ORIGINAL TO GENERAL FILES

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

OFFICE OF DESIGN POLICY & SUPPORT
INTERDEPARTMENTAL CORRESPONDENCE

FILE P.I. # 0012636
Fulton County
GDOT District 7 - Metro Atlanta
Bike/Ped Facility: SR 14/West Broad Street

OFFICE Design Policy & Support

DATE 2/17/2016

FROM for Brent Story, State Design Policy Engineer

TO SEE DISTRIBUTION

SUBJECT **APPROVED CONCEPT REPORT**

Attached is the approved Concept Report for the above subject project.

Attachment

DISTRIBUTION:

Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3/Program Delivery
Genetha Rice-Singleton, Assistant Director of P3/Program Delivery
Albert Shelby, State Program Delivery Engineer
Darryl VanMeter, State Innovative Delivery Engineer
Bobby Hilliard, Program Control Administrator
Cindy VanDyke, State Transportation Planning Administrator
Eric Duff, State Environmental Administrator
Bill DuVall, State Bridge Engineer
Andrew Heath, State Traffic Engineer
Angela Robinson, Financial Management Administrator
Lisa Myers, State Project Review Engineer
Charles "Chuck" Hasty, State Materials Engineer
Lee Upkins, State Utilities Engineer
Richard Cobb, Statewide Location Bureau Chief
Kathy Zahul, District Engineer
Scott Lee, District Preconstruction Engineer
Nicholas Fields, District Utilities Engineer
Bryan Corazzini, Project Manager
BOARD MEMBER - 13th Congressional District

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Enhancement	P.I. Number:	0012636
GDOT District:	7	County:	Fulton
Federal Route Number:	29	State Route Number:	14
		Project Number:	N/A

Four lane highway is maintained with new vegetated medians, intersection signal upgrades, pedestrian safety improvements, and streetscape enhancements from Malone Street to approximately 175' beyond Strickland Street.

Submitted for approval:

Andrew D. Kohr (Andrew Kohr, Stantec) — 10/30/15
Consultant Designer & Firm *or* GDOT Concept/Design Phase Office Head & Office — Date

Tom G Barber (Tom Barber, City of Fairburn) — 10-28-2015
Local Government Sponsor — Date

Albert V. Shelby — 12-16-15
State Program Delivery Engineer — Date

12-11-2015
GDOT Project Manager — Date

Recommendation for approval:

* HIRAL PATEL — 12/22/2016
State Environmental Administrator — Date

* KEN WERHO — 12/23/2016
for State Traffic Engineer — Date

☒ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☐ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

* CYNTHIA L. VANDIKE — 1/5/2016
State Transportation Planning Administrator — Date

Approval:

Concur: Hiral Patel — 2-8-2016
GDOT Director of Engineering — Date

Approve: Margaret B. Pinkel — 2.11.16
GDOT Chief Engineer — Date

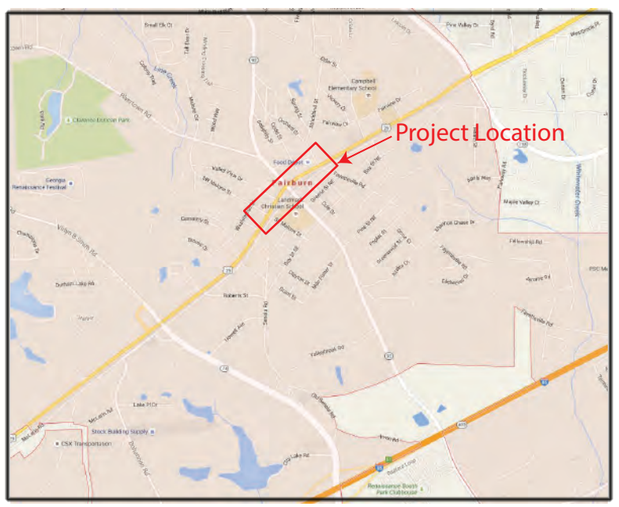
* RECOMMENDATION(S) ON FILE:

Project Location Maps

SR 14; Campbellton Rd; Smith St & Washington St
City of Fairburn, GA
June, 2015

PI# 0012636 (Fulton)
Highway 29 from Malone Street to approximately 175' beyond Strickland Street.

Project Context Map



PLANNING & BACKGROUND DATA

Project Justification Statement:
Identified in the 2009-2012 Downtown LCI Plan as an LCI that needed improvements to enhance mobility, safety, and aesthetic qualities of the corridor.

Existing conditions:
The project is location includes a 5 block stretch on Highway 29 from Malone Street to Strickland Street, an underpass below a CSX rail line, and a section of East Broad Street from Smith Street to Campbellton Road. Highway 29 is a 4 lane highway with auxillary right and left turn lanes at the major, signalized intersections of Smith Street, Campbellton Road, and Cole Street. The posted speed limit is 35 mile per hour. It is buffered to the west with forward facing angled parking. Sidewalks range from 5-15' on either side. Malone, Smith, Campbellton Road, Dodd, and Strickland are all 2 lane roads. Smith and Campbellton Road have parallel parking west of Highway 29.

Other projects in the area: The City of Fairburn is relocating a water main line along US 29 within the project area. Construction for this water line relocation will be coordinated with this project.

Description of the proposed project: Project includes streetcape enhancements along US 29 from Malone Street to approximately 175 feet north of Strickland Street. US 29 will remain four lanes with dedicated left turn lanes as currently configured with reverse angled parking between Smith and Dodd Streets. Improvements include construction of a 10'-wide vegetated median, removal of southbound right turn lane onto Campbellton Road, expansion of pedestrian facilities along the westbound side of US29 and signal upgrades at Smith Street, Campbellton Road, and Dodd Street. Pedestrian improvements along the west of US29 include new granite header curb, brick paver sidewalks, street trees and raised planter beds, and new pedestrian street lighting. The east side of US 29 will include replacement of existing concrete sidewalk with 5'-wide brick paver sidewalks, a 4'-wide grass buffer strip, new street lighting within the buffer, and landscaping behind the sidewalk.

The project also includes the rehabilitation of the form Smith Street underpass into a pedestrian walkway and plaza space. This portion of the project will include a brick staircase, ADA ramp, and aesthetic improvements to the underpass. New lighting will be installed in the underpass.

The project also includes improvements to East Broad Street from the underpass north to Campbellton Road. On street parking and a new sidewalk are proposed on the west side of East Broad.

Pedestrian improvements including new granite curbing, brick paver sidewalks, and parking striping are proposed for Smith Street and Campbellton Street.

MPO: Atlanta Regional Commission (ARC) **TIP #:** FS-234

TIA Regional Commission: Atlanta Regional Commission
MPO Name Congressional District(s): 13

Federal Oversight: ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 9.9%
Current Year (2014): 16,937 Open Year (2017): 17,449 Design Year (2037): 21,292
Traffic Projections Performed by: Stantec Consulting Services Inc.

Functional Classification (Mainline): Urban Minor Arterial Street

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:
Warrants met: ☒None ☐Bicycle ☐Pedestrian ☐Transit

Pavement Evaluation and Recommendations

Preliminary Pavement Evaluation Summary Report Required? ☒No ☐Yes
Preliminary Pavement Type Selection Report Required? ☒No ☐Yes
Feasible Pavement Alternatives: ☒HMA ☐PCC ☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project:
Major Structures: N/A

Mainline Design Features: Highway 29

Feature	Existing	Standard*	Proposed
Typical Section			
- **Number of Lanes**	**4**	**4**	**4**
- **Lane Width(s)**	**11'-12'**	**11'-12'**	**11'-16'**
- **Median Width & Type**	**11.5'-12' (Flush)**	**24' (Raised)**	**10'-14' (Raised)**
- **Outside Shoulder or Border Area Width**	**6'-40'**	**16' (10' Min)**	**6'-40'**
- **Outside Shoulder Slope**	**2%**	**2%**	**2%**
- **Inside Shoulder Width**	**5.5'-6'**	**N/A**	**N/A**
- **Sidewalks**	**4.5'-15'**	**5'**	**6'-40'**
- **Auxiliary Lanes**	**Right Turn 10'-13' Left Turn: 11'-12'**	**11'-12'**	**Right Turn: N/A Left Turn: 11'**
Posted Speed	**35**		**35**
Design Speed	**35**	**35**	**35**
Min Horizontal Curve Radius	**1045'**	**371'**	**1045'**
Maximum Superelevation Rate	**1-1.5%**	**4%**	**1-1.5%**
Maximum Grade	**1%**	**7%**	**1%**
Access Control	**Permitted**	**Permitted**	**Permitted**
Design Vehicle	**WB-62**	**WB-62**	**WB-62**
Pavement Type	**HMA**	**HMA**	**HMA**

*According to current GDOT design policy if applicable

Major Interchanges/Intersections: Campbellton Road and US 29.

