volume(v), veh/h | 7 | 1222 | 0 | 80 | 1383 | 0 | 54 | 0 | 0 | 9 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1810 | 1787 | 1550 | 1810 | 0 | 1615 | 1877 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 23.2 | 0.0 | 1.7 | 24.5 | 0.0 | 3.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 23.2 | 0.0 | 1.7 | 24.5 | 0.0 | 3.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.67 | | 0.11 |
| Lane Grp Cap(c), veh/h | 280 | 2307 | 1130 | 379 | 2471 | 1072 | 98 | 0 | 87 | 32 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.53 | 0.00 | 0.21 | 0.56 | 0.00 | 0.55 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 411 | 2307 | 1130 | 499 | 2471 | 1072 | 171 | 0 | 153 | 255 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.8 | 12.0 | 0.0 | 8.3 | 9.8 | 0.0 | 58.1 | 0.0 | 0.0 | 61.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.9 | 0.0 | 0.3 | 0.9 | 0.0 | 4.8 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 11.7 | 0.0 | 0.9 | 12.2 | 0.0 | 2.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 8.8 | 12.9 | 0.0 | 8.5 | 10.7 | 0.0 | 63.0 | 0.0 | 0.0 | 65.8 | 0.0 | 0.0 |
| LnGrp LOS | A | B | | A | B | | E | | | E | | |
| Approach Vol, veh/h | | 1229 | | | 1463 | | | 54 | | | 9 | |
| Approach Delay, s/veh | | 12.9 | | | 10.6 | | | 63.0 | | | 65.8 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.6 | 88.4 | | 10.1 | 8.8 | 94.2 | | 12.9 |
| Change Period (Y+Rc), s | * 7.1 | * 7.1 | | 7.9 | * 7.1 | * 7.1 | | 6.1 |
| Max Green Setting (Gmax), s | * 16 | * 53 | | 17.1 | * 11 | * 53 | | 11.9 |
| Max Q Clear Time (g_c+I1), s | 3.7 | 25.2 | | 2.6 | 2.2 | 26.5 | | 5.7 |
| Green Ext Time (p_c), s | 0.1 | 21.2 | | 0.0 | 0.0 | 20.4 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.8 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



## HCM 2010 Signalized Intersection Summary
## 11: Timberlake & Enterprise/Oakdale

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 274 | 864 | 16 | 97 | 895 | 69 | 7 | 19 | 53 | 115 | 15 | 365 |
| Future Volume (veh/h) | 274 | 864 | 16 | 97 | 895 | 69 | 7 | 19 | 53 | 115 | 15 | 365 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1881 | 1976 | 1976 | 1976 | 1900 | 1883 | 1900 |
| Adj Flow Rate, veh/h | 285 | 900 | 0 | 101 | 932 | 6 | 7 | 20 | 2 | 120 | 16 | 95 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 424 | 1972 | 952 | 418 | 1903 | 981 | 18 | 51 | 5 | 129 | 17 | 131 |
| Arrive On Green | 0.07 | 0.55 | 0.00 | 0.05 | 0.53 | 0.53 | 0.04 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1810 | 3574 | 1599 | 466 | 1331 | 133 | 1592 | 212 | 1615 |
| Grp Volume(v), veh/h | 285 | 900 | 0 | 101 | 932 | 6 | 29 | 0 | 0 | 136 | 0 | 95 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1810 | 1787 | 1599 | 1929 | 0 | 0 | 1804 | 0 | 1615 |
| Q Serve(g_s), s | 7.7 | 15.8 | 0.0 | 2.6 | 17.3 | 0.2 | 1.5 | 0.0 | 0.0 | 7.9 | 0.0 | 6.0 |
| Cycle Q Clear(g_c), s | 7.7 | 15.8 | 0.0 | 2.6 | 17.3 | 0.2 | 1.5 | 0.0 | 0.0 | 7.9 | 0.0 | 6.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.24 | | 0.07 | 0.88 | | 1.00 |
| Lane Grp Cap(c), veh/h | 424 | 1972 | 952 | 418 | 1903 | 981 | 73 | 0 | 0 | 146 | 0 | 131 |
| V/C Ratio(X) | 0.67 | 0.46 | 0.00 | 0.24 | 0.49 | 0.01 | 0.40 | 0.00 | 0.00 | 0.93 | 0.00 | 0.73 |
| Avail Cap(c_a), veh/h | 424 | 1972 | 952 | 453 | 1903 | 981 | 132 | 0 | 0 | 146 | 0 | 131 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.82 | 0.82 | 0.82 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 12.4 | 14.1 | 0.0 | 10.6 | 15.5 | 7.9 | 49.3 | 0.0 | 0.0 | 48.0 | 0.0 | 47.1 |
| Incr Delay (d2), s/veh | 4.1 | 0.8 | 0.0 | 0.2 | 0.7 | 0.0 | 3.4 | 0.0 | 0.0 | 54.2 | 0.0 | 18.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.2 | 8.0 | 0.0 | 1.3 | 8.7 | 0.1 | 0.9 | 0.0 | 0.0 | 6.1 | 0.0 | 3.3 |
| LnGrp Delay(d),s/veh | 16.5 | 14.9 | 0.0 | 10.8 | 16.3 | 7.9 | 52.7 | 0.0 | 0.0 | 102.2 | 0.0 | 65.3 |
| LnGrp LOS | B | B | | B | B | A | D | | | F | | E |
| Approach Vol, veh/h | | 1185 | | | 1039 | | | 29 | | | 231 | |
| Approach Delay, s/veh | | 15.3 | | | 15.7 | | | 52.7 | | | 87.0 | |
| Approach LOS | | B | | | B | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 65.2 | | 15.0 | 15.0 | 63.2 | | 11.8 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 7.7 | * 53 | | 8.5 | * 7.7 | * 53 | | 7.2 |
| Max Q Clear Time (g_c+I1), s | 4.6 | 17.8 | | 9.9 | 9.7 | 19.3 | | 3.5 |
| Green Ext Time (p_c), s | 0.1 | 16.2 | | 0.0 | 0.0 | 15.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 22.6 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 12: Timberlake & Hardees/Greenview

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 17 | 798 | 328 | 334 | 837 | 12 | 252 | 10 | 463 | 31 | 40 | 12 |
| Future Volume (veh/h) | 17 | 798 | 328 | 334 | 837 | 12 | 252 | 10 | 463 | 31 | 40 | 12 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1834 | 1834 | 1852 | 1852 | 1852 | 1816 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 18 | 858 | 149 | 359 | 900 | 0 | 271 | 11 | 40 | 33 | 43 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Cap, veh/h | 33 | 1777 | 972 | 254 | 2175 | 1070 | 178 | 7 | 162 | 43 | 56 | 85 |
| Arrive On Green | 0.02 | 0.50 | 0.50 | 0.15 | 0.62 | 0.00 | 0.10 | 0.10 | 0.10 | 0.06 | 0.06 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1747 | 3485 | 1575 | 1699 | 69 | 1544 | 775 | 1010 | 1550 |
| Grp Volume(v), veh/h | 18 | 858 | 149 | 359 | 900 | 0 | 282 | 0 | 40 | 76 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1747 | 1742 | 1575 | 1768 | 0 | 1544 | 1785 | 0 | 1550 |
| Q Serve(g_s), s | 1.3 | 20.6 | 5.3 | 18.9 | 17.0 | 0.0 | 13.6 | 0.0 | 3.1 | 5.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.3 | 20.6 | 5.3 | 18.9 | 17.0 | 0.0 | 13.6 | 0.0 | 3.1 | 5.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.43 | | 1.00 |
| Lane Grp Cap(c), veh/h | 33 | 1777 | 972 | 254 | 2175 | 1070 | 185 | 0 | 162 | 98 | 0 | 85 |
| V/C Ratio(X) | 0.54 | 0.48 | 0.15 | 1.41 | 0.41 | 0.00 | 1.53 | 0.00 | 0.25 | 0.77 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 193 | 1777 | 972 | 254 | 2175 | 1070 | 185 | 0 | 162 | 242 | 0 | 210 |
| 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) | 0.81 | 0.81 | 0.81 | 0.78 | 0.78 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 63.3 | 21.6 | 11.4 | 55.6 | 12.4 | 0.0 | 58.2 | 0.0 | 53.5 | 60.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 10.6 | 0.8 | 0.3 | 203.3 | 0.5 | 0.0 | 261.8 | 0.0 | 0.8 | 12.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 10.3 | 3.0 | 23.4 | 8.3 | 0.0 | 20.1 | 0.0 | 1.4 | 3.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 73.9 | 22.4 | 11.6 | 258.9 | 12.8 | 0.0 | 320.0 | 0.0 | 54.3 | 72.6 | 0.0 | 0.0 |
| LnGrp LOS | E | C | B | F | B | | F | | D | E | | |
| Approach Vol, veh/h | | 1025 | | | 1259 | | | 322 | | | 76 | |
| Approach Delay, s/veh | | 21.7 | | | 83.0 | | | 287.0 | | | 72.6 | |
| Approach LOS | | C | | | F | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 25.0 | 70.4 | | 14.6 | 8.5 | 86.9 | | 20.0 |
| Change Period (Y+Rc), s | 6.1 | 5.8 | | * 7.4 | * 6.1 | * 5.8 | | 6.4 |
| Max Green Setting (Gmax), s | 18.9 | 54.2 | | * 18 | * 14 | * 55 | | 13.6 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 22.6 | | 7.5 | 3.3 | 19.0 | | 15.6 |
| Green Ext Time (p_c), s | 0.0 | 15.4 | | 0.2 | 0.0 | 16.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 83.8 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 13: Timberlake & Laxton/Lowes

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 308 | 909 | 30 | 89 | 895 | 261 | 49 | 30 | 56 | 290 | 17 | 174 |
| Future Volume (veh/h) | 308 | 909 | 30 | 89 | 895 | 261 | 49 | 30 | 56 | 290 | 17 | 174 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1928 | 1928 | 1948 | 1881 | 1881 | 1881 | 1976 | 1976 | 1900 | 1900 | 1876 | 1881 |
| Adj Flow Rate, veh/h | 311 | 918 | 0 | 90 | 904 | 148 | 49 | 30 | 0 | 293 | 17 | 31 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 6 | 1 |
| Cap, veh/h | 394 | 1867 | 930 | 337 | 1666 | 745 | 62 | 38 | 84 | 317 | 18 | 299 |
| Arrive On Green | 0.10 | 0.51 | 0.00 | 0.04 | 0.47 | 0.47 | 0.05 | 0.05 | 0.00 | 0.19 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1836 | 3664 | 1655 | 1792 | 3574 | 1599 | 1189 | 728 | 1615 | 1693 | 98 | 1599 |
| Grp Volume(v), veh/h | 311 | 918 | 0 | 90 | 904 | 148 | 79 | 0 | 0 | 310 | 0 | 31 |
| Grp Sat Flow(s),veh/h/ln | 1836 | 1832 | 1655 | 1792 | 1787 | 1599 | 1917 | 0 | 1615 | 1791 | 0 | 1599 |
| Q Serve(g_s), s | 13.2 | 25.4 | 0.0 | 4.0 | 28.0 | 8.4 | 6.3 | 0.0 | 0.0 | 26.4 | 0.0 | 2.5 |
| Cycle Q Clear(g_c), s | 13.2 | 25.4 | 0.0 | 4.0 | 28.0 | 8.4 | 6.3 | 0.0 | 0.0 | 26.4 | 0.0 | 2.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.62 | | 1.00 | 0.95 | | 1.00 |
| Lane Grp Cap(c), veh/h | 394 | 1867 | 930 | 337 | 1666 | 745 | 99 | 0 | 84 | 335 | 0 | 299 |
| V/C Ratio(X) | 0.79 | 0.49 | 0.00 | 0.27 | 0.54 | 0.20 | 0.79 | 0.00 | 0.00 | 0.92 | 0.00 | 0.10 |
| Avail Cap(c_a), veh/h | 602 | 1867 | 930 | 445 | 1666 | 745 | 105 | 0 | 89 | 370 | 0 | 330 |
| 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) | 0.59 | 0.59 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.9 | 24.9 | 0.0 | 20.9 | 29.6 | 24.3 | 72.7 | 0.0 | 0.0 | 61.9 | 0.0 | 52.2 |
| Incr Delay (d2), s/veh | 2.4 | 0.5 | 0.0 | 0.4 | 1.3 | 0.6 | 31.7 | 0.0 | 0.0 | 27.3 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 6.8 | 13.0 | 0.0 | 2.0 | 14.1 | 3.9 | 4.2 | 0.0 | 0.0 | 15.6 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 25.3 | 25.4 | 0.0 | 21.3 | 30.8 | 24.9 | 104.4 | 0.0 | 0.0 | 89.2 | 0.0 | 52.4 |
| LnGrp LOS | C | C | | C | C | C | F | | | F | | D |
| Approach Vol, veh/h | | 1229 | | | 1142 | | | 79 | | | 341 | |
| Approach Delay, s/veh | | 25.4 | | | 29.3 | | | 104.4 | | | 85.9 | |
| Approach LOS | | C | | | C | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.7 | 87.8 | | 37.0 | 22.4 | 81.0 | | 14.5 |
| Change Period (Y+Rc), s | 8.8 | 8.8 | | 8.0 | 6.4 | 8.8 | | 6.5 |
| Max Green Setting (Gmax), s | 16.2 | 51.2 | | 32.0 | 33.6 | 51.2 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | 6.0 | 27.4 | | 28.4 | 15.2 | 30.0 | | 8.3 |
| Green Ext Time (p_c), s | 0.1 | 13.8 | | 0.6 | 0.8 | 12.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 36.6 |
| HCM 2010 LOS | D |

## HCM 2010 Signalized Intersection Summary
## 17: Timberlake & Candlewood

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 66 | 1171 | 0 | 24 | 1379 | 36 | 0 | 0 | 0 | 40 | 0 | 25 |
| Future Volume (veh/h) | 66 | 1171 | 0 | 24 | 1379 | 36 | 0 | 0 | 0 | 40 | 0 | 25 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | 1900 | 1881 | 1900 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 69 | 1233 | 0 | 25 | 1452 | 12 | | | | 42 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| 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 | 2 | 0 | 0 | 1 | 0 | | | | 0 | 0 | 0 |
| Cap, veh/h | 372 | 2706 | 0 | 378 | 2313 | 1045 | | | | 213 | 0 | 0 |
| Arrive On Green | 0.08 | 0.76 | 0.00 | 0.65 | 0.65 | 0.65 | | | | 0.12 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | 459 | 3574 | 1615 | | | | 1810 | 0 | 0 |
| Grp Volume(v), veh/h | 69 | 1233 | 0 | 25 | 1452 | 12 | | | | 42 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | 459 | 1787 | 1615 | | | | 1810 | 0 | 0 |
| Q Serve(g_s), s | 0.9 | 10.7 | 0.0 | 1.8 | 20.5 | 0.2 | | | | 1.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.9 | 10.7 | 0.0 | 2.5 | 20.5 | 0.2 | | | | 1.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 372 | 2706 | 0 | 378 | 2313 | 1045 | | | | 213 | 0 | 0 |
| V/C Ratio(X) | 0.19 | 0.46 | 0.00 | 0.07 | 0.63 | 0.01 | | | | 0.20 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 372 | 2706 | 0 | 378 | 2313 | 1045 | | | | 213 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.5 | 3.6 | 0.0 | 5.9 | 8.9 | 5.3 | | | | 33.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.1 | 0.6 | 0.0 | 0.3 | 1.3 | 0.0 | | | | 2.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 5.3 | 0.0 | 0.3 | 10.3 | 0.1 | | | | 1.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 7.6 | 4.2 | 0.0 | 6.2 | 10.2 | 5.4 | | | | 35.9 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | B | A | | | | D | | |
| Approach Vol, veh/h | | 1302 | | | 1489 | | | | | | 42 | |
| Approach Delay, s/veh | | 4.3 | | | 10.1 | | | | | | 35.9 | |
| Approach LOS | | A | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 70.0 | | 15.0 | 10.0 | 60.0 | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 3.5 | 5.0 | | |
| Max Green Setting (Gmax), s | | 55.0 | | 10.0 | 6.5 | 55.0 | | |
| Max Q Clear Time (g_c+I1), s | | 12.7 | | 3.8 | 2.9 | 22.5 | | |
| Green Ext Time (p_c), s | | 30.5 | | 0.1 | 0.0 | 25.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.8 |
| HCM 2010 LOS | A |



## HCM 2010 Signalized Intersection Summary
## 19: Timberlake & Old Graves Mill/Dreaming Creek

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 300 | 780 | 30 | 21 | 843 | 137 | 33 | 20 | 16 | 228 | 64 | 441 |
| Future Volume (veh/h) | 300 | 780 | 30 | 21 | 843 | 137 | 33 | 20 | 16 | 228 | 64 | 441 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1754 | 1881 | 1776 | 1900 | 1881 | 1956 | 1769 | 1744 | 1769 | 1900 | 1885 | 1881 |
| Adj Flow Rate, veh/h | 326 | 848 | 0 | 23 | 916 | 38 | 36 | 22 | 8 | 248 | 70 | 207 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 4 | 1 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Cap, veh/h | 333 | 1484 | 627 | 285 | 1139 | 530 | 88 | 54 | 20 | 399 | 113 | 451 |
| Arrive On Green | 0.14 | 0.42 | 0.00 | 0.04 | 0.32 | 0.32 | 0.10 | 0.10 | 0.10 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1670 | 3574 | 1509 | 1810 | 3574 | 1663 | 907 | 554 | 202 | 1415 | 399 | 1599 |
| Grp Volume(v), veh/h | 326 | 848 | 0 | 23 | 916 | 38 | 66 | 0 | 0 | 318 | 0 | 207 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 1787 | 1509 | 1810 | 1787 | 1663 | 1663 | 0 | 0 | 1815 | 0 | 1599 |
| Q Serve(g_s), s | 16.3 | 22.6 | 0.0 | 1.0 | 29.1 | 2.0 | 4.6 | 0.0 | 0.0 | 18.9 | 0.0 | 13.2 |
| Cycle Q Clear(g_c), s | 16.3 | 22.6 | 0.0 | 1.0 | 29.1 | 2.0 | 4.6 | 0.0 | 0.0 | 18.9 | 0.0 | 13.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.55 | | 0.12 | 0.78 | | 1.00 |
| Lane Grp Cap(c), veh/h | 333 | 1484 | 627 | 285 | 1139 | 530 | 161 | 0 | 0 | 512 | 0 | 451 |
| V/C Ratio(X) | 0.98 | 0.57 | 0.00 | 0.08 | 0.80 | 0.07 | 0.41 | 0.00 | 0.00 | 0.62 | 0.00 | 0.46 |
| Avail Cap(c_a), veh/h | 333 | 1484 | 627 | 285 | 1139 | 530 | 161 | 0 | 0 | 512 | 0 | 451 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 28.9 | 27.8 | 0.0 | 26.3 | 38.7 | 29.5 | 52.7 | 0.0 | 0.0 | 38.7 | 0.0 | 36.7 |
| Incr Delay (d2), s/veh | 44.1 | 1.6 | 0.0 | 0.6 | 6.1 | 0.3 | 7.6 | 0.0 | 0.0 | 5.6 | 0.0 | 3.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 15.2 | 11.4 | 0.0 | 0.6 | 15.3 | 0.9 | 2.5 | 0.0 | 0.0 | 10.2 | 0.0 | 6.3 |
| LnGrp Delay(d),s/veh | 73.0 | 29.4 | 0.0 | 26.8 | 44.8 | 29.7 | 60.2 | 0.0 | 0.0 | 44.3 | 0.0 | 40.0 |
| LnGrp LOS | E | C | | C | D | C | E | | | D | | D |
| Approach Vol, veh/h | | 1174 | | | 977 | | | 66 | | | 525 | |
| Approach Delay, s/veh | | 41.5 | | | 43.8 | | | 60.2 | | | 42.6 | |
| Approach LOS | | D | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 45.0 | | 40.0 | 10.0 | 57.0 | | 17.0 |
| Change Period (Y+Rc), s | 5.0 | 5.5 | | 5.0 | 5.0 | 5.5 | | 5.0 |
| Max Green Setting (Gmax), s | 17.0 | 39.5 | | 35.0 | 5.0 | 39.5 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 18.3 | 31.1 | | 20.9 | 3.0 | 24.6 | | 6.6 |
| Green Ext Time (p_c), s | 0.0 | 6.1 | | 2.2 | 0.0 | 9.6 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 43.0 |
| HCM 2010 LOS | D |

# HCM 2010 Signalized Intersection Summary
## 29: Timberlake & Richland/Leesville

02/07/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 44 | 1013 | 104 | 413 | 1049 | 91 | 67 | 7 | 342 | 57 | 13 | 24 |
| Future Volume (veh/h) | 44 | 1013 | 104 | 413 | 1049 | 91 | 67 | 7 | 342 | 57 | 13 | 24 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1872 | 1853 | 1835 | 1881 | 1881 | 1863 | 1976 | 1900 | 1937 | 1754 | 1805 | 1900 |
| Adj Flow Rate, veh/h | 47 | 1078 | 0 | 439 | 1116 | 31 | 71 | 7 | 31 | 61 | 14 | 2 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 1 | 1 | 2 | 14 | 14 | 2 | 4 | 15 | 15 |
| Cap, veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 230 | 23 | 229 | 173 | 160 | 23 |
| Arrive On Green | 0.14 | 0.39 | 0.00 | 0.21 | 0.46 | 0.46 | 0.14 | 0.14 | 0.14 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1782 | 3521 | 1560 | 1792 | 3574 | 1583 | 1654 | 163 | 1647 | 1670 | 1545 | 221 |
| Grp Volume(v), veh/h | 47 | 1078 | 0 | 439 | 1116 | 31 | 78 | 0 | 31 | 61 | 0 | 16 |
| Grp Sat Flow(s),veh/h/ln | 1782 | 1760 | 1560 | 1792 | 1787 | 1583 | 1818 | 0 | 1647 | 1670 | 0 | 1766 |
| Q Serve(g_s), s | 3.3 | 38.0 | 0.0 | 30.0 | 34.5 | 1.5 | 5.4 | 0.0 | 2.3 | 4.8 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 3.3 | 38.0 | 0.0 | 30.0 | 34.5 | 1.5 | 5.4 | 0.0 | 2.3 | 4.8 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.91 | | 1.00 | 1.00 | | 0.13 |
| Lane Grp Cap(c), veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 253 | 0 | 229 | 173 | 0 | 183 |
| V/C Ratio(X) | 0.18 | 0.79 | 0.00 | 1.14 | 0.68 | 0.04 | 0.31 | 0.00 | 0.14 | 0.35 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 253 | 0 | 229 | 173 | 0 | 183 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.8 | 38.1 | 0.0 | 55.0 | 30.0 | 21.0 | 54.2 | 0.0 | 52.9 | 58.4 | 0.0 | 56.8 |
| Incr Delay (d2), s/veh | 1.6 | 4.9 | 0.0 | 91.1 | 2.3 | 0.1 | 3.1 | 0.0 | 1.2 | 5.6 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.7 | 19.3 | 0.0 | 24.5 | 17.6 | 0.7 | 2.9 | 0.0 | 1.1 | 2.5 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 54.4 | 42.9 | 0.0 | 146.1 | 32.3 | 21.2 | 57.3 | 0.0 | 54.1 | 63.9 | 0.0 | 57.7 |
| LnGrp LOS | D | D | | F | C | C | E | | D | E | | E |
| Approach Vol, veh/h | | 1125 | | | 1586 | | | 109 | | | 77 | |
| Approach Delay, s/veh | | 43.4 | | | 63.6 | | | 56.4 | | | 62.6 | |
| Approach LOS | | D | | | E | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 35.0 | 60.0 | | 25.0 | 25.0 | 70.0 | | 20.0 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 5.0 | 6.0 | | 5.5 |
| Max Green Setting (Gmax), s | 30.0 | 54.0 | | 19.5 | 20.0 | 54.0 | | 14.5 |
| Max Q Clear Time (g_c+I1), s | 32.0 | 40.0 | | 7.4 | 5.3 | 36.5 | | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 10.8 | | 0.3 | 0.1 | 12.9 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 55.5 |
| HCM 2010 LOS | E |

# HCM 2010 UNSIGNALIZED INTERSECTION OUTPUT SHEETS

# HCM 2010 TWSC
## 3: Timberlake & Tomahawk/Advanced Auto

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 1166 | 6 | 25 | 705 | 12 | 3 | 0 | 7 | 12 | 0 | 19 |
| Future Vol, veh/h | 18 | 1166 | 6 | 25 | 705 | 12 | 3 | 0 | 7 | 12 | 0 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 145 | - | 240 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 6 | 3 | 0 | 0 | 5 | 17 | 0 | 0 | 0 | 8 | 0 | 0 |
| Mvmt Flow | 20 | 1296 | 7 | 28 | 783 | 13 | 3 | 0 | 8 | 13 | 0 | 21 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 783 | 0 | 0 | 1302 | 0 | 0 | 1786 | 2178 | 651 | 1527 | 2181 | 392 |
| Stage 1 | - | - | - | - | - | - | 1339 | 1339 | - | 839 | 839 | - |
| Stage 2 | - | - | - | - | - | - | 447 | 839 | - | 688 | 1342 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.66 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.66 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.66 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.58 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 805 | - | - | 539 | - | - | 52 | 47 | 416 | 76 | 47 | 613 |
| Stage 1 | - | - | - | - | - | - | 164 | 224 | - | 314 | 384 | - |
| Stage 2 | - | - | - | - | - | - | 566 | 384 | - | 389 | 223 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 805 | - | - | 539 | - | - | 47 | 43 | 416 | 70 | 43 | 613 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 47 | 43 | - | 70 | 43 | - |
| Stage 1 | - | - | - | - | - | - | 160 | 218 | - | 306 | 364 | - |
| Stage 2 | - | - | - | - | - | - | 518 | 364 | - | 372 | 217 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 36.9 | 35.2 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 124 | 805 | - | - | 539 | - | - | 153 |
| HCM Lane V/C Ratio | 0.09 | 0.025 | - | - | 0.052 | - | - | 0.225 |
| HCM Control Delay (s) | 36.9 | 9.6 | - | - | 12 | - | - | 35.2 |
| HCM Lane LOS | E | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0.2 | - | - | 0.8 |



# HCM 2010 TWSC
## 6: Timberlake & Sprint/Sunny Bank

02/07/2017

| 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 | 3 | 1151 | 13 | 13 | 777 | 0 | 15 | 0 | 27 | 0 | 0 | 0 |
| Future Vol, veh/h | 3 | 1151 | 13 | 13 | 777 | 0 | 15 | 0 | 27 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 320 | - | - | 160 | - | 320 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 8 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 3 | 1308 | 15 | 15 | 883 | 0 | 17 | 0 | 31 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 883 | 0 | 0 | 1323 | 0 | 0 | 1793 | 2235 | 661 | 1574 | 2243 | 441 |
| Stage 1 | - | - | - | - | - | - | 1322 | 1322 | - | 913 | 913 | - |
| Stage 2 | - | - | - | - | - | - | 471 | 913 | - | 661 | 1330 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.98 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.34 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 775 | - | - | 529 | - | - | 52 | 43 | 400 | 76 | 43 | 570 |
| Stage 1 | - | - | - | - | - | - | 168 | 228 | - | 298 | 355 | - |
| Stage 2 | - | - | - | - | - | - | 548 | 355 | - | 423 | 226 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 775 | - | - | 529 | - | - | 51 | 42 | 400 | 68 | 42 | 570 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 51 | 42 | - | 68 | 42 | - |
| Stage 1 | - | - | - | - | - | - | 167 | 227 | - | 297 | 345 | - |
| Stage 2 | - | - | - | - | - | - | 532 | 345 | - | 389 | 225 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 56.2 | 0 |
| HCM LOS | | | F | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 116 | 775 | - | - | 529 | - | - | - |
| HCM Lane V/C Ratio | 0.411 | 0.004 | - | - | 0.028 | - | - | - |
| HCM Control Delay (s) | 56.2 | 9.7 | - | - | 12 | - | - | 0 |
| HCM Lane LOS | F | A | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | 1.7 | 0 | - | - | 0.1 | - | - | - |

# HCM 2010 TWSC
## 7: Timberlake & Powtan/St Clair

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 1146 | 2 | 12 | 774 | 29 | 0 | 0 | 1 | 42 | 0 | 28 |
| Future Vol, veh/h | 15 | 1146 | 2 | 12 | 774 | 29 | 0 | 0 | 1 | 42 | 0 | 28 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 140 | - | 90 | 290 | - | 290 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Mvmt Flow | 17 | 1273 | 2 | 13 | 860 | 32 | 0 | 0 | 1 | 47 | 0 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 860 | 0 | 0 | 1273 | 0 | 0 | 1764 | 2194 | 637 | 1557 | 2194 | 430 |
| Stage 1 | - | - | - | - | - | - | 1307 | 1307 | - | 887 | 887 | - |
| Stage 2 | - | - | - | - | - | - | 457 | 887 | - | 670 | 1307 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.04 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 790 | - | - | 552 | - | - | 55 | 46 | 425 | 78 | 46 | 560 |
| Stage 1 | - | - | - | - | - | - | 172 | 232 | - | 309 | 365 | - |
| Stage 2 | - | - | - | - | - | - | 558 | 365 | - | 417 | 232 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 790 | - | - | 552 | - | - | 50 | 44 | 425 | 75 | 44 | 560 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 50 | 44 | - | 75 | 44 | - |
| Stage 1 | - | - | - | - | - | - | 168 | 227 | - | 302 | 356 | - |
| Stage 2 | - | - | - | - | - | - | 515 | 356 | - | 407 | 227 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 13.5 | 85.3 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 425 | 790 | - | - | 552 | - | - | 115 |
| HCM Lane V/C Ratio | 0.003 | 0.021 | - | - | 0.024 | - | - | 0.676 |
| HCM Control Delay (s) | 13.5 | 9.7 | - | - | 11.7 | - | - | 85.3 |
| HCM Lane LOS | B | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.1 | - | - | 3.6 |



# HCM 2010 TWSC
## 9: Timberlake & Shelor/Country Cookin

02/07/2017

| 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 | 11 | 1217 | 4 | 27 | 823 | 5 | 0 | 0 | 3 | 15 | 0 | 17 |
| Future Vol, veh/h | 11 | 1217 | 4 | 27 | 823 | 5 | 0 | 0 | 3 | 15 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 175 | - | 90 | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1399 | 5 | 31 | 946 | 6 | 0 | 0 | 3 | 17 | 0 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 952 | 0 | 0 | 1399 | 0 | 0 | 1959 | 2438 | 699 | 1736 | 2435 | 476 |
| Stage 1 | - | - | - | - | - | - | 1424 | 1424 | - | 1011 | 1011 | - |
| Stage 2 | - | - | - | - | - | - | 535 | 1014 | - | 725 | 1424 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 730 | - | - | 495 | - | - | 39 | 32 | 387 | 57 | 32 | 541 |
| Stage 1 | - | - | - | - | - | - | 145 | 204 | - | 260 | 320 | - |
| Stage 2 | - | - | - | - | - | - | 502 | 319 | - | 387 | 204 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 730 | - | - | 495 | - | - | 35 | 29 | 387 | 53 | 29 | 541 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 35 | 29 | - | 53 | 29 | - |
| Stage 1 | - | - | - | - | - | - | 142 | 200 | - | 255 | 300 | - |
| Stage 2 | - | - | - | - | - | - | 454 | 299 | - | 377 | 200 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 14.4 | 59 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 387 | 730 | - | - | 495 | - | - | 102 |
| HCM Lane V/C Ratio | 0.009 | 0.017 | - | - | 0.063 | - | - | 0.361 |
| HCM Control Delay (s) | 14.4 | 10 | - | - | 12.8 | - | - | 59 |
| HCM Lane LOS | B | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.2 | - | - | 1.4 |

# HCM 2010 TWSC
## 10: Timberlake & Beachwood/CC Auto

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 1237 | 0 | 5 | 842 | 26 | 0 | 0 | 0 | 44 | 0 | 13 |
| Future Vol, veh/h | 5 | 1237 | 0 | 5 | 842 | 26 | 0 | 0 | 0 | 44 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 135 | - | 50 | 280 | - | 190 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 6 | 1406 | 0 | 6 | 957 | 30 | 0 | 0 | 0 | 50 | 0 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 957 | 0 | 0 | 1406 | 0 | 0 | 1907 | 2385 | 703 | 1682 | 2385 | 478 |
| Stage 1 | - | - | - | - | - | - | 1417 | 1417 | - | 968 | 968 | - |
| Stage 2 | - | - | - | - | - | - | 490 | 968 | - | 714 | 1417 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.54 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.52 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 727 | - | - | 492 | - | - | 43 | 35 | 385 | 62 | 35 | 539 |
| Stage 1 | - | - | - | - | - | - | 147 | 205 | - | 273 | 335 | - |
| Stage 2 | - | - | - | - | - | - | 534 | 335 | - | 388 | 205 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 727 | - | - | 492 | - | - | 41 | 34 | 385 | 61 | 34 | 539 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 41 | 34 | - | 61 | 34 | - |
| Stage 1 | - | - | - | - | - | - | 146 | 203 | - | 271 | 331 | - |
| Stage 2 | - | - | - | - | - | - | 513 | 331 | - | 385 | 203 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | 158 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 727 | - | - | 492 | - | - | 76 |
| HCM Lane V/C Ratio | - | 0.008 | - | - | 0.012 | - | - | 0.852 |
| HCM Control Delay (s) | 0 | 10 | - | - | 12.4 | - | - | 158 |
| HCM Lane LOS | A | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 4.3 |



# HCM 2010 TWSC
## 14: Timberlake & Wood/Dentist

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 39 | 1201 | 9 | 35 | 861 | 18 | 0 | 0 | 0 | 58 | 0 | 18 |
| Future Vol, veh/h | 39 | 1201 | 9 | 35 | 861 | 18 | 0 | 0 | 0 | 58 | 0 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 120 | - | 140 | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 6 |
| Mvmt Flow | 45 | 1380 | 10 | 40 | 990 | 21 | 0 | 0 | 0 | 67 | 0 | 21 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1010 | 0 | 0 | 1380 | 0 | 0 | 2045 | 2561 | 690 | 1860 | 2550 | 505 |
| Stage 1 | - | - | - | - | - | - | 1470 | 1470 | - | 1080 | 1080 | - |
| Stage 2 | - | - | - | - | - | - | 575 | 1091 | - | 780 | 1470 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.02 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 694 | - | - | 503 | - | - | 33 | 27 | 392 | ~ 46 | 27 | 502 |
| Stage 1 | - | - | - | - | - | - | 136 | 193 | - | 236 | 297 | - |
| Stage 2 | - | - | - | - | - | - | 475 | 293 | - | 359 | 193 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 694 | - | - | 503 | - | - | 28 | 23 | 392 | ~ 41 | 23 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 28 | 23 | - | ~ 41 | 23 | - |
| Stage 1 | - | - | - | - | - | - | 127 | 180 | - | 221 | 273 | - |
| Stage 2 | - | - | - | - | - | - | 419 | 270 | - | 336 | 180 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.5 | 0 | $ 502.4 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 694 | - | - | 503 | - | - | 52 |
| HCM Lane V/C Ratio | - | 0.065 | - | - | 0.08 | - | - | 1.68 |
| HCM Control Delay (s) | 0 | 10.5 | - | - | 12.8 | - | - | $ 502.4 |
| HCM Lane LOS | A | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - | 0.3 | - | - | 8.3 |

Notes

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

# HCM 2010 TWSC
## 15: Timberlake & DQ/Knollwood

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 49 | 1323 | 3 | 14 | 814 | 0 | 6 | 0 | 14 | 0 | 0 | 1 |
| Future Vol, veh/h | 49 | 1323 | 3 | 14 | 814 | 0 | 6 | 0 | 14 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 160 | 120 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 54 | 1470 | 3 | 16 | 904 | 0 | 7 | 0 | 16 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 904 | 0 | 0 | 1470 | 0 | 0 | 2062 | 2515 | 735 | 1780 | 2515 | 452 |
| Stage 1 | - | - | - | - | - | - | 1579 | 1579 | - | 936 | 936 | - |
| Stage 2 | - | - | - | - | - | - | 483 | 936 | - | 844 | 1579 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 761 | - | - | 465 | - | - | 32 | 29 | 367 | 53 | 29 | 560 |
| Stage 1 | - | - | - | - | - | - | 116 | 171 | - | 289 | 346 | - |
| Stage 2 | - | - | - | - | - | - | 539 | 346 | - | 328 | 171 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 761 | - | - | 465 | - | - | 29 | 26 | 367 | 47 | 26 | 560 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 29 | 26 | - | 47 | 26 | - |
| Stage 1 | - | - | - | - | - | - | 108 | 159 | - | 268 | 334 | - |
| Stage 2 | - | - | - | - | - | - | 519 | 334 | - | 292 | 159 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.2 | 64.5 | 11.4 |
| HCM LOS | | | F | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 82 | 761 | - | - | 465 | - | - | 560 |
| HCM Lane V/C Ratio | 0.271 | 0.072 | - | - | 0.033 | - | - | 0.002 |
| HCM Control Delay (s) | 64.5 | 10.1 | - | - | 13 | - | - | 11.4 |
| HCM Lane LOS | F | B | - | - | B | - | - | B |
| HCM 95th %tile Q(veh) | 1 | 0.2 | - | - | 0.1 | - | - | 0 |



# HCM 2010 TWSC
## 16: Timberlake & Charlie's Chicken

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 5 | 1345 | 0 | 3 | 803 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 5 | 1345 | 0 | 3 | 803 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 1494 | 0 | 3 | 892 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 892 | 0 | 0 | 1494 | 0 | 0 | 1959 | 2405 | 747 | 1657 | 2405 | 446 |
| Stage 1 | - | - | - | - | - | - | 1506 | 1506 | - | 899 | 899 | - |
| Stage 2 | - | - | - | - | - | - | 453 | 899 | - | 758 | 1506 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 769 | - | - | 455 | - | - | 39 | 34 | 360 | 66 | 34 | 565 |
| Stage 1 | - | - | - | - | - | - | 129 | 186 | - | 304 | 360 | - |
| Stage 2 | - | - | - | - | - | - | 561 | 360 | - | 370 | 186 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 769 | - | - | 455 | - | - | 39 | 34 | 360 | 65 | 34 | 565 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 39 | 34 | - | 65 | 34 | - |
| Stage 1 | - | - | - | - | - | - | 128 | 185 | - | 302 | 358 | - |
| Stage 2 | - | - | - | - | - | - | 557 | 358 | - | 367 | 185 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 | 0 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 769 | - | - | 455 | - | - | - |
| HCM Lane V/C Ratio | - | 0.007 | - | - | 0.007 | - | - | - |
| HCM Control Delay (s) | 0 | 9.7 | - | - | 13 | - | - | 0 |
| HCM Lane LOS | A | A | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 84 | 1255 | 787 | 27 | 8 | 34 |
| Future Vol, veh/h | 84 | 1255 | 787 | 27 | 8 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 140 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 1 | 2 | 2 | 11 | 0 | 0 |
| Mvmt Flow | 92 | 1379 | 865 | 30 | 9 | 37 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 895 | 0 | - | 0 | 1754 | 447 |
| Stage 1 | - | - | - | - | 880 | - |
| Stage 2 | - | - | - | - | 874 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.21 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 760 | - | - | - | 78 | 564 |
| Stage 1 | - | - | - | - | 371 | - |
| Stage 2 | - | - | - | - | 373 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 760 | - | - | - | 69 | 564 |
| Mov Cap-2 Maneuver | - | - | - | - | 69 | - |
| Stage 1 | - | - | - | - | 371 | - |
| Stage 2 | - | - | - | - | 328 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 23.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 760 | - | - | - | 238 |
| HCM Lane V/C Ratio | 0.121 | - | - | - | 0.194 |
| HCM Control Delay (s) | 10.4 | - | - | - | 23.7 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 0.7 |





| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 986 | 666 | 3 | 1 | 1 |
| Future Vol, veh/h | 5 | 986 | 666 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 180 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 2 | 33 | 0 | 0 |
| Mvmt Flow | 6 | 1133 | 766 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 769 | 0 | - | 0 | 1345 | 384 |
| Stage 1 | - | - | - | - | 767 | - |
| Stage 2 | - | - | - | - | 578 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 854 | - | - | - | 145 | 620 |
| Stage 1 | - | - | - | - | 424 | - |
| Stage 2 | - | - | - | - | 530 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 854 | - | - | - | 144 | 620 |
| Mov Cap-2 Maneuver | - | - | - | - | 144 | - |
| Stage 1 | - | - | - | - | 424 | - |
| Stage 2 | - | - | - | - | 526 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 20.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 854 | - | - | - | 234 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.01 |
| HCM Control Delay (s) | 9.2 | - | - | - | 20.5 |
| HCM Lane LOS | A | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

# HCM 2010 TWSC
## 21: Timberlake & Sears/Oakmont

02/07/2017

| 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 | 5 | 974 | 12 | 7 | 647 | 6 | 22 | 0 | 11 | 6 | 0 | 0 |
| Future Vol, veh/h | 5 | 974 | 12 | 7 | 647 | 6 | 22 | 0 | 11 | 6 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 6 | 1094 | 13 | 8 | 727 | 7 | 25 | 0 | 12 | 7 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 734 | 0 | 0 | 1108 | 0 | 0 | 1491 | 1861 | 554 | 1304 | 1865 | 367 |
| Stage 1 | - | - | - | - | - | - | 1112 | 1112 | - | 746 | 746 | - |
| Stage 2 | - | - | - | - | - | - | 379 | 749 | - | 558 | 1119 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 880 | - | - | 638 | - | - | 87 | 74 | 481 | 120 | 74 | 636 |
| Stage 1 | - | - | - | - | - | - | 226 | 287 | - | 376 | 424 | - |
| Stage 2 | - | - | - | - | - | - | 620 | 422 | - | 487 | 285 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 880 | - | - | 638 | - | - | 86 | 73 | 481 | 115 | 73 | 636 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 86 | 73 | - | 115 | 73 | - |
| Stage 1 | - | - | - | - | - | - | 224 | 285 | - | 373 | 419 | - |
| Stage 2 | - | - | - | - | - | - | 612 | 417 | - | 471 | 283 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 48.9 | 38.2 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 118 | 880 | - | - | 638 | - | - | 115 |
| HCM Lane V/C Ratio | 0.314 | 0.006 | - | - | 0.012 | - | - | 0.059 |
| HCM Control Delay (s) | 48.9 | 9.1 | - | - | 10.7 | - | - | 38.2 |
| HCM Lane LOS | E | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 1.2 | 0 | - | - | 0 | - | - | 0.2 |



# HCM 2010 TWSC
## 22: Timberlake & Roundelay/The Vistas

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 969 | 16 | 20 | 640 | 9 | 23 | 1 | 66 | 11 | 0 | 8 |
| Future Vol, veh/h | 7 | 969 | 16 | 20 | 640 | 9 | 23 | 1 | 66 | 11 | 0 | 8 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 90 | - | 430 | 150 | - | - | - | - | 185 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 19 | 20 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 13 |
| Mvmt Flow | 8 | 1065 | 18 | 22 | 703 | 10 | 25 | 1 | 73 | 12 | 0 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 713 | 0 | 0 | 1065 | 0 | 0 | 1476 | 1837 | 532 | 1300 | 1832 | 357 |
| Stage 1 | - | - | - | - | - | - | 1080 | 1080 | - | 752 | 752 | - |
| Stage 2 | - | - | - | - | - | - | 396 | 757 | - | 548 | 1080 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.5 | 6.5 | 7.06 | 7.5 | 6.5 | 7.16 |
| 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 | 2.2 | - | - | 2.4 | - | - | 3.5 | 4 | 3.38 | 3.5 | 4 | 3.43 |
| Pot Cap-1 Maneuver | 896 | - | - | 553 | - | - | 89 | 77 | 477 | 121 | 77 | 609 |
| Stage 1 | - | - | - | - | - | - | 236 | 297 | - | 373 | 421 | - |
| Stage 2 | - | - | - | - | - | - | 606 | 419 | - | 493 | 297 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 896 | - | - | 553 | - | - | 84 | 73 | 477 | 98 | 73 | 609 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 84 | 73 | - | 98 | 73 | - |
| Stage 1 | - | - | - | - | - | - | 234 | 294 | - | 370 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 573 | 402 | - | 413 | 294 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 28.2 | 32.4 |
| HCM LOS | | | D | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 83 | 477 | 896 | - | - | 553 | - | - | 152 |
| HCM Lane V/C Ratio | 0.318 | 0.152 | 0.009 | - | - | 0.04 | - | - | 0.137 |
| HCM Control Delay (s) | 67.4 | 13.9 | 9.1 | - | - | 11.8 | - | - | 32.4 |
| HCM Lane LOS | F | B | A | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1.2 | 0.5 | 0 | - | - | 0.1 | - | - | 0.5 |

# HCM 2010 TWSC
## 23: Timberlake & Timber Ridge

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1039 | 5 | 7 | 653 | 0 | 3 | 0 | 8 | 1 | 4 | 0 |
| Future Vol, veh/h | 0 | 1039 | 5 | 7 | 653 | 0 | 3 | 0 | 8 | 1 | 4 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | 155 | 190 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 1154 | 6 | 8 | 726 | 0 | 3 | 0 | 9 | 1 | 4 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 726 | 0 | 0 | 1154 | 0 | 0 | 1535 | 1895 | 577 | 1318 | 1895 | 363 |
| Stage 1 | - | - | - | - | - | - | 1154 | 1154 | - | 741 | 741 | - |
| Stage 2 | - | - | - | - | - | - | 381 | 741 | - | 577 | 1154 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 886 | - | - | 613 | - | - | 81 | 70 | 465 | 117 | 70 | 640 |
| Stage 1 | - | - | - | - | - | - | 213 | 274 | - | 379 | 426 | - |
| Stage 2 | - | - | - | - | - | - | 619 | 426 | - | 474 | 274 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 886 | - | - | 613 | - | - | 76 | 69 | 465 | 114 | 69 | 640 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 76 | 69 | - | 114 | 69 | - |
| Stage 1 | - | - | - | - | - | - | 213 | 274 | - | 379 | 420 | - |
| Stage 2 | - | - | - | - | - | - | 604 | 420 | - | 465 | 274 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 24.8 | 56.8 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 194 | 886 | - | - | 613 | - | - | 75 |
| HCM Lane V/C Ratio | 0.063 | - | - | - | 0.013 | - | - | 0.074 |
| HCM Control Delay (s) | 24.8 | 0 | - | - | 10.9 | - | - | 56.8 |
| HCM Lane LOS | C | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |



# HCM 2010 TWSC
## 24: Timberlake & Timber Ridge 2

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1052 | 1 | 20 | 652 | 8 | 16 |
| Future Vol, veh/h | 1052 | 1 | 20 | 652 | 8 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | 120 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | -5 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 1143 | 1 | 22 | 709 | 9 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1143 | 0 | 1541 | 572 |
| Stage 1 | - | - | - | - | 1143 | - |
| Stage 2 | - | - | - | - | 398 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 619 | - | 108 | 468 |
| Stage 1 | - | - | - | - | 270 | - |
| Stage 2 | - | - | - | - | 653 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 619 | - | 104 | 468 |
| Mov Cap-2 Maneuver | - | - | - | - | 104 | - |
| Stage 1 | - | - | - | - | 270 | - |
| Stage 2 | - | - | - | - | 630 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 23.9 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 216 | - | - | 619 | - |
| HCM Lane V/C Ratio | 0.121 | - | - | 0.035 | - |
| HCM Control Delay (s) | 23.9 | - | - | 11 | - |
| HCM Lane LOS | C | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

# HCM 2010 TWSC
## 25: Timberlake & Whitten Timberlake Chapel

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 1090 | 0 | 1 | 672 | 3 | 0 | 0 | 0 | 1 | 0 | 5 |
| Future Vol, veh/h | 16 | 1090 | 0 | 1 | 672 | 3 | 0 | 0 | 0 | 1 | 0 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 180 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 19 | 2 | 0 | 0 | 2 | 33 | 0 | 0 | 0 | 100 | 0 | 60 |
| Mvmt Flow | 18 | 1239 | 0 | 1 | 764 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 767 | 0 | 0 | 1239 | 0 | 0 | 1659 | 2044 | 619 | 1424 | 2043 | 384 |
| Stage 1 | - | - | - | - | - | - | 1275 | 1275 | - | 768 | 768 | - |
| Stage 2 | - | - | - | - | - | - | 384 | 769 | - | 656 | 1275 | - |
| Critical Hdwy | 4.48 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 9.5 | 6.5 | 8.1 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 8.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 8.5 | 5.5 | - |
| Follow-up Hdwy | 2.39 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.5 | 4 | 3.9 |
| Pot Cap-1 Maneuver | 740 | - | - | 569 | - | - | 65 | 57 | 436 | 40 | 57 | 476 |
| Stage 1 | - | - | - | - | - | - | 180 | 240 | - | 203 | 414 | - |
| Stage 2 | - | - | - | - | - | - | 616 | 413 | - | 249 | 240 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 740 | - | - | 569 | - | - | 63 | 56 | 436 | 39 | 56 | 476 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 63 | 56 | - | 39 | 56 | - |
| Stage 1 | - | - | - | - | - | - | 176 | 234 | - | 198 | 413 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 412 | - | 243 | 234 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 0 | 27.6 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 740 | - | - | 569 | - | - | 166 |
| HCM Lane V/C Ratio | - | 0.025 | - | - | 0.002 | - | - | 0.041 |
| HCM Control Delay (s) | 0 | 10 | - | - | 11.3 | - | - | 27.6 |
| HCM Lane LOS | A | A | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.1 |



# HCM 2010 TWSC
## 26: Timberlake & Heritage Business Center

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 1078 | 1 | 6 | 664 | 6 | 3 | 0 | 2 | 1 | 0 | 2 |
| Future Vol, veh/h | 11 | 1078 | 1 | 6 | 664 | 6 | 3 | 0 | 2 | 1 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1239 | 1 | 7 | 763 | 7 | 3 | 0 | 2 | 1 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 770 | 0 | 0 | 1240 | 0 | 0 | 1660 | 2049 | 620 | 1425 | 2046 | 385 |
| Stage 1 | - | - | - | - | - | - | 1265 | 1265 | - | 780 | 780 | - |
| Stage 2 | - | - | - | - | - | - | 395 | 784 | - | 645 | 1266 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 854 | - | - | 569 | - | - | 65 | 56 | 436 | 98 | 57 | 619 |
| Stage 1 | - | - | - | - | - | - | 182 | 243 | - | 359 | 409 | - |
| Stage 2 | - | - | - | - | - | - | 607 | 407 | - | 432 | 242 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 854 | - | - | 569 | - | - | 63 | 54 | 436 | 95 | 55 | 619 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 63 | 54 | - | 95 | 55 | - |
| Stage 1 | - | - | - | - | - | - | 179 | 239 | - | 354 | 404 | - |
| Stage 2 | - | - | - | - | - | - | 597 | 402 | - | 423 | 238 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.1 | 44.9 | 21.8 |
| HCM LOS | | | E | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 96 | 854 | - | - | 569 | - | - | 218 |
| HCM Lane V/C Ratio | 0.06 | 0.015 | - | - | 0.012 | - | - | 0.016 |
| HCM Control Delay (s) | 44.9 | 9.3 | - | - | 11.4 | - | - | 21.8 |
| HCM Lane LOS | E | A | - | - | B | - | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0 |

# HCM 2010 TWSC
## 27: Timberlake & Citgo/Misty Mountain

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 1072 | 8 | 22 | 673 | 0 | 0 | 0 | 136 | 0 | 0 | 11 |
| Future Vol, veh/h | 1 | 1072 | 8 | 22 | 673 | 0 | 0 | 0 | 136 | 0 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 325 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1232 | 9 | 25 | 774 | 0 | 0 | 0 | 156 | 0 | 0 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 774 | 0 | 0 | 1241 | 0 | 0 | - | - | 621 | - | - | 387 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | - | - | 6.9 | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | - | - | 3.3 | - | - | 3.3 |
| Pot Cap-1 Maneuver | 851 | - | - | 568 | - | - | 0 | 0 | 435 | 0 | 0 | 617 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 851 | - | - | 568 | - | - | - | - | 435 | - | - | 617 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 17.8 | 11 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 435 | 851 | - | - | 568 | - | - | 617 |
| HCM Lane V/C Ratio | 0.359 | 0.001 | - | - | 0.045 | - | - | 0.02 |
| HCM Control Delay (s) | 17.8 | 9.2 | - | - | 11.6 | - | - | 11 |
| HCM Lane LOS | C | A | - | - | B | - | - | B |
| HCM 95th %tile Q(veh) | 1.6 | 0 | - | - | 0.1 | - | - | 0.1 |



# HCM 2010 TWSC
## 28: Timberlake & Middleview/Jade Palace

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 23 | 1194 | 0 | 2 | 686 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Future Vol, veh/h | 23 | 1194 | 0 | 2 | 686 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 135 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 27 | 1388 | 0 | 2 | 798 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 798 | 0 | 0 | 1388 | 0 | 0 | 1845 | 2244 | 694 | 1550 | 2244 | 399 |
| Stage 1 | - | - | - | - | - | - | 1442 | 1442 | - | 802 | 802 | - |
| Stage 2 | - | - | - | - | - | - | 403 | 802 | - | 748 | 1442 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 833 | - | - | 500 | - | - | 47 | 43 | 390 | 79 | 43 | 606 |
| Stage 1 | - | - | - | - | - | - | 142 | 199 | - | 348 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 601 | 399 | - | 375 | 199 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 833 | - | - | 500 | - | - | 46 | 41 | 390 | 77 | 41 | 606 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 46 | 41 | - | 77 | 41 | - |
| Stage 1 | - | - | - | - | - | - | 137 | 193 | - | 337 | 397 | - |
| Stage 2 | - | - | - | - | - | - | 599 | 397 | - | 363 | 193 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 0 | 52.5 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 833 | - | - | 500 | - | - | 77 |
| HCM Lane V/C Ratio | - | 0.032 | - | - | 0.005 | - | - | 0.015 |
| HCM Control Delay (s) | 0 | 9.5 | - | - | 12.2 | - | - | 52.5 |
| HCM Lane LOS | A | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0 |

# HCM 2010 TWSC
## 3: Timberlake & Tomahawk/Advanced Auto

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 41 | 980 | 13 | 24 | 1186 | 9 | 5 | 0 | 12 | 7 | 0 | 26 |
| Future Vol, veh/h | 41 | 980 | 13 | 24 | 1186 | 9 | 5 | 0 | 12 | 7 | 0 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 145 | - | 240 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mvmt Flow | 43 | 1021 | 14 | 25 | 1235 | 9 | 5 | 0 | 13 | 7 | 0 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1235 | 0 | 0 | 1034 | 0 | 0 | 1781 | 2398 | 517 | 1881 | 2405 | 618 |
| Stage 1 | - | - | - | - | - | - | 1113 | 1113 | - | 1285 | 1285 | - |
| Stage 2 | - | - | - | - | - | - | 668 | 1285 | - | 596 | 1120 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.98 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.34 |
| Pot Cap-1 Maneuver | 571 | - | - | 680 | - | - | 53 | 34 | 509 | 45 | 34 | 427 |
| Stage 1 | - | - | - | - | - | - | 226 | 286 | - | 177 | 237 | - |
| Stage 2 | - | - | - | - | - | - | 419 | 237 | - | 462 | 284 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 571 | - | - | 680 | - | - | 45 | 30 | 509 | 40 | 30 | 427 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 45 | 30 | - | 40 | 30 | - |
| Stage 1 | - | - | - | - | - | - | 209 | 264 | - | 164 | 228 | - |
| Stage 2 | - | - | - | - | - | - | 378 | 228 | - | 417 | 263 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0.2 | 38.2 | 38.9 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 126 | 571 | - | - | 680 | - | - | 140 |
| HCM Lane V/C Ratio | 0.141 | 0.075 | - | - | 0.037 | - | - | 0.246 |
| HCM Control Delay (s) | 38.2 | 11.8 | - | - | 10.5 | - | - | 38.9 |
| HCM Lane LOS | E | B | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 0.5 | 0.2 | - | - | 0.1 | - | - | 0.9 |



# HCM 2010 TWSC
## 6: Timberlake & Sprint/Sunny Bank

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 11 | 997 | 26 | 26 | 1181 | 6 | 11 | 0 | 20 | 3 | 0 | 9 |
| Future Vol, veh/h | 11 | 997 | 26 | 26 | 1181 | 6 | 11 | 0 | 20 | 3 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 320 | - | - | 160 | - | 320 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 1039 | 27 | 27 | 1230 | 6 | 11 | 0 | 21 | 3 | 0 | 9 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1230 | 0 | 0 | 1066 | 0 | 0 | 1744 | 2359 | 533 | 1826 | 2373 | 615 |
| Stage 1 | - | - | - | - | - | - | 1075 | 1075 | - | 1284 | 1284 | - |
| Stage 2 | - | - | - | - | - | - | 669 | 1284 | - | 542 | 1089 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 574 | - | - | 661 | - | - | 56 | 36 | 496 | 49 | 35 | 439 |
| Stage 1 | - | - | - | - | - | - | 238 | 298 | - | 177 | 238 | - |
| Stage 2 | - | - | - | - | - | - | 418 | 238 | - | 497 | 294 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 574 | - | - | 661 | - | - | 52 | 34 | 496 | 45 | 33 | 439 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 52 | 34 | - | 45 | 33 | - |
| Stage 1 | - | - | - | - | - | - | 233 | 292 | - | 174 | 228 | - |
| Stage 2 | - | - | - | - | - | - | 392 | 228 | - | 467 | 288 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 44.4 | 33.7 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 123 | 574 | - | - | 661 | - | - | 138 |
| HCM Lane V/C Ratio | 0.263 | 0.02 | - | - | 0.041 | - | - | 0.091 |
| HCM Control Delay (s) | 44.4 | 11.4 | - | - | 10.7 | - | - | 33.7 |
| HCM Lane LOS | E | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 1 | 0.1 | - | - | 0.1 | - | - | 0.3 |

# HCM 2010 TWSC
## 7: Timberlake & Powtan/St Clair

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 944 | 2 | 14 | 1172 | 37 | 4 | 0 | 15 | 23 | 0 | 30 |
| Future Vol, veh/h | 32 | 944 | 2 | 14 | 1172 | 37 | 4 | 0 | 15 | 23 | 0 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 140 | - | 90 | 290 | - | 290 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 34 | 994 | 2 | 15 | 1234 | 39 | 4 | 0 | 16 | 24 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1234 | 0 | 0 | 994 | 0 | 0 | 1707 | 2324 | 497 | 1827 | 2324 | 617 |
| Stage 1 | - | - | - | - | - | - | 1061 | 1061 | - | 1263 | 1263 | - |
| Stage 2 | - | - | - | - | - | - | 646 | 1263 | - | 564 | 1061 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 572 | - | - | 704 | - | - | 60 | 38 | 524 | 49 | 38 | 438 |
| Stage 1 | - | - | - | - | - | - | 243 | 303 | - | 183 | 243 | - |
| Stage 2 | - | - | - | - | - | - | 431 | 243 | - | 483 | 303 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 572 | - | - | 704 | - | - | 52 | 35 | 524 | 45 | 35 | 438 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 52 | 35 | - | 45 | 35 | - |
| Stage 1 | - | - | - | - | - | - | 229 | 285 | - | 172 | 238 | - |
| Stage 2 | - | - | - | - | - | - | 391 | 238 | - | 441 | 285 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.1 | 27.5 | 93.5 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 180 | 572 | - | - | 704 | - | - | 91 |
| HCM Lane V/C Ratio | 0.111 | 0.059 | - | - | 0.021 | - | - | 0.613 |
| HCM Control Delay (s) | 27.5 | 11.7 | - | - | 10.2 | - | - | 93.5 |
| HCM Lane LOS | D | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.4 | 0.2 | - | - | 0.1 | - | - | 2.9 |



# HCM 2010 TWSC
## 9: Timberlake & Shelor/Country Cookin

02/07/2017

| 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 | 10 | 1076 | 22 | 39 | 1191 | 9 | 2 | 0 | 21 | 22 | 0 | 27 |
| Future Vol, veh/h | 10 | 1076 | 22 | 39 | 1191 | 9 | 2 | 0 | 21 | 22 | 0 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 175 | - | 90 | 150 | - | - | - | - | - | - | - | - |
| 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 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 10 | 1121 | 23 | 41 | 1241 | 9 | 2 | 0 | 22 | 23 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1250 | 0 | 0 | 1121 | 0 | 0 | 1844 | 2473 | 560 | 1908 | 2469 | 625 |
| Stage 1 | - | - | - | - | - | - | 1142 | 1142 | - | 1327 | 1327 | - |
| Stage 2 | - | - | - | - | - | - | 702 | 1331 | - | 581 | 1142 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 564 | - | - | 631 | - | - | 47 | 30 | 477 | 42 | 31 | 433 |
| Stage 1 | - | - | - | - | - | - | 217 | 278 | - | 167 | 227 | - |
| Stage 2 | - | - | - | - | - | - | 400 | 226 | - | 472 | 278 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 564 | - | - | 631 | - | - | 41 | 28 | 477 | 38 | 28 | 433 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 41 | 28 | - | 38 | 28 | - |
| Stage 1 | - | - | - | - | - | - | 213 | 273 | - | 164 | 212 | - |
| Stage 2 | - | - | - | - | - | - | 350 | 211 | - | 442 | 273 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 21.1 | 119.1 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 248 | 564 | - | - | 631 | - | - | 76 |
| HCM Lane V/C Ratio | 0.097 | 0.018 | - | - | 0.064 | - | - | 0.672 |
| HCM Control Delay (s) | 21.1 | 11.5 | - | - | 11.1 | - | - | 119.1 |
| HCM Lane LOS | C | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0.2 | - | - | 3.1 |

# HCM 2010 TWSC
## 10: Timberlake & Beachwood/CC Auto

02/07/2017

| 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 | 27 | 1134 | 0 | 12 | 1247 | 48 | 0 | 0 | 1 | 22 | 0 | 16 |
| Future Vol, veh/h | 27 | 1134 | 0 | 12 | 1247 | 48 | 0 | 0 | 1 | 22 | 0 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 135 | - | 50 | 280 | - | 190 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 28 | 1169 | 0 | 12 | 1286 | 49 | 0 | 0 | 1 | 23 | 0 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1286 | 0 | 0 | 1169 | 0 | 0 | 1893 | 2535 | 585 | 1950 | 2535 | 643 |
| Stage 1 | - | - | - | - | - | - | 1225 | 1225 | - | 1310 | 1310 | - |
| Stage 2 | - | - | - | - | - | - | 668 | 1310 | - | 640 | 1225 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 546 | - | - | 605 | - | - | 44 | 28 | 459 | 39 | 28 | 421 |
| Stage 1 | - | - | - | - | - | - | 193 | 254 | - | 171 | 231 | - |
| Stage 2 | - | - | - | - | - | - | 419 | 231 | - | 435 | 254 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 546 | - | - | 605 | - | - | 40 | 26 | 459 | 37 | 26 | 421 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 40 | 26 | - | 37 | 26 | - |
| Stage 1 | - | - | - | - | - | - | 183 | 241 | - | 162 | 226 | - |
| Stage 2 | - | - | - | - | - | - | 395 | 226 | - | 412 | 241 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.1 | 12.9 | 140.9 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 459 | 546 | - | - | 605 | - | - | 60 |
| HCM Lane V/C Ratio | 0.002 | 0.051 | - | - | 0.02 | - | - | 0.653 |
| HCM Control Delay (s) | 12.9 | 11.9 | - | - | 11.1 | - | - | 140.9 |
| HCM Lane LOS | B | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0.1 | - | - | 2.7 |



# HCM 2010 TWSC
## 14: Timberlake & Wood/Dentist

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 1126 | 10 | 35 | 1318 | 95 | 4 | 0 | 5 | 15 | 0 | 25 |
| Future Vol, veh/h | 32 | 1126 | 10 | 35 | 1318 | 95 | 4 | 0 | 5 | 15 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 120 | - | 140 | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 36 | 1251 | 11 | 39 | 1464 | 106 | 4 | 0 | 6 | 17 | 0 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1570 | 0 | 0 | 1251 | 0 | 0 | 2132 | 2970 | 626 | 2292 | 2917 | 785 |
| Stage 1 | - | - | - | - | - | - | 1322 | 1322 | - | 1595 | 1595 | - |
| Stage 2 | - | - | - | - | - | - | 810 | 1648 | - | 697 | 1322 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 426 | - | - | 563 | - | - | 29 | 14 | 432 | 22 | 16 | 340 |
| Stage 1 | - | - | - | - | - | - | 168 | 228 | - | 114 | 168 | - |
| Stage 2 | - | - | - | - | - | - | 344 | 158 | - | 402 | 228 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 426 | - | - | 563 | - | - | 24 | 12 | 432 | 19 | 14 | 340 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 24 | 12 | - | 19 | 14 | - |
| Stage 1 | - | - | - | - | - | - | 154 | 209 | - | 104 | 156 | - |
| Stage 2 | - | - | - | - | - | - | 294 | 147 | - | 363 | 209 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.3 | 94.2 | 260.3 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 50 | 426 | - | - | 563 | - | - | 46 |
| HCM Lane V/C Ratio | 0.2 | 0.083 | - | - | 0.069 | - | - | 0.966 |
| HCM Control Delay (s) | 94.2 | 14.2 | - | - | 11.9 | - | - | 260.3 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.7 | 0.3 | - | - | 0.2 | - | - | 4 |

# HCM 2010 TWSC
## 15: Timberlake & DQ/Knollwood

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 46 | 1221 | 8 | 26 | 1344 | 11 | 6 | 0 | 11 | 3 | 0 | 12 |
| Future Vol, veh/h | 46 | 1221 | 8 | 26 | 1344 | 11 | 6 | 0 | 11 | 3 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 160 | 120 | - | - | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 48 | 1285 | 8 | 27 | 1415 | 12 | 6 | 0 | 12 | 3 | 0 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1426 | 0 | 0 | 1285 | 0 | 0 | 2144 | 2863 | 643 | 2214 | 2857 | 713 |
| Stage 1 | - | - | - | - | - | - | 1382 | 1382 | - | 1475 | 1475 | - |
| Stage 2 | - | - | - | - | - | - | 762 | 1481 | - | 739 | 1382 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 483 | - | - | 547 | - | - | 28 | 17 | 421 | 25 | 17 | 379 |
| Stage 1 | - | - | - | - | - | - | 154 | 213 | - | 135 | 192 | - |
| Stage 2 | - | - | - | - | - | - | 368 | 191 | - | 380 | 213 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 483 | - | - | 547 | - | - | 24 | 15 | 421 | 22 | 15 | 379 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 24 | 15 | - | 22 | 15 | - |
| Stage 1 | - | - | - | - | - | - | 139 | 192 | - | 122 | 183 | - |
| Stage 2 | - | - | - | - | - | - | 338 | 182 | - | 333 | 192 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0.2 | 85.1 | 54 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 62 | 483 | - | - | 547 | - | - | 89 |
| HCM Lane V/C Ratio | 0.289 | 0.1 | - | - | 0.05 | - | - | 0.177 |
| HCM Control Delay (s) | 85.1 | 13.3 | - | - | 11.9 | - | - | 54 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 1 | 0.3 | - | - | 0.2 | - | - | 0.6 |



# HCM 2010 TWSC
## 16: Timberlake & Charlie's Chicken

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 10 | 1225 | 0 | 18 | 1365 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Future Vol, veh/h | 10 | 1225 | 0 | 18 | 1365 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 11 | 1303 | 0 | 19 | 1452 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1452 | 0 | 0 | 1303 | 0 | 0 | 2088 | 2814 | 652 | 2163 | 2814 | 726 |
| Stage 1 | - | - | - | - | - | - | 1324 | 1324 | - | 1490 | 1490 | - |
| Stage 2 | - | - | - | - | - | - | 764 | 1490 | - | 673 | 1324 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 472 | - | - | 538 | - | - | 31 | 18 | 415 | 27 | 18 | 372 |
| Stage 1 | - | - | - | - | - | - | 167 | 227 | - | 132 | 189 | - |
| Stage 2 | - | - | - | - | - | - | 367 | 189 | - | 416 | 227 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 472 | - | - | 538 | - | - | 30 | 17 | 415 | 26 | 17 | 372 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 30 | 17 | - | 26 | 17 | - |
| Stage 1 | - | - | - | - | - | - | 163 | 222 | - | 129 | 182 | - |
| Stage 2 | - | - | - | - | - | - | 354 | 182 | - | 405 | 222 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 13.7 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 415 | 472 | - | - | 538 | - | - | - |
| HCM Lane V/C Ratio | 0.003 | 0.023 | - | - | 0.036 | - | - | - |
| HCM Control Delay (s) | 13.7 | 12.8 | - | - | 11.9 | - | - | 0 |
| HCM Lane LOS | B | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.1 | - | - | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.7 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 124 | 1114 | 1357 | 26 | 2 | 97 |
| Future Vol, veh/h | 124 | 1114 | 1357 | 26 | 2 | 97 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 140 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 1 | 4 | 0 | 1 |
| Mvmt Flow | 135 | 1211 | 1475 | 28 | 2 | 105 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1503 | 0 | - | 0 | 2364 | 752 |
| Stage 1 | - | - | - | - | 1489 | - |
| Stage 2 | - | - | - | - | 875 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.92 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.31 |
| Pot Cap-1 Maneuver | 452 | - | - | - | 30 | 355 |
| Stage 1 | - | - | - | - | 177 | - |
| Stage 2 | - | - | - | - | 373 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 452 | - | - | - | 21 | 355 |
| Mov Cap-2 Maneuver | - | - | - | - | 21 | - |
| Stage 1 | - | - | - | - | 177 | - |
| Stage 2 | - | - | - | - | 262 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 1.6 | 0 | 27 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 452 | - | - | - | 269 |
| HCM Lane V/C Ratio | 0.298 | - | - | - | 0.4 |
| HCM Control Delay (s) | 16.3 | - | - | - | 27 |
| HCM Lane LOS | C | - | - | - | D |
| HCM 95th %tile Q(veh) | 1.2 | - | - | - | 1.8 |





| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 968 | 1018 | 0 | 1 | 4 |
| Future Vol, veh/h | 2 | 968 | 1018 | 0 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 180 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 1030 | 1083 | 0 | 1 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1083 | 0 | - | 0 | 1602 | 541 |
| Stage 1 | - | - | - | - | 1083 | - |
| Stage 2 | - | - | - | - | 519 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 652 | - | - | - | 98 | 491 |
| Stage 1 | - | - | - | - | 291 | - |
| Stage 2 | - | - | - | - | 568 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 652 | - | - | - | 98 | 491 |
| Mov Cap-2 Maneuver | - | - | - | - | 98 | - |
| Stage 1 | - | - | - | - | 291 | - |
| Stage 2 | - | - | - | - | 566 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 18.5 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 652 | - | - | - | 272 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.02 |
| HCM Control Delay (s) | 10.5 | - | - | - | 18.5 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

# HCM 2010 TWSC
## 21: Timberlake & Sears/Oakmont

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 14 | 968 | 21 | 24 | 988 | 39 | 9 | 0 | 20 | 34 | 0 | 16 |
| Future Vol, veh/h | 14 | 968 | 21 | 24 | 988 | 39 | 9 | 0 | 20 | 34 | 0 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 15 | 3 | 0 | 0 |
| Mvmt Flow | 15 | 1041 | 23 | 26 | 1062 | 42 | 10 | 0 | 22 | 37 | 0 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1104 | 0 | 0 | 1063 | 0 | 0 | 1665 | 2238 | 532 | 1686 | 2229 | 552 |
| Stage 1 | - | - | - | - | - | - | 1082 | 1082 | - | 1135 | 1135 | - |
| Stage 2 | - | - | - | - | - | - | 583 | 1156 | - | 551 | 1094 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.72 | 6.5 | 7.2 | 7.56 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.72 | 5.5 | - | 6.56 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.72 | 5.5 | - | 6.56 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.61 | 4 | 3.45 | 3.53 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 640 | - | - | 663 | - | - | 58 | 43 | 460 | 60 | 43 | 483 |
| Stage 1 | - | - | - | - | - | - | 217 | 296 | - | 214 | 280 | - |
| Stage 2 | - | - | - | - | - | - | 444 | 273 | - | 484 | 292 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 640 | - | - | 663 | - | - | 53 | 40 | 460 | 54 | 40 | 483 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 53 | 40 | - | 54 | 40 | - |
| Stage 1 | - | - | - | - | - | - | 212 | 289 | - | 209 | 269 | - |
| Stage 2 | - | - | - | - | - | - | 411 | 262 | - | 451 | 285 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.2 | 39.2 | 129.1 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 136 | 640 | - | - | 663 | - | - | 75 |
| HCM Lane V/C Ratio | 0.229 | 0.024 | - | - | 0.039 | - | - | 0.717 |
| HCM Control Delay (s) | 39.2 | 10.8 | - | - | 10.7 | - | - | 129.1 |
| HCM Lane LOS | E | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.8 | 0.1 | - | - | 0.1 | - | - | 3.4 |



# HCM 2010 TWSC
## 22: Timberlake & Roundelay/The Vistas

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 997 | 34 | 51 | 1023 | 22 | 22 | 0 | 44 | 12 | 0 | 10 |
| Future Vol, veh/h | 7 | 997 | 34 | 51 | 1023 | 22 | 22 | 0 | 44 | 12 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 90 | - | 430 | 150 | - | - | - | - | 185 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 14 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 1061 | 36 | 54 | 1088 | 23 | 23 | 0 | 47 | 13 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1112 | 0 | 0 | 1061 | 0 | 0 | 1729 | 2296 | 530 | 1754 | 2285 | 556 |
| Stage 1 | - | - | - | - | - | - | 1076 | 1076 | - | 1209 | 1209 | - |
| Stage 2 | - | - | - | - | - | - | 653 | 1220 | - | 545 | 1076 | - |
| Critical Hdwy | 4.38 | - | - | 4.14 | - | - | 7.5 | 6.5 | 6.94 | 7.5 | 6.5 | 6.9 |
| 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 | 2.34 | - | - | 2.22 | - | - | 3.5 | 4 | 3.32 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 559 | - | - | 652 | - | - | 58 | 39 | 493 | 55 | 40 | 480 |
| Stage 1 | - | - | - | - | - | - | 238 | 298 | - | 197 | 258 | - |
| Stage 2 | - | - | - | - | - | - | 427 | 255 | - | 495 | 298 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 559 | - | - | 652 | - | - | 53 | 35 | 493 | 46 | 36 | 480 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 53 | 35 | - | 46 | 36 | - |
| Stage 1 | - | - | - | - | - | - | 235 | 294 | - | 195 | 237 | - |
| Stage 2 | - | - | - | - | - | - | 383 | 234 | - | 442 | 294 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.5 | 48.2 | 69.8 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 53 | 493 | 559 | - | - | 652 | - | - | 78 |
| HCM Lane V/C Ratio | 0.442 | 0.095 | 0.013 | - | - | 0.083 | - | - | 0.3 |
| HCM Control Delay (s) | 118.4 | 13.1 | 11.5 | - | - | 11 | - | - | 69.8 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 1.6 | 0.3 | 0 | - | - | 0.3 | - | - | 1.1 |

# HCM 2010 TWSC
## 23: Timberlake & Timber Ridge

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 1053 | 4 | 15 | 1058 | 0 | 7 | 0 | 12 | 1 | 0 | 1 |
| Future Vol, veh/h | 12 | 1053 | 4 | 15 | 1058 | 0 | 7 | 0 | 12 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | 155 | 190 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1108 | 4 | 16 | 1114 | 0 | 7 | 0 | 13 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1114 | 0 | 0 | 1108 | 0 | 0 | 1722 | 2279 | 554 | 1724 | 2279 | 557 |
| Stage 1 | - | - | - | - | - | - | 1134 | 1134 | - | 1145 | 1145 | - |
| Stage 2 | - | - | - | - | - | - | 588 | 1145 | - | 579 | 1134 | - |
| Critical Hdwy | 4.1 | - | - | 4.24 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.27 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 634 | - | - | 598 | - | - | 59 | 40 | 481 | 58 | 40 | 479 |
| Stage 1 | - | - | - | - | - | - | 219 | 280 | - | 216 | 277 | - |
| Stage 2 | - | - | - | - | - | - | 467 | 277 | - | 473 | 280 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 634 | - | - | 598 | - | - | 57 | 38 | 481 | 54 | 38 | 479 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 57 | 38 | - | 54 | 38 | - |
| Stage 1 | - | - | - | - | - | - | 215 | 274 | - | 212 | 270 | - |
| Stage 2 | - | - | - | - | - | - | 454 | 270 | - | 451 | 274 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 38 | 42.9 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 129 | 634 | - | - | 598 | - | - | 97 |
| HCM Lane V/C Ratio | 0.155 | 0.02 | - | - | 0.026 | - | - | 0.022 |
| HCM Control Delay (s) | 38 | 10.8 | - | - | 11.2 | - | - | 42.9 |
| HCM Lane LOS | E | B | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | 0.1 |



# HCM 2010 TWSC
## 24: Timberlake & Timber Ridge 2

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1071 | 10 | 33 | 1076 | 11 | 16 |
| Future Vol, veh/h | 1071 | 10 | 33 | 1076 | 11 | 16 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | 120 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | -5 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 1127 | 11 | 35 | 1133 | 12 | 17 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1127 | 0 | 1763 | 564 |
| Stage 1 | - | - | - | - | 1127 | - |
| Stage 2 | - | - | - | - | 636 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 627 | - | 77 | 474 |
| Stage 1 | - | - | - | - | 275 | - |
| Stage 2 | - | - | - | - | 495 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 627 | - | 73 | 474 |
| Mov Cap-2 Maneuver | - | - | - | - | 73 | - |
| Stage 1 | - | - | - | - | 275 | - |
| Stage 2 | - | - | - | - | 467 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 35.5 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 146 | - | - | 627 | - |
| HCM Lane V/C Ratio | 0.195 | - | - | 0.055 | - |
| HCM Control Delay (s) | 35.5 | - | - | 11.1 | - |
| HCM Lane LOS | E | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0.2 | - |

# HCM 2010 TWSC
## 25: Timberlake & Whitten Timberlake Chapel

02/07/2017

| 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 | 1110 | 2 | 7 | 997 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Future Vol, veh/h | 0 | 1110 | 2 | 7 | 997 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 180 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 1156 | 2 | 7 | 1039 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1041 | 0 | 0 | 1158 | 0 | 0 | 1691 | 2212 | 579 | 1632 | 2212 | 520 |
| Stage 1 | - | - | - | - | - | - | 1157 | 1157 | - | 1054 | 1054 | - |
| Stage 2 | - | - | - | - | - | - | 534 | 1055 | - | 578 | 1158 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 676 | - | - | 611 | - | - | 62 | 45 | 463 | 68 | 45 | 506 |
| Stage 1 | - | - | - | - | - | - | 212 | 273 | - | 245 | 305 | - |
| Stage 2 | - | - | - | - | - | - | 503 | 305 | - | 474 | 273 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 676 | - | - | 611 | - | - | 61 | 44 | 463 | 67 | 44 | 506 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 61 | 44 | - | 67 | 44 | - |
| Stage 1 | - | - | - | - | - | - | 212 | 273 | - | 245 | 302 | - |
| Stage 2 | - | - | - | - | - | - | 496 | 302 | - | 474 | 273 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | 36.1 |
| HCM LOS | | | A | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 676 | - | - | 611 | - | - | 118 |
| HCM Lane V/C Ratio | - | - | - | - | 0.012 | - | - | 0.018 |
| HCM Control Delay (s) | 0 | 0 | - | - | 11 | - | - | 36.1 |
| HCM Lane LOS | A | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.1 |



# HCM 2010 TWSC
## 26: Timberlake & Heritage Business Center

02/07/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 1110 | 0 | 14 | 1007 | 10 | 2 | 0 | 0 | 9 | 0 | 11 |
| Future Vol, veh/h | 2 | 1110 | 0 | 14 | 1007 | 10 | 2 | 0 | 0 | 9 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| Mvmt Flow | 2 | 1144 | 0 | 14 | 1038 | 10 | 2 | 0 | 0 | 9 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1048 | 0 | 0 | 1144 | 0 | 0 | 1696 | 2225 | 572 | 1648 | 2220 | 524 |
| Stage 1 | - | - | - | - | - | - | 1148 | 1148 | - | 1072 | 1072 | - |
| Stage 2 | - | - | - | - | - | - | 548 | 1077 | - | 576 | 1148 | - |
| Critical Hdwy | 5.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.72 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.72 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.72 | 5.5 | - |
| Follow-up Hdwy | 2.7 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.61 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 436 | - | - | 618 | - | - | 61 | 44 | 468 | 59 | 44 | 503 |
| Stage 1 | - | - | - | - | - | - | 215 | 276 | - | 220 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 493 | 298 | - | 448 | 276 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 436 | - | - | 618 | - | - | 58 | 43 | 468 | 58 | 43 | 503 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 58 | 43 | - | 58 | 43 | - |
| Stage 1 | - | - | - | - | - | - | 214 | 275 | - | 219 | 292 | - |
| Stage 2 | - | - | - | - | - | - | 471 | 291 | - | 446 | 275 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 69.3 | 43.8 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 58 | 436 | - | - | 618 | - | - | 113 |
| HCM Lane V/C Ratio | 0.036 | 0.005 | - | - | 0.023 | - | - | 0.182 |
| HCM Control Delay (s) | 69.3 | 13.3 | - | - | 11 | - | - | 43.8 |
| HCM Lane LOS | F | B | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 0.6 |

# HCM 2010 TWSC
## 27: Timberlake & Citgo/Misty Mountain

02/07/2017

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 7 | 1099 | 54 | 127 | 990 | 0 | 0 | 0 | 79 | 0 | 0 | 10 |
| Future Vol, veh/h | 7 | 1099 | 54 | 127 | 990 | 0 | 0 | 0 | 79 | 0 | 0 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 325 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 1121 | 55 | 130 | 1010 | 0 | 0 | 0 | 81 | 0 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1010 | 0 | 0 | 1177 | 0 | 0 | - | - | 588 | - | - | 505 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.12 | - | - | - | - | 6.9 | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.21 | - | - | - | - | 3.3 | - | - | 3.3 |
| Pot Cap-1 Maneuver | 694 | - | - | 595 | - | - | 0 | 0 | 457 | 0 | 0 | 518 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 694 | - | - | 595 | - | - | - | - | 457 | - | - | 518 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 1.4 | 14.6 | 12.1 |
| HCM LOS | | | B | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 457 | 694 | - | - | 595 | - | - | 518 |
| HCM Lane V/C Ratio | 0.176 | 0.01 | - | - | 0.218 | - | - | 0.02 |
| HCM Control Delay (s) | 14.6 | 10.2 | - | - | 12.7 | - | - | 12.1 |
| HCM Lane LOS | B | B | - | - | B | - | - | B |
| HCM 95th %tile Q(veh) | 0.6 | 0 | - | - | 0.8 | - | - | 0.1 |