Lighting required: ☐ No ☒ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant ☐ Significant
TMP Components Anticipated: ☒ TTC ☐ TO ☐ PI

Will Context Sensitive Solutions procedures be utilized? ☐ No ☒ Yes

Design Exceptions to FHWA/AASHTO controlling criteria anticipated: No

Design Variances to GDOT Standard Criteria anticipated: Lateral offset to construction, proposed median does not meet GDOT standard width; outside shoulder does not meet required offset distance; lateral offset to obstruction, utility poles may be located within the clear zone.

UTILITY AND PROPERTY

Temporary State Route Needed: ☒ No ☐ Yes ☐ Undetermined

Railroad Involvement: Yes. CSX rail line.

Utility Involvements: Yes

Atlanta Gas Light Company
City of Fairburn Utilities
AT&T (Bellsouth)
Comcast of Georgia
City of Fairburn Water & Sewer
Level 3 Communication
Verizon Business
Georgia Public Web
Zayo Fiber Solutions

SUE Required: ☒ No ☐Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 80-125 ft. Proposed width: 80-125 ft.
Required Right-of-Way anticipated: ☐ No ☒ Yes ☐ Undetermined
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:		5
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:
GEPA: ☐ **NEPA:** ☒ CE ☐ PCE

MS4 Compliance – Is the project located in an MS4 area? ☐ No ☒ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated: Yes

Air Quality:
Is the project located in a PM 2.5 Non-attainment area? ☐ No ☒ Yes
Is the project located in an Ozone Non-attainment area? ☐ No ☒ Yes
Carbon Monoxide hotspot analysis: ☐ Required ☒ Not Required ☐ TBD

NEPA/GEPA Comments & Information: Anticipated Effects:

- Ecology – No adverse effects.
- History – Fairburn Commercial Historic District is within the project area. No adverse effects. De minimus findings. SHPO concurrence is anticipated.
- Archeology – No adverse effects.
- Air Quality – No adverse effects.
- Noise Effects – No adverse effects. Expect type III.
- Public Involvement – Public open house took place on 9/17/15. See Attachment 5 for minutes.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Project Meetings:

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Ooffice / Stantec / City of Fairburn
Design	Stantec

Right-of-Way Acquisition	Stantec / City of Fairburn
Utility Coordination (Preconstruction)	Stantec / City of Fairburn
Utility Relocation (Construction)	Utility Owners
Letting to Contract	Stantec / City of Fairburn
Construction Supervision	Stantec / City of Fairburn
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Stantec
Environmental Mitigation	City of Fairburn
Construction Inspection & Materials Testing	City of Fairburn

Other coordination to date:

Project Cost Estimate and Funding Responsibilities:

	Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
Funded By Federal	$490,000	$40,000	N/A	$2,469,600	N/A	
Funded By Local	$125,500	~~$10,000~~ $178,000 *	N/A	$729,258.70	N/A	
$ Amount	612,500	~~50,000~~ $218,000 *	0	3,198,858.70	0	3,986,358.70
Date of Estimate	3/15/2013	12/4/2015	N/A	12/4/2015	N/A	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment. *

ALTERNATIVES DISCUSSION

Preferred Alternative: Four lane is maintained with new medians, signal upgrades, pedestrian safety improvements, and streetscape enhancements.			
Estimated Property Impacts:	5	**Estimated Total Cost:**	$3,191,841
Estimated ROW Cost:	$218,000	**Estimated CST Time:**	12 Months
Rationale: Meets the initial goals of projects and maintains L.O.S. for U.S. 29.			

No-Build Alternative: Leave site as is: 4 lane highway with auxillary lanes at major intersections.			
Estimated Property Impacts:	0	**Estimated Total Cost:**	0
Estimated ROW Cost:	0	**Estimated CST Time:**	N/A
Rationale: Does not improve pedestrian safety, functionality of intersections, or address connectivity issues along corridor.			

Alternative 1: Narrowing Highway 29 to two lanes through downtown Fairburn with a roundabout at the intersection of Highway 29 and Highway 92.			
Estimated Property Impacts:	5	**Estimated Total Cost:**	$3,950,500
Estimated ROW Cost:	$218,000	**Estimated CST Time:**	18 MONTHS
Rationale: Proposed plan decreases L.O.S. to level "F" which was determined unacceptable.			

Comments/Additional Information:

LIST OF ATTACHMENTS/SUPPORTING DATA

List and attach as appropriate to project. Please see PDP Appendix A for a more complete list of potential attachment.

1. Concept Layout
2. Typical sections
3. Cost Estimates
4. Traffic Analysis
5. PIOH Meeting Minutes
6. Concept Team Meeting Minutes (TBD)

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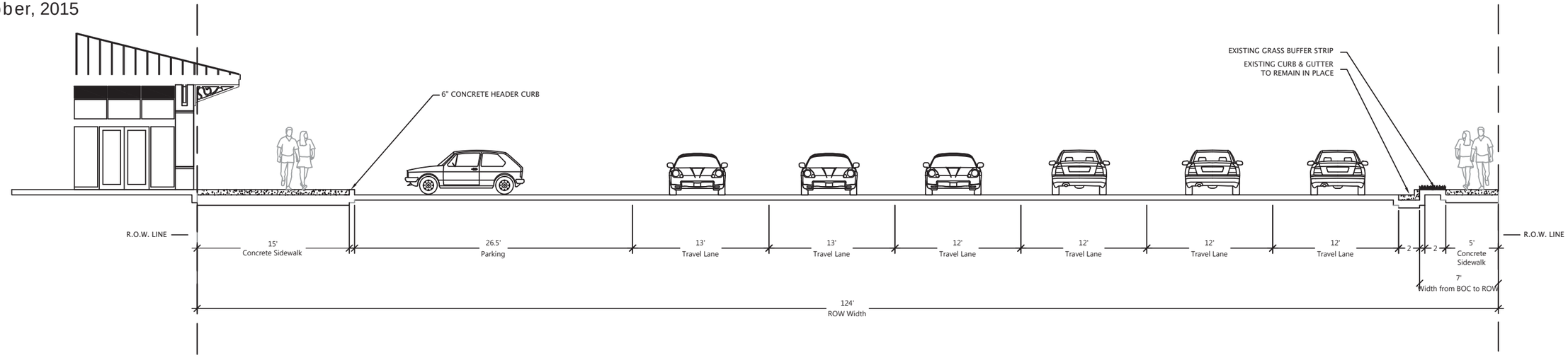
ATTACHMENT 1
Project Concept Layout
SR 14; Campbellton Rd; Smith St & Washington St
City of Fairburn, GA
June, 2015

PI# 0012636 (Fulton)
Highway 29 from Malone Street to approximately 175' beyond Strickland Street.

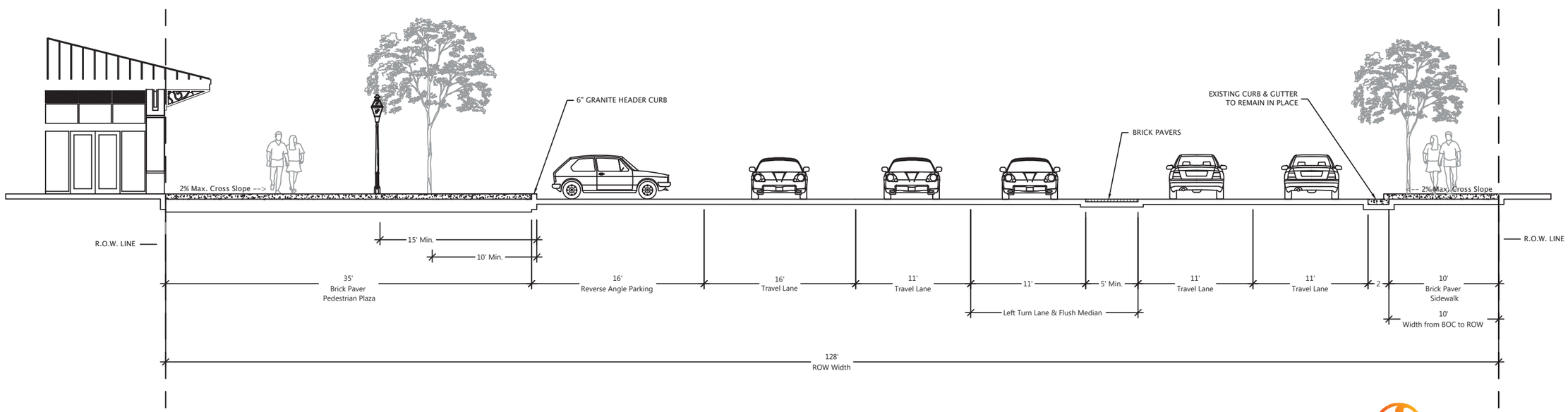
SR 14; Campbellton Rd, Smith St, & Washington St
PI# 0012636 (Fulton)
City of Fairburn, GA
October, 2015

ATTACHMENT 2-A
Cross Section A - A
Looking North on U.S. 29



A-A - EXISTING TYPICAL SECTION - U.S. 29

1" = 10' - 0"