# HCM 2010 TWSC
## 28: Timberlake & Middleview/Jade Palace

02/07/2017

| Intersection | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 26 | 1132 | 3 | 19 | 1120 | 5 | 1 | 0 | 5 | 3 | 0 | 3 |
| Future Vol, veh/h | 26 | 1132 | 3 | 19 | 1120 | 5 | 1 | 0 | 5 | 3 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 135 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 27 | 1155 | 3 | 19 | 1143 | 5 | 1 | 0 | 5 | 3 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1148 | 0 | 0 | 1158 | 0 | 0 | 1820 | 2397 | 579 | 1815 | 2395 | 574 |
| Stage 1 | - | - | - | - | - | - | 1210 | 1210 | - | 1184 | 1184 | - |
| Stage 2 | - | - | - | - | - | - | 610 | 1187 | - | 631 | 1211 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 616 | - | - | 611 | - | - | 49 | 34 | 463 | 50 | 34 | 467 |
| Stage 1 | - | - | - | - | - | - | 197 | 258 | - | 204 | 265 | - |
| Stage 2 | - | - | - | - | - | - | 453 | 264 | - | 440 | 257 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 616 | - | - | 611 | - | - | 46 | 31 | 463 | 47 | 31 | 467 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 46 | 31 | - | 47 | 31 | - |
| Stage 1 | - | - | - | - | - | - | 188 | 247 | - | 195 | 257 | - |
| Stage 2 | - | - | - | - | - | - | 436 | 256 | - | 416 | 246 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.2 | 25.2 | 50.6 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 184 | 616 | - | - | 611 | - | - | 85 |
| HCM Lane V/C Ratio | 0.033 | 0.043 | - | - | 0.032 | - | - | 0.072 |
| HCM Control Delay (s) | 25.2 | 11.1 | - | - | 11.1 | - | - | 50.6 |
| HCM Lane LOS | D | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.1 | - | - | 0.2 |

# SIMTRAFFIC QUEUE OUTPUT SHEETS

## Intersection: 1: Timberlake/Waterlick

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 207 | 292 | 264 | 26 | 229 | 282 | 265 | 115 | 271 | 154 | 691 | 1135 |
| Average Queue (ft) | 78 | 165 | 135 | 4 | 88 | 96 | 94 | 39 | 137 | 65 | 435 | 805 |
| 95th Queue (ft) | 156 | 254 | 227 | 15 | 173 | 220 | 209 | 86 | 230 | 114 | 1027 | 1644 |
| Link Distance (ft) | | 1065 | 1065 | | | 448 | 448 | | 352 | 352 | | 1595 |
| Upstream Blk Time (%) | | | | | | 0 | | | | | | 17 |
| Queuing Penalty (veh) | | | | | | 0 | | | | | | 0 |
| Storage Bay Dist (ft) | 265 | | | 470 | 355 | | | 340 | | | 990 | |
| Storage Blk Time (%) | 0 | 0 | | | | 0 | 0 | | | | 1 | 19 |
| Queuing Penalty (veh) | 0 | 0 | | | | 0 | 0 | | | | 3 | 61 |

## Intersection: 2: Timberlake & Brush Tavern/Walgreens

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 39 | 170 | 138 | 58 | 124 | 152 | 52 | 30 | 29 | 27 |
| Average Queue (ft) | 6 | 26 | 24 | 13 | 13 | 16 | 4 | 13 | 2 | 2 |
| 95th Queue (ft) | 26 | 102 | 90 | 42 | 67 | 85 | 24 | 37 | 15 | 14 |
| Link Distance (ft) | | 448 | 448 | | 390 | 390 | 170 | | 1086 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 240 | | | 320 | | | | 30 | | 120 |
| Storage Blk Time (%) | | 0 | 0 | | | | 3 | 1 | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | 0 | 0 | | |

## Intersection: 3: Timberlake & Tomahawk/Advanced Auto

| Movement | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | R | LTR | LTR |
| Maximum Queue (ft) | 44 | 2 | 52 | 6 | 40 | 58 |
| Average Queue (ft) | 5 | 0 | 12 | 0 | 11 | 19 |
| 95th Queue (ft) | 25 | 2 | 38 | 4 | 35 | 46 |
| Link Distance (ft) | | 390 | | | 174 | 1071 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 170 | | 145 | 240 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |





## Intersection: 4: Timberlake & Grace Church/Crowell

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR |
| Maximum Queue (ft) | 12 | 208 | 216 | 22 | 160 | 418 | 426 | 20 | 75 |
| Average Queue (ft) | 0 | 55 | 48 | 1 | 50 | 212 | 220 | 1 | 26 |
| 95th Queue (ft) | 5 | 151 | 140 | 10 | 127 | 379 | 383 | 10 | 54 |
| Link Distance (ft) | | 734 | 734 | | | 450 | 450 | | 727 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | | 1 | 1 | | |
| Storage Bay Dist (ft) | 210 | | | 220 | 160 | | | 360 | |
| Storage Blk Time (%) | | 0 | 0 | | 0 | 20 | 2 | | |
| Queuing Penalty (veh) | | 0 | 0 | | 0 | 9 | 0 | | |

## Intersection: 5: Timberlake & Southwood/Jordan

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 99 | 397 | 372 | 96 | 116 | 229 | 208 | 93 | 166 | 140 | 71 |
| Average Queue (ft) | 44 | 145 | 135 | 9 | 28 | 61 | 67 | 10 | 62 | 62 | 9 |
| 95th Queue (ft) | 94 | 311 | 292 | 52 | 73 | 158 | 155 | 46 | 130 | 116 | 39 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 100 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | 0 | 12 | 11 | 0 | 0 | 0 | 0 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | 1 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |

## Intersection: 6: Timberlake & Sprint/Sunny Bank

| Movement | EB | EB | EB | WB | NB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR |
| Maximum Queue (ft) | 25 | 59 | 60 | 35 | 79 |
| Average Queue (ft) | 2 | 2 | 2 | 6 | 30 |
| 95th Queue (ft) | 12 | 52 | 54 | 25 | 63 |
| Link Distance (ft) | | 573 | 573 | | 878 |
| Upstream Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |
| Storage Bay Dist (ft) | 320 | | | 160 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 7: Timberlake & Powtan/St Clair

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | L | R | LTR | LTR |
| Maximum Queue (ft) | 30 | 43 | 3 | 18 | 114 |
| Average Queue (ft) | 5 | 7 | 0 | 1 | 39 |
| 95th Queue (ft) | 22 | 28 | 2 | 8 | 81 |
| Link Distance (ft) | | | | 86 | 660 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 140 | 290 | 290 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 8: Timberlake & Carpet One/Big Lots

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 27 | 290 | 251 | 51 | 85 | 156 | 171 | 8 | 99 | 80 | 16 |
| Average Queue (ft) | 4 | 81 | 63 | 3 | 28 | 27 | 33 | 0 | 29 | 22 | 1 |
| 95th Queue (ft) | 19 | 213 | 174 | 29 | 63 | 94 | 109 | 7 | 69 | 52 | 9 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | | 0 | 0 | | | | 3 | 0 | 1 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | | | | 0 | 0 | 0 | 0 | |

## Intersection: 9: Timberlake & Shelor/Country Cookin

| Movement | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | TR | LTR | LTR |
| Maximum Queue (ft) | 49 | 96 | 77 | 52 | 2 | 25 | 75 |
| Average Queue (ft) | 5 | 11 | 8 | 12 | 0 | 2 | 26 |
| 95th Queue (ft) | 27 | 119 | 102 | 40 | 2 | 13 | 64 |
| Link Distance (ft) | | 495 | 495 | | 251 | 311 | 504 |
| Upstream Blk Time (%) | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | 2 | 0 | | | | |
| Storage Bay Dist (ft) | 175 | | | 150 | | | |
| Storage Blk Time (%) | | 1 | 0 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | |





## Intersection: 10: Timberlake & Beachwood/CC Auto

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | R | LTR |
| Maximum Queue (ft) | 38 | 136 | 62 | 30 | 2 | 154 |
| Average Queue (ft) | 3 | 22 | 4 | 3 | 0 | 47 |
| 95th Queue (ft) | 20 | 130 | 45 | 17 | 2 | 125 |
| Link Distance (ft) | | 251 | 251 | | | 459 |
| Upstream Blk Time (%) | | 1 | 0 | | | |
| Queuing Penalty (veh) | | 6 | 0 | | | |
| Storage Bay Dist (ft) | 135 | | | 280 | 190 | |
| Storage Blk Time (%) | 0 | 4 | 0 | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | | | |

## Intersection: 11: Timberlake & Enterprise/Oakdale

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 397 | 578 | 518 | 96 | 216 | 345 | 313 | 150 | 191 | 163 | 156 |
| Average Queue (ft) | 240 | 206 | 136 | 6 | 40 | 149 | 143 | 49 | 81 | 75 | 65 |
| 95th Queue (ft) | 438 | 549 | 362 | 41 | 122 | 284 | 272 | 115 | 155 | 135 | 119 |
| Link Distance (ft) | | 607 | 607 | | | 881 | 881 | | 365 | | 1256 |
| Upstream Blk Time (%) | | 3 | 0 | | | | | | | | |
| Queuing Penalty (veh) | | 22 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 400 | | | 100 | 245 | | | 390 | | 1000 | |
| Storage Blk Time (%) | 10 | 7 | 8 | 0 | 0 | 2 | | | | | |
| Queuing Penalty (veh) | 45 | 31 | 1 | 0 | 0 | 1 | | | | | |

## Intersection: 12: Timberlake & Hardees/Greenview

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 220 | 458 | 447 | 280 | 372 | 557 | 510 | 180 | 302 | 325 | 56 | 148 |
| Average Queue (ft) | 54 | 231 | 202 | 90 | 238 | 165 | 139 | 23 | 155 | 152 | 39 | 31 |
| 95th Queue (ft) | 164 | 385 | 359 | 232 | 396 | 459 | 361 | 100 | 262 | 270 | 62 | 103 |
| Link Distance (ft) | | 881 | 881 | | | 688 | 688 | | 892 | 892 | | 183 |
| Upstream Blk Time (%) | | | | | | 1 | 0 | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 2 | 0 | | | | | 0 |
| Storage Bay Dist (ft) | 235 | | | 280 | 360 | | | 180 | | | 55 | |
| Storage Blk Time (%) | 0 | 10 | 2 | 0 | 8 | 4 | 4 | 0 | | | 13 | 2 |
| Queuing Penalty (veh) | 0 | 4 | 5 | 1 | 24 | 10 | 2 | 0 | | | 0 | 1 |

## Intersection: 13: Timberlake & Laxton/Lowes

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 310 | 558 | 528 | 283 | 199 | 374 | 414 | 165 | 170 | 89 | 601 | 221 |
| Average Queue (ft) | 155 | 235 | 222 | 11 | 37 | 173 | 161 | 88 | 59 | 21 | 321 | 66 |
| 95th Queue (ft) | 303 | 454 | 425 | 101 | 125 | 310 | 321 | 191 | 130 | 63 | 541 | 171 |
| Link Distance (ft) | | 688 | 688 | | | 548 | 548 | | 285 | | 824 | 824 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | 0 | |
| Storage Bay Dist (ft) | 310 | | | 350 | 200 | | | 165 | | 90 | | |
| Storage Blk Time (%) | 0 | 5 | 3 | 0 | 0 | 7 | 7 | 1 | 9 | 0 | | |
| Queuing Penalty (veh) | 2 | 13 | 0 | 0 | 0 | 3 | 19 | 2 | 2 | 0 | | |

## Intersection: 14: Timberlake & Wood/Dentist

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | TR | LTR |
| Maximum Queue (ft) | 53 | 6 | 7 | 72 | 17 | 152 |
| Average Queue (ft) | 11 | 0 | 0 | 15 | 1 | 58 |
| 95th Queue (ft) | 34 | 5 | 5 | 45 | 17 | 125 |
| Link Distance (ft) | | 548 | 548 | | 647 | 985 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 120 | | | 130 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 15: Timberlake & DQ/Knollwood

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 52 | 26 | 47 | 21 |
| Average Queue (ft) | 13 | 5 | 15 | 1 |
| 95th Queue (ft) | 36 | 21 | 41 | 9 |
| Link Distance (ft) | | | 511 | 354 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 120 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |





## Intersection: 16: Timberlake & Charlie's Chicken

| Movement | EB | WB |
|---|---|---|
| Directions Served | L | L |
| Maximum Queue (ft) | 27 | 24 |
| Average Queue (ft) | 2 | 2 |
| 95th Queue (ft) | 14 | 12 |
| Link Distance (ft) | | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 145 | 155 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | T | R | LTR |
| Maximum Queue (ft) | 80 | 192 | 171 | 56 | 205 | 236 | 114 | 71 |
| Average Queue (ft) | 19 | 74 | 65 | 8 | 69 | 88 | 13 | 18 |
| 95th Queue (ft) | 58 | 174 | 143 | 32 | 162 | 191 | 65 | 49 |
| Link Distance (ft) | | 485 | 485 | | 530 | 530 | | 585 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | 150 | |
| Storage Blk Time (%) | 0 | 2 | | 0 | 2 | 2 | 0 | |
| Queuing Penalty (veh) | 0 | 1 | | 0 | 0 | 1 | 0 | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | EB | EB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | T | TR | LR |
| Maximum Queue (ft) | 117 | 315 | 264 | 22 | 95 |
| Average Queue (ft) | 47 | 95 | 58 | 1 | 34 |
| 95th Queue (ft) | 126 | 373 | 281 | 7 | 84 |
| Link Distance (ft) | | 530 | 530 | 472 | 253 |
| Upstream Blk Time (%) | | 2 | 0 | | |
| Queuing Penalty (veh) | | 14 | 0 | | |
| Storage Bay Dist (ft) | 140 | | | | |
| Storage Blk Time (%) | 0 | 15 | | | |
| Queuing Penalty (veh) | 1 | 13 | | | |

## Intersection: 19: Timberlake & Old Graves Mill/Dreaming Creek

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 335 | 483 | 458 | 160 | 138 | 299 | 323 | 229 | 166 | 164 | 146 |
| Average Queue (ft) | 254 | 287 | 210 | 16 | 15 | 149 | 162 | 56 | 67 | 78 | 63 |
| 95th Queue (ft) | 414 | 557 | 392 | 92 | 66 | 260 | 283 | 174 | 129 | 143 | 114 |
| Link Distance (ft) | | 472 | 472 | | | 328 | 328 | | 569 | | 550 |
| Upstream Blk Time (%) | | 14 | 0 | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | 86 | 1 | | | 0 | 1 | | | | |
| Storage Bay Dist (ft) | 335 | | | 160 | 150 | | | 230 | | 220 | |
| Storage Blk Time (%) | 27 | 21 | 12 | 0 | 0 | 12 | 4 | 0 | | 0 | |
| Queuing Penalty (veh) | 113 | 79 | 3 | 0 | 0 | 2 | 3 | 0 | | 0 | |

## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | LR |
| Maximum Queue (ft) | 32 | 3 | 19 | 25 |
| Average Queue (ft) | 3 | 0 | 1 | 2 |
| 95th Queue (ft) | 18 | 3 | 15 | 14 |
| Link Distance (ft) | | 398 | 398 | 197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 180 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 21: Timberlake & Sears/Oakmont

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR | LTR |
| Maximum Queue (ft) | 17 | 1 | 3 | 33 | 72 | 34 |
| Average Queue (ft) | 1 | 0 | 0 | 3 | 24 | 6 |
| 95th Queue (ft) | 7 | 1 | 1 | 17 | 56 | 27 |
| Link Distance (ft) | | 398 | 398 | | 577 | 144 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 130 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |





## Intersection: 22: Timberlake & Roundelay/The Vistas

| Movement | EB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | L | TR | LT | R | LTR |
| Maximum Queue (ft) | 25 | 48 | 1 | 55 | 97 | 60 |
| Average Queue (ft) | 2 | 7 | 0 | 17 | 36 | 16 |
| 95th Queue (ft) | 12 | 28 | 1 | 46 | 70 | 46 |
| Link Distance (ft) | | | 560 | 398 | | 482 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 90 | 150 | | | 185 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 23: Timberlake & Timber Ridge

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | R | L | LTR | LTR |
| Maximum Queue (ft) | 5 | 28 | 32 | 34 |
| Average Queue (ft) | 0 | 3 | 8 | 5 |
| 95th Queue (ft) | 3 | 16 | 26 | 25 |
| Link Distance (ft) | | | 385 | 86 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 155 | 190 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 24: Timberlake & Timber Ridge 2

| Movement | WB | NB |
|---|---|---|
| Directions Served | L | LR |
| Maximum Queue (ft) | 47 | 56 |
| Average Queue (ft) | 11 | 17 |
| 95th Queue (ft) | 36 | 44 |
| Link Distance (ft) | | 413 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 120 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | L | L | LTR |
| Maximum Queue (ft) | 48 | 8 | 67 |
| Average Queue (ft) | 5 | 0 | 8 |
| 95th Queue (ft) | 26 | 5 | 40 |
| Link Distance (ft) | | | 382 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 190 | 180 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 33 | 27 | 28 | 26 |
| Average Queue (ft) | 3 | 3 | 4 | 3 |
| 95th Queue (ft) | 18 | 17 | 19 | 16 |
| Link Distance (ft) | | | 216 | 265 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 160 | 155 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 27: Timberlake & Citgo/Misty Mountain

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 8 | 48 | 114 | 34 |
| Average Queue (ft) | 0 | 10 | 46 | 9 |
| 95th Queue (ft) | 4 | 33 | 86 | 31 |
| Link Distance (ft) | | | 762 | 117 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 325 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |





## Intersection: 28: Timberlake & Middleview/Jade Palace

| Movement | EB | EB | EB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR |
| Maximum Queue (ft) | 37 | 73 | 78 | 27 | 18 |
| Average Queue (ft) | 7 | 4 | 4 | 1 | 1 |
| 95th Queue (ft) | 26 | 42 | 44 | 11 | 7 |
| Link Distance (ft) | | 920 | 920 | | 387 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 190 | | | 135 | |
| Storage Blk Time (%) | | 0 | | | |
| Queuing Penalty (veh) | | 0 | | | |

## Intersection: 29: Timberlake & Richland/Leesville

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 233 | 505 | 511 | 255 | 348 | 297 | 251 | 56 | 169 | 546 | 202 | 167 |
| Average Queue (ft) | 17 | 300 | 308 | 69 | 179 | 159 | 131 | 16 | 42 | 244 | 91 | 42 |
| 95th Queue (ft) | 107 | 478 | 493 | 256 | 298 | 247 | 212 | 45 | 153 | 481 | 171 | 110 |
| Link Distance (ft) | | 509 | 509 | | | 938 | 938 | | 737 | 737 | 449 | |
| Upstream Blk Time (%) | | 0 | 1 | | | | | | 0 | 1 | | |
| Queuing Penalty (veh) | | 3 | 5 | | | | | | 0 | 0 | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 420 | | | 470 | | | | 170 |
| Storage Blk Time (%) | 0 | 14 | 19 | 0 | 0 | 0 | | | | | 1 | 0 |
| Queuing Penalty (veh) | 0 | 2 | 15 | 2 | 0 | 0 | | | | | 1 | 0 |

## Network Summary

Network wide Queuing Penalty: 643

## Intersection: 1: Timberlake/Waterlick

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 246 | 308 | 251 | 37 | 338 | 359 | 360 | 274 | 301 | 140 | 930 | 1452 |
| Average Queue (ft) | 137 | 147 | 114 | 6 | 189 | 153 | 154 | 75 | 162 | 64 | 504 | 924 |
| 95th Queue (ft) | 235 | 245 | 201 | 18 | 325 | 300 | 290 | 161 | 261 | 111 | 1157 | 1735 |
| Link Distance (ft) | | 1065 | 1065 | | | 448 | 448 | | 352 | 352 | | 1595 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | 0 | | | 20 |
| Queuing Penalty (veh) | | | | | | 2 | 0 | | 0 | | | 0 |
| Storage Bay Dist (ft) | 265 | | | 470 | 355 | | | 340 | | | 990 | |
| Storage Blk Time (%) | 1 | 0 | | | 1 | 0 | 0 | 0 | | | 1 | 26 |
| Queuing Penalty (veh) | 2 | 0 | | | 4 | 0 | 0 | 0 | | | 3 | 77 |

## Intersection: 2: Timberlake & Brush Tavern/Walgreens

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 76 | 221 | 218 | 2 | 71 | 254 | 279 | 130 | 30 | 33 | 30 |
| Average Queue (ft) | 18 | 49 | 51 | 0 | 25 | 48 | 55 | 44 | 21 | 3 | 4 |
| 95th Queue (ft) | 52 | 140 | 140 | 2 | 59 | 158 | 182 | 96 | 43 | 18 | 20 |
| Link Distance (ft) | | 448 | 448 | | | 390 | 390 | 170 | | 1086 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | 240 | | | 180 | 320 | | | | 30 | | 120 |
| Storage Blk Time (%) | | 0 | 0 | | | 0 | | 29 | 3 | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | | 12 | 1 | | |

## Intersection: 3: Timberlake & Tomahawk/Advanced Auto

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | T | T | LTR | LTR |
| Maximum Queue (ft) | 72 | 7 | 53 | 18 | 19 | 46 | 71 |
| Average Queue (ft) | 17 | 0 | 12 | 1 | 1 | 15 | 21 |
| 95th Queue (ft) | 49 | 3 | 40 | 11 | 12 | 41 | 52 |
| Link Distance (ft) | | 390 | | 734 | 734 | 174 | 1071 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 170 | | 145 | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |





## Intersection: 4: Timberlake & Grace Church/Crowell

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 36 | 285 | 286 | 64 | 159 | 472 | 481 | 21 | 145 | 44 | 27 |
| Average Queue (ft) | 5 | 85 | 79 | 3 | 33 | 331 | 338 | 1 | 65 | 9 | 5 |
| 95th Queue (ft) | 23 | 217 | 204 | 32 | 102 | 523 | 534 | 10 | 121 | 31 | 22 |
| Link Distance (ft) | | 734 | 734 | | | 450 | 450 | | 727 | 191 | |
| Upstream Blk Time (%) | | | | | | 4 | 6 | | | | |
| Queuing Penalty (veh) | | | | | | 26 | 33 | | | | |
| Storage Bay Dist (ft) | 210 | | | 220 | 160 | | | 360 | | | 125 |
| Storage Blk Time (%) | | 1 | 1 | 0 | 0 | 38 | 16 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 0 | 12 | 0 | | | | |

## Intersection: 5: Timberlake & Southwood/Jordan

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 99 | 420 | 406 | 90 | 202 | 418 | 457 | 285 | 138 | 145 | 104 |
| Average Queue (ft) | 54 | 147 | 143 | 9 | 29 | 146 | 158 | 36 | 51 | 54 | 19 |
| 95th Queue (ft) | 106 | 332 | 326 | 51 | 103 | 335 | 355 | 165 | 103 | 107 | 53 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | 0 | 0 | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 1 | 1 | | | | |
| Storage Bay Dist (ft) | 100 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | 2 | 12 | 12 | 0 | 0 | 6 | 3 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | 9 | 13 | 3 | 0 | 0 | 3 | 4 | 1 | | 0 | 0 |

## Intersection: 6: Timberlake & Sprint/Sunny Bank

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | T | T | LTR | LTR |
| Maximum Queue (ft) | 37 | 2 | 46 | 23 | 19 | 72 | 35 |
| Average Queue (ft) | 6 | 0 | 10 | 1 | 1 | 24 | 8 |
| 95th Queue (ft) | 26 | 2 | 33 | 17 | 15 | 55 | 29 |
| Link Distance (ft) | | 573 | | 422 | 422 | 878 | 80 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 320 | | 160 | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 7: Timberlake & Powtan/St Clair

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | L | R | LTR | LTR |
| Maximum Queue (ft) | 60 | 30 | 7 | 50 | 97 |
| Average Queue (ft) | 15 | 5 | 0 | 14 | 32 |
| 95th Queue (ft) | 43 | 22 | 5 | 39 | 70 |
| Link Distance (ft) | | | | 86 | 660 |
| Upstream Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 0 | |
| Storage Bay Dist (ft) | 140 | 290 | 290 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 8: Timberlake & Carpet One/Big Lots

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 27 | 273 | 279 | 102 | 83 | 181 | 201 | 3 | 112 | 80 | 42 |
| Average Queue (ft) | 3 | 67 | 61 | 7 | 29 | 46 | 53 | 0 | 40 | 12 | 9 |
| 95th Queue (ft) | 16 | 174 | 170 | 55 | 66 | 126 | 140 | 3 | 86 | 45 | 30 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | | 0 | 0 | 0 | | 0 | 5 | | 2 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |

## Intersection: 9: Timberlake & Shelor/Country Cookin

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | LTR | LTR |
| Maximum Queue (ft) | 30 | 2 | 10 | 67 | 49 | 127 |
| Average Queue (ft) | 5 | 0 | 0 | 18 | 15 | 39 |
| 95th Queue (ft) | 22 | 2 | 6 | 48 | 38 | 92 |
| Link Distance (ft) | | 495 | | | 311 | 504 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 175 | | 90 | 150 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |





## Intersection: 10: Timberlake & Beachwood/CC Auto

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | L | R | LTR | LTR |
| Maximum Queue (ft) | 56 | 31 | 2 | 18 | 108 |
| Average Queue (ft) | 14 | 6 | 0 | 1 | 28 |
| 95th Queue (ft) | 42 | 24 | 2 | 10 | 77 |
| Link Distance (ft) | | | | 128 | 459 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 135 | 280 | 190 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 11: Timberlake & Enterprise/Oakdale

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 270 | 298 | 331 | 98 | 230 | 378 | 356 | 87 | 144 | 170 | 273 |
| Average Queue (ft) | 119 | 112 | 127 | 8 | 61 | 153 | 157 | 18 | 50 | 85 | 120 |
| 95th Queue (ft) | 217 | 235 | 263 | 46 | 162 | 302 | 302 | 56 | 102 | 148 | 221 |
| Link Distance (ft) | | 607 | 607 | | | 881 | 881 | | 365 | | 1256 |
| Upstream Blk Time (%) | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | |
| Storage Bay Dist (ft) | 400 | | | 100 | 245 | | | 390 | | 1000 | |
| Storage Blk Time (%) | 0 | 0 | 11 | 0 | 0 | 3 | 0 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 2 | 0 | 0 | 3 | 0 | | | | |

## Intersection: 12: Timberlake & Hardees/Greenview

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 168 | 442 | 466 | 280 | 364 | 707 | 705 | 116 | 395 | 357 | 54 | 139 |
| Average Queue (ft) | 22 | 235 | 205 | 115 | 309 | 428 | 292 | 8 | 199 | 167 | 39 | 38 |
| 95th Queue (ft) | 85 | 395 | 383 | 264 | 458 | 855 | 703 | 59 | 347 | 292 | 64 | 104 |
| Link Distance (ft) | | 881 | 881 | | | 688 | 688 | | 892 | 892 | | 183 |
| Upstream Blk Time (%) | | | | | | 9 | 2 | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 51 | 9 | | | | | 0 |
| Storage Bay Dist (ft) | 235 | | | 280 | 360 | | | 180 | | | 55 | |
| Storage Blk Time (%) | 0 | 11 | 3 | 0 | 32 | 21 | 6 | 0 | | | 14 | 2 |
| Queuing Penalty (veh) | 0 | 2 | 9 | 1 | 132 | 69 | 1 | 0 | | | 2 | 1 |

## Intersection: 13: Timberlake & Laxton/Lowes

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 309 | 443 | 418 | 167 | 200 | 555 | 568 | 165 | 258 | 90 | 486 | 276 |
| Average Queue (ft) | 188 | 196 | 181 | 11 | 94 | 359 | 342 | 111 | 103 | 42 | 279 | 80 |
| 95th Queue (ft) | 319 | 384 | 352 | 86 | 224 | 611 | 602 | 219 | 215 | 99 | 467 | 187 |
| Link Distance (ft) | | 688 | 688 | | | 548 | 548 | | 285 | | 824 | 824 |
| Upstream Blk Time (%) | | | | | | 7 | 3 | | 1 | | 0 | 0 |
| Queuing Penalty (veh) | | | | | | 43 | 23 | | 0 | | 0 | 0 |
| Storage Bay Dist (ft) | 310 | | | 350 | 200 | | | 165 | | 90 | | |
| Storage Blk Time (%) | 1 | 2 | 1 | 0 | 0 | 36 | 27 | 1 | 24 | 1 | | |
| Queuing Penalty (veh) | 4 | 6 | 0 | 0 | 1 | 32 | 71 | 4 | 14 | 0 | | |

## Intersection: 14: Timberlake & Wood/Dentist

| Movement | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 50 | 96 | 277 | 288 | 45 | 120 |
| Average Queue (ft) | 13 | 17 | 50 | 48 | 10 | 39 |
| 95th Queue (ft) | 35 | 59 | 272 | 267 | 40 | 112 |
| Link Distance (ft) | | | 647 | 647 | 127 | 985 |
| Upstream Blk Time (%) | | | 1 | 1 | | |
| Queuing Penalty (veh) | | | 4 | 4 | | |
| Storage Bay Dist (ft) | 120 | 130 | | | | |
| Storage Blk Time (%) | | 0 | 6 | | | |
| Queuing Penalty (veh) | | 0 | 2 | | | |

## Intersection: 15: Timberlake & DQ/Knollwood

| Movement | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 52 | 51 | 50 | 58 | 56 | 48 |
| Average Queue (ft) | 16 | 11 | 6 | 6 | 15 | 14 |
| 95th Queue (ft) | 41 | 36 | 83 | 85 | 43 | 40 |
| Link Distance (ft) | | | 493 | 493 | 511 | 354 |
| Upstream Blk Time (%) | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | 0 | 1 | | |
| Storage Bay Dist (ft) | 150 | 120 | | | | |
| Storage Blk Time (%) | | | 1 | | | |
| Queuing Penalty (veh) | | | 0 | | | |





## Intersection: 16: Timberlake & Charlie's Chicken

| Movement | EB | WB | WB | WB | NB |
|---|---|---|---|---|---|
| Directions Served | L | L | T | TR | LTR |
| Maximum Queue (ft) | 39 | 43 | 14 | 18 | 24 |
| Average Queue (ft) | 4 | 9 | 0 | 1 | 1 |
| 95th Queue (ft) | 21 | 32 | 12 | 17 | 12 |
| Link Distance (ft) | | | 485 | 485 | 108 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 145 | 155 | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | T | R | LTR |
| Maximum Queue (ft) | 99 | 158 | 134 | 97 | 287 | 326 | 150 | 98 |
| Average Queue (ft) | 32 | 57 | 50 | 14 | 127 | 140 | 17 | 30 |
| 95th Queue (ft) | 69 | 123 | 110 | 52 | 247 | 269 | 78 | 68 |
| Link Distance (ft) | | 485 | 485 | | 530 | 530 | | 585 |
| Upstream Blk Time (%) | | | | | | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | 150 | |
| Storage Blk Time (%) | | 0 | | 0 | 6 | 4 | 0 | |
| Queuing Penalty (veh) | | 0 | | 0 | 1 | 1 | 0 | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | T | T | TR | LR |
| Maximum Queue (ft) | 127 | 134 | 55 | 39 | 52 | 130 |
| Average Queue (ft) | 57 | 6 | 1 | 1 | 2 | 49 |
| 95th Queue (ft) | 109 | 60 | 30 | 28 | 27 | 96 |
| Link Distance (ft) | | 530 | 530 | 472 | 472 | 253 |
| Upstream Blk Time (%) | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 0 |
| Storage Bay Dist (ft) | 140 | | | | | |
| Storage Blk Time (%) | 1 | 0 | | | | |
| Queuing Penalty (veh) | 5 | 0 | | | | |

## Intersection: 19: Timberlake & Old Graves Mill/Dreaming Creek

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 324 | 414 | 396 | 160 | 139 | 352 | 357 | 230 | 125 | 220 | 490 |
| Average Queue (ft) | 197 | 173 | 167 | 14 | 27 | 228 | 231 | 100 | 50 | 167 | 209 |
| 95th Queue (ft) | 346 | 354 | 309 | 85 | 102 | 372 | 384 | 254 | 97 | 250 | 423 |
| Link Distance (ft) | | 472 | 472 | | | 328 | 328 | | 569 | | 550 |
| Upstream Blk Time (%) | | 0 | 0 | | | 3 | 4 | | | | 1 |
| Queuing Penalty (veh) | | 2 | 0 | | | 14 | 20 | | | | 0 |
| Storage Bay Dist (ft) | 335 | | | 160 | 150 | | | 230 | | 220 | |
| Storage Blk Time (%) | 4 | 2 | 9 | 0 | 0 | 27 | 13 | 0 | | 6 | 3 |
| Queuing Penalty (veh) | 17 | 5 | 3 | 0 | 0 | 6 | 17 | 2 | | 25 | 10 |

## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | LR |
| Maximum Queue (ft) | 18 | 143 | 156 | 31 |
| Average Queue (ft) | 1 | 14 | 19 | 6 |
| 95th Queue (ft) | 10 | 72 | 86 | 25 |
| Link Distance (ft) | | 398 | 398 | 197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 180 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 21: Timberlake & Sears/Oakmont

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR | LTR |
| Maximum Queue (ft) | 31 | 3 | 1 | 36 | 74 | 95 |
| Average Queue (ft) | 5 | 0 | 0 | 7 | 25 | 36 |
| 95th Queue (ft) | 20 | 2 | 1 | 24 | 60 | 74 |
| Link Distance (ft) | | 398 | 398 | | 577 | 144 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 130 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |





## Intersection: 22: Timberlake & Roundelay/The Vistas

| Movement | EB | EB | EB | EB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | TR | LT | R | LTR |
| Maximum Queue (ft) | 39 | 2 | 2 | 2 | 69 | 1 | 65 | 64 | 64 |
| Average Queue (ft) | 3 | 0 | 0 | 0 | 16 | 0 | 19 | 25 | 18 |
| 95th Queue (ft) | 19 | 2 | 2 | 2 | 44 | 1 | 49 | 51 | 50 |
| Link Distance (ft) | | 623 | 623 | | | 560 | 398 | | 482 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 90 | | | 430 | 150 | | | 185 | |
| Storage Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |

## Intersection: 23: Timberlake & Timber Ridge

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 32 | 32 | 44 | 27 |
| Average Queue (ft) | 5 | 6 | 12 | 2 |
| 95th Queue (ft) | 22 | 24 | 33 | 12 |
| Link Distance (ft) | | | 385 | 86 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 145 | 190 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 24: Timberlake & Timber Ridge 2

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | R | L | LR |
| Maximum Queue (ft) | 6 | 60 | 62 |
| Average Queue (ft) | 0 | 17 | 19 |
| 95th Queue (ft) | 3 | 44 | 48 |
| Link Distance (ft) | | | 413 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 120 | 120 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | WB | SB |
|---|---|---|
| Directions Served | L | LTR |
| Maximum Queue (ft) | 26 | 31 |
| Average Queue (ft) | 3 | 2 |
| 95th Queue (ft) | 15 | 14 |
| Link Distance (ft) | | 382 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 180 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | TR | L | LTR | LTR |
| Maximum Queue (ft) | 20 | 2 | 32 | 28 | 59 |
| Average Queue (ft) | 1 | 0 | 6 | 3 | 18 |
| 95th Queue (ft) | 10 | 2 | 24 | 16 | 47 |
| Link Distance (ft) | | 466 | | 216 | 265 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 160 | | 155 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 27: Timberlake & Citgo/Misty Mountain

| Movement | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | TR | L | R | R |
| Maximum Queue (ft) | 28 | 28 | 143 | 69 | 38 |
| Average Queue (ft) | 2 | 2 | 48 | 28 | 9 |
| 95th Queue (ft) | 14 | 12 | 102 | 52 | 31 |
| Link Distance (ft) | | 501 | | 762 | 117 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 150 | | 325 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |





## Intersection: 28: Timberlake & Middleview/Jade Palace

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR | LTR |
| Maximum Queue (ft) | 45 | 5 | 6 | 55 | 32 | 31 |
| Average Queue (ft) | 9 | 0 | 0 | 11 | 6 | 6 |
| 95th Queue (ft) | 32 | 4 | 4 | 38 | 26 | 26 |
| Link Distance (ft) | | 920 | 920 | | 119 | 387 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 190 | | | 135 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 29: Timberlake & Richland/Leesville

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 279 | 447 | 459 | 255 | 420 | 984 | 968 | 145 | 138 | 296 | 121 | 90 |
| Average Queue (ft) | 51 | 266 | 271 | 80 | 405 | 844 | 796 | 25 | 47 | 115 | 48 | 30 |
| 95th Queue (ft) | 184 | 415 | 426 | 274 | 488 | 1216 | 1205 | 89 | 106 | 225 | 97 | 70 |
| Link Distance (ft) | | 509 | 509 | | | 938 | 938 | | 737 | 737 | 449 | |
| Upstream Blk Time (%) | | 0 | 0 | | | 58 | 9 | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 420 | | | 470 | | | | 170 |
| Storage Blk Time (%) | 0 | 8 | 12 | 0 | 58 | 41 | 1 | 0 | | | 0 | |
| Queuing Penalty (veh) | 0 | 4 | 13 | 2 | 306 | 166 | 1 | 0 | | | 0 | |

## Network Summary

Network wide Queuing Penalty: 1323

# APPENDIX C – NO-BUILD CONDITIONS

# APPENDIX C-1: SYNCHRO MODELING INPUTS AND ASSUMPTIONS

No Build AM

VDOT Virginia Department of Transportation

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = Z ($S_s/\sqrt{N}$)
Confidence Level = $X_s \pm Z (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 13 |
| 2 | 12 |
| 3 | 14 |
| 4 | 15 |
| 5 | 15 |
| 6 | 13 |
| 7 | 14 |
| 8 | 13 |
| 9 | 15 |
| 10 | 14 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 13.8 |
| $S_s$ | = | 1.0 |
| E | = | 1.4 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.64 | | |
| **95% Confidence Interval** | = | 13.2 | to | 14.4 |
| **Percentage of Mean** | = | 4.64% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

No Build PM

VDOT Virginia Department of Transportation

# Sample Size Determination Tool, Version 2.0

User Inputs
Constants
Outputs

Sample Size (N) = Number of Model Runs
Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$)
Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$
Sampling Error = Z ($S_s/\sqrt{N}$)
Confidence Level = $X_s \pm Z (S_s/\sqrt{N})$
% of Sample Mean (E) = % Tolerance * $X_s$
Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$

## Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 13 |
| 2 | 12 |
| 3 | 13 |
| 4 | 12 |
| 5 | 12 |
| 6 | 11 |
| 7 | 12 |
| 8 | 13 |
| 9 | 12 |
| 10 | 12 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

## Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 12.2 |
| $S_s$ | = | 0.6 |
| E | = | 1.2 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.39 | | |
| **95% Confidence Interval** | = | 11.8 | to | 12.6 |
| **Percentage of Mean** | = | 3.21% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

# APPENDIX C-2: SYNCHRO DELAY & LEVEL OF SERVICE SUMMARY

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 1 | | | Timberlake | | | | Timberlake | | | | Waterlick | | | | Waterlick | | | | | |
| Timberlake & Waterlick | Signal | Left | 52.2 | D | 52.5 | D | 51.9 | D | 52.3 | D | - | - | - | - | 168.8 | F | 115.3 | F | Delay | Delay |
| | | Through | 30.2 | C | 32.9 | C | 25.5 | C | 33.8 | C | 61.8 | E | 65.7 | E | 121.9 | F | 64.2 | E | 66.8 | 51.7 |
| | | Right | 0.0 | A | 0.0 | A | 22.0 | C | 26.8 | C | 0.0 | A | 0.0 | A | - | - | - | - | LOS | LOS |
| | | Approach | 33.5 | C | 38.1 | D | 30.7 | C | 37.5 | D | 58.4 | E | 61.2 | E | 146.1 | F | 91.6 | F | E | D |
| 2 | | | Timberlake | | | | Timberlake | | | | Walgreens | | | | Brush Tavern | | | | | |
| Timberlake & Brush Tavern/Walgreens | Signal | Left | 4.4 | A | 8.4 | A | 7.8 | A | 7.9 | A | 67.0 | E | 58.4 | E | 99.0 | F | 77.1 | E | Delay | Delay |
| | | Through | 8.9 | A | 10.3 | B | 6.8 | A | 12.5 | B | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 8.3 | 12.2 |
| | | Right | 0.0 | A | 0.0 | A | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 8.9 | A | 10.2 | B | 6.8 | A | 12.3 | B | 67.0 | E | 58.4 | E | 99.0 | F | 77.1 | E | A | B |
| 3 | | | Timberlake | | | | Timberlake | | | | Advanced Auto | | | | Tomahawk | | | | | |
| Timberlake & Tomahawk/Advanced Auto | Two-Way Stop | Left | 10.2 | B | 13.5 | B | 13.8 | B | 11.5 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 68.2 | F | 71.7 | F | 64.1 | F | 82.8 | F | 1.7 | 2.1 |
| | | Right | - | - | - | - | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.2 | A | 0.5 | A | 0.5 | A | 0.2 | A | 68.2 | F | 71.7 | F | 64.1 | F | 82.8 | F | A | A |
| 4 | | | Timberlake | | | | Timberlake | | | | Crowell | | | | Grace Church | | | | | |
| Timberlake & Grace Church/Crowell | Signal | Left | 6.5 | A | 16.5 | B | 71.9 | E | 70.2 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 6.5 | A | 9.6 | A | 25.8 | C | 39.8 | D | 83.9 | F | 70.8 | E | 0.0 | A | 74.9 | E | 15.3 | 27.3 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 6.5 | A | 9.7 | A | 28.4 | C | 40.5 | D | 83.9 | F | 70.8 | E | 0.0 | A | 74.9 | E | B | C |
| 5 | | | Timberlake | | | | Timberlake | | | | Jordan | | | | McDonald's | | | | | |
| Timberlake & McDonald's/Jordan | Signal | Left | 10.1 | B | 16.7 | B | 20.4 | C | 16.1 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 38.3 | D | 35.6 | D | 13.4 | B | 17.2 | B | 72.1 | E | 69.3 | E | 64.9 | E | 65.8 | E | 29.7 | 27.3 |
| | | Right | 0.0 | A | 0.0 | A | 6.5 | A | 6.8 | A | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 36.0 | D | 33.8 | C | 13.7 | B | 16.8 | B | 72.1 | E | 69.3 | E | 64.9 | E | 65.8 | E | C | C |
| 6 | | | Timberlake | | | | Timberlake | | | | Sunny Bank | | | | Sprint | | | | | |
| Timberlake & Sprint/Sunny Bank | Two-Way Stop | Left | 10.3 | B | 12.8 | B | 13.7 | B | 11.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 157.5 | F | 93.5 | F | 0.0 | A | 61.5 | F | 3.4 | 1.8 |
| | | Right | - | - | - | - | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.2 | A | 0.3 | A | 157.5 | F | 93.5 | F | 0.0 | A | 61.5 | F | A | A |
| 7 | | | Timberlake | | | | Timberlake | | | | St Clair | | | | Powtan | | | | | |
| Timberlake & Powtan/St Clair | Two-Way Stop | Left | 10.3 | B | 13.3 | B | 13.2 | B | 11.1 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 15.1 | C | 45.8 | E | 293.7 | F | 325.9 | F | 10.1 | 8.2 |
| | | Right | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.4 | A | 0.2 | A | 0.1 | A | 15.1 | C | 45.8 | E | 293.7 | F | 325.9 | F | B | A |
| 8 | | | Timberlake | | | | Timberlake | | | | Big Lots | | | | Carpet One | | | | | |
| Timberlake & Carpet One/Big Lots | Signal | Left | 7.1 | A | 10.5 | B | 15.3 | B | 11.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 16.0 | B | 14.8 | B | 8.7 | A | 12.7 | B | 63.4 | E | 64.0 | E | 90.9 | F | 65.6 | E | 14.0 | 14.8 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | LOS | LOS |
| | | Approach | 16.0 | B | 14.8 | B | 9.2 | A | 12.7 | B | 63.4 | E | 64.0 | E | 90.9 | F | 65.6 | E | B | B |
| 9 | | | Timberlake | | | | Timberlake | | | | Country Cookin | | | | Shelor | | | | | |
| Timberlake & Shelor/Country Cookin | Two-Way Stop | Left | 10.8 | B | 13.0 | B | 14.9 | B | 12.4 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 16.4 | C | 29.0 | D | 152.1 | F | 444.8 | F | 2.6 | 9.6 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.1 | A | 0.5 | A | 0.4 | A | 16.4 | C | 29.0 | D | 152.1 | F | 444.8 | F | A | A |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 10 | | | Timberlake | | | | Timberlake | | | | CC Auto | | | | Beachwood | | | | | |
| Timberlake & Beachwood/CC Auto | Two-Way Stop | Left | 10.8 | B | 13.7 | B | 14.2 | B | 12.3 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 14.2 | B | 532.5 | F | 483.5 | F | 14.0 | 7.6 |
| | | Right | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.3 | A | 0.1 | A | 0.1 | A | 0.0 | A | 14.2 | B | 532.5 | F | 483.5 | F | B | A |
| 11 | | | Timberlake | | | | Timberlake | | | | Oakdale | | | | Enterprise | | | | | |
| Timberlake & Enterprise/Oakdale | Signal | Left | 265.2 | F | 50.2 | D | 13.9 | B | 12.3 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 19.1 | B | 16.6 | B | 18.4 | B | 18.0 | B | 118.0 | F | 52.6 | D | 125.0 | F | 150.6 | F | 75.4 | 50.1 |
| | | Right | 0.0 | A | 0.0 | A | 9.9 | A | 8.3 | A | - | - | - | - | 45.9 | D | 340.7 | F | LOS | LOS |
| | | Approach | 103.0 | F | 24.7 | C | 17.3 | B | 17.3 | B | 118.0 | F | 52.6 | D | 112.8 | F | 257.6 | F | E | D |
| 12 | | | Timberlake | | | | Timberlake | | | | Greenview | | | | Hardees | | | | | |
| Timberlake & Hardees/Greenview | Signal | Left | 72.7 | E | 72.2 | E | 292.3 | F | 362.0 | F | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 25.2 | C | 24.7 | C | 14.3 | B | 14.4 | B | 314.6 | F | 434.5 | F | 71.0 | E | 71.0 | E | 90.5 | 110.2 |
| | | Right | 11.9 | B | 12.6 | B | 7.7 | A | 0.0 | A | 105.8 | F | 102.1 | F | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 26.0 | C | 23.7 | C | 100.2 | F | 113.6 | F | 191.3 | F | 253.3 | F | 71.0 | E | 71.0 | E | F | F |
| 13 | | | Timberlake | | | | Timberlake | | | | Lowes | | | | Laxton | | | | | |
| Timberlake & Laxton/Lowes | Signal | Left | 23.9 | C | 52.3 | D | 26.7 | C | 28.2 | C | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 31.4 | C | 30.2 | C | 32.5 | C | 44.7 | D | 102.2 | F | 128.6 | F | 205.4 | F | 103.7 | F | 58.7 | 48.6 |
| | | Right | 0.0 | A | 0.0 | A | 29.1 | C | 33.9 | C | 0.0 | A | 0.0 | A | 52.1 | D | 51.0 | D | LOS | LOS |
| | | Approach | 29.8 | C | 35.8 | D | 31.5 | C | 41.9 | D | 102.2 | F | 128.6 | F | 182.1 | F | 96.1 | F | E | D |
| 14 | | | Timberlake | | | | Timberlake | | | | Dentist | | | | Wood | | | | | |
| Timberlake & Wood/Dentist | Two-Way Stop | Left | 11.6 | B | 17.4 | C | 15.0 | B | 13.6 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 276.4 | F | 1484.2 | F | 997.7 | F | 50.7 | 16.3 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.4 | A | 0.5 | A | 0.6 | A | 0.3 | A | 0.0 | A | 276.4 | F | 1484.2 | F | 997.7 | F | F | C |
| 15 | | | Timberlake | | | | Timberlake | | | | Knollwood | | | | DQ | | | | | |
| Timberlake & DQ/Knollwood | Two-Way Stop | Left | 11.0 | B | 15.9 | C | 15.2 | C | 13.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 166.5 | F | 263.8 | F | 12.2 | B | 158.8 | F | 1.8 | 3.0 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.4 | A | 0.6 | A | 0.3 | A | 0.3 | A | 166.5 | F | 263.8 | F | 12.2 | B | 158.8 | F | A | A |
| 16 | | | Timberlake | | | | Timberlake | | | | Charlie's Chicken | | | | House | | | | | |
| Timberlake & Charlie's Chicken | Two-Way Stop | Left | 10.4 | B | 14.9 | B | 15.1 | C | 13.6 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 15.3 | C | 0.0 | A | 0.0 | A | 0.0 | 0.2 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.1 | A | 0.2 | A | 0.0 | A | 15.3 | C | 0.0 | A | 0.0 | A | A | A |
| 17 | | | Timberlake | | | | Timberlake | | | | House | | | | Candlewood | | | | | |
| Timberlake & Candlewood | Signal | Left | 4.6 | A | 12.0 | B | 9.8 | A | 7.9 | A | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 5.7 | A | 4.7 | A | 8.1 | A | 12.3 | B | - | - | - | - | 34.6 | C | 36.5 | D | 6.8 | 9.3 |
| | | Right | - | - | - | - | 5.4 | A | 5.4 | A | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 5.6 | A | 5.1 | A | 8.1 | A | 12.1 | B | - | - | - | - | 34.6 | C | 36.5 | D | A | A |
| 18 | | | Timberlake | | | | Timberlake | | | | | | | | Bojangles | | | | | |
| Timberlake & Bojangles | Two-Way Stop | Left | 11.5 | B | 22.8 | C | – | - | - | | - | - | - | - | 38.2 | E | 55.6 | F | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 1.2 | 3.1 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.7 | A | 2.3 | A | 0.0 | A | 0.0 | A | - | - | - | - | 38.2 | E | 55.6 | F | A | A |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 19 | | | Timberlake | | | | Timberlake | | | | Dreaming Creek | | | | Old Graves Mill | | | | | |
| Timberlake & Old Graves Mill/Dreaming Creek | Signal | Left | 154.7 | F | 188.1 | F | 27.5 | C | 27.4 | C | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 32.3 | C | 30.8 | C | 38.8 | D | 57.7 | E | 72.7 | E | 63.5 | E | 37.1 | D | 47.3 | D | 58.5 | 62.8 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 30.3 | C | - | - | - | - | 31.4 | C | 52.6 | D | LOS | LOS |
| | | Approach | 71.7 | E | 76.5 | E | 38.6 | D | 55.6 | E | 72.7 | E | 63.5 | E | 34.9 | C | 50.2 | D | E | E |
| 20 | | | Timberlake | | | | Timberlake | | | | | | | | Hedges Insurance | | | | | |
| Timberlake & Hedges Insurance | Two-Way Stop | Left | 9.6 | A | 11.1 | B | - | - | - | | - | - | - | - | 29.2 | D | 21.2 | C | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 0.1 | 0.0 |
| | | Right | - | - | - | | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | 29.2 | D | 21.2 | C | A | A |
| 21 | | | Timberlake | | | | Timberlake | | | | Oakmont | | | | Sears | | | | | |
| Timberlake & Sears/Oakmont | Two-Way Stop | Left | 9.4 | A | 11.4 | B | 11.3 | B | 11.3 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 73.0 | F | 58.0 | F | 48.8 | E | 272.6 | F | 1.7 | 7.5 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.2 | A | 0.1 | A | 0.3 | A | 73.0 | F | 58.0 | F | 48.8 | E | 272.6 | F | A | A |
| 22 | | | Timberlake | | | | Timberlake | | | | The Vistas | | | | Roundelay | | | | | |
| Timberlake & Roundelay/The Vistas | Two-Way Stop | Left | 9.3 | A | 12.3 | B | 12.6 | B | 11.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 100.4 | F | 219.8 | F | 43.2 | E | 114.7 | F | 2.6 | 3.8 |
| | | Right | † | † | † | † | - | - | - | - | 15.1 | C | 14.0 | B | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.1 | A | 0.4 | A | 0.5 | A | 37.5 | E | 81.7 | F | 43.2 | E | 114.7 | F | A | A |
| 23 | | | Timberlake | | | | Timberlake | | | | Timber Ridge | | | | House | | | | | |
| Timberlake & Timber Ridge | Two-Way Stop | Left | 0.0 | A | 11.4 | B | 11.6 | B | 11.9 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 29.5 | D | 55.4 | F | 74.9 | F | 55.8 | F | 0.4 | 0.7 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.1 | A | 0.2 | A | 29.5 | D | 55.4 | F | 74.9 | F | 55.8 | F | A | A |
| 24 | | | Timberlake | | | | Timberlake | | | | Timber Ridge II | | | | | | | | | |
| Timberlake & Timber Ridge 2 | Two-Way Stop | Left | - | - | - | - | 11.8 | B | 11.8 | B | 29.5 | D | 48.3 | E | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 0.5 | 0.7 |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.0 | A | 0.0 | A | 0.3 | A | 0.3 | A | 29.5 | D | 48.3 | E | - | - | - | - | A | A |
| 25 | | | Timberlake | | | | Timberlake | | | | Whitten Timberlake Chapel | | | | House | | | | | |
| Timberlake & Whitten Timberlake Chapel | Two-Way Stop | Left | 10.4 | B | 0.0 | A | 12.1 | B | 11.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 0.0 | A | 31.9 | D | 45.9 | E | 0.2 | 0.1 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.2 | A | 0.0 | A | 0.0 | A | 0.1 | A | 0.0 | A | 0.0 | A | 31.9 | D | 45.9 | E | A | A |
| 26 | | | Timberlake | | | | Timberlake | | | | House | | | | Heritage Business Center | | | | | |
| Timberlake & Heritage Business Center | Two-Way Stop | Left | 9.6 | A | 14.4 | B | 12.2 | B | 11.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 58.5 | F | 92.9 | F | 26.0 | D | 62.1 | F | 0.3 | 0.7 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.1 | A | 0.0 | A | 0.1 | A | 0.2 | A | 58.5 | F | 92.9 | F | 26.0 | D | 62.1 | F | A | A |
| 27 | | | Timberlake | | | | Timberlake | | | | Misty Mountain | | | | Citgo | | | | | |
| Timberlake & Citgo/Misty Mountain | Two-Way Stop | Left | 9.5 | A | 10.8 | B | 12.5 | B | 14.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | 1.7 | 1.4 |
| | | Right | - | - | - | - | - | - | - | - | 21.0 | C | 16.0 | C | 11.3 | B | 12.7 | B | LOS | LOS |
| | | Approach | 0.0 | A | 0.1 | A | 0.4 | A | 1.6 | A | 21.0 | C | 16.0 | C | 11.3 | B | 12.7 | B | A | A |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 28 | | | Timberlake | | | | Timberlake | | | | Jade Palace | | | | Middleview | | | | | |
| Timberlake & Middleview/Jade Palace | Two-Way Stop | Left | 9.8 | A | 11.9 | B | 13.2 | B | 11.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 29.5 | D | 68.3 | F | 70.5 | F | 0.2 | 0.5 |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 0.2 | A | 0.3 | A | 0.0 | A | 0.2 | A | 0.0 | A | 29.5 | D | 68.3 | F | 70.5 | F | A | A |
| 29 | | | Timberlake | | | | Timberlake | | | | Leesville | | | | Richland | | | | | |
| Timberlake & Richland/Leesville | Signal | Left | 52.6 | D | 54.8 | D | 65.2 | E | 192.8 | F | - | - | - | - | 82.3 | F | 65.0 | E | Delay | Delay |
| | | Through | 72.0 | E | 48.1 | D | 27.2 | C | 34.8 | C | 56.7 | E | 58.2 | E | 58.6 | E | 57.8 | E | 66.9 | 64.3 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 21.3 | C | 113.9 | F | 52.0 | D | - | - | - | - | LOS | LOS |
| | | Approach | 71.7 | E | 48.4 | D | 37.5 | D | 78.0 | E | 106.7 | F | 53.4 | D | 78.5 | E | 63.6 | E | E | E |

HCM 2010 Results

*NOTE: Lane configurations with a shared through lane shown as "through" lane group. Lane configurations with shared left-right lane shown as "left" lane group.*

† SYNCHRO does not provide level of service or delay for movements with no conflicting volumes.

**Delay cannot be calculated by SYNCHRO.

* Volume exceeds ideal saturation flow rate of 1,900 vphpl; LOS is not calculated by SYNCHRO.

^ SYNCHRO does not report a delay for free movements.

# APPENDIX C-3: SIMTRAFFIC MAXIMUM QUEUE LENGTH SUMMARY

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 1 Timberlake & Waterlick | | | Timberlake | | | Timberlake | | | Waterlick | | | Waterlick | | |
| | Signal | Left | 200 | **(4%) | **(1%) | 280 | 186 | **(2%) | | 319 | 382 | 950 | *(2%)**(48%) | *(1%)**(41%) |
| | | Through | | 358 | 293 | | 281 | 361 | | | | | 1,650 | 1,647 |
| | | Right | 420 | 44 | 43 | 300 | 179 | 338 | 375 | 182 | 264 | | | |
| 2 Timberlake & Brush Tavern/Walgreens | | | Timberlake | | | Timberlake | | | Walgreens | | | Brush Tavern | | |
| | Signal | Left | 160 | 44 | 86 | 250 | 63 | 92 | | 51 | 134 | | 21 | 32 |
| | | Through | | 208 | 256 | | 152 | 329 | 30 | *(2%)**(4%) | *(3%)**(32%) | 95 | 20 | 30 |
| | | Right | 140 | 0 | **(1%) | | | | | | | | | |
| 3 Timberlake & Tomahawk/Advanced Auto | | | Timberlake | | | Timberlake | | | Advanced Auto | | | Tomahawk | | |
| | Two-Way Stop | Left | 100 | 59 | 76 | 90 | 60 | 54 | | 44 | 59 | | 82 | 69 |
| | | Through | | 46 | 2 | | 0 | 26 | | | | | | |
| | | Right | | | | 200 | 0 | 4 | | | | | | |
| 4 Timberlake & Grace Church/Crowell | | | Timberlake | | | Timberlake | | | Crowell | | | Grace Church | | |
| | Signal | Left | 140 | **(2%) | **(2%) | 90 | **(28%) | **(43%) | | 87 | 191 | | 0 | 44 |
| | | Through | | 360 | 318 | | 451 | 475 | | | | | | |
| | | Right | 120 | **(2%) | **(2%) | 320 | **(4%) | **(33%) | | | | 65 | 0 | 29 |
| 5 Timberlake & Southwood/Jordan | | | Timberlake | | | Timberlake | | | Southwood | | | McDonald | | |
| | Signal | Left | 170 | **(7%) | **(5%) | 140 | **(2%) | **(26%) | | 179 | 152 | | 164 | 134 |
| | | Through | | 451 | 440 | | 303 | 567 | | | | | | |
| | | Right | 100 | **(19%) | **(19%) | 210 | 205 | **(22%) | | | | 90 | **(1%) | **(1%) |
| 6 Timberlake & Sprint/Sunny Bank | | | Timberlake | | | Timberlake | | | Sunny Bank | | | Sprint | | |
| | Two-Way Stop | Left | 240 | **(7%) | 41 | 90 | 44 | **(4%) | | 185 | 125 | | 0 | 60 |
| | | Through | | 166 | 6 | | 0 | 156 | | | | | | |
| | | Right | | | | 260 | 0 | **(1%) | | | | | | |
| 7 Timberlake & Powtan/St Clair | | | Timberlake | | | Timberlake | | | St Clair | | | Powtan | | |
| | Two-Way Stop | Left | 95 | **(16%) | 68 | 200 | 41 | 37 | | 13 | 56 | | 310 | 154 |
| | | Through | | 184 | 0 | | 0 | 18 | | | | | | |
| | | Right | 60 | **(7%) | 0 | 240 | 2 | 4 | | | | | | |
| 8 Timberlake & Carpet One/Big Lots | | | Timberlake | | | Timberlake | | | Big Lots | | | Carpet One | | |
| | Signal | Left | 230 | **(27%) | 34 | 225 | 132 | 83 | | 135 | 132 | | 21 | 50 |
| | | Through | | 521 | 269 | | 222 | 215 | | | | | | |
| | | Right | 200 | **(9%) | 33 | 20 | **(4%) | **(6%) | 60 | **(2%) | **(3%) | | | |
| 9 Timberlake & Shelor/Country Cookin | | | Timberlake | | | Timberlake | | | Country Cookin | | | Shelor | | |
| | Two-Way Stop | Left | 100 | **(45%) | 36 | 90 | 67 | 68 | | 48 | 55 | | 282 | 147 |
| | | Through | | 524 | 0 | | 4 | 4 | | | | | | |
| | | Right | 90 | **(3%) | 21 | | | | | | | | | |
| 10 Timberlake & Beachwood/CC Auto | | | Timberlake | | | Timberlake | | | CC Auto | | | Beachwood | | |
| | Two-Way Stop | Left | 70 | **(57%) | 55 | 180 | 35 | 44 | | 0 | 16 | | 472 | 154 |
| | | Through | | 293 | 11 | | 0 | 0 | | | | | | |
| | | Right | 50 | **(2%) | 0 | 140 | 10 | 7 | | | | | | |
| 11 Timberlake & Enterprise/Oakdale | | | Timberlake | | | Timberlake | | | Oakdale | | | Enterprise | | |
| | Signal | Left | 340 | *(50%)**(39%) | *(1%)**(1%) | 160 | **(4%) | **(4%) | | 266 | 150 | 950 | 171 | 246 |
| | | Through | | 635 | 441 | | 377 | 428 | | | | | | |
| | | Right | 100 | **(15%) | **(16%) | 350 | 254 | 173 | | | | | 238 | 411 |
| 12 Timberlake & Hardees/Greenview | | | Timberlake | | | Timberlake | | | Greenview | | | Hardees | | |
| | Signal | Left | 160 | **(14%) | **(15%) | 300 | *(30%)**(19%) | *(57%)**(38%) | | 400 | 543 | 40 | *(18%)**(2%) | *(19%)**(1%) |
| | | Through | | 503 | 525 | | 682 | 719 | | | | | | |
| | | Right | 220 | **(4%) | *(1%)**(4%) | 140 | **(4%) | **(4%) | | 446 | 455 | | 178 | 156 |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 13 Timberlake & Laxton/Lowes | | | Timberlake | | | Timberlake | | | Lowes | | | Laxton | | |
| | Signal | Left | 270 | *(1%)**(7%) | *(2%)**(4%) | 140 | **(26%) | **(68%) | | 192 | 300 | | 851 | 810 |
| | | Through | | 632 | 534 | | 526 | 594 | | | | | | |
| | | Right | 260 | **(5%) | **(1%) | 130 | *(1%)**(18%) | *(1%)**(48%) | 50 | **(17%) | *(2%)**(66%) | | 817 | 582 |
| 14 Timberlake & Wood/Dentist | | | Timberlake | | | Timberlake | | | Dentist | | | Wood | | |
| | Two-Way Stop | Left | 80 | **(1%) | 54 | 75 | **(4%) | **(56%) | | 0 | 103 | | 412 | 671 |
| | | Through | | 91 | 0 | | 206 | 695 | | | | | | |
| | | Right | 140 | **(1%) | 0 | | | | | | | | | |
| 15 Timberlake & DQ/Knollwood | | | Timberlake | | | Timberlake | | | Knollwood | | | DQ | | |
| | Two-Way Stop | Left | 80 | **(9%) | 69 | 70 | 41 | **(47%) | | 85 | 251 | | 18 | 184 |
| | | Through | | 329 | 0 | | 17 | 534 | | | | | | |
| | | Right | 160 | **(5%) | 0 | | | | | | | | | |
| 16 Timberlake & Charlie's Chicken | | | Timberlake | | | Timberlake | | | Charlie's Chicken | | | House | | |
| | Two-Way Stop | Left | 90 | **(24%) | 35 | 90 | 30 | **(38%) | | 0 | 24 | | 0 | 0 |
| | | Through | | 502 | 23 | | 0 | 519 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 17 Timberlake & Candlewood | | | Timberlake | | | Timberlake | | | House | | | Candlewood | | |
| | Signal | Left | 100 | **(39%) | **(6%) | 80 | **(3%) | **(34%) | | 0 | 0 | | 77 | 114 |
| | | Through | | 523 | 288 | | 271 | 562 | | | | | | |
| | | Right | | - | - | 125 | **(2%) | **(34%) | | | | | | |
| 18 Timberlake & Bojangles | | | Timberlake | | | Timberlake | | | | | | Bojangles | | |
| | Two-Way Stop | Left | 80 | *(1%)**(52%) | *(4%)**(20%) | | - | - | | - | - | | 197 | 268 |
| | | Through | | 562 | 411 | | 22 | 443 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | - | - |
| 19 Timberlake & Old Graves Mill/Dreaming Creek | | | Timberlake | | | Timberlake | | | Dreaming Creek | | | Old Graves Mill | | |
| | Signal | Left | 270 | *(57%)**(50%) | *(32%)**(25%) | 100 | **(18%) | **(44%) | | 172 | 137 | 200 | 201 | *(11%)**(13%) |
| | | Through | | 494 | 487 | | 343 | 359 | | | | | | |
| | | Right | 130 | **(15%) | **(12%) | 200 | **(7%) | *(1%)**(31%) | | | | | 182 | 582 |
| 20 Timberlake & Hedges Insurance | | | Timberlake | | | Timberlake | | | Roadway | | | Hedges Insurance | | |
| | Two-Way Stop | Left | 120 | 31 | 23 | | - | - | | - | - | | 35 | 52 |
| | | Through | | 0 | 0 | | 64 | 358 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | - | - |
| 21 Timberlake & Sears/Oakmont | | | Timberlake | | | Timberlake | | | Oakment | | | Sears | | |
| | Two-Way Stop | Left | 100 | 22 | 30 | 80 | 27 | **(11%) | | 80 | 122 | | 34 | 140 |
| | | Through | | 0 | 2 | | 0 | 352 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 22 Timberlake & Roundelay/The Vistas | | | Timberlake | | | Timberlake | | | The Vistas | | | Roundelay | | |
| | Two-Way Stop | Left | 60 | 25 | 37 | 120 | 65 | **(3%) | | 58 | 74 | | 56 | 82 |
| | | Through | | 0 | 0 | | 0 | 168 | | | | | | |
| | | Right | 380 | 4 | 4 | | | | 130 | 82 | 65 | | | |
| 23 Timberlake & Timber Ridge | | | Timberlake | | | Timberlake | | | Timber Ridge | | | House | | |
| | Two-Way Stop | Left | 90 | 0 | 31 | 130 | 32 | **(2%) | | 29 | 50 | | 32 | 27 |
| | | Through | | 0 | 0 | | 0 | 53 | | | | | | |
| | | Right | 100 | 0 | 0 | | | | | | | | | |
| 24 Timberlake & Timber Ridge 2 | | | Timberlake | | | Timberlake | | | Timber Ridge II | | | | | |
| | Two-Way Stop | Left | | - | - | 80 | 58 | **(1%) | | 51 | 68 | | - | - |
| | | Through | | 0 | 0 | | 0 | 59 | | - | - | | - | - |
| | | Right | 100 | 0 | 0 | | - | - | | - | - | | - | - |
| 25 Timberlake & Whitten | | | Timberlake | | | Timberlake | | | Whitten Timberlake Chapel | | | House | | |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 No Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| Timberlake Chapel | Two-Way Stop | Left | 125 | 50 | 0 | 100 | 10 | 33 | | 0 | 0 | | 72 | 28 |
| | | Through | | 0 | 0 | | 4 | 8 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 26 Timberlake & Heritage Business Center | | | Timberlake | | | Timberlake | | | House | | | Heritage Business Center | | |
| | Two-Way Stop | Left | 110 | 26 | 7 | 100 | 26 | 33 | | 31 | 28 | | 28 | 55 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 27 Timberlake & Citgo/Misty Mountain | | | Timberlake | | | Timberlake | | | Misty Mountain | | | Citgo | | |
| | Two-Way Stop | Left | 100 | 10 | 25 | 250 | 56 | 161 | | - | - | | - | - |
| | | Through | | 0 | 27 | | 0 | 0 | | - | - | | - | - |
| | | Right | | | | | | | | 132 | 70 | | 32 | 36 |
| 28 Timberlake & Middleview/Jade Palace | | | Timberlake | | | Timberlake | | | Jade Palace | | | Middleview | | |
| | Two-Way Stop | Left | 90 | 53 | 56 | 90 | 23 | 47 | | 0 | 38 | | 24 | 33 |
| | | Through | | 141 | 53 | | 0 | 4 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 29 Timberlake & Richland/Leesville | | | Timberlake | | | Timberlake | | | Leesville | | | Richland | | |
| | Signal | Left | 200 | **(21%) | **(12%) | 330 | 367 | *(63%)**(46%) | | 119 | 148 | | 236 | 133 |
| | | Through | | 516 | 497 | | 287 | 984 | | | | 150 | **(2%) | 85 |
| | | Right | 230 | **(24%) | **(17%) | 430 | 63 | **(1%) | 375 | 413 | 290 | | | |

*NOTE: Lane configurations with a shared through lane shown as "through" lane group; with shared left-right lane shown as "left" lane group.*
SimTraffic simulation of 60 minutes is reported.
† SYNCHRO does not provide queue length for movements with no conflicting volumes.
*(X%) - Maximum queue extends full length of storage bay for X% of the analysis period.
**(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period.
^(#Z) - Maximum queue extends back to previous intersection #Z.
L/R[] - Left or right turn storage bay of shared lane group.

# APPENDIX C-4: SYNCHRO AND SIMTRAFFIC OUTPUT SHEETS

# HCM 2000 AND 2010 SIGNALIZED INTERSECTION OUTPUT SHEETS

# HCM 2010 Signalized Intersection Summary
## 2: Timberlake & Brush Tavern/Walgreens

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 1459 | 2 | 27 | 851 | 4 | 5 | 0 | 20 | 2 | 0 | 1 |
| Future Volume (veh/h) | 20 | 1459 | 2 | 27 | 851 | 4 | 5 | 0 | 20 | 2 | 0 | 1 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1845 | 1900 | 1900 | 1900 | 1900 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 23 | 1677 | 0 | 31 | 978 | 4 | 6 | 0 | 0 | 2 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 445 | 2487 | 1136 | 256 | 2510 | 10 | 14 | 15 | 0 | 5 | 5 | 0 |
| Arrive On Green | 0.02 | 0.70 | 0.00 | 0.03 | 0.70 | 0.70 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3580 | 15 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Grp Volume(v), veh/h | 23 | 1677 | 0 | 31 | 479 | 503 | 6 | 0 | 0 | 2 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1753 | 1842 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Q Serve(g_s), s | 0.4 | 25.8 | 0.0 | 0.5 | 10.8 | 10.8 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.4 | 25.8 | 0.0 | 0.5 | 10.8 | 10.8 | 0.3 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.01 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 445 | 2487 | 1136 | 256 | 1229 | 1292 | 14 | 15 | 0 | 5 | 5 | 0 |
| V/C Ratio(X) | 0.05 | 0.67 | 0.00 | 0.12 | 0.39 | 0.39 | 0.43 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 496 | 2487 | 1136 | 299 | 1229 | 1292 | 111 | 117 | 0 | 118 | 124 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.38 | 0.38 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.4 | 8.4 | 0.0 | 7.6 | 5.9 | 5.9 | 47.4 | 0.0 | 0.0 | 47.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.6 | 0.0 | 0.2 | 0.9 | 0.9 | 19.6 | 0.0 | 0.0 | 51.2 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 12.8 | 0.0 | 0.3 | 5.5 | 5.8 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 4.4 | 8.9 | 0.0 | 7.8 | 6.8 | 6.8 | 67.0 | 0.0 | 0.0 | 99.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | A | A | E | | | F | | |
| Approach Vol, veh/h | | 1700 | | | 1013 | | | 6 | | | 2 | |
| Approach Delay, s/veh | | 8.9 | | | 6.8 | | | 67.0 | | | 99.0 | |
| Approach LOS | | A | | | A | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.7 | 73.7 | | 5.8 | 9.2 | 74.2 | | 6.8 |
| Change Period (Y+Rc), s | 6.9 | 6.9 | | 5.5 | 6.9 | 6.9 | | 6.1 |
| Max Green Setting (Gmax), s | 5.1 | 53.1 | | 6.5 | 5.1 | 53.1 | | 5.9 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 27.8 | | 2.1 | 2.4 | 12.8 | | 2.3 |
| Green Ext Time (p_c), s | 0.0 | 19.8 | | 0.0 | 0.0 | 28.1 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 8.3 |
| HCM 2010 LOS | A |



# HCM 2010 Signalized Intersection
## 1: Timberlake & Waterlick

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 792 | 63 | 143 | 491 | 215 | 43 | 192 | 227 | 380 | 356 | 108 |
| Future Volume (veh/h) | 139 | 792 | 63 | 143 | 491 | 215 | 43 | 192 | 227 | 380 | 356 | 108 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1771 | 1845 | 1754 | 1792 | 1792 | 1771 | 1900 | 1824 | 1845 | 1853 | 1839 | 1872 |
| Adj Flow Rate, veh/h | 151 | 861 | 0 | 155 | 534 | 64 | 47 | 209 | 43 | 413 | 387 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 4 | 6 | 6 | 3 | 4 | 4 | 3 | 1 | 2 | 2 |
| Cap, veh/h | 215 | 1301 | 553 | 220 | 1267 | 560 | 54 | 240 | 255 | 336 | 350 | 0 |
| Arrive On Green | 0.07 | 0.37 | 0.00 | 0.07 | 0.37 | 0.37 | 0.16 | 0.16 | 0.16 | 0.19 | 0.19 | 0.00 |
| Sat Flow, veh/h | 3272 | 3505 | 1491 | 3312 | 3406 | 1505 | 332 | 1475 | 1568 | 1765 | 1839 | 0 |
| Grp Volume(v), veh/h | 151 | 861 | 0 | 155 | 534 | 64 | 256 | 0 | 43 | 413 | 387 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1636 | 1752 | 1491 | 1656 | 1703 | 1505 | 1807 | 0 | 1568 | 1765 | 1839 | 0 |
| Q Serve(g_s), s | 4.7 | 21.5 | 0.0 | 4.8 | 12.3 | 2.9 | 14.5 | 0.0 | 2.5 | 20.0 | 20.0 | 0.0 |
| Cycle Q Clear(g_c), s | 4.7 | 21.5 | 0.0 | 4.8 | 12.3 | 2.9 | 14.5 | 0.0 | 2.5 | 20.0 | 20.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.18 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 215 | 1301 | 553 | 220 | 1267 | 560 | 293 | 0 | 255 | 336 | 350 | 0 |
| V/C Ratio(X) | 0.70 | 0.66 | 0.00 | 0.70 | 0.42 | 0.11 | 0.87 | 0.00 | 0.17 | 1.23 | 1.10 | 0.00 |
| Avail Cap(c_a), veh/h | 436 | 1301 | 553 | 442 | 1267 | 560 | 344 | 0 | 299 | 336 | 350 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.95 | 0.95 | 0.95 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 48.0 | 27.5 | 0.0 | 48.0 | 24.6 | 21.6 | 42.9 | 0.0 | 37.9 | 42.5 | 42.5 | 0.0 |
| Incr Delay (d2), s/veh | 4.2 | 2.7 | 0.0 | 3.9 | 1.0 | 0.4 | 18.9 | 0.0 | 0.3 | 126.3 | 79.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 10.9 | 0.0 | 2.3 | 6.0 | 1.3 | 8.8 | 0.0 | 1.1 | 21.5 | 17.8 | 0.0 |
| LnGrp Delay(d),s/veh | 52.2 | 30.2 | 0.0 | 51.9 | 25.5 | 22.0 | 61.8 | 0.0 | 38.2 | 168.8 | 121.9 | 0.0 |
| LnGrp LOS | D | C | | D | C | C | E | | D | F | F | |
| Approach Vol, veh/h | | 1012 | | | 753 | | | 299 | | | 800 | |
| Approach Delay, s/veh | | 33.5 | | | 30.7 | | | 58.4 | | | 146.1 | |
| Approach LOS | | C | | | C | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.0 | 45.0 | | 25.0 | 12.9 | 45.1 | | 22.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | | 20.0 | 14.0 | 29.0 | | 20.0 |
| Max Q Clear Time (g_c+I1), s | 6.8 | 23.5 | | 22.0 | 6.7 | 14.3 | | 16.5 |
| Green Ext Time (p_c), s | 0.2 | 3.7 | | 0.0 | 0.2 | 7.7 | | 0.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 66.8 |
| HCM 2010 LOS | E |

# HCM 2010 Signalized Intersection Summary
## 5: Timberlake & Southwood/Jordan

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 116 | 1275 | 31 | 75 | 774 | 114 | 51 | 0 | 35 | 83 | 6 | 18 |
| Future Volume (veh/h) | 116 | 1275 | 31 | 75 | 774 | 114 | 51 | 0 | 35 | 83 | 6 | 18 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1863 | 1759 | 1900 | 1827 | 1827 | 1976 | 1797 | 1976 | 1824 | 1807 | 1824 |
| Adj Flow Rate, veh/h | 133 | 1466 | 0 | 86 | 890 | 44 | 59 | 0 | 0 | 95 | 7 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 1 | 2 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 409 | 2156 | 977 | 214 | 2088 | 1050 | 76 | 0 | 0 | 120 | 9 | 116 |
| Arrive On Green | 0.02 | 0.20 | 0.00 | 0.04 | 0.60 | 0.60 | 0.04 | 0.00 | 0.00 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 1720 | 3539 | 1495 | 1810 | 3471 | 1553 | 1711 | 0 | 0 | 1608 | 119 | 1550 |
| Grp Volume(v), veh/h | 133 | 1466 | 0 | 86 | 890 | 44 | 59 | 0 | 0 | 102 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1720 | 1770 | 1495 | 1810 | 1736 | 1553 | 1711 | 0 | 0 | 1727 | 0 | 1550 |
| Q Serve(g_s), s | 3.5 | 46.0 | 0.0 | 2.2 | 16.5 | 1.1 | 4.1 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.5 | 46.0 | 0.0 | 2.2 | 16.5 | 1.1 | 4.1 | 0.0 | 0.0 | 7.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.93 | | 1.00 |
| Lane Grp Cap(c), veh/h | 409 | 2156 | 977 | 214 | 2088 | 1050 | 76 | 0 | 0 | 129 | 0 | 116 |
| V/C Ratio(X) | 0.32 | 0.68 | 0.00 | 0.40 | 0.43 | 0.04 | 0.78 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 582 | 2156 | 977 | 334 | 2088 | 1050 | 190 | 0 | 0 | 265 | 0 | 238 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.70 | 0.70 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 9.8 | 37.1 | 0.0 | 19.2 | 12.8 | 6.5 | 56.7 | 0.0 | 0.0 | 54.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 1.2 | 0.0 | 1.2 | 0.6 | 0.1 | 15.4 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.6 | 22.9 | 0.0 | 1.5 | 8.1 | 0.6 | 2.3 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 10.1 | 38.3 | 0.0 | 20.4 | 13.4 | 6.5 | 72.1 | 0.0 | 0.0 | 64.9 | 0.0 | 0.0 |
| LnGrp LOS | B | D | | C | B | A | E | | | E | | |
| Approach Vol, veh/h | | 1599 | | | 1020 | | | 59 | | | 102 | |
| Approach Delay, s/veh | | 36.0 | | | 13.7 | | | 72.1 | | | 64.9 | |
| Approach LOS | | D | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.0 | 80.4 | | 15.6 | 12.9 | 79.5 | | 12.0 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 12.7 | 42.7 | | * 18 | 17.7 | 42.7 | | 13.3 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 48.0 | | 9.0 | 5.5 | 18.5 | | 6.1 |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.3 | 0.2 | 17.8 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 29.7 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 4: Timberlake & Grace Church/Crowell

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 1437 | 16 | 52 | 888 | 1 | 4 | 0 | 59 | 0 | 0 | 0 |
| Future Volume (veh/h) | 1 | 1437 | 16 | 52 | 888 | 1 | 4 | 0 | 59 | 0 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1948 | 1909 | 1708 | 1776 | 1827 | 1900 | 1900 | 1865 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 1 | 1711 | 0 | 62 | 1057 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 0 | 2 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 492 | 2827 | 1141 | 79 | 2457 | 1068 | 11 | 0 | 0 | 0 | 2 | 1 |
| Arrive On Green | 0.10 | 0.78 | 0.00 | 0.02 | 0.23 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1855 | 3628 | 1452 | 1691 | 3471 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Grp Volume(v), veh/h | 1 | 1711 | 0 | 62 | 1057 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1855 | 1814 | 1452 | 1691 | 1736 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Q Serve(g_s), s | 0.0 | 23.6 | 0.0 | 4.4 | 31.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 23.6 | 0.0 | 4.4 | 31.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 492 | 2827 | 1141 | 79 | 2457 | 1068 | 11 | 0 | 0 | 0 | 2 | 1 |
| V/C Ratio(X) | 0.00 | 0.61 | 0.00 | 0.78 | 0.43 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 492 | 2827 | 1141 | 200 | 2457 | 1068 | 206 | 0 | 0 | 0 | 228 | 194 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.87 | 0.87 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.5 | 5.5 | 0.0 | 58.5 | 25.4 | 0.0 | 59.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.0 | 13.4 | 0.5 | 0.0 | 24.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 12.0 | 0.0 | 2.4 | 15.2 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 6.5 | 6.5 | 0.0 | 71.9 | 25.8 | 0.0 | 83.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | E | C | | F | | | | | |
| Approach Vol, veh/h | | 1712 | | | 1119 | | | 5 | | | 0 | |
| Approach Delay, s/veh | | 6.5 | | | 28.4 | | | 83.9 | | | 0.0 | |
| Approach LOS | | A | | | C | | | F | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.4 | 101.7 | | 0.0 | 20.0 | 93.1 | | 6.9 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 14 | 51.8 | | 14.4 | 11.8 | 51.8 | | 13.9 |
| Max Q Clear Time (g_c+I1), s | 6.4 | 25.6 | | 0.0 | 2.0 | 33.1 | | 2.3 |
| Green Ext Time (p_c), s | 0.1 | 21.4 | | 0.0 | 0.0 | 16.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.3 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 11: Timberlake & Enterprise/Oakdale