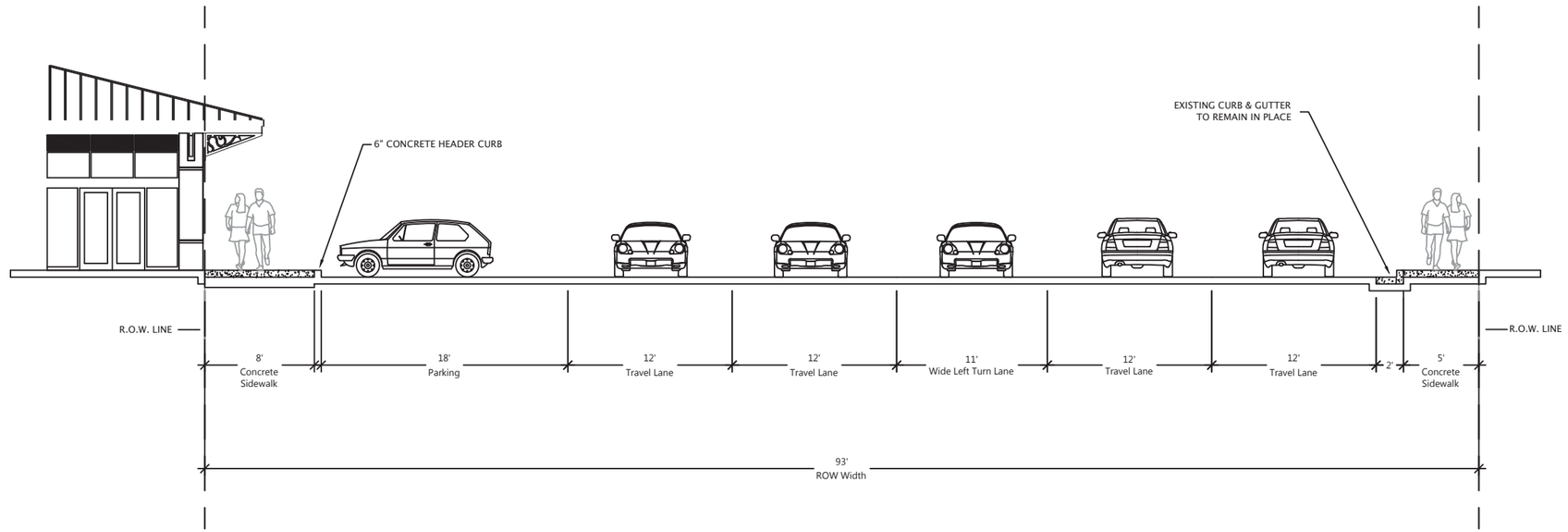
Stantec

A-A - PROPOSED TYPICAL SECTION - U.S. 29

1" = 10' - 0"

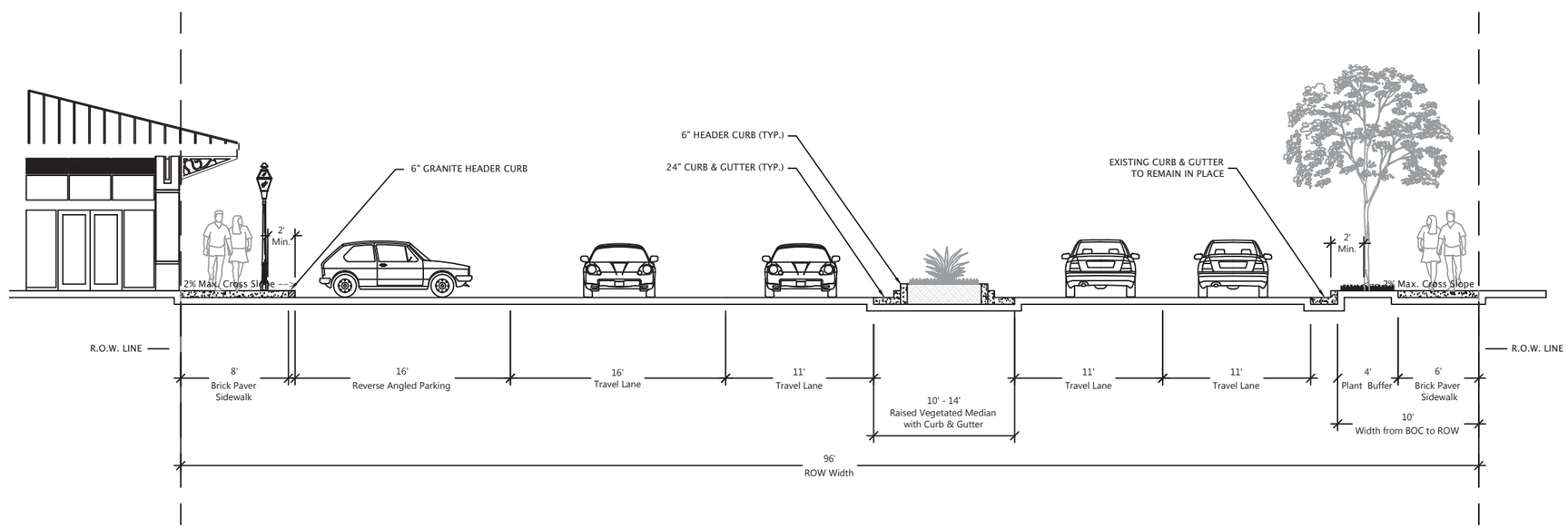
SR 14; Campbellton Rd, Smith St, & Washington St
PI# 0012636 (Fulton)
City of Fairburn, GA
October, 2015

ATTACHMENT 2-B
Cross Section B - B
Looking North on U.S. 29



B-B - EXISTING TYPICAL SECTION - U.S. 29

1" = 10' - 0"

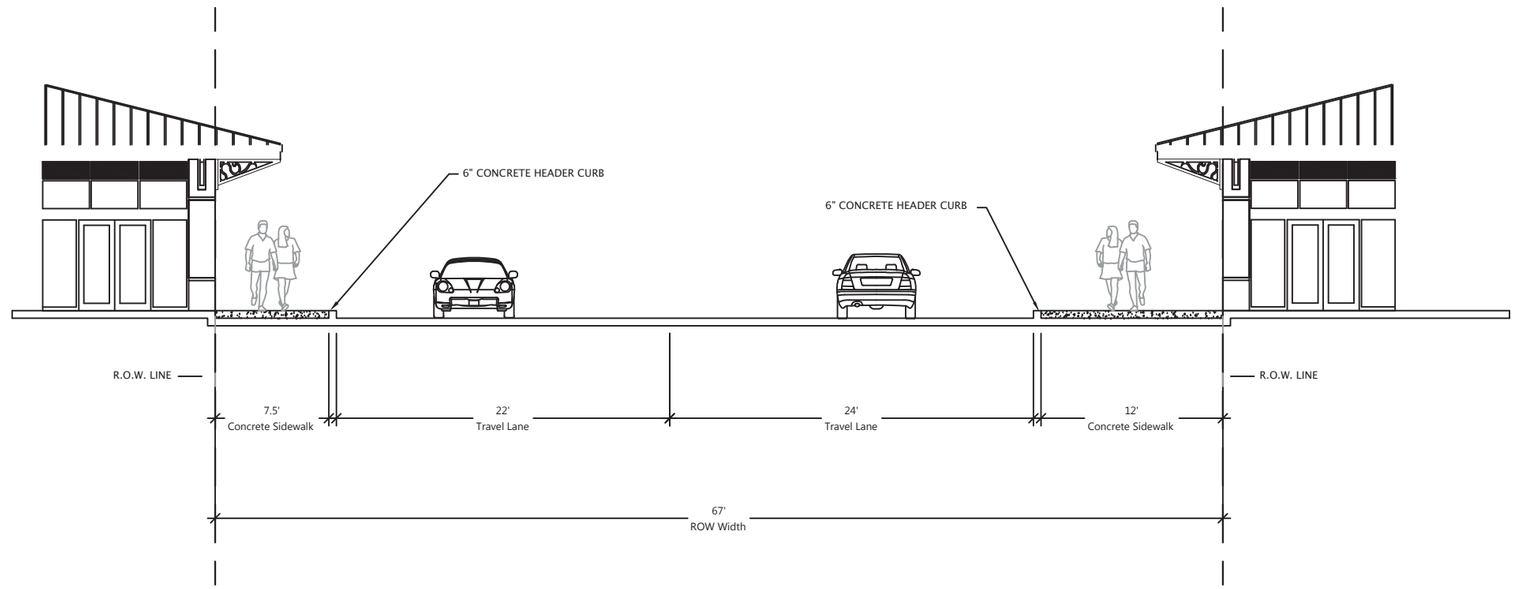


B-B - PROPOSED TYPICAL SECTION - U.S. 29

1" = 10' - 0"

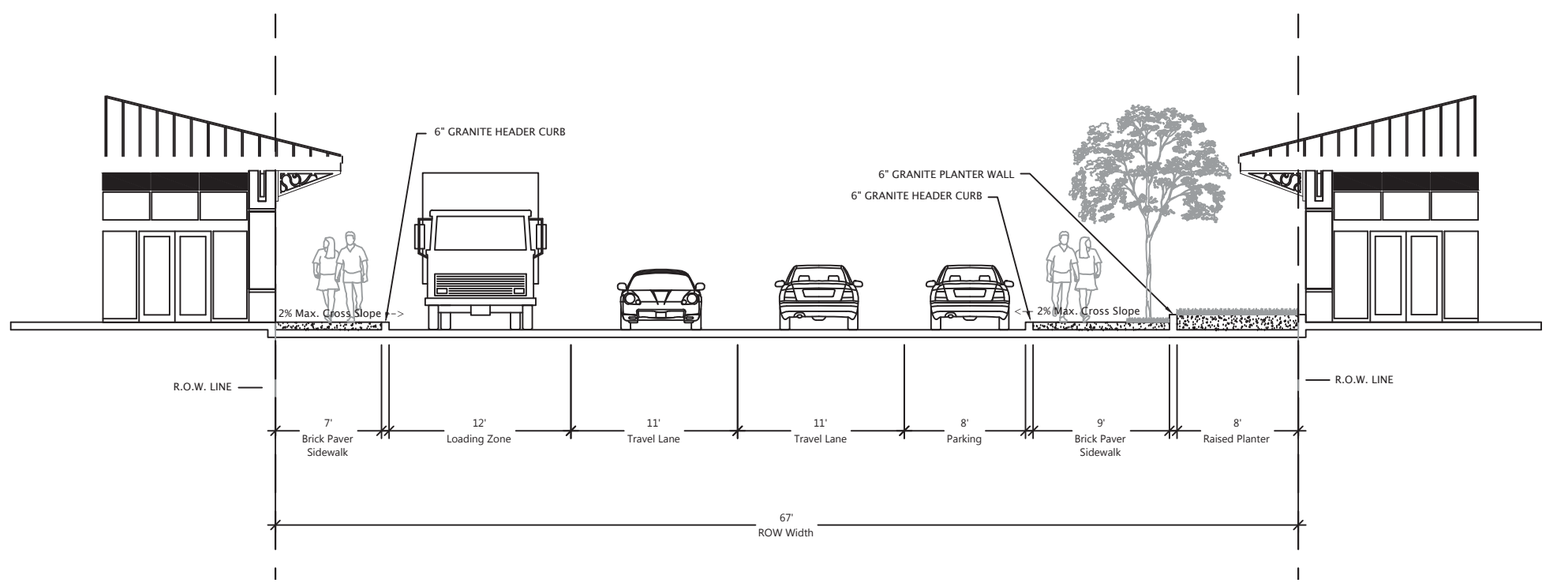
SR 14; Campbellton Rd, Smith St, & Washington St
PI# 0012636 (Fulton)
City of Fairburn, GA
June, 2015

ATTACHMENT 2-C
Cross Section C - C
Looking West on Campbellton Road



C-C - EXISTING TYPICAL SECTION - Campbellton Road

1" = 10' - 0"

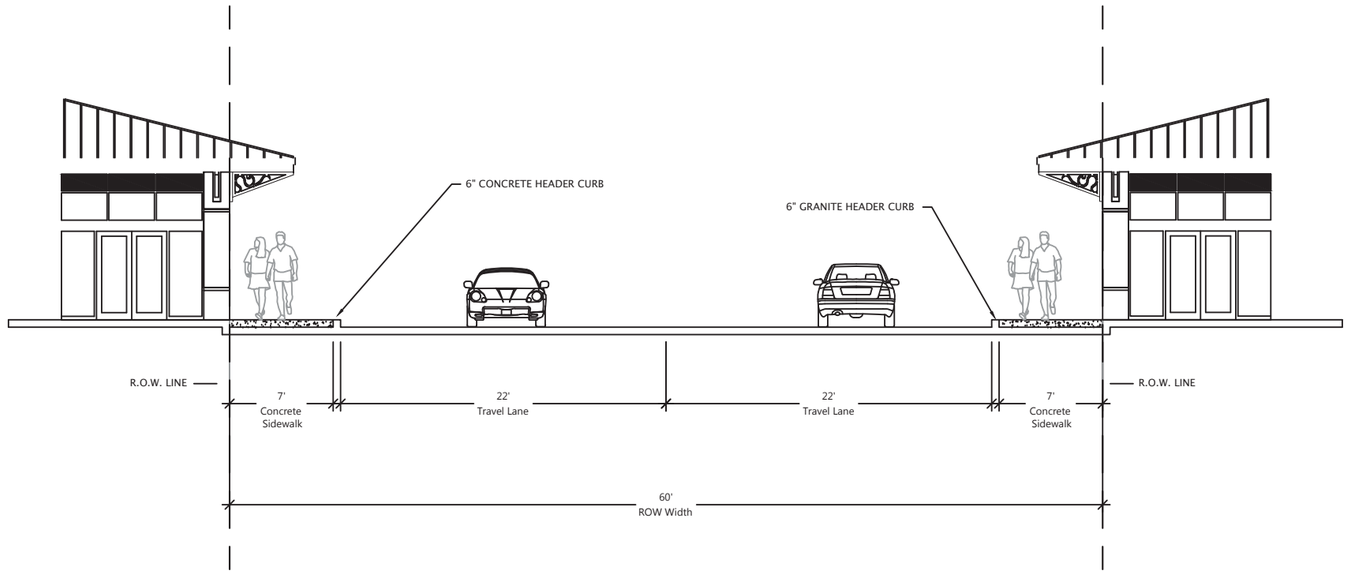


C-C - PROPOSED TYPICAL SECTION - Campbellton Road

1" = 10' - 0"

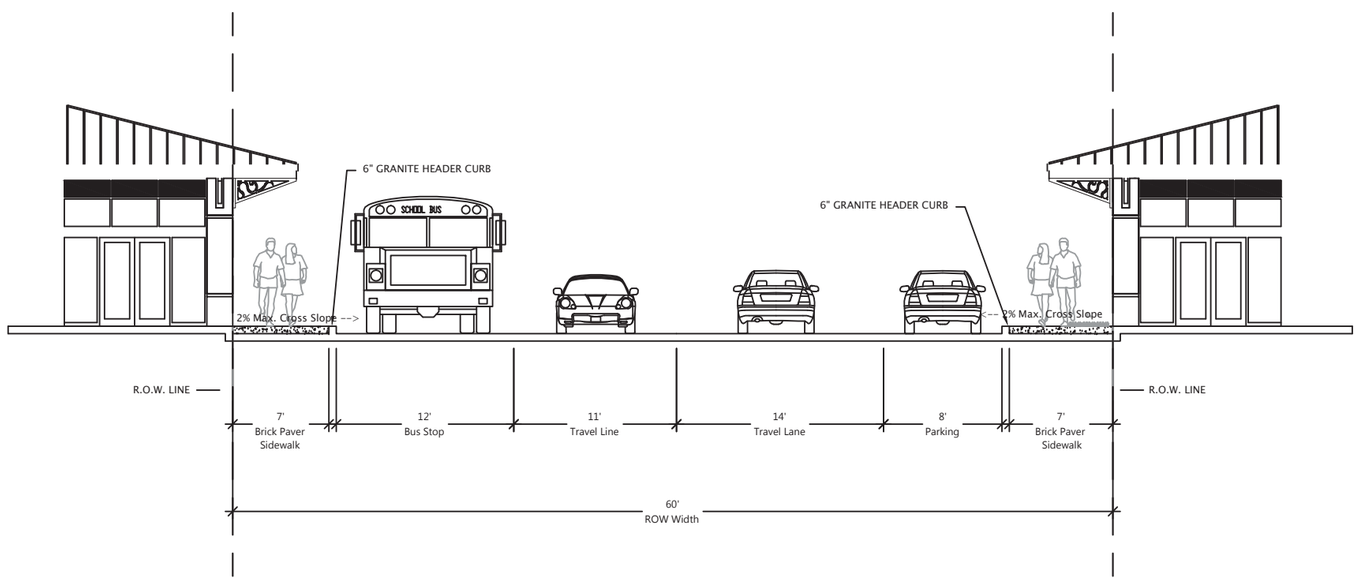
SR 14; Campbellton Rd, Smith St, & Washington St
PI# 0012636 (Fulton)
City of Fairburn, GA
June, 2015

ATTACHMENT 2-D
Cross Section D - D
Looking West on Smith Street



D-D - EXISTING TYPICAL SECTION - Smith Street

1" = 10' - 0"