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 510 | 986 | 15 | 62 | 743 | 150 | 15 | 40 | 110 | 122 | 1 | 276 |
| Future Volume (veh/h) | 510 | 986 | 15 | 62 | 743 | 150 | 15 | 40 | 110 | 122 | 1 | 276 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1900 | 1792 | 1810 | 1976 | 1962 | 1976 | 1900 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 593 | 1147 | 0 | 72 | 864 | 87 | 17 | 47 | 55 | 142 | 1 | 26 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 0 | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cap, veh/h | 394 | 1858 | 959 | 307 | 1709 | 896 | 18 | 49 | 57 | 141 | 1 | 128 |
| Arrive On Green | 0.07 | 0.53 | 0.00 | 0.05 | 0.50 | 0.50 | 0.07 | 0.07 | 0.07 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1774 | 3539 | 1615 | 1810 | 3406 | 1538 | 257 | 712 | 833 | 1745 | 12 | 1583 |
| Grp Volume(v), veh/h | 593 | 1147 | 0 | 72 | 864 | 87 | 119 | 0 | 0 | 143 | 0 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1770 | 1615 | 1810 | 1703 | 1538 | 1802 | 0 | 0 | 1758 | 0 | 1583 |
| Q Serve(g_s), s | 7.7 | 23.9 | 0.0 | 1.9 | 17.8 | 2.6 | 6.9 | 0.0 | 0.0 | 8.5 | 0.0 | 1.6 |
| Cycle Q Clear(g_c), s | 7.7 | 23.9 | 0.0 | 1.9 | 17.8 | 2.6 | 6.9 | 0.0 | 0.0 | 8.5 | 0.0 | 1.6 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.14 | | 0.46 | 0.99 | | 1.00 |
| Lane Grp Cap(c), veh/h | 394 | 1858 | 959 | 307 | 1709 | 896 | 124 | 0 | 0 | 142 | 0 | 128 |
| V/C Ratio(X) | 1.50 | 0.62 | 0.00 | 0.23 | 0.51 | 0.10 | 0.96 | 0.00 | 0.00 | 1.00 | 0.00 | 0.20 |
| Avail Cap(c_a), veh/h | 394 | 1858 | 959 | 349 | 1709 | 896 | 124 | 0 | 0 | 142 | 0 | 128 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.86 | 0.86 | 0.86 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 25.2 | 17.5 | 0.0 | 13.5 | 17.5 | 9.7 | 48.8 | 0.0 | 0.0 | 48.3 | 0.0 | 45.1 |
| Incr Delay (d2), s/veh | 240.0 | 1.5 | 0.0 | 0.3 | 0.9 | 0.2 | 69.2 | 0.0 | 0.0 | 76.8 | 0.0 | 0.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 33.9 | 12.0 | 0.0 | 1.0 | 8.5 | 1.4 | 5.8 | 0.0 | 0.0 | 7.1 | 0.0 | 0.7 |
| LnGrp Delay(d),s/veh | 265.2 | 19.1 | 0.0 | 13.9 | 18.4 | 9.9 | 118.0 | 0.0 | 0.0 | 125.0 | 0.0 | 45.9 |
| LnGrp LOS | F | B | | B | B | A | F | | | F | | D |
| Approach Vol, veh/h | | 1740 | | | 1023 | | | 119 | | | 169 | |
| Approach Delay, s/veh | | 103.0 | | | 17.3 | | | 118.0 | | | 112.8 | |
| Approach LOS | | F | | | B | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.6 | 62.4 | | 15.0 | 15.0 | 60.0 | | 15.0 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 7.7 | * 53 | | 8.5 | * 7.7 | * 53 | | 7.2 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 25.9 | | 10.5 | 9.7 | 19.8 | | 8.9 |
| Green Ext Time (p_c), s | 0.0 | 16.3 | | 0.0 | 0.0 | 18.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 75.4 |
| HCM 2010 LOS | E |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 8: Timberlake & Carpet One/Big Lots

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 8 | 1434 | 49 | 80 | 939 | 2 | 40 | 0 | 43 | 1 | 0 | 0 |
| Future Volume (veh/h) | 8 | 1434 | 49 | 80 | 939 | 2 | 40 | 0 | 43 | 1 | 0 | 0 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 1900 | 1900 | 1845 | 1824 | 1900 | 1792 | 1900 | 1976 | 1976 | 1976 |
| Adj Flow Rate, veh/h | 10 | 1707 | 0 | 95 | 1118 | 0 | 48 | 0 | 0 | 1 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 380 | 2340 | 1151 | 268 | 2466 | 1091 | 88 | 0 | 83 | 4 | 0 | 0 |
| Arrive On Green | 0.02 | 0.66 | 0.00 | 0.06 | 0.70 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3539 | 1615 | 1810 | 3505 | 1550 | 1707 | 0 | 1615 | 1882 | 0 | 0 |
| Grp Volume(v), veh/h | 10 | 1707 | 0 | 95 | 1118 | 0 | 48 | 0 | 0 | 1 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 1615 | 1810 | 1752 | 1550 | 1707 | 0 | 1615 | 1882 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 39.8 | 0.0 | 1.9 | 17.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 39.8 | 0.0 | 1.9 | 17.5 | 0.0 | 3.5 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 380 | 2340 | 1151 | 268 | 2466 | 1091 | 88 | 0 | 83 | 4 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.73 | 0.00 | 0.35 | 0.45 | 0.00 | 0.54 | 0.00 | 0.00 | 0.24 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 503 | 2340 | 1151 | 386 | 2466 | 1091 | 161 | 0 | 153 | 255 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 7.1 | 14.0 | 0.0 | 14.5 | 8.1 | 0.0 | 58.3 | 0.0 | 0.0 | 62.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.0 | 0.0 | 0.8 | 0.6 | 0.0 | 5.1 | 0.0 | 0.0 | 28.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 19.9 | 0.0 | 1.6 | 8.6 | 0.0 | 1.8 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 7.1 | 16.0 | 0.0 | 15.3 | 8.7 | 0.0 | 63.4 | 0.0 | 0.0 | 90.9 | 0.0 | 0.0 |
| LnGrp LOS | A | B | | B | A | | E | | | F | | |
| Approach Vol, veh/h | | 1717 | | | 1213 | | | 48 | | | 1 | |
| Approach Delay, s/veh | | 16.0 | | | 9.2 | | | 63.4 | | | 90.9 | |
| Approach LOS | | B | | | A | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.8 | 90.4 | | 8.2 | 9.5 | 95.8 | | 12.6 |
| Change Period (Y+Rc), s | * 7.1 | * 7.1 | | 7.9 | * 7.1 | * 7.1 | | 6.1 |
| Max Green Setting (Gmax), s | * 16 | * 53 | | 17.1 | * 11 | * 53 | | 11.9 |
| Max Q Clear Time (g_c+I1), s | 3.9 | 41.8 | | 2.1 | 2.2 | 19.5 | | 5.5 |
| Green Ext Time (p_c), s | 0.1 | 10.1 | | 0.0 | 0.0 | 26.5 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.0 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 13: Timberlake & Laxton/Lowes

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 321 | 1175 | 16 | 45 | 630 | 302 | 16 | 53 | 32 | 423 | 7 | 222 |
| Future Volume (veh/h) | 321 | 1175 | 16 | 45 | 630 | 302 | 16 | 53 | 32 | 423 | 7 | 222 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1891 | 1909 | 1948 | 1845 | 1827 | 1863 | 1976 | 1946 | 1900 | 1900 | 1863 | 1792 |
| Adj Flow Rate, veh/h | 349 | 1277 | 0 | 49 | 685 | 169 | 17 | 58 | 0 | 460 | 8 | 84 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 2 | 0 | 3 | 4 | 2 | 2 | 2 | 0 | 0 | 0 | 6 |
| Cap, veh/h | 457 | 1804 | 905 | 212 | 1490 | 680 | 22 | 74 | 80 | 360 | 6 | 315 |
| Arrive On Green | 0.12 | 0.50 | 0.00 | 0.04 | 0.43 | 0.43 | 0.05 | 0.05 | 0.00 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1801 | 3628 | 1655 | 1757 | 3471 | 1583 | 436 | 1488 | 1615 | 1746 | 30 | 1524 |
| Grp Volume(v), veh/h | 349 | 1277 | 0 | 49 | 685 | 169 | 75 | 0 | 0 | 468 | 0 | 84 |
| Grp Sat Flow(s),veh/h/ln | 1801 | 1814 | 1655 | 1757 | 1736 | 1583 | 1924 | 0 | 1615 | 1776 | 0 | 1524 |
| Q Serve(g_s), s | 16.2 | 42.3 | 0.0 | 2.4 | 21.7 | 10.6 | 6.0 | 0.0 | 0.0 | 32.0 | 0.0 | 7.2 |
| Cycle Q Clear(g_c), s | 16.2 | 42.3 | 0.0 | 2.4 | 21.7 | 10.6 | 6.0 | 0.0 | 0.0 | 32.0 | 0.0 | 7.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.23 | | 1.00 | 0.98 | | 1.00 |
| Lane Grp Cap(c), veh/h | 457 | 1804 | 905 | 212 | 1490 | 680 | 95 | 0 | 80 | 367 | 0 | 315 |
| V/C Ratio(X) | 0.76 | 0.71 | 0.00 | 0.23 | 0.46 | 0.25 | 0.79 | 0.00 | 0.00 | 1.28 | 0.00 | 0.27 |
| Avail Cap(c_a), veh/h | 626 | 1804 | 905 | 326 | 1490 | 680 | 106 | 0 | 89 | 367 | 0 | 315 |
| 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) | 0.49 | 0.49 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.1 | 30.2 | 0.0 | 26.2 | 31.4 | 28.3 | 72.9 | 0.0 | 0.0 | 61.5 | 0.0 | 51.7 |
| Incr Delay (d2), s/veh | 1.9 | 1.2 | 0.0 | 0.6 | 1.0 | 0.9 | 29.3 | 0.0 | 0.0 | 143.9 | 0.0 | 0.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.2 | 21.4 | 0.0 | 1.2 | 10.7 | 4.8 | 4.0 | 0.0 | 0.0 | 30.3 | 0.0 | 3.1 |
| LnGrp Delay(d),s/veh | 23.9 | 31.4 | 0.0 | 26.7 | 32.5 | 29.1 | 102.2 | 0.0 | 0.0 | 205.4 | 0.0 | 52.1 |
| LnGrp LOS | C | C | | C | C | C | F | | | F | | D |
| Approach Vol, veh/h | | 1626 | | | 903 | | | 75 | | | 552 | |
| Approach Delay, s/veh | | 29.8 | | | 31.5 | | | 102.2 | | | 182.1 | |
| Approach LOS | | C | | | C | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.0 | 85.9 | | 40.0 | 25.5 | 75.3 | | 14.2 |
| Change Period (Y+Rc), s | 8.8 | 8.8 | | 8.0 | 6.4 | 8.8 | | 6.5 |
| Max Green Setting (Gmax), s | 16.2 | 51.2 | | 32.0 | 33.6 | 51.2 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | 4.4 | 44.3 | | 34.0 | 18.2 | 23.7 | | 8.0 |
| Green Ext Time (p_c), s | 0.1 | 5.7 | | 0.0 | 0.9 | 16.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 58.7 |
| HCM 2010 LOS | E |



# HCM 2010 Signalized Intersection Summary
## 12: Timberlake & Hardees/Greenview

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 48 | 946 | 255 | 321 | 691 | 69 | 212 | 42 | 519 | 49 | 35 | 4 |
| Future Volume (veh/h) | 48 | 946 | 255 | 321 | 691 | 69 | 212 | 42 | 519 | 49 | 35 | 4 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1863 | 1715 | 1781 | 1852 | 1852 | 1837 | 1816 | 1824 | 1802 | 1824 |
| Adj Flow Rate, veh/h | 53 | 1040 | 114 | 353 | 759 | 29 | 233 | 46 | 402 | 54 | 38 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 8 | 4 | 0 | 0 | 0 | 2 | 3 | 3 | 0 |
| Cap, veh/h | 69 | 1736 | 935 | 238 | 2007 | 1039 | 154 | 30 | 386 | 68 | 48 | 103 |
| Arrive On Green | 0.04 | 0.49 | 0.49 | 0.15 | 0.59 | 0.59 | 0.10 | 0.10 | 0.10 | 0.07 | 0.07 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1583 | 1634 | 3384 | 1575 | 1473 | 291 | 1544 | 1027 | 723 | 1550 |
| Grp Volume(v), veh/h | 53 | 1040 | 114 | 353 | 759 | 29 | 279 | 0 | 402 | 92 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1583 | 1634 | 1692 | 1575 | 1764 | 0 | 1544 | 1750 | 0 | 1550 |
| Q Serve(g_s), s | 3.8 | 27.4 | 4.1 | 18.9 | 15.3 | 0.8 | 13.6 | 0.0 | 13.6 | 6.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.8 | 27.4 | 4.1 | 18.9 | 15.3 | 0.8 | 13.6 | 0.0 | 13.6 | 6.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.84 | | 1.00 | 0.59 | | 1.00 |
| Lane Grp Cap(c), veh/h | 69 | 1736 | 935 | 238 | 2007 | 1039 | 184 | 0 | 386 | 116 | 0 | 103 |
| V/C Ratio(X) | 0.77 | 0.60 | 0.12 | 1.49 | 0.38 | 0.03 | 1.51 | 0.00 | 1.04 | 0.79 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 193 | 1736 | 935 | 238 | 2007 | 1039 | 184 | 0 | 386 | 237 | 0 | 210 |
| 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) | 0.64 | 0.64 | 0.64 | 0.84 | 0.84 | 0.84 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 61.9 | 24.2 | 11.8 | 55.6 | 13.9 | 7.7 | 58.2 | 0.0 | 48.7 | 59.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 10.7 | 1.0 | 0.2 | 236.8 | 0.5 | 0.0 | 256.4 | 0.0 | 57.0 | 11.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.1 | 13.7 | 2.3 | 24.1 | 7.3 | 0.4 | 19.8 | 0.0 | 20.0 | 3.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 72.7 | 25.2 | 11.9 | 292.3 | 14.3 | 7.7 | 314.6 | 0.0 | 105.8 | 71.0 | 0.0 | 0.0 |
| LnGrp LOS | E | C | B | F | B | A | F | | F | E | | |
| Approach Vol, veh/h | | 1207 | | | 1141 | | | 681 | | | 92 | |
| Approach Delay, s/veh | | 26.0 | | | 100.2 | | | 191.3 | | | 71.0 | |
| Approach LOS | | C | | | F | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 25.0 | 69.0 | | 16.0 | 11.1 | 82.9 | | 20.0 |
| Change Period (Y+Rc), s | 6.1 | 5.8 | | * 7.4 | * 6.1 | * 5.8 | | 6.4 |
| Max Green Setting (Gmax), s | 18.9 | 54.2 | | * 18 | * 14 | * 55 | | 13.6 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 29.4 | | 8.7 | 5.8 | 17.3 | | 15.6 |
| Green Ext Time (p_c), s | 0.0 | 14.0 | | 0.2 | 0.0 | 17.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 90.5 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 19: Timberlake & Old Graves Mill/Dreaming Creek

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 442 | 930 | 26 | 15 | 666 | 91 | 39 | 43 | 20 | 133 | 18 | 247 |
| Future Volume (veh/h) | 442 | 930 | 26 | 15 | 666 | 91 | 39 | 43 | 20 | 133 | 18 | 247 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1771 | 1863 | 1810 | 1900 | 1881 | 1882 | 1769 | 1713 | 1769 | 1900 | 1823 | 1810 |
| Adj Flow Rate, veh/h | 480 | 1011 | 0 | 16 | 724 | 0 | 42 | 47 | 14 | 145 | 20 | 103 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 2 | 5 | 0 | 1 | 5 | 0 | 0 | 0 | 13 | 13 | 5 |
| Cap, veh/h | 390 | 1470 | 639 | 234 | 1139 | 510 | 65 | 72 | 22 | 433 | 60 | 496 |
| Arrive On Green | 0.14 | 0.42 | 0.00 | 0.04 | 0.32 | 0.00 | 0.10 | 0.10 | 0.10 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1687 | 3539 | 1538 | 1810 | 3574 | 1600 | 669 | 748 | 223 | 1535 | 212 | 1538 |
| Grp Volume(v), veh/h | 480 | 1011 | 0 | 16 | 724 | 0 | 103 | 0 | 0 | 165 | 0 | 103 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1770 | 1538 | 1810 | 1787 | 1600 | 1640 | 0 | 0 | 1746 | 0 | 1538 |
| Q Serve(g_s), s | 17.0 | 29.0 | 0.0 | 0.7 | 21.5 | 0.0 | 7.5 | 0.0 | 0.0 | 9.3 | 0.0 | 6.0 |
| Cycle Q Clear(g_c), s | 17.0 | 29.0 | 0.0 | 0.7 | 21.5 | 0.0 | 7.5 | 0.0 | 0.0 | 9.3 | 0.0 | 6.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.41 | | 0.14 | 0.88 | | 1.00 |
| Lane Grp Cap(c), veh/h | 390 | 1470 | 639 | 234 | 1139 | 510 | 159 | 0 | 0 | 493 | 0 | 496 |
| V/C Ratio(X) | 1.23 | 0.69 | 0.00 | 0.07 | 0.64 | 0.00 | 0.65 | 0.00 | 0.00 | 0.33 | 0.00 | 0.21 |
| Avail Cap(c_a), veh/h | 390 | 1470 | 639 | 234 | 1139 | 510 | 159 | 0 | 0 | 493 | 0 | 496 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 30.0 | 29.7 | 0.0 | 26.9 | 36.1 | 0.0 | 54.0 | 0.0 | 0.0 | 35.3 | 0.0 | 30.5 |
| Incr Delay (d2), s/veh | 124.7 | 2.6 | 0.0 | 0.6 | 2.7 | 0.0 | 18.8 | 0.0 | 0.0 | 1.8 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 22.3 | 14.7 | 0.0 | 0.4 | 11.0 | 0.0 | 4.2 | 0.0 | 0.0 | 4.7 | 0.0 | 2.7 |
| LnGrp Delay(d),s/veh | 154.7 | 32.3 | 0.0 | 27.5 | 38.8 | 0.0 | 72.7 | 0.0 | 0.0 | 37.1 | 0.0 | 31.4 |
| LnGrp LOS | F | C | | C | D | | E | | | D | | C |
| Approach Vol, veh/h | | 1491 | | | 740 | | | 103 | | | 268 | |
| Approach Delay, s/veh | | 71.7 | | | 38.6 | | | 72.7 | | | 34.9 | |
| Approach LOS | | E | | | D | | | E | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 45.0 | | 40.0 | 10.0 | 57.0 | | 17.0 |
| Change Period (Y+Rc), s | 5.0 | 5.5 | | 5.0 | 5.0 | 5.5 | | 5.0 |
| Max Green Setting (Gmax), s | 17.0 | 39.5 | | 35.0 | 5.0 | 39.5 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 19.0 | 23.5 | | 11.3 | 2.7 | 31.0 | | 9.5 |
| Green Ext Time (p_c), s | 0.0 | 9.8 | | 1.2 | 0.0 | 6.1 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 58.5 |
| HCM 2010 LOS | E |



# HCM 2010 Signalized Intersection Summary
## 17: Timberlake & Candlewood

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 1532 | 0 | 15 | 925 | 41 | 0 | 0 | 0 | 20 | 0 | 25 |
| Future Volume (veh/h) | 52 | 1532 | 0 | 15 | 925 | 41 | 0 | 0 | 0 | 20 | 0 | 25 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | 1900 | 1863 | 1845 | | | | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 58 | 1702 | 0 | 17 | 1028 | 23 | | | | 22 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 0 | 0 | 2 | 3 | | | | 0 | 0 | 0 |
| Cap, veh/h | 497 | 2706 | 0 | 245 | 2290 | 1015 | | | | 202 | 0 | 0 |
| Arrive On Green | 0.08 | 0.76 | 0.00 | 0.65 | 0.65 | 0.65 | | | | 0.12 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | 292 | 3539 | 1568 | | | | 1716 | 0 | 0 |
| Grp Volume(v), veh/h | 58 | 1702 | 0 | 17 | 1028 | 23 | | | | 22 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | 292 | 1770 | 1568 | | | | 1716 | 0 | 0 |
| Q Serve(g_s), s | 0.7 | 18.5 | 0.0 | 2.4 | 12.3 | 0.4 | | | | 1.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 18.5 | 0.0 | 10.9 | 12.3 | 0.4 | | | | 1.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 497 | 2706 | 0 | 245 | 2290 | 1015 | | | | 202 | 0 | 0 |
| V/C Ratio(X) | 0.12 | 0.63 | 0.00 | 0.07 | 0.45 | 0.02 | | | | 0.11 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 497 | 2706 | 0 | 245 | 2290 | 1015 | | | | 202 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.2 | 4.5 | 0.0 | 9.3 | 7.5 | 5.4 | | | | 33.5 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.5 | 1.1 | 0.0 | 0.5 | 0.6 | 0.0 | | | | 1.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 9.2 | 0.0 | 0.2 | 6.1 | 0.2 | | | | 0.5 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 4.6 | 5.7 | 0.0 | 9.8 | 8.1 | 5.4 | | | | 34.6 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | A | A | A | | | | C | | |
| Approach Vol, veh/h | | 1760 | | | 1068 | | | | | | 22 | |
| Approach Delay, s/veh | | 5.6 | | | 8.1 | | | | | | 34.6 | |
| Approach LOS | | A | | | A | | | | | | C | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 70.0 | | 15.0 | 10.0 | 60.0 | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 3.5 | 5.0 | | |
| Max Green Setting (Gmax), s | | 55.0 | | 10.0 | 6.5 | 55.0 | | |
| Max Q Clear Time (g_c+I1), s | | 20.5 | | 3.0 | 2.7 | 14.3 | | |
| Green Ext Time (p_c), s | | 26.9 | | 0.0 | 0.0 | 30.6 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.8 |
| HCM 2010 LOS | A |

# HCM 2010 Signalized Intersection Summary
## 29: Timberlake & Richland/Leesville

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 1231 | 87 | 252 | 676 | 45 | 59 | 4 | 482 | 112 | 20 | 29 |
| Future Volume (veh/h) | 18 | 1231 | 87 | 252 | 676 | 45 | 59 | 4 | 482 | 112 | 20 | 29 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1872 | 1835 | 1717 | 1810 | 1845 | 1727 | 1976 | 1878 | 1864 | 1771 | 1773 | 1900 |
| Adj Flow Rate, veh/h | 20 | 1368 | 0 | 280 | 751 | 0 | 66 | 4 | 480 | 124 | 22 | 2 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 9 | 5 | 3 | 10 | 25 | 25 | 6 | 3 | 6 | 6 |
| Cap, veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 236 | 14 | 447 | 175 | 166 | 15 |
| Arrive On Green | 0.14 | 0.39 | 0.00 | 0.21 | 0.46 | 0.00 | 0.14 | 0.14 | 0.14 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1782 | 3486 | 1459 | 1723 | 3505 | 1468 | 1691 | 103 | 1585 | 1687 | 1601 | 146 |
| Grp Volume(v), veh/h | 20 | 1368 | 0 | 280 | 751 | 0 | 70 | 0 | 480 | 124 | 0 | 24 |
| Grp Sat Flow(s),veh/h/ln | 1782 | 1743 | 1459 | 1723 | 1752 | 1468 | 1794 | 0 | 1585 | 1687 | 0 | 1747 |
| Q Serve(g_s), s | 1.4 | 54.0 | 0.0 | 21.3 | 20.7 | 0.0 | 4.9 | 0.0 | 19.5 | 10.0 | 0.0 | 1.7 |
| Cycle Q Clear(g_c), s | 1.4 | 54.0 | 0.0 | 21.3 | 20.7 | 0.0 | 4.9 | 0.0 | 19.5 | 10.0 | 0.0 | 1.7 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.94 | | 1.00 | 1.00 | | 0.08 |
| Lane Grp Cap(c), veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 250 | 0 | 447 | 175 | 0 | 181 |
| V/C Ratio(X) | 0.08 | 1.02 | 0.00 | 0.76 | 0.47 | 0.00 | 0.28 | 0.00 | 1.07 | 0.71 | 0.00 | 0.13 |
| Avail Cap(c_a), veh/h | 255 | 1345 | 563 | 369 | 1602 | 671 | 250 | 0 | 447 | 175 | 0 | 181 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 52.0 | 43.0 | 0.0 | 51.6 | 26.3 | 0.0 | 54.0 | 0.0 | 50.3 | 60.7 | 0.0 | 57.0 |
| Incr Delay (d2), s/veh | 0.6 | 29.0 | 0.0 | 13.6 | 1.0 | 0.0 | 2.8 | 0.0 | 63.7 | 21.6 | 0.0 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.7 | 31.4 | 0.0 | 11.6 | 10.2 | 0.0 | 2.6 | 0.0 | 25.2 | 5.7 | 0.0 | 0.9 |
| LnGrp Delay(d),s/veh | 52.6 | 72.0 | 0.0 | 65.2 | 27.2 | 0.0 | 56.7 | 0.0 | 113.9 | 82.3 | 0.0 | 58.6 |
| LnGrp LOS | D | E | | E | C | | E | | F | F | | E |
| Approach Vol, veh/h | | 1388 | | | 1031 | | | 550 | | | 148 | |
| Approach Delay, s/veh | | 71.7 | | | 37.5 | | | 106.7 | | | 78.5 | |
| Approach LOS | | E | | | D | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 35.0 | 60.0 | | 25.0 | 25.0 | 70.0 | | 20.0 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 5.0 | 6.0 | | 5.5 |
| Max Green Setting (Gmax), s | 30.0 | 54.0 | | 19.5 | 20.0 | 54.0 | | 14.5 |
| Max Q Clear Time (g_c+I1), s | 23.3 | 56.0 | | 21.5 | 3.4 | 22.7 | | 12.0 |
| Green Ext Time (p_c), s | 0.4 | 0.0 | | 0.0 | 0.0 | 18.8 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 66.9 |
| HCM 2010 LOS | E |

# HCM 2010 Signalized Intersection Summary
## 2: Timberlake & Brush Tavern/Walgreens

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 35 | 1281 | 5 | 59 | 1443 | 2 | 45 | 0 | 47 | 4 | 0 | 5 |
| Future Volume (veh/h) | 35 | 1281 | 5 | 59 | 1443 | 2 | 45 | 0 | 47 | 4 | 0 | 5 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1881 | 1900 | 1900 | 1900 | 1900 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 38 | 1392 | 0 | 64 | 1568 | 2 | 49 | 0 | 0 | 4 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 261 | 2322 | 1110 | 320 | 2414 | 3 | 69 | 72 | 0 | 9 | 10 | 0 |
| Arrive On Green | 0.03 | 0.65 | 0.00 | 0.04 | 0.66 | 0.66 | 0.04 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3663 | 5 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Grp Volume(v), veh/h | 38 | 1392 | 0 | 64 | 765 | 805 | 49 | 0 | 0 | 4 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1787 | 1880 | 1810 | 1900 | 0 | 1737 | 1824 | 0 |
| Q Serve(g_s), s | 0.7 | 21.5 | 0.0 | 1.1 | 24.5 | 24.5 | 2.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 21.5 | 0.0 | 1.1 | 24.5 | 24.5 | 2.6 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 261 | 2322 | 1110 | 320 | 1178 | 1239 | 69 | 72 | 0 | 9 | 10 | 0 |
| V/C Ratio(X) | 0.15 | 0.60 | 0.00 | 0.20 | 0.65 | 0.65 | 0.71 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 296 | 2322 | 1110 | 339 | 1178 | 1239 | 111 | 117 | 0 | 118 | 124 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.56 | 0.56 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 8.2 | 9.7 | 0.0 | 7.6 | 9.8 | 9.8 | 45.7 | 0.0 | 0.0 | 47.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 0.6 | 0.0 | 0.3 | 2.8 | 2.6 | 12.8 | 0.0 | 0.0 | 29.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 10.6 | 0.0 | 0.6 | 12.8 | 13.4 | 1.5 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 8.4 | 10.3 | 0.0 | 7.9 | 12.5 | 12.4 | 58.4 | 0.0 | 0.0 | 77.1 | 0.0 | 0.0 |
| LnGrp LOS | A | B | | A | B | B | E | | | E | | |
| Approach Vol, veh/h | | 1430 | | | 1634 | | | 49 | | | 4 | |
| Approach Delay, s/veh | | 10.2 | | | 12.3 | | | 58.4 | | | 77.1 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.0 | 69.3 | | 6.0 | 10.1 | 70.2 | | 9.7 |
| Change Period (Y+Rc), s | 6.9 | 6.9 | | 5.5 | 6.9 | 6.9 | | 6.1 |
| Max Green Setting (Gmax), s | 5.1 | 53.1 | | 6.5 | 5.1 | 53.1 | | 5.9 |
| Max Q Clear Time (g_c+I1), s | 3.1 | 23.5 | | 2.2 | 2.7 | 26.5 | | 4.6 |
| Green Ext Time (p_c), s | 0.0 | 24.3 | | 0.0 | 0.0 | 22.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.2 |
| HCM 2010 LOS | B |



# HCM 2010 Signalized Intersection
## 1: Timberlake & Waterlick

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 241 | 666 | 79 | 286 | 798 | 377 | 55 | 237 | 257 | 349 | 303 | 150 |
| Future Volume (veh/h) | 241 | 666 | 79 | 286 | 798 | 377 | 55 | 237 | 257 | 349 | 303 | 150 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1881 | 1771 | 1881 | 1881 | 1806 | 1900 | 1885 | 1900 | 1835 | 1847 | 1872 |
| Adj Flow Rate, veh/h | 248 | 687 | 0 | 295 | 823 | 122 | 57 | 244 | 57 | 360 | 312 | 0 |
| Adj No. of Lanes | 2 | 2 | 1 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 316 | 1127 | 475 | 365 | 1164 | 500 | 64 | 272 | 290 | 333 | 352 | 0 |
| Arrive On Green | 0.09 | 0.32 | 0.00 | 0.11 | 0.33 | 0.33 | 0.18 | 0.18 | 0.18 | 0.19 | 0.19 | 0.00 |
| Sat Flow, veh/h | 3337 | 3574 | 1505 | 3476 | 3574 | 1535 | 354 | 1513 | 1615 | 1747 | 1847 | 0 |
| Grp Volume(v), veh/h | 248 | 687 | 0 | 295 | 823 | 122 | 301 | 0 | 57 | 360 | 312 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1668 | 1787 | 1505 | 1738 | 1787 | 1535 | 1867 | 0 | 1615 | 1747 | 1847 | 0 |
| Q Serve(g_s), s | 7.6 | 17.1 | 0.0 | 8.7 | 21.2 | 6.1 | 16.6 | 0.0 | 3.2 | 20.0 | 17.3 | 0.0 |
| Cycle Q Clear(g_c), s | 7.6 | 17.1 | 0.0 | 8.7 | 21.2 | 6.1 | 16.6 | 0.0 | 3.2 | 20.0 | 17.3 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.19 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 316 | 1127 | 475 | 365 | 1164 | 500 | 335 | 0 | 290 | 333 | 352 | 0 |
| V/C Ratio(X) | 0.79 | 0.61 | 0.00 | 0.81 | 0.71 | 0.24 | 0.90 | 0.00 | 0.20 | 1.08 | 0.89 | 0.00 |
| Avail Cap(c_a), veh/h | 445 | 1127 | 475 | 463 | 1164 | 500 | 356 | 0 | 308 | 333 | 352 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.77 | 0.77 | 0.77 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 46.5 | 30.5 | 0.0 | 45.9 | 31.0 | 25.9 | 42.1 | 0.0 | 36.6 | 42.5 | 41.4 | 0.0 |
| Incr Delay (d2), s/veh | 6.0 | 2.5 | 0.0 | 6.4 | 2.8 | 0.9 | 23.6 | 0.0 | 0.3 | 72.8 | 22.8 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 8.8 | 0.0 | 4.5 | 10.9 | 2.7 | 10.7 | 0.0 | 1.4 | 16.4 | 11.1 | 0.0 |
| LnGrp Delay(d),s/veh | 52.5 | 32.9 | 0.0 | 52.3 | 33.8 | 26.8 | 65.7 | 0.0 | 37.0 | 115.3 | 64.2 | 0.0 |
| LnGrp LOS | D | C | | D | C | C | E | | D | F | E | |
| Approach Vol, veh/h | | 935 | | | 1240 | | | 358 | | | 672 | |
| Approach Delay, s/veh | | 38.1 | | | 37.5 | | | 61.2 | | | 91.6 | |
| Approach LOS | | D | | | D | | | E | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 17.0 | 39.1 | | 25.0 | 15.9 | 40.2 | | 23.9 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 14.0 | 29.0 | | 20.0 | 14.0 | 29.0 | | 20.0 |
| Max Q Clear Time (g_c+I1), s | 10.7 | 19.1 | | 22.0 | 9.6 | 23.2 | | 18.6 |
| Green Ext Time (p_c), s | 0.3 | 6.4 | | 0.0 | 0.3 | 4.2 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 51.7 |
| HCM 2010 LOS | D |

# HCM 2010 Signalized Intersection Summary
## 5: Timberlake & Southwood/Jordan

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 1194 | 32 | 52 | 1255 | 134 | 49 | 1 | 22 | 82 | 0 | 35 |
| Future Volume (veh/h) | 129 | 1194 | 32 | 52 | 1255 | 134 | 49 | 1 | 22 | 82 | 0 | 35 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | 1900 | 1881 | 1900 | 1976 | 1950 | 1976 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 145 | 1342 | 0 | 58 | 1410 | 52 | 55 | 1 | 10 | 92 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 268 | 2204 | 1073 | 238 | 2155 | 1083 | 72 | 1 | 13 | 118 | 0 | 105 |
| Arrive On Green | 0.02 | 0.20 | 0.00 | 0.04 | 0.60 | 0.60 | 0.05 | 0.05 | 0.05 | 0.07 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | 1810 | 3574 | 1615 | 1521 | 28 | 276 | 1737 | 0 | 1550 |
| Grp Volume(v), veh/h | 145 | 1342 | 0 | 58 | 1410 | 52 | 66 | 0 | 0 | 92 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | 1810 | 1787 | 1615 | 1825 | 0 | 0 | 1737 | 0 | 1550 |
| Q Serve(g_s), s | 3.7 | 41.0 | 0.0 | 1.4 | 31.0 | 1.3 | 4.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 3.7 | 41.0 | 0.0 | 1.4 | 31.0 | 1.3 | 4.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.83 | | 0.15 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 268 | 2204 | 1073 | 238 | 2155 | 1083 | 87 | 0 | 0 | 118 | 0 | 105 |
| V/C Ratio(X) | 0.54 | 0.61 | 0.00 | 0.24 | 0.65 | 0.05 | 0.76 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 438 | 2204 | 1073 | 365 | 2155 | 1083 | 202 | 0 | 0 | 266 | 0 | 238 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.79 | 0.79 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 15.4 | 34.6 | 0.0 | 15.6 | 15.6 | 6.7 | 56.5 | 0.0 | 0.0 | 55.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.4 | 1.0 | 0.0 | 0.5 | 1.6 | 0.1 | 12.8 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 2.3 | 20.7 | 0.0 | 0.8 | 15.7 | 0.7 | 2.5 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 16.7 | 35.6 | 0.0 | 16.1 | 17.2 | 6.8 | 69.3 | 0.0 | 0.0 | 65.8 | 0.0 | 0.0 |
| LnGrp LOS | B | D | | B | B | A | E | | | E | | |
| Approach Vol, veh/h | | 1487 | | | 1520 | | | 66 | | | 92 | |
| Approach Delay, s/veh | | 33.8 | | | 16.8 | | | 69.3 | | | 65.8 | |
| Approach LOS | | C | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 11.6 | 81.3 | | 14.7 | 13.2 | 79.7 | | 12.4 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 12.7 | 42.7 | | * 18 | 17.7 | 42.7 | | 13.3 |
| Max Q Clear Time (g_c+I1), s | 3.4 | 43.0 | | 8.3 | 5.7 | 33.0 | | 6.3 |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.3 | 0.3 | 8.8 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.3 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



# HCM 2010 Signalized Intersection Summary
## 4: Timberlake & Grace Church/Crowell

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 1265 | 21 | 35 | 1453 | 1 | 36 | 1 | 99 | 8 | 0 | 7 |
| Future Volume (veh/h) | 13 | 1265 | 21 | 35 | 1453 | 1 | 36 | 1 | 99 | 8 | 0 | 7 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1948 | 1928 | 1948 | 1776 | 1881 | 1900 | 1900 | 1872 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 14 | 1375 | 0 | 38 | 1579 | 0 | 39 | 1 | 24 | 9 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 308 | 2553 | 1233 | 51 | 2175 | 1000 | 50 | 1 | 31 | 20 | 0 | 17 |
| Arrive On Green | 0.10 | 0.70 | 0.00 | 0.01 | 0.20 | 0.00 | 0.05 | 0.05 | 0.05 | 0.01 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1855 | 3664 | 1655 | 1691 | 3574 | 1615 | 1040 | 27 | 640 | 1810 | 0 | 1615 |
| Grp Volume(v), veh/h | 14 | 1375 | 0 | 38 | 1579 | 0 | 64 | 0 | 0 | 9 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1855 | 1832 | 1655 | 1691 | 1787 | 1615 | 1707 | 0 | 0 | 1810 | 0 | 1615 |
| Q Serve(g_s), s | 0.3 | 21.9 | 0.0 | 2.7 | 49.6 | 0.0 | 4.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.3 | 21.9 | 0.0 | 2.7 | 49.6 | 0.0 | 4.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.61 | | 0.37 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 308 | 2553 | 1233 | 51 | 2175 | 1000 | 82 | 0 | 0 | 20 | 0 | 17 |
| V/C Ratio(X) | 0.05 | 0.54 | 0.00 | 0.75 | 0.73 | 0.00 | 0.78 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 308 | 2553 | 1233 | 200 | 2175 | 1000 | 198 | 0 | 0 | 217 | 0 | 194 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.54 | 0.54 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 16.2 | 8.8 | 0.0 | 59.0 | 38.6 | 0.0 | 56.5 | 0.0 | 0.0 | 59.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.3 | 0.8 | 0.0 | 11.3 | 1.2 | 0.0 | 14.4 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 11.2 | 0.0 | 1.4 | 24.9 | 0.0 | 2.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 16.5 | 9.6 | 0.0 | 70.2 | 39.8 | 0.0 | 70.8 | 0.0 | 0.0 | 74.9 | 0.0 | 0.0 |
| LnGrp LOS | B | A | | E | D | | E | | | E | | |
| Approach Vol, veh/h | | 1389 | | | 1617 | | | 64 | | | 9 | |
| Approach Delay, s/veh | | 9.7 | | | 40.5 | | | 70.8 | | | 74.9 | |
| Approach LOS | | A | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.4 | 91.8 | | 6.9 | 20.0 | 81.2 | | 11.9 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 14 | 51.8 | | 14.4 | 11.8 | 51.8 | | 13.9 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 23.9 | | 2.6 | 2.3 | 51.6 | | 6.4 |
| Green Ext Time (p_c), s | 0.0 | 23.5 | | 0.0 | 0.0 | 0.2 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 27.3 |
| HCM 2010 LOS | C |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

## HCM 2010 Signalized Intersection Summary
## 11: Timberlake & Enterprise/Oakdale

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 322 | 1015 | 19 | 114 | 1052 | 81 | 8 | 22 | 62 | 135 | 18 | 429 |
| Future Volume (veh/h) | 322 | 1015 | 19 | 114 | 1052 | 81 | 8 | 22 | 62 | 135 | 18 | 429 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1881 | 1976 | 1976 | 1976 | 1900 | 1883 | 1900 |
| Adj Flow Rate, veh/h | 335 | 1057 | 0 | 119 | 1096 | 28 | 8 | 23 | 7 | 141 | 19 | 206 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 362 | 1944 | 950 | 360 | 1879 | 970 | 18 | 51 | 16 | 129 | 17 | 131 |
| Arrive On Green | 0.07 | 0.54 | 0.00 | 0.06 | 0.53 | 0.53 | 0.04 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1810 | 3574 | 1599 | 399 | 1147 | 349 | 1590 | 214 | 1615 |
| Grp Volume(v), veh/h | 335 | 1057 | 0 | 119 | 1096 | 28 | 38 | 0 | 0 | 160 | 0 | 206 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1810 | 1787 | 1599 | 1894 | 0 | 0 | 1804 | 0 | 1615 |
| Q Serve(g_s), s | 7.7 | 20.1 | 0.0 | 3.1 | 22.0 | 0.7 | 2.1 | 0.0 | 0.0 | 8.5 | 0.0 | 8.5 |
| Cycle Q Clear(g_c), s | 7.7 | 20.1 | 0.0 | 3.1 | 22.0 | 0.7 | 2.1 | 0.0 | 0.0 | 8.5 | 0.0 | 8.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.21 | | 0.18 | 0.88 | | 1.00 |
| Lane Grp Cap(c), veh/h | 362 | 1944 | 950 | 360 | 1879 | 970 | 85 | 0 | 0 | 146 | 0 | 131 |
| V/C Ratio(X) | 0.92 | 0.54 | 0.00 | 0.33 | 0.58 | 0.03 | 0.45 | 0.00 | 0.00 | 1.10 | 0.00 | 1.58 |
| Avail Cap(c_a), veh/h | 362 | 1944 | 950 | 392 | 1879 | 970 | 130 | 0 | 0 | 146 | 0 | 131 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.75 | 0.75 | 0.75 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 21.1 | 15.5 | 0.0 | 11.9 | 17.0 | 8.3 | 48.9 | 0.0 | 0.0 | 48.3 | 0.0 | 48.2 |
| Incr Delay (d2), s/veh | 29.1 | 1.1 | 0.0 | 0.4 | 1.0 | 0.0 | 3.7 | 0.0 | 0.0 | 102.4 | 0.0 | 292.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.8 | 10.1 | 0.0 | 1.6 | 11.1 | 0.4 | 1.2 | 0.0 | 0.0 | 8.4 | 0.0 | 14.4 |
| LnGrp Delay(d),s/veh | 50.2 | 16.6 | 0.0 | 12.3 | 18.0 | 8.3 | 52.6 | 0.0 | 0.0 | 150.6 | 0.0 | 340.7 |
| LnGrp LOS | D | B | | B | B | A | D | | | F | | F |
| Approach Vol, veh/h | | 1392 | | | 1243 | | | 38 | | | 366 | |
| Approach Delay, s/veh | | 24.7 | | | 17.3 | | | 52.6 | | | 257.6 | |
| Approach LOS | | C | | | B | | | D | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.1 | 64.4 | | 15.0 | 15.0 | 62.5 | | 12.5 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 7.7 | * 53 | | 8.5 | * 7.7 | * 53 | | 7.2 |
| Max Q Clear Time (g_c+I1), s | 5.1 | 22.1 | | 10.5 | 9.7 | 24.0 | | 4.1 |
| Green Ext Time (p_c), s | 0.1 | 18.7 | | 0.0 | 0.0 | 18.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 50.1 |
| HCM 2010 LOS | D |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.



## HCM 2010 Signalized Intersection Summary
## 8: Timberlake & Carpet One/Big Lots

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1278 | 68 | 83 | 1446 | 2 | 56 | 0 | 19 | 6 | 2 | 5 |
| Future Volume (veh/h) | 7 | 1278 | 68 | 83 | 1446 | 2 | 56 | 0 | 19 | 6 | 2 | 5 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1900 | 1881 | 1824 | 1900 | 1900 | 1900 | 1976 | 1976 | 1976 |
| Adj Flow Rate, veh/h | 8 | 1436 | 0 | 93 | 1625 | 0 | 63 | 0 | 0 | 7 | 2 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 219 | 2293 | 1127 | 319 | 2456 | 1065 | 102 | 0 | 91 | 25 | 7 | 0 |
| Arrive On Green | 0.02 | 0.64 | 0.00 | 0.06 | 0.69 | 0.00 | 0.06 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1810 | 3574 | 1550 | 1810 | 0 | 1615 | 1479 | 423 | 0 |
| Grp Volume(v), veh/h | 8 | 1436 | 0 | 93 | 1625 | 0 | 63 | 0 | 0 | 9 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1810 | 1787 | 1550 | 1810 | 0 | 1615 | 1902 | 0 | 0 |
| Q Serve(g_s), s | 0.2 | 30.3 | 0.0 | 2.0 | 32.9 | 0.0 | 4.3 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 30.3 | 0.0 | 2.0 | 32.9 | 0.0 | 4.3 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.78 | | 0.00 |
| Lane Grp Cap(c), veh/h | 219 | 2293 | 1127 | 319 | 2456 | 1065 | 102 | 0 | 91 | 33 | 0 | 0 |
| V/C Ratio(X) | 0.04 | 0.63 | 0.00 | 0.29 | 0.66 | 0.00 | 0.62 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 348 | 2293 | 1127 | 437 | 2456 | 1065 | 171 | 0 | 153 | 258 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 10.4 | 13.5 | 0.0 | 10.7 | 11.3 | 0.0 | 58.1 | 0.0 | 0.0 | 61.1 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 1.3 | 0.0 | 0.5 | 1.4 | 0.0 | 5.9 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 15.2 | 0.0 | 1.1 | 16.5 | 0.0 | 2.3 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 10.5 | 14.8 | 0.0 | 11.2 | 12.7 | 0.0 | 64.0 | 0.0 | 0.0 | 65.6 | 0.0 | 0.0 |
| LnGrp LOS | B | B | | B | B | | E | | | E | | |
| Approach Vol, veh/h | | 1444 | | | 1718 | | | 63 | | | 9 | |
| Approach Delay, s/veh | | 14.8 | | | 12.7 | | | 64.0 | | | 65.6 | |
| Approach LOS | | B | | | B | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 14.8 | 87.9 | | 10.1 | 9.1 | 93.7 | | 13.2 |
| Change Period (Y+Rc), s | * 7.1 | * 7.1 | | 7.9 | * 7.1 | * 7.1 | | 6.1 |
| Max Green Setting (Gmax), s | * 16 | * 53 | | 17.1 | * 11 | * 53 | | 11.9 |
| Max Q Clear Time (g_c+I1), s | 4.0 | 32.3 | | 2.6 | 2.2 | 34.9 | | 6.3 |
| Green Ext Time (p_c), s | 0.1 | 18.3 | | 0.0 | 0.0 | 16.3 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.8 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 13: Timberlake & Laxton/Lowes

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 362 | 1068 | 35 | 105 | 1052 | 307 | 58 | 35 | 66 | 341 | 20 | 204 |
| Future Volume (veh/h) | 362 | 1068 | 35 | 105 | 1052 | 307 | 58 | 35 | 66 | 341 | 20 | 204 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1928 | 1928 | 1948 | 1881 | 1881 | 1881 | 1976 | 1976 | 1900 | 1900 | 1876 | 1881 |
| Adj Flow Rate, veh/h | 366 | 1079 | 0 | 106 | 1063 | 194 | 59 | 35 | 0 | 344 | 20 | 61 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Percent Heavy Veh, % | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 6 | 6 | 1 |
| Cap, veh/h | 393 | 1770 | 891 | 274 | 1401 | 627 | 66 | 39 | 89 | 350 | 20 | 330 |
| Arrive On Green | 0.16 | 0.48 | 0.00 | 0.05 | 0.39 | 0.39 | 0.05 | 0.05 | 0.00 | 0.21 | 0.21 | 0.21 |
| Sat Flow, veh/h | 1836 | 3664 | 1655 | 1792 | 3574 | 1599 | 1203 | 713 | 1615 | 1693 | 98 | 1599 |
| Grp Volume(v), veh/h | 366 | 1079 | 0 | 106 | 1063 | 194 | 94 | 0 | 0 | 364 | 0 | 61 |
| Grp Sat Flow(s),veh/h/ln | 1836 | 1832 | 1655 | 1792 | 1787 | 1599 | 1916 | 0 | 1615 | 1791 | 0 | 1599 |
| Q Serve(g_s), s | 21.2 | 33.4 | 0.0 | 5.5 | 39.9 | 13.0 | 7.6 | 0.0 | 0.0 | 31.4 | 0.0 | 4.9 |
| Cycle Q Clear(g_c), s | 21.2 | 33.4 | 0.0 | 5.5 | 39.9 | 13.0 | 7.6 | 0.0 | 0.0 | 31.4 | 0.0 | 4.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.63 | | 1.00 | 0.95 | | 1.00 |
| Lane Grp Cap(c), veh/h | 393 | 1770 | 891 | 274 | 1401 | 627 | 105 | 0 | 89 | 370 | 0 | 330 |
| V/C Ratio(X) | 0.93 | 0.61 | 0.00 | 0.39 | 0.76 | 0.31 | 0.89 | 0.00 | 0.00 | 0.98 | 0.00 | 0.18 |
| Avail Cap(c_a), veh/h | 506 | 1770 | 891 | 374 | 1401 | 627 | 105 | 0 | 89 | 370 | 0 | 330 |
| 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) | 0.52 | 0.52 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.3 | 29.3 | 0.0 | 27.3 | 40.8 | 32.6 | 72.8 | 0.0 | 0.0 | 61.2 | 0.0 | 50.7 |
| Incr Delay (d2), s/veh | 12.9 | 0.8 | 0.0 | 0.9 | 3.9 | 1.3 | 55.8 | 0.0 | 0.0 | 42.4 | 0.0 | 0.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 16.8 | 17.1 | 0.0 | 2.7 | 20.4 | 6.0 | 5.6 | 0.0 | 0.0 | 19.9 | 0.0 | 2.2 |
| LnGrp Delay(d),s/veh | 52.3 | 30.2 | 0.0 | 28.2 | 44.7 | 33.9 | 128.6 | 0.0 | 0.0 | 103.7 | 0.0 | 51.0 |
| LnGrp LOS | D | C | | C | D | C | F | | | F | | D |
| Approach Vol, veh/h | | 1445 | | | 1363 | | | 94 | | | 425 | |
| Approach Delay, s/veh | | 35.8 | | | 41.9 | | | 128.6 | | | 96.1 | |
| Approach LOS | | D | | | D | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 16.3 | 83.7 | | 40.0 | 30.4 | 69.6 | | 15.0 |
| Change Period (Y+Rc), s | 8.8 | 8.8 | | 8.0 | 6.4 | 8.8 | | 6.5 |
| Max Green Setting (Gmax), s | 16.2 | 51.2 | | 32.0 | 33.6 | 51.2 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | 7.5 | 35.4 | | 33.4 | 23.2 | 41.9 | | 9.6 |
| Green Ext Time (p_c), s | 0.1 | 12.0 | | 0.0 | 0.8 | 7.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 48.6 |
| HCM 2010 LOS | D |



# HCM 2010 Signalized Intersection Summary
## 12: Timberlake & Hardees/Greenview

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 20 | 938 | 385 | 392 | 983 | 14 | 296 | 12 | 544 | 36 | 47 | 14 |
| Future Volume (veh/h) | 20 | 938 | 385 | 392 | 983 | 14 | 296 | 12 | 544 | 36 | 47 | 14 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | 1834 | 1834 | 1852 | 1852 | 1852 | 1816 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 22 | 1009 | 191 | 422 | 1057 | 0 | 318 | 13 | 397 | 39 | 51 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 1 |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Percent Heavy Veh, % | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Cap, veh/h | 38 | 1744 | 957 | 254 | 2134 | 1065 | 178 | 7 | 386 | 50 | 65 | 100 |
| Arrive On Green | 0.02 | 0.49 | 0.49 | 0.15 | 0.61 | 0.00 | 0.10 | 0.10 | 0.10 | 0.06 | 0.06 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | 1747 | 3485 | 1575 | 1698 | 69 | 1544 | 774 | 1012 | 1550 |
| Grp Volume(v), veh/h | 22 | 1009 | 191 | 422 | 1057 | 0 | 331 | 0 | 397 | 90 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | 1747 | 1742 | 1575 | 1768 | 0 | 1544 | 1785 | 0 | 1550 |
| Q Serve(g_s), s | 1.6 | 26.2 | 7.1 | 18.9 | 21.9 | 0.0 | 13.6 | 0.0 | 13.6 | 6.5 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.6 | 26.2 | 7.1 | 18.9 | 21.9 | 0.0 | 13.6 | 0.0 | 13.6 | 6.5 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.96 | | 1.00 | 0.43 | | 1.00 |
| Lane Grp Cap(c), veh/h | 38 | 1744 | 957 | 254 | 2134 | 1065 | 185 | 0 | 386 | 115 | 0 | 100 |
| V/C Ratio(X) | 0.58 | 0.58 | 0.20 | 1.66 | 0.50 | 0.00 | 1.79 | 0.00 | 1.03 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 193 | 1744 | 957 | 254 | 2134 | 1065 | 185 | 0 | 386 | 242 | 0 | 210 |
| 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) | 0.69 | 0.69 | 0.69 | 0.51 | 0.51 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 63.1 | 23.7 | 12.2 | 55.6 | 14.0 | 0.0 | 58.2 | 0.0 | 48.7 | 59.9 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 9.1 | 1.0 | 0.3 | 306.5 | 0.4 | 0.0 | 376.3 | 0.0 | 53.4 | 11.1 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.9 | 13.1 | 4.1 | 30.7 | 10.5 | 0.0 | 26.0 | 0.0 | 19.6 | 3.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 72.2 | 24.7 | 12.6 | 362.0 | 14.4 | 0.0 | 434.5 | 0.0 | 102.1 | 71.0 | 0.0 | 0.0 |
| LnGrp LOS | E | C | B | F | B | | F | | F | E | | |
| Approach Vol, veh/h | | 1222 | | | 1479 | | | 728 | | | 90 | |
| Approach Delay, s/veh | | 23.7 | | | 113.6 | | | 253.3 | | | 71.0 | |
| Approach LOS | | C | | | F | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 25.0 | 69.2 | | 15.8 | 8.8 | 85.4 | | 20.0 |
| Change Period (Y+Rc), s | 6.1 | 5.8 | | * 7.4 | * 6.1 | * 5.8 | | 6.4 |
| Max Green Setting (Gmax), s | 18.9 | 54.2 | | * 18 | * 14 | * 55 | | 13.6 |
| Max Q Clear Time (g_c+I1), s | 20.9 | 28.2 | | 8.5 | 3.6 | 23.9 | | 15.6 |
| Green Ext Time (p_c), s | 0.0 | 16.8 | | 0.2 | 0.0 | 18.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 110.2 |
| HCM 2010 LOS | F |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 19: Timberlake & Old Graves Mill/Dreaming Creek

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 353 | 862 | 35 | 23 | 991 | 151 | 39 | 24 | 18 | 252 | 75 | 518 |
| Future Volume (veh/h) | 353 | 862 | 35 | 23 | 991 | 151 | 39 | 24 | 18 | 252 | 75 | 518 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1754 | 1881 | 1776 | 1900 | 1881 | 1956 | 1769 | 1744 | 1769 | 1900 | 1885 | 1881 |
| Adj Flow Rate, veh/h | 384 | 937 | 0 | 25 | 1077 | 60 | 42 | 26 | 11 | 274 | 82 | 425 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 4 | 1 | 7 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Cap, veh/h | 299 | 1484 | 627 | 257 | 1139 | 530 | 85 | 53 | 22 | 394 | 118 | 516 |
| Arrive On Green | 0.14 | 0.42 | 0.00 | 0.04 | 0.32 | 0.32 | 0.10 | 0.10 | 0.10 | 0.28 | 0.28 | 0.28 |
| Sat Flow, veh/h | 1670 | 3574 | 1509 | 1810 | 3574 | 1663 | 882 | 546 | 231 | 1397 | 418 | 1599 |
| Grp Volume(v), veh/h | 384 | 937 | 0 | 25 | 1077 | 60 | 79 | 0 | 0 | 356 | 0 | 425 |
| Grp Sat Flow(s),veh/h/ln | 1670 | 1787 | 1509 | 1810 | 1787 | 1663 | 1659 | 0 | 0 | 1816 | 0 | 1599 |
| Q Serve(g_s), s | 17.0 | 25.8 | 0.0 | 1.1 | 36.4 | 3.2 | 5.6 | 0.0 | 0.0 | 21.7 | 0.0 | 30.4 |
| Cycle Q Clear(g_c), s | 17.0 | 25.8 | 0.0 | 1.1 | 36.4 | 3.2 | 5.6 | 0.0 | 0.0 | 21.7 | 0.0 | 30.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.53 | | 0.14 | 0.77 | | 1.00 |
| Lane Grp Cap(c), veh/h | 299 | 1484 | 627 | 257 | 1139 | 530 | 161 | 0 | 0 | 512 | 0 | 516 |
| V/C Ratio(X) | 1.29 | 0.63 | 0.00 | 0.10 | 0.95 | 0.11 | 0.49 | 0.00 | 0.00 | 0.69 | 0.00 | 0.82 |
| Avail Cap(c_a), veh/h | 299 | 1484 | 627 | 257 | 1139 | 530 | 161 | 0 | 0 | 512 | 0 | 516 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.2 | 28.7 | 0.0 | 26.6 | 41.2 | 29.9 | 53.1 | 0.0 | 0.0 | 39.7 | 0.0 | 38.8 |
| Incr Delay (d2), s/veh | 151.9 | 2.0 | 0.0 | 0.8 | 16.5 | 0.4 | 10.4 | 0.0 | 0.0 | 7.6 | 0.0 | 13.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 22.8 | 13.0 | 0.0 | 0.6 | 20.6 | 1.5 | 3.0 | 0.0 | 0.0 | 12.0 | 0.0 | 15.4 |
| LnGrp Delay(d),s/veh | 188.1 | 30.8 | 0.0 | 27.4 | 57.7 | 30.3 | 63.5 | 0.0 | 0.0 | 47.3 | 0.0 | 52.6 |
| LnGrp LOS | F | C | | C | E | C | E | | | D | | D |
| Approach Vol, veh/h | | 1321 | | | 1162 | | | 79 | | | 781 | |
| Approach Delay, s/veh | | 76.5 | | | 55.6 | | | 63.5 | | | 50.2 | |
| Approach LOS | | E | | | E | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 22.0 | 45.0 | | 40.0 | 10.0 | 57.0 | | 17.0 |
| Change Period (Y+Rc), s | 5.0 | 5.5 | | 5.0 | 5.0 | 5.5 | | 5.0 |
| Max Green Setting (Gmax), s | 17.0 | 39.5 | | 35.0 | 5.0 | 39.5 | | 12.0 |
| Max Q Clear Time (g_c+I1), s | 19.0 | 38.4 | | 32.4 | 3.1 | 27.8 | | 7.6 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | | 1.0 | 0.0 | 8.9 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 62.8 |
| HCM 2010 LOS | E |



# HCM 2010 Signalized Intersection Summary
## 17: Timberlake & Candlewood

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 78 | 1376 | 0 | 28 | 1620 | 42 | 0 | 0 | 0 | 47 | 0 | 29 |
| Future Volume (veh/h) | 78 | 1376 | 0 | 28 | 1620 | 42 | 0 | 0 | 0 | 47 | 0 | 29 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | 1900 | 1881 | 1900 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 82 | 1448 | 0 | 29 | 1705 | 22 | | | | 49 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| 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 | 2 | 0 | 0 | 1 | 0 | | | | 0 | 0 | 0 |
| Cap, veh/h | 316 | 2706 | 0 | 310 | 2313 | 1045 | | | | 213 | 0 | 0 |
| Arrive On Green | 0.08 | 0.76 | 0.00 | 0.65 | 0.65 | 0.65 | | | | 0.12 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | 374 | 3574 | 1615 | | | | 1810 | 0 | 0 |
| Grp Volume(v), veh/h | 82 | 1448 | 0 | 29 | 1705 | 22 | | | | 49 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | 374 | 1787 | 1615 | | | | 1810 | 0 | 0 |
| Q Serve(g_s), s | 1.0 | 13.8 | 0.0 | 2.8 | 27.4 | 0.4 | | | | 2.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 13.8 | 0.0 | 6.7 | 27.4 | 0.4 | | | | 2.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 316 | 2706 | 0 | 310 | 2313 | 1045 | | | | 213 | 0 | 0 |
| V/C Ratio(X) | 0.26 | 0.54 | 0.00 | 0.09 | 0.74 | 0.02 | | | | 0.23 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 316 | 2706 | 0 | 310 | 2313 | 1045 | | | | 213 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 10.0 | 4.0 | 0.0 | 7.3 | 10.1 | 5.4 | | | | 34.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 2.0 | 0.8 | 0.0 | 0.6 | 2.1 | 0.0 | | | | 2.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.1 | 6.9 | 0.0 | 0.3 | 14.0 | 0.2 | | | | 1.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 12.0 | 4.7 | 0.0 | 7.9 | 12.3 | 5.4 | | | | 36.5 | 0.0 | 0.0 |
| LnGrp LOS | B | A | | A | B | A | | | | D | | |
| Approach Vol, veh/h | | 1530 | | | 1756 | | | | | | 49 | |
| Approach Delay, s/veh | | 5.1 | | | 12.1 | | | | | | 36.5 | |
| Approach LOS | | A | | | B | | | | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | | 70.0 | | 15.0 | 10.0 | 60.0 | | |
| Change Period (Y+Rc), s | | 5.0 | | 5.0 | 3.5 | 5.0 | | |
| Max Green Setting (Gmax), s | | 55.0 | | 10.0 | 6.5 | 55.0 | | |
| Max Q Clear Time (g_c+I1), s | | 15.8 | | 4.1 | 3.0 | 29.4 | | |
| Green Ext Time (p_c), s | | 33.3 | | 0.1 | 0.0 | 23.0 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.3 |
| HCM 2010 LOS | A |

# HCM 2010 Signalized Intersection Summary
## 29: Timberlake & Richland/Leesville

03/15/2017

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 49 | 1119 | 115 | 456 | 1159 | 101 | 74 | 8 | 378 | 63 | 14 | 27 |
| Future Volume (veh/h) | 49 | 1119 | 115 | 456 | 1159 | 101 | 74 | 8 | 378 | 63 | 14 | 27 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1872 | 1853 | 1835 | 1881 | 1881 | 1863 | 1976 | 1898 | 1937 | 1754 | 1808 | 1900 |
| Adj Flow Rate, veh/h | 52 | 1190 | 0 | 485 | 1233 | 42 | 79 | 9 | 312 | 67 | 15 | 2 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | 0 | 1 | 2 | 1 | 1 | 2 | 14 | 14 | 2 | 4 | 15 | 15 |
| Cap, veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 227 | 26 | 465 | 173 | 162 | 22 |
| Arrive On Green | 0.14 | 0.39 | 0.00 | 0.21 | 0.46 | 0.46 | 0.14 | 0.14 | 0.14 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 1782 | 3521 | 1560 | 1792 | 3574 | 1583 | 1630 | 186 | 1647 | 1670 | 1562 | 208 |
| Grp Volume(v), veh/h | 52 | 1190 | 0 | 485 | 1233 | 42 | 88 | 0 | 312 | 67 | 0 | 17 |
| Grp Sat Flow(s),veh/h/ln | 1782 | 1760 | 1560 | 1792 | 1787 | 1583 | 1816 | 0 | 1647 | 1670 | 0 | 1771 |
| Q Serve(g_s), s | 3.6 | 43.9 | 0.0 | 30.0 | 40.0 | 2.1 | 6.1 | 0.0 | 19.5 | 5.2 | 0.0 | 1.2 |
| Cycle Q Clear(g_c), s | 3.6 | 43.9 | 0.0 | 30.0 | 40.0 | 2.1 | 6.1 | 0.0 | 19.5 | 5.2 | 0.0 | 1.2 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.90 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 253 | 0 | 465 | 173 | 0 | 183 |
| V/C Ratio(X) | 0.20 | 0.88 | 0.00 | 1.26 | 0.75 | 0.06 | 0.35 | 0.00 | 0.67 | 0.39 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 255 | 1358 | 602 | 384 | 1634 | 724 | 253 | 0 | 465 | 173 | 0 | 183 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.0 | 39.9 | 0.0 | 55.0 | 31.5 | 21.2 | 54.5 | 0.0 | 44.5 | 58.6 | 0.0 | 56.8 |
| Incr Delay (d2), s/veh | 1.8 | 8.2 | 0.0 | 137.8 | 3.3 | 0.2 | 3.7 | 0.0 | 7.5 | 6.4 | 0.0 | 1.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.9 | 22.9 | 0.0 | 29.5 | 20.4 | 0.9 | 3.3 | 0.0 | 11.7 | 2.7 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 54.8 | 48.1 | 0.0 | 192.8 | 34.8 | 21.3 | 58.2 | 0.0 | 52.0 | 65.0 | 0.0 | 57.8 |
| LnGrp LOS | D | D | | F | C | C | E | | D | E | | E |
| Approach Vol, veh/h | | 1242 | | | 1760 | | | 400 | | | 84 | |
| Approach Delay, s/veh | | 48.4 | | | 78.0 | | | 53.4 | | | 63.6 | |
| Approach LOS | | D | | | E | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 35.0 | 60.0 | | 25.0 | 25.0 | 70.0 | | 20.0 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 5.0 | 6.0 | | 5.5 |
| Max Green Setting (Gmax), s | 30.0 | 54.0 | | 19.5 | 20.0 | 54.0 | | 14.5 |
| Max Q Clear Time (g_c+I1), s | 32.0 | 45.9 | | 21.5 | 5.6 | 42.0 | | 7.2 |
| Green Ext Time (p_c), s | 0.0 | 7.1 | | 0.0 | 0.1 | 10.1 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 64.3 |
| HCM 2010 LOS | E |

# HCM 2010 UNSIGNALIZED INTERSECTION OUTPUT SHEETS

# HCM 2010 TWSC
## 6: Timberlake & Sprint/Sunny Bank

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 1352 | 15 | 15 | 913 | 0 | 18 | 0 | 32 | 0 | 0 | 0 |
| Future Vol, veh/h | 4 | 1352 | 15 | 15 | 913 | 0 | 18 | 0 | 32 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 320 | - | - | 160 | - | 320 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 3 | 8 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| Mvmt Flow | 5 | 1536 | 17 | 17 | 1038 | 0 | 20 | 0 | 36 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1038 | 0 | 0 | 1553 | 0 | 0 | 2107 | 2626 | 777 | 1849 | 2634 | 519 |
| Stage 1 | - | - | - | - | - | - | 1554 | 1554 | - | 1072 | 1072 | - |
| Stage 2 | - | - | - | - | - | - | 553 | 1072 | - | 777 | 1562 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.98 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.34 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 678 | - | - | 432 | - | - | 30 | 24 | 335 | 47 | 24 | 507 |
| Stage 1 | - | - | - | - | - | - | 121 | 176 | - | 239 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 490 | 299 | - | 360 | 174 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 678 | - | - | 432 | - | - | 29 | 23 | 335 | 40 | 23 | 507 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 29 | 23 | - | 40 | 23 | - |
| Stage 1 | - | - | - | - | - | - | 120 | 175 | - | 237 | 287 | - |
| Stage 2 | - | - | - | - | - | - | 471 | 287 | - | 319 | 173 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 157.5 | 0 |
| HCM LOS | | | F | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 70 | 678 | - | - | 432 | - | - | - |
| HCM Lane V/C Ratio | 0.812 | 0.007 | - | - | 0.039 | - | - | - |
| HCM Control Delay (s) | 157.5 | 10.3 | - | - | 13.7 | - | - | 0 |
| HCM Lane LOS | F | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | 3.9 | 0 | - | - | 0.1 | - | - | - |



# HCM 2010 TWSC
## 3: Timberlake & Tomahawk/Advanced Auto

03/15/2017

| 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 | 21 | 1370 | 7 | 29 | 828 | 14 | 4 | 0 | 8 | 14 | 0 | 22 |
| Future Vol, veh/h | 21 | 1370 | 7 | 29 | 828 | 14 | 4 | 0 | 8 | 14 | 0 | 22 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 145 | - | 240 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 6 | 3 | 0 | 0 | 5 | 17 | 0 | 0 | 0 | 8 | 0 | 0 |
| Mvmt Flow | 23 | 1522 | 8 | 32 | 920 | 16 | 4 | 0 | 9 | 16 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 920 | 0 | 0 | 1530 | 0 | 0 | 2097 | 2557 | 765 | 1792 | 2561 | 460 |
| Stage 1 | - | - | - | - | - | - | 1573 | 1573 | - | 984 | 984 | - |
| Stage 2 | - | - | - | - | - | - | 524 | 984 | - | 808 | 1577 | - |
| Critical Hdwy | 4.22 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.66 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.66 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.66 | 5.5 | - |
| Follow-up Hdwy | 2.26 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.58 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 713 | - | - | 441 | - | - | 31 | 27 | 350 | 48 | 27 | 554 |
| Stage 1 | - | - | - | - | - | - | 117 | 172 | - | 255 | 329 | - |
| Stage 2 | - | - | - | - | - | - | 510 | 329 | - | 328 | 171 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 713 | - | - | 441 | - | - | 27 | 24 | 350 | 43 | 24 | 554 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 27 | 24 | - | 43 | 24 | - |
| Stage 1 | - | - | - | - | - | - | 113 | 166 | - | 247 | 305 | - |
| Stage 2 | - | - | - | - | - | - | 452 | 305 | - | 309 | 165 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.5 | 68.2 | 64.1 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 70 | 713 | - | - | 441 | - | - | 99 |
| HCM Lane V/C Ratio | 0.19 | 0.033 | - | - | 0.073 | - | - | 0.404 |
| HCM Control Delay (s) | 68.2 | 10.2 | - | - | 13.8 | - | - | 64.1 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0.2 | - | - | 1.7 |

# HCM 2010 TWSC
## 9: Timberlake & Shelor/Country Cookin

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 1430 | 5 | 32 | 967 | 6 | 0 | 0 | 4 | 18 | 0 | 20 |
| Future Vol, veh/h | 13 | 1430 | 5 | 32 | 967 | 6 | 0 | 0 | 4 | 18 | 0 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 175 | - | 90 | 150 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 15 | 1644 | 6 | 37 | 1111 | 7 | 0 | 0 | 5 | 21 | 0 | 23 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1118 | 0 | 0 | 1644 | 0 | 0 | 2303 | 2866 | 822 | 2041 | 2863 | 559 |
| Stage 1 | - | - | - | - | - | - | 1674 | 1674 | - | 1189 | 1189 | - |
| Stage 2 | - | - | - | - | - | - | 629 | 1192 | - | 852 | 1674 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 632 | - | - | 399 | - | - | 21 | 17 | 321 | 34 | 17 | 478 |
| Stage 1 | - | - | - | - | - | - | 101 | 154 | - | 203 | 264 | - |
| Stage 2 | - | - | - | - | - | - | 442 | 263 | - | 325 | 154 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 632 | - | - | 399 | - | - | 18 | 15 | 321 | 31 | 15 | 478 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 18 | 15 | - | 31 | 15 | - |
| Stage 1 | - | - | - | - | - | - | 99 | 150 | - | 198 | 240 | - |
| Stage 2 | - | - | - | - | - | - | 382 | 239 | - | 313 | 150 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.5 | 16.4 | 152.1 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 321 | 632 | - | - | 399 | - | - | 61 |
| HCM Lane V/C Ratio | 0.014 | 0.024 | - | - | 0.092 | - | - | 0.716 |
| HCM Control Delay (s) | 16.4 | 10.8 | - | - | 14.9 | - | - | 152.1 |
| HCM Lane LOS | C | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.3 | - | - | 3.1 |



# HCM 2010 TWSC
## 7: Timberlake & Powtan/St Clair

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 1347 | 2 | 14 | 909 | 34 | 0 | 0 | 1 | 49 | 0 | 33 |
| Future Vol, veh/h | 18 | 1347 | 2 | 14 | 909 | 34 | 0 | 0 | 1 | 49 | 0 | 33 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 140 | - | 90 | 290 | - | 290 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Mvmt Flow | 20 | 1497 | 2 | 16 | 1010 | 38 | 0 | 0 | 1 | 54 | 0 | 37 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1010 | 0 | 0 | 1497 | 0 | 0 | 2073 | 2578 | 748 | 1829 | 2578 | 505 |
| Stage 1 | - | - | - | - | - | - | 1537 | 1537 | - | 1041 | 1041 | - |
| Stage 2 | - | - | - | - | - | - | 536 | 1041 | - | 788 | 1537 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.04 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.37 |
| Pot Cap-1 Maneuver | 694 | - | - | 454 | - | - | 32 | 26 | 359 | ~ 49 | 26 | 499 |
| Stage 1 | - | - | - | - | - | - | 124 | 179 | - | 250 | 310 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 310 | - | 355 | 179 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 694 | - | - | 454 | - | - | 28 | 24 | 359 | ~ 46 | 24 | 499 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 28 | 24 | - | ~ 46 | 24 | - |
| Stage 1 | - | - | - | - | - | - | 120 | 174 | - | 243 | 299 | - |
| Stage 2 | - | - | - | - | - | - | 448 | 299 | - | 344 | 174 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 15.1 | 293.7 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 359 | 694 | - | - | 454 | - | - | 72 |
| HCM Lane V/C Ratio | 0.003 | 0.029 | - | - | 0.034 | - | - | 1.265 |
| HCM Control Delay (s) | 15.1 | 10.3 | - | - | 13.2 | - | - | 293.7 |
| HCM Lane LOS | C | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.1 | - | - | 7.2 |

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

# HCM 2010 TWSC
## 14: Timberlake & Wood/Dentist

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 50.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 46 | 1411 | 11 | 41 | 1012 | 21 | 0 | 0 | 0 | 68 | 0 | 21 |
| Future Vol, veh/h | 46 | 1411 | 11 | 41 | 1012 | 21 | 0 | 0 | 0 | 68 | 0 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 120 | - | 140 | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 6 |
| Mvmt Flow | 53 | 1622 | 13 | 47 | 1163 | 24 | 0 | 0 | 0 | 78 | 0 | 24 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1187 | 0 | 0 | 1622 | 0 | 0 | 2404 | 3010 | 811 | 2187 | 2998 | 594 |
| Stage 1 | - | - | - | - | - | - | 1728 | 1728 | - | 1270 | 1270 | - |
| Stage 2 | - | - | - | - | - | - | 676 | 1282 | - | 917 | 1728 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.02 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.36 |
| Pot Cap-1 Maneuver | 595 | - | - | 407 | - | - | 18 | 14 | 327 | ~ 26 | 14 | 438 |
| Stage 1 | - | - | - | - | - | - | 94 | 144 | - | 181 | 241 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 238 | - | 297 | 144 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 595 | - | - | 407 | - | - | 14 | 11 | 327 | ~ 22 | 11 | 438 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 14 | 11 | - | ~ 22 | 11 | - |
| Stage 1 | - | - | - | - | - | - | 86 | 131 | - | 165 | 213 | - |
| Stage 2 | - | - | - | - | - | - | 346 | 211 | - | 271 | 131 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.6 | 0 | $ 1484.2 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 595 | - | - | 407 | - | - | 28 |
| HCM Lane V/C Ratio | - | 0.089 | - | - | 0.116 | - | - | 3.654 |
| HCM Control Delay (s) | 0 | 11.6 | - | - | 15 | - | - | $ 1484.2 |
| HCM Lane LOS | A | B | - | - | C | - | - | F |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - | 0.4 | - | - | 12.4 |

Notes

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



# HCM 2010 TWSC
## 10: Timberlake & Beachwood/CC Auto

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 14 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 1453 | 0 | 6 | 989 | 31 | 0 | 0 | 0 | 52 | 0 | 15 |
| Future Vol, veh/h | 6 | 1453 | 0 | 6 | 989 | 31 | 0 | 0 | 0 | 52 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 135 | - | 50 | 280 | - | 190 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 2 | 0 | 0 |
| Mvmt Flow | 7 | 1651 | 0 | 7 | 1124 | 35 | 0 | 0 | 0 | 59 | 0 | 17 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1124 | 0 | 0 | 1651 | 0 | 0 | 2241 | 2803 | 826 | 1977 | 2803 | 562 |
| Stage 1 | - | - | - | - | - | - | 1665 | 1665 | - | 1138 | 1138 | - |
| Stage 2 | - | - | - | - | - | - | 576 | 1138 | - | 839 | 1665 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.54 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.54 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.52 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 629 | - | - | 396 | - | - | 24 | 19 | 319 | ~ 37 | 19 | 475 |
| Stage 1 | - | - | - | - | - | - | 103 | 155 | - | 214 | 279 | - |
| Stage 2 | - | - | - | - | - | - | 475 | 279 | - | 326 | 155 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 629 | - | - | 396 | - | - | 23 | 18 | 319 | ~ 36 | 18 | 475 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 23 | 18 | - | ~ 36 | 18 | - |
| Stage 1 | - | - | - | - | - | - | 102 | 153 | - | 212 | 274 | - |
| Stage 2 | - | - | - | - | - | - | 450 | 274 | - | 322 | 153 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | $ 532.5 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 629 | - | - | 396 | - | - | 45 |
| HCM Lane V/C Ratio | - | 0.011 | - | - | 0.017 | - | - | 1.692 |
| HCM Control Delay (s) | 0 | 10.8 | - | - | 14.2 | - | - | $ 532.5 |
| HCM Lane LOS | A | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0.1 | - | - | 7.6 |

Notes

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

# HCM 2010 TWSC
## 16: Timberlake & Charlie's Chicken

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 6 | 1580 | 0 | 4 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 6 | 1580 | 0 | 4 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 1756 | 0 | 4 | 1049 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1049 | 0 | 0 | 1756 | 0 | 0 | 2302 | 2827 | 878 | 1949 | 2827 | 524 |
| Stage 1 | - | - | - | - | - | - | 1769 | 1769 | - | 1058 | 1058 | - |
| Stage 2 | - | - | - | - | - | - | 533 | 1058 | - | 891 | 1769 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 671 | - | - | 361 | - | - | 21 | 18 | 295 | 40 | 18 | 503 |
| Stage 1 | - | - | - | - | - | - | 88 | 138 | - | 244 | 304 | - |
| Stage 2 | - | - | - | - | - | - | 503 | 304 | - | 308 | 138 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 671 | - | - | 361 | - | - | 21 | 18 | 295 | 39 | 18 | 503 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 21 | 18 | - | 39 | 18 | - |
| Stage 1 | - | - | - | - | - | - | 87 | 137 | - | 241 | 301 | - |
| Stage 2 | - | - | - | - | - | - | 497 | 301 | - | 305 | 137 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | 0 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 671 | - | - | 361 | - | - | - |
| HCM Lane V/C Ratio | - | 0.01 | - | - | 0.012 | - | - | - |
| HCM Control Delay (s) | 0 | 10.4 | - | - | 15.1 | - | - | 0 |
| HCM Lane LOS | A | B | - | - | C | - | - | A |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | - |



# HCM 2010 TWSC
## 15: Timberlake & DQ/Knollwood

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 58 | 1555 | 4 | 16 | 956 | 0 | 7 | 0 | 16 | 0 | 0 | 1 |
| Future Vol, veh/h | 58 | 1555 | 4 | 16 | 956 | 0 | 7 | 0 | 16 | 0 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 160 | 120 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 64 | 1728 | 4 | 18 | 1062 | 0 | 8 | 0 | 18 | 0 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1062 | 0 | 0 | 1728 | 0 | 0 | 2424 | 2955 | 864 | 2091 | 2955 | 531 |
| Stage 1 | - | - | - | - | - | - | 1857 | 1857 | - | 1098 | 1098 | - |
| Stage 2 | - | - | - | - | - | - | 567 | 1098 | - | 993 | 1857 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 664 | - | - | 370 | - | - | 17 | 15 | 301 | 31 | 15 | 498 |
| Stage 1 | - | - | - | - | - | - | 78 | 125 | - | 230 | 291 | - |
| Stage 2 | - | - | - | - | - | - | 481 | 291 | - | 267 | 125 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 664 | - | - | 370 | - | - | 15 | 13 | 301 | 26 | 13 | 498 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 15 | 13 | - | 26 | 13 | - |
| Stage 1 | - | - | - | - | - | - | 70 | 113 | - | 208 | 277 | - |
| Stage 2 | - | - | - | - | - | - | 457 | 277 | - | 227 | 113 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.3 | 166.5 | 12.2 |
| HCM LOS | | | F | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 44 | 664 | - | - | 370 | - | - | 498 |
| HCM Lane V/C Ratio | 0.581 | 0.097 | - | - | 0.048 | - | - | 0.002 |
| HCM Control Delay (s) | 166.5 | 11 | - | - | 15.2 | - | - | 12.2 |
| HCM Lane LOS | F | B | - | - | C | - | - | B |
| HCM 95th %tile Q(veh) | 2.2 | 0.3 | - | - | 0.2 | - | - | 0 |

# HCM 2010 TWSC
## 20: Timberlake & Hedges Insurance

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 1090 | 736 | 3 | 1 | 1 |
| Future Vol, veh/h | 6 | 1090 | 736 | 3 | 1 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 180 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 2 | 33 | 0 | 0 |
| Mvmt Flow | 7 | 1253 | 846 | 3 | 1 | 1 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 849 | 0 | - | 0 | 1488 | 425 |
| Stage 1 | - | - | - | - | 848 | - |
| Stage 2 | - | - | - | - | 640 | - |
| Critical Hdwy | 4.1 | - | - | - | 7.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.5 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 798 | - | - | - | 88 | 583 |
| Stage 1 | - | - | - | - | 327 | - |
| Stage 2 | - | - | - | - | 435 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 798 | - | - | - | 87 | 583 |
| Mov Cap-2 Maneuver | - | - | - | - | 87 | - |
| Stage 1 | - | - | - | - | 324 | - |
| Stage 2 | - | - | - | - | 431 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0 | 29.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 798 | - | - | - | 151 |
| HCM Lane V/C Ratio | 0.009 | - | - | - | 0.015 |
| HCM Control Delay (s) | 9.6 | - | - | - | 29.2 |
| HCM Lane LOS | A | - | - | - | D |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |



# HCM 2010 TWSC
## 18: Timberlake & Bojangles

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 99 | 1475 | 925 | 32 | 9 | 40 |
| Future Vol, veh/h | 99 | 1475 | 925 | 32 | 9 | 40 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 140 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 1 | 2 | 2 | 11 | 0 | 0 |
| Mvmt Flow | 109 | 1621 | 1016 | 35 | 10 | 44 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1052 | 0 | - | 0 | 2062 | 526 |
| Stage 1 | - | - | - | - | 1034 | - |
| Stage 2 | - | - | - | - | 1028 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.21 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 663 | - | - | - | 48 | 502 |
| Stage 1 | - | - | - | - | 308 | - |
| Stage 2 | - | - | - | - | 310 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 663 | - | - | - | 40 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | 40 | - |
| Stage 1 | - | - | - | - | 308 | - |
| Stage 2 | - | - | - | - | 259 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0 | 38.2 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 663 | - | - | - | 161 |
| HCM Lane V/C Ratio | 0.164 | - | - | - | 0.334 |
| HCM Control Delay (s) | 11.5 | - | - | - | 38.2 |
| HCM Lane LOS | B | - | - | - | E |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | 1.4 |