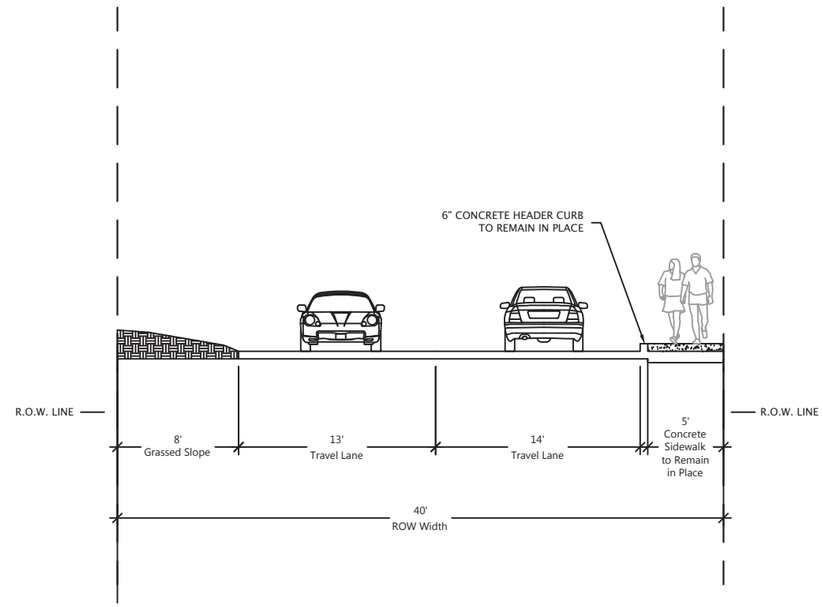


D-D - PROPOSED TYPICAL SECTION - Smith Street

1" = 10' - 0"

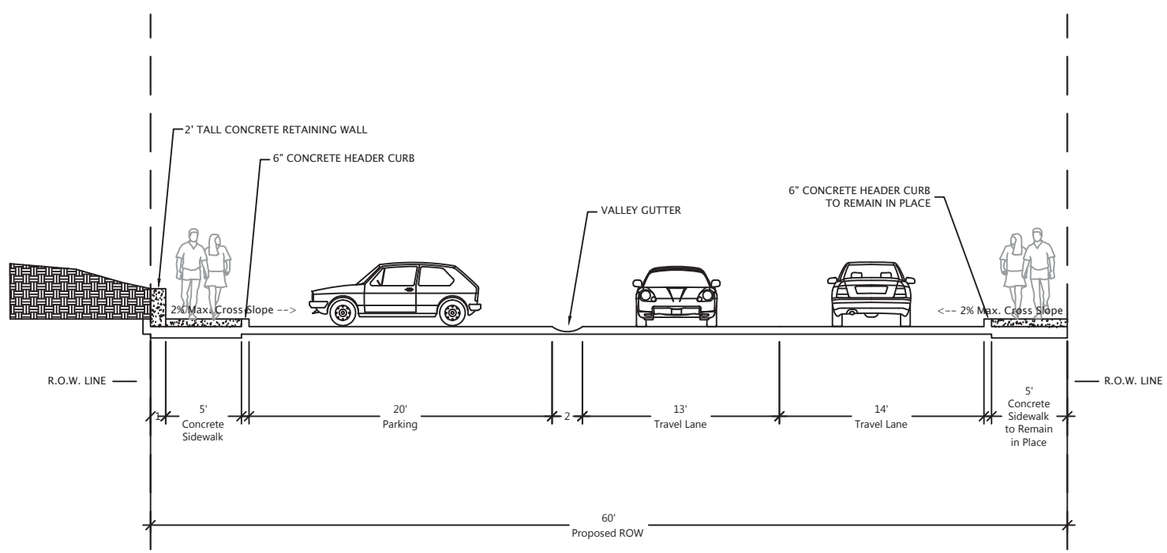
SR 14; Campbellton Rd, Smith St, & Washington St
PI# 0012636 (Fulton)
City of Fairburn, GA
June, 2015

ATTACHMENT 2-E
Cross Section E - E
Looking North on East Broad Street



E-E - EXISTING TYPICAL SECTION - East Broad Street

1" = 10' - 0"



E-E - PROPOSED TYPICAL SECTION - East Broad Street

1" = 10' - 0"

SR 14; Campbellton Rd; Smith St & Washington St
OPINION OF PROBABLE COST

June 23, 2015

ITEM	DESCRIPTION	QNTY.	UNIT MEAS.	UNIT PRICE	SUBTOTAL COST	AG. CONST. COST	REMARKS
1	**Demolition & Site Prep:**					$426,250	
	Mobilization Fee	1	EA	$10,000.00	$10,000		
	Performance Bond	1	EA	$10,000.00	$10,000		
	Demolition of Existing Curb, Sidewalk, Roadway, etc.	90,000	SF	$3.50	$315,000		
	Clearing and Grubbing	2	AC	$5,500.00	$8,250		
	Temporary Silt Fence	1,750	LF	$3.00	$5,250		
	Tree Protection Fencing	3	EA	$500.00	$1,500		
	As-Built/Record Drawings	1	LS	$10,000.00	$10,000		
	Erosion and Sediment Control	1	LS	$15,000.00	$15,000		
	Traffic Control	2,050	LF	$25.00	$51,250		
2	**Paving, Curbing, and Utilities:**					$1,766,990	
	6" x 18" Granite Header Curb	3,625	LF	$35.00	$126,875		West side of Highway 29
	30" Concrete Curb & Gutter	2,200	LF	$30.00	$66,000		Center median
	6" x 18" Concrete HeaderCurb	2,050	LF	$15.00	$30,750		Center median
	Clay Paver - Crosswalk	5,675	SF	$10.00	$56,750		19 - 8' wide crosswalk
	Clay Paver - Sidewalk	43,700	SF	$12.00	$524,400		
	ADA Ramp - Intersections	38	EA	$1,500.00	$57,000		ADA Ramps at intersections
	Concrete for Crosswalk	6,550	SF	$12.00	$78,600		
	Concrete - C.I.P. - 5" - stand. gray	2,350	SF	$5.50	$12,925		Sidewalk on East Broad Street
	Concrete - C.I.P. - 4" - stand. gray	780	SF	$4.50	$3,510		Sidewalk on Highway 29, North of Strickland
	Asphalt Milling	15,010	SY	$3.00	$45,030		On all road surfaces in project area
	Asphalt Surface Course - 12mm - Roadway	1,240	Tons	$100.00	$124,000		On all road surfaces in project area
	Asphalt Intermediate Course - 19mm - Roadway	85	Tons	$100.00	$8,500		New parking on Highway 29
	Asphalt Base Course - 25mm - Roadway	255	Tons	$100.00	$25,500		New parking on Highway 29
	12" Graded Aggregate Base - Roadway	505	Tons	$30.00	$15,150		New parking on Highway 29
	Cobblestone - Roadway	3,130	SF	$25.00	$78,250		At ends of medians, near intersections
	Major intersection Improvements	3	EA	$150,000.00	$450,000		Utility relocation, pedestrian signal upgrades, etc. @ intersections of Smith, Highway 92, and Dodd
	12" R.C.P. - Storm Drain System	1,325	LF	$30.00	$39,750		
	Drop Inlet	11	EA	$1,500.00	$16,500		
	Manhole Conversions	3	EA	$1,500.00	$4,500		
	Fire Hydrant Relocation	3	EA	$1,000.00	$3,000		
3	**Plant Materials:**					$45,919	
	Groundcover	3,300	SF	$2.00	$6,600.00		
	Shrubs	250	EA	$30.00	$7,500.00		
	Sod	8,175	SF	$1.25	$10,218.75		
	Trees	72	EA	$300.00	$21,600		
4	**Other Miscellaneous Items:**					$550,250	
	Underpass - Surface Rehabilitation	1	LS	$50,000.00	$50,000		
	Granite Gateway Sign	1	LS	$15,000.00	$15,000		
	18" Thick Granite Veneer Seat Wall	500	SF	$50.00	$25,000		Surrounding planting beds
	3" Thick Granite Veneer	210	SF	$50.00	$10,500		Fixed to concrete retaining walls near underpass
	Class B Concrete, Retaining Wall	115	CY	$675.00	$77,625		At underpass
	Concrete - C.I.P. - ADA Ramp - 5' Wide	195	LF	$500.00	$97,500		At underpass. Includes railing
	Concrete - C.I.P. Stairs	50	LF	$70.00	$3,500		
	Bollards	20	EA	$1,000.00	$20,000		
	Benches	15	EA	$1,000.00	$15,000		
	Trash Receptacles	15	EA	$875.00	$13,125		
	Stop Bars/Parking Striping	6,300	LF	$10.00	$63,000		
	Pedestrian Lighting	41	EA	$2,500.00	$102,500		
	Lighting - Underpass	12	EA	$1,500.00	$18,000		
	Ornamental Railing	130	LF	$150.00	$19,500		
	Signage - Decorative	20	EA	$1,000.00	$20,000		

SUBTOTAL:	**$2,789,409**
E&I Inspection	**$ 83,682**
Contigency (10%)	**$ 287,309**
TOTAL	**$ 3,160,400**

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **12636**

OFFICE Program Delivery

PROJECT DESCRIPTION

SR 14; Cambellton Rd; Smith St & Washington St.

DATE November 6, 2015

From: Albert V. Shelby, III, State Program Delivery Engineer

To: Lisa L. Myers, State Project Review Engineer

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Bryan Corazzini

MGMT LET DATE TBD

MGMT ROW DATE TBD

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	$	3,403,417.50	DATE	10/14/2014
RIGHT OF WAY	$	50,000.00	DATE	10/14/2014
UTILITIES	$	-	DATE	-

REVISED COST ESTIMATES

CONSTRUCTION*	$	3,198,858.70
RIGHT OF WAY	$	50,000.00
UTILITIES	$	-

*Cost Contains **10** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:

Local Administered Project. This schedule is pending approval and is on the November 2015 schedule review agenda. Contingency of 10% added for unknown risks associated with construction of the project; A no change R/W update is also requested.

CONTINGENCY SUMMARY

A.	CONSTRUCTION COST ESTIMATE:	$ 2,798,759.00	Base Estimate From CES		
B.	ENGINEERING AND INSPECTION (E & I):	$ 83,962.77	Base Estimate (A) x	3	%
C.	CONTINGENCY:	$ 288,272.18	Base Estimate (A) + E & I (B) x See % Table in "Risk Based Cost Estimation" Memo	10	%
D.	TOTAL LIQUID AC ADJUSTMENT:	$ 27,864.75	Total From Liquid AC Spreadsheet		
E.	CONSTRUCTION TOTAL:	$ 3,198,858.70	(A + B + C + D = E)		

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
TOTAL	$ -

ATTACHMENTS:

Cost Estimate from Consultant
Liquid AC Adjustment Spreadsheet

PROJ. NO.	-	CALL NO.	9/29/2009
P.I. NO.	0012636		
DATE	11/6/2015		

INDEX (TYPE)	**DATE**	**INDEX**
REG. UNLEADED	Nov-15	$ 2.054
DIESEL		$ 2.430
LIQUID AC		$ 413.00

Link to Fuel and AC Index:
http://www.dot.ga.gov/doingbusiness/Materials/Pages/asphaltcementindex.aspx

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)			**19576.2**	**$**	**19,576.20**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 660.80		
Monthly Asphalt Cement Price month project let (APL)			$ 413.00		
Total Monthly Tonnage of asphalt cement (TMT)			79		

ASPHALT	**Tons**	**%AC**	**AC ton**
Leveling		5.0%	0
12.5 OGFC		5.0%	0
12.5 mm	1240	5.0%	62
9.5 mm SP		5.0%	0
25 mm SP	255	5.0%	12.75
19 mm SP	85	5.0%	4.25
	1580		**79**

BITUMINOUS TACK COAT

Price Adjustment (PA)			**$ 4,144.27**	**$**	**4,144.27**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 660.80		
Monthly Asphalt Cement Price month project let (APL)			$ 413.00		
Total Monthly Tonnage of asphalt cement (TMT)			16.72426397		

Bitum Tack Gals	gals/ton	tons
3893.8	232.8234	16.724264

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			**4144.272612**	**$**	**4,144.27**
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 660.80		
Monthly Asphalt Cement Price month project let (APL)			$ 413.00		
Total Monthly Tonnage of asphalt cement (TMT)			16.72426397		

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.	15030	0.20	3006	232.8234	12.91107337
Double Surf.Trmt.	772	0.44	339.68	232.8234	1.458959881
Triple Surf. Trmt	772	0.71	548.12	232.8234	2.354230717
					16.72426397

TOTAL LIQUID AC ADJUSTMENT	**$**	**27,864.75**

GEORGIA DEPARTMENT OF TRANSPORTATION
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 10/2/2015 Project: SR 14; CAMPBELLTON RD; SMITH ST &
Revised: County: Fulton
PI: 12636
Description: Streetscape enhancements, signal upgrades, and pedestrian safety improveme
Project Termini: Malone Street to approximately 175' beyond Strickland Street
Existing ROW: 80-125 feet
Parcels: 5 Required ROW: 80-125 feet

Land and Improvements		$114,806.74
Proximity Damage	*$0.00*	
Consequential Damage	*$0.00*	
Cost to Cures	*$0.00*	
Trade Fixtures	*$0.00*	
Improvements	*$0.00*	
Valuation Services		$7,000.00
Legal Services		$40,875.00
Relocation		$10,000.00
Demolition		$0.00
Administrative		$45,000.00
TOTAL ESTIMATED COSTS		$217,681.74
TOTAL ESTIMATED COSTS (ROUNDED)		***$218,000.00***

Preparation Credits	Hours	Signature

Prepared By: Andrew D. Kohn CG#: 10/2/15
Approved By: Bashone Alexander CG#: 286999 11/05/2015

NOTE: No Market Appreciation is included in this Preliminary Cost Estimate

allsop

City of Fairburn

FROM: **(Andrew Kohr)**
Project Manager - Stantec

DATE: October 26, 2015

TO: **(Roxanne Harris)**
Project Manager - GDOT

SUBJECT: PRELIMINARY UTILITY COST ESTIMATE
0012636/Fulton/SR 14 Campbellton Rd; Smith St & Washington St- LCI

As requested by your office, we are furnishing you with a Preliminary Cost Estimate for each utility with facilities potentially located with the project limits.

FACILITY OWNER	REIMBURSABLE	NON-REIMBURSABLE	TOTAL
Atlanta Gas Light Company	$0.00	$0.00	$0.00
AT&T (Bellsouth)	$0.00	$0.00	$0.00
Comcast of Georgia	$0.00	$0.00	$0.00
Level 3 Communication	$0.00	$0.00	$0.00
Verizon Business	$0.00	$0.00	$0.00
Georgia Public Web	$0.00	$0.00	$0.00
Zayo Fiber Solutions	$0.00	$0.00	$0.00
City of Fairburn Utilities	$0.00	$20,000	$20,000
Fairburn Water & Sewer	$0.00	$0.00	$0.00
TOTAL	**$0.00**	$20,000	$20,000

This estimate is based upon the current information. We will provide an updated estimate when the plans are further developed.

If you have any questions, please contact Andrew Kohr 770-492-2667

Technical Memorandum

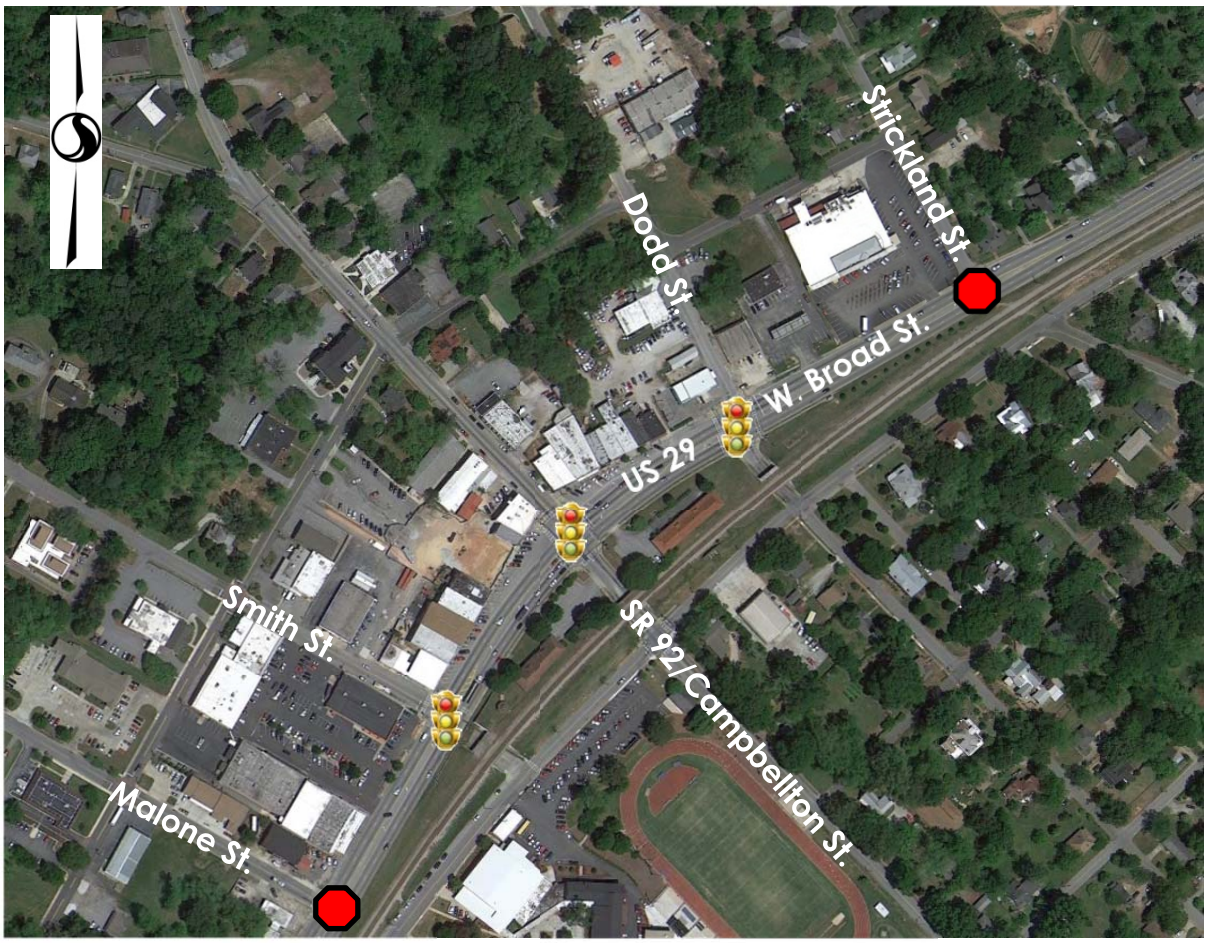
To:	Kathy Zahul Georgia Department of Transportation	From:	Stuart Day, P.E. Andrew Kohr, PLA, ASLA
File:	178202090	Date:	October 7, 2015

Reference: **Fairburn Livable Centers Initiative - Traffic Operations Analysis PI 0012636 (Fulton)**

INTRODUCTION

The purpose of this memorandum is to document a traffic operations analysis for the Fairburn Livable Centers Initiative, which consists of a streetscape enhancement with operational improvements along US 29/SR14/W. Broad Street between Smith Street and Strickland Street and improvements to the US 29/W. Broad Street & SR 92/Campbellton Street intersection in the City of Fairburn, Georgia. The location of the study corridor and intersection are illustrated in Figure 1. This memorandum summarizes the procedures and findings of the analysis.