# HCM 2010 TWSC
## 22: Timberlake & Roundelay/The Vistas

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 1071 | 18 | 22 | 707 | 10 | 25 | 1 | 73 | 12 | 0 | 9 |
| Future Vol, veh/h | 8 | 1071 | 18 | 22 | 707 | 10 | 25 | 1 | 73 | 12 | 0 | 9 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 90 | - | 430 | 150 | - | - | - | - | 185 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 0 | 2 | 19 | 20 | 2 | 0 | 0 | 0 | 8 | 0 | 0 | 13 |
| Mvmt Flow | 9 | 1177 | 20 | 24 | 777 | 11 | 27 | 1 | 80 | 13 | 0 | 10 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 788 | 0 | 0 | 1177 | 0 | 0 | 1632 | 2031 | 588 | 1438 | 2026 | 394 |
| Stage 1 | - | - | - | - | - | - | 1195 | 1195 | - | 831 | 831 | - |
| Stage 2 | - | - | - | - | - | - | 437 | 836 | - | 607 | 1195 | - |
| Critical Hdwy | 4.1 | - | - | 4.5 | - | - | 7.5 | 6.5 | 7.06 | 7.5 | 6.5 | 7.16 |
| 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 | 2.2 | - | - | 2.4 | - | - | 3.5 | 4 | 3.38 | 3.5 | 4 | 3.43 |
| Pot Cap-1 Maneuver | 840 | - | - | 497 | - | - | 68 | 58 | 437 | 95 | 58 | 575 |
| Stage 1 | - | - | - | - | - | - | 201 | 262 | - | 334 | 387 | - |
| Stage 2 | - | - | - | - | - | - | 574 | 385 | - | 455 | 262 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 840 | - | - | 497 | - | - | 64 | 55 | 437 | 73 | 55 | 575 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 64 | 55 | - | 73 | 55 | - |
| Stage 1 | - | - | - | - | - | - | 199 | 259 | - | 330 | 368 | - |
| Stage 2 | - | - | - | - | - | - | 537 | 366 | - | 366 | 259 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 37.5 | 43.2 |
| HCM LOS | | | E | E |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 64 | 437 | 840 | - | - | 497 | - | - | 117 |
| HCM Lane V/C Ratio | 0.446 | 0.184 | 0.01 | - | - | 0.049 | - | - | 0.197 |
| HCM Control Delay (s) | 100.4 | 15.1 | 9.3 | - | - | 12.6 | - | - | 43.2 |
| HCM Lane LOS | F | C | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 1.7 | 0.7 | 0 | - | - | 0.2 | - | - | 0.7 |



# HCM 2010 TWSC
## 21: Timberlake & Sears/Oakmont

03/15/2017

| 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 | 6 | 1076 | 13 | 8 | 715 | 7 | 24 | 0 | 12 | 7 | 0 | 0 |
| Future Vol, veh/h | 6 | 1076 | 13 | 8 | 715 | 7 | 24 | 0 | 12 | 7 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 2 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 7 | 1209 | 15 | 9 | 803 | 8 | 27 | 0 | 13 | 8 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 811 | 0 | 0 | 1224 | 0 | 0 | 1650 | 2059 | 612 | 1443 | 2062 | 406 |
| Stage 1 | - | - | - | - | - | - | 1230 | 1230 | - | 825 | 825 | - |
| Stage 2 | - | - | - | - | - | - | 420 | 829 | - | 618 | 1237 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 824 | - | - | 577 | - | - | 66 | 56 | 441 | 95 | 55 | 600 |
| Stage 1 | - | - | - | - | - | - | 191 | 252 | - | 337 | 390 | - |
| Stage 2 | - | - | - | - | - | - | 587 | 388 | - | 448 | 250 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 824 | - | - | 577 | - | - | 65 | 55 | 441 | 90 | 54 | 600 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 65 | 55 | - | 90 | 54 | - |
| Stage 1 | - | - | - | - | - | - | 189 | 250 | - | 334 | 384 | - |
| Stage 2 | - | - | - | - | - | - | 578 | 382 | - | 431 | 248 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.1 | 73 | 48.8 |
| HCM LOS | | | F | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 91 | 824 | - | - | 577 | - | - | 90 |
| HCM Lane V/C Ratio | 0.444 | 0.008 | - | - | 0.016 | - | - | 0.087 |
| HCM Control Delay (s) | 73 | 9.4 | - | - | 11.3 | - | - | 48.8 |
| HCM Lane LOS | F | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | 1.9 | 0 | - | - | 0 | - | - | 0.3 |

# HCM 2010 TWSC
## 24: Timberlake & Timber Ridge 2

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1162 | 1 | 22 | 720 | 9 | 18 |
| Future Vol, veh/h | 1162 | 1 | 22 | 720 | 9 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | 120 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | -5 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 0 | 0 | 3 | 0 | 0 |
| Mvmt Flow | 1263 | 1 | 24 | 783 | 10 | 20 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1263 | 0 | 1702 | 632 |
| Stage 1 | - | - | - | - | 1263 | - |
| Stage 2 | - | - | - | - | 439 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 557 | - | 85 | 428 |
| Stage 1 | - | - | - | - | 233 | - |
| Stage 2 | - | - | - | - | 623 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 557 | - | 81 | 428 |
| Mov Cap-2 Maneuver | - | - | - | - | 81 | - |
| Stage 1 | - | - | - | - | 233 | - |
| Stage 2 | - | - | - | - | 596 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 29.5 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 176 | - | - | 557 | - |
| HCM Lane V/C Ratio | 0.167 | - | - | 0.043 | - |
| HCM Control Delay (s) | 29.5 | - | - | 11.8 | - |
| HCM Lane LOS | D | - | - | B | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |



# HCM 2010 TWSC
## 23: Timberlake & Timber Ridge

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 1148 | 6 | 8 | 722 | 0 | 3 | 0 | 9 | 1 | 4 | 0 |
| Future Vol, veh/h | 0 | 1148 | 6 | 8 | 722 | 0 | 3 | 0 | 9 | 1 | 4 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | 155 | 190 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 1276 | 7 | 9 | 802 | 0 | 3 | 0 | 10 | 1 | 4 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 802 | 0 | 0 | 1276 | 0 | 0 | 1697 | 2096 | 638 | 1458 | 2096 | 401 |
| Stage 1 | - | - | - | - | - | - | 1276 | 1276 | - | 820 | 820 | - |
| Stage 2 | - | - | - | - | - | - | 421 | 820 | - | 638 | 1276 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 830 | - | - | 551 | - | - | 61 | 53 | 424 | 92 | 53 | 604 |
| Stage 1 | - | - | - | - | - | - | 179 | 240 | - | 340 | 392 | - |
| Stage 2 | - | - | - | - | - | - | 586 | 392 | - | 436 | 240 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 830 | - | - | 551 | - | - | 56 | 52 | 424 | 89 | 52 | 604 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 56 | 52 | - | 89 | 52 | - |
| Stage 1 | - | - | - | - | - | - | 179 | 240 | - | 340 | 386 | - |
| Stage 2 | - | - | - | - | - | - | 570 | 386 | - | 426 | 240 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 29.5 | 74.9 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 160 | 830 | - | - | 551 | - | - | 57 |
| HCM Lane V/C Ratio | 0.083 | - | - | - | 0.016 | - | - | 0.097 |
| HCM Control Delay (s) | 29.5 | 0 | - | - | 11.6 | - | - | 74.9 |
| HCM Lane LOS | D | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.3 |

# HCM 2010 TWSC
## 26: Timberlake & Heritage Business Center

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 1191 | 1 | 7 | 734 | 7 | 3 | 0 | 2 | 1 | 0 | 2 |
| Future Vol, veh/h | 12 | 1191 | 1 | 7 | 734 | 7 | 3 | 0 | 2 | 1 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 14 | 1369 | 1 | 8 | 844 | 8 | 3 | 0 | 2 | 1 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 852 | 0 | 0 | 1370 | 0 | 0 | 1835 | 2265 | 685 | 1576 | 2262 | 426 |
| Stage 1 | - | - | - | - | - | - | 1397 | 1397 | - | 864 | 864 | - |
| Stage 2 | - | - | - | - | - | - | 438 | 868 | - | 712 | 1398 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 795 | - | - | 508 | - | - | 48 | 41 | 395 | 75 | 41 | 582 |
| Stage 1 | - | - | - | - | - | - | 151 | 210 | - | 319 | 374 | - |
| Stage 2 | - | - | - | - | - | - | 573 | 372 | - | 394 | 209 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 795 | - | - | 508 | - | - | 47 | 40 | 395 | 73 | 40 | 582 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 47 | 40 | - | 73 | 40 | - |
| Stage 1 | - | - | - | - | - | - | 148 | 206 | - | 313 | 368 | - |
| Stage 2 | - | - | - | - | - | - | 562 | 366 | - | 385 | 205 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.1 | 58.5 | 26 |
| HCM LOS | | | F | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 73 | 795 | - | - | 508 | - | - | 175 |
| HCM Lane V/C Ratio | 0.079 | 0.017 | - | - | 0.016 | - | - | 0.02 |
| HCM Control Delay (s) | 58.5 | 9.6 | - | - | 12.2 | - | - | 26 |
| HCM Lane LOS | F | A | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.1 |



# HCM 2010 TWSC
## 25: Timberlake & Whitten Timberlake Chapel

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 18 | 1204 | 0 | 1 | 743 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |
| Future Vol, veh/h | 18 | 1204 | 0 | 1 | 743 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 180 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 19 | 2 | 0 | 0 | 2 | 33 | 0 | 0 | 0 | 100 | 0 | 60 |
| Mvmt Flow | 20 | 1368 | 0 | 1 | 844 | 3 | 0 | 0 | 0 | 1 | 0 | 7 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 848 | 0 | 0 | 1368 | 0 | 0 | 1833 | 2259 | 684 | 1573 | 2257 | 424 |
| Stage 1 | - | - | - | - | - | - | 1409 | 1409 | - | 848 | 848 | - |
| Stage 2 | - | - | - | - | - | - | 424 | 850 | - | 725 | 1409 | - |
| Critical Hdwy | 4.48 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 9.5 | 6.5 | 8.1 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 8.5 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 8.5 | 5.5 | - |
| Follow-up Hdwy | 2.39 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 4.5 | 4 | 3.9 |
| Pot Cap-1 Maneuver | 686 | - | - | 508 | - | - | 48 | 42 | 396 | 29 | 42 | 443 |
| Stage 1 | - | - | - | - | - | - | 148 | 207 | - | 175 | 380 | - |
| Stage 2 | - | - | - | - | - | - | 584 | 380 | - | 220 | 207 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 686 | - | - | 508 | - | - | 46 | 41 | 396 | 28 | 41 | 443 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 46 | 41 | - | 28 | 41 | - |
| Stage 1 | - | - | - | - | - | - | 144 | 201 | - | 170 | 379 | - |
| Stage 2 | - | - | - | - | - | - | 574 | 379 | - | 214 | 201 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 0 | 31.9 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 686 | - | - | 508 | - | - | 142 |
| HCM Lane V/C Ratio | - | 0.03 | - | - | 0.002 | - | - | 0.056 |
| HCM Control Delay (s) | 0 | 10.4 | - | - | 12.1 | - | - | 31.9 |
| HCM Lane LOS | A | B | - | - | B | - | - | D |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.2 |

# HCM 2010 TWSC
## 28: Timberlake & Middleview/Jade Palace

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 25 | 1319 | 0 | 2 | 758 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Future Vol, veh/h | 25 | 1319 | 0 | 2 | 758 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 135 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 | 86 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 29 | 1534 | 0 | 2 | 881 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 881 | 0 | 0 | 1534 | 0 | 0 | 2037 | 2478 | 767 | 1711 | 2478 | 441 |
| Stage 1 | - | - | - | - | - | - | 1592 | 1592 | - | 886 | 886 | - |
| Stage 2 | - | - | - | - | - | - | 445 | 886 | - | 825 | 1592 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 776 | - | - | 439 | - | - | 34 | 30 | 349 | 60 | 30 | 570 |
| Stage 1 | - | - | - | - | - | - | 114 | 169 | - | 310 | 365 | - |
| Stage 2 | - | - | - | - | - | - | 567 | 365 | - | 337 | 169 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 776 | - | - | 439 | - | - | 33 | 29 | 349 | 58 | 29 | 570 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 33 | 29 | - | 58 | 29 | - |
| Stage 1 | - | - | - | - | - | - | 110 | 163 | - | 298 | 363 | - |
| Stage 2 | - | - | - | - | - | - | 564 | 363 | - | 324 | 163 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 0 | 68.3 |
| HCM LOS | | | A | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 776 | - | - | 439 | - | - | 58 |
| HCM Lane V/C Ratio | - | 0.037 | - | - | 0.005 | - | - | 0.02 |
| HCM Control Delay (s) | 0 | 9.8 | - | - | 13.2 | - | - | 68.3 |
| HCM Lane LOS | A | A | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | - | 0.1 | - | - | 0 | - | - | 0.1 |



# HCM 2010 TWSC
## 27: Timberlake & Citgo/Misty Mountain

03/15/2017

| 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 | 1 | 1185 | 9 | 24 | 744 | 0 | 0 | 0 | 150 | 0 | 0 | 12 |
| Future Vol, veh/h | 1 | 1185 | 9 | 24 | 744 | 0 | 0 | 0 | 150 | 0 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 325 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 | 87 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1362 | 10 | 28 | 855 | 0 | 0 | 0 | 172 | 0 | 0 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 855 | 0 | 0 | 1372 | 0 | 0 | - | - | 686 | - | - | 428 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | - | - | 6.9 | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | - | - | 3.3 | - | - | 3.3 |
| Pot Cap-1 Maneuver | 793 | - | - | 507 | - | - | 0 | 0 | 395 | 0 | 0 | 581 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 793 | - | - | 507 | - | - | - | - | 395 | - | - | 581 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.4 | 21 | 11.3 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 395 | 793 | - | - | 507 | - | - | 581 |
| HCM Lane V/C Ratio | 0.436 | 0.001 | - | - | 0.054 | - | - | 0.024 |
| HCM Control Delay (s) | 21 | 9.5 | - | - | 12.5 | - | - | 11.3 |
| HCM Lane LOS | C | A | - | - | B | - | - | B |
| HCM 95th %tile Q(veh) | 2.2 | 0 | - | - | 0.2 | - | - | 0.1 |

# HCM 2010 TWSC
## 6: Timberlake & Sprint/Sunny Bank

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 1171 | 31 | 31 | 1388 | 7 | 13 | 0 | 24 | 4 | 0 | 11 |
| Future Vol, veh/h | 13 | 1171 | 31 | 31 | 1388 | 7 | 13 | 0 | 24 | 4 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 320 | - | - | 160 | - | 320 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 14 | 1220 | 32 | 32 | 1446 | 7 | 14 | 0 | 25 | 4 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1446 | 0 | 0 | 1252 | 0 | 0 | 2051 | 2773 | 626 | 2147 | 2789 | 723 |
| Stage 1 | - | - | - | - | - | - | 1263 | 1263 | - | 1510 | 1510 | - |
| Stage 2 | - | - | - | - | - | - | 788 | 1510 | - | 637 | 1279 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 475 | - | - | 563 | - | - | 33 | 19 | 432 | 28 | 19 | 373 |
| Stage 1 | - | - | - | - | - | - | 183 | 243 | - | 128 | 185 | - |
| Stage 2 | - | - | - | - | - | - | 355 | 185 | - | 437 | 239 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 475 | - | - | 563 | - | - | 30 | 17 | 432 | 25 | 17 | 373 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 30 | 17 | - | 25 | 17 | - |
| Stage 1 | - | - | - | - | - | - | 178 | 236 | - | 124 | 174 | - |
| Stage 2 | - | - | - | - | - | - | 325 | 174 | - | 400 | 232 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.3 | 93.5 | 61.5 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 76 | 475 | - | - | 563 | - | - | 79 |
| HCM Lane V/C Ratio | 0.507 | 0.029 | - | - | 0.057 | - | - | 0.198 |
| HCM Control Delay (s) | 93.5 | 12.8 | - | - | 11.8 | - | - | 61.5 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 2.1 | 0.1 | - | - | 0.2 | - | - | 0.7 |



# HCM 2010 TWSC
## 3: Timberlake & Tomahawk/Advanced Auto

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 48 | 1152 | 15 | 28 | 1394 | 11 | 6 | 0 | 14 | 8 | 0 | 31 |
| Future Vol, veh/h | 48 | 1152 | 15 | 28 | 1394 | 11 | 6 | 0 | 14 | 8 | 0 | 31 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 170 | - | - | 145 | - | 240 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Mvmt Flow | 50 | 1200 | 16 | 29 | 1452 | 11 | 6 | 0 | 15 | 8 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1452 | 0 | 0 | 1216 | 0 | 0 | 2092 | 2818 | 608 | 2210 | 2826 | 726 |
| Stage 1 | - | - | - | - | - | - | 1308 | 1308 | - | 1510 | 1510 | - |
| Stage 2 | - | - | - | - | - | - | 784 | 1510 | - | 700 | 1316 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.98 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.34 |
| Pot Cap-1 Maneuver | 472 | - | - | 581 | - | - | 31 | 18 | 444 | 25 | 18 | 363 |
| Stage 1 | - | - | - | - | - | - | 171 | 231 | - | 128 | 185 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 185 | - | 401 | 229 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 472 | - | - | 581 | - | - | 25 | 15 | 444 | 21 | 15 | 363 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 25 | 15 | - | 21 | 15 | - |
| Stage 1 | - | - | - | - | - | - | 153 | 207 | - | 114 | 176 | - |
| Stage 2 | - | - | - | - | - | - | 309 | 176 | - | 347 | 205 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0.2 | 71.7 | 82.8 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 74 | 472 | - | - | 581 | - | - | 84 |
| HCM Lane V/C Ratio | 0.282 | 0.106 | - | - | 0.05 | - | - | 0.484 |
| HCM Control Delay (s) | 71.7 | 13.5 | - | - | 11.5 | - | - | 82.8 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 1 | 0.4 | - | - | 0.2 | - | - | 2 |

# HCM 2010 TWSC
## 9: Timberlake & Shelor/Country Cookin

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 1264 | 26 | 46 | 1399 | 11 | 2 | 0 | 25 | 26 | 0 | 32 |
| Future Vol, veh/h | 12 | 1264 | 26 | 46 | 1399 | 11 | 2 | 0 | 25 | 26 | 0 | 32 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 175 | - | 90 | 150 | - | - | - | - | - | - | - | - |
| 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 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1317 | 27 | 48 | 1457 | 11 | 2 | 0 | 26 | 27 | 0 | 33 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1469 | 0 | 0 | 1317 | 0 | 0 | 2166 | 2907 | 658 | 2242 | 2901 | 734 |
| Stage 1 | - | - | - | - | - | - | 1342 | 1342 | - | 1559 | 1559 | - |
| Stage 2 | - | - | - | - | - | - | 824 | 1565 | - | 683 | 1342 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 465 | - | - | 532 | - | - | 27 | 16 | 412 | ~ 24 | 16 | 367 |
| Stage 1 | - | - | - | - | - | - | 163 | 223 | - | 120 | 175 | - |
| Stage 2 | - | - | - | - | - | - | 338 | 174 | - | 410 | 223 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 465 | - | - | 532 | - | - | 22 | 14 | 412 | ~ 20 | 14 | 367 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 22 | 14 | - | ~ 20 | 14 | - |
| Stage 1 | - | - | - | - | - | - | 158 | 217 | - | 117 | 159 | - |
| Stage 2 | - | - | - | - | - | - | 280 | 158 | - | 373 | 217 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.4 | 29 | $ 444.8 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 178 | 465 | - | - | 532 | - | - | 42 |
| HCM Lane V/C Ratio | 0.158 | 0.027 | - | - | 0.09 | - | - | 1.438 |
| HCM Control Delay (s) | 29 | 13 | - | - | 12.4 | - | - | $ 444.8 |
| HCM Lane LOS | D | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.3 | - | - | 6 |

Notes

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



# HCM 2010 TWSC
## 7: Timberlake & Powtan/St Clair

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 1109 | 2 | 16 | 1377 | 43 | 5 | 0 | 18 | 27 | 0 | 35 |
| Future Vol, veh/h | 38 | 1109 | 2 | 16 | 1377 | 43 | 5 | 0 | 18 | 27 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 140 | - | 90 | 290 | - | 290 | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 40 | 1167 | 2 | 17 | 1449 | 45 | 5 | 0 | 19 | 28 | 0 | 37 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1449 | 0 | 0 | 1167 | 0 | 0 | 2005 | 2730 | 584 | 2147 | 2730 | 725 |
| Stage 1 | - | - | - | - | - | - | 1247 | 1247 | - | 1483 | 1483 | - |
| Stage 2 | - | - | - | - | - | - | 758 | 1483 | - | 664 | 1247 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 474 | - | - | 606 | - | - | 36 | 21 | 460 | ~ 28 | 21 | 372 |
| Stage 1 | - | - | - | - | - | - | 187 | 247 | - | 133 | 191 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 191 | - | 421 | 247 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 474 | - | - | 606 | - | - | 30 | 19 | 460 | ~ 25 | 19 | 372 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 30 | 19 | - | ~ 25 | 19 | - |
| Stage 1 | - | - | - | - | - | - | 171 | 226 | - | 122 | 186 | - |
| Stage 2 | - | - | - | - | - | - | 324 | 186 | - | 370 | 226 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.1 | 45.8 | $ 325.9 |
| HCM LOS | | | E | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 112 | 474 | - | - | 606 | - | - | 53 |
| HCM Lane V/C Ratio | 0.216 | 0.084 | - | - | 0.028 | - | - | 1.231 |
| HCM Control Delay (s) | 45.8 | 13.3 | - | - | 11.1 | - | - | $ 325.9 |
| HCM Lane LOS | E | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.8 | 0.3 | - | - | 0.1 | - | - | 5.8 |

Notes

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

# HCM 2010 TWSC
## 14: Timberlake & Wood/Dentist

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 16.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 38 | 1323 | 12 | 41 | 1549 | 112 | 5 | 0 | 6 | 18 | 0 | 29 |
| Future Vol, veh/h | 38 | 1323 | 12 | 41 | 1549 | 112 | 5 | 0 | 6 | 18 | 0 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 120 | - | 140 | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 42 | 1470 | 13 | 46 | 1721 | 124 | 6 | 0 | 7 | 20 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1846 | 0 | 0 | 1470 | 0 | 0 | 2506 | 3491 | 735 | 2693 | 3428 | 923 |
| Stage 1 | - | - | - | - | - | - | 1554 | 1554 | - | 1874 | 1874 | - |
| Stage 2 | - | - | - | - | - | - | 952 | 1937 | - | 819 | 1554 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 333 | - | - | 465 | - | - | 15 | 7 | 367 | ~ 11 | 7 | 276 |
| Stage 1 | - | - | - | - | - | - | 121 | 176 | - | 76 | 122 | - |
| Stage 2 | - | - | - | - | - | - | 283 | 114 | - | 340 | 176 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 333 | - | - | 465 | - | - | 11 | 6 | 367 | ~ 9 | 6 | 276 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 11 | 6 | - | ~ 9 | 6 | - |
| Stage 1 | - | - | - | - | - | - | 106 | 154 | - | 66 | 110 | - |
| Stage 2 | - | - | - | - | - | - | 225 | 103 | - | 292 | 154 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0.3 | 276.4 | $ 997.7 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 23 | 333 | - | - | 465 | - | - | 22 |
| HCM Lane V/C Ratio | 0.531 | 0.127 | - | - | 0.098 | - | - | 2.374 |
| HCM Control Delay (s) | 276.4 | 17.4 | - | - | 13.6 | - | - | $ 997.7 |
| HCM Lane LOS | F | C | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 1.6 | 0.4 | - | - | 0.3 | - | - | 6.7 |

Notes

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



# HCM 2010 TWSC
## 10: Timberlake & Beachwood/CC Auto

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 32 | 1332 | 0 | 14 | 1465 | 56 | 0 | 0 | 1 | 26 | 0 | 19 |
| Future Vol, veh/h | 32 | 1332 | 0 | 14 | 1465 | 56 | 0 | 0 | 1 | 26 | 0 | 19 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 135 | - | 50 | 280 | - | 190 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 33 | 1373 | 0 | 14 | 1510 | 58 | 0 | 0 | 1 | 27 | 0 | 20 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1510 | 0 | 0 | 1373 | 0 | 0 | 2223 | 2978 | 687 | 2292 | 2978 | 755 |
| Stage 1 | - | - | - | - | - | - | 1439 | 1439 | - | 1539 | 1539 | - |
| Stage 2 | - | - | - | - | - | - | 784 | 1539 | - | 753 | 1439 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 449 | - | - | 506 | - | - | 24 | 14 | 394 | ~ 22 | 14 | 356 |
| Stage 1 | - | - | - | - | - | - | 142 | 200 | - | 123 | 179 | - |
| Stage 2 | - | - | - | - | - | - | 357 | 179 | - | 372 | 200 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 449 | - | - | 506 | - | - | 21 | 13 | 394 | ~ 20 | 13 | 356 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 21 | 13 | - | ~ 20 | 13 | - |
| Stage 1 | - | - | - | - | - | - | 132 | 185 | - | 114 | 174 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 174 | - | 344 | 185 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.1 | 14.2 | $ 483.5 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 394 | 449 | - | - | 506 | - | - | 33 |
| HCM Lane V/C Ratio | 0.003 | 0.073 | - | - | 0.029 | - | - | 1.406 |
| HCM Control Delay (s) | 14.2 | 13.7 | - | - | 12.3 | - | - | $ 483.5 |
| HCM Lane LOS | B | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.2 | - | - | 0.1 | - | - | 5.1 |

Notes

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

# HCM 2010 TWSC
## 16: Timberlake & Charlie's Chicken

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 12 | 1439 | 0 | 21 | 1604 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Future Vol, veh/h | 12 | 1439 | 0 | 21 | 1604 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 13 | 1531 | 0 | 22 | 1706 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1706 | 0 | 0 | 1531 | 0 | 0 | 2454 | 3307 | 765 | 2542 | 3307 | 853 |
| Stage 1 | - | - | - | - | - | - | 1556 | 1556 | - | 1751 | 1751 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 1751 | - | 791 | 1556 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 378 | - | - | 441 | - | - | 16 | 9 | 350 | 14 | 9 | 307 |
| Stage 1 | - | - | - | - | - | - | 120 | 176 | - | 91 | 141 | - |
| Stage 2 | - | - | - | - | - | - | 305 | 141 | - | 353 | 176 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 378 | - | - | 441 | - | - | 15 | 8 | 350 | 13 | 8 | 307 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 15 | 8 | - | 13 | 8 | - |
| Stage 1 | - | - | - | - | - | - | 116 | 170 | - | 88 | 134 | - |
| Stage 2 | - | - | - | - | - | - | 290 | 134 | - | 340 | 170 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 15.3 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 350 | 378 | - | - | 441 | - | - | - |
| HCM Lane V/C Ratio | 0.003 | 0.034 | - | - | 0.051 | - | - | - |
| HCM Control Delay (s) | 15.3 | 14.9 | - | - | 13.6 | - | - | 0 |
| HCM Lane LOS | C | B | - | - | B | - | - | A |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0.2 | - | - | - |



# HCM 2010 TWSC
## 15: Timberlake & DQ/Knollwood

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 54 | 1435 | 9 | 31 | 1579 | 13 | 7 | 0 | 13 | 4 | 0 | 14 |
| Future Vol, veh/h | 54 | 1435 | 9 | 31 | 1579 | 13 | 7 | 0 | 13 | 4 | 0 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | 160 | 120 | - | - | - | - | - | - | - | - |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 57 | 1511 | 9 | 33 | 1662 | 14 | 7 | 0 | 14 | 4 | 0 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1676 | 0 | 0 | 1511 | 0 | 0 | 2520 | 3365 | 755 | 2603 | 3358 | 838 |
| Stage 1 | - | - | - | - | - | - | 1624 | 1624 | - | 1734 | 1734 | - |
| Stage 2 | - | - | - | - | - | - | 896 | 1741 | - | 869 | 1624 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 388 | - | - | 448 | - | - | 14 | 8 | 356 | 12 | 8 | 314 |
| Stage 1 | - | - | - | - | - | - | 109 | 163 | - | 93 | 144 | - |
| Stage 2 | - | - | - | - | - | - | 306 | 142 | - | 317 | 163 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 388 | - | - | 448 | - | - | 11 | 6 | 356 | 10 | 6 | 314 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 11 | 6 | - | 10 | 6 | - |
| Stage 1 | - | - | - | - | - | - | 93 | 139 | - | 79 | 133 | - |
| Stage 2 | - | - | - | - | - | - | 270 | 132 | - | 260 | 139 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.6 | 0.3 | 263.8 | 158.8 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 30 | 388 | - | - | 448 | - | - | 40 |
| HCM Lane V/C Ratio | 0.702 | 0.147 | - | - | 0.073 | - | - | 0.474 |
| HCM Control Delay (s) | 263.8 | 15.9 | - | - | 13.7 | - | - | 158.8 |
| HCM Lane LOS | F | C | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 2.3 | 0.5 | - | - | 0.2 | - | - | 1.7 |

# HCM 2010 TWSC
## 20: Timberlake & Hedges Insurance

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 1070 | 1125 | 0 | 1 | 4 |
| Future Vol, veh/h | 2 | 1070 | 1125 | 0 | 1 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 180 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 0 | 1 | 1 | 0 | 0 | 0 |
| Mvmt Flow | 2 | 1138 | 1197 | 0 | 1 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1197 | 0 | - | 0 | 1770 | 598 |
| Stage 1 | - | - | - | - | 1197 | - |
| Stage 2 | - | - | - | - | 573 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | 590 | - | - | - | 76 | 450 |
| Stage 1 | - | - | - | - | 253 | - |
| Stage 2 | - | - | - | - | 533 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 590 | - | - | - | 76 | 450 |
| Mov Cap-2 Maneuver | - | - | - | - | 76 | - |
| Stage 1 | - | - | - | - | 253 | - |
| Stage 2 | - | - | - | - | 531 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 21.2 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 590 | - | - | - | 227 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.023 |
| HCM Control Delay (s) | 11.1 | - | - | - | 21.2 |
| HCM Lane LOS | B | - | - | - | C |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |



# HCM 2010 TWSC
## 18: Timberlake & Bojangles

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 146 | 1309 | 1594 | 31 | 2 | 114 |
| Future Vol, veh/h | 146 | 1309 | 1594 | 31 | 2 | 114 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 140 | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 2 | 1 | 4 | 0 | 1 |
| Mvmt Flow | 159 | 1423 | 1733 | 34 | 2 | 124 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1766 | 0 | - | 0 | 2778 | 883 |
| Stage 1 | - | - | - | - | 1749 | - |
| Stage 2 | - | - | - | - | 1029 | - |
| Critical Hdwy | 4.1 | - | - | - | 6.8 | 6.92 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | 2.2 | - | - | - | 3.5 | 3.31 |
| Pot Cap-1 Maneuver | 358 | - | - | - | 16 | 291 |
| Stage 1 | - | - | - | - | 128 | - |
| Stage 2 | - | - | - | - | 310 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 358 | - | - | - | 9 | 291 |
| Mov Cap-2 Maneuver | - | - | - | - | 9 | - |
| Stage 1 | - | - | - | - | 128 | - |
| Stage 2 | - | - | - | - | 172 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.3 | 0 | 55.6 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 358 | - | - | - | 189 |
| HCM Lane V/C Ratio | 0.443 | - | - | - | 0.667 |
| HCM Control Delay (s) | 22.8 | - | - | - | 55.6 |
| HCM Lane LOS | C | - | - | - | F |
| HCM 95th %tile Q(veh) | 2.2 | - | - | - | 4 |

# HCM 2010 TWSC
## 22: Timberlake & Roundelay/The Vistas

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 1102 | 38 | 56 | 1130 | 24 | 24 | 0 | 49 | 13 | 0 | 11 |
| Future Vol, veh/h | 8 | 1102 | 38 | 56 | 1130 | 24 | 24 | 0 | 49 | 13 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 90 | - | 430 | 150 | - | - | - | - | 185 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 14 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Mvmt Flow | 9 | 1172 | 40 | 60 | 1202 | 26 | 26 | 0 | 52 | 14 | 0 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1228 | 0 | 0 | 1172 | 0 | 0 | 1909 | 2536 | 586 | 1937 | 2523 | 614 |
| Stage 1 | - | - | - | - | - | - | 1189 | 1189 | - | 1334 | 1334 | - |
| Stage 2 | - | - | - | - | - | - | 720 | 1347 | - | 603 | 1189 | - |
| Critical Hdwy | 4.38 | - | - | 4.14 | - | - | 7.5 | 6.5 | 6.94 | 7.5 | 6.5 | 6.9 |
| 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 | 2.34 | - | - | 2.22 | - | - | 3.5 | 4 | 3.32 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 501 | - | - | 592 | - | - | 42 | 28 | 454 | 40 | 28 | 440 |
| Stage 1 | - | - | - | - | - | - | 203 | 264 | - | 165 | 225 | - |
| Stage 2 | - | - | - | - | - | - | 390 | 222 | - | 458 | 264 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 501 | - | - | 592 | - | - | 37 | 25 | 454 | 32 | 25 | 440 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 37 | 25 | - | 32 | 25 | - |
| Stage 1 | - | - | - | - | - | - | 199 | 259 | - | 162 | 202 | - |
| Stage 2 | - | - | - | - | - | - | 341 | 200 | - | 398 | 259 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.5 | 81.7 | 114.7 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 37 | 454 | 501 | - | - | 592 | - | - | 56 |
| HCM Lane V/C Ratio | 0.69 | 0.115 | 0.017 | - | - | 0.101 | - | - | 0.456 |
| HCM Control Delay (s) | 219.8 | 14 | 12.3 | - | - | 11.8 | - | - | 114.7 |
| HCM Lane LOS | F | B | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 2.5 | 0.4 | 0.1 | - | - | 0.3 | - | - | 1.7 |



# HCM 2010 TWSC
## 21: Timberlake & Sears/Oakmont

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 1070 | 23 | 27 | 1092 | 43 | 10 | 0 | 22 | 38 | 0 | 18 |
| Future Vol, veh/h | 15 | 1070 | 23 | 27 | 1092 | 43 | 10 | 0 | 22 | 38 | 0 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 130 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 11 | 0 | 15 | 3 | 0 | 0 |
| Mvmt Flow | 16 | 1151 | 25 | 29 | 1174 | 46 | 11 | 0 | 24 | 41 | 0 | 19 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1220 | 0 | 0 | 1175 | 0 | 0 | 1840 | 2473 | 588 | 1863 | 2463 | 610 |
| Stage 1 | - | - | - | - | - | - | 1195 | 1195 | - | 1255 | 1255 | - |
| Stage 2 | - | - | - | - | - | - | 645 | 1278 | - | 608 | 1208 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.72 | 6.5 | 7.2 | 7.56 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.72 | 5.5 | - | 6.56 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.72 | 5.5 | - | 6.56 | 5.5 | - |
| Follow-up Hdwy | 2.2 | - | - | 2.2 | - | - | 3.61 | 4 | 3.45 | 3.53 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 579 | - | - | 602 | - | - | 42 | 30 | 421 | 44 | 31 | 442 |
| Stage 1 | - | - | - | - | - | - | 184 | 262 | - | 180 | 245 | - |
| Stage 2 | - | - | - | - | - | - | 406 | 239 | - | 447 | 258 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 579 | - | - | 602 | - | - | 38 | 28 | 421 | ~ 39 | 29 | 442 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 38 | 28 | - | ~ 39 | 29 | - |
| Stage 1 | - | - | - | - | - | - | 179 | 255 | - | 175 | 233 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 227 | - | 410 | 251 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.3 | 58 | 272.6 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 101 | 579 | - | - | 602 | - | - | 55 |
| HCM Lane V/C Ratio | 0.341 | 0.028 | - | - | 0.048 | - | - | 1.095 |
| HCM Control Delay (s) | 58 | 11.4 | - | - | 11.3 | - | - | 272.6 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 1.3 | 0.1 | - | - | 0.2 | - | - | 5.1 |

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

# HCM 2010 TWSC
## 24: Timberlake & Timber Ridge 2

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1183 | 11 | 36 | 1189 | 12 | 18 |
| Future Vol, veh/h | 1183 | 11 | 36 | 1189 | 12 | 18 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 120 | 120 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | -3 | - | - | -5 | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 0 | 0 | 1 | 0 | 0 |
| Mvmt Flow | 1245 | 12 | 38 | 1252 | 13 | 19 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1245 | 0 | 1947 | 623 |
| Stage 1 | - | - | - | - | 1245 | - |
| Stage 2 | - | - | - | - | 702 | - |
| Critical Hdwy | - | - | 4.1 | - | 6.8 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.8 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.8 | - |
| Follow-up Hdwy | - | - | 2.2 | - | 3.5 | 3.3 |
| Pot Cap-1 Maneuver | - | - | 566 | - | 58 | 434 |
| Stage 1 | - | - | - | - | 239 | - |
| Stage 2 | - | - | - | - | 458 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 566 | - | 54 | 434 |
| Mov Cap-2 Maneuver | - | - | - | - | 54 | - |
| Stage 1 | - | - | - | - | 239 | - |
| Stage 2 | - | - | - | - | 427 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 48.3 |
| HCM LOS | | | E |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 114 | - | - | 566 | - |
| HCM Lane V/C Ratio | 0.277 | - | - | 0.067 | - |
| HCM Control Delay (s) | 48.3 | - | - | 11.8 | - |
| HCM Lane LOS | E | - | - | B | - |
| HCM 95th %tile Q(veh) | 1 | - | - | 0.2 | - |



# HCM 2010 TWSC
## 23: Timberlake & Timber Ridge

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 1164 | 4 | 17 | 1169 | 0 | 8 | 0 | 13 | 1 | 0 | 1 |
| Future Vol, veh/h | 13 | 1164 | 4 | 17 | 1169 | 0 | 8 | 0 | 13 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 145 | - | 155 | 190 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | -7 | - | - | 7 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 2 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 14 | 1225 | 4 | 18 | 1231 | 0 | 8 | 0 | 14 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1231 | 0 | 0 | 1225 | 0 | 0 | 1904 | 2519 | 613 | 1906 | 2519 | 615 |
| Stage 1 | - | - | - | - | - | - | 1253 | 1253 | - | 1266 | 1266 | - |
| Stage 2 | - | - | - | - | - | - | 651 | 1266 | - | 640 | 1253 | - |
| Critical Hdwy | 4.1 | - | - | 4.24 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.27 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 573 | - | - | 538 | - | - | 43 | 28 | 440 | 43 | 28 | 439 |
| Stage 1 | - | - | - | - | - | - | 185 | 246 | - | 182 | 242 | - |
| Stage 2 | - | - | - | - | - | - | 429 | 242 | - | 435 | 246 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 573 | - | - | 538 | - | - | 41 | 26 | 440 | 40 | 26 | 439 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 41 | 26 | - | 40 | 26 | - |
| Stage 1 | - | - | - | - | - | - | 180 | 240 | - | 178 | 234 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 234 | - | 411 | 240 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 0.2 | 55.4 | 55.8 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 93 | 573 | - | - | 538 | - | - | 73 |
| HCM Lane V/C Ratio | 0.238 | 0.024 | - | - | 0.033 | - | - | 0.029 |
| HCM Control Delay (s) | 55.4 | 11.4 | - | - | 11.9 | - | - | 55.8 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.9 | 0.1 | - | - | 0.1 | - | - | 0.1 |

# HCM 2010 TWSC
## 26: Timberlake & Heritage Business Center

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 2 | 1227 | 0 | 15 | 1113 | 11 | 2 | 0 | 0 | 10 | 0 | 12 |
| Future Vol, veh/h | 2 | 1227 | 0 | 15 | 1113 | 11 | 2 | 0 | 0 | 10 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 160 | - | - | 155 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 50 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 |
| Mvmt Flow | 2 | 1265 | 0 | 15 | 1147 | 11 | 2 | 0 | 0 | 10 | 0 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1159 | 0 | 0 | 1265 | 0 | 0 | 1874 | 2459 | 632 | 1821 | 2453 | 579 |
| Stage 1 | - | - | - | - | - | - | 1269 | 1269 | - | 1184 | 1184 | - |
| Stage 2 | - | - | - | - | - | - | 605 | 1190 | - | 637 | 1269 | - |
| Critical Hdwy | 5.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.72 | 6.5 | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.72 | 5.5 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.5 | 5.5 | - | 6.72 | 5.5 | - |
| Follow-up Hdwy | 2.7 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.61 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 386 | - | - | 556 | - | - | 45 | 31 | 428 | 44 | 31 | 463 |
| Stage 1 | - | - | - | - | - | - | 181 | 242 | - | 187 | 265 | - |
| Stage 2 | - | - | - | - | - | - | 456 | 263 | - | 411 | 242 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 386 | - | - | 556 | - | - | 43 | 30 | 428 | 43 | 30 | 463 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 43 | 30 | - | 43 | 30 | - |
| Stage 1 | - | - | - | - | - | - | 180 | 241 | - | 186 | 258 | - |
| Stage 2 | - | - | - | - | - | - | 432 | 256 | - | 409 | 241 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 92.9 | 62.1 |
| HCM LOS | | | F | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 43 | 386 | - | - | 556 | - | - | 85 |
| HCM Lane V/C Ratio | 0.048 | 0.005 | - | - | 0.028 | - | - | 0.267 |
| HCM Control Delay (s) | 92.9 | 14.4 | - | - | 11.7 | - | - | 62.1 |
| HCM Lane LOS | F | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0 | - | - | 0.1 | - | - | 1 |



# HCM 2010 TWSC
## 25: Timberlake & Whitten Timberlake Chapel

03/15/2017

| 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 | 1227 | 2 | 8 | 1102 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Future Vol, veh/h | 0 | 1227 | 2 | 8 | 1102 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 180 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 5 | - | - | -5 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 1278 | 2 | 8 | 1148 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1150 | 0 | 0 | 1280 | 0 | 0 | 1870 | 2446 | 640 | 1805 | 2446 | 575 |
| Stage 1 | - | - | - | - | - | - | 1279 | 1279 | - | 1166 | 1166 | - |
| Stage 2 | - | - | - | - | - | - | 591 | 1167 | - | 639 | 1280 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 615 | - | - | 549 | - | - | 45 | 32 | 423 | 51 | 32 | 466 |
| Stage 1 | - | - | - | - | - | - | 179 | 239 | - | 209 | 270 | - |
| Stage 2 | - | - | - | - | - | - | 465 | 270 | - | 436 | 239 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 615 | - | - | 549 | - | - | 44 | 32 | 423 | 50 | 32 | 466 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 44 | 32 | - | 50 | 32 | - |
| Stage 1 | - | - | - | - | - | - | 179 | 239 | - | 209 | 266 | - |
| Stage 2 | - | - | - | - | - | - | 457 | 266 | - | 436 | 239 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 0 | 45.9 |
| HCM LOS | | | A | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | 615 | - | - | 549 | - | - | 90 |
| HCM Lane V/C Ratio | - | - | - | - | 0.015 | - | - | 0.023 |
| HCM Control Delay (s) | 0 | 0 | - | - | 11.7 | - | - | 45.9 |
| HCM Lane LOS | A | A | - | - | B | - | - | E |
| HCM 95th %tile Q(veh) | - | 0 | - | - | 0 | - | - | 0.1 |

# HCM 2010 TWSC
## 28: Timberlake & Middleview/Jade Palace

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 1251 | 3 | 21 | 1238 | 6 | 1 | 0 | 6 | 3 | 0 | 3 |
| Future Vol, veh/h | 29 | 1251 | 3 | 21 | 1238 | 6 | 1 | 0 | 6 | 3 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 190 | - | - | 135 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 30 | 1277 | 3 | 21 | 1263 | 6 | 1 | 0 | 6 | 3 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1269 | 0 | 0 | 1280 | 0 | 0 | 2011 | 2649 | 640 | 2006 | 2648 | 635 |
| Stage 1 | - | - | - | - | - | - | 1337 | 1337 | - | 1309 | 1309 | - |
| Stage 2 | - | - | - | - | - | - | 674 | 1312 | - | 697 | 1339 | - |
| Critical Hdwy | 4.1 | - | - | 4.1 | - | - | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| 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 | 2.2 | - | - | 2.2 | - | - | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 |
| Pot Cap-1 Maneuver | 554 | - | - | 549 | - | - | 35 | 23 | 423 | 36 | 23 | 426 |
| Stage 1 | - | - | - | - | - | - | 164 | 224 | - | 171 | 231 | - |
| Stage 2 | - | - | - | - | - | - | 415 | 230 | - | 402 | 224 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 554 | - | - | 549 | - | - | 32 | 21 | 423 | 33 | 21 | 426 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 32 | 21 | - | 33 | 21 | - |
| Stage 1 | - | - | - | - | - | - | 155 | 212 | - | 162 | 222 | - |
| Stage 2 | - | - | - | - | - | - | 396 | 221 | - | 375 | 212 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 29.5 | 70.5 |
| HCM LOS | | | D | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 154 | 554 | - | - | 549 | - | - | 61 |
| HCM Lane V/C Ratio | 0.046 | 0.053 | - | - | 0.039 | - | - | 0.1 |
| HCM Control Delay (s) | 29.5 | 11.9 | - | - | 11.8 | - | - | 70.5 |
| HCM Lane LOS | D | B | - | - | B | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0.2 | - | - | 0.1 | - | - | 0.3 |



# HCM 2010 TWSC
## 27: Timberlake & Citgo/Misty Mountain

03/15/2017

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 8 | 1214 | 60 | 140 | 1094 | 0 | 0 | 0 | 87 | 0 | 0 | 11 |
| Future Vol, veh/h | 8 | 1214 | 60 | 140 | 1094 | 0 | 0 | 0 | 87 | 0 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 150 | - | - | 325 | - | - | - | - | 0 | - | - | 0 |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 8 | 1239 | 61 | 143 | 1116 | 0 | 0 | 0 | 89 | 0 | 0 | 11 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1116 | 0 | 0 | 1300 | 0 | 0 | - | - | 650 | - | - | 558 |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy | 4.1 | - | - | 4.12 | - | - | - | - | 6.9 | - | - | 6.9 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Follow-up Hdwy | 2.2 | - | - | 2.21 | - | - | - | - | 3.3 | - | - | 3.3 |
| Pot Cap-1 Maneuver | 633 | - | - | 534 | - | - | 0 | 0 | 417 | 0 | 0 | 478 |
| Stage 1 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Stage 2 | - | - | - | - | - | - | 0 | 0 | - | 0 | 0 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 633 | - | - | 534 | - | - | - | - | 417 | - | - | 478 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.1 | 1.6 | 16 | 12.7 |
| HCM LOS | | | C | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 417 | 633 | - | - | 534 | - | - | 478 |
| HCM Lane V/C Ratio | 0.213 | 0.013 | - | - | 0.268 | - | - | 0.023 |
| HCM Control Delay (s) | 16 | 10.8 | - | - | 14.2 | - | - | 12.7 |
| HCM Lane LOS | C | B | - | - | B | - | - | B |
| HCM 95th %tile Q(veh) | 0.8 | 0 | - | - | 1.1 | - | - | 0.1 |

# SIMTRAFFIC QUEUE OUTPUT SHEETS

## Intersection: 1: Timberlake/Waterlick

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | L | L | T | T | R | LT | R |
| Maximum Queue (ft) | 122 | 240 | 358 | 307 | 44 | 133 | 186 | 275 | 281 | 179 | 319 | 182 |
| Average Queue (ft) | 26 | 89 | 201 | 167 | 7 | 45 | 64 | 112 | 111 | 50 | 170 | 82 |
| 95th Queue (ft) | 80 | 191 | 310 | 268 | 24 | 100 | 123 | 229 | 234 | 118 | 282 | 147 |
| Link Distance (ft) | | | 1065 | 1065 | | | | 448 | 448 | | 352 | 352 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | |
| Storage Bay Dist (ft) | 240 | 240 | | | 470 | 262 | 262 | | | 340 | | |
| Storage Blk Time (%) | | 0 | 4 | | | | 0 | 0 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 5 | | | | 0 | 0 | 0 | 0 | | |

## Intersection: 1: Timberlake/Waterlick

| Movement | B85 | SB | SB |
|---|---|---|---|
| Directions Served | T | L | TR |
| Maximum Queue (ft) | 2 | 990 | 1650 |
| Average Queue (ft) | 0 | 808 | 1278 |
| 95th Queue (ft) | 1 | 1310 | 2129 |
| Link Distance (ft) | 1026 | | 1595 |
| Upstream Blk Time (%) | | | 56 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | 990 | |
| Storage Blk Time (%) | | 2 | 48 |
| Queuing Penalty (veh) | | 8 | 182 |

## Intersection: 2: Timberlake & Brush Tavern/Walgreens

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 44 | 208 | 190 | 63 | 135 | 152 | 51 | 30 | 21 | 20 |
| Average Queue (ft) | 10 | 29 | 28 | 17 | 16 | 18 | 5 | 15 | 1 | 1 |
| 95th Queue (ft) | 35 | 115 | 112 | 47 | 75 | 88 | 26 | 39 | 10 | 10 |
| Link Distance (ft) | | 448 | 448 | | 390 | 390 | 170 | | 1086 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 240 | | | 320 | | | | 30 | | 120 |
| Storage Blk Time (%) | | 0 | 0 | | | | 4 | 2 | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | 1 | 0 | | |

## Intersection: 3: Timberlake & Tomahawk/Advanced Auto

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR | LTR |
| Maximum Queue (ft) | 59 | 46 | 45 | 60 | 44 | 82 |
| Average Queue (ft) | 7 | 3 | 3 | 17 | 11 | 23 |
| 95th Queue (ft) | 33 | 55 | 53 | 47 | 36 | 55 |
| Link Distance (ft) | | 390 | 390 | | 174 | 1071 |
| Upstream Blk Time (%) | | 0 | 0 | | | |
| Queuing Penalty (veh) | | 1 | 1 | | | |
| Storage Bay Dist (ft) | 170 | | | 145 | | |
| Storage Blk Time (%) | | 0 | | | | |
| Queuing Penalty (veh) | | 0 | | | | |





## Intersection: 4: Timberlake & Grace Church/Crowell

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR |
| Maximum Queue (ft) | 15 | 360 | 346 | 81 | 160 | 450 | 451 | 52 | 87 |
| Average Queue (ft) | 0 | 97 | 90 | 3 | 63 | 255 | 260 | 2 | 32 |
| 95th Queue (ft) | 5 | 277 | 266 | 37 | 147 | 431 | 435 | 34 | 69 |
| Link Distance (ft) | | 734 | 734 | | | 450 | 450 | | 727 |
| Upstream Blk Time (%) | | 0 | 0 | | | 1 | 1 | | |
| Queuing Penalty (veh) | | 3 | 3 | | | 3 | 3 | | |
| Storage Bay Dist (ft) | 210 | | | 220 | 160 | | | 360 | |
| Storage Blk Time (%) | | 2 | 2 | 0 | 0 | 28 | 4 | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 1 | 15 | 0 | | |

## Intersection: 5: Timberlake & Southwood/Jordan

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 270 | 451 | 445 | 100 | 178 | 303 | 297 | 205 | 179 | 164 | 108 |
| Average Queue (ft) | 78 | 208 | 204 | 14 | 40 | 104 | 106 | 22 | 73 | 67 | 12 |
| 95th Queue (ft) | 215 | 414 | 413 | 67 | 109 | 235 | 236 | 98 | 140 | 126 | 48 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | 2 | 1 | | | | | | | | |
| Queuing Penalty (veh) | | 11 | 11 | | | | | | | | |
| Storage Bay Dist (ft) | 270 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | 0 | 7 | 19 | 0 | 0 | 2 | 0 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | 1 | 8 | 6 | 1 | 0 | 1 | 1 | 0 | | 0 | 0 |

## Intersection: 6: Timberlake & Sprint/Sunny Bank

| Movement | EB | EB | EB | WB | NB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR |
| Maximum Queue (ft) | 58 | 166 | 161 | 44 | 185 |
| Average Queue (ft) | 5 | 57 | 55 | 8 | 64 |
| 95th Queue (ft) | 54 | 314 | 307 | 30 | 231 |
| Link Distance (ft) | | 573 | 573 | | 878 |
| Upstream Blk Time (%) | | 1 | 1 | | |
| Queuing Penalty (veh) | | 8 | 7 | | |
| Storage Bay Dist (ft) | 320 | | | 160 | |
| Storage Blk Time (%) | 0 | 7 | | | |
| Queuing Penalty (veh) | 0 | 0 | | | |

## Intersection: 7: Timberlake & Powtan/St Clair

| Movement | EB | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | R | LTR | LTR |
| Maximum Queue (ft) | 64 | 184 | 173 | 2 | 41 | 2 | 13 | 310 |
| Average Queue (ft) | 15 | 79 | 76 | 0 | 7 | 0 | 1 | 153 |
| 95th Queue (ft) | 74 | 339 | 337 | 2 | 26 | 1 | 8 | 500 |
| Link Distance (ft) | | 422 | 422 | | | | 86 | 660 |
| Upstream Blk Time (%) | | 6 | 4 | | | | | 9 |
| Queuing Penalty (veh) | | 40 | 24 | | | | | 0 |
| Storage Bay Dist (ft) | 140 | | | 90 | 290 | 290 | | |
| Storage Blk Time (%) | 0 | 16 | 7 | | | | | |
| Queuing Penalty (veh) | 0 | 3 | 0 | | | | | |

## Intersection: 12: Timberlake & Hardees/Greenview

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 234 | 503 | 493 | 280 | 378 | 682 | 648 | 180 | 400 | 446 | 56 | 178 |
| Average Queue (ft) | 64 | 268 | 239 | 115 | 300 | 357 | 238 | 30 | 202 | 198 | 41 | 44 |
| 95th Queue (ft) | 186 | 442 | 417 | 276 | 448 | 798 | 605 | 118 | 330 | 358 | 65 | 127 |
| Link Distance (ft) | | 881 | 881 | | | 688 | 688 | | 892 | 892 | | 183 |
| Upstream Blk Time (%) | | | | | | 8 | 1 | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 36 | 4 | | | | | 0 |
| Storage Bay Dist (ft) | 235 | | | 280 | 360 | | | 180 | | | 55 | |
| Storage Blk Time (%) | 0 | 14 | 4 | 0 | 30 | 19 | 4 | 0 | | | 18 | 2 |
| Queuing Penalty (veh) | 0 | 7 | 11 | 1 | 102 | 59 | 3 | 0 | | | 1 | 2 |

## Intersection: 13: Timberlake & Laxton/Lowes

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 310 | 632 | 588 | 219 | 200 | 510 | 526 | 165 | 192 | 90 | 851 | 817 |
| Average Queue (ft) | 199 | 282 | 266 | 10 | 57 | 274 | 257 | 114 | 79 | 28 | 606 | 288 |
| 95th Queue (ft) | 353 | 528 | 488 | 96 | 169 | 515 | 504 | 216 | 160 | 78 | 959 | 832 |
| Link Distance (ft) | | 688 | 688 | | | 548 | 548 | | 285 | | 824 | 824 |
| Upstream Blk Time (%) | | 0 | 0 | | | 5 | 3 | | | | 21 | 7 |
| Queuing Penalty (veh) | | 1 | 0 | | | 25 | 14 | | | | 0 | 0 |
| Storage Bay Dist (ft) | 310 | | | 350 | 200 | | | 165 | | 90 | | |
| Storage Blk Time (%) | 1 | 7 | 5 | 0 | 0 | 26 | 18 | 1 | 17 | 0 | | |
| Queuing Penalty (veh) | 6 | 24 | 1 | 0 | 0 | 12 | 53 | 4 | 5 | 0 | | |

## Intersection: 14: Timberlake & Wood/Dentist

| Movement | EB | EB | EB | EB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | TR | LTR |
| Maximum Queue (ft) | 73 | 91 | 89 | 32 | 90 | 168 | 206 | 412 |
| Average Queue (ft) | 15 | 8 | 8 | 1 | 23 | 33 | 34 | 162 |
| 95th Queue (ft) | 44 | 88 | 88 | 19 | 68 | 213 | 235 | 406 |
| Link Distance (ft) | | 548 | 548 | | | 647 | 647 | 985 |
| Upstream Blk Time (%) | | 0 | 0 | | | 0 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 1 | |
| Storage Bay Dist (ft) | 120 | | | 140 | 130 | | | |
| Storage Blk Time (%) | 0 | 1 | 1 | 0 | 0 | 4 | | |
| Queuing Penalty (veh) | 0 | 1 | 0 | 0 | 0 | 2 | | |

## Intersection: 15: Timberlake & DQ/Knollwood

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 114 | 329 | 323 | 16 | 41 | 16 | 17 | 85 | 18 |
| Average Queue (ft) | 24 | 65 | 61 | 1 | 8 | 1 | 1 | 25 | 1 |
| 95th Queue (ft) | 84 | 346 | 336 | 21 | 27 | 22 | 19 | 65 | 9 |
| Link Distance (ft) | | 647 | 647 | | | 493 | 493 | 511 | 354 |
| Upstream Blk Time (%) | | 1 | 1 | | | | | | |
| Queuing Penalty (veh) | | 8 | 7 | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 160 | 120 | | | | |
| Storage Blk Time (%) | 0 | 9 | 5 | 0 | | 0 | | | |
| Queuing Penalty (veh) | 0 | 5 | 0 | 0 | | 0 | | | |





## Intersection: 8: Timberlake & Carpet One/Big Lots

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 232 | 521 | 520 | 151 | 132 | 222 | 219 | 26 | 135 | 88 | 21 |
| Average Queue (ft) | 19 | 260 | 238 | 19 | 40 | 39 | 47 | 1 | 40 | 29 | 1 |
| 95th Queue (ft) | 132 | 634 | 623 | 124 | 91 | 122 | 134 | 9 | 94 | 68 | 9 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | 11 | 5 | | | | | | | | |
| Queuing Penalty (veh) | | 74 | 36 | | | | | | | | |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | 0 | 27 | 9 | 0 | | | 4 | 0 | 2 | 0 | |
| Queuing Penalty (veh) | 0 | 2 | 4 | 1 | | | 0 | 0 | 1 | 0 | |

## Intersection: 9: Timberlake & Shelor/Country Cookin

| Movement | EB | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | TR | LTR | LTR |
| Maximum Queue (ft) | 160 | 520 | 524 | 9 | 67 | 4 | 48 | 282 |
| Average Queue (ft) | 26 | 278 | 195 | 0 | 19 | 0 | 9 | 91 |
| 95th Queue (ft) | 119 | 644 | 552 | 8 | 51 | 3 | 41 | 250 |
| Link Distance (ft) | | 495 | 495 | | | 251 | 311 | 504 |
| Upstream Blk Time (%) | | 13 | 2 | | | | | |
| Queuing Penalty (veh) | | 92 | 14 | | | | | |
| Storage Bay Dist (ft) | 175 | | | 90 | 150 | | | |
| Storage Blk Time (%) | 0 | 45 | 3 | | | | | |
| Queuing Penalty (veh) | 0 | 6 | 0 | | | | | |

## Intersection: 10: Timberlake & Beachwood/CC Auto

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | R | LTR |
| Maximum Queue (ft) | 124 | 279 | 293 | 35 | 10 | 472 |
| Average Queue (ft) | 11 | 193 | 102 | 5 | 0 | 284 |
| 95th Queue (ft) | 67 | 376 | 292 | 23 | 7 | 589 |
| Link Distance (ft) | | 251 | 251 | | | 459 |
| Upstream Blk Time (%) | | 27 | 3 | | | 44 |
| Queuing Penalty (veh) | | 193 | 22 | | | 0 |
| Storage Bay Dist (ft) | 135 | | | 280 | 190 | |
| Storage Blk Time (%) | 0 | 57 | 2 | | | |
| Queuing Penalty (veh) | 0 | 4 | 0 | | | |

## Intersection: 11: Timberlake & Enterprise/Oakdale

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 400 | 634 | 635 | 91 | 234 | 377 | 367 | 254 | 266 | 171 | 238 |
| Average Queue (ft) | 366 | 527 | 292 | 6 | 49 | 187 | 182 | 62 | 104 | 89 | 91 |
| 95th Queue (ft) | 511 | 841 | 655 | 40 | 141 | 328 | 324 | 157 | 206 | 156 | 174 |
| Link Distance (ft) | | 607 | 607 | | | 881 | 881 | | 365 | | 1256 |
| Upstream Blk Time (%) | | 33 | 2 | | | | | | 0 | | |
| Queuing Penalty (veh) | | 246 | 12 | | | | | | 0 | | |
| Storage Bay Dist (ft) | 400 | | | 100 | 245 | | | 390 | | 1000 | |
| Storage Blk Time (%) | 50 | 39 | 15 | 0 | 0 | 4 | 0 | 0 | | | |
| Queuing Penalty (veh) | 247 | 200 | 2 | 0 | 0 | 3 | 0 | 0 | | | |

## Intersection: 16: Timberlake & Charlie's Chicken

| Movement | EB | EB | EB | WB |
|---|---|---|---|---|
| Directions Served | L | T | TR | L |
| Maximum Queue (ft) | 109 | 486 | 502 | 30 |
| Average Queue (ft) | 7 | 139 | 125 | 3 |
| 95th Queue (ft) | 49 | 475 | 452 | 15 |
| Link Distance (ft) | | 493 | 493 | |
| Upstream Blk Time (%) | | 8 | 4 | |
| Queuing Penalty (veh) | | 62 | 31 | |
| Storage Bay Dist (ft) | 145 | | | 155 |
| Storage Blk Time (%) | 0 | 24 | | |
| Queuing Penalty (veh) | 0 | 1 | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | T | R | LTR |
| Maximum Queue (ft) | 160 | 514 | 523 | 63 | 246 | 271 | 131 | 77 |
| Average Queue (ft) | 59 | 271 | 232 | 10 | 85 | 106 | 14 | 23 |
| 95th Queue (ft) | 168 | 603 | 550 | 36 | 189 | 219 | 67 | 54 |
| Link Distance (ft) | | 485 | 485 | | 530 | 530 | | 585 |
| Upstream Blk Time (%) | | 19 | 5 | | | | | |
| Queuing Penalty (veh) | | 146 | 37 | | | | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | 150 | |
| Storage Blk Time (%) | 0 | 39 | | 0 | 3 | 2 | 0 | |
| Queuing Penalty (veh) | 1 | 19 | | 0 | 0 | 1 | 0 | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | EB | EB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | T | TR | LR |
| Maximum Queue (ft) | 140 | 562 | 553 | 22 | 197 |
| Average Queue (ft) | 91 | 343 | 116 | 1 | 57 |
| 95th Queue (ft) | 183 | 755 | 444 | 9 | 161 |
| Link Distance (ft) | | 530 | 530 | 472 | 253 |
| Upstream Blk Time (%) | | 28 | 1 | | 3 |
| Queuing Penalty (veh) | | 209 | 4 | | 0 |
| Storage Bay Dist (ft) | 140 | | | | |
| Storage Blk Time (%) | 1 | 52 | | | |
| Queuing Penalty (veh) | 6 | 51 | | | |

## Intersection: 19: Timberlake & Old Graves Mill/Dreaming Creek

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 335 | 494 | 484 | 146 | 148 | 325 | 343 | 230 | 172 | 201 | 182 |
| Average Queue (ft) | 303 | 403 | 229 | 16 | 20 | 178 | 192 | 64 | 78 | 92 | 74 |
| 95th Queue (ft) | 431 | 641 | 429 | 91 | 82 | 296 | 322 | 194 | 143 | 170 | 139 |
| Link Distance (ft) | | 472 | 472 | | | 328 | 328 | | 569 | | 550 |
| Upstream Blk Time (%) | | 39 | 0 | | | 0 | 1 | | | | |
| Queuing Penalty (veh) | | 284 | 2 | | | 1 | 3 | | | | |
| Storage Bay Dist (ft) | 335 | | | 160 | 150 | | | 230 | | 220 | |
| Storage Blk Time (%) | 57 | 50 | 15 | 0 | 0 | 18 | 7 | 0 | | 0 | 0 |
| Queuing Penalty (veh) | 264 | 219 | 4 | 0 | 0 | 3 | 6 | 1 | | 0 | 0 |





## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | LR |
| Maximum Queue (ft) | 31 | 30 | 64 | 35 |
| Average Queue (ft) | 3 | 1 | 2 | 3 |
| 95th Queue (ft) | 17 | 14 | 23 | 19 |
| Link Distance (ft) | | 398 | 398 | 197 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 180 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 21: Timberlake & Sears/Oakmont

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 22 | 27 | 80 | 34 |
| Average Queue (ft) | 3 | 3 | 27 | 7 |
| 95th Queue (ft) | 14 | 17 | 62 | 27 |
| Link Distance (ft) | | | 577 | 144 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 130 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 22: Timberlake & Roundelay/The Vistas

| Movement | EB | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | R | L | LT | R | LTR |
| Maximum Queue (ft) | 25 | 4 | 65 | 58 | 82 | 56 |
| Average Queue (ft) | 2 | 0 | 9 | 19 | 34 | 18 |
| 95th Queue (ft) | 13 | 3 | 35 | 47 | 63 | 49 |
| Link Distance (ft) | | | | 398 | | 482 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 90 | 430 | 150 | | 185 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 23: Timberlake & Timber Ridge

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 32 | 29 | 32 |
| Average Queue (ft) | 4 | 9 | 5 |
| 95th Queue (ft) | 18 | 27 | 23 |
| Link Distance (ft) | | 385 | 86 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 190 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 24: Timberlake & Timber Ridge

| Movement | WB | NB |
|---|---|---|
| Directions Served | L | LR |
| Maximum Queue (ft) | 58 | 51 |
| Average Queue (ft) | 13 | 19 |
| 95th Queue (ft) | 41 | 43 |
| Link Distance (ft) | | 413 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 120 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | L | TR | LTR |
| Maximum Queue (ft) | 50 | 10 | 4 | 72 |
| Average Queue (ft) | 7 | 0 | 0 | 11 |
| 95th Queue (ft) | 31 | 5 | 4 | 49 |
| Link Distance (ft) | | | 466 | 382 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 190 | 180 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 26 | 26 | 31 | 28 |
| Average Queue (ft) | 3 | 3 | 6 | 3 |
| 95th Queue (ft) | 17 | 16 | 24 | 17 |
| Link Distance (ft) | | | 216 | 265 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 160 | 155 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 27: Timberlake & Citgo/Misty Mountain

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | R | R |
| Maximum Queue (ft) | 10 | 56 | 132 | 32 |
| Average Queue (ft) | 0 | 12 | 49 | 8 |
| 95th Queue (ft) | 5 | 36 | 93 | 30 |
| Link Distance (ft) | | | 762 | 117 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 325 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |





## Intersection: 28: Timberlake & Middleview/Jade Palace

| Movement | EB | EB | EB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | LTR |
| Maximum Queue (ft) | 53 | 141 | 136 | 23 | 24 |
| Average Queue (ft) | 8 | 15 | 17 | 1 | 1 |
| 95th Queue (ft) | 33 | 94 | 102 | 11 | 10 |
| Link Distance (ft) | | 920 | 920 | | 387 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 190 | | | 135 | |
| Storage Blk Time (%) | | 0 | | | |
| Queuing Penalty (veh) | | 0 | | | |

## Intersection: 29: Timberlake & Richland/Leesville

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 278 | 516 | 512 | 255 | 367 | 287 | 252 | 63 | 119 | 413 | 236 | 169 |
| Average Queue (ft) | 23 | 337 | 347 | 78 | 205 | 176 | 148 | 18 | 38 | 194 | 101 | 41 |
| 95th Queue (ft) | 128 | 538 | 551 | 271 | 323 | 252 | 228 | 46 | 87 | 340 | 193 | 115 |
| Link Distance (ft) | | 509 | 509 | | | 938 | 938 | | 737 | 737 | 449 | |
| Upstream Blk Time (%) | | 2 | 2 | | | | | | | | | |
| Queuing Penalty (veh) | | 14 | 17 | | | | | | | | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 420 | | | 470 | | | | 170 |
| Storage Blk Time (%) | 0 | 21 | 24 | 0 | 0 | | | | | | 2 | 0 |
| Queuing Penalty (veh) | 0 | 4 | 21 | 2 | 0 | | | | | | 1 | 0 |

## Network Summary

Network wide Queuing Penalty: 3320

## Intersection: 1: Timberlake/Waterlick

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | L | L | T | T | R | LT | R |
| Maximum Queue (ft) | 171 | 230 | 293 | 270 | 43 | 156 | 261 | 361 | 358 | 338 | 382 | 264 |
| Average Queue (ft) | 63 | 115 | 159 | 136 | 8 | 76 | 110 | 176 | 180 | 99 | 214 | 88 |
| 95th Queue (ft) | 145 | 189 | 243 | 221 | 24 | 136 | 210 | 310 | 316 | 214 | 348 | 176 |
| Link Distance (ft) | | | 1065 | 1065 | | | | 448 | 448 | | 352 | 352 |
| Upstream Blk Time (%) | | | | | | | | | | | 2 | |
| Queuing Penalty (veh) | | | | | | | | | | | 0 | |
| Storage Bay Dist (ft) | 240 | 240 | | | 470 | 262 | 262 | | | 340 | | |
| Storage Blk Time (%) | | 0 | 1 | | | | 0 | 2 | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 2 | | | | 0 | 7 | 1 | 0 | | |

## Intersection: 1: Timberlake/Waterlick

| Movement | B85 | SB | SB |
|---|---|---|---|
| Directions Served | T | L | TR |
| Maximum Queue (ft) | 56 | 990 | 1647 |
| Average Queue (ft) | 2 | 715 | 1148 |
| 95th Queue (ft) | 32 | 1285 | 2041 |
| Link Distance (ft) | 1026 | | 1595 |
| Upstream Blk Time (%) | | | 44 |
| Queuing Penalty (veh) | | | 0 |
| Storage Bay Dist (ft) | | 990 | |
| Storage Blk Time (%) | | 1 | 41 |
| Queuing Penalty (veh) | | 7 | 143 |

## Intersection: 2: Timberlake & Brush Tavern/Walgreens

| Movement | EB | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | TR | L | TR | L | TR |
| Maximum Queue (ft) | 86 | 256 | 237 | 21 | 92 | 293 | 329 | 134 | 30 | 32 | 30 |
| Average Queue (ft) | 20 | 69 | 68 | 1 | 31 | 61 | 72 | 47 | 22 | 4 | 6 |
| 95th Queue (ft) | 57 | 178 | 171 | 17 | 69 | 181 | 213 | 103 | 43 | 19 | 24 |
| Link Distance (ft) | | 448 | 448 | | | 390 | 390 | 170 | | 1086 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | 0 | | | |
| Queuing Penalty (veh) | | | | | | 0 | 0 | 0 | | | |
| Storage Bay Dist (ft) | 240 | | | 180 | 320 | | | | 30 | | 120 |
| Storage Blk Time (%) | | 0 | 1 | 0 | | 0 | | 32 | 3 | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | | 0 | | 15 | 1 | | |

## Intersection: 3: Timberlake & Tomahawk/Advanced Auto

| Movement | EB | EB | WB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | T | T | R | LTR | LTR |
| Maximum Queue (ft) | 76 | 2 | 54 | 18 | 26 | 4 | 59 | 69 |
| Average Queue (ft) | 22 | 0 | 14 | 1 | 1 | 0 | 18 | 25 |
| 95th Queue (ft) | 58 | 2 | 41 | 10 | 12 | 2 | 48 | 53 |
| Link Distance (ft) | | 390 | | 734 | 734 | | 174 | 1071 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 170 | | 145 | | | 240 | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |





## Intersection: 4: Timberlake & Grace Church/Crowell

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 126 | 306 | 318 | 100 | 160 | 471 | 475 | 51 | 191 | 44 | 29 |
| Average Queue (ft) | 11 | 122 | 119 | 6 | 39 | 404 | 410 | 1 | 81 | 8 | 7 |
| 95th Queue (ft) | 61 | 267 | 266 | 57 | 116 | 565 | 568 | 8 | 155 | 29 | 24 |
| Link Distance (ft) | | 734 | 734 | | | 450 | 450 | | 727 | 191 | |
| Upstream Blk Time (%) | | | | | | 15 | 16 | | | | |
| Queuing Penalty (veh) | | | | | | 102 | 111 | | | | |
| Storage Bay Dist (ft) | 210 | | | 220 | 160 | | | 360 | | | 125 |
| Storage Blk Time (%) | 0 | 2 | 2 | 0 | 0 | 43 | 33 | | | | |
| Queuing Penalty (veh) | 0 | 0 | 0 | 0 | 0 | 15 | 0 | | | | |

## Intersection: 5: Timberlake & Southwood/Jordan

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 269 | 429 | 440 | 100 | 220 | 566 | 567 | 285 | 152 | 134 | 94 |
| Average Queue (ft) | 85 | 212 | 218 | 10 | 44 | 318 | 327 | 99 | 57 | 59 | 25 |
| 95th Queue (ft) | 220 | 411 | 418 | 52 | 156 | 616 | 627 | 309 | 114 | 110 | 62 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | 0 | 0 | | | 5 | 6 | | | | |
| Queuing Penalty (veh) | | 2 | 2 | | | 38 | 41 | | | | |
| Storage Bay Dist (ft) | 270 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | 0 | 5 | 19 | 0 | 0 | 26 | 22 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | 1 | 7 | 6 | 0 | 0 | 14 | 30 | 2 | | 0 | 0 |

## Intersection: 6: Timberlake & Sprint/Sunny Bank

| Movement | EB | EB | EB | WB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | T | T | R | LTR | LTR |
| Maximum Queue (ft) | 41 | 4 | 6 | 87 | 149 | 156 | 32 | 125 | 60 |
| Average Queue (ft) | 8 | 0 | 0 | 19 | 35 | 38 | 2 | 45 | 17 |
| 95th Queue (ft) | 30 | 4 | 5 | 66 | 181 | 192 | 42 | 137 | 53 |
| Link Distance (ft) | | 573 | 573 | | 422 | 422 | | 878 | 80 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | | 3 |
| Queuing Penalty (veh) | | | | | 1 | 1 | | | 0 |
| Storage Bay Dist (ft) | 320 | | | 160 | | | 320 | | |
| Storage Blk Time (%) | | | | 0 | 4 | 1 | 0 | | |
| Queuing Penalty (veh) | | | | 0 | 1 | 0 | 0 | | |

## Intersection: 7: Timberlake & Powtan/St Clair

| Movement | EB | WB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | LTR | LTR |
| Maximum Queue (ft) | 68 | 37 | 14 | 18 | 4 | 56 | 154 |
| Average Queue (ft) | 18 | 8 | 1 | 1 | 0 | 17 | 51 |
| 95th Queue (ft) | 49 | 27 | 19 | 21 | 2 | 46 | 123 |
| Link Distance (ft) | | | 579 | 579 | | 86 | 660 |
| Upstream Blk Time (%) | | | | | | 0 | |
| Queuing Penalty (veh) | | | | | | 0 | |
| Storage Bay Dist (ft) | 140 | 290 | | | 290 | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 12: Timberlake & Hardees/Greenview

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 216 | 525 | 525 | 280 | 362 | 712 | 719 | 103 | 543 | 455 | 54 | 156 |
| Average Queue (ft) | 30 | 274 | 241 | 143 | 334 | 591 | 382 | 5 | 304 | 213 | 43 | 50 |
| 95th Queue (ft) | 122 | 444 | 427 | 297 | 456 | 950 | 824 | 45 | 524 | 374 | 65 | 124 |
| Link Distance (ft) | | 881 | 881 | | | 688 | 688 | | 892 | 892 | | 183 |
| Upstream Blk Time (%) | | | | | | 28 | 4 | | | | | 0 |
| Queuing Penalty (veh) | | | | | | 185 | 27 | | | | | 0 |
| Storage Bay Dist (ft) | 235 | | | 280 | 360 | | | 180 | | | 55 | |
| Storage Blk Time (%) | 0 | 15 | 4 | 1 | 57 | 38 | 4 | 0 | | | 19 | 1 |
| Queuing Penalty (veh) | 0 | 3 | 14 | 3 | 280 | 151 | 1 | 0 | | | 3 | 1 |

## Intersection: 13: Timberlake & Laxton/Lowes

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 310 | 534 | 480 | 192 | 200 | 578 | 594 | 165 | 300 | 90 | 810 | 582 |
| Average Queue (ft) | 228 | 249 | 211 | 10 | 123 | 506 | 495 | 116 | 218 | 52 | 567 | 218 |
| 95th Queue (ft) | 359 | 461 | 394 | 86 | 261 | 719 | 725 | 224 | 384 | 114 | 935 | 633 |
| Link Distance (ft) | | 688 | 688 | | | 548 | 548 | | 285 | | 824 | 824 |
| Upstream Blk Time (%) | | | | | | 45 | 30 | | 49 | | 12 | 4 |
| Queuing Penalty (veh) | | | | | | 353 | 237 | | 0 | | 0 | 0 |
| Storage Bay Dist (ft) | 310 | | | 350 | 200 | | | 165 | | 90 | | |
| Storage Blk Time (%) | 2 | 4 | 1 | 0 | 0 | 68 | 48 | 1 | 66 | 2 | | |
| Queuing Penalty (veh) | 13 | 14 | 1 | 0 | 3 | 72 | 147 | 5 | 44 | 2 | | |

## Intersection: 14: Timberlake & Wood/Dentist

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | T | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 54 | 0 | 130 | 672 | 695 | 103 | 671 |
| Average Queue (ft) | 14 | 0 | 37 | 469 | 472 | 32 | 280 |
| 95th Queue (ft) | 41 | 0 | 122 | 933 | 938 | 99 | 700 |
| Link Distance (ft) | | 548 | | 647 | 647 | 127 | 985 |
| Upstream Blk Time (%) | | | | 31 | 27 | 9 | 1 |
| Queuing Penalty (veh) | | | | 244 | 216 | 0 | 0 |
| Storage Bay Dist (ft) | 120 | | 130 | | | | |
| Storage Blk Time (%) | | | 0 | 56 | | | |
| Queuing Penalty (veh) | | | 1 | 23 | | | |

## Intersection: 15: Timberlake & DQ/Knollwood

| Movement | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 69 | 120 | 526 | 534 | 251 | 184 |
| Average Queue (ft) | 17 | 29 | 304 | 307 | 72 | 52 |
| 95th Queue (ft) | 46 | 101 | 697 | 700 | 211 | 149 |
| Link Distance (ft) | | | 493 | 493 | 511 | 354 |
| Upstream Blk Time (%) | | | 25 | 25 | | |
| Queuing Penalty (veh) | | | 197 | 195 | | |
| Storage Bay Dist (ft) | 150 | 120 | | | | |
| Storage Blk Time (%) | | 0 | 47 | | | |
| Queuing Penalty (veh) | | 1 | 14 | | | |





## Intersection: 8: Timberlake & Carpet One/Big Lots

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 34 | 269 | 261 | 33 | 83 | 198 | 215 | 10 | 132 | 79 | 50 |
| Average Queue (ft) | 5 | 80 | 74 | 4 | 31 | 53 | 63 | 0 | 47 | 15 | 13 |
| 95th Queue (ft) | 23 | 193 | 186 | 20 | 65 | 138 | 152 | 7 | 98 | 50 | 37 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | | | | | | | | | | 0 |
| Queuing Penalty (veh) | | | | | | | | | | | 0 |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | | 0 | 0 | | | 0 | 6 | 0 | 3 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | | | 0 | 0 | 0 | 1 | 0 | |

## Intersection: 9: Timberlake & Shelor/Country Cookin

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 36 | 21 | 68 | 4 | 2 | 55 | 147 |
| Average Queue (ft) | 8 | 1 | 19 | 0 | 0 | 17 | 52 |
| 95th Queue (ft) | 29 | 10 | 51 | 3 | 2 | 41 | 114 |
| Link Distance (ft) | | | | 251 | 251 | 311 | 504 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 175 | 90 | 150 | | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 10: Timberlake & Beachwood/CC Auto

| Movement | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | L | R | LTR | LTR |
| Maximum Queue (ft) | 55 | 11 | 44 | 7 | 16 | 154 |
| Average Queue (ft) | 18 | 0 | 8 | 0 | 1 | 48 |
| 95th Queue (ft) | 46 | 9 | 28 | 4 | 7 | 120 |
| Link Distance (ft) | | 251 | | | 128 | 459 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 135 | | 280 | 190 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 11: Timberlake & Enterprise/Oakdale

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 385 | 429 | 441 | 99 | 228 | 428 | 422 | 173 | 150 | 246 | 411 |
| Average Queue (ft) | 170 | 157 | 167 | 9 | 67 | 175 | 174 | 24 | 59 | 109 | 172 |
| 95th Queue (ft) | 319 | 337 | 334 | 51 | 167 | 332 | 330 | 93 | 114 | 201 | 316 |
| Link Distance (ft) | | 607 | 607 | | | 881 | 881 | | 365 | | 1256 |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | |
| Queuing Penalty (veh) | | 1 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 400 | | | 100 | 245 | | | 390 | | 1000 | |
| Storage Blk Time (%) | 1 | 1 | 16 | 0 | 0 | 4 | 0 | 0 | | | |
| Queuing Penalty (veh) | 7 | 2 | 3 | 0 | 0 | 4 | 0 | 0 | | | |

## Intersection: 16: Timberlake & Charlie's Chicken

| Movement | EB | EB | EB | WB | WB | WB | NB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | T | TR | LTR |
| Maximum Queue (ft) | 35 | 23 | 3 | 154 | 514 | 519 | 24 |
| Average Queue (ft) | 5 | 2 | 0 | 27 | 247 | 248 | 1 |
| 95th Queue (ft) | 23 | 23 | 3 | 109 | 642 | 644 | 12 |
| Link Distance (ft) | | 493 | 493 | | 485 | 485 | 108 |
| Upstream Blk Time (%) | | | | | 13 | 14 | |
| Queuing Penalty (veh) | | | | | 105 | 111 | |
| Storage Bay Dist (ft) | 145 | | | 155 | | | |
| Storage Blk Time (%) | | | | 0 | 38 | | |
| Queuing Penalty (veh) | | | | 0 | 8 | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | L | T | T | R | LTR |
| Maximum Queue (ft) | 131 | 288 | 267 | 112 | 547 | 562 | 150 | 114 |
| Average Queue (ft) | 43 | 100 | 83 | 24 | 303 | 309 | 36 | 39 |
| 95th Queue (ft) | 111 | 273 | 224 | 83 | 624 | 626 | 136 | 84 |
| Link Distance (ft) | | 485 | 485 | | 530 | 530 | | 585 |
| Upstream Blk Time (%) | | 0 | 0 | | 12 | 12 | | |
| Queuing Penalty (veh) | | 3 | 0 | | 102 | 103 | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | 150 | |
| Storage Blk Time (%) | 0 | 6 | | 0 | 34 | 34 | 0 | |
| Queuing Penalty (veh) | 0 | 5 | | 1 | 10 | 14 | 2 | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | T | T | TR | LR |
| Maximum Queue (ft) | 139 | 411 | 360 | 431 | 443 | 268 |
| Average Queue (ft) | 82 | 149 | 78 | 132 | 136 | 128 |
| 95th Queue (ft) | 157 | 504 | 345 | 455 | 462 | 281 |
| Link Distance (ft) | | 530 | 530 | 472 | 472 | 253 |
| Upstream Blk Time (%) | | 6 | 0 | 3 | 4 | 27 |
| Queuing Penalty (veh) | | 44 | 0 | 22 | 33 | 0 |
| Storage Bay Dist (ft) | 140 | | | | | |
| Storage Blk Time (%) | 4 | 20 | | | | |
| Queuing Penalty (veh) | 27 | 29 | | | | |

## Intersection: 19: Timberlake & Old Graves Mill/Dreaming Creek

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 335 | 487 | 461 | 160 | 148 | 354 | 359 | 230 | 137 | 220 | 582 |
| Average Queue (ft) | 270 | 308 | 207 | 22 | 25 | 266 | 267 | 121 | 61 | 196 | 330 |
| 95th Queue (ft) | 426 | 585 | 392 | 109 | 94 | 398 | 408 | 284 | 118 | 258 | 628 |
| Link Distance (ft) | | 472 | 472 | | | 328 | 328 | | 569 | | 550 |
| Upstream Blk Time (%) | | 19 | 0 | | | 17 | 18 | | | | 12 |
| Queuing Penalty (veh) | | 121 | 1 | | | 97 | 102 | | | | 0 |
| Storage Bay Dist (ft) | 335 | | | 160 | 150 | | | 230 | | 220 | |
| Storage Blk Time (%) | 32 | 25 | 12 | 0 | 0 | 44 | 31 | 1 | | 11 | 13 |
| Queuing Penalty (veh) | 136 | 87 | 4 | 1 | 0 | 10 | 46 | 3 | | 58 | 42 |





## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | LR |
| Maximum Queue (ft) | 23 | 358 | 351 | 52 |
| Average Queue (ft) | 1 | 91 | 96 | 9 |
| 95th Queue (ft) | 12 | 338 | 343 | 37 |
| Link Distance (ft) | | 398 | 398 | 197 |
| Upstream Blk Time (%) | | 9 | 9 | |
| Queuing Penalty (veh) | | 51 | 52 | |
| Storage Bay Dist (ft) | 180 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 21: Timberlake & Sears/Oakmont

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 30 | 2 | 68 | 339 | 352 | 122 | 140 |
| Average Queue (ft) | 5 | 0 | 14 | 69 | 71 | 31 | 50 |
| 95th Queue (ft) | 21 | 2 | 55 | 372 | 376 | 83 | 116 |
| Link Distance (ft) | | 398 | | 623 | 623 | 577 | 144 |
| Upstream Blk Time (%) | | | | 3 | 3 | | 7 |
| Queuing Penalty (veh) | | | | 18 | 19 | | 0 |
| Storage Bay Dist (ft) | 150 | | 130 | | | | |
| Storage Blk Time (%) | | | 0 | 11 | | | |
| Queuing Penalty (veh) | | | 0 | 3 | | | |

## Intersection: 22: Timberlake & Roundelay/The Vistas

| Movement | EB | EB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | R | L | T | TR | LT | R | LTR |
| Maximum Queue (ft) | 37 | 4 | 90 | 156 | 168 | 74 | 65 | 82 |
| Average Queue (ft) | 4 | 0 | 18 | 22 | 23 | 23 | 27 | 23 |
| 95th Queue (ft) | 21 | 2 | 59 | 183 | 186 | 58 | 52 | 62 |
| Link Distance (ft) | | | | 560 | 560 | 398 | | 482 |
| Upstream Blk Time (%) | | | | 2 | 1 | | | |
| Queuing Penalty (veh) | | | | 9 | 9 | | | |
| Storage Bay Dist (ft) | 90 | 430 | 150 | | | | 185 | |
| Storage Blk Time (%) | 0 | | 0 | 3 | | | | |
| Queuing Penalty (veh) | 0 | | 0 | 2 | | | | |

## Intersection: 23: Timberlake & Timber Ridge

| Movement | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | L | T | TR | LTR | LTR |
| Maximum Queue (ft) | 31 | 61 | 53 | 53 | 50 | 27 |
| Average Queue (ft) | 5 | 6 | 11 | 11 | 13 | 2 |
| 95th Queue (ft) | 23 | 26 | 132 | 132 | 36 | 14 |
| Link Distance (ft) | | | 514 | 514 | 385 | 86 |
| Upstream Blk Time (%) | | | 1 | 1 | | |
| Queuing Penalty (veh) | | | 6 | 7 | | |
| Storage Bay Dist (ft) | 145 | 190 | | | | |
| Storage Blk Time (%) | | 0 | 2 | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | |

## Intersection: 24: Timberlake & Timber Ridge

| Movement | WB | WB | WB | NB |
|---|---|---|---|---|
| Directions Served | L | T | T | LR |
| Maximum Queue (ft) | 70 | 58 | 59 | 68 |
| Average Queue (ft) | 16 | 9 | 9 | 21 |
| 95th Queue (ft) | 47 | 119 | 120 | 49 |
| Link Distance (ft) | | 558 | 558 | 413 |
| Upstream Blk Time (%) | | 0 | 0 | |
| Queuing Penalty (veh) | | 2 | 2 | |
| Storage Bay Dist (ft) | 120 | | | |
| Storage Blk Time (%) | 0 | 1 | | |
| Queuing Penalty (veh) | 0 | 1 | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | WB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | LTR |
| Maximum Queue (ft) | 33 | 7 | 8 | 28 |
| Average Queue (ft) | 4 | 1 | 1 | 2 |
| 95th Queue (ft) | 20 | 10 | 12 | 13 |
| Link Distance (ft) | | 466 | 466 | 382 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 180 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 7 | 33 | 28 | 55 |
| Average Queue (ft) | 0 | 6 | 2 | 17 |
| 95th Queue (ft) | 5 | 23 | 14 | 46 |
| Link Distance (ft) | | | 216 | 265 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 160 | 155 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 27: Timberlake & Citgo/Misty Mountain

| Movement | EB | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | R | R |
| Maximum Queue (ft) | 25 | 7 | 27 | 161 | 70 | 36 |
| Average Queue (ft) | 2 | 0 | 2 | 54 | 30 | 9 |
| 95th Queue (ft) | 14 | 2 | 13 | 117 | 54 | 31 |
| Link Distance (ft) | | 501 | 501 | | 762 | 117 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 325 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |





## Intersection: 28: Timberlake & Middleview/Jade Palace

| Movement | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | TR | LTR | LTR |
| Maximum Queue (ft) | 56 | 51 | 53 | 47 | 4 | 38 | 33 |
| Average Queue (ft) | 11 | 4 | 5 | 10 | 0 | 7 | 6 |
| 95th Queue (ft) | 37 | 51 | 53 | 33 | 3 | 28 | 27 |
| Link Distance (ft) | | 920 | 920 | | 509 | 119 | 387 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 190 | | | 135 | | | |
| Storage Blk Time (%) | | 0 | | | | | |
| Queuing Penalty (veh) | | 0 | | | | | |

## Intersection: 29: Timberlake & Richland/Leesville

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LT | R | L | TR |
| Maximum Queue (ft) | 278 | 479 | 497 | 255 | 420 | 984 | 964 | 224 | 148 | 290 | 133 | 85 |
| Average Queue (ft) | 59 | 298 | 309 | 86 | 405 | 879 | 835 | 24 | 53 | 117 | 54 | 26 |
| 95th Queue (ft) | 205 | 468 | 484 | 284 | 496 | 1218 | 1202 | 108 | 112 | 224 | 108 | 63 |
| Link Distance (ft) | | 509 | 509 | | | 938 | 938 | | 737 | 737 | 449 | |
| Upstream Blk Time (%) | | 0 | 1 | | | 70 | 11 | | | | | |
| Queuing Penalty (veh) | | 3 | 5 | | | 0 | 0 | | | | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 420 | | | 470 | | | | 170 |
| Storage Blk Time (%) | 0 | 12 | 17 | 0 | 63 | 46 | 1 | 0 | | | 0 | |
| Queuing Penalty (veh) | 0 | 6 | 20 | 2 | 364 | 210 | 1 | 0 | | | 0 | |

## Network Summary

Network wide Queuing Penalty: 5140

# APPENDIX D – CONCEPT SCREENING

# APPENDIX D-1: SLIDES FROM CONCEPT DEVELOPMENT MEETING PRESENTED ON MAY 1, 2017

# TIMBERLAKE ROAD (US 460 BUSINESS) CORRIDOR IMPROVEMENT STUDY

*No Build Results and Concept Development*

May 1, 2017

## AGENDA

- No Build Conditions
- Concept Development
- Schedule and Next Steps

# No Build Conditions

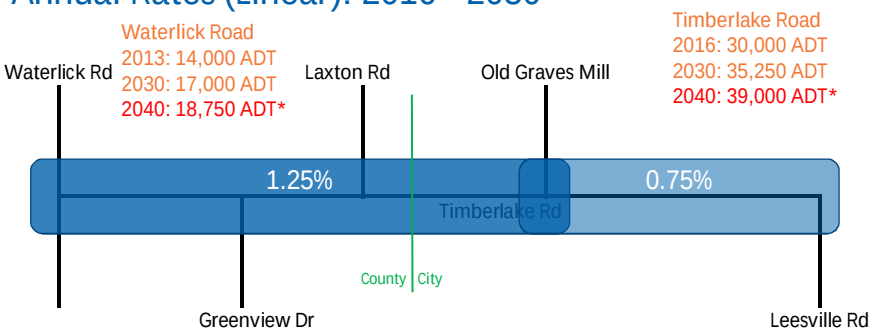


## No Build Conditions Overview

- Timberlake Road (US 460 Business)
  - Evaluates the results of future (2030) traffic demand
  - Provides a baseline of future traffic conditions
  - Used to evaluate the effectiveness of potential improvement strategies
  - Includes planned and approved background projects

## Forecasting Approach Recap

### Annual Rates (Linear): 2016 - 2030




- Growth rate was applied to existing (2016) intersection traffic counts over a 14-year period (to 2030)

*Beyond study horizon



## No Build Analysis Method

- Analysis Tool
  - Synchro (Version 9)
- Analysis Periods
  - AM and PM peak hours
- Measures of Effectiveness
  - Control delay (seconds per vehicle)
  - HCM level of service (LOS)
  - Maximum queue length (feet)

## No Build Conditions Overview

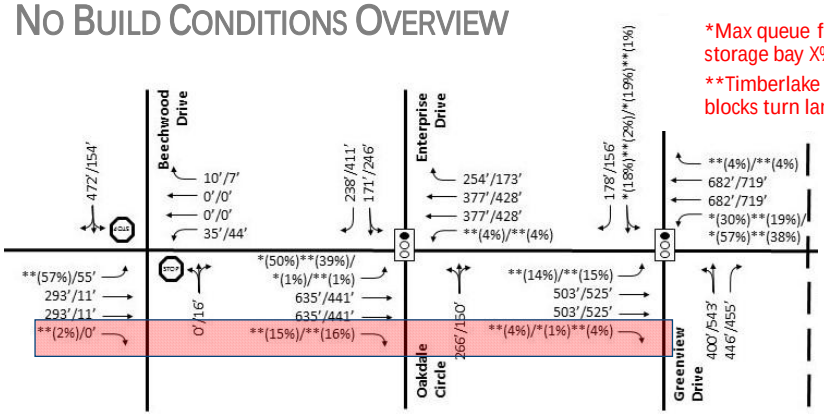
| Signalized Intersection | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| 1. Timberlake Road at Waterlick Road | 66.8 | E | 51.7 | D |
| 2. Timberlake Road at Brush Tavern Drive | 8.3 | A | 12.2 | B |
| 4. Timberlake Road at Crowell Lane | 15.3 | B | 27.3 | C |
| 5. Timberlake Road at Southwood Village | 29.7 | C | 27.3 | C |
| 8. Timberlake Road at Big Lots/Carpet One Entrance | 14.0 | B | 14.8 | B |
| 11. Timberlake Road at Enterprise Drive/Oakdale Circle | 75.4 | E | 50.1 | D |
| 12. Timberlake Road at Greenview Drive | 90.5 | F | 110.2 | F |
| 13. Timberlake Road at Laxton Road | 58.7 | E | 48.6 | D |
| 17. Timberlake Road at Candlewood Court | 6.8 | A | 9.3 | A |
| 19. Timberlake Road at Old Graves Mill Road/Dreaming Creek Drive | 58.5 | E | 62.8 | E |
| 29. Timberlake Road at Richland Drive/Leesville Road | 66.9 | E | 64.3 | E |
| Total Delay | 490.9 | N/A | 478.6 | N/A |



## No Build Conditions Overview

*Max queue fills storage bay X% of time

**Timberlake queue blocks turn lane

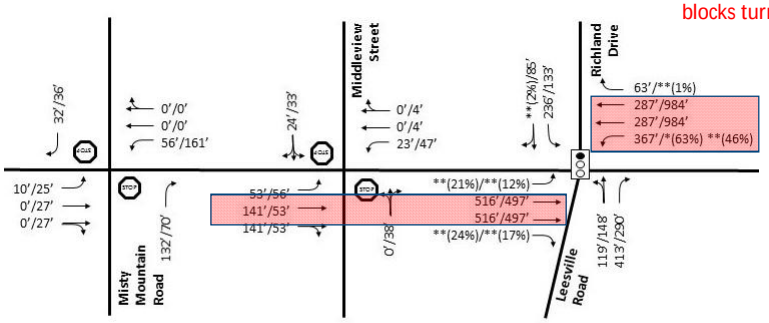



- Queuing on Timberlake Road blocks turn lane access and extends back to adjacent intersections

## No Build Conditions Overview

*Max queue fills storage bay X% of time

**Timberlake queue blocks turn lane




- Similar queue spill backs occurring at Leesville Road
- Significant westbound queuing approaching Leesville Road



## No Build Conditions Overview

- Signalized Operations Summary
  - Delays increase under future no build conditions
  - Greenview Drive operates at LOS F
  - Five (5) others operate at LOS E
  - Timberlake Road queuing blocks turn lane access, further exacerbating queues
- Unsignalized Operations Summary
  - 15 operate at LOS E or worse for at least one movement
  - 13 operate at LOS F or worse for at least one movement
  - Delays at several locations exceed three (3) minutes
  - Poor operations due to limited gaps in traffic flow

## Safety Considerations

STARS Timberlake Road (US 460 Business) Corridor Improvement Study

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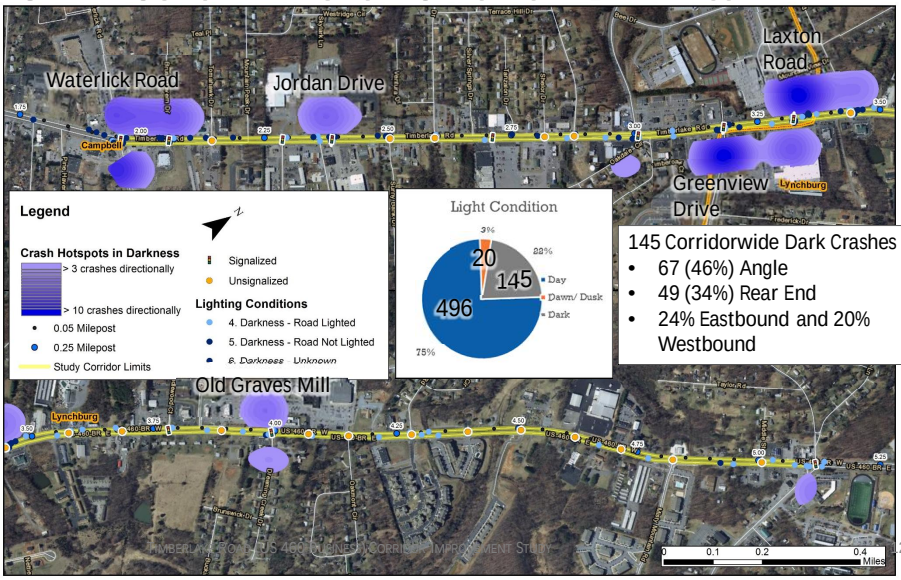
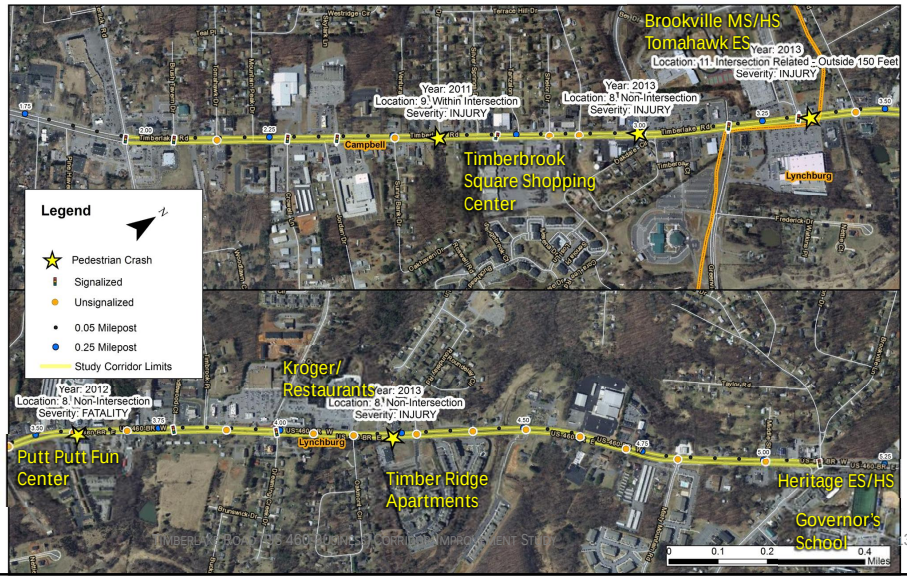
## Safety Considerations – Crashes in Darkness




145 Corridorwide Dark Crashes
- 67 (46%) Angle
- 49 (34%) Rear End
- 24% Eastbound and 20% Westbound

12

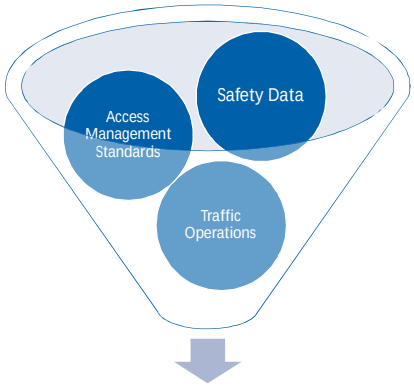
## SAFETY CONSIDERATIONS – PEDESTRIAN CRASHES






# CONCEPT DEVELOPMENT

## Screening Process Overview




Development of Preliminary Concepts and Ideas



## Screening Process Overview

- Corridor-Wide Improvements
  - Restricted crossing u-turns and median closures
  - Driveway consolidations
  - Signal coordination and possible signal removal
  - Storage and taper length extensions
  - Signing improvements
- Intersection Improvements
  - Capacity improvements (turn lane additions)
  - Signal timing adjustments
  - Movement restrictions (right-in / right-out applications)
  - Alternative intersection designs
- Multimodal Considerations

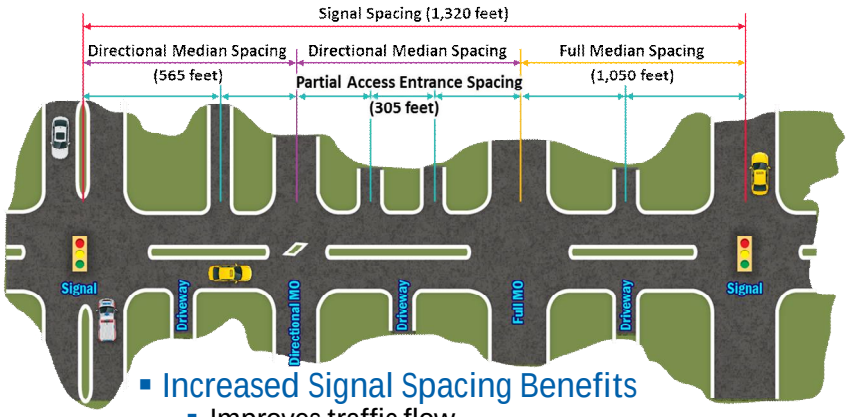
## Access Management Guidelines

- VDOT Spacing Standards (VDOT Road Design Manual)

| Functional Classification | Speed Limit (MPH) | Signal to Signal | Full Median Opening to Signal or Full Median Opening | Directional Median Opening to Any Intersection or Median Opening | Partial Access Entrance to Any Intersection, Median Opening or Entrance |
|---|---|---|---|---|---|
| Principal Arterial | ≤ 30 MPH | 1,050 feet | 880 feet | 440 feet | 250 feet |
| | 35–45 MPH | 1,320 feet | 1,050 feet | 565 feet | 305 feet |
| | ≥ 50 MPH | 2,640 feet | 1,320 feet | 750 feet | 495 feet |
| Minor Arterial | ≤ 30 MPH | 880 feet | 660 feet | 355 feet | 200 feet |
| | 35–45 MPH | 1,050 feet | 660 feet | 470 feet | 250 feet |
| | ≥ 50 MPH | 1,320 feet | 1,050 feet | 555 feet | 425 feet |
| Collector | ≤ 30 MPH | 660 feet | 440 feet | 225 feet | 200 feet |
| | 35–45 MPH | 660 feet | 440 feet | 335 feet | 250 feet |
| | ≥ 50 MPH | 1,050 feet | 660 feet | 445 feet | 360 feet |



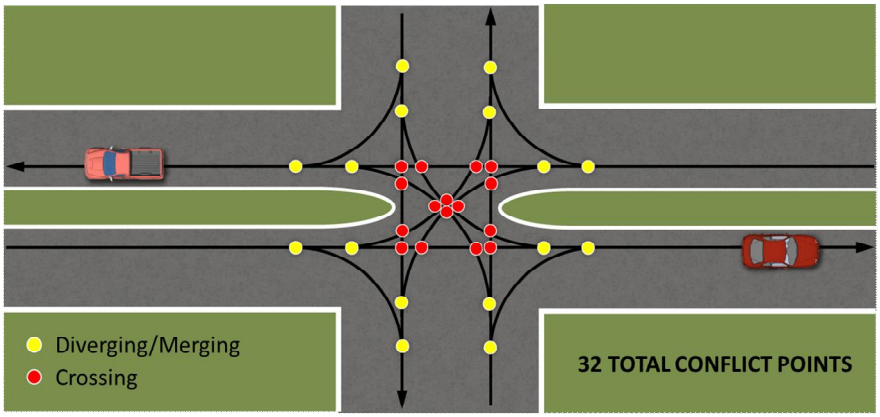
## Access Management Guidelines




- Increased Signal Spacing Benefits
  - Improves traffic flow
  - Reduces congestion
  - Improves air quality

## ACCESS MANAGEMENT GUIDELINES

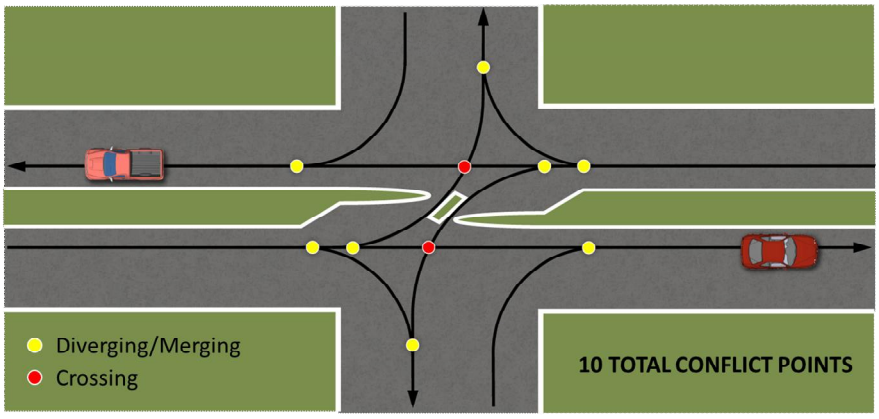
- Conflict Points – Full Unsignalized Median Opening





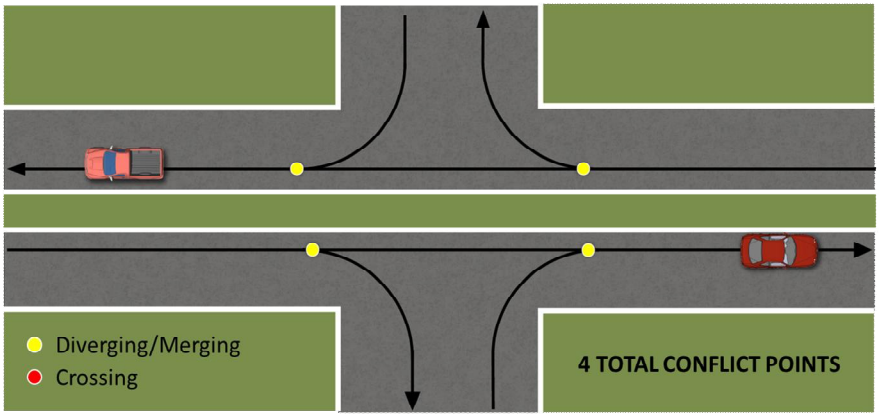

## ACCESS MANAGEMENT GUIDELINES

- Conflict Points – Directional Median Opening



## Access Management Guidelines

- Conflict Points – Right-In/Right-Out Driveway






## Access Management to Meet Signal Spacing Standards

## Corridor-Wide Alternative: Driveway Consolidations

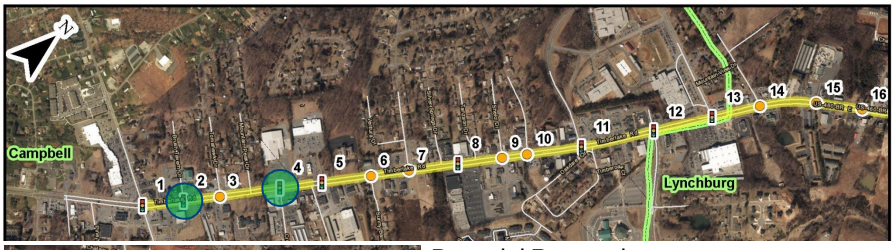
- Crowell Lane to Southwood Village
- High crash and injury section, likely related to access management

Convert entrance to right in only OR right out only

- Other sections of Timberlake Road have dense driveways; however this location also exhibits a high number of related crashes.



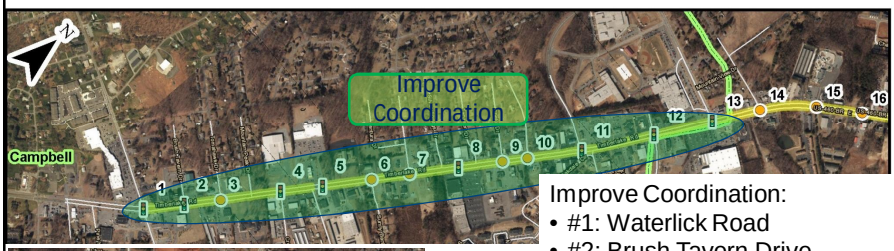
## Corridor-Wide Alternative: Signal Removal



Potential Removal:
- #2: Brush Tavern Drive / Walgreens
- #4: Crowell Lane
- #17: Candlewood Court (pending status of the *Dreaming Creek* development)

- Screened locations that serve <50 left turns from the minor street (50 turns represents 50% of the peak hour warrant)
- Based on peak hour only – requires additional data
- Replace with RCUT configurations allowing for right turns and safe downstream U-turns

## Corridor-Wide Alternative: Signal Coordination



Improve Coordination:
- #1: Waterlick Road
- #2: Brush Tavern Drive
- #4: Crowell Lane
- #5: Southwood Village
- #8: Big Lots
- #11: Enterprise Drive
- #12: Greenview Drive
- #13: Laxton Road
- #17: Candlewood Court
- #19: Old Graves Mill Road

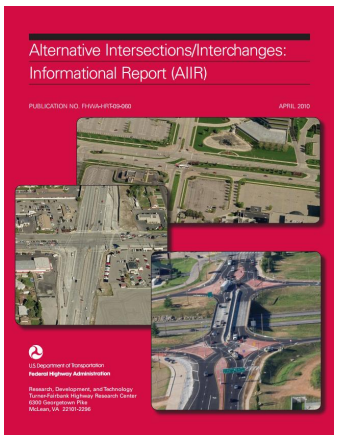
- Consider additional Time of Day Plans
- Consider traffic adaptive system



## Alternative Intersections

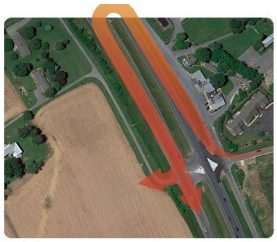
### What are Alternative Intersections?

- Alternative intersections are created by rerouting one or more movements (often left turns) from their usual location to secondary junctions to improve traffic operations and safety with minimal disruptions to existing right-of-way



## Corridor-Wide Alternative: Rcuts

- What is a restricted crossing u-turn (Rcut)?
  - Innovative intersection design that changes how minor road traffic turns left
  - Does not change any major street movements
  - Improves safety, operations and helps *maintain access management standards*



Frederick County, MD RCUT Intersection
Source: Google Earth

Rcut at Misty Mountain Road on Timberlake Road



## Rcut Recommendations

**Legend**

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

VDOT STARS

**EXISTING ACCESS SPACING**
**Timberlake Road (US 460 Business) Corridor Improvement Study**
**Campbell County and City of Lynchburg, VA**

**FIGURE A - 1**

# RCUT RECOMMENDATIONS

**Legend**

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

| | | |
|---|---|---|
| VDOT STARS | **EXISTING ACCESS SPACING**<br>**Timberlake Road (US 460 Business) Corridor Improvement Study**<br>**Campbell County and City of Lynchburg, VA** | **FIGURE**<br>**A - 2** |

STARS TIMBERLAKE ROAD (US 460 BUSINESS) CORRIDOR IMPROVEMENT STUDY 29

# RCUT RECOMMENDATIONS

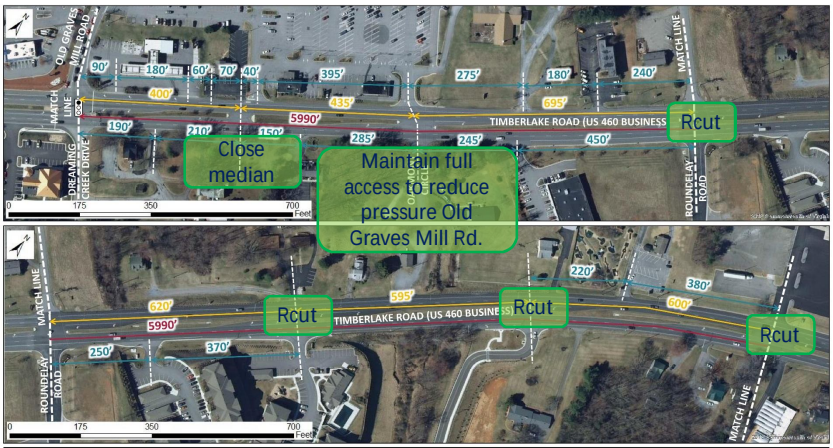
**Legend**

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

| | | |
|---|---|---|
| VDOT STARS | **EXISTING ACCESS SPACING**<br>**Timberlake Road (US 460 Business) Corridor Improvement Study**<br>**Campbell County and City of Lynchburg, VA** | **FIGURE**<br>**A - 3** |

STARS TIMBERLAKE ROAD (US 460 BUSINESS) CORRIDOR IMPROVEMENT STUDY 30

## RCUT RECOMMENDATIONS







**Legend**

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

| | | |
|---|---|---|
| VDOT STARS | **EXISTING ACCESS SPACING**<br>**Timberlake Road (US 460 Business) Corridor Improvement Study**<br>**Campbell County and City of Lynchburg, VA** | **FIGURE**<br>**A - 4** |

STARS



## RCUT RECOMMENDATIONS

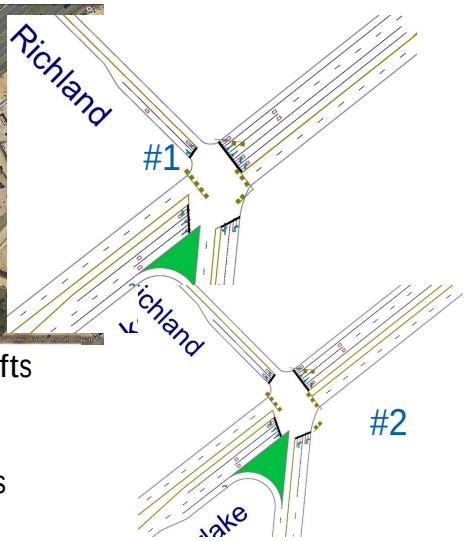
**Legend**

- Signalized Intersection
- Spacing between Signalized Intersection and Signalized Intersection (1,320' required)
- Spacing between Unsignalized Intersection/Full Median Crossover and Signalized Intersection/Unsignalized Intersection/Full Median Crossover (1,050' required)
- Spacing between Full Access Entrance or Directional Median and Any Intersection, Full Access Entrance, or Median Crossover (565' required)
- Spacing between Partial Access Entrance and Any Entrance, Intersection, or Median Crossover (305' required)

| | | |
|---|---|---|
| VDOT STARS | **EXISTING ACCESS SPACING**<br>**Timberlake Road (US 460 Business) Corridor Improvement Study**<br>**Campbell County and City of Lynchburg, VA** | **FIGURE**<br>**A - 5** |

STARS

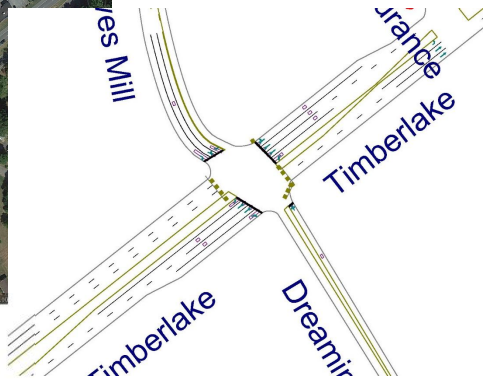
## Intersection Improvements: Leesville Road




- #1: Provide dual westbound lefts and modify "pork chop" island
- #2: Restrict northbound and southbound throughs and lefts (signalized RCUT concept)

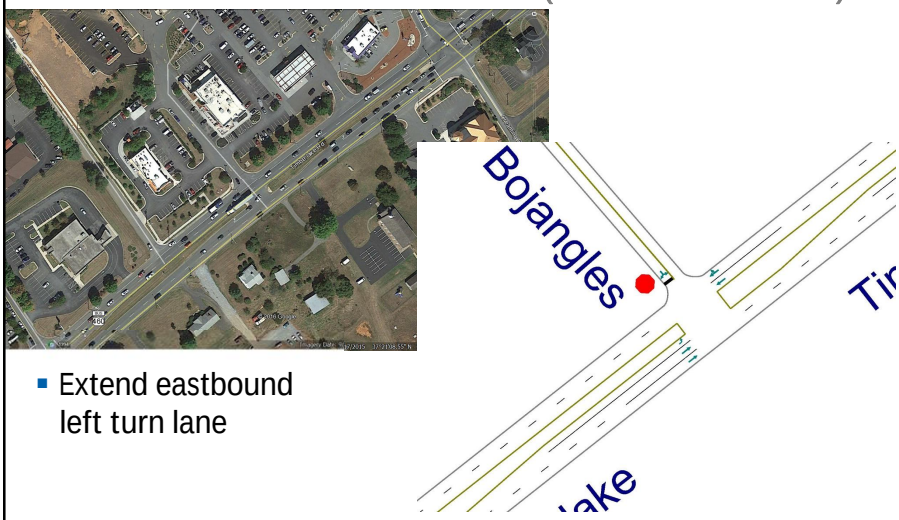


## Intersection Improvements: Old Graves Mill Road




- Widen and extend eastbound left turn lane, provide dual southbound left turns

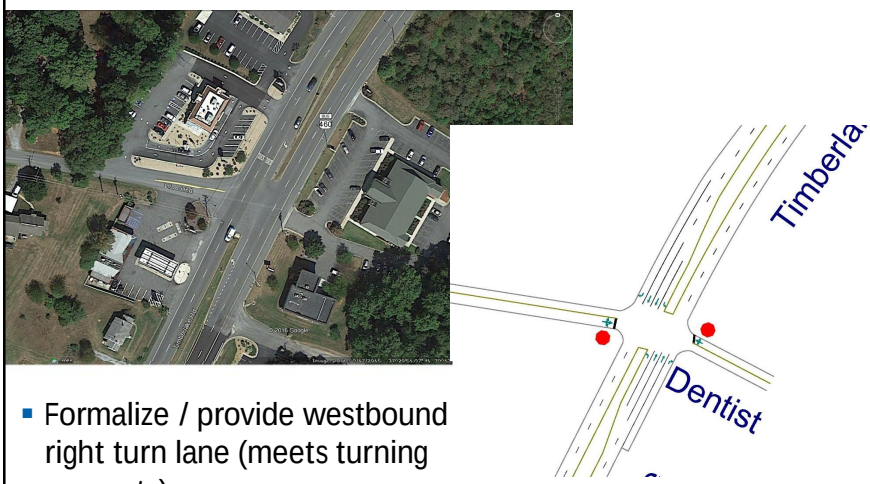
## Intersection Improvements: Bojangles (Retail Center Entrance)




- Extend eastbound left turn lane

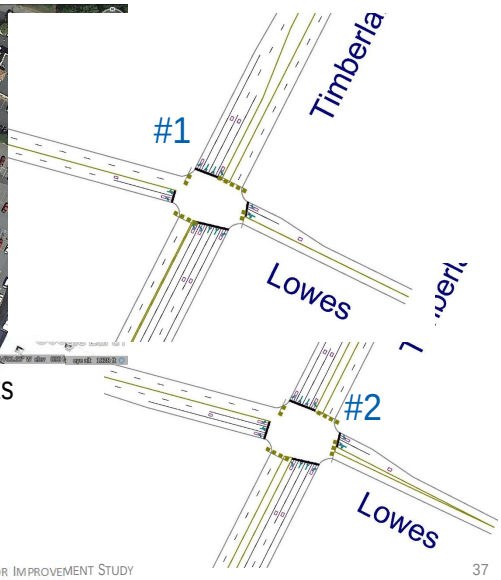


## Intersection Improvements: Wood Road




- Formalize / provide westbound right turn lane (meets turning warrants)

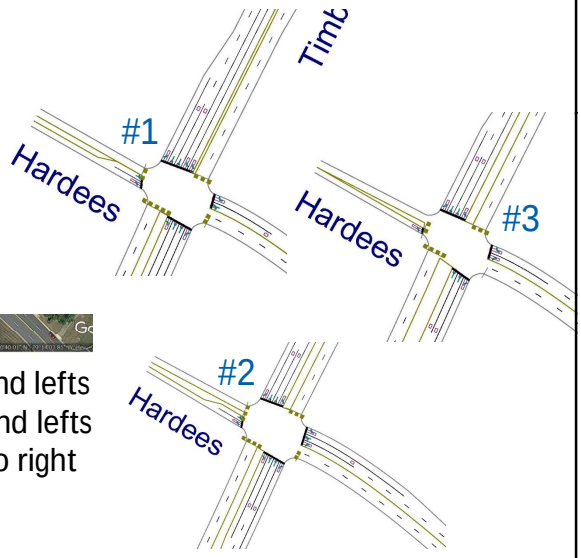
## Intersection Improvements: Laxton Road




- #1: Provide dual eastbound lefts and extend westbound right turn lane
- #2: Provide dual southbound lefts (phase 1)



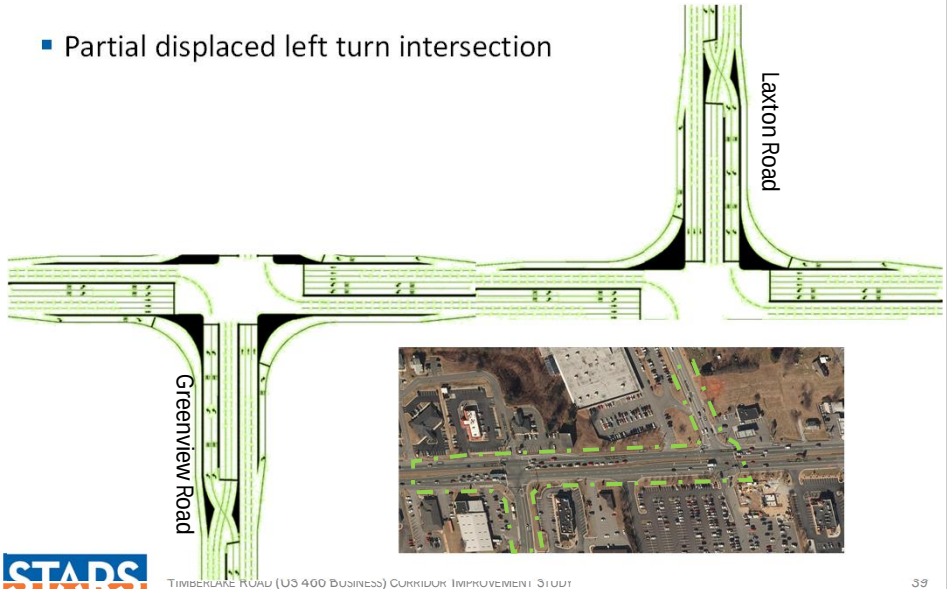
## Intersection Improvements: Greenview Road




- #1: Provide dual westbound lefts
- #2 Provide dual northbound lefts
- #3: Restrict southbound to right in / right out

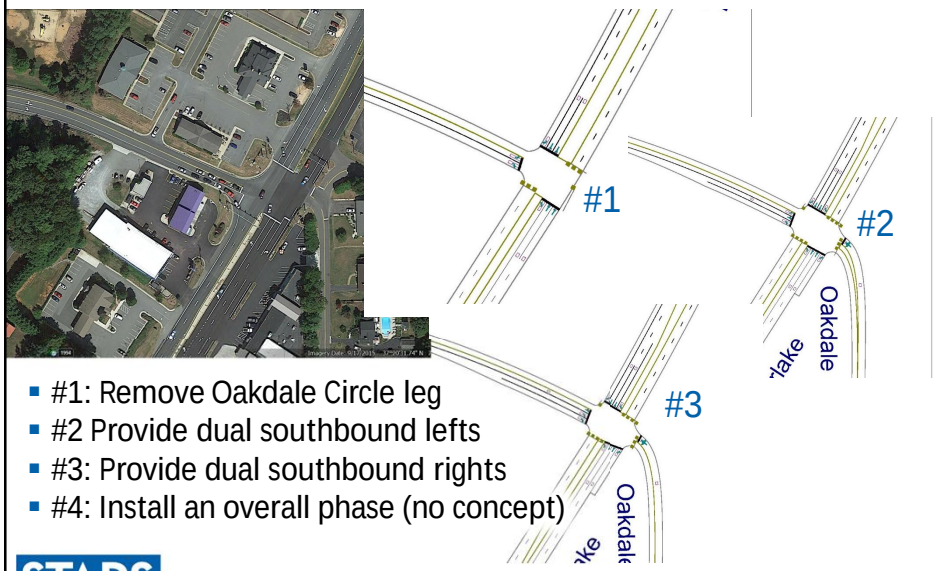
## Intersection Improvements: Laxton and Greenview Road

- Partial displaced left turn intersection





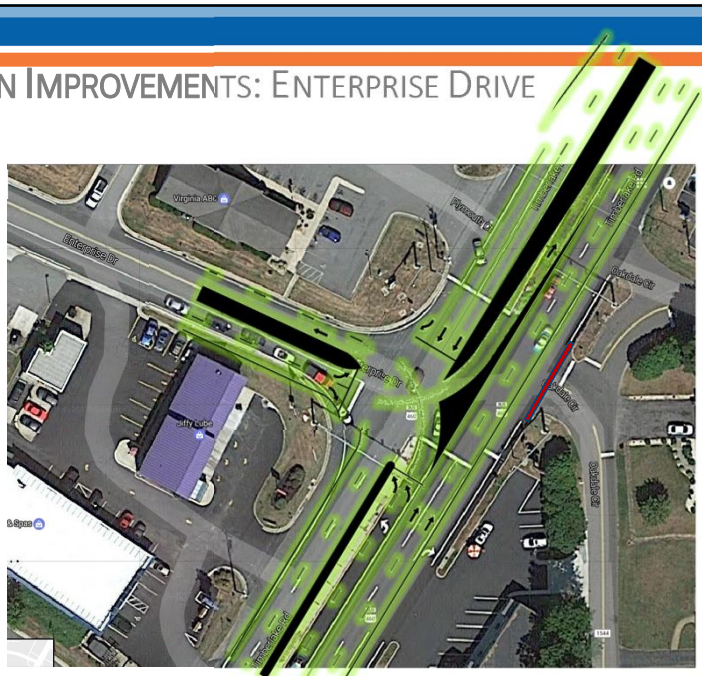

## Intersection Improvements: Enterprise Drive




- #1: Remove Oakdale Circle leg
- #2 Provide dual southbound lefts
- #3: Provide dual southbound rights
- #4: Install an overall phase (no concept)

## Intersection Improvements: Enterprise Drive

- Continuous Green-T Intersection

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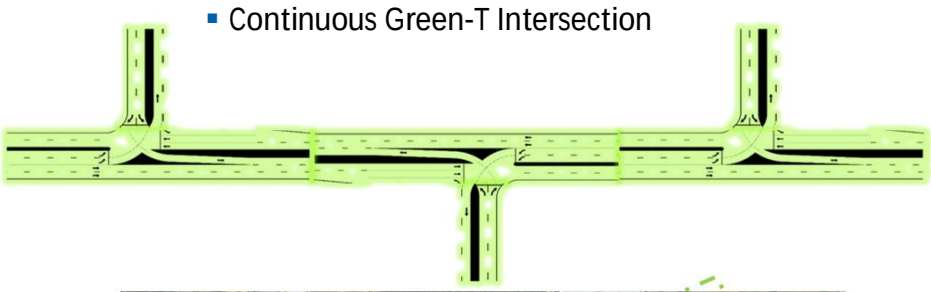
## Intersection Improvements: Laxton, Greenview, and Enterprise

- Continuous Green-T Intersection



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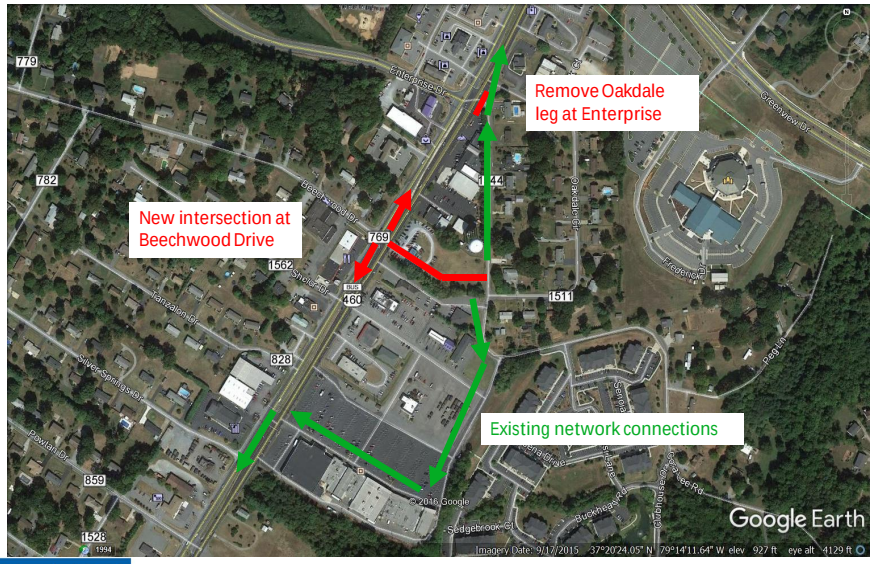
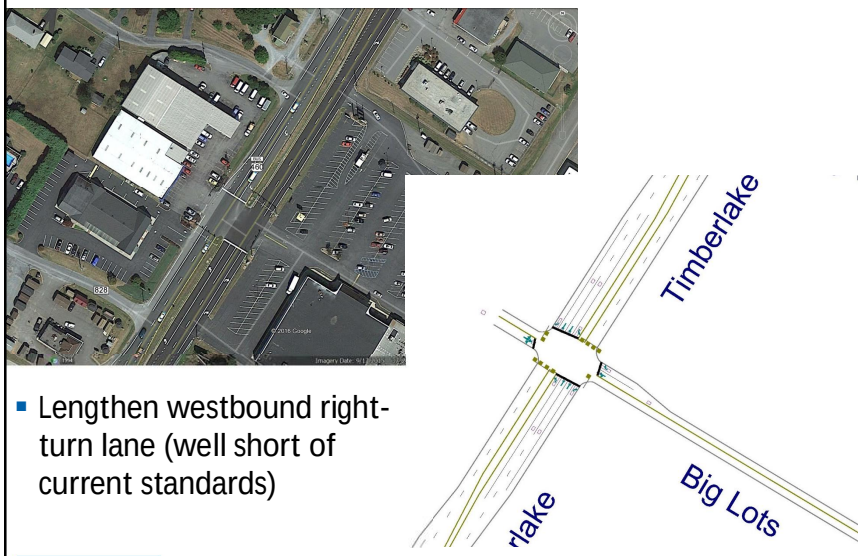
## Intersection Improvements: Beechwood Drive






## Intersection Improvements: Big Lots




- Lengthen westbound right-turn lane (well short of current standards)

## Multimodal Considerations

- Transit (with input from GLTC and next TDP)
  - Improve existing stops with shelters, benches, lighting, and improved signing
  - Coordinate with GLTC and review most recent TDP for ridership and boardings/alightings
  - Policy consideration – sidewalks along frontage of new development
  - Policy consideration – major trip generators provide r/w for bus pull off (if rezoning or CUP)

## Multimodal Considerations

- Pedestrian
  (note that there have been multiple pedestrian fatalities in the corridor over past 5 years)
  - Pedestrian signal heads and crossings at Leesville Road (school)
  - Consider Safe Routes to School Program support for Heritage and Brookville school areas
  - Addition of sidewalks in coordination with transit planning
  - Review lighting levels at intersections
  - Consider pedestrian features for any new signalized intersections (future)
- Bicycle
  - Consider advancing recommendations from Region 2000
  - Coordinate with future regional LRPT and bicycle planning

# Concept Development Summary



## Screening Process Summary

- Lower Cost, Short-term Solutions
  - Implement Rcuts
  - Close median openings
  - Consolidate driveways
  - Extend turn lanes and tapers
  - Improve signal coordination and/or phasing
  - Improve pedestrian and transit accommodations
- Medium-term Solutions
  - Remove traffic signals
  - Close/restrict intersection movements (Enterprise Drive and Greenview Drive)
  - Implement a signalized intersection Rcut at Leesville Road
  - Provide dual turn lanes from Laxton Road (limited potential row impacts)

## Screening Process Summary

- Long-term, Higher Cost Solutions
  - Provide the remaining dual left-turn lanes (could be medium-term solutions pending row impacts)
  - Connect Timberlake with Oakmont Circle via a new roadway link at Beechwood Drive
  - Implement alternative intersection designs at Enterprise Drive, Greenview Drive and Laxton Road (in lieu of dual turn lanes)



## Overall Schedule and Major Milestones

| | DEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEPT | OCT | NOV |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Data Collection and Review | | | | | | | | | | | | |
| Existing Analysis | | | | | | | | | | | | |
| Future Traffic Volumes | | | | | | | | | | | | |
| Future No-Build Analysis | | | | | | | | | | | | |
| Future Alternative Analysis | | | | | | | | | | | | |
| Cost & Schedule Estimates | | | | | | | | | | | | |
| Prioritization (B/C) | | | | | | | | | | | | |
| Preferred Alternative Analysis | | | | | | | | | | | | |
| STARS Summary Sheets | | | | | | | | | | | | |
| Reporting | | | | | | | | | | | | |
| Meetings | | | | | | | | | | | | |

Task Progress
In-Person Meeting
Webinar Meeting

STARS

STRATEGICALLY TARGETED AND AFFORDABLE ROADWAY SOLUTIONS

# TIMBERLAKE ROAD (US 460 BUSINESS) CORRIDOR IMPROVEMENT STUDY

*Thank you.*

VDOT

# APPENDIX E – PREFERRED BUILD CONDITIONS

# APPENDIX E-1: SYNCHRO MODELING INPUTS AND ASSUMPTIONS

Preferred Build AM

## Sample Size Determination Tool, Version 2.0

| | |
|---|---|
| User Inputs | Sample Size (N) = Number of Model Runs |
| Constants | Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$) |
| Outputs | Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$ |
| | Sampling Error = $Z\ (S_s/\sqrt{N})$ |
| | Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$ |
| | % of Sample Mean (E) = % Tolerance * $X_s$ |
| | Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ |

### Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 24 |
| 2 | 24 |
| 3 | 24 |
| 4 | 24 |
| 5 | 24 |
| 6 | 24 |
| 7 | 24 |
| 8 | 24 |
| 9 | 24 |
| 10 | 25 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

### Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 24.1 |
| $S_s$ | = | 0.3 |
| E | = | 2.4 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.20 | | |
| **95% Confidence Interval** | = | 23.9 | to | 24.3 |
| **Percentage of Mean** | = | 0.81% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

Preferred Build PM

## Sample Size Determination Tool, Version 2.0

| | |
|---|---|
| User Inputs | Sample Size (N) = Number of Model Runs |
| Constants | Sample Mean ($X_s$) = (1/N) ($X_1 + X_2 + X_3 \ldots + X_N$) |
| Outputs | Sample Standard Deviation ($S_s$) = $\sqrt{[(\Sigma(X-X_s)^2)/(N-1)]}$ |
| | Sampling Error = $Z\ (S_s/\sqrt{N})$ |
| | Confidence Level = $X_s \pm Z\ (S_s/\sqrt{N})$ |
| | % of Sample Mean (E) = % Tolerance * $X_s$ |
| | Sample Size Needed = $[(Z)^2 * (S_s)^2] / (E)^2$ |

### Model Iterations

| | |
|---|---|
| **Measure of Effectiveness (MOE):** | Speed |
| **Confidence Interval:** | 95% |
| **Tolerance Error:** | 10% |
| **Number of Model Runs:** | 10 |

| *Run Number* | *Speed* |
|---|---|
| 1 | 25 |
| 2 | 24 |
| 3 | 24 |
| 4 | 23 |
| 5 | 24 |
| 6 | 24 |
| 7 | 24 |
| 8 | 24 |
| 9 | 24 |
| 10 | 24 |
| 11 | |
| 12 | |
| 13 | |
| 14 | |
| 15 | |
| 16 | |
| 17 | |
| 18 | |
| 19 | |
| 20 | |
| 21 | |
| 22 | |
| 23 | |
| 24 | |
| 25 | |
| 26 | |
| 27 | |
| 28 | |
| 29 | |
| 30 | |

### Sample Size Outputs

| | | |
|---|---|---|
| N | = | 10.0 |
| $X_s$ | = | 24.0 |
| $S_s$ | = | 0.5 |
| E | = | 2.4 |
| Z | = | 1.96 |

| | | | | |
|---|---|---|---|---|
| **Sampling Error** | = | 0.29 | | |
| **95% Confidence Interval** | = | 23.7 | to | 24.3 |
| **Percentage of Mean** | = | 1.22% | | **Good** |
| **Sample Size Needed** | = | **10** | | |

*Z is the number of standard deviations away from the mean corresponding to the required confidence level in a normal distribution.*

# APPENDIX E-2: SYNCHRO DELAY & LEVEL OF SERVICE SUMMARY

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 1 | | | Timberlake | | | | Timberlake | | | | Waterlick | | | | Waterlick | | | | | |
| Timberlake & Waterlick | Signal | Left | 37.5 | D | 50.4 | D | 33.8 | C | 58.0 | E | - | - | - | - | 74.8 | E | 71.1 | E | Delay | Delay |
| | | Through | 49.8 | D | 45.5 | D | 16.5 | B | 62.1 | E | 102.7 | F | 107.7 | F | 132.0 | F | 138.4 | F | 62.5 | 72.0 |
| | | Right | 0.0 | A | 0.0 | A | 14.7 | B | 45.8 | D | 38.7 | D | 44.4 | D | - | - | - | - | LOS | LOS |
| | | Approach | 48.0 | D | 46.8 | D | 19.7 | B | 59.5 | E | 92.3 | F | 97.9 | F | 105.9 | F | 108.6 | F | E | E |
| 2 | | | Timberlake | | | | Timberlake | | | | Walgreens | | | | Brush Tavern | | | | | |
| Timberlake & Brush Tavern/Walgreens | Two-Way Stop | Left | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | - | - | - | - | 10.9 | B | 11.4 | B | 9.3 | A | 10.5 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.9 | B | 11.4 | B | 9.3 | A | 10.5 | B | - | - |
| 3 | | | Timberlake | | | | Timberlake | | | | Advanced Auto | | | | Tomahawk | | | | | |
| Timberlake & Tomahawk/Advanced Auto | Two-Way Stop | Left | 8.9 | A | 10.9 | B | 12.9 | B | 10.9 | B | - | - | - | - | - | - | - | | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | † | † | † | † | 10.3 | B | 10.3 | B | 9.6 | A | 10.8 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.3 | B | 10.3 | B | 9.6 | A | 10.8 | B | - | - |
| 4 | | | Timberlake | | | | Timberlake | | | | Crowell | | | | Grace Church | | | | | |
| Timberlake & Grace Church/Crowell | Signal | Left | 45.4 | D | 60.7 | E | 58.4 | E | 69.3 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 7.2 | A | 9.6 | A | 0.4 | A | 1.0 | A | 73.2 | E | 71.7 | E | 0.0 | A | 74.9 | E | 5.9 | 7.6 |
| | | Right | 0.0 | A | 0.0 | A | 0.0 | A | 0.0 | A | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 7.2 | A | 10.1 | B | 3.6 | A | 2.6 | A | 73.2 | E | 71.7 | E | 0.0 | A | 74.9 | E | A | A |
| 5 | | | Timberlake | | | | Timberlake | | | | Southwood | | | | McDonald | | | | | |
| Timberlake & McDonalds/Southwood | Signal | Left | 13.2 | B | 30.2 | C | 54.9 | D | 72.9 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 2.1 | A | 1.1 | A | 28.4 | C | 42.4 | D | 62.9 | E | 78.2 | E | 62.5 | E | 67.7 | E | 16.3 | 25.8 |
| | | Right | 0.0 | A | 0.0 | A | 12.1 | B | 18.3 | B | - | - | - | - | 0.0 | A | 0.0 | A | LOS | LOS |
| | | Approach | 3.0 | A | 3.9 | A | 29.5 | C | 42.0 | D | 62.9 | E | 78.2 | E | 62.5 | E | 67.7 | E | B | C |
| 6 | | | Timberlake | | | | Timberlake | | | | Sunny Bank | | | | Sprint | | | | | |
| Timberlake & Sprint/Sunny Bank | Two-Way Stop | Left | 9.7 | A | 11.6 | B | 11.4 | B | 10.3 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | † | † | † | † | 10.9 | B | 9.7 | A | 0.0 | A | 9.7 | A | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.9 | B | 9.7 | A | 0.0 | A | 9.7 | A | - | - |
| 7 | | | Timberlake | | | | Timberlake | | | | St Clair | | | | Powtan | | | | | |
| Timberlake & Powtan/St Clair | Two-Way Stop | Left | 9.7 | A | 12.1 | B | 11.0 | B | 9.9 | A | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 10.2 | B | 11.1 | B | 12.9 | B | 15.5 | C | - | - |
| | | Right | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.2 | B | 11.1 | B | 12.9 | B | 15.5 | C | - | - |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 8 | | | Timberlake | | | | Timberlake | | | | Big Lots | | | | Carpet One | | | | | |
| Timberlake & Carpet One/Big Lots | Signal | Left | 5.5 | A | 25.9 | C | 59.5 | E | 66.4 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 53.2 | D | 1.5 | A | 19.8 | B | 33.2 | C | 47.4 | D | 61.2 | E | 48.8 | D | 62.6 | E | 40.7 | 20.7 |
| | | Right | 10.9 | B | 0.0 | A | 7.3 | A | 0.0 | A | 43.7 | D | 0.0 | A | - | - | - | - | LOS | LOS |
| | | Approach | 51.5 | D | 1.6 | A | 25.9 | C | 35.0 | C | 45.5 | D | 61.2 | E | 48.8 | D | 62.6 | E | D | C |
| 9 | | | Timberlake | | | | Timberlake | | | | Country Cookin | | | | Shelor | | | | | |
| Timberlake & Shelor/Country Cookin | Two-Way Stop | Left | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | - | - | - | - | 10.7 | B | 10.1 | B | 9.5 | A | 9.9 | A | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.7 | B | 10.1 | B | 9.5 | A | 9.9 | A | - | - |
| 10 | | | Timberlake | | | | Timberlake | | | | CC Auto | | | | Beachwood | | | | | |
| Timberlake & Beachwood/CC Auto | Two-Way Stop | Left | 9.8 | A | 12.7 | B | 12.5 | B | 10.7 | B | - | - | - | - | - | - | - | | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | † | † | † | † | 0.0 | A | 9.9 | A | 9.7 | A | 9.8 | A | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 0.0 | A | 9.9 | A | 9.7 | A | 9.8 | A | - | - |
| 11 | | | Timberlake | | | | Timberlake | | | | Oakdale | | | | Enterprise | | | | | |
| Timberlake & Enterprise/Oakdale | Signal | Left | 46.3 | D | 49.7 | D | 59.4 | E | 25.0 | C | - | - | - | - | - | - | - | | Delay | Delay |
| | | Through | 37.1 | D | 38.6 | D | 52.0 | D | 6.8 | A | 72.2 | E | 50.0 | D | 67.7 | E | 59.2 | E | 46.0 | 28.5 |
| | | Right | 0.0 | A | 0.0 | A | 25.7 | C | 2.5 | A | - | - | - | - | 22.5 | C | 35.4 | D | LOS | LOS |
| | | Approach | 40.2 | D | 41.3 | D | 50.3 | D | 8.5 | A | 72.2 | E | 50.0 | D | 60.7 | E | 45.8 | D | D | C |
| 12 | | | Timberlake | | | | Timberlake | | | | Greenview | | | | Hardees | | | | | |
| Timberlake & Hardees/Greenview | Signal | Left | 33.0 | C | 41.7 | D | 21.3 | C | 30.2 | C | 71.0 | E | 68.4 | E | - | - | - | - | Delay | Delay |
| | | Through | 33.4 | C | 32.9 | C | 7.8 | A | 5.9 | A | 72.3 | E | 68.4 | E | - | - | - | - | 29.7 | 26.4 |
| | | Right | 13.9 | B | 7.7 | A | 0.1 | A | 8.5 | A | 46.2 | D | 37.0 | D | 44.7 | D | 45.9 | D | LOS | LOS |
| | | Approach | 29.2 | C | 25.4 | C | 11.3 | B | 12.8 | B | 54.6 | D | 48.3 | D | 44.7 | D | 45.9 | D | C | C |
| 13 | | | Timberlake | | | | Timberlake | | | | Lowes | | | | Laxton | | | | | |
| Timberlake & Laxton/Lowes | Signal | Left | 55.3 | E | 34.2 | C | 55.5 | E | 64.3 | E | - | - | - | - | 80.0 | F | 69.1 | E | Delay | Delay |
| | | Through | 21.4 | C | 18.1 | B | 31.0 | C | 25.9 | C | 65.1 | E | 54.2 | D | 77.3 | E | 68.4 | E | 42.5 | 31.1 |
| | | Right | 14.5 | B | 15.0 | B | 81.3 | F | 22.6 | C | 44.7 | D | 42.9 | D | 36.5 | D | 38.4 | D | LOS | LOS |
| | | Approach | 28.6 | C | 22.0 | C | 47.7 | D | 28.0 | C | 58.6 | E | 49.5 | D | 64.3 | E | 57.8 | E | D | C |
| 14 | | | Timberlake | | | | Timberlake | | | | Dentist | | | | Wood | | | | | |
| Timberlake & Wood/Dentist | Two-Way Stop | Left | 11.6 | B | 17.3 | C | 13.1 | B | 12.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 302.2 | F | 934.9 | F | 1171.6 | F | - | - |
| | | Right | † | † | † | † | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 0.0 | A | 302.2 | F | 934.9 | F | 1171.6 | F | - | - |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 15 | | | Timberlake | | | | Timberlake | | | | Knollwood | | | | DQ | | | | | |
| Timberlake & DQ/Knollwood | Two-Way Stop | Left | 10.4 | B | 14.7 | B | 15.3 | C | 13.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | - | - | - | - | 18.1 | C | 15.8 | C | 9.8 | A | 10.2 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 18.1 | C | 15.8 | C | 9.8 | A | 10.2 | B | - | - |
| 16 | | | Timberlake | | | | Timberlake | | | | Charlie's Chicken | | | | House | | | | | |
| Timberlake & Charlie's Chicken | Two-Way Stop | Left | 9.8 | A | 14.0 | B | 15.1 | C | 13.6 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 15.3 | C | 0.0 | A | 0.0 | A | - | - |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 0.0 | A | 15.3 | C | 0.0 | A | 0.0 | A | - | - |
| 17 | | | Timberlake | | | | Timberlake | | | | House | | | | Candlewood | | | | | |
| Timberlake & Candlewood | Signal | Left | 0.1 | A | 4.4 | A | 46.2 | D | 58.2 | E | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | 1.0 | A | 4.3 | A | 23.9 | C | 5.0 | A | - | - | - | - | 73.4 | E | 65.4 | E | 10.1 | 6.0 |
| | | Right | - | - | - | - | 0.0 | A | 2.2 | A | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | 1.0 | A | 4.3 | A | 24.2 | C | 5.9 | A | - | - | - | - | 73.4 | E | 65.4 | E | B | A |
| 18 | | | Timberlake | | | | Timberlake | | | | | | | | Bojangles | | | | | |
| Timberlake & Bojangles | Two-Way Stop | Left | 9.8 | A | 14.8 | B | - | - | - | | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | 9.0 | A | 9.9 | A | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | - | - | - | - | 9.0 | A | 9.9 | A | - | - |
| 19 | | | Timberlake | | | | Timberlake | | | | Dreaming Creek | | | | Old Graves Mill | | | | | |
| Timberlake & Old Graves Mill/Dreaming Creek | Signal | Left | 37.6 | D | 50.0 | D | 52.8 | D | 53.2 | D | - | - | - | - | 49.8 | D | 59.0 | E | Delay | Delay |
| | | Through | 11.3 | B | 29.6 | C | 28.9 | C | 32.8 | C | 52.7 | D | 66.2 | E | 49.8 | D | 58.7 | E | 25.8 | 38.0 |
| | | Right | 9.6 | A | 13.6 | B | - | - | - | - | - | - | - | - | 21.8 | C | 36.8 | D | LOS | LOS |
| | | Approach | 19.6 | B | 34.9 | C | 29.9 | C | 34.2 | C | 52.7 | D | 66.2 | E | 32.5 | C | 45.4 | D | C | D |
| 20 | | | Timberlake | | | | Timberlake | | | | | | | | Hedges Insurance | | | | | |
| Timberlake & Hedges Insurance | Two-Way Stop | Left | 9.6 | A | 11.5 | B | - | - | - | | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | | - | - | - | - | - | - | - | - | 11.3 | B | 13.5 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | - | - | - | - | 11.3 | B | 13.5 | B | - | - |
| 21 | | | Timberlake | | | | Timberlake | | | | Oakment | | | | Sears | | | | | |
| Timberlake & Sears/Oakmont | Two-Way Stop | Left | - | - | - | | - | - | - | | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | - | - | - | - | 10.0 | B | 10.3 | B | 11.3 | B | 14.9 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 10.0 | B | 10.3 | B | 11.3 | B | 14.9 | B | - | - |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 22 | | | Timberlake | | | | Timberlake | | | | The Vistas | | | | Roundelay | | | | | |
| Timberlake & Roundelay/The Vistas | Two-Way Stop | Left | 9.3 | A | 12.3 | B | 12.8 | B | 12.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 37.6 | E | 85.3 | F | 42.6 | E | 114.5 | F | - | - |
| | | Right | † | † | † | † | - | - | - | - | 0.0 | A | 0.0 | A | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 37.6 | E | 85.3 | F | 42.6 | E | 114.5 | F | - | - |
| 23 | | | Timberlake | | | | Timberlake | | | | Timber Ridge | | | | House | | | | | |
| Timberlake & Timber Ridge | Two-Way Stop | Left | - | - | - | | 11.7 | B | 12.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | - | - | - | - | 13.8 | B | 13.7 | B | 11.0 | B | 13.4 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 13.8 | B | 13.7 | B | 11.0 | B | 13.4 | B | - | - |
| 24 | | | Timberlake | | | | Timberlake | | | | Timber Ridge II | | | | | | | | | |
| Timberlake & Timber Ridge 2 | Two-Way Stop | Left | - | - | - | - | 11.8 | B | 12.0 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | † | † | † | † | - | - | - | - | 14.0 | B | 14.1 | B | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 14.0 | B | 14.1 | B | - | - | - | - | - | - |
| 25 | | | Timberlake | | | | Timberlake | | | | Whitten Timberlake Chapel | | | | House | | | | | |
| Timberlake & Whitten Timberlake Chapel | Two-Way Stop | Left | 10.4 | B | 0.0 | A | 12.1 | B | 11.7 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | 0.0 | A | 0.0 | A | 29.3 | D | 45.5 | E | - | - |
| | | Right | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 0.0 | A | 0.0 | A | 29.3 | D | 45.5 | E | - | - |
| 26 | | | Timberlake | | | | Timberlake | | | | House | | | | Heritage Business Center | | | | | |
| Timberlake & Heritage Business Center | Two-Way Stop | Left | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | - | - | - | - | 14.4 | B | 13.6 | B | 11.3 | B | 13.3 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 14.4 | B | 13.6 | B | 11.3 | B | 13.3 | B | - | - |
| 27 | | | Timberlake | | | | Timberlake | | | | Misty Mountain | | | | Citgo | | | | | |
| Timberlake & Citgo/Misty Mountain | Two-Way Stop | Left | 9.5 | A | 10.8 | B | 12.5 | B | 14.2 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | - | - | - | - | 21.0 | C | 16.0 | C | 11.3 | B | 12.7 | B | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 21.0 | C | 16.0 | C | 11.3 | B | 12.7 | B | - | - |
| 28 | | | Timberlake | | | | Timberlake | | | | Jade Palace | | | | Middleview Street | | | | | |
| Timberlake & Middleview/Jade Palace | Two-Way Stop | Left | 9.3 | A | 10.7 | B | 13.2 | B | 11.8 | B | - | - | - | - | - | - | - | - | Delay | Delay |
| | | Through | † | † | † | † | † | † | † | † | - | - | - | - | - | - | - | - | - | - |
| | | Right | - | - | - | - | - | - | - | - | 0.0 | A | 13.7 | B | 9.5 | A | 9.3 | A | LOS | LOS |
| | | Approach | - | - | - | - | - | - | - | - | 0.0 | A | 13.7 | B | 9.5 | A | 9.3 | A | - | - |

SYNCHRO CAPACITY ANALYSIS - INTERSECTION LEVEL OF SERVICE SUMMARY
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Overall | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | | | |
| | | | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | Delay | LOS | AM | PM |
| 29 | | | Timberlake | | | | Timberlake | | | | Leesville | | | | Richland | | | | | |
| Timberlake & Richland/Leesville | Signal | Left | 21.2 | C | 65.1 | E | 47.1 | D | 50.7 | D | - | - | - | - | 69.8 | E | 57.8 | E | Delay | Delay |
| | | Through | 21.2 | C | 23.0 | C | 40.3 | D | 13.1 | B | 67.4 | E | 48.9 | D | 42.2 | D | 46.0 | D | 38.2 | 26.9 |
| | | Right | 0.0 | A | 0.0 | A | 26.8 | C | 0.0 | A | 91.5 | F | 39.5 | D | - | - | - | - | LOS | LOS |
| | | Approach | 21.2 | C | 24.8 | C | 42.0 | D | 23.7 | C | 86.2 | F | 41.8 | D | 65.6 | E | 55.4 | E | D | C |

HCM 2010 Results (HCM 2000 Results when HCM 2010 Results are not available)

*NOTE: HCM 2000 Results are used at 8-Timberlake at Big Lot intersection in the AM*

*NOTE: Lane configurations with a shared through lane shown as "through" lane group. Lane configurations with shared left-right lane shown as "left" lane group.*

† SYNCHRO does not provide level of service or delay for movements with no conflicting volumes.

**Delay cannot be calculated by SYNCHRO.

* Volume exceeds ideal saturation flow rate of 1,900 vphpl; LOS is not calculated by SYNCHRO.

^ SYNCHRO does not report a delay for free movements.

# APPENDIX E-3: SIMTRAFFIC MAXIMUM QUEUE LENGTH SUMMARY

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 1 Timberlake & Waterlick | | | Timberlake | | | Timberlake | | | Waterlick | | | Waterlick | | |
| | Signal | Left | 180 | **(1%) | *(2%)**(2%) | 150 | 241 | *(13%)**(6%) | | 586 | 1,395 | 950 | **(14%) | *(1%)**(39%) |
| | | Through | | 345 | 488 | | 211 | 493 ^(#2) | | | | | 1,826 | 3,309 |
| | | Right | 270 | 33 | 44 | 240 | 100 | **(1%) | 375 | 258 | 333 | | | |
| 2 Timberlake & Brush Tavern/Walgreens | | | Timberlake | | | Timberlake | | | Walgreens | | | Brush Tavern | | |
| | Two-Way Stop | Left | | - | - | | - | - | | - | - | | - | - |
| | | Through | | 0 | 27 | | 12 | 207 | | - | - | | - | - |
| | | Right | 140 | 0 | 0 | | | | | 48 | 99 | | 30 | 37 |
| 3 Timberlake & Tomahawk/Advanced Auto | | | Timberlake | | | Timberlake | | | Advanced Auto | | | Tomahawk | | |
| | Two-Way Stop | Left | 225 | 60 | 145 | 100 | 64 | 61 | | - | - | | - | - |
| | | Through | | 2 | 22 | | 0 | 3 | | - | - | | - | - |
| | | Right | | | | 200 | 0 | 2 | | 38 | 49 | | 52 | 93 |
| 4 Timberlake & Grace Church/Crowell | | | Timberlake | | | Timberlake | | | Crowell | | | Grace Church | | |
| | Signal | Left | 140 | **(1%) | 61 | 200 | **(1%) | **(3%) | | 101 | 205 | | 0 | 40 |
| | | Through | | 300 | 194 | | 312 | 422 | | | | | | |
| | | Right | 120 | **(1%) | 14 | 320 | 20 | **(1%) | | | | 65 | 0 | 25 |
| 5 Timberlake & McDonalds/Southwood | | | Timberlake | | | Timberlake | | | Southwood | | | McDonald | | |
| | Signal | Left | 250 | 236 | 201 | 140 | **(1%) | **(8%) | | 166 | 144 | | 153 | 152 |
| | | Through | | 383 | 240 | | 272 | 524 | | | | | | |
| | | Right | 100 | **(15%) | **(6%) | 210 | 138 | **(5%) | | | | 90 | **(1%) | **(1%) |
| 6 Timberlake & Sprint/Sunny Bank | | | Timberlake | | | Timberlake | | | Sunny Bank | | | Sprint | | |
| | Two-Way Stop | Left | 240 | 22 | 46 | 100 | 41 | 59 | | - | - | | - | - |
| | | Through | | 5 | 15 | | 0 | 30 | | - | - | | - | - |
| | | Right | | | | 260 | 0 | 0 | | 78 | 55 | | 0 | 37 |
| 7 Timberlake & Powtan/St Clair | | | Timberlake | | | Timberlake | | | St Clair | | | Powtan | | |
| | Two-Way Stop | Left | 95 | 69 | 80 | 200 | 35 | 38 | | 20 | 50 | | 162 | 187 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | 60 | 0 | 0 | 240 | 3 | 6 | | | | | | |
| 8 Timberlake & Carpet One/Big Lots | | | Timberlake | | | Timberlake | | | Big Lots | | | Carpet One | | |
| | Signal | Left | 230 | 32 | 54 | 225 | *(2%) | 287 | | 118 | 119 | | 16 | 57 |
| | | Through | | 334 | 336 | | 280 | 341 | | | | | | |
| | | Right | 200 | 55 | **(1%) | 20 | **(3%) | **(8%) | 60 | **(1%) | **(3%) | | | |
| 9 Timberlake & Shelor/Country Cookin | | | Timberlake | | | Timberlake | | | Country Cookin | | | Shelor | | |
| | Two-Way Stop | Left | | - | - | | - | - | | - | - | | - | - |
| | | Through | | 0 | 0 | | 19 | 12 | | - | - | | - | - |
| | | Right | 90 | 0 | 20 | | | | | 29 | 50 | | 65 | 78 |
| 10 Timberlake & Beachwood/CC Auto | | | Timberlake | | | Timberlake | | | CC Auto | | | Beachwood | | |
| | Two-Way Stop | Left | 100 | 47 | 84 | 160 | 40 | 38 | | - | - | | - | - |
| | | Through | | 0 | 17 | | 0 | 0 | | - | - | | - | - |
| | | Right | 50 | 0 | 0 | 140 | 2 | 13 | | 0 | 18 | | 76 | 69 |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 11 Timberlake & Enterprise/Oakdale | | | Timberlake | | | Timberlake | | | Oakdale | | | Enterprise | | |
| | Signal | Left | 325 | 313 | 315 | 160 | 276 | 246 | | 220 | 136 | | 197 | **(1%) |
| | | Through | | 402 | 457 | | 329 | 286 | | | | | | |
| | | Right | 325 | 99 | **(1%) | 350 | 149 | 71 | | | | 200 | 190 | 326 |
| 12 Timberlake & Hardees/Greenview | | | Timberlake | | | Timberlake | | | Greenview | | | Hardees | | |
| | Signal | Left | 160 | **(8%) | **(3%) | 300 | 172 | 177 | | 181 | 275 | | - | - |
| | | Through | | 388 | 380 | | 195 | 132 | | 396 | 420 | | - | - |
| | | Right | 790 | 197 | 276 | 215 | 56 | 14 | 200 | *(2%)**(1%) | *(3%)**(1%) | | 68 | 98 |
| 13 Timberlake & Laxton/Lowes | | | Timberlake | | | Timberlake | | | Lowes | | | Laxton | | |
| | Signal | Left | 200 | **(3%) | 215 | 200 | 126 | **(8%) | | 149 | 200 | | 316 | 257 |
| | | Through | | 464 | 300 | | 329 | 473 | | | | | 279 | 226 |
| | | Right | 260 | **(1%) | 28 | 200 | 229 | **(2%) | 50 | **(4%) | **(9%) | 200 | 169 | 163 |
| 14 Timberlake & Wood/Dentist | | | Timberlake | | | Timberlake | | | Dentist | | | Wood | | |
| | Two-Way Stop | Left | 200 | 60 | 86 | 250 | 60 | 65 | | 0 | 68 | | 256 | 291 |
| | | Through | | 0 | 1 | | 1 | 18 | | | | | | |
| | | Right | 140 | 0 | 0 | 200 | | | | | | | | |
| 15 Timberlake & DQ/Knollwood | | | Timberlake | | | Timberlake | | | Knollwood | | | DQ | | |
| | Two-Way Stop | Left | 250 | 63 | 66 | 100 | 38 | 52 | | - | - | | - | - |
| | | Through | | 0 | 0 | | 0 | 20 | | - | - | | - | - |
| | | Right | 160 | 1 | 0 | | | | | 53 | 46 | | 21 | 43 |
| 16 Timberlake & Charlie's Chicken | | | Timberlake | | | Timberlake | | | Charlie's Chicken | | | House | | |
| | Two-Way Stop | Left | 100 | 35 | 48 | 90 | 27 | 51 | | 0 | 24 | | 0 | 0 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 17 Timberlake & Candlewood | | | Timberlake | | | Timberlake | | | House | | | Candlewood | | |
| | Signal | Left | 100 | 109 | 130 | 80 | **(4%) | **(1%) | | 0 | 0 | | 82 | 121 |
| | | Through | | 202 | 178 | | 355 | 218 | | | | | | |
| | | Right | | - | - | | 42 | 28 | | | | | | |
| 18 Timberlake & Bojangles | | | Timberlake | | | Timberlake | | | | | | Bojangles | | |
| | Two-Way Stop | Left | 125 | 98 | *(%3)**(1%) | | - | - | | - | - | | - | - |
| | | Through | | 0 | 271 | | 113 | 304 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | 72 | 118 |
| 19 Timberlake & Old Graves Mill/Dreaming Creek | | | Timberlake | | | Timberlake | | | Dreaming Creek | | | Old Graves Mill | | |
| | Signal | Left | 410 | 364 | 305 | 150 | **(1%) | **(7%) | | 163 | 146 | 200 | 141 | **(4%) |
| | | Through | | 323 | 285 | | 252 | 309 | | | | | 181 | 333 |
| | | Right | 130 | **(3%) | **(5%) | 200 | | | | | | 200 | 115 | **(4%) |
| 20 Timberlake & Hedges Insurance | | | Timberlake | | | Timberlake | | | Roadway | | | Hedges Insurance | | |
| | Two-Way Stop | Left | 100 | 28 | 20 | | - | - | | - | - | | - | - |
| | | Through | | 5 | 0 | | 0 | 25 | | - | - | | - | - |
| | | Right | | - | - | | | | | - | - | | 28 | 31 |

SimTraffic CAPACITY ANALYSIS - Maximum Queue Length
2030 Build Volumes
Timberlake Road, Lynchburg/Campbell, VA

| Intersection Number and Description | Type of Control | Lane Group | Eastbound | | | Westbound | | | Northbound | | | Southbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) | Storage Bay Length | AM Queue (ft) | PM Queue (ft) |
| 21 Timberlake & Sears/Oakmont | | | Timberlake | | | Timberlake | | | Oakment | | | Sears | | |
| | Two-Way Stop | Left | | - | - | | - | - | | - | - | | - | - |
| | | Through | | 0 | 2 | | 0 | 4 | | - | - | | - | - |
| | | Right | | | | | | | | 54 | 69 | | 34 | 62 |
| 22 Timberlake & Roundelay/The Vistas | | | Timberlake | | | Timberlake | | | The Vistas | | | Roundelay | | |
| | Two-Way Stop | Left | 200 | 63 | 56 | 120 | 56 | 66 | | 70 | 94 | | 61 | 90 |
| | | Through | | 0 | 2 | | 5 | 0 | | | | | | |
| | | Right | 380 | 6 | 12 | | | | 130 | 98 | 79 | | | |
| 23 Timberlake & Timber Ridge | | | Timberlake | | | Timberlake | | | Timber Ridge | | | House | | |
| | Two-Way Stop | Left | | - | - | 130 | 30 | 49 | | - | - | | - | - |
| | | Through | | 0 | 0 | | 0 | 0 | | - | - | | - | - |
| | | Right | 100 | 2 | 0 | | | | | 27 | 36 | | 32 | 27 |
| 24 Timberlake & Timber Ridge 2 | | | Timberlake | | | Timberlake | | | Timber Ridge II | | | | | |
| | Two-Way Stop | Left | | - | - | 80 | 49 | 58 | | - | - | | - | - |
| | | Through | | 0 | 0 | | 0 | 0 | | - | - | | - | - |
| | | Right | 100 | 0 | 4 | | - | - | | 47 | 48 | | - | - |
| 25 Timberlake & Whitten Timberlake Chapel | | | Timberlake | | | Timberlake | | | Whitten Timberlake Chapel | | | House | | |
| | Two-Way Stop | Left | 125 | 60 | 63 | 100 | 27 | 63 | | 0 | 0 | | 63 | 33 |
| | | Through | | 0 | 0 | | 0 | 0 | | | | | | |
| | | Right | | | | | | | | | | | | |
| 26 Timberlake & Heritage Business Center | | | Timberlake | | | Timberlake | | | House | | | Heritage Business Center | | |
| | Two-Way Stop | Left | | - | - | | - | - | | - | - | | - | - |
| | | Through | | 3 | 0 | | 0 | 0 | | - | - | | - | - |
| | | Right | | | | | | | | 29 | 33 | | 29 | 52 |
| 27 Timberlake & Citgo/Misty Mountain | | | Timberlake | | | Timberlake | | | Misty Mountain | | | Citgo | | |
| | Two-Way Stop | Left | 100 | 36 | 23 | 250 | 55 | 169 | | - | - | | - | - |
| | | Through | | 0 | 27 | | 0 | 44 | | - | - | | - | - |
| | | Right | | | | | | | | 137 | 73 | | 36 | 38 |
| 28 Timberlake & Middleview/Jade Palace | | | Timberlake | | | Timberlake | | | Jade Palace | | | Middleview | | |
| | Two-Way Stop | Left | 90 | 40 | 47 | 100 | 20 | 43 | | - | - | | - | - |
| | | Through | | 19 | 0 | | 0 | 4 | | - | - | | - | - |
| | | Right | | | | | | | | 0 | 30 | | 28 | 33 |
| 29 Timberlake & Richland/Leesville | | | Timberlake | | | Timberlake | | | Leesville | | | Richland | | |
| | Signal | Left | 200 | **(3%) | **(1%) | 350 | 218 | 292 | | 109 | 123 | | 185 | 130 |
| | | Through | | 400 | 339 | | 287 | 278 | | | | 150 | **(1%) | 115 |
| | | Right | 230 | **(4%) | **(2%) | 350 | 50 | 64 | 375 | 452 | 238 | | | |

*NOTE: Lane configurations with a shared through lane shown as "through" lane group; with shared left-right lane shown as "left" lane group.*
SimTraffic simulation of 60 minutes is reported.
† SYNCHRO does not provide queue length for movements with no conflicting volumes.
*(X%) - Maximum queue extends full length of storage bay for X% of the analysis period.
**(Y%) - Queue in lane adjacent to storage bay extends beyond end of storage bay for Y% of the analysis period.
^(#Z) - Maximum queue extends back to previous intersection #Z.
L/R[] - Left or right turn storage bay of shared lane group.