Figure 1 – Project Location Map



Reference: Fairburn Livable Centers Initiative - Traffic Operations Analysis PI 0012636 (Fulton)

PROJECT BACKGROUND, GOALS, AND OBJECTIVES

The US 29/W. Broad Street corridor runs through the heart of downtown Fairburn. The City of Fairburn applied for and received a Livable Centers Initiative (LCI) grant to enhance the existing downtown with a corridor that consistent with regional development policies and is more appropriate for the size of the downtown area. Specific goals for this project are:

- Increase pedestrian safety
- Slow drives as they navigate through downtown
- Improve mobility and accessibility within the downtown business district while making the corridor more pedestrian and bicycle friendly
- Improve connectivity to surrounding neighborhoods and schools
- Preserve important cultural resources including Fairburn's unique "arc" configuration along US 29
- Improve the sense of place through streetscape elements and landscaping

EXISTING CONDITIONS

US 29/W. Broad Street is a five-lane roadway with a two-way left-turn lane that primarily serves commercial and residential land uses through downtown Fairburn. The speed limit along US 29/W. Broad Street is 35 mph. The side-street approach of the Strickland Street and Malone Street intersections with US 29/W. Broad Street are stop-controlled; the side-street approaches of the Smith Street, SR 92/Cambellton Street, and Dodd Street intersections are signalized.

Fairburn's town center is located at the intersection of US29 and Cambellton Road (Highway 92) where the road creates an arc and creates attractive sightlines for those traveling in both directions along US 29. Presently on-street, angled parking exceeds minimum size requirements at Cambellton Road due to the shape of the arc. This condition is magnified with the significant distance for a pedestrian to have to cross at US 29 and Cambellton Road (80 feet). The result is a "highway" type effect through a downtown, making it an unsafe condition for pedestrians and loss of a sense of place for the community.

Field observations and peak-hour turning movement counts were conducted at the study intersections on Tuesday, May 13, 2014. The counts were conducted during the AM peak period (7:00 AM – 9:00 AM) and the PM peak period (4:00 PM – 6:00 PM). The raw count information is provided in the Attachments.

CORRIDOR IMPROVEMENTS

It is proposed to implement streetscape enhancements with lane modifications along the US 29/W. Broad Street corridor to improve travel along the corridor for all users, including pedestrians and bicyclists. Along the length of the project, it is proposed to maintain the number of through lanes at four (two in each direction) and to include a landscaped median. Between the intersections of Smith Street and Dodd Street, in the heart of the downtown, there is proposed to be on street, reverse-in angled parking along US 29/W. Broad Street along with larger sidewalks and plaza areas to improve pedestrian conditions.

At the US 29/W. Broad Street & SR 92/Cambellton Street intersection, two improvement alternatives were considered. One alternative is to construct a single-lane roundabout with splitter islands on the

northbound and southbound approaches. The second alternative is to maintain the existing signalized intersection with reduced eastbound and westbound approach lanes. Concepts illustrating the alternatives are provided in the Attachments.

FUTURE TRAFFIC VOLUME PROJECTIONS

To develop an annual background growth rate for use in the analysis, historical count data along US 29/W. Broad Street (GDOT count stations 121-0178 and 121-0190) was reviewed over the past ten years. It was determined that the roadway has experience annual growth of less than 1.0%. Therefore, to provide a conservative analysis, a 1.0% annual growth rate was utilized to develop 2017 and 2037 traffic volumes.

The existing, 2017, and 2037 traffic volumes for the corridor have been reviewed and approved by the Georgia Department of Transportation Office of Planning and are illustrated in the Attachments.

INTERSECTION CAPACITY ANALYSES

Using the existing and projected traffic volumes previously discussed, intersection analyses were conducted for the study intersections considering 2014 Existing conditions, 2017 No Build and Build conditions, and 2037 No Build and Build conditions. This analysis was conducted using the Transportation Research Board's *Highway Capacity Manual 2010 (HCM 2010)* methodologies of the *Synchro*, Version 8 software for intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. Table 1 summarizes the *HCM 2010* control delay thresholds associated with each LOS grade for unsignalized and signalized intersections.

Table 1 – *HCM 2010* LOS Criteria for Unsignalized & Signalized Intersections

Unsignalized Intersections	
LOS	**Control Delay Per Vehicle (seconds)**
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Signalized Intersections	
LOS	**Control Delay Per Vehicle (seconds)**
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

As part of the intersection analysis, existing peak hour factors and heavy vehicle percentages were utilized, with a minimum of 2% heavy vehicles. Additionally, the analysis considers two-stage left turns from the side street approaches.

The results of the intersection analyses for existing and future-year conditions for the weekday AM and PM peak-hour time periods are summarized in Table 2, which includes the two build alternatives for the US 29/W. Broad Street & SR 92/Cambellton Street intersection. For the unsignalized intersections, the LOS and delay results are shown for the worst-case minor-street approaches only, as based upon the *HCM 2010* methodologies for two-way stop-controlled intersections.

Table 2 – Intersection Analysis Results

US 29/W. Broad Street Intersection At:	Traffic Control	LOS/Delay (seconds)									
		2014 Existing Conditions		2017 No Build Conditions		2017 Build Conditions		2037 No Build Conditions		2037 Build Conditions	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Malone Street	Two-Way Stop	B/11.4 (SB)	B/13.6 (SB)	B/11.6 (SB)	B/13.9 (SB)	B/11.9 (SB)	B/14.0 (SB)	B/13.2 (SB)	C/16.8 (SB)	B/13.2 (SB)	C/15.1 (SB)
Smith Street	Signalized	A/7.5	B/10.6	B/14.7	B/16.9	B/12.0	B/12.8	B/16.3	B/17.4	B/13.3	A/8.9
SR 92/ Campbellton Street	Round-about	N/A	N/A	N/A	N/A	E/39.1	E/35.8	N/A	N/A	F/75.0	F/117.0
	Signalized	B/11.9	A/9.3	C/20.2	B/19.6	B/17.6	B/15.8	C/29.5	C/23.2	B/17.4	B/19.3
Dodd Street	Signalized	A/3.8	A/6.5	B/10.1	B/10.7	A/7.4	A/8.4	B/13.4	B/12.1	A/7.5	A/9.9
Strickland Street	Two-Way Stop	B/14.9 (SB)	C/18.9 (SB)	C/15.2 (SB)	C/19.6 (SB)	C/15.2 (SB)	D/34.0 (SB)	C/17.5 (SB)	D/27.3 (SB)	C/17.5 (SB)	C/21.5 (SB)

Note: LOS/Delay is shown for the worst-case minor-street approach of the two-way stop-controlled intersections.

The results of the intersection analysis indicate that the study US 29/W. Broad Street intersections currently operate and are projected to continue to operate at an acceptable LOS with the proposed corridor improvements, with one exception.

At the US 29/W. Broad Street & SR 92/Campbellton Street intersection, the results of the analysis indicate that the proposed roundabout alternative is projected to operate at undesirable LOS conditions for future-year 2037 conditions. However, if the intersection does experience congestion in the future, it is likely that traffic could divert to other routes reducing travel demand on the intersection. In addition, while the intersection LOS may be undesirable for vehicles, corridor enhancements will provide streetscape elements with landscaping to beautify the street, slow drivers as they drive through downtown, and make the corridor more pedestrian and bicycle friendly.

At the US 29/W. Broad Street & SR 92/Campbellton Street intersection, the results of the analysis indicate that the proposed signalized alternative is projected to operate at acceptable LOS conditions for future-year 2037 conditions, even without a dedicated right-turn lane. Similarly, the corridor enhancements will provide streetscape elements with landscaping to beautify the street, slow drivers as they drive through downtown, and make the corridor more pedestrian and bicycle friendly.