# APPENDIX E-4: SYNCHRO AND SIMTRAFFIC OUTPUT SHEETS

# HCM 2000 SIGNALIZED OUTPUT SHEETS

# HCM 2010 Signalized Intersection Summary
## 1: Waterlick & Timberlake

04/02/2018

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 139 | 792 | 63 | 43 | 143 | 491 | 215 | 43 | 192 | 227 | 380 | 356 | 108 |
| Future Volume (veh/h) | 139 | 792 | 63 | 43 | 143 | 491 | 215 | 43 | 192 | 227 | 380 | 356 | 108 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1771 | 1845 | 1754 | | 1808 | 1792 | 1771 | 1900 | 1824 | 1845 | 1853 | 1839 | 1872 |
| Adj Flow Rate, veh/h | 151 | 861 | 0 | | 155 | 534 | 98 | 47 | 209 | 50 | 413 | 387 | 105 |
| Adj No. of Lanes | 1 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 3 | 3 | 4 | | 6 | 6 | 3 | 4 | 4 | 3 | 1 | 2 | 2 |
| Cap, veh/h | 248 | 944 | 402 | | 304 | 1056 | 467 | 46 | 207 | 220 | 424 | 335 | 91 |
| Arrive On Green | 0.09 | 0.27 | 0.00 | | 0.26 | 0.62 | 0.62 | 0.14 | 0.14 | 0.14 | 0.24 | 0.24 | 0.24 |
| Sat Flow, veh/h | 1687 | 3505 | 1491 | | 1722 | 3406 | 1505 | 332 | 1475 | 1568 | 1765 | 1394 | 378 |
| Grp Volume(v), veh/h | 151 | 861 | 0 | | 155 | 534 | 98 | 256 | 0 | 50 | 413 | 0 | 492 |
| Grp Sat Flow(s),veh/h/ln | 1687 | 1752 | 1491 | | 1722 | 1703 | 1505 | 1807 | 0 | 1568 | 1765 | 0 | 1772 |
| Q Serve(g_s), s | 7.6 | 23.8 | 0.0 | | 2.5 | 8.7 | 2.8 | 14.0 | 0.0 | 2.8 | 23.2 | 0.0 | 24.0 |
| Cycle Q Clear(g_c), s | 7.6 | 23.8 | 0.0 | | 2.5 | 8.7 | 2.8 | 14.0 | 0.0 | 2.8 | 23.2 | 0.0 | 24.0 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 0.18 | | 1.00 | 1.00 | | 0.21 |
| Lane Grp Cap(c), veh/h | 248 | 944 | 402 | | 304 | 1056 | 467 | 253 | 0 | 220 | 424 | 0 | 425 |
| V/C Ratio(X) | 0.61 | 0.91 | 0.00 | | 0.51 | 0.51 | 0.21 | 1.01 | 0.00 | 0.23 | 0.98 | 0.00 | 1.16 |
| Avail Cap(c_a), veh/h | 248 | 981 | 417 | | 304 | 1056 | 467 | 253 | 0 | 220 | 424 | 0 | 425 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.3 | 35.4 | 0.0 | | 32.4 | 14.8 | 13.7 | 43.0 | 0.0 | 38.2 | 37.7 | 0.0 | 38.0 |
| Incr Delay (d2), s/veh | 4.2 | 14.4 | 0.0 | | 1.4 | 1.7 | 1.0 | 59.7 | 0.0 | 0.5 | 37.1 | 0.0 | 94.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.8 | 13.4 | 0.0 | | 3.5 | 4.3 | 1.3 | 11.1 | 0.0 | 1.3 | 15.6 | 0.0 | 22.8 |
| LnGrp Delay(d),s/veh | 37.5 | 49.8 | 0.0 | | 33.8 | 16.5 | 14.7 | 102.7 | 0.0 | 38.7 | 74.8 | 0.0 | 132.0 |
| LnGrp LOS | D | D | | | C | B | B | F | | D | E | | F |
| Approach Vol, veh/h | | 1012 | | | | 787 | | | 306 | | | 905 | |
| Approach Delay, s/veh | | 48.0 | | | | 19.7 | | | 92.3 | | | 105.9 | |
| Approach LOS | | D | | | | B | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 19.1 | 32.9 | | 29.0 | 15.0 | 37.0 | | 19.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 12.0 | 28.0 | | 24.0 | 9.0 | 31.0 | | 14.0 |
| Max Q Clear Time (g_c+I1), s | 4.5 | 25.8 | | 26.0 | 9.6 | 10.7 | | 16.0 |
| Green Ext Time (p_c), s | 2.4 | 1.2 | | 0.0 | 0.0 | 3.9 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 62.5 |
| HCM 2010 LOS | E |

**Notes**

User approved ignoring U-Turning movement.

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 1 | 1437 | 16 | 52 | 888 | 1 | 4 | 0 | 59 | 0 | 0 | 0 |
| Future Volume (veh/h) | 4 | 1 | 1437 | 16 | 52 | 888 | 1 | 4 | 0 | 59 | 0 | 0 | 0 |
| Number | | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | 1917 | 1909 | 1708 | 1776 | 1827 | 1900 | 1900 | 1865 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | | 1 | 1711 | 0 | 62 | 1057 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Adj No. of Lanes | | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Percent Heavy Veh, % | | 0 | 2 | 14 | 7 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | | 91 | 2708 | 1093 | 78 | 2494 | 1070 | 12 | 0 | 0 | 0 | 2 | 2 |
| Arrive On Green | | 0.05 | 0.75 | 0.00 | 0.09 | 1.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sat Flow, veh/h | | 1826 | 3628 | 1452 | 1691 | 3471 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Grp Volume(v), veh/h | | 1 | 1711 | 0 | 62 | 1057 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | 1826 | 1814 | 1452 | 1691 | 1736 | 1615 | 1776 | 0 | 0 | 0 | 1900 | 1615 |
| Q Serve(g_s), s | | 0.1 | 22.6 | 0.0 | 3.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | 0.1 | 22.6 | 0.0 | 3.6 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | 91 | 2708 | 1093 | 78 | 2494 | 1070 | 12 | 0 | 0 | 0 | 2 | 2 |
| V/C Ratio(X) | | 0.01 | 0.63 | 0.00 | 0.80 | 0.42 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | 91 | 2708 | 1093 | 122 | 2494 | 1070 | 89 | 0 | 0 | 0 | 95 | 81 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | 1.00 | 1.00 | 0.00 | 0.74 | 0.74 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | 45.1 | 6.1 | 0.0 | 44.9 | 0.0 | 0.0 | 49.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | 0.2 | 1.1 | 0.0 | 13.4 | 0.4 | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 0.0 | 11.6 | 0.0 | 1.9 | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | | 45.4 | 7.2 | 0.0 | 58.4 | 0.4 | 0.0 | 73.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LnGrp LOS | | D | A | | E | A | | E | | | | | |
| Approach Vol, veh/h | | | 1712 | | | 1119 | | | 5 | | | 0 | |
| Approach Delay, s/veh | | | 7.2 | | | 3.6 | | | 73.2 | | | 0.0 | |
| Approach LOS | | | A | | | A | | | E | | | | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 10.4 | 82.8 | | 0.0 | 13.2 | 80.1 | | 6.7 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 7.2 | 57.1 | | 5.0 | 5.0 | 56.9 | | 5.0 |
| Max Q Clear Time (g_c+I1), s | 5.6 | 24.6 | | 0.0 | 2.1 | 2.0 | | 2.3 |
| Green Ext Time (p_c), s | 0.0 | 25.5 | | 0.0 | 0.0 | 37.6 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 5.9 |
| HCM 2010 LOS | A |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 116 | 1275 | 31 | 75 | 774 | 114 | 51 | 0 | 35 | 83 | 6 | 18 |
| Future Volume (veh/h) | 116 | 1275 | 31 | 75 | 774 | 114 | 51 | 0 | 35 | 83 | 6 | 18 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1863 | 1759 | 1900 | 1827 | 1827 | 1976 | 1797 | 1976 | 1824 | 1807 | 1824 |
| Adj Flow Rate, veh/h | 133 | 1466 | 0 | 86 | 890 | 67 | 59 | 0 | 0 | 95 | 7 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Percent Heavy Veh, % | 1 | 2 | 8 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 625 | 1900 | 875 | 110 | 1029 | 577 | 83 | 0 | 0 | 121 | 9 | 117 |
| Arrive On Green | 0.60 | 1.00 | 0.00 | 0.12 | 0.59 | 0.59 | 0.05 | 0.00 | 0.00 | 0.08 | 0.08 | 0.00 |
| Sat Flow, veh/h | 1720 | 3539 | 1495 | 1810 | 3471 | 1553 | 1711 | 0 | 0 | 1608 | 119 | 1550 |
| Grp Volume(v), veh/h | 133 | 1466 | 0 | 86 | 890 | 67 | 59 | 0 | 0 | 102 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1720 | 1770 | 1495 | 1810 | 1736 | 1553 | 1711 | 0 | 0 | 1727 | 0 | 1550 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 4.6 | 21.4 | 1.7 | 3.4 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 4.6 | 21.4 | 1.7 | 3.4 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 0.93 | | 1.00 |
| Lane Grp Cap(c), veh/h | 625 | 1900 | 875 | 110 | 1029 | 577 | 83 | 0 | 0 | 130 | 0 | 117 |
| V/C Ratio(X) | 0.21 | 0.77 | 0.00 | 0.78 | 0.87 | 0.12 | 0.71 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 625 | 1900 | 875 | 194 | 1611 | 837 | 103 | 0 | 0 | 166 | 0 | 149 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.66 | 0.66 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 13.1 | 0.0 | 0.0 | 43.3 | 18.7 | 11.7 | 46.9 | 0.0 | 0.0 | 45.4 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.1 | 2.1 | 0.0 | 11.6 | 9.7 | 0.4 | 16.0 | 0.0 | 0.0 | 17.0 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 1.5 | 0.5 | 0.0 | 2.6 | 11.3 | 0.9 | 2.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 13.2 | 2.1 | 0.0 | 54.9 | 28.4 | 12.1 | 62.9 | 0.0 | 0.0 | 62.5 | 0.0 | 0.0 |
| LnGrp LOS | B | A | | D | C | B | E | | | E | | |
| Approach Vol, veh/h | | 1599 | | | 1043 | | | 59 | | | 102 | |
| Approach Delay, s/veh | | 3.0 | | | 29.5 | | | 62.9 | | | 62.5 | |
| Approach LOS | | A | | | C | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 13.4 | 61.0 | | 14.1 | 37.4 | 36.9 | | 11.5 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 10.7 | 45.8 | | * 9.6 | 10.1 | 46.4 | | 6.0 |
| Max Q Clear Time (g_c+I1), s | 6.6 | 2.0 | | 7.8 | 2.0 | 23.4 | | 5.4 |
| Green Ext Time (p_c), s | 0.1 | 15.2 | | 0.1 | 5.6 | 6.2 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.3 |
| HCM 2010 LOS | B |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 8 | 1434 | 49 | 102 | 80 | 939 | 2 | 40 | 0 | 43 | 1 | 0 | 0 |
| Future Volume (vph) | 8 | 1434 | 49 | 102 | 80 | 939 | 2 | 40 | 0 | 43 | 1 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 10 | 12 | 12 | 12 | 9 | 11 | 11 | 11 | 16 | 16 | 16 |
| Total Lost time (s) | 7.1 | 7.1 | 6.1 | | 7.1 | 7.1 | 7.1 | | 6.1 | 6.1 | | 7.9 | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 1.00 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.95 | |
| Satd. Flow (prot) | 1745 | 3421 | 1507 | | 1786 | 3505 | 1454 | | 1646 | 1561 | | 2046 | |
| Flt Permitted | 0.15 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.95 | |
| Satd. Flow (perm) | 276 | 3421 | 1507 | | 1786 | 3505 | 1454 | | 1646 | 1561 | | 2046 | |
| Peak-hour factor, PHF | 0.84 | 0.84 | 0.84 | 0.92 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| Adj. Flow (vph) | 10 | 1707 | 58 | 111 | 95 | 1118 | 2 | 48 | 0 | 51 | 1 | 0 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 27 | 0 | 0 | 0 | 1 | 0 | 0 | 48 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 10 | 1707 | 31 | 0 | 206 | 1118 | 1 | 0 | 48 | 3 | 0 | 1 | 0 |
| Heavy Vehicles (%) | 0% | 2% | 0% | 2% | 0% | 3% | 0% | 6% | 0% | 0% | 0% | 0% | 0% |
| Turn Type | pm+pt | NA | pm+ov | Prot | Prot | NA | Perm | Split | NA | Perm | Split | NA | |
| Protected Phases | 5 | 2 | 8 | 1 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | 2 | | 2 | | | | 6 | | | 8 | | | |
| Actuated Green, G (s) | 46.9 | 46.9 | 53.7 | | 16.5 | 61.8 | 61.8 | | 6.8 | 6.8 | | 1.6 | |
| Effective Green, g (s) | 46.9 | 46.9 | 53.7 | | 16.5 | 61.8 | 61.8 | | 6.8 | 6.8 | | 1.6 | |
| Actuated g/C Ratio | 0.47 | 0.47 | 0.54 | | 0.16 | 0.62 | 0.62 | | 0.07 | 0.07 | | 0.02 | |
| Clearance Time (s) | 7.1 | 7.1 | 6.1 | | 7.1 | 7.1 | 7.1 | | 6.1 | 6.1 | | 7.9 | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | |
| Lane Grp Cap (vph) | 152 | 1604 | 901 | | 294 | 2166 | 898 | | 111 | 106 | | 32 | |
| v/s Ratio Prot | 0.00 | c0.50 | 0.00 | | c0.12 | 0.32 | | | c0.03 | | | c0.00 | |
| v/s Ratio Perm | 0.03 | | 0.02 | | | | 0.00 | | | 0.00 | | | |
| v/c Ratio | 0.07 | 1.06 | 0.03 | | 0.70 | 0.52 | 0.00 | | 0.43 | 0.03 | | 0.03 | |
| Uniform Delay, d1 | 15.9 | 26.6 | 10.9 | | 39.4 | 10.7 | 7.3 | | 44.7 | 43.5 | | 48.4 | |
| Progression Factor | 0.33 | 0.52 | 1.00 | | 1.36 | 1.78 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 0.1 | 39.3 | 0.0 | | 6.0 | 0.7 | 0.0 | | 2.7 | 0.1 | | 0.4 | |
| Delay (s) | 5.5 | 53.2 | 10.9 | | 59.5 | 19.8 | 7.3 | | 47.4 | 43.7 | | 48.8 | |
| Level of Service | A | D | B | | E | B | A | | D | D | | D | |
| Approach Delay (s) | | 51.5 | | | | 25.9 | | | 45.5 | | | 48.8 | |
| Approach LOS | | D | | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 40.7 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.90 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 28.2 |
| Intersection Capacity Utilization | 86.6% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 510 | 986 | 15 | 84 | 62 | 743 | 150 | 15 | 40 | 110 | 122 | 1 | 276 |
| Future Volume (veh/h) | 510 | 986 | 15 | 84 | 62 | 743 | 150 | 15 | 40 | 110 | 122 | 1 | 276 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | | 1879 | 1792 | 1810 | 1976 | 1962 | 1976 | 1900 | 1845 | 1863 |
| Adj Flow Rate, veh/h | 593 | 1147 | 0 | | 72 | 864 | 87 | 17 | 47 | 55 | 142 | 1 | 26 |
| Adj No. of Lanes | 2 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Percent Heavy Veh, % | 2 | 2 | 0 | | 0 | 6 | 5 | 0 | 0 | 0 | 0 | 0 | 2 |
| Cap, veh/h | 814 | 1690 | 771 | | 94 | 1000 | 604 | 21 | 58 | 68 | 173 | 1 | 531 |
| Arrive On Green | 0.08 | 0.16 | 0.00 | | 0.02 | 0.10 | 0.10 | 0.08 | 0.08 | 0.08 | 0.10 | 0.10 | 0.10 |
| Sat Flow, veh/h | 3442 | 3539 | 1615 | | 1790 | 3406 | 1538 | 257 | 712 | 833 | 1745 | 12 | 1583 |
| Grp Volume(v), veh/h | 593 | 1147 | 0 | | 72 | 864 | 87 | 119 | 0 | 0 | 143 | 0 | 26 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1770 | 1615 | | 1790 | 1703 | 1538 | 1802 | 0 | 0 | 1758 | 0 | 1583 |
| Q Serve(g_s), s | 16.8 | 30.6 | 0.0 | | 4.0 | 25.0 | 4.5 | 6.5 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 16.8 | 30.6 | 0.0 | | 4.0 | 25.0 | 4.5 | 6.5 | 0.0 | 0.0 | 8.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 0.14 | | 0.46 | 0.99 | | 1.00 |
| Lane Grp Cap(c), veh/h | 814 | 1690 | 771 | | 94 | 1000 | 604 | 147 | 0 | 0 | 174 | 0 | 531 |
| V/C Ratio(X) | 0.73 | 0.68 | 0.00 | | 0.77 | 0.86 | 0.14 | 0.81 | 0.00 | 0.00 | 0.82 | 0.00 | 0.05 |
| Avail Cap(c_a), veh/h | 814 | 1690 | 771 | | 209 | 1080 | 640 | 148 | 0 | 0 | 185 | 0 | 541 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 0.88 | 0.88 | 0.88 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.0 | 34.9 | 0.0 | | 48.5 | 43.2 | 25.3 | 45.1 | 0.0 | 0.0 | 44.2 | 0.0 | 22.4 |
| Incr Delay (d2), s/veh | 3.3 | 2.2 | 0.0 | | 10.9 | 8.8 | 0.4 | 27.1 | 0.0 | 0.0 | 23.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.4 | 15.5 | 0.0 | | 2.3 | 13.0 | 2.3 | 4.3 | 0.0 | 0.0 | 5.0 | 0.0 | 0.5 |
| LnGrp Delay(d),s/veh | 46.3 | 37.1 | 0.0 | | 59.4 | 52.0 | 25.7 | 72.2 | 0.0 | 0.0 | 67.7 | 0.0 | 22.5 |
| LnGrp LOS | D | D | | | E | D | C | E | | | E | | C |
| Approach Vol, veh/h | | 1740 | | | | 1023 | | | 119 | | | 169 | |
| Approach Delay, s/veh | | 40.2 | | | | 50.3 | | | 72.2 | | | 60.7 | |
| Approach LOS | | D | | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.5 | 55.1 | | 16.4 | 30.9 | 36.7 | | 16.0 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 12 | * 41 | | 10.5 | * 21 | * 32 | | 8.2 |
| Max Q Clear Time (g_c+I1), s | 6.0 | 32.6 | | 10.0 | 18.8 | 27.0 | | 8.5 |
| Green Ext Time (p_c), s | 0.1 | 5.5 | | 0.0 | 0.5 | 2.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 46.0 |
| HCM 2010 LOS | D |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 48 | 995 | 290 | 321 | 691 | 69 | 212 | 42 | 519 | 0 | 0 | 88 |
| Future Volume (vph) | 48 | 995 | 290 | 321 | 691 | 69 | 212 | 42 | 519 | 0 | 0 | 88 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 10 | 11 | 10 | 10 | 11 | 10 | 11 | 11 | 12 | 9 | 9 | 9 |
| Grade (%) | | 0% | | | 5% | | | 5% | | | 0% | |
| Total Lost time (s) | 6.1 | 5.8 | 5.8 | 6.1 | 5.3 | 5.3 | 6.4 | 6.4 | 6.1 | | | 7.4 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | | | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | | 0.86 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1685 | 3455 | 1478 | 2951 | 3272 | 1470 | 1600 | 1635 | 1544 | | | 1479 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1685 | 3455 | 1478 | 2951 | 3272 | 1470 | 1600 | 1635 | 1544 | | | 1479 |
| Peak-hour factor, PHF | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 53 | 1093 | 319 | 353 | 759 | 76 | 233 | 46 | 570 | 0 | 0 | 97 |
| RTOR Reduction (vph) | 0 | 0 | 172 | 0 | 0 | 28 | 0 | 0 | 133 | 0 | 0 | 91 |
| Lane Group Flow (vph) | 53 | 1093 | 147 | 353 | 759 | 48 | 137 | 142 | 437 | 0 | 0 | 6 |
| Heavy Vehicles (%) | 0% | 1% | 2% | 8% | 4% | 0% | 1% | 0% | 2% | 0% | 3% | 0% |
| Turn Type | Prot | NA | pt+ov | Prot | NA | custom | Split | NA | pm+ov | | | Perm |
| Protected Phases | 5 | 2 | 2 8 | 1 | 6 | 6 4 | 8 | 8 | 1 | | | |
| Permitted Phases | | | | | | | | | 8 | | | 4 |
| Actuated Green, G (s) | 6.0 | 35.6 | 52.4 | 22.3 | 52.4 | 63.7 | 10.4 | 10.4 | 32.7 | | | 6.0 |
| Effective Green, g (s) | 6.0 | 35.6 | 46.0 | 22.3 | 52.4 | 63.7 | 10.4 | 10.4 | 32.7 | | | 6.0 |
| Actuated g/C Ratio | 0.06 | 0.36 | 0.46 | 0.22 | 0.52 | 0.64 | 0.10 | 0.10 | 0.33 | | | 0.06 |
| Clearance Time (s) | 6.1 | 5.8 | | 6.1 | 5.3 | | 6.4 | 6.4 | 6.1 | | | 7.4 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 101 | 1229 | 679 | 658 | 1714 | 936 | 166 | 170 | 504 | | | 88 |
| v/s Ratio Prot | 0.03 | c0.32 | 0.10 | 0.12 | 0.23 | c0.03 | 0.09 | 0.09 | c0.19 | | | |
| v/s Ratio Perm | | | | | | | | | 0.09 | | | 0.00 |
| v/c Ratio | 0.52 | 0.89 | 0.22 | 0.54 | 0.44 | 0.05 | 0.83 | 0.84 | 0.87 | | | 0.07 |
| Uniform Delay, d1 | 45.6 | 30.3 | 16.2 | 34.3 | 14.8 | 6.8 | 43.9 | 44.0 | 31.6 | | | 44.4 |
| Progression Factor | 0.66 | 0.91 | 0.86 | 0.60 | 0.48 | 0.01 | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 2.7 | 5.8 | 0.1 | 0.8 | 0.8 | 0.0 | 27.1 | 28.3 | 14.6 | | | 0.3 |
| Delay (s) | 33.0 | 33.4 | 13.9 | 21.3 | 7.8 | 0.1 | 71.0 | 72.3 | 46.2 | | | 44.7 |
| Level of Service | C | C | B | C | A | A | E | E | D | | | D |
| Approach Delay (s) | | 29.2 | | | 11.3 | | | 54.6 | | | 44.7 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 29.7 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 25.7 |
| Intersection Capacity Utilization | 69.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 321 | 1175 | 16 | 45 | 630 | 302 | 16 | 53 | 32 | 423 | 7 | 222 |
| Future Volume (vph) | 321 | 1175 | 16 | 45 | 630 | 302 | 16 | 53 | 32 | 423 | 7 | 222 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 12 | 10 | 13 | 13 | 10 | 10 | 10 | 10 |
| Grade (%) | | -5% | | | 0% | | | 0% | | | 0% | |
| Total Lost time (s) | 6.4 | 8.8 | 8.8 | 8.8 | 8.8 | 8.8 | | 6.5 | 6.5 | 8.0 | 8.0 | 8.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | 1.00 | 0.95 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3369 | 3507 | 1600 | 1694 | 3471 | 1478 | | 1912 | 1507 | 1569 | 1577 | 1422 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | 1.00 | 0.95 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3369 | 3507 | 1600 | 1694 | 3471 | 1478 | | 1912 | 1507 | 1569 | 1577 | 1422 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 349 | 1277 | 17 | 49 | 685 | 328 | 17 | 58 | 35 | 460 | 8 | 241 |
| RTOR Reduction (vph) | 0 | 0 | 9 | 0 | 0 | 218 | 0 | 0 | 33 | 0 | 0 | 202 |
| Lane Group Flow (vph) | 349 | 1277 | 8 | 49 | 685 | 110 | 0 | 75 | 2 | 235 | 233 | 39 |
| Heavy Vehicles (%) | 3% | 2% | 0% | 3% | 4% | 2% | 0% | 2% | 0% | 2% | 0% | 6% |
| Turn Type | Prot | NA | pt+ov | Prot | NA | Perm | Split | NA | Perm | Split | NA | Perm |
| Protected Phases | 5 | 2 | 2 8 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | | | | 6 | | | 8 | | | 4 |
| Actuated Green, G (s) | 15.0 | 40.6 | 52.7 | 5.6 | 33.6 | 33.6 | | 5.6 | 5.6 | 16.1 | 16.1 | 16.1 |
| Effective Green, g (s) | 15.0 | 40.6 | 46.2 | 5.6 | 33.6 | 33.6 | | 5.6 | 5.6 | 16.1 | 16.1 | 16.1 |
| Actuated g/C Ratio | 0.15 | 0.41 | 0.46 | 0.06 | 0.34 | 0.34 | | 0.06 | 0.06 | 0.16 | 0.16 | 0.16 |
| Clearance Time (s) | 6.4 | 8.8 | | 8.8 | 8.8 | 8.8 | | 6.5 | 6.5 | 8.0 | 8.0 | 8.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 505 | 1423 | 739 | 94 | 1166 | 496 | | 107 | 84 | 252 | 253 | 228 |
| v/s Ratio Prot | 0.10 | c0.36 | 0.00 | 0.03 | c0.20 | | | c0.04 | | c0.15 | 0.15 | |
| v/s Ratio Perm | | | | | | 0.07 | | | 0.00 | | | 0.03 |
| v/c Ratio | 0.69 | 0.90 | 0.01 | 0.52 | 0.59 | 0.22 | | 0.70 | 0.02 | 0.93 | 0.92 | 0.17 |
| Uniform Delay, d1 | 40.3 | 27.8 | 14.5 | 45.9 | 27.5 | 23.8 | | 46.4 | 44.6 | 41.4 | 41.3 | 36.2 |
| Progression Factor | 1.33 | 0.60 | 1.00 | 1.10 | 1.05 | 3.37 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.9 | 4.7 | 0.0 | 5.0 | 2.1 | 1.0 | | 18.7 | 0.1 | 38.6 | 35.9 | 0.4 |
| Delay (s) | 55.3 | 21.4 | 14.5 | 55.5 | 31.0 | 81.3 | | 65.1 | 44.7 | 80.0 | 77.3 | 36.5 |
| Level of Service | E | C | B | E | C | F | | E | D | F | E | D |
| Approach Delay (s) | | 28.6 | | | 47.7 | | | 58.6 | | | 64.3 | |
| Approach LOS | | C | | | D | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 42.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 32.1 |
| Intersection Capacity Utilization | 78.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 52 | 1532 | 0 | 9 | 15 | 925 | 41 | 0 | 0 | 0 | 20 | 0 | 25 |
| Future Volume (veh/h) | 52 | 1532 | 0 | 9 | 15 | 925 | 41 | 0 | 0 | 0 | 20 | 0 | 25 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | | 1886 | 1863 | 1845 | | | | 1900 | 1802 | 1900 |
| Adj Flow Rate, veh/h | 58 | 1702 | 0 | | 17 | 1028 | 0 | | | | 22 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | | | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 0 | | 0 | 2 | 3 | | | | 0 | 0 | 0 |
| Cap, veh/h | 901 | 2802 | 0 | | 72 | 1180 | 523 | | | | 31 | 0 | 0 |
| Arrive On Green | 1.00 | 1.00 | 0.00 | | 0.08 | 0.67 | 0.00 | | | | 0.02 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | | 1796 | 3539 | 1568 | | | | 1716 | 0 | 0 |
| Grp Volume(v), veh/h | 58 | 1702 | 0 | | 17 | 1028 | 0 | | | | 22 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | | 1796 | 1770 | 1568 | | | | 1716 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | | 0.9 | 23.1 | 0.0 | | | | 1.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | | 0.9 | 23.1 | 0.0 | | | | 1.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 901 | 2802 | 0 | | 72 | 1180 | 523 | | | | 31 | 0 | 0 |
| V/C Ratio(X) | 0.06 | 0.61 | 0.00 | | 0.24 | 0.87 | 0.00 | | | | 0.70 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 901 | 2802 | 0 | | 126 | 2442 | 1082 | | | | 120 | 0 | 0 |
| HCM Platoon Ratio | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 0.1 | 0.0 | 0.0 | | 44.6 | 14.9 | 0.0 | | | | 48.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.0 | 0.0 | | 1.7 | 8.9 | 0.0 | | | | 24.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.0 | 0.4 | 0.0 | | 0.5 | 12.3 | 0.0 | | | | 0.8 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 0.1 | 1.0 | 0.0 | | 46.2 | 23.9 | 0.0 | | | | 73.4 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | | D | C | | | | | E | | |
| Approach Vol, veh/h | | 1760 | | | | 1045 | | | | | | 22 | |
| Approach Delay, s/veh | | 1.0 | | | | 24.2 | | | | | | 73.4 | |
| Approach LOS | | A | | | | C | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 84.2 | | 6.8 | 54.8 | 38.4 | | |
| Change Period (Y+Rc), s | 5.0 | 5.0 | | 5.0 | 5.0 | * 5 | | |
| Max Green Setting (Gmax), s | 7.0 | 71.0 | | 7.0 | 10.5 | * 69 | | |
| Max Q Clear Time (g_c+I1), s | 2.9 | 2.0 | | 3.3 | 2.0 | 25.1 | | |
| Green Ext Time (p_c), s | 0.0 | 21.7 | | 0.0 | 6.4 | 8.3 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 10.1 |
| HCM 2010 LOS | B |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 442 | 930 | 26 | 16 | 15 | 666 | 91 | 39 | 43 | 20 | 133 | 18 | 247 |
| Future Volume (vph) | 442 | 930 | 26 | 16 | 15 | 666 | 91 | 39 | 43 | 20 | 133 | 18 | 247 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 9 | 12 | 12 | 12 | 12 | 12 | 13 | 9 | 9 | 9 | 10 | 10 | 11 |
| Grade (%) | | 0% | | | | 0% | | | 6% | | | 0% | |
| Total Lost time (s) | 5.0 | 5.5 | 5.5 | | 5.0 | 5.5 | | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | | | 1.00 | | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | | 1.00 | 0.98 | | | 0.97 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | | 0.98 | | 0.95 | 0.96 | 1.00 |
| Satd. Flow (prot) | 1577 | 3539 | 1538 | | 1787 | 5019 | | | 1534 | | 1554 | 1540 | 1487 |
| Flt Permitted | 0.21 | 1.00 | 1.00 | | 0.95 | 1.00 | | | 0.98 | | 0.95 | 0.96 | 1.00 |
| Satd. Flow (perm) | 352 | 3539 | 1538 | | 1787 | 5019 | | | 1534 | | 1554 | 1540 | 1487 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 480 | 1011 | 28 | 17 | 16 | 724 | 99 | 42 | 47 | 22 | 145 | 20 | 268 |
| RTOR Reduction (vph) | 0 | 0 | 12 | 0 | 0 | 16 | 0 | 0 | 9 | 0 | 0 | 0 | 137 |
| Lane Group Flow (vph) | 480 | 1011 | 16 | 0 | 33 | 807 | 0 | 0 | 102 | 0 | 83 | 82 | 131 |
| Heavy Vehicles (%) | 3% | 2% | 5% | 2% | 0% | 1% | 5% | 3% | 0% | 11% | 3% | 13% | 5% |
| Turn Type | pm+pt | NA | Perm | Prot | Prot | NA | | Split | NA | | Split | NA | pm+ov |
| Protected Phases | 1 | 6 | | 5 | 5 | 2 | | 8 | 8 | | 4 | 4 | 1 |
| Permitted Phases | 6 | | 6 | | | | | | | | | | 4 |
| Actuated Green, G (s) | 65.2 | 56.4 | 56.4 | | 3.8 | 32.0 | | | 10.2 | | 9.1 | 9.1 | 37.3 |
| Effective Green, g (s) | 65.2 | 56.4 | 56.4 | | 3.8 | 32.0 | | | 10.2 | | 9.1 | 9.1 | 37.3 |
| Actuated g/C Ratio | 0.65 | 0.56 | 0.56 | | 0.04 | 0.32 | | | 0.10 | | 0.09 | 0.09 | 0.37 |
| Clearance Time (s) | 5.0 | 5.5 | 5.5 | | 5.0 | 5.5 | | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 574 | 1995 | 867 | | 67 | 1606 | | | 156 | | 141 | 140 | 554 |
| v/s Ratio Prot | c0.24 | 0.29 | | | 0.02 | 0.16 | | | c0.07 | | c0.05 | 0.05 | 0.07 |
| v/s Ratio Perm | c0.31 | | 0.01 | | | | | | | | | | 0.02 |
| v/c Ratio | 0.84 | 0.51 | 0.02 | | 0.49 | 0.50 | | | 0.65 | | 0.59 | 0.59 | 0.24 |
| Uniform Delay, d1 | 17.5 | 13.3 | 9.6 | | 47.2 | 27.5 | | | 43.2 | | 43.7 | 43.6 | 21.6 |
| Progression Factor | 1.67 | 0.79 | 1.00 | | 1.00 | 1.01 | | | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 8.5 | 0.7 | 0.0 | | 5.6 | 1.1 | | | 9.5 | | 6.2 | 6.1 | 0.2 |
| Delay (s) | 37.6 | 11.3 | 9.6 | | 52.8 | 28.9 | | | 52.7 | | 49.8 | 49.8 | 21.8 |
| Level of Service | D | B | A | | D | C | | | D | | D | D | C |
| Approach Delay (s) | | 19.6 | | | | 29.9 | | | 52.7 | | | 32.5 | |
| Approach LOS | | B | | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 25.8 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.82 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 64.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 1231 | 87 | 252 | 676 | 45 | 59 | 4 | 482 | 112 | 20 | 29 |
| Future Volume (veh/h) | 18 | 1231 | 87 | 252 | 676 | 45 | 59 | 4 | 482 | 112 | 20 | 29 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1872 | 1835 | 1717 | 1810 | 1845 | 1727 | 1976 | 1878 | 1864 | 1771 | 1773 | 1900 |
| Adj Flow Rate, veh/h | 20 | 1368 | 0 | 280 | 751 | 9 | 66 | 4 | 252 | 124 | 22 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, % | 0 | 2 | 9 | 5 | 3 | 10 | 25 | 25 | 6 | 3 | 6 | 6 |
| Cap, veh/h | 628 | 1836 | 769 | 360 | 953 | 399 | 93 | 6 | 258 | 153 | 161 | 0 |
| Arrive On Green | 0.35 | 0.53 | 0.00 | 0.11 | 0.27 | 0.27 | 0.05 | 0.05 | 0.05 | 0.09 | 0.09 | 0.00 |
| Sat Flow, veh/h | 1782 | 3486 | 1459 | 3343 | 3505 | 1468 | 1691 | 103 | 1585 | 1687 | 1773 | 0 |
| Grp Volume(v), veh/h | 20 | 1368 | 0 | 280 | 751 | 9 | 70 | 0 | 252 | 124 | 22 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1782 | 1743 | 1459 | 1672 | 1752 | 1468 | 1794 | 0 | 1585 | 1687 | 1773 | 0 |
| Q Serve(g_s), s | 0.7 | 30.6 | 0.0 | 8.2 | 19.9 | 0.4 | 3.8 | 0.0 | 5.5 | 7.2 | 1.1 | 0.0 |
| Cycle Q Clear(g_c), s | 0.7 | 30.6 | 0.0 | 8.2 | 19.9 | 0.4 | 3.8 | 0.0 | 5.5 | 7.2 | 1.1 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.94 | | 1.00 | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 628 | 1836 | 769 | 360 | 953 | 399 | 99 | 0 | 258 | 153 | 161 | 0 |
| V/C Ratio(X) | 0.03 | 0.75 | 0.00 | 0.78 | 0.79 | 0.02 | 0.71 | 0.00 | 0.98 | 0.81 | 0.14 | 0.00 |
| Avail Cap(c_a), veh/h | 628 | 1836 | 769 | 635 | 2033 | 852 | 99 | 0 | 258 | 160 | 168 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 21.2 | 18.4 | 0.0 | 43.5 | 33.7 | 26.7 | 46.5 | 0.0 | 41.7 | 44.6 | 41.9 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 2.8 | 0.0 | 3.7 | 6.6 | 0.1 | 20.9 | 0.0 | 49.8 | 25.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.4 | 15.3 | 0.0 | 4.0 | 10.5 | 0.2 | 2.5 | 0.0 | 10.5 | 4.4 | 0.6 | 0.0 |
| LnGrp Delay(d),s/veh | 21.2 | 21.2 | 0.0 | 47.1 | 40.3 | 26.8 | 67.4 | 0.0 | 91.5 | 69.8 | 42.2 | 0.0 |
| LnGrp LOS | C | C | | D | D | C | E | | F | E | D | |
| Approach Vol, veh/h | | 1388 | | | 1040 | | | 322 | | | 146 | |
| Approach Delay, s/veh | | 21.2 | | | 42.0 | | | 86.2 | | | 65.6 | |
| Approach LOS | | C | | | D | | | F | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.8 | 58.7 | | 11.0 | 41.2 | 33.2 | | 14.6 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 6.0 | * 6 | | 5.5 |
| Max Green Setting (Gmax), s | 19.0 | 44.0 | | 5.5 | 5.0 | * 58 | | 9.5 |
| Max Q Clear Time (g_c+I1), s | 10.2 | 32.6 | | 7.5 | 2.7 | 21.9 | | 9.2 |
| Green Ext Time (p_c), s | 0.6 | 6.7 | | 0.0 | 1.7 | 5.3 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 38.2 |
| HCM 2010 LOS | D |

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 2010 Signalized Intersection Summary
## 1: Waterlick & Timberlake

04/02/2018

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 241 | 666 | 79 | 71 | 286 | 798 | 377 | 55 | 237 | 257 | 349 | 303 | 150 |
| Future Volume (veh/h) | 241 | 666 | 79 | 71 | 286 | 798 | 377 | 55 | 237 | 257 | 349 | 303 | 150 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1806 | 1881 | 1771 | | 1877 | 1881 | 1806 | 1900 | 1885 | 1900 | 1835 | 1847 | 1872 |
| Adj Flow Rate, veh/h | 248 | 687 | 0 | | 295 | 823 | 121 | 57 | 244 | 55 | 360 | 312 | 140 |
| Adj No. of Lanes | 1 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Percent Heavy Veh, % | 1 | 1 | 3 | | 1 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 2 |
| Cap, veh/h | 357 | 937 | 395 | | 366 | 961 | 413 | 56 | 240 | 256 | 393 | 272 | 122 |
| Arrive On Green | 0.16 | 0.26 | 0.00 | | 0.06 | 0.09 | 0.09 | 0.16 | 0.16 | 0.16 | 0.22 | 0.22 | 0.22 |
| Sat Flow, veh/h | 1720 | 3574 | 1505 | | 1788 | 3574 | 1535 | 354 | 1513 | 1615 | 1747 | 1209 | 542 |
| Grp Volume(v), veh/h | 248 | 687 | 0 | | 295 | 823 | 121 | 301 | 0 | 55 | 360 | 0 | 452 |
| Grp Sat Flow(s),veh/h/ln | 1720 | 1787 | 1505 | | 1788 | 1787 | 1535 | 1867 | 0 | 1615 | 1747 | 0 | 1751 |
| Q Serve(g_s), s | 10.8 | 21.1 | 0.0 | | 18.2 | 27.2 | 8.8 | 19.0 | 0.0 | 3.6 | 24.1 | 0.0 | 27.0 |
| Cycle Q Clear(g_c), s | 10.8 | 21.1 | 0.0 | | 18.2 | 27.2 | 8.8 | 19.0 | 0.0 | 3.6 | 24.1 | 0.0 | 27.0 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 0.19 | | 1.00 | 1.00 | | 0.31 |
| Lane Grp Cap(c), veh/h | 357 | 937 | 395 | | 366 | 961 | 413 | 296 | 0 | 256 | 393 | 0 | 394 |
| V/C Ratio(X) | 0.69 | 0.73 | 0.00 | | 0.81 | 0.86 | 0.29 | 1.02 | 0.00 | 0.22 | 0.92 | 0.00 | 1.15 |
| Avail Cap(c_a), veh/h | 357 | 937 | 395 | | 418 | 1072 | 461 | 296 | 0 | 256 | 393 | 0 | 394 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.7 | 40.4 | 0.0 | | 48.1 | 52.4 | 44.0 | 50.5 | 0.0 | 44.0 | 45.4 | 0.0 | 46.5 |
| Incr Delay (d2), s/veh | 5.7 | 5.1 | 0.0 | | 9.9 | 9.7 | 1.8 | 57.1 | 0.0 | 0.4 | 25.7 | 0.0 | 91.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 8.1 | 11.1 | 0.0 | | 10.0 | 14.8 | 4.0 | 14.5 | 0.0 | 1.6 | 14.4 | 0.0 | 23.1 |
| LnGrp Delay(d),s/veh | 50.4 | 45.5 | 0.0 | | 58.0 | 62.1 | 45.8 | 107.7 | 0.0 | 44.4 | 71.1 | 0.0 | 138.4 |
| LnGrp LOS | D | D | | | E | E | D | F | | D | E | | F |
| Approach Vol, veh/h | | 935 | | | | 1239 | | | 356 | | | 812 | |
| Approach Delay, s/veh | | 46.8 | | | | 59.5 | | | 97.9 | | | 108.6 | |
| Approach LOS | | D | | | | E | | | F | | | F | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 26.5 | 37.5 | | 32.0 | 25.7 | 38.3 | | 24.0 |
| Change Period (Y+Rc), s | 6.0 | 6.0 | | 5.0 | 6.0 | 6.0 | | 5.0 |
| Max Green Setting (Gmax), s | 24.0 | 28.0 | | 27.0 | 16.0 | 36.0 | | 19.0 |
| Max Q Clear Time (g_c+I1), s | 20.2 | 23.1 | | 29.0 | 12.8 | 29.2 | | 21.0 |
| Green Ext Time (p_c), s | 0.3 | 2.2 | | 0.0 | 1.5 | 3.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 72.0 |
| HCM 2010 LOS | E |

**Notes**

User approved ignoring U-Turning movement.

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 6 | 13 | 1265 | 21 | 35 | 1453 | 1 | 36 | 1 | 99 | 8 | 0 | 7 |
| Future Volume (veh/h) | 6 | 13 | 1265 | 21 | 35 | 1453 | 1 | 36 | 1 | 99 | 8 | 0 | 7 |
| Number | | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | 1936 | 1928 | 1948 | 1776 | 1881 | 1900 | 1900 | 1872 | 1900 | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | | 14 | 1375 | 0 | 38 | 1579 | 0 | 39 | 1 | 23 | 9 | 0 | 0 |
| Adj No. of Lanes | | 1 | 2 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | | 0 | 1 | 0 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | | 77 | 2557 | 1233 | 51 | 2382 | 1094 | 50 | 1 | 29 | 20 | 0 | 17 |
| Arrive On Green | | 0.04 | 0.70 | 0.00 | 0.06 | 1.00 | 0.00 | 0.05 | 0.05 | 0.05 | 0.01 | 0.00 | 0.00 |
| Sat Flow, veh/h | | 1844 | 3664 | 1655 | 1691 | 3574 | 1615 | 1058 | 27 | 624 | 1810 | 0 | 1615 |
| Grp Volume(v), veh/h | | 14 | 1375 | 0 | 38 | 1579 | 0 | 63 | 0 | 0 | 9 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | | 1844 | 1832 | 1655 | 1691 | 1787 | 1615 | 1709 | 0 | 0 | 1810 | 0 | 1615 |
| Q Serve(g_s), s | | 0.9 | 21.8 | 0.0 | 2.7 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | 0.9 | 21.8 | 0.0 | 2.7 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.62 | | 0.37 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | | 77 | 2557 | 1233 | 51 | 2382 | 1094 | 80 | 0 | 0 | 20 | 0 | 17 |
| V/C Ratio(X) | | 0.18 | 0.54 | 0.00 | 0.75 | 0.66 | 0.00 | 0.78 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | | 77 | 2557 | 1233 | 130 | 2382 | 1094 | 135 | 0 | 0 | 81 | 0 | 73 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | 1.00 | 1.00 | 0.00 | 0.65 | 0.65 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | | 55.5 | 8.8 | 0.0 | 56.0 | 0.0 | 0.0 | 56.6 | 0.0 | 0.0 | 59.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | 5.1 | 0.8 | 0.0 | 13.4 | 1.0 | 0.0 | 15.2 | 0.0 | 0.0 | 15.9 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 0.6 | 11.2 | 0.0 | 1.4 | 0.3 | 0.0 | 2.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | | 60.7 | 9.6 | 0.0 | 69.3 | 1.0 | 0.0 | 71.7 | 0.0 | 0.0 | 74.9 | 0.0 | 0.0 |
| LnGrp LOS | | E | A | | E | A | | E | | | E | | |
| Approach Vol, veh/h | | | 1389 | | | 1617 | | | 63 | | | 9 | |
| Approach Delay, s/veh | | | 10.1 | | | 2.6 | | | 71.7 | | | 74.9 | |
| Approach LOS | | | B | | | A | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 9.4 | 92.0 | | 6.9 | 13.2 | 88.2 | | 11.7 |
| Change Period (Y+Rc), s | * 5.8 | 8.2 | | 5.6 | 8.2 | 8.2 | | 6.1 |
| Max Green Setting (Gmax), s | * 9.2 | 70.2 | | 5.4 | 5.0 | 72.0 | | 9.5 |
| Max Q Clear Time (g_c+I1), s | 4.7 | 23.8 | | 2.6 | 2.9 | 2.0 | | 6.4 |
| Green Ext Time (p_c), s | 0.0 | 35.5 | | 0.0 | 0.0 | 47.7 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 7.6 |
| HCM 2010 LOS | A |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 129 | 1194 | 32 | 4 | 52 | 1255 | 134 | 49 | 1 | 22 | 82 | 0 | 35 |
| Future Volume (veh/h) | 129 | 1194 | 32 | 4 | 52 | 1255 | 134 | 49 | 1 | 22 | 82 | 0 | 35 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1824 | 1881 | 1900 | | 1898 | 1881 | 1900 | 1976 | 1950 | 1976 | 1824 | 1824 | 1824 |
| Adj Flow Rate, veh/h | 145 | 1342 | 0 | | 58 | 1410 | 95 | 55 | 1 | 10 | 92 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 411 | 2189 | 1065 | | 75 | 1674 | 864 | 71 | 1 | 13 | 116 | 0 | 103 |
| Arrive On Green | 0.37 | 1.00 | 0.00 | | 0.03 | 0.31 | 0.31 | 0.05 | 0.05 | 0.05 | 0.07 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1737 | 3574 | 1615 | | 1807 | 3574 | 1615 | 1521 | 28 | 276 | 1737 | 0 | 1550 |
| Grp Volume(v), veh/h | 145 | 1342 | 0 | | 58 | 1410 | 95 | 66 | 0 | 0 | 92 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1737 | 1787 | 1615 | | 1807 | 1787 | 1615 | 1825 | 0 | 0 | 1737 | 0 | 1550 |
| Q Serve(g_s), s | 0.2 | 0.0 | 0.0 | | 3.8 | 44.1 | 4.4 | 4.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.2 | 0.0 | 0.0 | | 3.8 | 44.1 | 4.4 | 4.3 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 0.83 | | 0.15 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 411 | 2189 | 1065 | | 75 | 1674 | 864 | 85 | 0 | 0 | 116 | 0 | 103 |
| V/C Ratio(X) | 0.35 | 0.61 | 0.00 | | 0.77 | 0.84 | 0.11 | 0.77 | 0.00 | 0.00 | 0.79 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 411 | 2189 | 1065 | | 116 | 1957 | 992 | 111 | 0 | 0 | 180 | 0 | 160 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.81 | 0.81 | 0.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 29.7 | 0.0 | 0.0 | | 57.8 | 37.0 | 18.1 | 56.6 | 0.0 | 0.0 | 55.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 1.1 | 0.0 | | 15.2 | 5.3 | 0.3 | 21.6 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 3.1 | 0.3 | 0.0 | | 2.2 | 23.0 | 2.3 | 2.7 | 0.0 | 0.0 | 3.4 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 30.2 | 1.1 | 0.0 | | 72.9 | 42.4 | 18.3 | 78.2 | 0.0 | 0.0 | 67.7 | 0.0 | 0.0 |
| LnGrp LOS | C | A | | | E | D | B | E | | | E | | |
| Approach Vol, veh/h | | 1487 | | | | 1563 | | | 66 | | | 92 | |
| Approach Delay, s/veh | | 3.9 | | | | 42.0 | | | 78.2 | | | 67.7 | |
| Approach LOS | | A | | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 12.3 | 80.8 | | 14.6 | 29.6 | 63.5 | | 12.3 |
| Change Period (Y+Rc), s | 7.3 | 7.3 | | * 6.6 | 7.3 | 7.3 | | 6.7 |
| Max Green Setting (Gmax), s | 7.7 | 64.7 | | * 12 | 6.7 | 65.7 | | 7.3 |
| Max Q Clear Time (g_c+I1), s | 5.8 | 2.0 | | 8.3 | 2.2 | 46.1 | | 6.3 |
| Green Ext Time (p_c), s | 0.0 | 14.0 | | 0.1 | 3.2 | 10.1 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.8 |
| HCM 2010 LOS | C |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 1278 | 68 | 98 | 83 | 1446 | 2 | 56 | 0 | 19 | 6 | 2 | 5 |
| Future Volume (veh/h) | 7 | 1278 | 68 | 98 | 83 | 1446 | 2 | 56 | 0 | 19 | 6 | 2 | 5 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | | 1880 | 1881 | 1824 | 1900 | 1900 | 1900 | 1976 | 1976 | 1976 |
| Adj Flow Rate, veh/h | 8 | 1436 | 0 | | 93 | 1625 | 0 | 63 | 0 | 0 | 7 | 2 | 0 |
| Adj No. of Lanes | 1 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Percent Heavy Veh, % | 0 | 1 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 410 | 2228 | 1101 | | 118 | 1827 | 792 | 106 | 0 | 94 | 26 | 7 | 0 |
| Arrive On Green | 0.36 | 1.00 | 0.00 | | 0.07 | 0.51 | 0.00 | 0.06 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 |
| Sat Flow, veh/h | 1810 | 3574 | 1615 | | 1791 | 3574 | 1550 | 1810 | 0 | 1615 | 1479 | 423 | 0 |
| Grp Volume(v), veh/h | 8 | 1436 | 0 | | 93 | 1625 | 0 | 63 | 0 | 0 | 9 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1787 | 1615 | | 1791 | 1787 | 1550 | 1810 | 0 | 1615 | 1902 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | | 6.1 | 48.9 | 0.0 | 4.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | | 6.1 | 48.9 | 0.0 | 4.1 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.78 | | 0.00 |
| Lane Grp Cap(c), veh/h | 410 | 2228 | 1101 | | 118 | 1827 | 792 | 106 | 0 | 94 | 33 | 0 | 0 |
| V/C Ratio(X) | 0.02 | 0.64 | 0.00 | | 0.79 | 0.89 | 0.00 | 0.60 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 410 | 2228 | 1101 | | 267 | 2019 | 876 | 121 | 0 | 108 | 127 | 0 | 0 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.9 | 0.0 | 0.0 | | 55.2 | 26.3 | 0.0 | 55.1 | 0.0 | 0.0 | 58.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 1.5 | 0.0 | | 11.1 | 7.0 | 0.0 | 6.1 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 0.4 | 0.0 | | 3.4 | 25.7 | 0.0 | 2.2 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 25.9 | 1.5 | 0.0 | | 66.4 | 33.2 | 0.0 | 61.2 | 0.0 | 0.0 | 62.6 | 0.0 | 0.0 |
| LnGrp LOS | C | A | | | E | C | | E | | | E | | |
| Approach Vol, veh/h | | 1444 | | | | 1718 | | | 63 | | | 9 | |
| Approach Delay, s/veh | | 1.6 | | | | 35.0 | | | 61.2 | | | 62.6 | |
| Approach LOS | | A | | | | D | | | E | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 15.0 | 81.9 | | 10.0 | 28.5 | 68.4 | | 13.1 |
| Change Period (Y+Rc), s | * 7.1 | * 7.1 | | 7.9 | * 7.1 | * 7.1 | | 6.1 |
| Max Green Setting (Gmax), s | * 18 | * 58 | | 8.0 | * 8 | * 68 | | 8.0 |
| Max Q Clear Time (g_c+I1), s | 8.1 | 2.0 | | 2.6 | 2.0 | 50.9 | | 6.1 |
| Green Ext Time (p_c), s | 0.1 | 14.7 | | 0.0 | 4.2 | 10.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.7 |
| HCM 2010 LOS | C |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 322 | 1015 | 19 | 83 | 114 | 1052 | 81 | 8 | 22 | 62 | 135 | 18 | 429 |
| Future Volume (veh/h) | 322 | 1015 | 19 | 83 | 114 | 1052 | 81 | 8 | 22 | 62 | 135 | 18 | 429 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1881 | 1900 | | 1884 | 1881 | 1881 | 1976 | 1976 | 1976 | 1900 | 1883 | 1900 |
| Adj Flow Rate, veh/h | 335 | 1057 | 0 | | 119 | 1096 | 28 | 8 | 23 | 7 | 141 | 19 | 206 |
| Adj No. of Lanes | 2 | 2 | 1 | | 1 | 2 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Percent Heavy Veh, % | 0 | 1 | 0 | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cap, veh/h | 414 | 1228 | 555 | | 371 | 1546 | 876 | 18 | 52 | 16 | 183 | 25 | 376 |
| Arrive On Green | 0.12 | 0.34 | 0.00 | | 0.41 | 0.87 | 0.87 | 0.05 | 0.05 | 0.05 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 3510 | 3574 | 1615 | | 1794 | 3574 | 1599 | 399 | 1147 | 349 | 1590 | 214 | 1615 |
| Grp Volume(v), veh/h | 335 | 1057 | 0 | | 119 | 1096 | 28 | 38 | 0 | 0 | 160 | 0 | 206 |
| Grp Sat Flow(s),veh/h/ln | 1755 | 1787 | 1615 | | 1794 | 1787 | 1599 | 1894 | 0 | 0 | 1804 | 0 | 1615 |
| Q Serve(g_s), s | 9.3 | 27.6 | 0.0 | | 4.5 | 10.7 | 0.2 | 2.0 | 0.0 | 0.0 | 8.6 | 0.0 | 11.2 |
| Cycle Q Clear(g_c), s | 9.3 | 27.6 | 0.0 | | 4.5 | 10.7 | 0.2 | 2.0 | 0.0 | 0.0 | 8.6 | 0.0 | 11.2 |
| Prop In Lane | 1.00 | | 1.00 | | 1.00 | | 1.00 | 0.21 | | 0.18 | 0.88 | | 1.00 |
| Lane Grp Cap(c), veh/h | 414 | 1228 | 555 | | 371 | 1546 | 876 | 86 | 0 | 0 | 207 | 0 | 376 |
| V/C Ratio(X) | 0.81 | 0.86 | 0.00 | | 0.32 | 0.71 | 0.03 | 0.44 | 0.00 | 0.00 | 0.77 | 0.00 | 0.55 |
| Avail Cap(c_a), veh/h | 551 | 1419 | 641 | | 371 | 1546 | 876 | 133 | 0 | 0 | 207 | 0 | 376 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 0.81 | 0.81 | 0.81 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.0 | 30.6 | 0.0 | | 24.6 | 4.5 | 2.4 | 46.5 | 0.0 | 0.0 | 43.0 | 0.0 | 33.7 |
| Incr Delay (d2), s/veh | 6.6 | 8.0 | 0.0 | | 0.4 | 2.3 | 0.1 | 3.5 | 0.0 | 0.0 | 16.2 | 0.0 | 1.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 4.9 | 14.9 | 0.0 | | 2.2 | 5.0 | 0.1 | 1.1 | 0.0 | 0.0 | 5.2 | 0.0 | 5.2 |
| LnGrp Delay(d),s/veh | 49.7 | 38.6 | 0.0 | | 25.0 | 6.8 | 2.5 | 50.0 | 0.0 | 0.0 | 59.2 | 0.0 | 35.4 |
| LnGrp LOS | D | D | | | C | A | A | D | | | E | | D |
| Approach Vol, veh/h | | 1392 | | | | 1243 | | | 38 | | | 366 | |
| Approach Delay, s/veh | | 41.3 | | | | 8.5 | | | 50.0 | | | 45.8 | |
| Approach LOS | | D | | | | A | | | D | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 28.0 | 41.7 | | 18.0 | 19.1 | 50.6 | | 12.4 |
| Change Period (Y+Rc), s | * 7.3 | * 7.3 | | 6.5 | * 7.3 | * 7.3 | | 7.8 |
| Max Green Setting (Gmax), s | * 13 | * 40 | | 11.5 | * 16 | * 37 | | 7.0 |
| Max Q Clear Time (g_c+I1), s | 6.5 | 29.6 | | 13.2 | 11.3 | 12.7 | | 4.0 |
| Green Ext Time (p_c), s | 3.8 | 4.8 | | 0.0 | 0.5 | 8.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 28.5 |
| HCM 2010 LOS | C |

Notes

User approved ignoring U-Turning movement.

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 974 | 432 | 392 | 983 | 14 | 296 | 12 | 544 | 0 | 0 | 97 |
| Future Volume (vph) | 20 | 974 | 432 | 392 | 983 | 14 | 296 | 12 | 544 | 0 | 0 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 10 | 11 | 10 | 10 | 11 | 10 | 11 | 11 | 12 | 9 | 9 | 9 |
| Grade (%) | | 0% | | | 5% | | | 5% | | | 0% | |
| Total Lost time (s) | 6.1 | 5.8 | 5.8 | 6.1 | 5.3 | 5.3 | 6.4 | 6.4 | 6.1 | | | 7.4 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | | | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | | 0.86 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.96 | 1.00 | | | 1.00 |
| Satd. Flow (prot) | 1685 | 3455 | 1507 | 3155 | 3369 | 1470 | 1616 | 1626 | 1544 | | | 1479 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.96 | 1.00 | | | 1.00 |
| Satd. Flow (perm) | 1685 | 3455 | 1507 | 3155 | 3369 | 1470 | 1616 | 1626 | 1544 | | | 1479 |
| Peak-hour factor, PHF | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 22 | 1047 | 465 | 422 | 1057 | 15 | 318 | 13 | 585 | 0 | 0 | 104 |
| RTOR Reduction (vph) | 0 | 0 | 196 | 0 | 0 | 6 | 0 | 0 | 111 | 0 | 0 | 99 |
| Lane Group Flow (vph) | 22 | 1047 | 269 | 422 | 1057 | 9 | 165 | 166 | 474 | 0 | 0 | 5 |
| Heavy Vehicles (%) | 0% | 1% | 0% | 1% | 1% | 0% | 0% | 0% | 2% | 0% | 0% | 0% |
| Turn Type | Prot | NA | pt+ov | Prot | NA | custom | Split | NA | pm+ov | | | Perm |
| Protected Phases | 5 | 2 | 2 8 | 1 | 6 | 6 4 | 8 | 8 | 1 | | | |
| Permitted Phases | | | | | | | | | 8 | | | 4 |
| Actuated Green, G (s) | 3.7 | 32.0 | 50.6 | 25.3 | 54.1 | 58.9 | 12.2 | 12.2 | 37.5 | | | 4.8 |
| Effective Green, g (s) | 3.7 | 32.0 | 44.2 | 25.3 | 54.1 | 58.9 | 12.2 | 12.2 | 37.5 | | | 4.8 |
| Actuated g/C Ratio | 0.04 | 0.32 | 0.44 | 0.25 | 0.54 | 0.59 | 0.12 | 0.12 | 0.38 | | | 0.05 |
| Clearance Time (s) | 6.1 | 5.8 | | 6.1 | 5.3 | | 6.4 | 6.4 | 6.1 | | | 7.4 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | 62 | 1105 | 666 | 798 | 1822 | 865 | 197 | 198 | 579 | | | 70 |
| v/s Ratio Prot | 0.01 | c0.30 | 0.18 | 0.13 | 0.31 | 0.01 | c0.10 | 0.10 | c0.21 | | | |
| v/s Ratio Perm | | | | | | | | | 0.10 | | | c0.00 |
| v/c Ratio | 0.35 | 0.95 | 0.40 | 0.53 | 0.58 | 0.01 | 0.84 | 0.84 | 0.82 | | | 0.07 |
| Uniform Delay, d1 | 47.0 | 33.2 | 19.0 | 32.2 | 15.4 | 8.5 | 42.9 | 42.9 | 28.2 | | | 45.5 |
| Progression Factor | 0.83 | 0.57 | 0.39 | 0.92 | 0.32 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Incremental Delay, d2 | 2.7 | 14.1 | 0.3 | 0.5 | 1.0 | 0.0 | 25.4 | 25.4 | 8.8 | | | 0.4 |
| Delay (s) | 41.7 | 32.9 | 7.7 | 30.2 | 5.9 | 8.5 | 68.4 | 68.4 | 37.0 | | | 45.9 |
| Level of Service | D | C | A | C | A | A | E | E | D | | | D |
| Approach Delay (s) | | 25.4 | | | 12.8 | | | 48.3 | | | 45.9 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 25.7 |
| Intersection Capacity Utilization | 70.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 362 | 1068 | 35 | 105 | 1052 | 307 | 58 | 35 | 66 | 341 | 20 | 204 |
| Future Volume (vph) | 362 | 1068 | 35 | 105 | 1052 | 307 | 58 | 35 | 66 | 341 | 20 | 204 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 11 | 11 | 11 | 11 | 12 | 10 | 13 | 13 | 10 | 10 | 10 | 10 |
| Grade (%) | | -5% | | | 0% | | | 0% | | | 0% | |
| Total Lost time (s) | 6.4 | 8.8 | 8.8 | 8.8 | 8.8 | 8.8 | | 6.5 | 6.5 | 8.0 | 8.0 | 8.0 |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 |
| Satd. Flow (prot) | 3435 | 3541 | 1600 | 1728 | 3574 | 1492 | | 1904 | 1507 | 1585 | 1588 | 1492 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 |
| Satd. Flow (perm) | 3435 | 3541 | 1600 | 1728 | 3574 | 1492 | | 1904 | 1507 | 1585 | 1588 | 1492 |
| Peak-hour factor, PHF | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 |
| Adj. Flow (vph) | 366 | 1079 | 35 | 106 | 1063 | 310 | 59 | 35 | 67 | 344 | 20 | 206 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 199 | 0 | 0 | 62 | 0 | 0 | 178 |
| Lane Group Flow (vph) | 366 | 1079 | 16 | 106 | 1063 | 111 | 0 | 94 | 5 | 182 | 182 | 28 |
| Heavy Vehicles (%) | 1% | 1% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 6% | 1% |
| Turn Type | Prot | NA | pt+ov | Prot | NA | Perm | Split | NA | Perm | Split | NA | Perm |
| Protected Phases | 5 | 2 | 2 8 | 1 | 6 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | | | | 6 | | | 8 | | | 4 |
| Actuated Green, G (s) | 13.3 | 37.8 | 45.5 | 8.9 | 35.8 | 35.8 | | 7.7 | 7.7 | 13.5 | 13.5 | 13.5 |
| Effective Green, g (s) | 13.3 | 37.8 | 45.5 | 8.9 | 35.8 | 35.8 | | 7.7 | 7.7 | 13.5 | 13.5 | 13.5 |
| Actuated g/C Ratio | 0.13 | 0.38 | 0.46 | 0.09 | 0.36 | 0.36 | | 0.08 | 0.08 | 0.14 | 0.14 | 0.14 |
| Clearance Time (s) | 6.4 | 8.8 | | 8.8 | 8.8 | 8.8 | | 6.5 | 6.5 | 8.0 | 8.0 | 8.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 456 | 1338 | 728 | 153 | 1279 | 534 | | 146 | 116 | 213 | 214 | 201 |
| v/s Ratio Prot | 0.11 | c0.30 | 0.01 | 0.06 | c0.30 | | | c0.05 | | c0.11 | 0.11 | |
| v/s Ratio Perm | | | | | | 0.07 | | | 0.00 | | | 0.02 |
| v/c Ratio | 0.80 | 0.81 | 0.02 | 0.69 | 0.83 | 0.21 | | 0.64 | 0.04 | 0.85 | 0.85 | 0.14 |
| Uniform Delay, d1 | 42.1 | 27.8 | 15.0 | 44.2 | 29.3 | 22.3 | | 44.8 | 42.7 | 42.3 | 42.3 | 38.1 |
| Progression Factor | 0.69 | 0.55 | 1.00 | 1.20 | 0.69 | 0.98 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.2 | 2.7 | 0.0 | 11.1 | 5.6 | 0.8 | | 9.3 | 0.2 | 26.8 | 26.2 | 0.3 |
| Delay (s) | 34.2 | 18.1 | 15.0 | 64.3 | 25.9 | 22.6 | | 54.2 | 42.9 | 69.1 | 68.4 | 38.4 |
| Level of Service | C | B | B | E | C | C | | D | D | E | E | D |
| Approach Delay (s) | | 22.0 | | | 28.0 | | | 49.5 | | | 57.8 | |
| Approach LOS | | C | | | C | | | D | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 31.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 32.1 |
| Intersection Capacity Utilization | 75.4% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 78 | 1376 | 0 | 2 | 28 | 1620 | 42 | 0 | 0 | 0 | 47 | 0 | 29 |
| Future Volume (veh/h) | 78 | 1376 | 0 | 2 | 28 | 1620 | 42 | 0 | 0 | 0 | 47 | 0 | 29 |
| Number | 5 | 2 | 12 | | 1 | 6 | 16 | | | | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | | 0 | 0 | 0 | | | | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | | 1.00 | | 1.00 | | | | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1900 | 1863 | 0 | | 1898 | 1881 | 1900 | | | | 1900 | 1900 | 1900 |
| Adj Flow Rate, veh/h | 82 | 1448 | 0 | | 29 | 1705 | 13 | | | | 49 | 0 | 0 |
| Adj No. of Lanes | 1 | 2 | 0 | | 1 | 2 | 1 | | | | 0 | 1 | 0 |
| 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 | 2 | 0 | | 0 | 1 | 0 | | | | 0 | 0 | 0 |
| Cap, veh/h | 311 | 2804 | 0 | | 50 | 2838 | 1282 | | | | 64 | 0 | 0 |
| Arrive On Green | 0.04 | 0.79 | 0.00 | | 0.03 | 0.79 | 0.79 | | | | 0.04 | 0.00 | 0.00 |
| Sat Flow, veh/h | 1810 | 3632 | 0 | | 1807 | 3574 | 1615 | | | | 1810 | 0 | 0 |
| Grp Volume(v), veh/h | 82 | 1448 | 0 | | 29 | 1705 | 13 | | | | 49 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1810 | 1770 | 0 | | 1807 | 1787 | 1615 | | | | 1810 | 0 | 0 |
| Q Serve(g_s), s | 0.8 | 14.4 | 0.0 | | 1.6 | 18.8 | 0.2 | | | | 2.7 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.8 | 14.4 | 0.0 | | 1.6 | 18.8 | 0.2 | | | | 2.7 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.00 | | 1.00 | | 1.00 | | | | 1.00 | | 0.00 |
| Lane Grp Cap(c), veh/h | 311 | 2804 | 0 | | 50 | 2838 | 1282 | | | | 64 | 0 | 0 |
| V/C Ratio(X) | 0.26 | 0.52 | 0.00 | | 0.58 | 0.60 | 0.01 | | | | 0.77 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 400 | 2804 | 0 | | 136 | 2838 | 1282 | | | | 145 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 4.0 | 3.7 | 0.0 | | 48.0 | 4.1 | 2.1 | | | | 47.8 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.4 | 0.7 | 0.0 | | 10.2 | 0.9 | 0.0 | | | | 17.6 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 7.1 | 0.0 | | 0.9 | 9.4 | 0.1 | | | | 1.7 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 4.4 | 4.3 | 0.0 | | 58.2 | 5.0 | 2.2 | | | | 65.4 | 0.0 | 0.0 |
| LnGrp LOS | A | A | | | E | A | A | | | | E | | |
| Approach Vol, veh/h | | 1530 | | | | 1747 | | | | | | 49 | |
| Approach Delay, s/veh | | 4.3 | | | | 5.9 | | | | | | 65.4 | |
| Approach LOS | | A | | | | A | | | | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | |
| Phs Duration (G+Y+Rc), s | 7.3 | 84.2 | | 8.5 | 7.1 | 84.4 | | |
| Change Period (Y+Rc), s | 4.5 | 5.0 | | 5.0 | 3.5 | 5.0 | | |
| Max Green Setting (Gmax), s | 7.5 | 70.0 | | 8.0 | 8.5 | 70.0 | | |
| Max Q Clear Time (g_c+I1), s | 3.6 | 16.4 | | 4.7 | 2.8 | 20.8 | | |
| Green Ext Time (p_c), s | 0.0 | 42.6 | | 0.0 | 0.1 | 39.8 | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 6.0 |
| HCM 2010 LOS | A |

Notes

User approved ignoring U-Turning movement.

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (vph) | 353 | 862 | 35 | 66 | 23 | 991 | 151 | 39 | 24 | 18 | 252 | 75 | 518 |
| Future Volume (vph) | 353 | 862 | 35 | 66 | 23 | 991 | 151 | 39 | 24 | 18 | 252 | 75 | 518 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width | 9 | 12 | 12 | 12 | 12 | 12 | 13 | 9 | 9 | 9 | 10 | 10 | 11 |
| Grade (%) | | 0% | | | | 0% | | | 6% | | | 0% | |
| Total Lost time (s) | 5.0 | 5.5 | 5.5 | | 5.0 | 5.5 | | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | | | 1.00 | | 0.95 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | | 1.00 | 0.98 | | | 0.97 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | | | 0.98 | | 0.95 | 0.97 | 1.00 |
| Satd. Flow (prot) | 1562 | 3574 | 1509 | | 1779 | 5034 | | | 1548 | | 1585 | 1631 | 1546 |
| Flt Permitted | 0.10 | 1.00 | 1.00 | | 0.95 | 1.00 | | | 0.75 | | 0.95 | 0.97 | 1.00 |
| Satd. Flow (perm) | 173 | 3574 | 1509 | | 1779 | 5034 | | | 1196 | | 1585 | 1631 | 1546 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.96 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 384 | 937 | 38 | 69 | 25 | 1077 | 164 | 42 | 26 | 20 | 274 | 82 | 563 |
| RTOR Reduction (vph) | 0 | 0 | 20 | 0 | 0 | 19 | 0 | 0 | 11 | 0 | 0 | 0 | 91 |
| Lane Group Flow (vph) | 384 | 937 | 18 | 0 | 94 | 1222 | 0 | 0 | 77 | 0 | 175 | 181 | 472 |
| Heavy Vehicles (%) | 4% | 1% | 7% | 2% | 0% | 1% | 1% | 3% | 0% | 0% | 1% | 0% | 1% |
| Turn Type | pm+pt | NA | Perm | Prot | Prot | NA | | Perm | NA | | Split | NA | pm+ov |
| Protected Phases | 1 | 6 | | 5 | 5 | 2 | | | 8 | | 4 | 4 | 1 |
| Permitted Phases | 6 | | 6 | | | | | 8 | | | | | 4 |
| Actuated Green, G (s) | 61.6 | 48.3 | 48.3 | | 8.3 | 33.1 | | | 8.9 | | 14.0 | 14.0 | 37.5 |
| Effective Green, g (s) | 61.6 | 48.3 | 48.3 | | 8.3 | 33.1 | | | 8.9 | | 14.0 | 14.0 | 37.5 |
| Actuated g/C Ratio | 0.62 | 0.48 | 0.48 | | 0.08 | 0.33 | | | 0.09 | | 0.14 | 0.14 | 0.38 |
| Clearance Time (s) | 5.0 | 5.5 | 5.5 | | 5.0 | 5.5 | | | 5.0 | | 5.0 | 5.0 | 5.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 432 | 1726 | 728 | | 147 | 1666 | | | 106 | | 221 | 228 | 579 |
| v/s Ratio Prot | c0.21 | 0.26 | | | 0.05 | 0.24 | | | | | 0.11 | 0.11 | c0.19 |
| v/s Ratio Perm | c0.34 | | 0.01 | | | | | | c0.06 | | | | 0.11 |
| v/c Ratio | 0.89 | 0.54 | 0.03 | | 0.64 | 0.73 | | | 0.73 | | 0.79 | 0.79 | 0.82 |
| Uniform Delay, d1 | 27.1 | 18.1 | 13.5 | | 44.4 | 29.6 | | | 44.4 | | 41.6 | 41.6 | 28.1 |
| Progression Factor | 1.19 | 1.58 | 1.00 | | 1.00 | 1.01 | | | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 17.7 | 1.1 | 0.1 | | 8.8 | 2.9 | | | 21.8 | | 17.4 | 17.1 | 8.7 |
| Delay (s) | 50.0 | 29.6 | 13.6 | | 53.2 | 32.8 | | | 66.2 | | 59.0 | 58.7 | 36.8 |
| Level of Service | D | C | B | | D | C | | | E | | E | E | D |
| Approach Delay (s) | | 34.9 | | | | 34.2 | | | 66.2 | | | 45.4 | |
| Approach LOS | | C | | | | C | | | E | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 38.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.89 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 20.5 |
| Intersection Capacity Utilization | 72.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 1 | 49 | 1119 | 115 | 456 | 1159 | 101 | 74 | 8 | 378 | 63 | 14 | 27 |
| Future Volume (veh/h) | 1 | 49 | 1119 | 115 | 456 | 1159 | 101 | 74 | 8 | 378 | 63 | 14 | 27 |
| Number | | 5 | 2 | 12 | 1 | 6 | 16 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | | 1871 | 1853 | 1835 | 1881 | 1881 | 1863 | 1976 | 1898 | 1937 | 1754 | 1808 | 1900 |
| Adj Flow Rate, veh/h | | 52 | 1190 | 0 | 485 | 1233 | 0 | 79 | 9 | 285 | 67 | 15 | 2 |
| Adj No. of Lanes | | 1 | 2 | 1 | 2 | 2 | 1 | 0 | 1 | 1 | 1 | 1 | 0 |
| Peak Hour Factor | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, % | | 0 | 1 | 2 | 1 | 1 | 2 | 14 | 14 | 2 | 4 | 15 | 15 |
| Cap, veh/h | | 67 | 1685 | 747 | 563 | 2157 | 955 | 139 | 16 | 407 | 90 | 85 | 11 |
| Arrive On Green | | 0.04 | 0.48 | 0.00 | 0.16 | 0.60 | 0.00 | 0.09 | 0.09 | 0.09 | 0.05 | 0.05 | 0.05 |
| Sat Flow, veh/h | | 1782 | 3521 | 1560 | 3476 | 3574 | 1583 | 1630 | 186 | 1647 | 1670 | 1562 | 208 |
| Grp Volume(v), veh/h | | 52 | 1190 | 0 | 485 | 1233 | 0 | 88 | 0 | 285 | 67 | 0 | 17 |
| Grp Sat Flow(s),veh/h/ln | | 1782 | 1760 | 1560 | 1738 | 1787 | 1583 | 1816 | 0 | 1647 | 1670 | 0 | 1771 |
| Q Serve(g_s), s | | 2.9 | 26.6 | 0.0 | 13.6 | 20.9 | 0.0 | 4.7 | 0.0 | 8.5 | 4.0 | 0.0 | 0.9 |
| Cycle Q Clear(g_c), s | | 2.9 | 26.6 | 0.0 | 13.6 | 20.9 | 0.0 | 4.7 | 0.0 | 8.5 | 4.0 | 0.0 | 0.9 |
| Prop In Lane | | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.90 | | 1.00 | 1.00 | | 0.12 |
| Lane Grp Cap(c), veh/h | | 67 | 1685 | 747 | 563 | 2157 | 955 | 154 | 0 | 407 | 90 | 0 | 96 |
| V/C Ratio(X) | | 0.78 | 0.71 | 0.00 | 0.86 | 0.57 | 0.00 | 0.57 | 0.00 | 0.70 | 0.74 | 0.00 | 0.18 |
| Avail Cap(c_a), veh/h | | 125 | 1685 | 747 | 660 | 2157 | 955 | 154 | 0 | 407 | 142 | 0 | 151 |
| HCM Platoon Ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | | 47.7 | 20.5 | 0.0 | 40.8 | 12.0 | 0.0 | 44.0 | 0.0 | 34.3 | 46.6 | 0.0 | 45.2 |
| Incr Delay (d2), s/veh | | 17.4 | 2.5 | 0.0 | 9.9 | 1.1 | 0.0 | 4.9 | 0.0 | 5.3 | 11.2 | 0.0 | 0.9 |
| Initial Q Delay(d3),s/veh | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | | 1.8 | 13.5 | 0.0 | 7.3 | 10.6 | 0.0 | 2.6 | 0.0 | 7.7 | 2.1 | 0.0 | 0.5 |
| LnGrp Delay(d),s/veh | | 65.1 | 23.0 | 0.0 | 50.7 | 13.1 | 0.0 | 48.9 | 0.0 | 39.5 | 57.8 | 0.0 | 46.0 |
| LnGrp LOS | | E | C | | D | B | | D | | D | E | | D |
| Approach Vol, veh/h | | | 1242 | | | 1718 | | | 373 | | | 84 | |
| Approach Delay, s/veh | | | 24.8 | | | 23.7 | | | 41.8 | | | 55.4 | |
| Approach LOS | | | C | | | C | | | D | | | E | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 21.2 | 53.9 | | 14.0 | 8.7 | 66.3 | | 10.9 |
| Change Period (Y+Rc), s | 5.0 | 6.0 | | 5.5 | 5.0 | 6.0 | | 5.5 |
| Max Green Setting (Gmax), s | 19.0 | 42.0 | | 8.5 | 7.0 | 54.0 | | 8.5 |
| Max Q Clear Time (g_c+I1), s | 15.6 | 28.6 | | 10.5 | 4.9 | 22.9 | | 6.0 |
| Green Ext Time (p_c), s | 0.6 | 11.0 | | 0.0 | 0.0 | 21.5 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 26.9 |
| HCM 2010 LOS | C |

Notes

User approved ignoring U-Turning movement.

# HCM 2010 UNSIGNALIZED INTERSECTION OUTPUT SHEETS

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1328 | 64 | 0 | 1555 | 37 | 0 | 0 | 92 | 0 | 0 | 9 |
| Future Volume (Veh/h) | 0 | 1328 | 64 | 0 | 1555 | 37 | 0 | 0 | 92 | 0 | 0 | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1443 | 70 | 0 | 1690 | 40 | 0 | 0 | 100 | 0 | 0 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 532 | | | 1246 | | | | | | | |
| pX, platoon unblocked | 0.61 | | | 0.81 | | | 0.71 | 0.71 | 0.81 | 0.71 | 0.71 | 0.61 |
| vC, conflicting volume | 1730 | | | 1513 | | | 2298 | 3173 | 722 | 2532 | 3223 | 865 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 930 | | | 1172 | | | 820 | 2058 | 200 | 1150 | 2129 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 85 | 100 | 100 | 99 |
| cM capacity (veh/h) | 456 | | | 491 | | | 188 | 39 | 663 | 93 | 36 | 669 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 722 | 722 | 70 | 1127 | 603 | 100 | 10 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 70 | 0 | 40 | 100 | 10 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 663 | 669 |
| Volume to Capacity | 0.42 | 0.42 | 0.04 | 0.66 | 0.35 | 0.15 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 13 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | 10.5 |
| Lane LOS | | | | | | B | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 11.4 | 10.5 |
| Approach LOS | | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 54.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 80 | 48 | 1160 | 15 | 28 | 1400 | 11 | 0 | 0 | 20 | 0 | 0 | 39 |
| Future Volume (Veh/h) | 80 | 48 | 1160 | 15 | 28 | 1400 | 11 | 0 | 0 | 20 | 0 | 0 | 39 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 50 | 1208 | 16 | 29 | 1458 | 11 | 0 | 0 | 21 | 0 | 0 | 41 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 983 | | | 795 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.61 | | | 0.85 | | | 0.69 | 0.69 | 0.85 | 0.69 | 0.69 | 0.61 |
| vC, conflicting volume | 0 | 1469 | | | 1224 | | | 2144 | 2843 | 612 | 2241 | 2840 | 729 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 504 | | | 906 | | | 767 | 1781 | 185 | 908 | 1777 | 0 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 92 | | | 95 | | | 100 | 100 | 97 | 100 | 100 | 94 |
| cM capacity (veh/h) | 0 | 657 | | | 644 | | | 174 | 50 | 706 | 142 | 51 | 661 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 50 | 805 | 419 | 29 | 729 | 729 | 11 | 21 | 41 |
| Volume Left | 50 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 16 | 0 | 0 | 0 | 11 | 21 | 41 |
| cSH | 657 | 1700 | 1700 | 644 | 1700 | 1700 | 1700 | 706 | 661 |
| Volume to Capacity | 0.08 | 0.47 | 0.25 | 0.05 | 0.43 | 0.43 | 0.01 | 0.03 | 0.06 |
| Queue Length 95th (ft) | 6 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 5 |
| Control Delay (s) | 10.9 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 | 10.3 | 10.8 |
| Lane LOS | B | | | B | | | | B | B |
| Approach Delay (s) | 0.4 | | | 0.2 | | | | 10.3 | 10.8 |
| Approach LOS | | | | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 59.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 1175 | 31 | 31 | 1401 | 7 | 0 | 0 | 37 | 0 | 0 | 15 |
| Future Volume (Veh/h) | 13 | 1175 | 31 | 31 | 1401 | 7 | 0 | 0 | 37 | 0 | 0 | 15 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 14 | 1224 | 32 | 32 | 1459 | 7 | 0 | 0 | 39 | 0 | 0 | 16 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 646 | | | 1123 | | | | | | | |
| pX, platoon unblocked | 0.72 | | | 0.73 | | | 0.85 | 0.85 | 0.73 | 0.85 | 0.85 | 0.72 |
| vC, conflicting volume | 1466 | | | 1256 | | | 2078 | 2798 | 628 | 2202 | 2807 | 730 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 873 | | | 622 | | | 516 | 1359 | 0 | 662 | 1370 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 95 | | | 100 | 100 | 95 | 100 | 100 | 98 |
| cM capacity (veh/h) | 563 | | | 710 | | | 354 | 119 | 800 | 271 | 118 | 787 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 14 | 816 | 440 | 32 | 730 | 730 | 7 | 39 | 16 |
| Volume Left | 14 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 32 | 0 | 0 | 0 | 7 | 39 | 16 |
| cSH | 563 | 1700 | 1700 | 710 | 1700 | 1700 | 1700 | 800 | 787 |
| Volume to Capacity | 0.02 | 0.48 | 0.26 | 0.05 | 0.43 | 0.43 | 0.00 | 0.05 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 |
| Control Delay (s) | 11.6 | 0.0 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 | 9.7 | 9.7 |
| Lane LOS | B | | | B | | | | A | A |
| Approach Delay (s) | 0.1 | | | 0.2 | | | | 9.7 | 9.7 |
| Approach LOS | | | | | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 48.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 38 | 1109 | 2 | 16 | 1377 | 43 | 5 | 0 | 18 | 27 | 0 | 35 |
| Future Volume (Veh/h) | 13 | 38 | 1109 | 2 | 16 | 1377 | 43 | 5 | 0 | 18 | 27 | 0 | 35 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 40 | 1167 | 2 | 17 | 1449 | 45 | 5 | 0 | 19 | 28 | 0 | 37 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 1121 | | | 648 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.71 | | | 0.76 | | | 0.83 | 0.83 | 0.76 | 0.83 | 0.83 | 0.71 |
| vC, conflicting volume | 0 | 1494 | | | 1169 | | | 2042 | 2775 | 584 | 2166 | 2732 | 724 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 890 | | | 588 | | | 553 | 1431 | 0 | 700 | 1379 | 0 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 93 | | | 98 | | | 98 | 100 | 98 | 89 | 100 | 95 |
| cM capacity (veh/h) | 0 | 550 | | | 757 | | | 310 | 103 | 828 | 250 | 110 | 779 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 40 | 584 | 584 | 2 | 17 | 724 | 724 | 45 | 24 | 65 |
| Volume Left | 40 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 5 | 28 |
| Volume Right | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 45 | 19 | 37 |
| cSH | 550 | 1700 | 1700 | 1700 | 757 | 1700 | 1700 | 1700 | 614 | 407 |
| Volume to Capacity | 0.07 | 0.34 | 0.34 | 0.00 | 0.02 | 0.43 | 0.43 | 0.03 | 0.04 | 0.16 |
| Queue Length 95th (ft) | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 14 |
| Control Delay (s) | 12.1 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 11.1 | 15.5 |
| Lane LOS | B | | | | A | | | | B | C |
| Approach Delay (s) | 0.4 | | | | 0.1 | | | | 11.1 | 15.5 |
| Approach LOS | | | | | | | | | B | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.7 | | |
| Intersection Capacity Utilization | | 55.8% | ICU Level of Service | B |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1328 | 72 | 0 | 1473 | 23 | 0 | 0 | 27 | 0 | 0 | 58 |
| Future Volume (Veh/h) | 0 | 1328 | 72 | 0 | 1473 | 23 | 0 | 0 | 27 | 0 | 0 | 58 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 1383 | 75 | 0 | 1534 | 24 | 0 | 0 | 28 | 0 | 0 | 60 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 564 | | | 990 | | | | | | | |
| pX, platoon unblocked | 0.73 | | | 0.67 | | | 0.81 | 0.81 | 0.67 | 0.81 | 0.81 | 0.73 |
| vC, conflicting volume | 1558 | | | 1458 | | | 2210 | 2941 | 692 | 2266 | 3004 | 779 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1012 | | | 697 | | | 490 | 1396 | 0 | 558 | 1474 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 96 | 100 | 100 | 92 |
| cM capacity (veh/h) | 503 | | | 608 | | | 348 | 115 | 730 | 323 | 103 | 791 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 692 | 692 | 75 | 1023 | 535 | 28 | 60 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 75 | 0 | 24 | 28 | 60 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 730 | 791 |
| Volume to Capacity | 0.41 | 0.41 | 0.04 | 0.60 | 0.31 | 0.04 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 3 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.1 | 9.9 |
| Lane LOS | | | | | | B | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 10.1 | 9.9 |
| Approach LOS | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 51.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 14 | 32 | 1358 | 0 | 14 | 1465 | 56 | 0 | 0 | 1 | 0 | 0 | 45 |
| Future Volume (Veh/h) | 14 | 32 | 1358 | 0 | 14 | 1465 | 56 | 0 | 0 | 1 | 0 | 0 | 45 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 0 | 33 | 1400 | 0 | 14 | 1510 | 58 | 0 | 0 | 1 | 0 | 0 | 46 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 875 | | | 679 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.72 | | | 0.68 | | | 0.81 | 0.81 | 0.68 | 0.81 | 0.81 | 0.72 |
| vC, conflicting volume | 0 | 1568 | | | 1400 | | | 2295 | 3062 | 700 | 2305 | 3004 | 755 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 1020 | | | 635 | | | 606 | 1547 | 0 | 618 | 1476 | 0 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 93 | | | 98 | | | 100 | 100 | 100 | 100 | 100 | 94 |
| cM capacity (veh/h) | 0 | 498 | | | 648 | | | 276 | 86 | 738 | 287 | 95 | 789 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 33 | 700 | 700 | 0 | 14 | 755 | 755 | 58 | 1 | 46 |
| Volume Left | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 1 | 46 |
| cSH | 498 | 1700 | 1700 | 1700 | 648 | 1700 | 1700 | 1700 | 738 | 789 |
| Volume to Capacity | 0.07 | 0.41 | 0.41 | 0.00 | 0.02 | 0.44 | 0.44 | 0.03 | 0.00 | 0.06 |
| Queue Length 95th (ft) | 5 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 |
| Control Delay (s) | 12.7 | 0.0 | 0.0 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | 9.9 | 9.8 |
| Lane LOS | B | | | | B | | | | A | A |
| Approach Delay (s) | 0.3 | | | | 0.1 | | | | 9.9 | 9.8 |
| Approach LOS | | | | | | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 50.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 38 | 1323 | 12 | 4 | 41 | 1549 | 112 | 5 | 0 | 6 | 18 | 0 | 29 |
| Future Volume (Veh/h) | 38 | 1323 | 12 | 4 | 41 | 1549 | 112 | 5 | 0 | 6 | 18 | 0 | 29 |
| Sign Control | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.96 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 42 | 1470 | 13 | 0 | 46 | 1721 | 124 | 6 | 0 | 7 | 20 | 0 | 32 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | 638 | | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.00 | 0.73 | | | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | |
| vC, conflicting volume | 1845 | | | 0 | 1483 | | | 2538 | 3491 | 735 | 2701 | 3442 | 922 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 1845 | | | 0 | 913 | | | 2365 | 3676 | 0 | 2589 | 3608 | 922 |
| tC, single (s) | 4.1 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 87 | | | 0 | 92 | | | 42 | 100 | 99 | 0 | 100 | 88 |
| cM capacity (veh/h) | 334 | | | 0 | 549 | | | 10 | 3 | 793 | 8 | 3 | 276 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 42 | 735 | 735 | 13 | 46 | 1147 | 698 | 13 | 52 |
| Volume Left | 42 | 0 | 0 | 0 | 46 | 0 | 0 | 6 | 20 |
| Volume Right | 0 | 0 | 0 | 13 | 0 | 0 | 124 | 7 | 32 |
| cSH | 334 | 1700 | 1700 | 1700 | 549 | 1700 | 1700 | 22 | 19 |
| Volume to Capacity | 0.13 | 0.43 | 0.43 | 0.01 | 0.08 | 0.67 | 0.41 | 0.59 | 2.68 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 43 | 172 |
| Control Delay (s) | 17.3 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 | 302.2 | 1171.6 |
| Lane LOS | C | | | | B | | | F | F |
| Approach Delay (s) | 0.5 | | | | 0.3 | | | 302.2 | 1171.6 |
| Approach LOS | | | | | | | | F | F |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 19.0 | | |
| Intersection Capacity Utilization | 56.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 54 | 1439 | 9 | 31 | 1586 | 13 | 0 | 0 | 20 | 0 | 0 | 18 |
| Future Volume (Veh/h) | 54 | 1439 | 9 | 31 | 1586 | 13 | 0 | 0 | 20 | 0 | 0 | 18 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 57 | 1515 | 9 | 33 | 1669 | 14 | 0 | 0 | 21 | 0 | 0 | 19 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1110 | | | | | | | |
| pX, platoon unblocked | 0.74 | | | | | | 0.74 | 0.74 | | 0.74 | 0.74 | 0.74 |
| vC, conflicting volume | 1683 | | | 1524 | | | 2548 | 3378 | 758 | 2634 | 3380 | 842 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1221 | | | 1524 | | | 2390 | 3511 | 758 | 2506 | 3513 | 84 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 87 | | | 93 | | | 100 | 100 | 94 | 100 | 100 | 97 |
| cM capacity (veh/h) | 428 | | | 443 | | | 11 | 4 | 354 | 9 | 4 | 714 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 57 | 758 | 758 | 9 | 33 | 1113 | 570 | 21 | 19 |
| Volume Left | 57 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 9 | 0 | 0 | 14 | 21 | 19 |
| cSH | 428 | 1700 | 1700 | 1700 | 443 | 1700 | 1700 | 354 | 714 |
| Volume to Capacity | 0.13 | 0.45 | 0.45 | 0.01 | 0.07 | 0.65 | 0.34 | 0.06 | 0.03 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 6 | 0 | 0 | 5 | 2 |
| Control Delay (s) | 14.7 | 0.0 | 0.0 | 0.0 | 13.8 | 0.0 | 0.0 | 15.8 | 10.2 |
| Lane LOS | B | | | | B | | | C | B |
| Approach Delay (s) | 0.5 | | | | 0.3 | | | 15.8 | 10.2 |
| Approach LOS | | | | | | | | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 12 | 1439 | 0 | 21 | 1604 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 7 | 12 | 1439 | 0 | 21 | 1604 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 13 | 1531 | 0 | 22 | 1706 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | 551 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.75 | | | | | | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 |
| vC, conflicting volume | 0 | 1706 | | | 1531 | | | 2454 | 3307 | 766 | 2542 | 3307 | 853 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 1280 | | | 1531 | | | 2274 | 3408 | 766 | 2392 | 3408 | 146 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 97 | | | 95 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 0 | 413 | | | 441 | | | 16 | 5 | 350 | 13 | 5 | 663 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 13 | 1021 | 510 | 22 | 1137 | 569 | 1 | 0 |
| Volume Left | 13 | 0 | 0 | 22 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| cSH | 413 | 1700 | 1700 | 441 | 1700 | 1700 | 350 | 1700 |
| Volume to Capacity | 0.03 | 0.60 | 0.30 | 0.05 | 0.67 | 0.33 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 14.0 | 0.0 | 0.0 | 13.6 | 0.0 | 0.0 | 15.3 | 0.0 |
| Lane LOS | B | | | B | | | C | A |
| Approach Delay (s) | 0.1 | | | 0.2 | | | 15.3 | 0.0 |
| Approach LOS | | | | | | | C | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.2 | | |
| Intersection Capacity Utilization | | 54.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 146 | 1311 | 1594 | 31 | 0 | 116 |
| Future Volume (Veh/h) | 146 | 1311 | 1594 | 31 | 0 | 116 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 159 | 1425 | 1733 | 34 | 0 | 126 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 586 | 570 | | | |
| pX, platoon unblocked | 0.80 | | | | 0.88 | 0.80 |
| vC, conflicting volume | 1767 | | | | 2780 | 595 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1075 | | | | 1531 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 70 | | | | 100 | 85 |
| cM capacity (veh/h) | 524 | | | | 68 | 868 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 159 | 712 | 712 | 693 | 693 | 381 | 126 |
| Volume Left | 159 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 34 | 126 |
| cSH | 524 | 1700 | 1700 | 1700 | 1700 | 1700 | 868 |
| Volume to Capacity | 0.30 | 0.42 | 0.42 | 0.41 | 0.41 | 0.22 | 0.15 |
| Queue Length 95th (ft) | 32 | 0 | 0 | 0 | 0 | 0 | 13 |
| Control Delay (s) | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.9 |
| Lane LOS | B | | | | | | A |
| Approach Delay (s) | 1.5 | | | 0.0 | | | 9.9 |
| Approach LOS | | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 46.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 2 | 1136 | 1190 | 0 | 0 | 5 |
| Future Volume (Veh/h) | 2 | 1136 | 1190 | 0 | 0 | 5 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 2 | 1209 | 1266 | 0 | 0 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 370 | | | | |
| pX, platoon unblocked | | | | | 0.82 | |
| vC, conflicting volume | 1266 | | | | 1874 | 633 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1266 | | | | 1626 | 633 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 556 | | | | 77 | 427 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 2 | 604 | 604 | 844 | 422 | 5 |
| Volume Left | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 5 |
| cSH | 556 | 1700 | 1700 | 1700 | 1700 | 427 |
| Volume to Capacity | 0.00 | 0.36 | 0.36 | 0.50 | 0.25 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 1 |
| Control Delay (s) | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 13.5 |
| Lane LOS | B | | | | | B |
| Approach Delay (s) | 0.0 | | | 0.0 | | 13.5 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 42.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1123 | 50 | 0 | 1129 | 58 | 0 | 0 | 32 | 0 | 0 | 56 |
| Future Volume (Veh/h) | 0 | 1123 | 50 | 0 | 1129 | 58 | 0 | 0 | 32 | 0 | 0 | 56 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| Hourly flow rate (vph) | 0 | 1208 | 54 | 0 | 1214 | 62 | 0 | 0 | 34 | 0 | 0 | 60 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 839 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.82 | | | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | |
| vC, conflicting volume | 1276 | | | 1262 | | | 1902 | 2511 | 631 | 1883 | 2507 | 638 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1276 | | | 886 | | | 1664 | 2405 | 118 | 1641 | 2400 | 638 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.7 | 6.5 | 7.2 | 7.6 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.6 | 4.0 | 3.4 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 95 | 100 | 100 | 86 |
| cM capacity (veh/h) | 551 | | | 635 | | | 41 | 28 | 716 | 51 | 28 | 424 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 805 | 457 | 809 | 467 | 34 | 60 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 54 | 0 | 62 | 34 | 60 |
| cSH | 1700 | 1700 | 1700 | 1700 | 716 | 424 |
| Volume to Capacity | 0.47 | 0.27 | 0.48 | 0.27 | 0.05 | 0.14 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 4 | 12 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 10.3 | 14.9 |
| Lane LOS | | | | | B | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 10.3 | 14.9 |
| Approach LOS | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 43.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 8 | 1102 | 38 | 1 | 56 | 1130 | 24 | 24 | 0 | 49 | 13 | 0 | 11 |
| Future Volume (Veh/h) | 25 | 8 | 1102 | 38 | 1 | 56 | 1130 | 24 | 24 | 0 | 49 | 13 | 0 | 11 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | -7% | | | | 7% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.94 | 0.94 | 0.94 | 0.96 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Hourly flow rate (vph) | 0 | 9 | 1172 | 40 | 0 | 60 | 1202 | 26 | 26 | 0 | 52 | 14 | 0 | 12 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | 7 | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 1228 | | | 0 | 1212 | | | 1923 | 2538 | 586 | 1939 | 2565 | 614 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 1228 | | | 0 | 1212 | | | 1923 | 2538 | 586 | 1939 | 2565 | 614 |
| tC, single (s) | 0.0 | 4.4 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.3 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 98 | | | 0 | 89 | | | 29 | 100 | 89 | 57 | 100 | 97 |
| cM capacity (veh/h) | 0 | 501 | | | 0 | 571 | | | 37 | 24 | 454 | 32 | 23 | 440 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 9 | 586 | 586 | 40 | 60 | 801 | 427 | 78 | 26 |
| Volume Left | 9 | 0 | 0 | 0 | 60 | 0 | 0 | 26 | 14 |
| Volume Right | 0 | 0 | 0 | 40 | 0 | 0 | 26 | 52 | 12 |
| cSH | 501 | 1700 | 1700 | 1700 | 571 | 1700 | 1700 | 110 | 56 |
| Volume to Capacity | 0.02 | 0.34 | 0.34 | 0.02 | 0.11 | 0.47 | 0.25 | 0.71 | 0.46 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 9 | 0 | 0 | 95 | 44 |
| Control Delay (s) | 12.3 | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 85.3 | 114.5 |
| Lane LOS | B | | | | B | | | F | F |
| Approach Delay (s) | 0.1 | | | | 0.6 | | | 85.3 | 114.5 |
| Approach LOS | | | | | | | | F | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 4.0 | | |
| Intersection Capacity Utilization | | 53.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1178 | 4 | 17 | 1177 | 13 | 0 | 0 | 21 | 0 | 0 | 2 |
| Future Volume (Veh/h) | 0 | 1178 | 4 | 17 | 1177 | 13 | 0 | 0 | 21 | 0 | 0 | 2 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | -7% | | | 7% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 1240 | 4 | 18 | 1239 | 14 | 0 | 0 | 22 | 0 | 0 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1253 | | | 1244 | | | 1898 | 2529 | 620 | 1924 | 2526 | 626 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1253 | | | 1244 | | | 1898 | 2529 | 620 | 1924 | 2526 | 626 |
| tC, single (s) | 4.1 | | | 4.2 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.3 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 97 | | | 100 | 100 | 95 | 100 | 100 | 100 |
| cM capacity (veh/h) | 562 | | | 529 | | | 42 | 27 | 436 | 38 | 27 | 432 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 620 | 620 | 4 | 18 | 826 | 427 | 22 | 2 |
| Volume Left | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 4 | 0 | 0 | 14 | 22 | 2 |
| cSH | 1700 | 1700 | 1700 | 529 | 1700 | 1700 | 436 | 432 |
| Volume to Capacity | 0.36 | 0.36 | 0.00 | 0.03 | 0.49 | 0.25 | 0.05 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 13.7 | 13.4 |
| Lane LOS | | | | B | | | B | B |
| Approach Delay (s) | 0.0 | | | 0.2 | | | 13.7 | 13.4 |
| Approach LOS | | | | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.2 | | |
| Intersection Capacity Utilization | | 42.9% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1204 | 11 | 36 | 1222 | 0 | 30 |
| Future Volume (Veh/h) | 1204 | 11 | 36 | 1222 | 0 | 30 |
| Sign Control | Free | | | Free | Stop | |
| Grade | -3% | | | -5% | 0% | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1267 | 12 | 38 | 1286 | 0 | 32 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1279 | | 1986 | 634 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1279 | | 1986 | 634 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 93 | | 100 | 93 |
| cM capacity (veh/h) | | | 550 | | 51 | 427 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 634 | 634 | 12 | 38 | 643 | 643 | 32 |
| Volume Left | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 12 | 0 | 0 | 0 | 32 |
| cSH | 1700 | 1700 | 1700 | 550 | 1700 | 1700 | 427 |
| Volume to Capacity | 0.37 | 0.37 | 0.01 | 0.07 | 0.38 | 0.38 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 6 | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 12.0 | 0.0 | 0.0 | 14.1 |
| Lane LOS | | | | B | | | B |
| Approach Delay (s) | 0.0 | | | 0.3 | | | 14.1 |
| Approach LOS | | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 33 | 0 | 1227 | 2 | 25 | 8 | 1102 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Future Volume (Veh/h) | 33 | 0 | 1227 | 2 | 25 | 8 | 1102 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | 5% | | | | -5% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Hourly flow rate (vph) | 0 | 0 | 1278 | 2 | 0 | 8 | 1148 | 2 | 0 | 0 | 0 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 1150 | | | 0 | 1280 | | | 1870 | 2445 | 640 | 1804 | 2445 | 575 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 1150 | | | 0 | 1280 | | | 1870 | 2445 | 640 | 1804 | 2445 | 575 |
| tC, single (s) | 0.0 | 4.1 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 100 | | | 0 | 99 | | | 100 | 100 | 100 | 98 | 100 | 100 |
| cM capacity (veh/h) | 0 | 615 | | | 0 | 549 | | | 45 | 31 | 423 | 50 | 31 | 466 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 0 | 852 | 428 | 8 | 765 | 385 | 0 | 2 |
| Volume Left | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 |
| cSH | 1700 | 1700 | 1700 | 549 | 1700 | 1700 | 1700 | 91 |
| Volume to Capacity | 0.00 | 0.50 | 0.25 | 0.01 | 0.45 | 0.23 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | 45.5 |
| Lane LOS | | | | B | | | A | E |
| Approach Delay (s) | 0.0 | | | 0.1 | | | 0.0 | 45.5 |
| Approach LOS | | | | | | | A | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.1 | | |
| Intersection Capacity Utilization | | 44.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1239 | 15 | 0 | 1130 | 13 | 0 | 0 | 2 | 0 | 0 | 22 |
| Future Volume (Veh/h) | 0 | 1239 | 15 | 0 | 1130 | 13 | 0 | 0 | 2 | 0 | 0 | 22 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 5% | | | -5% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Hourly flow rate (vph) | 0 | 1277 | 15 | 0 | 1165 | 13 | 0 | 0 | 2 | 0 | 0 | 23 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1178 | | | 1292 | | | 1890 | 2462 | 646 | 1812 | 2464 | 589 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1178 | | | 1292 | | | 1890 | 2462 | 646 | 1812 | 2464 | 589 |
| tC, single (s) | 5.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.7 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 95 |
| cM capacity (veh/h) | 378 | | | 543 | | | 42 | 31 | 419 | 44 | 31 | 457 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 851 | 441 | 777 | 401 | 2 | 23 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 15 | 0 | 13 | 2 | 23 |
| cSH | 1700 | 1700 | 1700 | 1700 | 419 | 457 |
| Volume to Capacity | 0.50 | 0.26 | 0.46 | 0.24 | 0.00 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 13.6 | 13.3 |
| Lane LOS | | | | | B | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 13.6 | 13.3 |
| Approach LOS | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 44.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 8 | 1214 | 60 | 3 | 140 | 1094 | 0 | 0 | 0 | 87 | 0 | 0 | 11 |
| Future Volume (Veh/h) | 4 | 8 | 1214 | 60 | 3 | 140 | 1094 | 0 | 0 | 0 | 87 | 0 | 0 | 11 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.96 | 0.98 | 0.98 | 0.98 | 0.96 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Hourly flow rate (vph) | 0 | 8 | 1239 | 61 | 0 | 143 | 1116 | 0 | 0 | 0 | 89 | 0 | 0 | 11 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 1116 | | | 0 | 1300 | | | 2140 | 2688 | 650 | 2126 | 2718 | 558 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 1116 | | | 0 | 1300 | | | 2140 | 2688 | 650 | 2126 | 2718 | 558 |
| tC, single (s) | 0.0 | 4.1 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 99 | | | 0 | 73 | | | 100 | 100 | 79 | 100 | 100 | 98 |
| cM capacity (veh/h) | 0 | 633 | | | 0 | 534 | | | 22 | 16 | 417 | 18 | 15 | 478 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 8 | 826 | 474 | 143 | 744 | 372 | 89 | 11 |
| Volume Left | 8 | 0 | 0 | 143 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 61 | 0 | 0 | 0 | 89 | 11 |
| cSH | 633 | 1700 | 1700 | 534 | 1700 | 1700 | 417 | 478 |
| Volume to Capacity | 0.01 | 0.49 | 0.28 | 0.27 | 0.44 | 0.22 | 0.21 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 27 | 0 | 0 | 20 | 2 |
| Control Delay (s) | 10.8 | 0.0 | 0.0 | 14.2 | 0.0 | 0.0 | 16.0 | 12.7 |
| Lane LOS | B | | | B | | | C | B |
| Approach Delay (s) | 0.1 | | | 1.6 | | | 16.0 | 12.7 |
| Approach LOS | | | | | | | C | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 1.4 | | |
| Intersection Capacity Utilization | | 58.8% | ICU Level of Service | B |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 29 | 1254 | 3 | 21 | 1239 | 6 | 0 | 0 | 7 | 0 | 0 | 6 |
| Future Volume (Veh/h) | 29 | 1254 | 3 | 21 | 1239 | 6 | 0 | 0 | 7 | 0 | 0 | 6 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Hourly flow rate (vph) | 30 | 1280 | 3 | 21 | 1264 | 6 | 0 | 0 | 7 | 0 | 0 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 611 | | | | | | | |
| pX, platoon unblocked | 0.78 | | | | | | 0.78 | 0.78 | | 0.78 | 0.78 | 0.78 |
| vC, conflicting volume | 1270 | | | 1283 | | | 2022 | 2654 | 642 | 2016 | 2652 | 635 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 782 | | | 1283 | | | 1746 | 2556 | 642 | 1739 | 2554 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 96 | | | 100 | 100 | 98 | 100 | 100 | 99 |
| cM capacity (veh/h) | 659 | | | 548 | | | 41 | 19 | 422 | 41 | 19 | 851 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 30 | 853 | 430 | 21 | 843 | 427 | 7 | 6 |
| Volume Left | 30 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 3 | 0 | 0 | 6 | 7 | 6 |
| cSH | 659 | 1700 | 1700 | 548 | 1700 | 1700 | 422 | 851 |
| Volume to Capacity | 0.05 | 0.50 | 0.25 | 0.04 | 0.50 | 0.25 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 1 |
| Control Delay (s) | 10.7 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 13.7 | 9.3 |
| Lane LOS | B | | | B | | | B | A |
| Approach Delay (s) | 0.2 | | | 0.2 | | | 13.7 | 9.3 |
| Approach LOS | | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 44.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# HCM Unsignalized Intersection Capacity Analysis
## 2: Walgreens/Brush Tavern & Timberlake

04/02/2018

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1495 | 29 | 0 | 897 | 24 | 0 | 0 | 25 | 0 | 0 | 3 |
| Future Volume (Veh/h) | 0 | 1495 | 29 | 0 | 897 | 24 | 0 | 0 | 25 | 0 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 1718 | 33 | 0 | 1031 | 28 | 0 | 0 | 29 | 0 | 0 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 532 | | | 1246 | | | | | | | |
| pX, platoon unblocked | 0.77 | | | 0.76 | | | 0.87 | 0.87 | 0.76 | 0.87 | 0.87 | 0.77 |
| vC, conflicting volume | 1059 | | | 1751 | | | 2236 | 2777 | 859 | 1933 | 2796 | 530 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 472 | | | 1351 | | | 929 | 1548 | 173 | 582 | 1570 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 95 | 100 | 100 | 100 |
| cM capacity (veh/h) | 845 | | | 391 | | | 196 | 101 | 641 | 334 | 98 | 838 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 859 | 859 | 33 | 687 | 372 | 29 | 3 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 33 | 0 | 28 | 29 | 3 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 641 | 838 |
| Volume to Capacity | 0.51 | 0.51 | 0.02 | 0.40 | 0.22 | 0.05 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 9.3 |
| Lane LOS | | | | | | B | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 10.9 | 9.3 |
| Approach LOS | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 51.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 21 | 1384 | 7 | 29 | 832 | 14 | 0 | 0 | 12 | 0 | 0 | 36 |
| Future Volume (Veh/h) | 25 | 21 | 1384 | 7 | 29 | 832 | 14 | 0 | 0 | 12 | 0 | 0 | 36 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 23 | 1538 | 8 | 32 | 924 | 16 | 0 | 0 | 13 | 0 | 0 | 40 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 983 | | | 795 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.76 | | | 0.78 | | | 0.87 | 0.87 | 0.78 | 0.87 | 0.87 | 0.76 |
| vC, conflicting volume | 0 | 940 | | | 1546 | | | 2154 | 2592 | 773 | 1816 | 2580 | 462 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 280 | | | 1133 | | | 878 | 1382 | 140 | 488 | 1369 | 0 |
| tC, single (s) | 0.0 | 4.2 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.7 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.3 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.6 | 4.0 | 3.3 |
| p0 queue free % | 0 | 98 | | | 93 | | | 100 | 100 | 98 | 100 | 100 | 95 |
| cM capacity (veh/h) | 0 | 948 | | | 486 | | | 189 | 115 | 692 | 357 | 117 | 826 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 23 | 1025 | 521 | 32 | 462 | 462 | 16 | 13 | 40 |
| Volume Left | 23 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 8 | 0 | 0 | 0 | 16 | 13 | 40 |
| cSH | 948 | 1700 | 1700 | 486 | 1700 | 1700 | 1700 | 692 | 826 |
| Volume to Capacity | 0.02 | 0.60 | 0.31 | 0.07 | 0.27 | 0.27 | 0.01 | 0.02 | 0.05 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 4 |
| Control Delay (s) | 8.9 | 0.0 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 | 10.3 | 9.6 |
| Lane LOS | A | | | B | | | | B | A |
| Approach Delay (s) | 0.1 | | | 0.4 | | | | 10.3 | 9.6 |
| Approach LOS | | | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 48.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 4 | 1352 | 15 | 15 | 931 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 4 | 1352 | 15 | 15 | 931 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 5 | 1536 | 17 | 17 | 1058 | 0 | 0 | 0 | 57 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 646 | | | 1123 | | | | | | | |
| pX, platoon unblocked | 0.84 | | | 0.62 | | | 0.69 | 0.69 | 0.62 | 0.69 | 0.69 | 0.84 |
| vC, conflicting volume | 1058 | | | 1553 | | | 2118 | 2646 | 776 | 1927 | 2655 | 529 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 701 | | | 655 | | | 723 | 1485 | 0 | 449 | 1497 | 74 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 7.0 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 97 | | | 100 | 100 | 91 | 100 | 100 | 100 |
| cM capacity (veh/h) | 765 | | | 581 | | | 215 | 84 | 665 | 308 | 83 | 827 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 1024 | 529 | 17 | 529 | 529 | 0 | 57 | 0 |
| Volume Left | 5 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 57 | 0 |
| cSH | 765 | 1700 | 1700 | 581 | 1700 | 1700 | 1700 | 665 | 1700 |
| Volume to Capacity | 0.01 | 0.60 | 0.31 | 0.03 | 0.31 | 0.31 | 0.00 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 |
| Control Delay (s) | 9.7 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 |
| Lane LOS | A | | | B | | | | B | A |
| Approach Delay (s) | 0.0 | | | 0.2 | | | | 10.9 | 0.0 |
| Approach LOS | | | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 47.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 18 | 18 | 1347 | 2 | 14 | 909 | 34 | 0 | 0 | 1 | 49 | 0 | 33 |
| Future Volume (Veh/h) | 18 | 18 | 1347 | 2 | 14 | 909 | 34 | 0 | 0 | 1 | 49 | 0 | 33 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 20 | 1497 | 2 | 16 | 1010 | 38 | 0 | 0 | 1 | 54 | 0 | 37 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 1121 | | | 648 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.83 | | | 0.63 | | | 0.71 | 0.71 | 0.63 | 0.71 | 0.71 | 0.83 |
| vC, conflicting volume | 0 | 1048 | | | 1499 | | | 2111 | 2617 | 748 | 1832 | 2581 | 505 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 656 | | | 616 | | | 698 | 1407 | 0 | 306 | 1357 | 4 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 0 | 97 | | | 97 | | | 100 | 100 | 100 | 87 | 100 | 96 |
| cM capacity (veh/h) | 0 | 784 | | | 613 | | | 218 | 95 | 687 | 430 | 102 | 885 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 748 | 748 | 2 | 16 | 505 | 505 | 38 | 1 | 91 |
| Volume Left | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 54 |
| Volume Right | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 38 | 1 | 37 |
| cSH | 784 | 1700 | 1700 | 1700 | 613 | 1700 | 1700 | 1700 | 687 | 544 |
| Volume to Capacity | 0.03 | 0.44 | 0.44 | 0.00 | 0.03 | 0.30 | 0.30 | 0.02 | 0.00 | 0.17 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 15 |
| Control Delay (s) | 9.7 | 0.0 | 0.0 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 | 10.2 | 12.9 |
| Lane LOS | A | | | | B | | | | B | B |
| Approach Delay (s) | 0.1 | | | | 0.2 | | | | 10.2 | 12.9 |
| Approach LOS | | | | | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 55.3% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1513 | 37 | 0 | 1051 | 19 | 0 | 0 | 4 | 0 | 0 | 38 |
| Future Volume (Veh/h) | 0 | 1513 | 37 | 0 | 1051 | 19 | 0 | 0 | 4 | 0 | 0 | 38 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 1739 | 43 | 0 | 1208 | 22 | 0 | 0 | 5 | 0 | 0 | 44 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 564 | | | 990 | | | | | | | |
| pX, platoon unblocked | 0.78 | | | 0.59 | | | 0.70 | 0.70 | 0.59 | 0.70 | 0.70 | 0.78 |
| vC, conflicting volume | 1230 | | | 1782 | | | 2387 | 2969 | 870 | 2094 | 3001 | 615 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 722 | | | 922 | | | 683 | 1517 | 0 | 262 | 1563 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 95 |
| cM capacity (veh/h) | 691 | | | 439 | | | 224 | 84 | 639 | 467 | 79 | 848 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 870 | 870 | 43 | 805 | 425 | 5 | 44 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 43 | 0 | 22 | 5 | 44 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 639 | 848 |
| Volume to Capacity | 0.51 | 0.51 | 0.03 | 0.47 | 0.25 | 0.01 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 1 | 4 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 | 9.5 |
| Lane LOS | | | | | | B | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 10.7 | 9.5 |
| Approach LOS | | | | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 51.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 13 | 6 | 1505 | 0 | 6 | 989 | 31 | 0 | 0 | 0 | 0 | 0 | 67 |
| Future Volume (Veh/h) | 13 | 6 | 1505 | 0 | 6 | 989 | 31 | 0 | 0 | 0 | 0 | 0 | 67 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 7 | 1710 | 0 | 7 | 1124 | 35 | 0 | 0 | 0 | 0 | 0 | 76 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | 875 | | | 679 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.77 | | | 0.59 | | | 0.70 | 0.70 | 0.59 | 0.70 | 0.70 | 0.77 |
| vC, conflicting volume | 0 | 1159 | | | 1710 | | | 2376 | 2897 | 855 | 2007 | 2862 | 562 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 615 | | | 815 | | | 657 | 1396 | 0 | 133 | 1347 | 0 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 99 | | | 99 | | | 100 | 100 | 100 | 100 | 100 | 91 |
| cM capacity (veh/h) | 0 | 752 | | | 485 | | | 223 | 98 | 644 | 571 | 105 | 842 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | WB 4 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 855 | 855 | 0 | 7 | 562 | 562 | 35 | 0 | 76 |
| Volume Left | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 0 | 76 |
| cSH | 752 | 1700 | 1700 | 1700 | 485 | 1700 | 1700 | 1700 | 1700 | 842 |
| Volume to Capacity | 0.01 | 0.50 | 0.50 | 0.00 | 0.01 | 0.33 | 0.33 | 0.02 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 |
| Control Delay (s) | 9.8 | 0.0 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 0.0 | 0.0 | 9.7 |
| Lane LOS | A | | | | B | | | | A | A |
| Approach Delay (s) | 0.0 | | | | 0.1 | | | | 0.0 | 9.7 |
| Approach LOS | | | | | | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 46 | 1411 | 11 | 41 | 1012 | 21 | 0 | 0 | 0 | 68 | 0 | 21 |
| Future Volume (Veh/h) | 46 | 1411 | 11 | 41 | 1012 | 21 | 0 | 0 | 0 | 68 | 0 | 21 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 53 | 1622 | 13 | 47 | 1163 | 24 | 0 | 0 | 0 | 78 | 0 | 24 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 638 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.66 | | | 0.66 | 0.66 | 0.66 | 0.66 | 0.66 | |
| vC, conflicting volume | 1187 | | | 1635 | | | 2428 | 3009 | 811 | 2186 | 3010 | 594 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1187 | | | 939 | | | 2135 | 3014 | 0 | 1771 | 3015 | 594 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 7.0 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 91 | | | 90 | | | 100 | 100 | 100 | 0 | 100 | 95 |
| cM capacity (veh/h) | 595 | | | 489 | | | 15 | 7 | 722 | 31 | 7 | 439 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 53 | 811 | 811 | 13 | 47 | 775 | 412 | 0 | 102 |
| Volume Left | 53 | 0 | 0 | 0 | 47 | 0 | 0 | 0 | 78 |
| Volume Right | 0 | 0 | 0 | 13 | 0 | 0 | 24 | 0 | 24 |
| cSH | 595 | 1700 | 1700 | 1700 | 489 | 1700 | 1700 | 1700 | 39 |
| Volume to Capacity | 0.09 | 0.48 | 0.48 | 0.01 | 0.10 | 0.46 | 0.24 | 0.00 | 2.58 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 281 |
| Control Delay (s) | 11.6 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | 934.9 |
| Lane LOS | B | | | | B | | | A | F |
| Approach Delay (s) | 0.4 | | | | 0.5 | | | 0.0 | 934.9 |
| Approach LOS | | | | | | | | A | F |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 31.9 | | |
| Intersection Capacity Utilization | | 50.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 58 | 1555 | 4 | 16 | 963 | 0 | 0 | 0 | 23 | 0 | 0 | 1 |
| Future Volume (Veh/h) | 58 | 1555 | 4 | 16 | 963 | 0 | 0 | 0 | 23 | 0 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 64 | 1728 | 4 | 18 | 1070 | 0 | 0 | 0 | 26 | 0 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 1110 | | | | | | | |
| pX, platoon unblocked | 0.87 | | | | | | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 |
| vC, conflicting volume | 1070 | | | 1732 | | | 2428 | 2962 | 864 | 2124 | 2966 | 535 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 777 | | | 1732 | | | 2341 | 2956 | 864 | 1991 | 2961 | 161 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 91 | | | 95 | | | 100 | 100 | 91 | 100 | 100 | 100 |
| cM capacity (veh/h) | 736 | | | 369 | | | 15 | 11 | 301 | 26 | 11 | 748 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 64 | 864 | 864 | 4 | 18 | 713 | 357 | 26 | 1 |
| Volume Left | 64 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 26 | 1 |
| cSH | 736 | 1700 | 1700 | 1700 | 369 | 1700 | 1700 | 301 | 748 |
| Volume to Capacity | 0.09 | 0.51 | 0.51 | 0.00 | 0.05 | 0.42 | 0.21 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 7 | 0 | 0 | 0 | 4 | 0 | 0 | 7 | 0 |
| Control Delay (s) | 10.4 | 0.0 | 0.0 | 0.0 | 15.3 | 0.0 | 0.0 | 18.1 | 9.8 |
| Lane LOS | B | | | | C | | | C | A |
| Approach Delay (s) | 0.4 | | | | 0.3 | | | 18.1 | 9.8 |
| Approach LOS | | | | | | | | C | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 53.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 7 | 6 | 1580 | 0 | 4 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (Veh/h) | 7 | 6 | 1580 | 0 | 4 | 944 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 7 | 1756 | 0 | 4 | 1049 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | |
| Median type | | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | 551 | | | | | | | |
| pX, platoon unblocked | 0.00 | 0.86 | | | | | | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 |
| vC, conflicting volume | 0 | 1049 | | | 1756 | | | 2302 | 2827 | 878 | 1949 | 2827 | 524 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 741 | | | 1756 | | | 2192 | 2800 | 878 | 1783 | 2800 | 133 |
| tC, single (s) | 0.0 | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 99 | | | 99 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 0 | 756 | | | 361 | | | 22 | 16 | 295 | 45 | 16 | 775 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 1171 | 585 | 4 | 699 | 350 | 0 | 0 |
| Volume Left | 7 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 756 | 1700 | 1700 | 361 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.69 | 0.34 | 0.01 | 0.41 | 0.21 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.8 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | C | | | A | A |
| Approach Delay (s) | 0.0 | | | 0.1 | | | 0.0 | 0.0 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 47.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 99 | 1484 | 925 | 32 | 0 | 49 |
| Future Volume (Veh/h) | 99 | 1484 | 925 | 32 | 0 | 49 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 109 | 1631 | 1016 | 35 | 0 | 54 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 586 | 570 | | | |
| pX, platoon unblocked | 0.88 | | | | 0.82 | 0.88 |
| vC, conflicting volume | 1051 | | | | 2067 | 356 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 601 | | | | 1015 | 0 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 87 | | | | 100 | 94 |
| cM capacity (veh/h) | 866 | | | | 170 | 965 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 109 | 816 | 816 | 406 | 406 | 238 | 54 |
| Volume Left | 109 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 35 | 54 |
| cSH | 866 | 1700 | 1700 | 1700 | 1700 | 1700 | 965 |
| Volume to Capacity | 0.13 | 0.48 | 0.48 | 0.24 | 0.24 | 0.14 | 0.06 |
| Queue Length 95th (ft) | 11 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 9.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 |
| Lane LOS | A | | | | | | A |
| Approach Delay (s) | 0.6 | | | 0.0 | | | 9.0 |
| Approach LOS | | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 44.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 6 | 1106 | 751 | 3 | 0 | 2 |
| Future Volume (Veh/h) | 6 | 1106 | 751 | 3 | 0 | 2 |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 7 | 1271 | 863 | 3 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | None | None | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | 370 | | | | |
| pX, platoon unblocked | | | | | 0.82 | |
| vC, conflicting volume | 866 | | | | 1514 | 433 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 866 | | | | 1197 | 433 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 100 |
| cM capacity (veh/h) | 786 | | | | 148 | 576 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 7 | 636 | 636 | 575 | 291 | 2 |
| Volume Left | 7 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 3 | 2 |
| cSH | 786 | 1700 | 1700 | 1700 | 1700 | 576 |
| Volume to Capacity | 0.01 | 0.37 | 0.37 | 0.34 | 0.17 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.3 |
| Lane LOS | A | | | | | B |
| Approach Delay (s) | 0.1 | | | 0.0 | | 11.3 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1089 | 21 | 0 | 747 | 13 | 0 | 0 | 36 | 0 | 0 | 7 |
| Future Volume (Veh/h) | 0 | 1089 | 21 | 0 | 747 | 13 | 0 | 0 | 36 | 0 | 0 | 7 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 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 |
| Hourly flow rate (vph) | 0 | 1224 | 24 | 0 | 839 | 15 | 0 | 0 | 40 | 0 | 0 | 8 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | 839 | | | | | | | | | | |
| pX, platoon unblocked | | | | 0.83 | | | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | |
| vC, conflicting volume | 854 | | | 1248 | | | 1664 | 2090 | 624 | 1498 | 2094 | 427 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 854 | | | 877 | | | 1380 | 1897 | 121 | 1180 | 1903 | 427 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 95 | 100 | 100 | 99 |
| cM capacity (veh/h) | 794 | | | 643 | | | 86 | 58 | 755 | 116 | 58 | 582 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 816 | 432 | 559 | 295 | 40 | 8 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 24 | 0 | 15 | 40 | 8 |
| cSH | 1700 | 1700 | 1700 | 1700 | 755 | 582 |
| Volume to Capacity | 0.48 | 0.25 | 0.33 | 0.17 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 4 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 11.3 |
| Lane LOS | | | | | B | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 10.0 | 11.3 |
| Approach LOS | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.2 | |
| Intersection Capacity Utilization | | 40.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 30 | 8 | 1071 | 18 | 5 | 22 | 707 | 10 | 25 | 1 | 73 | 12 | 0 | 9 |
| Future Volume (Veh/h) | 30 | 8 | 1071 | 18 | 5 | 22 | 707 | 10 | 25 | 1 | 73 | 12 | 0 | 9 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | -7% | | | | 7% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Hourly flow rate (vph) | 0 | 9 | 1177 | 20 | 0 | 24 | 777 | 11 | 27 | 1 | 80 | 13 | 0 | 10 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | 7 | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 788 | | | 0 | 1197 | | | 1642 | 2031 | 588 | 1438 | 2046 | 394 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 788 | | | 0 | 1197 | | | 1642 | 2031 | 588 | 1438 | 2046 | 394 |
| tC, single (s) | 0.0 | 4.1 | | | 0.0 | 4.5 | | | 7.5 | 6.5 | 7.1 | 7.5 | 6.5 | 7.2 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 0.0 | 2.4 | | | 3.5 | 4.0 | 3.4 | 3.5 | 4.0 | 3.4 |
| p0 queue free % | 0 | 99 | | | 0 | 95 | | | 57 | 98 | 82 | 82 | 100 | 98 |
| cM capacity (veh/h) | 0 | 840 | | | 0 | 488 | | | 63 | 55 | 437 | 74 | 53 | 575 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | EB 4 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 9 | 588 | 588 | 20 | 24 | 518 | 270 | 108 | 23 |
| Volume Left | 9 | 0 | 0 | 0 | 24 | 0 | 0 | 27 | 13 |
| Volume Right | 0 | 0 | 0 | 20 | 0 | 0 | 11 | 80 | 10 |
| cSH | 840 | 1700 | 1700 | 1700 | 488 | 1700 | 1700 | 243 | 118 |
| Volume to Capacity | 0.01 | 0.35 | 0.35 | 0.01 | 0.05 | 0.30 | 0.16 | 0.45 | 0.19 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 53 | 17 |
| Control Delay (s) | 9.3 | 0.0 | 0.0 | 0.0 | 12.8 | 0.0 | 0.0 | 37.6 | 42.6 |
| Lane LOS | A | | | | B | | | E | E |
| Approach Delay (s) | 0.1 | | | | 0.4 | | | 37.6 | 42.6 |
| Approach LOS | | | | | | | | E | E |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 2.5 | | |
| Intersection Capacity Utilization | | 49.4% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1149 | 10 | 8 | 725 | 0 | 0 | 0 | 12 | 0 | 0 | 5 |
| Future Volume (Veh/h) | 0 | 1149 | 10 | 8 | 725 | 0 | 0 | 0 | 12 | 0 | 0 | 5 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | -7% | | | 7% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Hourly flow rate (vph) | 0 | 1277 | 11 | 9 | 806 | 0 | 0 | 0 | 13 | 0 | 0 | 6 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 806 | | | 1288 | | | 1704 | 2101 | 638 | 1476 | 2112 | 403 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 806 | | | 1288 | | | 1704 | 2101 | 638 | 1476 | 2112 | 403 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 98 | | | 100 | 100 | 97 | 100 | 100 | 99 |
| cM capacity (veh/h) | 828 | | | 545 | | | 59 | 52 | 424 | 86 | 51 | 603 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 638 | 638 | 11 | 9 | 537 | 269 | 13 | 6 |
| Volume Left | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 11 | 0 | 0 | 0 | 13 | 6 |
| cSH | 1700 | 1700 | 1700 | 545 | 1700 | 1700 | 424 | 603 |
| Volume to Capacity | 0.38 | 0.38 | 0.01 | 0.02 | 0.32 | 0.16 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 13.8 | 11.0 |
| Lane LOS | | | | B | | | B | B |
| Approach Delay (s) | 0.0 | | | 0.1 | | | 13.8 | 11.0 |
| Approach LOS | | | | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.2 | | |
| Intersection Capacity Utilization | | 41.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (veh/h) | 1165 | 1 | 22 | 732 | 0 | 27 |
| Future Volume (Veh/h) | 1165 | 1 | 22 | 732 | 0 | 27 |
| Sign Control | Free | | | Free | Stop | |
| Grade | -3% | | | -5% | 0% | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1266 | 1 | 24 | 796 | 0 | 29 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1267 | | 1712 | 633 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1267 | | 1712 | 633 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 100 | 93 |
| cM capacity (veh/h) | | | 555 | | 80 | 427 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total | 633 | 633 | 1 | 24 | 398 | 398 | 29 |
| Volume Left | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 1 | 0 | 0 | 0 | 29 |
| cSH | 1700 | 1700 | 1700 | 555 | 1700 | 1700 | 427 |
| Volume to Capacity | 0.37 | 0.37 | 0.00 | 0.04 | 0.23 | 0.23 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 3 | 0 | 0 | 5 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 14.0 |
| Lane LOS | | | | B | | | B |
| Approach Delay (s) | 0.0 | | | 0.3 | | | 14.0 |
| Approach LOS | | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 42.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 12 | 18 | 1204 | 0 | 8 | 1 | 743 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |
| Future Volume (Veh/h) | 12 | 18 | 1204 | 0 | 8 | 1 | 743 | 3 | 0 | 0 | 0 | 1 | 0 | 6 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | 5% | | | | -5% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.88 | 0.88 | 0.88 | 0.92 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| Hourly flow rate (vph) | 0 | 20 | 1368 | 0 | 0 | 1 | 844 | 3 | 0 | 0 | 0 | 1 | 0 | 7 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 847 | | | 0 | 1368 | | | 1839 | 2257 | 684 | 1572 | 2256 | 424 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 847 | | | 0 | 1368 | | | 1839 | 2257 | 684 | 1572 | 2256 | 424 |
| tC, single (s) | 0.0 | 4.5 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 9.5 | 6.5 | 8.1 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.4 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 4.5 | 4.0 | 3.9 |
| p0 queue free % | 0 | 97 | | | 0 | 100 | | | 100 | 100 | 100 | 96 | 100 | 98 |
| cM capacity (veh/h) | 0 | 686 | | | 0 | 508 | | | 46 | 40 | 396 | 28 | 41 | 444 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 20 | 912 | 456 | 1 | 563 | 284 | 0 | 8 |
| Volume Left | 20 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 7 |
| cSH | 686 | 1700 | 1700 | 508 | 1700 | 1700 | 1700 | 156 |
| Volume to Capacity | 0.03 | 0.54 | 0.27 | 0.00 | 0.33 | 0.17 | 0.00 | 0.05 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Control Delay (s) | 10.4 | 0.0 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 | 29.3 |
| Lane LOS | B | | | B | | | A | D |
| Approach Delay (s) | 0.1 | | | 0.0 | | | 0.0 | 29.3 |
| Approach LOS | | | | | | | A | D |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 0 | 1204 | 8 | 0 | 744 | 19 | 0 | 0 | 5 | 0 | 0 | 3 |
| Future Volume (Veh/h) | 0 | 1204 | 8 | 0 | 744 | 19 | 0 | 0 | 5 | 0 | 0 | 3 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 5% | | | -5% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 1384 | 9 | 0 | 855 | 22 | 0 | 0 | 6 | 0 | 0 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 877 | | | 1393 | | | 1819 | 2266 | 696 | 1564 | 2259 | 438 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 877 | | | 1393 | | | 1819 | 2266 | 696 | 1564 | 2259 | 438 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 98 | 100 | 100 | 99 |
| cM capacity (veh/h) | 779 | | | 497 | | | 49 | 41 | 388 | 76 | 42 | 572 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 923 | 470 | 570 | 307 | 6 | 3 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 9 | 0 | 22 | 6 | 3 |
| cSH | 1700 | 1700 | 1700 | 1700 | 388 | 572 |
| Volume to Capacity | 0.54 | 0.28 | 0.34 | 0.18 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 14.4 | 11.3 |
| Lane LOS | | | | | B | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 14.4 | 11.3 |
| Approach LOS | | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.1 | |
| Intersection Capacity Utilization | | 43.5% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 15 | 1 | 1185 | 9 | 1 | 24 | 744 | 0 | 0 | 0 | 150 | 0 | 0 | 12 |
| Future Volume (Veh/h) | 15 | 1 | 1185 | 9 | 1 | 24 | 744 | 0 | 0 | 0 | 150 | 0 | 0 | 12 |
| Sign Control | | | Free | | | | Free | | | Stop | | | Stop | |
| Grade | | | 0% | | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.92 | 0.87 | 0.87 | 0.87 | 0.92 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| Hourly flow rate (vph) | 0 | 1 | 1362 | 10 | 0 | 28 | 855 | 0 | 0 | 0 | 172 | 0 | 0 | 14 |
| Pedestrians | | | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | | | |
| Median type | | | None | | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | | | |
| pX, platoon unblocked | 0.00 | | | | 0.00 | | | | | | | | | |
| vC, conflicting volume | 0 | 855 | | | 0 | 1372 | | | 1866 | 2280 | 686 | 1766 | 2285 | 428 |
| vC1, stage 1 conf vol | | | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | 855 | | | 0 | 1372 | | | 1866 | 2280 | 686 | 1766 | 2285 | 428 |
| tC, single (s) | 0.0 | 4.1 | | | 0.0 | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | | | |
| tF (s) | 0.0 | 2.2 | | | 0.0 | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 0 | 100 | | | 0 | 94 | | | 100 | 100 | 56 | 100 | 100 | 98 |
| cM capacity (veh/h) | 0 | 793 | | | 0 | 507 | | | 43 | 38 | 395 | 29 | 38 | 581 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 1 | 908 | 464 | 28 | 570 | 285 | 172 | 14 |
| Volume Left | 1 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 10 | 0 | 0 | 0 | 172 | 14 |
| cSH | 793 | 1700 | 1700 | 507 | 1700 | 1700 | 395 | 581 |
| Volume to Capacity | 0.00 | 0.53 | 0.27 | 0.06 | 0.34 | 0.17 | 0.44 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 4 | 0 | 0 | 54 | 2 |
| Control Delay (s) | 9.5 | 0.0 | 0.0 | 12.5 | 0.0 | 0.0 | 21.0 | 11.3 |
| Lane LOS | A | | | B | | | C | B |
| Approach Delay (s) | 0.0 | | | 0.4 | | | 21.0 | 11.3 |
| Approach LOS | | | | | | | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 49.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (veh/h) | 25 | 1320 | 0 | 2 | 758 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Future Volume (Veh/h) | 25 | 1320 | 0 | 2 | 758 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Hourly flow rate (vph) | 29 | 1535 | 0 | 2 | 881 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | 611 | | | | | | | |
| pX, platoon unblocked | 0.89 | | | | | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 |
| vC, conflicting volume | 881 | | | 1535 | | | 2038 | 2478 | 768 | 1710 | 2478 | 440 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 621 | | | 1535 | | | 1921 | 2414 | 768 | 1552 | 2414 | 127 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.5 | 6.5 | 6.9 | 7.5 | 6.5 | 6.9 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 863 | | | 439 | | | 36 | 28 | 349 | 68 | 28 | 808 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | SB 1 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 29 | 1023 | 512 | 2 | 587 | 294 | 0 | 1 |
| Volume Left | 29 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| cSH | 863 | 1700 | 1700 | 439 | 1700 | 1700 | 1700 | 808 |
| Volume to Capacity | 0.03 | 0.60 | 0.30 | 0.00 | 0.35 | 0.17 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.3 | 0.0 | 0.0 | 13.2 | 0.0 | 0.0 | 0.0 | 9.5 |
| Lane LOS | A | | | B | | | A | A |
| Approach Delay (s) | 0.2 | | | 0.0 | | | 0.0 | 9.5 |
| Approach LOS | | | | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 39.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

# SIMTRAFFIC QUEUE OUTPUT SHEETS

## Intersection: 1: Waterlick & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | B85 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | R | LT | R | T | L |
| Maximum Queue (ft) | 311 | 488 | 451 | 44 | 290 | 467 | 493 | 289 | 405 | 333 | 990 | 950 |
| Average Queue (ft) | 179 | 237 | 204 | 5 | 229 | 265 | 243 | 98 | 325 | 118 | 344 | 686 |
| 95th Queue (ft) | 320 | 411 | 359 | 23 | 353 | 502 | 456 | 231 | 473 | 234 | 1237 | 1260 |
| Link Distance (ft) | | 1057 | 1057 | | | 453 | 453 | | 329 | 329 | 4200 | |
| Upstream Blk Time (%) | | | | | | 5 | 0 | | 42 | 0 | | |
| Queuing Penalty (veh) | | | | | | 36 | 4 | | 0 | 0 | | |
| Storage Bay Dist (ft) | 315 | | | 410 | 290 | | | 290 | | | | 950 |
| Storage Blk Time (%) | 2 | 2 | 0 | | 13 | 6 | 1 | 0 | | | | 1 |
| Queuing Penalty (veh) | 7 | 6 | 0 | | 51 | 21 | 4 | 1 | | | | 5 |

## Intersection: 1: Waterlick & Timberlake

| Movement | SB |
|---|---|
| Directions Served | TR |
| Maximum Queue (ft) | 3309 |
| Average Queue (ft) | 1668 |
| 95th Queue (ft) | 3576 |
| Link Distance (ft) | 4190 |
| Upstream Blk Time (%) | 3 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | 39 |
| Queuing Penalty (veh) | 136 |

## Intersection: 2: Walgreens/Brush Tavern & Timberlake

| Movement | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|
| Directions Served | T | T | T | TR | R | R |
| Maximum Queue (ft) | 26 | 27 | 204 | 207 | 99 | 37 |
| Average Queue (ft) | 1 | 1 | 33 | 24 | 35 | 10 |
| 95th Queue (ft) | 24 | 25 | 151 | 136 | 69 | 33 |
| Link Distance (ft) | 453 | 453 | 395 | 395 | 168 | 1086 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | | | | | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 3: Advanced Auto/Tomahawk & Timberlake

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | TR | L | T | R | R | R |
| Maximum Queue (ft) | 145 | 22 | 6 | 61 | 3 | 2 | 49 | 93 |
| Average Queue (ft) | 67 | 1 | 0 | 16 | 0 | 0 | 16 | 28 |
| 95th Queue (ft) | 127 | 14 | 5 | 45 | 3 | 3 | 43 | 66 |
| Link Distance (ft) | | 395 | 395 | | 735 | 735 | 174 | 1071 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 275 | | | 150 | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

## Intersection: 4: Crowell/Grace Church & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 61 | 194 | 192 | 14 | 186 | 418 | 422 | 3 | 205 | 40 | 25 |
| Average Queue (ft) | 15 | 75 | 71 | 1 | 38 | 153 | 156 | 0 | 83 | 8 | 5 |
| 95th Queue (ft) | 43 | 163 | 152 | 9 | 112 | 332 | 346 | 3 | 164 | 28 | 21 |
| Link Distance (ft) | | 735 | 735 | | | 450 | 450 | | 727 | 191 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | | | 1 | 1 | | | | |
| Storage Bay Dist (ft) | 250 | | | 220 | 250 | | | 360 | | | 125 |
| Storage Blk Time (%) | | | 0 | | 0 | 3 | 1 | | | | |
| Queuing Penalty (veh) | | | 0 | | 0 | 1 | 0 | | | | |

## Intersection: 5: Jordan/Southwood & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 201 | 232 | 240 | 100 | 220 | 502 | 524 | 285 | 144 | 152 | 117 |
| Average Queue (ft) | 76 | 90 | 94 | 7 | 59 | 203 | 211 | 54 | 60 | 63 | 20 |
| 95th Queue (ft) | 163 | 183 | 190 | 44 | 154 | 412 | 425 | 211 | 117 | 123 | 62 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | | | 1 | 1 | | | | |
| Storage Bay Dist (ft) | 325 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | | | 6 | 0 | 0 | 8 | 5 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | | | 2 | 0 | 0 | 5 | 7 | 1 | | 1 | 0 |

## Intersection: 6: Sunny Bank/Sprint & Timberlake

| Movement | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | TR | L | T | T | R | R |
| Maximum Queue (ft) | 46 | 15 | 59 | 20 | 30 | 55 | 37 |
| Average Queue (ft) | 8 | 0 | 14 | 1 | 1 | 22 | 11 |
| 95th Queue (ft) | 30 | 7 | 41 | 21 | 23 | 49 | 33 |
| Link Distance (ft) | | 573 | | 422 | 422 | 878 | 80 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 320 | | 150 | | | | |
| Storage Blk Time (%) | | | | 0 | | | |
| Queuing Penalty (veh) | | | | 0 | | | |

## Intersection: 7: St Clair/Powtan & Timberlake

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | UL | L | R | LTR | LTR |
| Maximum Queue (ft) | 80 | 38 | 6 | 50 | 187 |
| Average Queue (ft) | 24 | 7 | 0 | 16 | 58 |
| 95th Queue (ft) | 56 | 27 | 4 | 41 | 137 |
| Link Distance (ft) | | | | 86 | 662 |
| Upstream Blk Time (%) | | | | 0 | |
| Queuing Penalty (veh) | | | | 0 | |
| Storage Bay Dist (ft) | 140 | 290 | 290 | | |
| Storage Blk Time (%) | 0 | | | | |
| Queuing Penalty (veh) | 0 | | | | |

## Intersection: 8: Big Lots/Carpet One & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 54 | 323 | 336 | 222 | 287 | 320 | 341 | 21 | 119 | 81 | 57 |
| Average Queue (ft) | 5 | 159 | 153 | 18 | 131 | 78 | 87 | 1 | 47 | 13 | 11 |
| 95th Queue (ft) | 37 | 283 | 286 | 95 | 229 | 206 | 218 | 10 | 98 | 47 | 35 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | 0 |
| Queuing Penalty (veh) | | | | | | 0 | 0 | | | | 0 |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 3 | 0 | |
| Queuing Penalty (veh) | | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | |

## Intersection: 9: Country Cookin/Shelor & Timberlake

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | R | T | TR | R | R |
| Maximum Queue (ft) | 20 | 12 | 3 | 50 | 78 |
| Average Queue (ft) | 1 | 0 | 0 | 15 | 35 |
| 95th Queue (ft) | 11 | 8 | 3 | 39 | 63 |
| Link Distance (ft) | | 251 | 251 | 311 | 504 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 90 | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 10: CC Auto/Beachwood & Timberlake

| Movement | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | T | L | R | R | R |
| Maximum Queue (ft) | 84 | 17 | 13 | 38 | 13 | 18 | 69 |
| Average Queue (ft) | 27 | 1 | 0 | 7 | 0 | 1 | 23 |
| 95th Queue (ft) | 61 | 14 | 12 | 26 | 5 | 7 | 50 |
| Link Distance (ft) | | 251 | 251 | | | 128 | 459 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 240 | 190 | | |
| Storage Blk Time (%) | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | |

## Intersection: 11: Oakdale/Enterprise & Timberlake

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | UL | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 174 | 315 | 457 | 455 | 99 | 246 | 286 | 280 | 71 | 136 | 239 | 326 |
| Average Queue (ft) | 82 | 111 | 175 | 203 | 8 | 111 | 136 | 138 | 16 | 56 | 117 | 150 |
| 95th Queue (ft) | 146 | 196 | 339 | 375 | 57 | 205 | 236 | 239 | 50 | 111 | 207 | 256 |
| Link Distance (ft) | | | 607 | 607 | | | 864 | 864 | | 365 | | 1257 |
| Upstream Blk Time (%) | | | 0 | 0 | | | | | | | | |
| Queuing Penalty (veh) | | | 0 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 400 | 400 | | | 375 | 325 | | | 390 | | 256 | |
| Storage Blk Time (%) | | 0 | 0 | 1 | 0 | 0 | 0 | | | | 0 | 1 |
| Queuing Penalty (veh) | | 0 | 1 | 0 | 0 | 0 | 0 | | | | 1 | 1 |

## Intersection: 12: Greenview/Hardees & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | L | T | T | R | L | LT | R |
| Maximum Queue (ft) | 167 | 380 | 337 | 276 | 177 | 176 | 121 | 132 | 14 | 275 | 420 | 250 |
| Average Queue (ft) | 18 | 154 | 122 | 110 | 100 | 99 | 35 | 39 | 1 | 124 | 128 | 174 |
| 95th Queue (ft) | 77 | 293 | 265 | 218 | 164 | 159 | 85 | 94 | 7 | 213 | 316 | 276 |
| Link Distance (ft) | | 864 | 864 | 864 | | | 678 | 678 | | 892 | 892 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 235 | | | | 375 | 375 | | | 265 | | | 250 |
| Storage Blk Time (%) | 0 | 3 | | | | | | | | | 1 | 3 |
| Queuing Penalty (veh) | 0 | 1 | | | | | | | | | 8 | 5 |

## Intersection: 12: Greenview/Hardees & Timberlake

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 98 |
| Average Queue (ft) | 38 |
| 95th Queue (ft) | 75 |
| Link Distance (ft) | 185 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 13: Lowes/Laxton & Timberlake

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | L | T | T | R | LT | R | L |
| Maximum Queue (ft) | 170 | 215 | 300 | 289 | 28 | 299 | 473 | 436 | 300 | 200 | 90 | 257 |
| Average Queue (ft) | 84 | 99 | 147 | 142 | 4 | 111 | 265 | 227 | 100 | 73 | 41 | 161 |
| 95th Queue (ft) | 147 | 172 | 247 | 239 | 17 | 260 | 423 | 381 | 243 | 150 | 93 | 232 |
| Link Distance (ft) | | | 678 | 678 | | | 544 | 544 | | 286 | | 822 |
| Upstream Blk Time (%) | | | | | | | 0 | | | 0 | | |
| Queuing Penalty (veh) | | | | | | | 0 | | | 0 | | |
| Storage Bay Dist (ft) | 275 | 275 | | | 350 | 300 | | | 300 | | 90 | |
| Storage Blk Time (%) | | 0 | 0 | 0 | | 0 | 8 | 2 | 0 | 9 | 0 | |
| Queuing Penalty (veh) | | 0 | 1 | 0 | | 1 | 8 | 7 | 1 | 6 | 0 | |

## Intersection: 13: Lowes/Laxton & Timberlake

| Movement | SB | SB |
|---|---|---|
| Directions Served | LT | R |
| Maximum Queue (ft) | 226 | 163 |
| Average Queue (ft) | 120 | 74 |
| 95th Queue (ft) | 207 | 132 |
| Link Distance (ft) | 822 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 330 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 14: Dentist/Wood & Timberlake

| Movement | EB | EB | EB | WB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | R | UL | T | TR | LTR | LTR |
| Maximum Queue (ft) | 86 | 1 | 0 | 65 | 11 | 18 | 68 | 291 |
| Average Queue (ft) | 20 | 0 | 0 | 19 | 0 | 1 | 17 | 126 |
| 95th Queue (ft) | 55 | 1 | 0 | 47 | 6 | 8 | 51 | 293 |
| Link Distance (ft) | | 544 | | | 647 | 647 | 127 | 985 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 250 | | 140 | 300 | | | | |
| Storage Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |

## Intersection: 15: Knollwood/DQ & Timberlake

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | L | TR | R | R |
| Maximum Queue (ft) | 66 | 52 | 20 | 46 | 43 |
| Average Queue (ft) | 20 | 14 | 0 | 15 | 14 |
| 95th Queue (ft) | 50 | 38 | 6 | 40 | 39 |
| Link Distance (ft) | | | 493 | 511 | 354 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 300 | 150 | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 16: Charlie's Chicken & Timberlake

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | UL | L | LTR |
| Maximum Queue (ft) | 48 | 51 | 24 |
| Average Queue (ft) | 11 | 12 | 1 |
| 95th Queue (ft) | 35 | 38 | 11 |
| Link Distance (ft) | | | 108 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 150 | 155 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | UL | T | T | R | LTR |
| Maximum Queue (ft) | 130 | 178 | 164 | 92 | 213 | 218 | 28 | 121 |
| Average Queue (ft) | 42 | 52 | 43 | 24 | 62 | 68 | 4 | 43 |
| 95th Queue (ft) | 90 | 133 | 114 | 61 | 152 | 156 | 20 | 90 |
| Link Distance (ft) | | 485 | 485 | | 524 | 524 | 524 | 585 |
| Upstream Blk Time (%) | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | | |
| Storage Blk Time (%) | 0 | 0 | | 0 | 1 | | | |
| Queuing Penalty (veh) | 1 | 0 | | 0 | 0 | | | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | EB | EB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | T | T | TR | R |
| Maximum Queue (ft) | 167 | 271 | 97 | 177 | 304 | 16 | 118 |
| Average Queue (ft) | 80 | 23 | 6 | 5 | 10 | 1 | 48 |
| 95th Queue (ft) | 151 | 171 | 74 | 81 | 120 | 7 | 86 |
| Link Distance (ft) | | 524 | 524 | 466 | 466 | 466 | 243 |
| Upstream Blk Time (%) | | 0 | | 0 | 0 | | |
| Queuing Penalty (veh) | | 1 | | 0 | 0 | | |
| Storage Bay Dist (ft) | 175 | | | | | | |
| Storage Blk Time (%) | 3 | 1 | | | | | |
| Queuing Penalty (veh) | 19 | 1 | | | | | |

## Intersection: 19: Dreaming Creek/Old Graves Mill & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | TR | LTR | L | LT | R |
| Maximum Queue (ft) | 305 | 285 | 257 | 158 | 200 | 309 | 301 | 266 | 146 | 219 | 333 | 294 |
| Average Queue (ft) | 125 | 137 | 135 | 14 | 80 | 181 | 175 | 123 | 56 | 118 | 181 | 115 |
| 95th Queue (ft) | 236 | 235 | 232 | 84 | 176 | 291 | 278 | 231 | 111 | 230 | 275 | 219 |
| Link Distance (ft) | | 466 | 466 | | | 318 | 318 | 318 | 569 | | 532 | |
| Upstream Blk Time (%) | 0 | 0 | | | | 0 | 0 | 0 | | | | |
| Queuing Penalty (veh) | 0 | 0 | | | | 1 | 0 | 0 | | | | |
| Storage Bay Dist (ft) | 460 | | | 160 | 200 | | | | | 220 | | 300 |
| Storage Blk Time (%) | 0 | 0 | 5 | 0 | 0 | 7 | | | | 0 | 4 | 0 |
| Queuing Penalty (veh) | 0 | 0 | 2 | 0 | 0 | 6 | | | | 1 | 25 | 0 |

## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | L | T | TR | R |
| Maximum Queue (ft) | 20 | 25 | 19 | 31 |
| Average Queue (ft) | 1 | 1 | 1 | 5 |
| 95th Queue (ft) | 11 | 13 | 14 | 23 |
| Link Distance (ft) | | 402 | 402 | 185 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 21: Oakmont/Sears & Timberlake

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | TR | TR | R | R |
| Maximum Queue (ft) | 2 | 4 | 69 | 62 |
| Average Queue (ft) | 0 | 0 | 26 | 30 |
| 95th Queue (ft) | 2 | 3 | 60 | 55 |
| Link Distance (ft) | 402 | 623 | 577 | 144 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 22: The Vistas/Roundelay & Timberlake

| Movement | EB | EB | EB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | R | UL | LT | R | LTR |
| Maximum Queue (ft) | 56 | 2 | 12 | 66 | 94 | 79 | 90 |
| Average Queue (ft) | 15 | 0 | 0 | 19 | 28 | 26 | 24 |
| 95th Queue (ft) | 42 | 2 | 5 | 46 | 74 | 53 | 63 |
| Link Distance (ft) | | 623 | | | 398 | | 482 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 150 | | 430 | 150 | | 185 | |
| Storage Blk Time (%) | | | | | 0 | 0 | |
| Queuing Penalty (veh) | | | | | 0 | 0 | |

## Intersection: 23: Timber Ridge & Timberlake

| Movement | WB | NB | SB |
|---|---|---|---|
| Directions Served | L | R | R |
| Maximum Queue (ft) | 49 | 36 | 27 |
| Average Queue (ft) | 9 | 11 | 2 |
| 95th Queue (ft) | 31 | 31 | 13 |
| Link Distance (ft) | | 385 | 86 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 190 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 24: Timber Ridge 2 & Timberlake

| Movement | EB | WB | NB |
|---|---|---|---|
| Directions Served | R | L | R |
| Maximum Queue (ft) | 4 | 58 | 48 |
| Average Queue (ft) | 0 | 17 | 19 |
| 95th Queue (ft) | 3 | 45 | 43 |
| Link Distance (ft) | | | 414 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 120 | 120 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | UL | UL | LTR |
| Maximum Queue (ft) | 63 | 63 | 33 |
| Average Queue (ft) | 18 | 20 | 2 |
| 95th Queue (ft) | 46 | 50 | 16 |
| Link Distance (ft) | | | 382 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 190 | 150 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | NB | SB |
|---|---|---|
| Directions Served | R | R |
| Maximum Queue (ft) | 33 | 52 |
| Average Queue (ft) | 2 | 16 |
| 95th Queue (ft) | 14 | 42 |
| Link Distance (ft) | 216 | 265 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 27: Misty Mountain/Citgo & Timberlake

| Movement | EB | EB | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | TR | UL | T | R | R |
| Maximum Queue (ft) | 23 | 2 | 27 | 169 | 44 | 73 | 38 |
| Average Queue (ft) | 4 | 0 | 2 | 59 | 1 | 32 | 10 |
| 95th Queue (ft) | 18 | 1 | 14 | 121 | 29 | 58 | 33 |
| Link Distance (ft) | | 501 | 501 | | 920 | 762 | 117 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 150 | | | 325 | | | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 28: Jade Palace/Middleview & Timberlake

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | L | TR | R | R |
| Maximum Queue (ft) | 47 | 43 | 4 | 30 | 33 |
| Average Queue (ft) | 13 | 13 | 0 | 7 | 6 |
| 95th Queue (ft) | 37 | 38 | 3 | 28 | 26 |
| Link Distance (ft) | | | 490 | 119 | 387 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 190 | 150 | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 29: Leesville/Richland & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | T | R | L | L | T | T | R | LT | R | L |
| Maximum Queue (ft) | 140 | 328 | 339 | 254 | 254 | 292 | 278 | 257 | 64 | 123 | 238 | 130 |
| Average Queue (ft) | 26 | 187 | 194 | 27 | 137 | 184 | 144 | 119 | 20 | 36 | 95 | 51 |
| 95th Queue (ft) | 86 | 297 | 308 | 154 | 233 | 259 | 250 | 218 | 49 | 89 | 187 | 99 |
| Link Distance (ft) | | 490 | 490 | | | | 938 | 938 | | 725 | 725 | 449 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 475 | 475 | | | 475 | | | |
| Storage Blk Time (%) | 0 | 1 | 2 | 0 | | | | | | | | 0 |
| Queuing Penalty (veh) | 0 | 0 | 2 | 1 | | | | | | | | 0 |

## Intersection: 29: Leesville/Richland & Timberlake

| Movement | SB |
|---|---|
| Directions Served | TR |
| Maximum Queue (ft) | 115 |
| Average Queue (ft) | 30 |
| 95th Queue (ft) | 72 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 170 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

## Network Summary

Network wide Queuing Penalty: 399

## Intersection: 1: Waterlick & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | B85 | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | R | LT | R | T | L |
| Maximum Queue (ft) | 260 | 345 | 313 | 33 | 241 | 211 | 189 | 100 | 378 | 258 | 208 | 822 |
| Average Queue (ft) | 86 | 203 | 173 | 3 | 104 | 82 | 80 | 43 | 233 | 95 | 38 | 428 |
| 95th Queue (ft) | 187 | 321 | 287 | 15 | 198 | 166 | 158 | 87 | 398 | 186 | 219 | 962 |
| Link Distance (ft) | | 1057 | 1057 | | | 453 | 453 | | 329 | 329 | 4200 | |
| Upstream Blk Time (%) | | | | | | 0 | | | 14 | 0 | | |
| Queuing Penalty (veh) | | | | | | 0 | | | 0 | 0 | | |
| Storage Bay Dist (ft) | 315 | | | 410 | 290 | | | 290 | | | | 950 |
| Storage Blk Time (%) | 0 | 1 | 0 | | 0 | 0 | | | | | | 1 |
| Queuing Penalty (veh) | 0 | 1 | 0 | | 1 | 0 | | | | | | 3 |

## Intersection: 1: Waterlick & Timberlake

| Movement | SB |
|---|---|
| Directions Served | TR |
| Maximum Queue (ft) | 1826 |
| Average Queue (ft) | 1013 |
| 95th Queue (ft) | 2713 |
| Link Distance (ft) | 4190 |
| Upstream Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | 14 |
| Queuing Penalty (veh) | 53 |

## Intersection: 2: Walgreens/Brush Tavern & Timberlake

| Movement | WB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | T | TR | R | R |
| Maximum Queue (ft) | 12 | 6 | 48 | 30 |
| Average Queue (ft) | 0 | 0 | 14 | 3 |
| 95th Queue (ft) | 4 | 2 | 37 | 19 |
| Link Distance (ft) | 395 | 395 | 168 | 1086 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 3: Advanced Auto/Tomahawk & Timberlake

| Movement | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | UL | TR | L | R | R |
| Maximum Queue (ft) | 60 | 2 | 64 | 38 | 52 |
| Average Queue (ft) | 15 | 0 | 20 | 11 | 19 |
| 95th Queue (ft) | 45 | 2 | 52 | 35 | 43 |
| Link Distance (ft) | | 395 | | 174 | 1071 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 275 | | 150 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 4: Crowell/Grace Church & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB |
|---|---|---|---|---|---|---|---|---|---|
| Directions Served | UL | T | T | R | L | T | T | R | LTR |
| Maximum Queue (ft) | 44 | 300 | 282 | 67 | 161 | 305 | 312 | 20 | 101 |
| Average Queue (ft) | 2 | 100 | 95 | 3 | 43 | 137 | 147 | 1 | 34 |
| 95th Queue (ft) | 14 | 235 | 224 | 32 | 105 | 268 | 287 | 9 | 74 |
| Link Distance (ft) | | 735 | 735 | | | 450 | 450 | | 727 |
| Upstream Blk Time (%) | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | |
| Storage Bay Dist (ft) | 210 | | | 220 | 250 | | | 360 | |
| Storage Blk Time (%) | | 1 | 1 | 0 | 0 | 1 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 0 | 0 | 0 | | |

## Intersection: 5: Jordan/Southwood & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 236 | 383 | 379 | 85 | 186 | 265 | 272 | 138 | 166 | 153 | 71 |
| Average Queue (ft) | 57 | 174 | 172 | 10 | 53 | 109 | 113 | 18 | 65 | 62 | 9 |
| 95th Queue (ft) | 149 | 336 | 337 | 53 | 118 | 221 | 224 | 71 | 133 | 116 | 35 |
| Link Distance (ft) | | 450 | 450 | | | 573 | 573 | | 349 | 305 | |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | |
| Queuing Penalty (veh) | | 0 | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 325 | | | 100 | 220 | | | 285 | | | 130 |
| Storage Blk Time (%) | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | | 1 | 0 |
| Queuing Penalty (veh) | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |

## Intersection: 6: Sunny Bank/Sprint & Timberlake

| Movement | EB | EB | EB | WB | NB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | R |
| Maximum Queue (ft) | 22 | 4 | 5 | 41 | 78 |
| Average Queue (ft) | 2 | 0 | 0 | 7 | 31 |
| 95th Queue (ft) | 12 | 3 | 2 | 27 | 62 |
| Link Distance (ft) | | 573 | 573 | | 878 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 320 | | | 150 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 7: St Clair/Powtan & Timberlake

| Movement | EB | WB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | UL | L | R | LTR | LTR |
| Maximum Queue (ft) | 69 | 35 | 3 | 20 | 162 |
| Average Queue (ft) | 17 | 6 | 0 | 1 | 63 |
| 95th Queue (ft) | 45 | 24 | 2 | 8 | 128 |
| Link Distance (ft) | | | | 86 | 662 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 140 | 290 | 290 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 8: Big Lots/Carpet One & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | R | LT | R | LTR |
| Maximum Queue (ft) | 32 | 334 | 298 | 55 | 266 | 280 | 280 | 8 | 118 | 91 | 16 |
| Average Queue (ft) | 4 | 115 | 92 | 6 | 129 | 42 | 46 | 0 | 33 | 24 | 1 |
| 95th Queue (ft) | 21 | 247 | 213 | 33 | 245 | 190 | 175 | 6 | 78 | 58 | 9 |
| Link Distance (ft) | | 579 | 579 | | | 495 | 495 | | 578 | | 66 |
| Upstream Blk Time (%) | | | | | | 0 | 0 | | | | |
| Queuing Penalty (veh) | | | | | | 2 | 0 | | | | |
| Storage Bay Dist (ft) | 320 | | | 270 | 310 | | | 50 | | 95 | |
| Storage Blk Time (%) | | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 1 | 0 | |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 11 | 1 | 0 | 0 | 0 | 0 | |

## Intersection: 9: Country Cookin/Shelor & Timberlake

| Movement | WB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | T | TR | R | R |
| Maximum Queue (ft) | 19 | 13 | 29 | 65 |
| Average Queue (ft) | 1 | 0 | 4 | 24 |
| 95th Queue (ft) | 15 | 10 | 18 | 52 |
| Link Distance (ft) | 251 | 251 | 311 | 504 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 10: CC Auto/Beachwood & Timberlake

| Movement | EB | WB | WB | SB |
|---|---|---|---|---|
| Directions Served | UL | L | R | R |
| Maximum Queue (ft) | 47 | 40 | 2 | 76 |
| Average Queue (ft) | 9 | 4 | 0 | 26 |
| 95th Queue (ft) | 31 | 21 | 2 | 53 |
| Link Distance (ft) | | | | 459 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 240 | 190 | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 11: Oakdale/Enterprise & Timberlake

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | UL | T | T | R | LTR | LT | R |
| Maximum Queue (ft) | 251 | 313 | 393 | 402 | 99 | 276 | 329 | 326 | 149 | 220 | 197 | 190 |
| Average Queue (ft) | 142 | 161 | 218 | 230 | 10 | 105 | 166 | 164 | 46 | 93 | 87 | 78 |
| 95th Queue (ft) | 227 | 257 | 357 | 378 | 76 | 195 | 282 | 283 | 105 | 175 | 162 | 141 |
| Link Distance (ft) | | | 607 | 607 | | | 864 | 864 | | 365 | | 1257 |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 400 | 400 | | | 375 | 325 | | | 390 | | 256 | |
| Storage Blk Time (%) | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Queuing Penalty (veh) | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 |

## Intersection: 12: Greenview/Hardees & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | NB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | L | T | T | R | L | LT | R |
| Maximum Queue (ft) | 234 | 388 | 366 | 197 | 171 | 172 | 184 | 195 | 56 | 181 | 396 | 250 |
| Average Queue (ft) | 57 | 223 | 194 | 60 | 76 | 74 | 68 | 67 | 9 | 90 | 110 | 166 |
| 95th Queue (ft) | 177 | 373 | 337 | 140 | 138 | 137 | 147 | 149 | 32 | 152 | 269 | 270 |
| Link Distance (ft) | | 864 | 864 | 864 | | | 678 | 678 | | 892 | 892 | |
| Upstream Blk Time (%) | | | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | | | |
| Storage Bay Dist (ft) | 235 | | | | 375 | 375 | | | 265 | | | 250 |
| Storage Blk Time (%) | 0 | 8 | | | | | | 0 | | | 1 | 2 |
| Queuing Penalty (veh) | 0 | 4 | | | | | | 0 | | | 4 | 3 |

## Intersection: 12: Greenview/Hardees & Timberlake

| Movement | SB |
|---|---|
| Directions Served | R |
| Maximum Queue (ft) | 68 |
| Average Queue (ft) | 29 |
| 95th Queue (ft) | 54 |
| Link Distance (ft) | 185 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

## Intersection: 13: Lowes/Laxton & Timberlake

| Movement | EB | EB | EB | EB | EB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | L | T | T | R | L | T | T | R | LT | R | L |
| Maximum Queue (ft) | 190 | 274 | 464 | 454 | 56 | 126 | 329 | 300 | 229 | 149 | 89 | 316 |
| Average Queue (ft) | 92 | 129 | 179 | 171 | 5 | 36 | 147 | 112 | 63 | 53 | 22 | 193 |
| 95th Queue (ft) | 154 | 241 | 348 | 332 | 48 | 89 | 274 | 219 | 134 | 113 | 65 | 279 |
| Link Distance (ft) | | | 678 | 678 | | | 544 | 544 | | 286 | | 822 |
| Upstream Blk Time (%) | | | | 0 | | | | | | | | |
| Queuing Penalty (veh) | | | | 0 | | | | | | | | |
| Storage Bay Dist (ft) | 275 | 275 | | | 350 | 300 | | | 300 | | 90 | |
| Storage Blk Time (%) | 0 | 0 | 3 | 1 | 0 | | 0 | 0 | 0 | 4 | 0 | |
| Queuing Penalty (veh) | 0 | 1 | 11 | 0 | 0 | | 0 | 0 | 0 | 1 | 0 | |

## Intersection: 13: Lowes/Laxton & Timberlake

| Movement | SB | SB |
|---|---|---|
| Directions Served | LT | R |
| Maximum Queue (ft) | 279 | 169 |
| Average Queue (ft) | 151 | 70 |
| 95th Queue (ft) | 249 | 124 |
| Link Distance (ft) | 822 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 330 |
| Storage Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |

## Intersection: 14: Dentist/Wood & Timberlake

| Movement | EB | EB | EB | WB | WB | SB |
|---|---|---|---|---|---|---|
| Directions Served | L | T | R | L | TR | LTR |
| Maximum Queue (ft) | 60 | 0 | 0 | 60 | 1 | 256 |
| Average Queue (ft) | 15 | 0 | 0 | 18 | 0 | 97 |
| 95th Queue (ft) | 38 | 0 | 0 | 46 | 1 | 219 |
| Link Distance (ft) | | 544 | | | 647 | 985 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 250 | | 140 | 300 | | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

## Intersection: 15: Knollwood/DQ & Timberlake

| Movement | EB | EB | WB | NB | SB |
|---|---|---|---|---|---|
| Directions Served | L | R | L | R | R |
| Maximum Queue (ft) | 63 | 1 | 38 | 53 | 21 |
| Average Queue (ft) | 17 | 0 | 8 | 17 | 1 |
| 95th Queue (ft) | 44 | 1 | 26 | 44 | 8 |
| Link Distance (ft) | | | | 511 | 354 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 300 | 160 | 150 | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 16: Charlie's Chicken & Timberlake

| Movement | EB | WB |
|---|---|---|
| Directions Served | UL | L |
| Maximum Queue (ft) | 35 | 27 |
| Average Queue (ft) | 5 | 3 |
| 95th Queue (ft) | 22 | 16 |
| Link Distance (ft) | | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 150 | 155 |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 17: Timberlake & Candlewood

| Movement | EB | EB | EB | WB | WB | WB | WB | SB |
|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | UL | T | T | R | LTR |
| Maximum Queue (ft) | 109 | 202 | 198 | 94 | 342 | 355 | 42 | 82 |
| Average Queue (ft) | 34 | 55 | 52 | 17 | 72 | 86 | 7 | 23 |
| 95th Queue (ft) | 75 | 142 | 135 | 52 | 223 | 245 | 28 | 55 |
| Link Distance (ft) | | 485 | 485 | | 524 | 524 | 524 | 585 |
| Upstream Blk Time (%) | | | | | 0 | 0 | | |
| Queuing Penalty (veh) | | | | | 0 | 0 | | |
| Storage Bay Dist (ft) | 160 | | | 120 | | | | |
| Storage Blk Time (%) | 0 | 0 | | 0 | 4 | | | |
| Queuing Penalty (veh) | 0 | 0 | | 0 | 1 | | | |

## Intersection: 18: Timberlake & Bojangles

| Movement | EB | WB | WB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | T | TR | R |
| Maximum Queue (ft) | 98 | 68 | 113 | 9 | 72 |
| Average Queue (ft) | 33 | 2 | 3 | 0 | 28 |
| 95th Queue (ft) | 73 | 47 | 62 | 5 | 54 |
| Link Distance (ft) | | 466 | 466 | 466 | 243 |
| Upstream Blk Time (%) | | 0 | 0 | | |
| Queuing Penalty (veh) | | 0 | 0 | | |
| Storage Bay Dist (ft) | 175 | | | | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 19: Dreaming Creek/Old Graves Mill & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | NB | SB | SB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | UL | T | T | TR | LTR | L | LT | R |
| Maximum Queue (ft) | 364 | 323 | 273 | 142 | 149 | 252 | 241 | 190 | 163 | 141 | 181 | 115 |
| Average Queue (ft) | 151 | 113 | 113 | 8 | 30 | 124 | 124 | 79 | 69 | 21 | 88 | 52 |
| 95th Queue (ft) | 282 | 230 | 226 | 62 | 83 | 215 | 216 | 162 | 128 | 85 | 157 | 90 |
| Link Distance (ft) | | 466 | 466 | | | 318 | 318 | 318 | 569 | | 532 | |
| Upstream Blk Time (%) | | 0 | | | | 0 | | | | | | |
| Queuing Penalty (veh) | | 0 | | | | 0 | | | | | | |
| Storage Bay Dist (ft) | 460 | | | 160 | 200 | | | | | 220 | | 300 |
| Storage Blk Time (%) | | 0 | 3 | 0 | 0 | 1 | | | | | 0 | |
| Queuing Penalty (veh) | | 0 | 1 | 0 | 0 | 0 | | | | | 0 | |

## Intersection: 20: Timberlake & Hedges Insurance

| Movement | EB | EB | SB |
|---|---|---|---|
| Directions Served | L | T | R |
| Maximum Queue (ft) | 28 | 5 | 28 |
| Average Queue (ft) | 3 | 0 | 2 |
| 95th Queue (ft) | 17 | 5 | 13 |
| Link Distance (ft) | | 318 | 185 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 150 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 21: Oakmont/Sears & Timberlake

| Movement | NB | SB |
|---|---|---|
| Directions Served | R | R |
| Maximum Queue (ft) | 54 | 34 |
| Average Queue (ft) | 23 | 6 |
| 95th Queue (ft) | 49 | 26 |
| Link Distance (ft) | 577 | 144 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 22: The Vistas/Roundelay & Timberlake

| Movement | EB | EB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|
| Directions Served | UL | R | UL | TR | LT | R | LTR |
| Maximum Queue (ft) | 63 | 6 | 56 | 5 | 70 | 98 | 61 |
| Average Queue (ft) | 14 | 0 | 11 | 0 | 22 | 36 | 18 |
| 95th Queue (ft) | 40 | 4 | 37 | 4 | 54 | 72 | 48 |
| Link Distance (ft) | | | | 560 | 398 | | 482 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 150 | 430 | 150 | | | 185 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

## Intersection: 23: Timber Ridge & Timberlake

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | R | L | R | R |
| Maximum Queue (ft) | 2 | 30 | 27 | 32 |
| Average Queue (ft) | 0 | 4 | 7 | 5 |
| 95th Queue (ft) | 2 | 19 | 24 | 23 |
| Link Distance (ft) | | | 385 | 86 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 155 | 190 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 24: Timber Ridge 2 & Timberlake

| Movement | WB | NB |
|---|---|---|
| Directions Served | L | R |
| Maximum Queue (ft) | 49 | 47 |
| Average Queue (ft) | 12 | 18 |
| 95th Queue (ft) | 38 | 42 |
| Link Distance (ft) | | 414 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 120 | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

## Intersection: 25: Timberlake & Whitten Timberlake Chapel

| Movement | EB | WB | SB |
|---|---|---|---|
| Directions Served | UL | UL | LTR |
| Maximum Queue (ft) | 60 | 27 | 63 |
| Average Queue (ft) | 12 | 5 | 9 |
| 95th Queue (ft) | 39 | 21 | 42 |
| Link Distance (ft) | | | 382 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 190 | 150 | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 26: Timberlake & Heritage Business Center

| Movement | EB | NB | SB |
|---|---|---|---|
| Directions Served | T | R | R |
| Maximum Queue (ft) | 3 | 29 | 29 |
| Average Queue (ft) | 0 | 5 | 3 |
| 95th Queue (ft) | 0 | 22 | 16 |
| Link Distance (ft) | 466 | 216 | 265 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

## Intersection: 27: Misty Mountain/Citgo & Timberlake

| Movement | EB | WB | NB | SB |
|---|---|---|---|---|
| Directions Served | UL | UL | R | R |
| Maximum Queue (ft) | 36 | 55 | 137 | 36 |
| Average Queue (ft) | 6 | 12 | 49 | 10 |
| 95th Queue (ft) | 23 | 36 | 97 | 33 |
| Link Distance (ft) | | | 762 | 117 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 150 | 325 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

## Intersection: 28: Jade Palace/Middleview & Timberlake

| Movement | EB | EB | EB | WB | SB |
|---|---|---|---|---|---|
| Directions Served | L | T | TR | L | R |
| Maximum Queue (ft) | 40 | 19 | 14 | 20 | 28 |
| Average Queue (ft) | 9 | 1 | 1 | 1 | 2 |
| 95th Queue (ft) | 31 | 17 | 15 | 9 | 13 |
| Link Distance (ft) | | 920 | 920 | | 387 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 190 | | | 150 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

## Intersection: 29: Leesville/Richland & Timberlake

| Movement | EB | EB | EB | EB | WB | WB | WB | WB | WB | NB | NB | SB |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Directions Served | L | T | T | R | L | L | T | T | R | LT | R | L |
| Maximum Queue (ft) | 108 | 398 | 400 | 254 | 178 | 218 | 287 | 276 | 50 | 109 | 452 | 185 |
| Average Queue (ft) | 8 | 206 | 210 | 30 | 58 | 124 | 111 | 90 | 12 | 32 | 187 | 82 |
| 95th Queue (ft) | 53 | 350 | 359 | 166 | 152 | 199 | 231 | 210 | 37 | 83 | 369 | 150 |
| Link Distance (ft) | | 490 | 490 | | | | 938 | 938 | | 725 | 725 | 449 |
| Upstream Blk Time (%) | | 0 | 0 | | | | | | | | | |
| Queuing Penalty (veh) | | 1 | 0 | | | | | | | | | |
| Storage Bay Dist (ft) | 280 | | | 255 | 475 | 475 | | | 475 | | | |
| Storage Blk Time (%) | 0 | 3 | 4 | 0 | | | | | | | | 1 |
| Queuing Penalty (veh) | 0 | 0 | 4 | 1 | | | | | | | | 0 |

## Intersection: 29: Leesville/Richland & Timberlake

| Movement | SB |
|---|---|
| Directions Served | TR |
| Maximum Queue (ft) | 143 |
| Average Queue (ft) | 37 |
| 95th Queue (ft) | 90 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 170 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

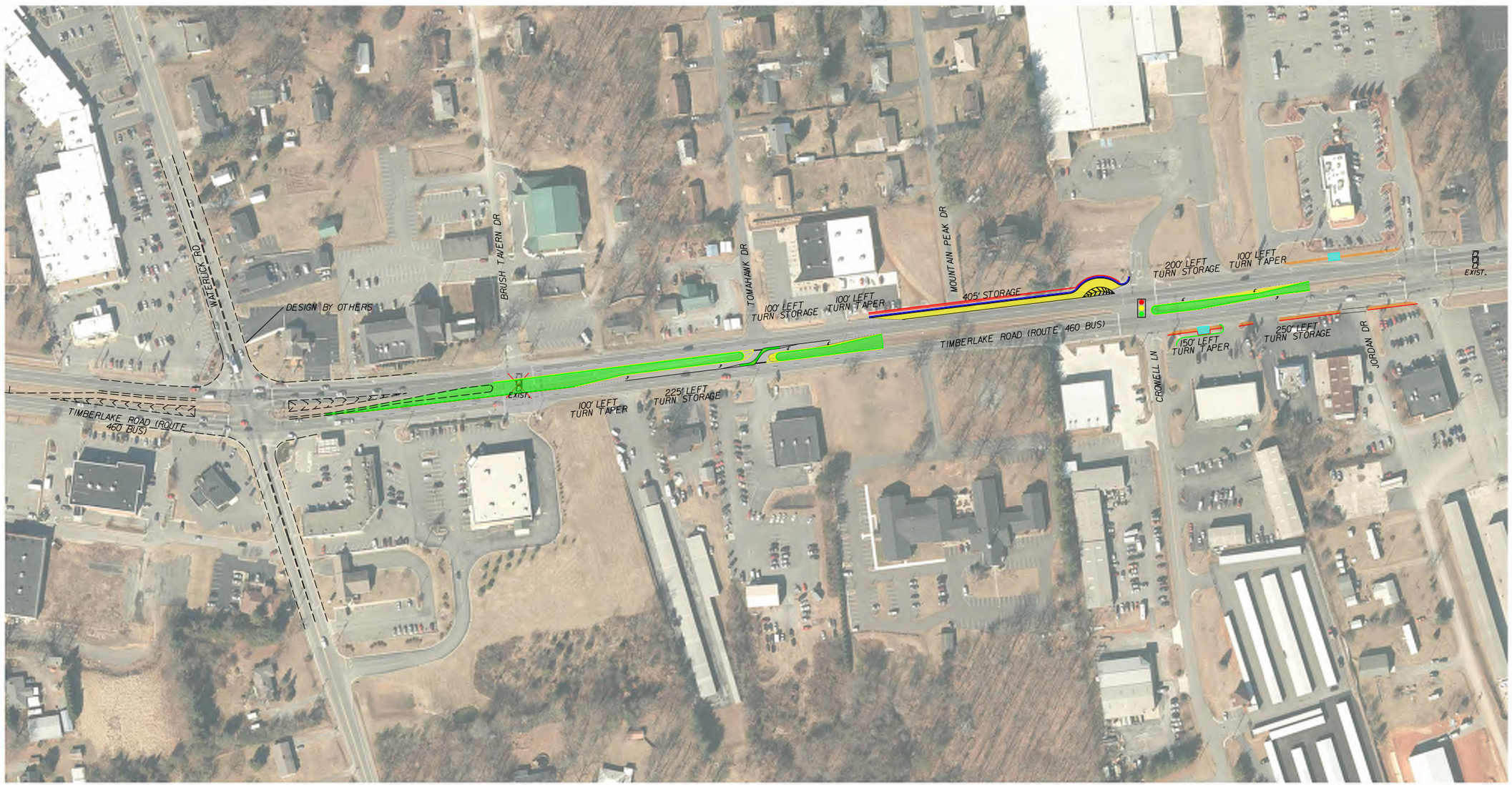
## Network Summary

Network wide Queuing Penalty: 115

# APPENDIX F – SELECTED CONCEPT SKETCHES

# BRUSH TAVERN DRIVE TO CROWELL LANE

*ALTERNATIVES 2, 3, AND 4*




**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

SCALE
0 100' 200'

**LEGEND**

| | |
|---|---|
| EXISTING PAVEMENT | PROPOSED PAVEMENT |
| EXISTING PROPERTY LINES | PROPOSED CURB AND GUTTER |
| PROPOSED GRASS MEDIAN | PROPOSED MEDIAN CURB |
| PROPOSED CONCRETE ITEMS | PROPOSED RIGHT OF WAY |
| PROPOSED BUS STOP | PROPOSED ACQUISITION AREA |

# SUNNY BANK DRIVE

*ALTERNATIVE 6 AND 7*

**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

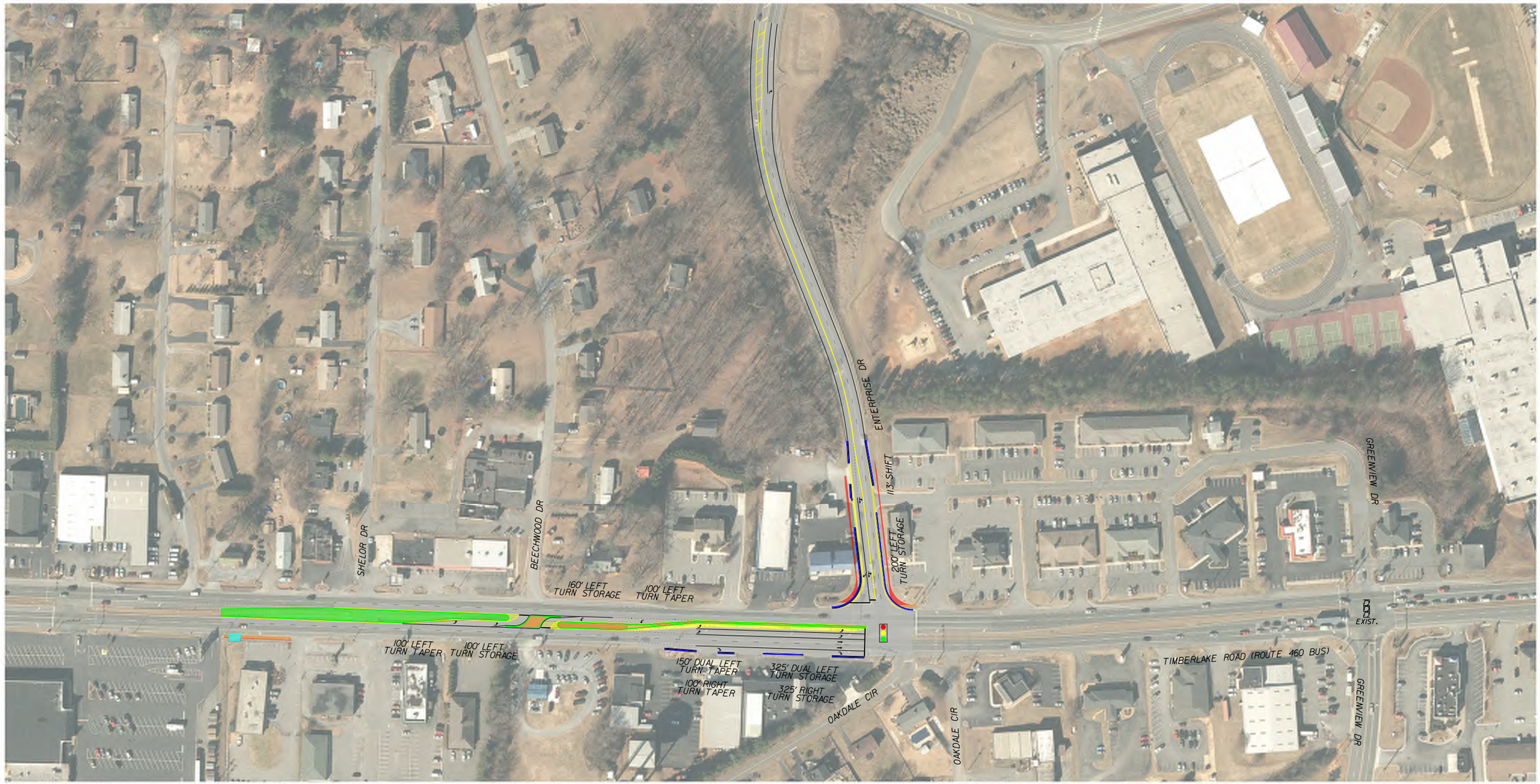
SCALE
0 100' 200'

**LEGEND**

| | |
|---|---|
| EXISTING PAVEMENT | PROPOSED PAVEMENT |
| EXISTING PROPERTY LINES | PROPOSED CURB AND GUTTER |
| PROPOSED GRASS MEDIAN | PROPOSED MEDIAN CURB |
| PROPOSED CONCRETE ITEMS | PROPOSED RIGHT OF WAY |
| PROPOSED BUS STOP | PROPOSED ACQUISITION AREA |

# SHELOR DRIVE TO LAXTON ROAD

*ALTERNATIVES 9, 10, AND 11*




**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

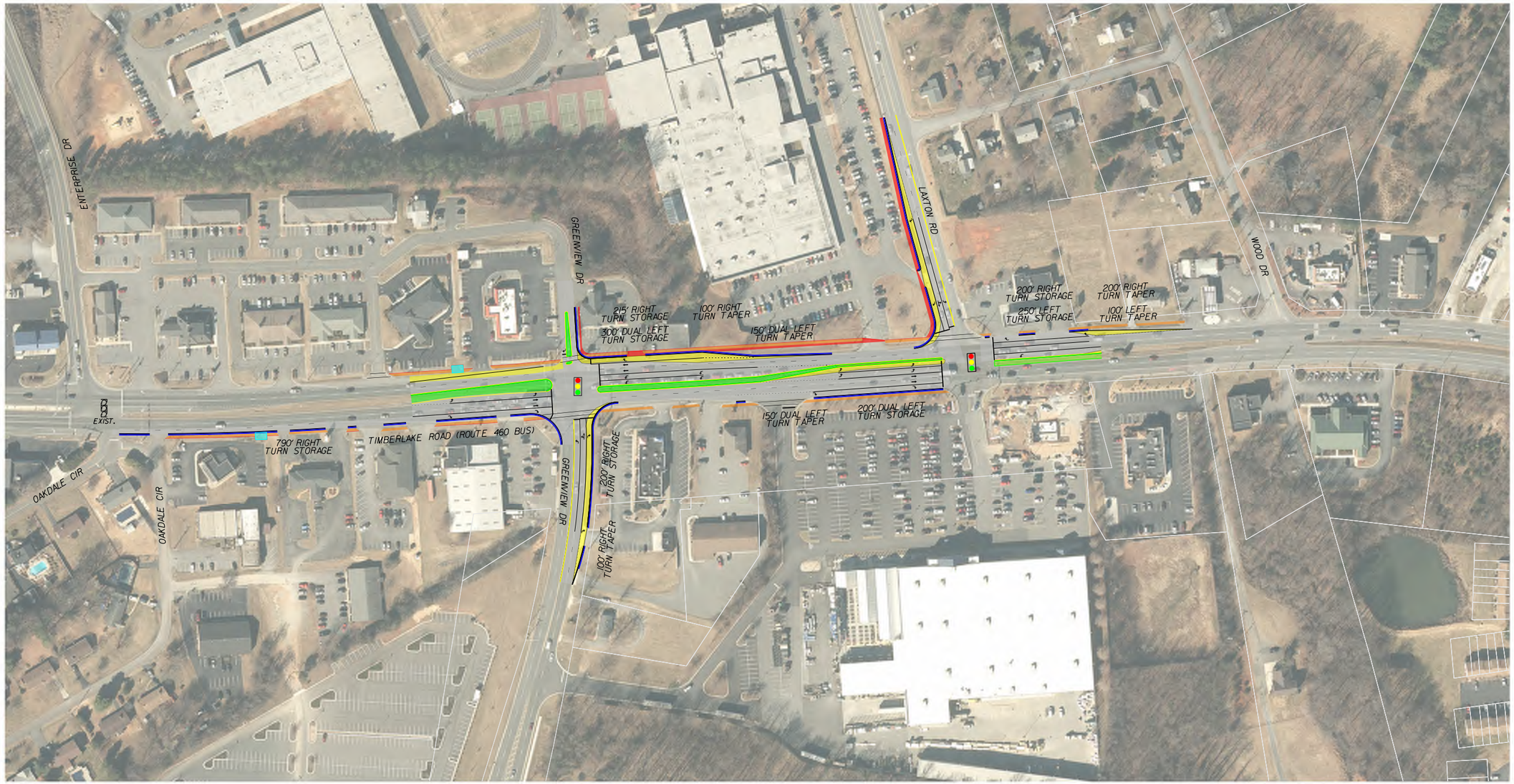
SCALE
0 100' 200'

**LEGEND**

| | |
|---|---|
| EXISTING PAVEMENT | PROPOSED PAVEMENT |
| EXISTING PROPERTY LINES | PROPOSED CURB AND GUTTER |
| PROPOSED GRASS MEDIAN | PROPOSED MEDIAN CURB |
| PROPOSED CONCRETE ITEMS | PROPOSED RIGHT OF WAY |
| PROPOSED BUS STOP | PROPOSED ACQUISITION AREA |

# GREENVIEW DRIVE TO LAXTON ROAD

*ALTERNATIVE 12 AND 13*




**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

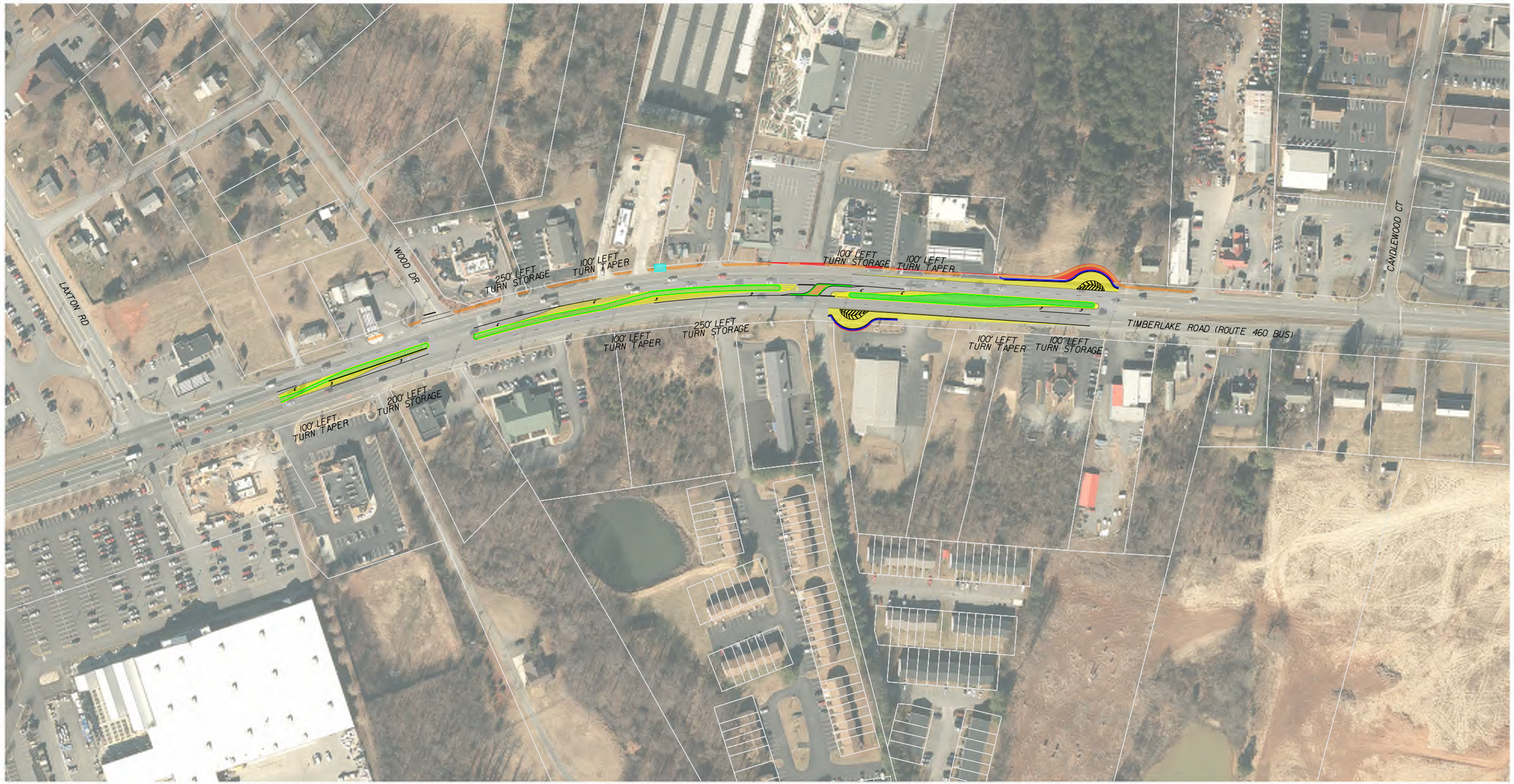
SCALE
0 100' 200'

**LEGEND**

- EXISTING PAVEMENT
- EXISTING PROPERTY LINES
- PROPOSED GRASS MEDIAN
- PROPOSED CONCRETE ITEMS
- PROPOSED BUS STOP
- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED MEDIAN CURB
- PROPOSED RIGHT OF WAY
- PROPOSED ACQUISITION AREA

# WOOD ROAD TO HOOPER/CHARLIE'S ENTRANCE

*ALTERNATIVE 14, 15, AND 16*




**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

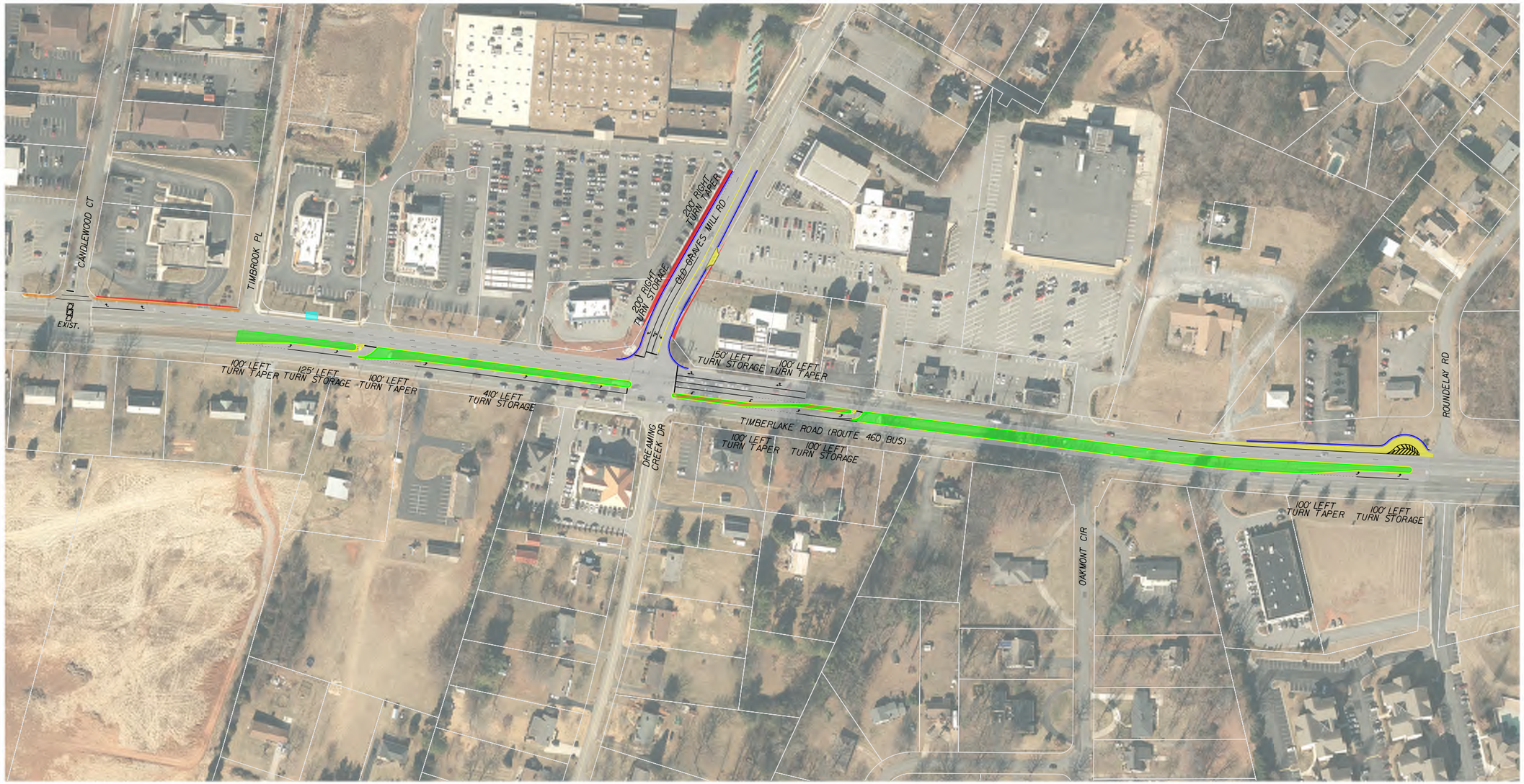
SCALE
0 100' 200'

**LEGEND**

| | |
|---|---|
| EXISTING PAVEMENT | PROPOSED PAVEMENT |
| EXISTING PROPERTY LINES | PROPOSED CURB AND GUTTER |
| PROPOSED GRASS MEDIAN | PROPOSED MEDIAN CURB |
| PROPOSED CONCRETE ITEMS | PROPOSED RIGHT OF WAY |
| PROPOSED BUS STOP | PROPOSED ACQUISITION AREA |

# BOJANGLES/TGI FRIDAY ENTRANCE TO ROUNDELAY ROAD

*ALTERNATIVE 18, 19, 20, 21, AND 22*




**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

SCALE
0 100' 200'

**LEGEND**

| | |
|---|---|
| EXISTING PAVEMENT | PROPOSED PAVEMENT |
| EXISTING PROPERTY LINES | PROPOSED CURB AND GUTTER |
| PROPOSED GRASS MEDIAN | PROPOSED MEDIAN CURB |
| PROPOSED CONCRETE ITEMS | PROPOSED RIGHT OF WAY |
| PROPOSED BUS STOP | PROPOSED ACQUISITION AREA |

# TIMBER RIDGE II APARTMENTS ENTRANCE

*ALTERNATIVE 23 AND 24*

**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

SCALE
0 100' 200'

**LEGEND**

- EXISTING PAVEMENT
- EXISTING PROPERTY LINES
- PROPOSED GRASS MEDIAN
- PROPOSED CONCRETE ITEMS
- PROPOSED BUS STOP
- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED MEDIAN CURB
- PROPOSED RIGHT OF WAY
- PROPOSED ACQUISITION AREA

WHITTEN TIMBERLAKE CHAPEL ENTRANCE TO

*ALTERNATIVE 25 AND 26*

**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

SCALE
0 100' 200'

**LEGEND**

- EXISTING PAVEMENT
- EXISTING PROPERTY LINES
- PROPOSED GRASS MEDIAN
- PROPOSED CONCRETE ITEMS
- PROPOSED BUS STOP
- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED MEDIAN CURB
- PROPOSED RIGHT OF WAY
- PROPOSED ACQUISITION AREA

# MIDDLEVIEW STREET TO LEESVILLE ROAD

*ALTERNATIVE 28 AND 29*

**PRELIMINARY**

**NOTE: POTENTIAL RIGHT-OF-WAY, UTILITIES, EASEMENTS, GRADING AND DRAINAGE IMPACTS ARE NOT SHOWN**

SCALE
0 100' 200'

**LEGEND**

- EXISTING PAVEMENT
- EXISTING PROPERTY LINES
- PROPOSED GRASS MEDIAN
- PROPOSED CONCRETE ITEMS
- PROPOSED BUS STOP
- PROPOSED PAVEMENT
- PROPOSED CURB AND GUTTER
- PROPOSED MEDIAN CURB
- PROPOSED RIGHT OF WAY
- PROPOSED ACQUISITION AREA

# APPENDIX G – PROJECT SUMMARY SHEETS

# Restricted Crossing U-Turn

## Brush Tavern Drive to Crowell Lane

### Project Location

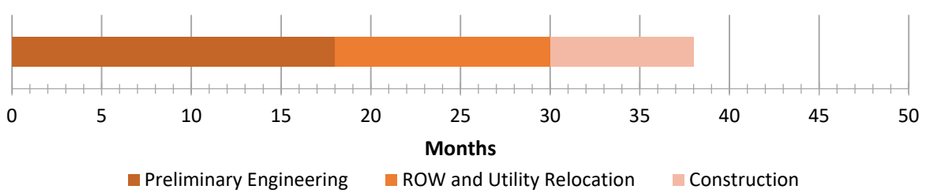
### Conceptual Design Layout

### Project Description

Installation of an RCUT at Tomahawk Drive is anticipated to improve throughput on Timberlake Road and reduce crashes. A bus stop will also be relocated to improve transit operations and sidewalk will be installed between Crowell Lane and Jordan Drive.

- Remove signal and close median opening at Brush Tavern Drive
- Convert median opening at Tomahawk Drive to a restricted crossing U-turn (RCUT) intersection
- Construct a loon to facilitate westbound U-Turns at Crowell Lane
- Extend westbound left-turn lane and optimize signal timing at Crowell Lane
- Construct sidewalk on both sides of Timberlake Road from Crowell Lane to Southwood Drive
- Relocate existing GLTC Route 7 bus stop to the east towards Crowell Lane

### Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

### Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Brush Tavern Drive (N/S)** | | |
| 2030 No Build NB Approach Delay | 13.4 sec/veh | 28.6 sec/veh |
| 2030 Build NB Approach Delay | 15.0 sec/veh | 22.4 sec/veh |
| **Δ NB Approach Delay** | **1.6 sec/veh** | **-6.2 sec/veh** |
| 2030 No Build SB Approach Delay | 66.0 sec/veh | 34.3 sec/veh |
| 2030 Build SB Approach Delay | 40.4 sec/veh | 42.0 sec/veh |
| **Δ SB Approach Delay** | **-25.6 sec/veh** | **7.7 sec/veh** |
| **Timberlake Road (E/W) at Tomahawk Drive (N/S)** | | |
| 2030 No Build NB Approach Delay | 68.2 sec/veh | 71.7 sec/veh |
| 2030 Build NB Approach Delay | 31.4 sec/veh | 33.9 sec/veh |
| **Δ NB Approach Delay** | **-36.8 sec/veh** | **-37.8 sec/veh** |
| 2030 No Build SB Approach Delay | 64.1 sec/veh | 82.8 sec/veh |
| 2030 Build SB Approach Delay | 32.1 sec/veh | 27.6 sec/veh |
| **Δ SB Approach Delay** | **-32.0 sec/veh** | **-55.2 sec/veh** |
| **Timberlake Road (E/W) at Crowell Lane (N/S)** | | |
| 2030 No Build Intersection Delay | 15.3 sec/veh | 27.3 sec/veh |
| 2030 Build Intersection Delay | 5.9 sec/veh | 7.6 sec/veh |
| **Δ Intersection Delay** | **-9.4 sec/veh** | **-19.7 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

### Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $442,000 |
| ROW and Utility Relocation | $677,000 |
| Construction | $2,422,100 |
| **Total Cost =** | **$3,541,100** |

### Safety Benefits

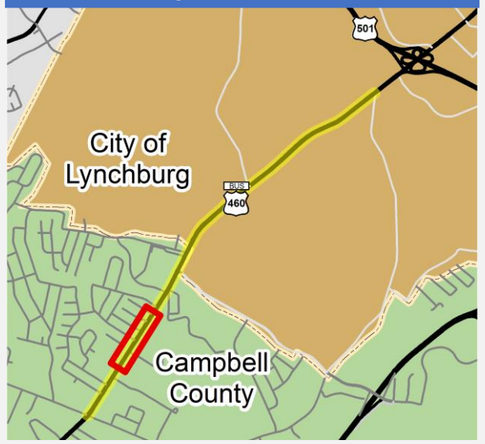
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Remove minor approach left turns | Brush Tavern Drive | 35 | 22 | 130 | 45.5 |
| Extend turn lane | Tomahawk Drive | 3 | 7 | 90 | 2.7 |
| Install Sidewalk | Crowell Lane | 10 | 36 | 210 | 21.0 |
| Install Sidewalk | Southwood Village | 10 | 38 | 365 | 36.5 |

# Restricted Crossing U-Turn

## Sunny Bank Drive

### Project Location



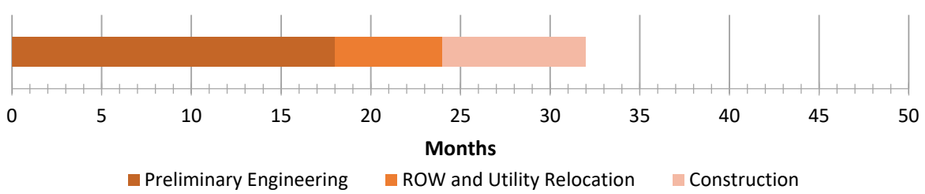

### Conceptual Design Layout

### Project Description

Installation of an RCUT at Sunny Bank Drive is anticipated to improve throughput on Timberlake Road and reduce crashes. Sidewalk will be installed between Silver Spring Drive and Tanzalon Drive.

- Convert the median opening at Sunny Bank Drive to a restricted crossing U-turn (RCUT) intersection
- Install loons at Sunny Bank Drive and Powtan Drive to facilitate U-turns
- Construct sidewalk on westbound Timberlake Road between Silver Springs and Tanzalon Drive to accommodate bus stop
- Construct sidewalk on eastbound Timberlake Road at the Big Lots parking Lot

### Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

### Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Sunny Bank Drive (N/S)** | | |
| 2030 No Build NB Approach Delay | 157.5 sec/veh | 93.5 sec/veh |
| 2030 Build NB Approach Delay | 17.9 sec/veh | 19.4 sec/veh |
| **Δ NB Approach Delay** | **-139.6 sec/veh** | **-74.1 sec/veh** |
| 2030 No Build SB Approach Delay | 0.0 sec/veh | 61.5 sec/veh |
| 2030 Build SB Approach Delay | 0.0 sec/veh | 34.8 sec/veh |
| **Δ SB Approach Delay** | **0.0 sec/veh** | **-26.7 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

### Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $401,000 |
| ROW and Utility Relocation | $297,000 |
| Construction | $2,206,100 |
| **Total Cost =** | **$2,904,100** |

### Safety Benefits

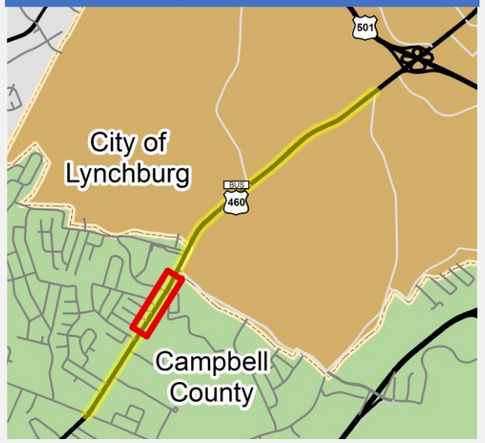
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Remove minor approach left turns | Sunny Bank Drive | 35 | 8 | 25 | 8.8 |
| Sidewalk | Carpet One/Big Lots Entrance | 10 | 13 | 365 | 36.5 |

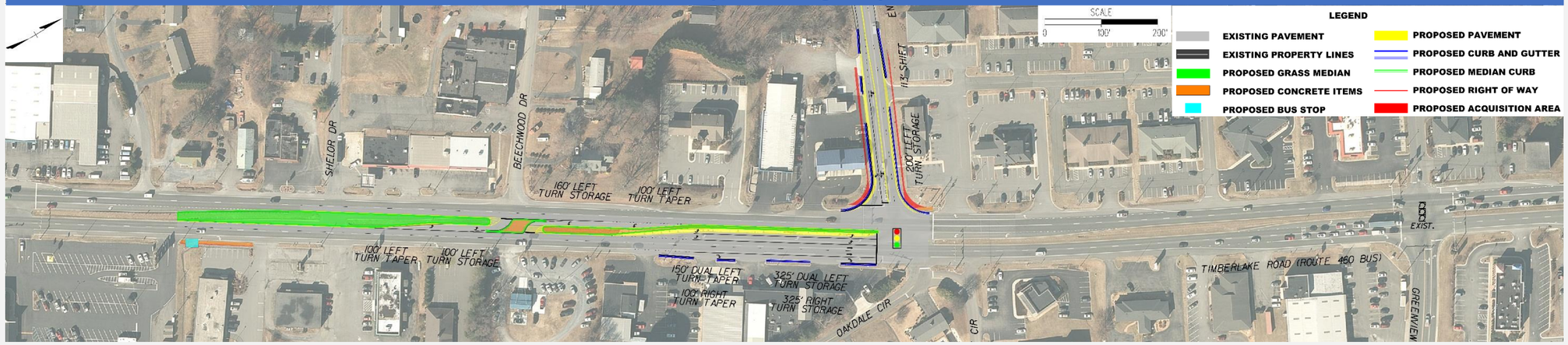
# Restricted Crossing U-Turn and Intersection Improvements

## Shelor Drive to Enterprise Drive

## Project Location




## Conceptual Design Layout

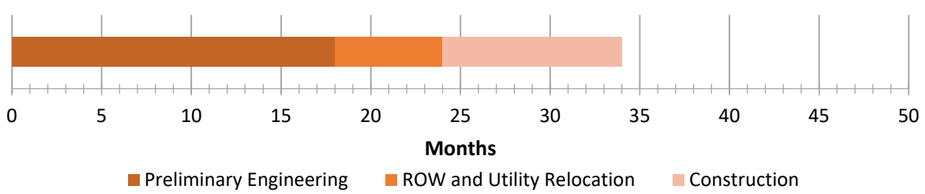



## Project Description

Installation of an RCUT at Beechwood Drive is anticipated to improve throughput on Timberlake Road and reduce crashes. A second eastbound left turn lane will be added at Enterprise Drive and is anticipated to improve throughput on Timberlake Road. On Enterprise Drive. A new bus stop and sidewalk will be installed between Silver Springs Drive and Shelor Drive.

- Close median opening at Shelor Drive
- Convert the median opening at Beechwood Drive to a restricted crossing U-turn (RCUT) intersection
- Construct a second eastbound left turn lane and optimize signal timing at Enterprise Drive
- Widen Enterprise Drive and create a second northbound receiving lane
- Relocate existing Route 7 GLTC bus stop to the east towards Big Lots

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Shelor Drive (N/S)** | | |
| 2030 No Build NB Approach Delay | 16.4 sec/veh | 29.0 sec/veh |
| 2030 Build NB Approach Delay | 10.7 sec/veh | 11.6 sec/veh |
| **Δ NB Approach Delay** | **-5.7 sec/veh** | **-17.4 sec/veh** |
| 2030 No Build SB Approach Delay | 152.1 sec/veh | 444.8 sec/veh |
| 2030 Build SB Approach Delay | 44.1 sec/veh | 45.7 sec/veh |
| **Δ SB Approach Delay** | **-108.0 sec/veh** | **-399.1 sec/veh** |
| **Timberlake Road (E/W) at Beechwood Drive (N/S)** | | |
| 2030 No Build NB Approach Delay | 0.0 sec/veh | 14.2 sec/veh |
| 2030 Build NB Approach Delay | 0.0 sec/veh | 9.9 sec/veh |
| **Δ NB Approach Delay** | **0.0 sec/veh** | **-4.3 sec/veh** |
| 2030 No Build SB Approach Delay | 532.5 sec/veh | 483.5 sec/veh |
| 2030 Build SB Approach Delay | 72.2 sec/veh | 60.3 sec/veh |
| **Δ SB Approach Delay** | **-460.3 sec/veh** | **-423.2 sec/veh** |
| **Timberlake Road (E/W) at Enterprise Drive (N/S)** | | |
| 2030 No Build Intersection Delay | 75.4 sec/veh | 50.1 sec/veh |
| 2030 Build Intersection Delay | 46.0 sec/veh | 28.5 sec/veh |
| **Δ Intersection Delay** | **-29.4 sec/veh** | **-21.6 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $828,000 |
| ROW and Utility Relocation | $200,000 |
| Construction | $4,511,700 |
| **Total Cost =** | **$5,539,700** |

## Safety Benefits

Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

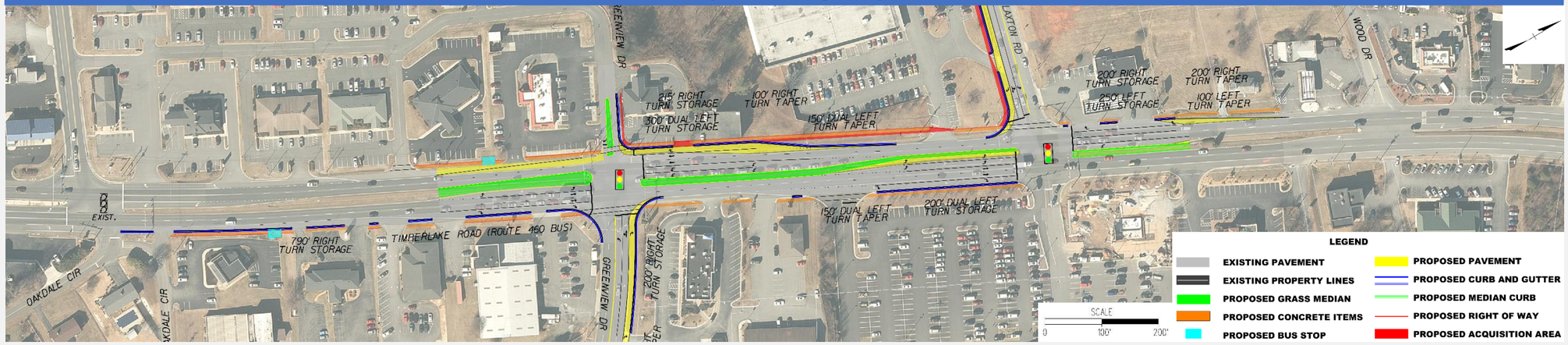
| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Remove minor approach left turns | Shelor Drive | 35 | 9 | 30 | 10.5 |
| Remove minor approach left turns | Beechwood Drive | 35 | 10 | 105 | 36.75 |
| Sidewalk | Enterprise Drive | 10 | 37 | 535 | 53.5 |

# Intersection Improvements

## Greenview Drive to Laxton Road

### Project Location

### Conceptual Design Layout

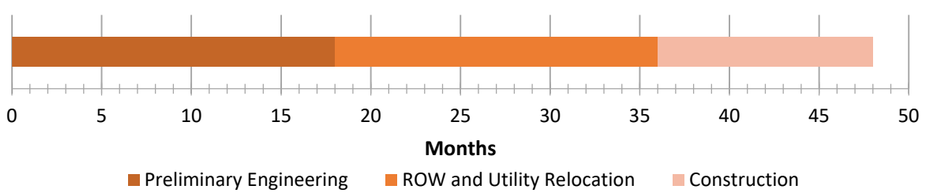



### Project Description

The installation of additional left and right turn lanes at Greenview Drive and Laxton Road is anticipated to improve throughput on Timberlake Road and reduce crashes. Sidewalk will be installed along the corridor between Oakdale Circle and Wood Road.

- Construct a northbound left turn lane at Greenview Drive
- Construct a second westbound left turn lane at Greenview Drive
- Convert southbound Drive to right-turn only
- Construct a southbound left turn lane at Laxton Road
- Construct a second eastbound left turn lane at Laxton Road
- Install sidewalk on eastbound Timberlake Road between Oakdale Circle and Laxton Road
- Construct sidewalk on eastbound Timberlake Road between Greenview Drive and Wood Drive
- Relocate existing Route 7 GLTC bus stop to the east towards Oakdale Circle

### Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

### Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Greenview Drive (N/S)** | | |
| 2030 No Build Intersection Delay | 90.5 sec/veh | 110.2 sec/veh |
| 2030 Build Intersection Delay | 29.7 sec/veh | 26.4 sec/veh |
| **Δ Intersection Delay** | **-60.8 sec/veh** | **-83.8 sec/veh** |
| **Timberlake Road (E/W) at Laxton Road (N/S)** | | |
| 2030 No Build Intersection Delay | 58.7 sec/veh | 48.6 sec/veh |
| 2030 Build Intersection Delay | 42.5 sec/veh | 31.1 sec/veh |
| **Δ Intersection Delay** | **-16.2 sec/veh** | **-17.5 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

### Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $1,400,000 |
| ROW and Utility Relocation | $1,351,000 |
| Construction | $7,595,400 |
| **Total Cost =** | **$10,346,400** |

### Safety Benefits

Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

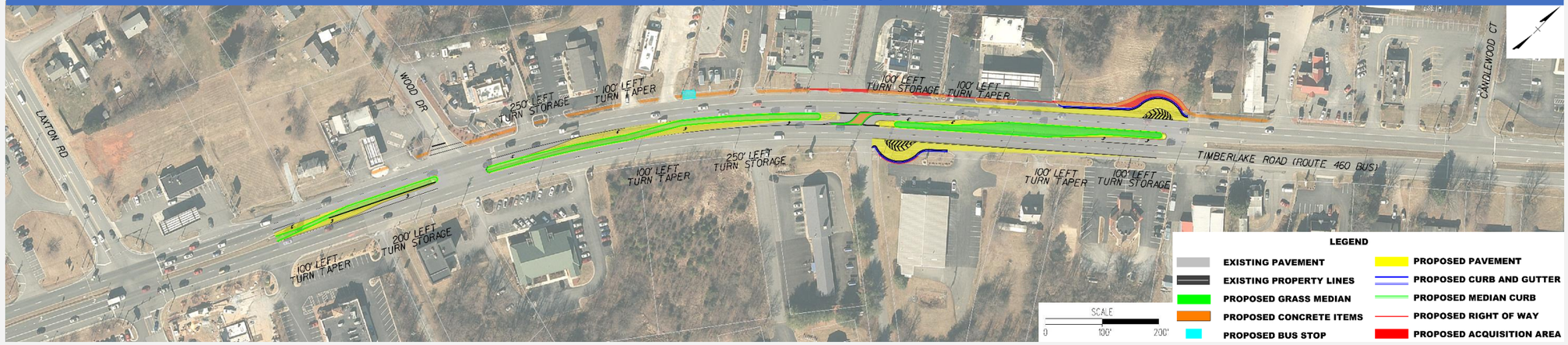
| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Add new turn lane | Greenview Drive | 15 | 60 | 630 | 94.5 |
| Add new turn lane | Laxton Road | 15 | 88 | 455 | 68.25 |

# Restricted Crossing U-Turn and Intersection Improvements

## Wood Road to Hooper/Charlie's Entrance

## Project Location

## Conceptual Design Layout

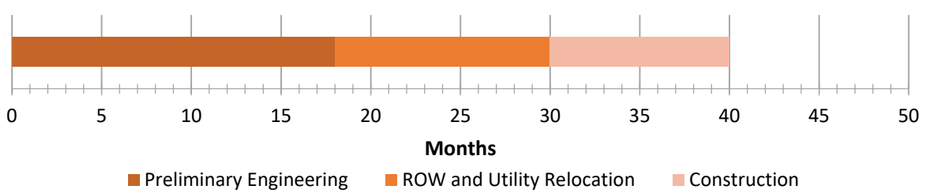



## Project Description

The installation of and RCUT at the Knollwood Townhomes entrance is anticipated to improve throughput on Timberlake Road and reduce crashes. A bus stop will also be relocated to improve transit operations and sidewalk will be added between Candlewood Court and Wood Road.

- Extend left lane storage northbound and southbound at Wood Road
- Convert the median opening at the Knollwood Townhomes to a restricted crossing U-turn (RCUT) intersection
- Install loon to facilitate U-turns at the Knollwood Townhomes and Hooper/Charlie's
- Construct sidewalk on westbound Timberlake Road between Hooper/Charlie's and Wood Road
- Existing Route 7 GLTC Bus Stops will be consolidated and relocated to a single stop to the east of Wood Road

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Knollwood Townhomes (N/S)** | | |
| 2030 No Build NB Approach Delay | 166.5 sec/veh | 233.8 sec/veh |
| 2030 Build NB Approach Delay | 25.1 sec/veh | 25.4 sec/veh |
| **Δ NB Approach Delay** | **-141.4 sec/veh** | **-238.4 sec/veh** |
| 2030 No Build SB Approach Delay | 12.2 sec/veh | 158.8 sec/veh |
| 2030 Build SB Approach Delay | 9.8 sec/veh | 16.8 sec/veh |
| **Δ SB Approach Delay** | **-2.4 sec/veh** | **-142.0 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $736,000 |
| ROW and Utility Relocation | $647,000 |
| Construction | $4,048,000 |
| **Total Cost =** | **$5,431,000** |

## Safety Benefits

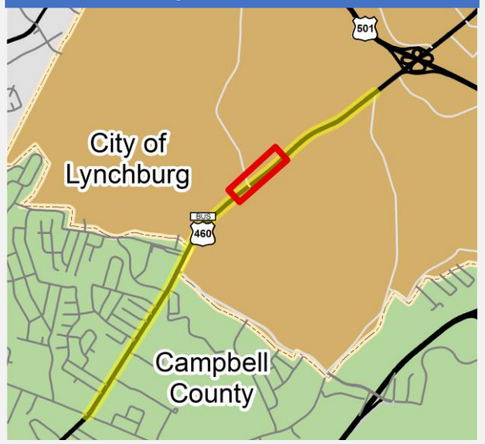
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Sidewalk | Wood Road | 10 | 21 | 55 | 5.5 |
| Remove minor approach left turns | Knollwood Townhomes Entrance | 35 | 14 | 110 | 38.5 |
| Sidewalk | Hooper/ Charlie's Entrance | 10 | 2 | 0 | 0 |

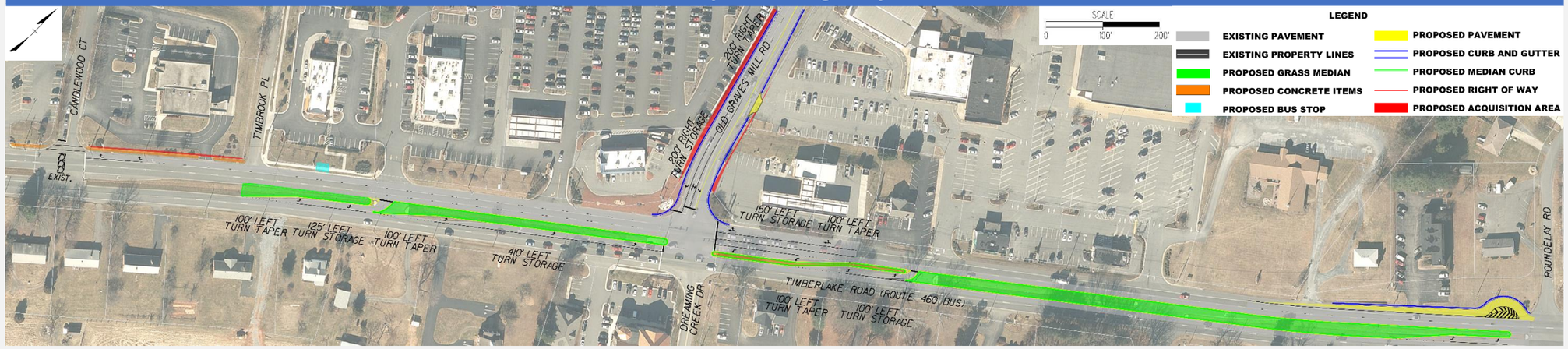
# Restricted Crossing U-Turn

## TGI Fridays/Bojangles Entrance to Roundelay Road

## Project Location




## Conceptual Design Layout

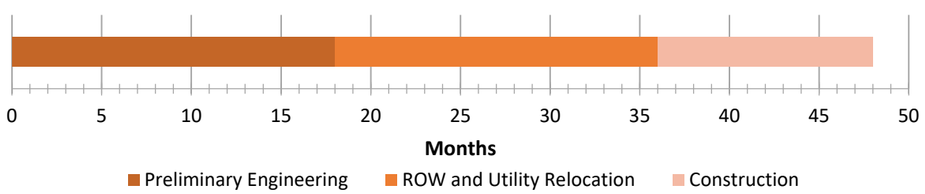



## Project Description

Installation of an RCUT at the Bojangles/TGI Fridays and the Hedges Insurance entrances is anticipated to improve throughput on Timberlake Road and reduce crashes. The median at Oakmont Circle will be closed. A southbound right turn lane will also be added at Old Graves Mill Road.

- Replace existing median opening at the Bojangles/TGI Fridays entrance with a restricted crossing U-turn (RCUT) intersection
- Replace existing median opening at the Hedges Insurance entrance with a RCUT intersection
- Close median opening at Oakmont Circle
- Add a loon at Roundelay Road to facilitate U-turns
- Add a southbound left turn lane at Old Graves Mill Road
- Reconfigure the westbound right-turn lane at Old Graves Mill road to a shared through and right-turn lane
- Construct sidewalk at Timbrook Place and Candlewood Court

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Bojangles/TGI Fridays Entrance (N/S)** | | |
| 2030 No Build SB Approach Delay | 38.2 sec/veh | 55.6 sec/veh |
| 2030 Build SB Approach Delay | 19.9 sec/veh | 11.1 sec/veh |
| **Δ SB Approach Delay** | **-18.3 sec/veh** | **-44.5 sec/veh** |
| **Timberlake Road (E/W) at Old Graves Mill Road (N/S)** | | |
| 2030 No Build Intersection Delay | 58.5 sec/veh | 62.8 sec/veh |
| 2030 Build Intersection Delay | 25.8 sec/veh | 38.0 sec/veh |
| **Δ Intersection Delay** | **-32.7 sec/veh** | **-24.8 sec/veh** |
| **Timberlake Road (E/W) at Hedges Insurance Entrance (N/S)** | | |
| 2030 No Build SB Approach Delay | 29.2 sec/veh | 21.2 sec/veh |
| 2030 Build SB Approach Delay | 42.2 sec/veh | 25.9 sec/veh |
| **Δ SB Approach Delay** | **13.0 sec/veh** | **4.7 sec/veh** |
| **Timberlake Road (E/W) at Oakmont Circle (N/S)** | | |
| 2030 No Build NB Approach Delay | 73.0 sec/veh | 58.0 sec/veh |
| 2030 Build NB Approach Delay | 28.2 sec/veh | 23.8 sec/veh |
| **Δ NB Approach Delay** | **-44.8 sec/veh** | **-34.2 sec/veh** |
| 2030 No Build SB Approach Delay | 48.8 sec/veh | 272.6 sec/veh |
| 2030 Build SB Approach Delay | 82.1 sec/veh | 59.5 sec/veh |
| **Δ SB Approach Delay** | **33.3 sec/veh** | **-213.1 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $1,100,000 |
| ROW and Utility Relocation | $2,103,000 |
| Construction | $5,997,900 |
| **Total Cost =** | **$9,200,900** |

## Safety Benefits

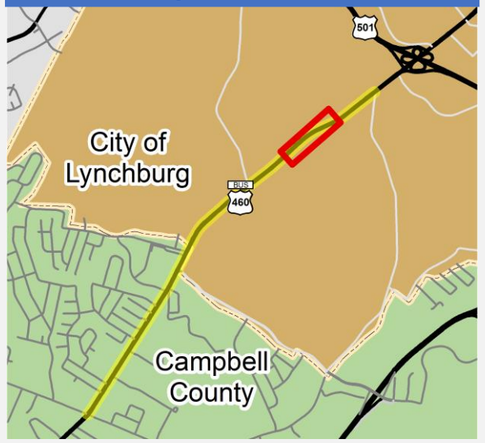
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Remove minor approach left turns | Bojangles/ TGI Fridays Entrance | 35 | 5 | 10 | 3.5 |
| Add a new turn lane | Old Graves Mill Road | 15 | 33 | 85 | 12.75 |
| Remove minor approach left turns | Hedges Insurance Entrance | 35 | 12 | 20 | 7 |
| Remove minor approach left turns | Oakmont Circle | 35 | 9 | 15 | 5.25 |
| Left turn lane extension | Roundelay Road | 3 | 14 | 60 | 1.8 |
| Sidewalk | Candlewood Court | 10 | 14 | 20 | 2 |

# Restricted Crossing U-Turn

## Timber Ridge II Apartments Entrance

## Project Location



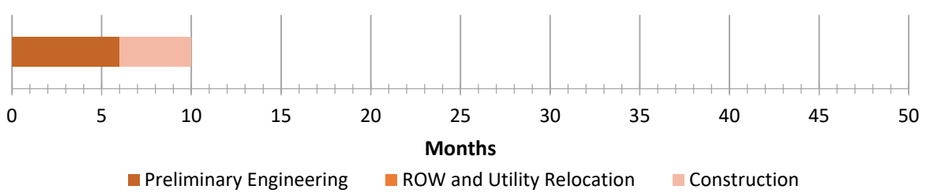

## Conceptual Design Layout

## Project Description

Installation on an RCUT at the Timber Ridge I and II entrances is anticipated to improve throughput on Timberlake Road and reduce crashes. Sidewalk will also be installed along Timberlake Road.

- Install restricted crossing U-turn (RCUT) intersections at both entrances to Timber Ridge apartments
- Remove existing Route 6 GLTC bus stop at the western Timber Ridge Apartments entrance
- Construct sidewalk at Timber Ridge Apartments to accommodate existing bus stop

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Timber Ridge I Apartments (N/S)** | | |
| 2030 No Build NB Approach Delay | 29.5 sec/veh | 55.4 sec/veh |
| 2030 Build NB Approach Delay | 23.3 sec/veh | 24.2 sec/veh |
| **Δ NB Approach Delay** | **-6.2 sec/veh** | **-31.2 sec/veh** |
| 2030 No Build SB Approach Delay | 74.9 sec/veh | 55.8 sec/veh |
| 2030 Build SB Approach Delay | 37.4 sec/veh | 26.2 sec/veh |
| **Δ SB Approach Delay** | **-37.5 sec/veh** | **-29.6 sec/veh** |
| **Timberlake Road (E/W) at Timber Ridge II Apartments (N/S)** | | |
| 2030 No Build NB Approach Delay | 29.5 sec/veh | 48.3 sec/veh |
| 2030 Build NB Approach Delay | 21.8 sec/veh | 19.3 sec/veh |
| **Δ NB Approach Delay** | **-7.7 sec/veh** | **-29.0 sec/veh** |
| 2030 No Build SB Approach Delay | 0.0 sec/veh | 0.0 sec/veh |
| 2030 Build SB Approach Delay | 0.0 sec/veh | 0.0 sec/veh |
| **Δ SB Approach Delay** | **0.0 sec/veh** | **0.0 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $109,000 |
| ROW and Utility Relocation | -- |
| Construction | $605,700 |
| **Total Cost =** | **$714,700** |

## Safety Benefits

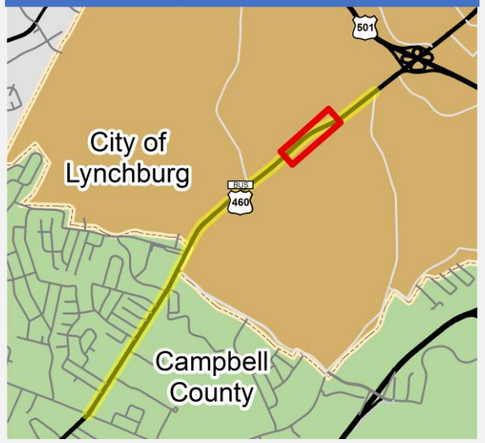
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Remove minor approach left turns | Timber Ridge I Entrance | 35 | 3 | 10 | 3.5 |
| Remove minor approach left turns | Timber Ridge II Entrance | 35 | 2 | 0 | 0 |

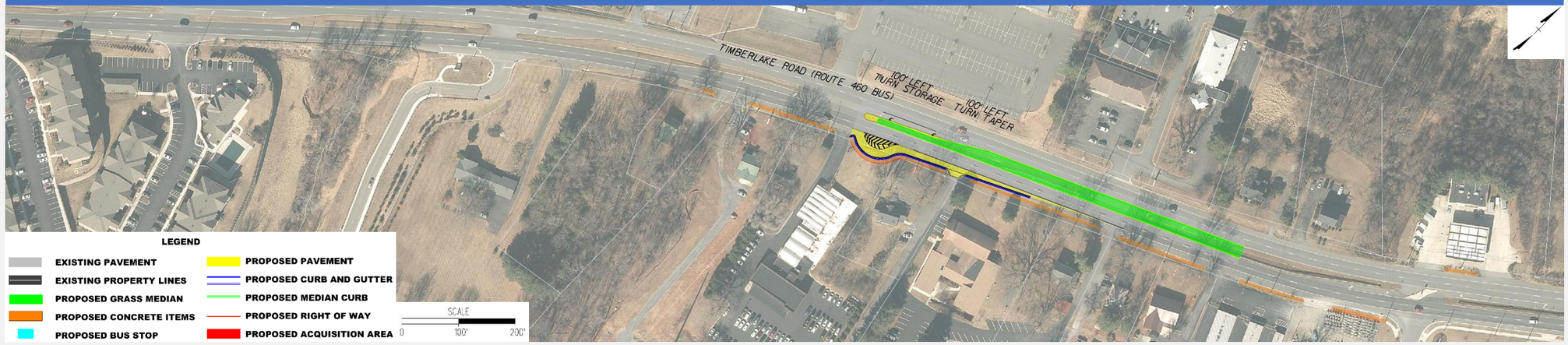
# Access Management Improvements

## Whitten Timberlake Chapel Entrance to Heritage Business Center Entrance

## Project Location




## Conceptual Design Layout

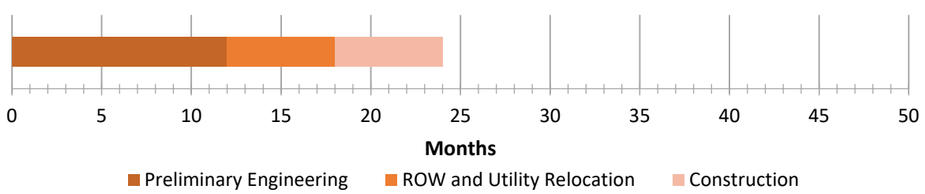



## Project Description

Converting the Heritage Business center entrance to a right-in/right-out entrance is anticipated to improve throughput on Timberlake Road and reduce crashes. Sidewalk will also be installed along the segment.

- Convert median opening at the Heritage Business Center entrance to a right-in/right-out entrance
- Add a loon at Whitten Timberlake Chapel to facilitate U-turns
- Construct sidewalk on eastbound Timberlake Road between Whitten Timberlake Chapel and Misty Mountain Road
- Construct sidewalk on westbound Timberlake Road at Liberty Market
- Remove existing Route 6 GLTC bus stop at Whitten Timberlake Chapel

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road (E/W) at Heritage Business Center (N/S)** | | |
| 2030 No Build NB Approach Delay | 58.5 sec/veh | 92.9 sec/veh |
| 2030 Build NB Approach Delay | 27.7 sec/veh | 37.0 sec/veh |
| **Δ NB Approach Delay** | **-30.8 sec/veh** | **-55.9 sec/veh** |
| 2030 No Build SB Approach Delay | 26.0 sec/veh | 62.1 sec/veh |
| 2030 Build SB Approach Delay | 19.0 sec/veh | 23.7 sec/veh |
| **Δ SB Approach Delay** | **-7.0 sec/veh** | **-38.4 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $240,000 |
| ROW and Utility Relocation | $246,000 |
| Construction | $1,326,200 |
| **Total Cost =** | **$1,812,200** |

## Safety Benefits

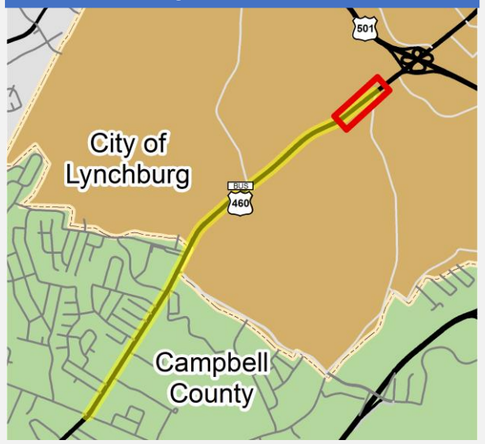
Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Sidewalk | Whitten Timberlake Chapel Entrance | 10 | 2 | 0 | 0 |
| Remove minor approach left turns | Heritage Business Center Entrance | 35 | 7 | 25 | 8.75 |

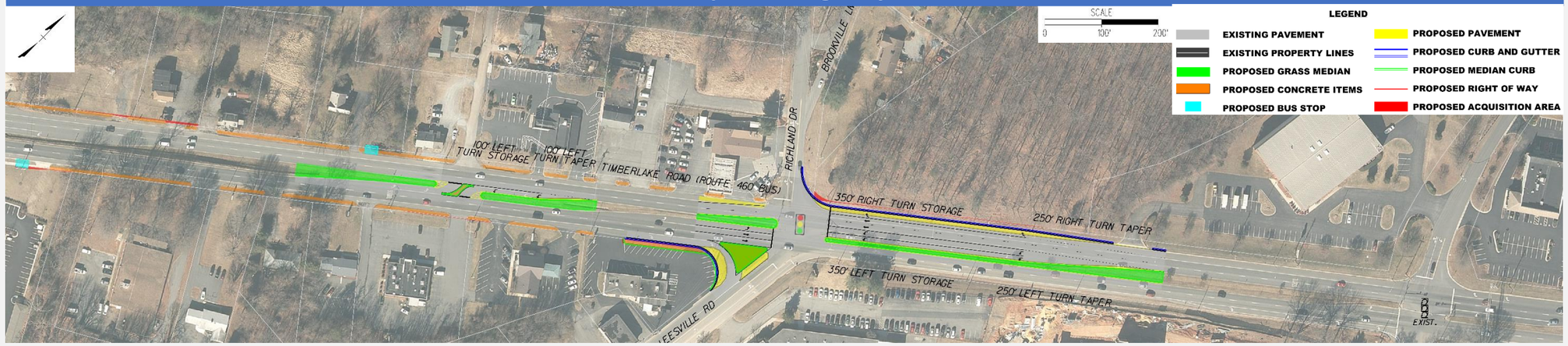
# Restricted Crossing U-Turn and Intersection Improvements

## Middleview Street to Leesville Road

## Project Location




## Conceptual Design Layout

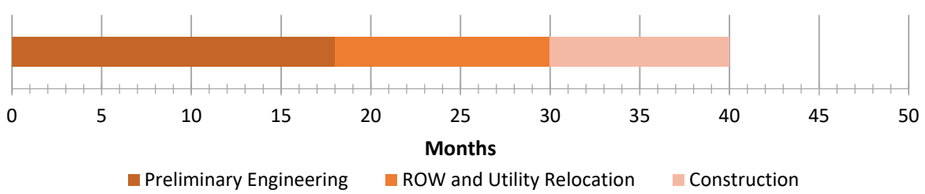



## Project Description

The installation of an RCUT at Middleview Street is anticipated to improve throughput on Timberlake Road and reduce crashes. The addition of a second westbound left-turn lane at Richland Drive/Leesville Road is expected to increase throughput. Sidewalk will also be constructed on both sides of Timberlake Road.

- Convert the existing median opening at Middleview Street to a restricted crossing U-turn (RCUT) intersection
- Construct an additional westbound left-turn lane at Richland Drive
- Relocate existing Route 6 GLTC bus stop at Middleview Street to the west towards Misty Mountain Road
- Remove existing Route 6 GLTC bus stop at Richland Drive
- Construct sidewalk on Timberlake Road between Misty Mountain Road and Richland Drive

## Project Schedule




Project schedules and cost estimate were developed based on information available at the time of study and should be reassessed prior to submitting funding applications.

## Traffic Operations Benefits

| | AM | PM |
|---|---|---|
| **Timberlake Road AT Middleview Street** | | |
| 2030 No Build NB Approach Delay | 0.0 sec/veh | 29.5 sec/veh |
| 2030 Build NB Approach Delay | 0.0 sec/veh | 24.9 sec/veh |
| **Δ NB Approach Delay** | **0.0 sec/veh** | **-4.6 sec/veh** |
| 2030 No Build SB Approach Delay | 68.3 sec/veh | 70.5 sec/veh |
| 2030 Build SB Approach Delay | 45.3 sec/veh | 28.0 sec/veh |
| **Δ SB Approach Delay** | **-23.0 sec/veh** | **-42.5 sec/veh** |
| **Timberlake Road at Leesville Road** | | |
| 2030 No Build Intersection Delay | 66.9 sec/veh | 64.3 sec/veh |
| 2030 Build Intersection Delay | 38.2 sec/veh | 26.9 sec/veh |
| **Δ Intersection Delay** | **-28.7 sec/veh** | **-37.4 sec/veh** |

Side street approach delay incorporates the experienced travel time (ETT), which combines control delay from unsignalized intersections, crossovers, and the time for extra distance traveled for diverted movements. ETT was calculated using the methodologies provided in the Highway Capacity Manual, 6th Edition.

## Planning Level Cost Estimate

| Phase | FY 2018 |
|---|---|
| | Estimate |
| Preliminary Engineering | $611,000 |
| ROW and Utility Relocation | $500,000 |
| Construction | $4,345,400 |
| **Total Cost =** | **$5,456,400** |

## Safety Benefits

Crash reduction factors (CRFs) were applied to project the reduction in fatal and injury (FI) crashes reported in equivalent property damage only crashes.

| Improvement | Intersection | CRF | 2011-2015 Crashes | EPDO (FI) | EPDO (FI) Reduction |
|---|---|---|---|---|---|
| Sidewalk (Misty Mt. Road) | Misty Mountain Road | 10 | 7 | 15 | 1.5 |
| Remove minor approach left turns | Middleview Street | 35 | 6 | 0 | 0 |
| Sidewalk (Leesville Road) | Leesville Road/ Richland Drive | 10 | 41 | 140 | 14 |

# APPENDIX H – PLANNING LEVEL COST ESTIMATES

**Timberlake Rd**
**Lynchburg, Virginia**
**Cost Opinion Summary**

| Project | Preliminary Engineering | R/W Acquisition | Utilities | Total R/W & Utility Relocation | CEI | Mobilization & Construction Surveying | Construction | Total Construction | Total Cost Opinion |
|---|---|---|---|---|---|---|---|---|---|
| | Costs in 2018 Dollars | | | | | | | | |
| *Assumptions* | *% of CN* | | | | *% of CN* | | *CN* | | |
| Brush Tavern Drive to Crowell Lane | $ 442,000 | $ 630,000 | $ 47,000 | $ 677,000 | $ 321,000 | $ 116,000 | $ 1,985,100 | $ 2,422,100 | **$ 3,541,100** |
| Sunny Bank Drive | $ 401,000 | $ 250,000 | $ 47,000 | $ 297,000 | $ 300,000 | $ 108,000 | $ 1,798,100 | $ 2,206,100 | **$ 2,904,100** |
| Shelor Drive to Enterprise Drive | $ 828,000 | $ 200,000 | $ - | $ 200,000 | $ 564,000 | $ 192,000 | $ 3,755,700 | $ 4,511,700 | **$ 5,539,700** |
| Greenview Drive to Laxton Road | $ 1,400,000 | $ 1,170,000 | $ 181,000 | $ 1,351,000 | $ 922,000 | $ 306,000 | $ 6,367,400 | $ 7,595,400 | **$ 10,346,400** |
| Wood Road to Hooper/Charlie's Entrance | $ 736,000 | $ 600,000 | $ 47,000 | $ 647,000 | $ 536,000 | $ 174,000 | $ 3,338,000 | $ 4,048,000 | **$ 5,431,000** |
| Bojangles/TGI Fridays Entrance to Roundelay Road | $ 1,100,000 | $ 2,000,000 | $ 103,000 | $ 2,103,000 | $ 750,000 | $ 243,000 | $ 5,004,900 | $ 5,997,900 | **$ 9,200,900** |
| Timber Ridge II Apartments Entrance | $ 109,000 | $ - | $ - | $ - | $ 87,000 | $ 32,000 | $ 486,700 | $ 605,700 | **$ 714,700** |
| Whitten Timberlake Chapel Entrance to Heritage Business Center Entrance | $ 240,000 | $ 246,000 | $ - | $ 246,000 | $ 185,000 | $ 67,000 | $ 1,074,200 | $ 1,326,200 | **$ 1,812,200** |
| Middleview Streets to Leesville Road | $ 611,000 | $ 500,000 | $ - | $ 500,000 | $ 575,000 | $ 182,000 | $ 3,588,400 | $ 4,345,400 | **$ 5,456,400** |
| **Totals** | **$ 5,867,000** | **$ 5,596,000** | **$ 425,000** | **$ 6,021,000** | **$ 4,240,000** | **$ 1,420,000** | **$ 27,398,500** | **$ 33,058,500** | **$ 44,946,500** |