Reference: Fairburn Livable Centers Initiative - Traffic Operations Analysis PI 0012636 (Fulton)

CONCLUSIONS

A traffic operations analysis was conducted for the Fairburn Livable Centers Initiative, which consists of streetscape enhancements along US 29/SR14/W. Broad Street between Malone Street and Shaw Drive and improvements to the US 29/W. Broad Street & SR 92/Campbellton Street intersection in the City of Fairburn.

The results of the traffic operations analysis indicate that the majority of the study corridor is projected to operate at acceptable LOS conditions considering the proposed US 29/W. Broad Street streetscape enhancement project. At the US 29/W. Broad Street & SR 92/Campbellton Street intersection, the results of the analysis indicate that the proposed roundabout alternative is projected to operate at undesirable LOS conditions for future-year 2037 conditions. At the US 29/W. Broad Street & SR 92/Campbellton Street intersection, the results of the analysis indicate that the proposed signalized alternative is projected to operate at acceptable LOS conditions for future-year 2037 conditions. Additionally, the corridor enhancements will provide streetscape elements with landscaping to beautify the street, slow drivers as they drive through downtown, and make the corridor more pedestrian and bicycle friendly.

If you have any questions regarding the analysis, please do not hesitate to contact us.

Regards,

Stantec Consulting Services Inc.

Stuart Day, P.E.
Transportation Engineer
stuart.day@stantec.com

Andrew Kohr, PLA, ASLA
Senior Landscape Architect/Project Manager
andrew.kohr@stantec.com

Attachments: A – Turning Movement Counts
B – LCI Concept Graphics
C – Approved Traffic Volumes
D – Synchro Worksheets

Attachment A – Turning Movement Counts

Reliable Traffic Data Services, LLC
Tel: (770) 578-8158 | Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
W Broad St @ Malone St

7-9 am | 4-6 pm

File Name : 35210001
Site Code : 35210001
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Malone St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	15	0	18	1	109	0	0	110	0	85	2	0	87	215
07:15 AM	0	0	0	0	0	2	0	12	0	14	3	129	0	0	132	0	97	1	0	98	244
07:30 AM	0	0	0	0	0	2	0	16	1	19	5	154	0	0	159	0	112	2	0	114	292
07:45 AM	0	0	0	0	0	5	0	13	0	18	8	144	0	0	152	0	116	2	0	118	288
Total	0	0	0	0	0	12	0	56	1	69	17	536	0	0	553	0	410	7	0	417	1039
08:00 AM	0	0	0	0	0	4	0	14	0	18	14	142	0	0	156	0	113	4	0	117	291
08:15 AM	0	0	0	0	0	6	0	13	0	19	15	145	0	0	160	0	105	2	0	107	286
08:30 AM	0	0	0	0	0	4	0	16	0	20	8	138	0	0	146	0	87	4	0	91	257
08:45 AM	0	0	0	0	0	4	0	14	1	19	8	88	0	0	96	0	95	3	0	98	213
Total	0	0	0	0	0	18	0	57	1	76	45	513	0	0	558	0	400	13	0	413	1047
*** BREAK ***																					
04:00 PM	0	0	0	0	0	6	0	9	2	17	9	136	0	0	145	0	163	6	0	169	331
04:15 PM	0	0	0	0	0	7	0	20	0	27	10	141	0	0	151	0	158	5	0	163	341
04:30 PM	0	0	0	0	0	5	0	18	0	23	8	143	0	0	151	0	139	9	0	148	322
04:45 PM	0	0	0	0	0	3	0	22	1	26	14	118	0	0	132	0	157	4	0	161	319
Total	0	0	0	0	0	21	0	69	3	93	41	538	0	0	579	0	617	24	0	641	1313
05:00 PM	0	0	0	0	0	4	0	19	0	23	8	121	0	0	129	0	152	5	0	157	309
05:15 PM	0	0	0	0	0	4	0	28	0	32	8	107	0	0	115	0	158	6	0	164	311
05:30 PM	0	0	0	0	0	9	0	24	0	33	7	112	0	0	119	0	153	8	0	161	313
05:45 PM	0	0	0	0	0	5	0	13	0	18	6	90	0	0	96	0	148	6	0	154	268
Total	0	0	0	0	0	22	0	84	0	106	29	430	0	0	459	0	611	25	0	636	1201
Grand Total	0	0	0	0	0	73	0	266	5	344	132	2017	0	0	2149	0	2038	69	0	2107	4600
Apprch %	0	0	0	0		21.2	0	77.3	1.5		6.1	93.9	0	0		0	96.7	3.3	0		
Total %	0	0	0	0	0	1.6	0	5.8	0.1	7.5	2.9	43.8	0	0	46.7	0	44.3	1.5	0	45.8	

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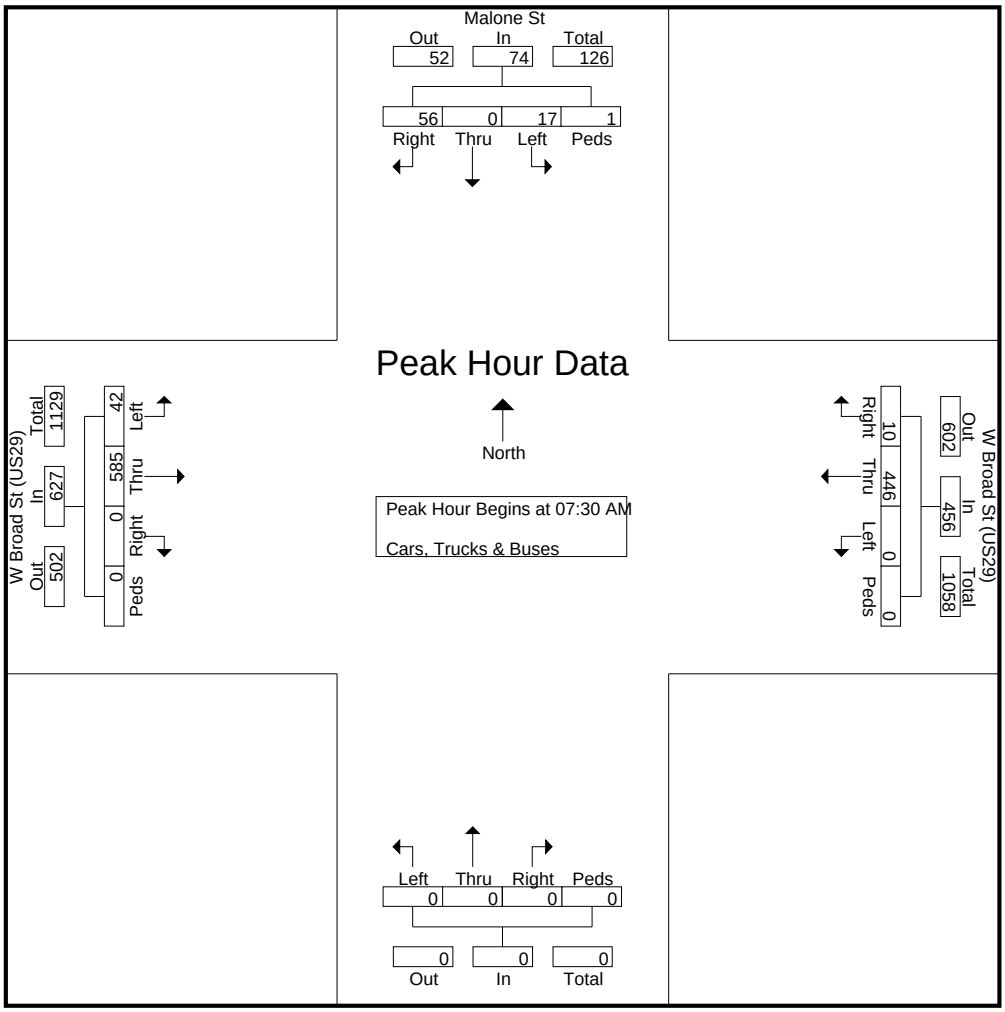
TMC Data
W Broad St @ Malone St

7-9 am | 4-6 pm

File Name : 35210001
Site Code : 35210001
Start Date : 5/13/2014
Page No : 2

	Northbound					Malone St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	2	0	**16**	**1**	**19**	5	**154**	0	0	159	0	112	2	0	114	**292**
07:45 AM	0	0	0	0	0	5	0	13	0	18	8	144	0	0	152	0	**116**	2	0	**118**	288
08:00 AM	0	0	0	0	0	4	0	14	0	18	14	142	0	0	156	0	113	**4**	0	117	291
08:15 AM	0	0	0	0	0	**6**	0	13	0	19	**15**	145	0	0	**160**	0	105	2	0	107	286
Total Volume	0	0	0	0	0	17	0	56	1	74	42	585	0	0	627	0	446	10	0	456	1157
% App. Total	0	0	0	0		23	0	75.7	1.4		6.7	93.3	0	0		0	97.8	2.2	0		
PHF	.000	.000	.000	.000	.000	.708	.000	.875	.250	.974	.700	.950	.000	.000	.980	.000	.961	.625	.000	.966	.991



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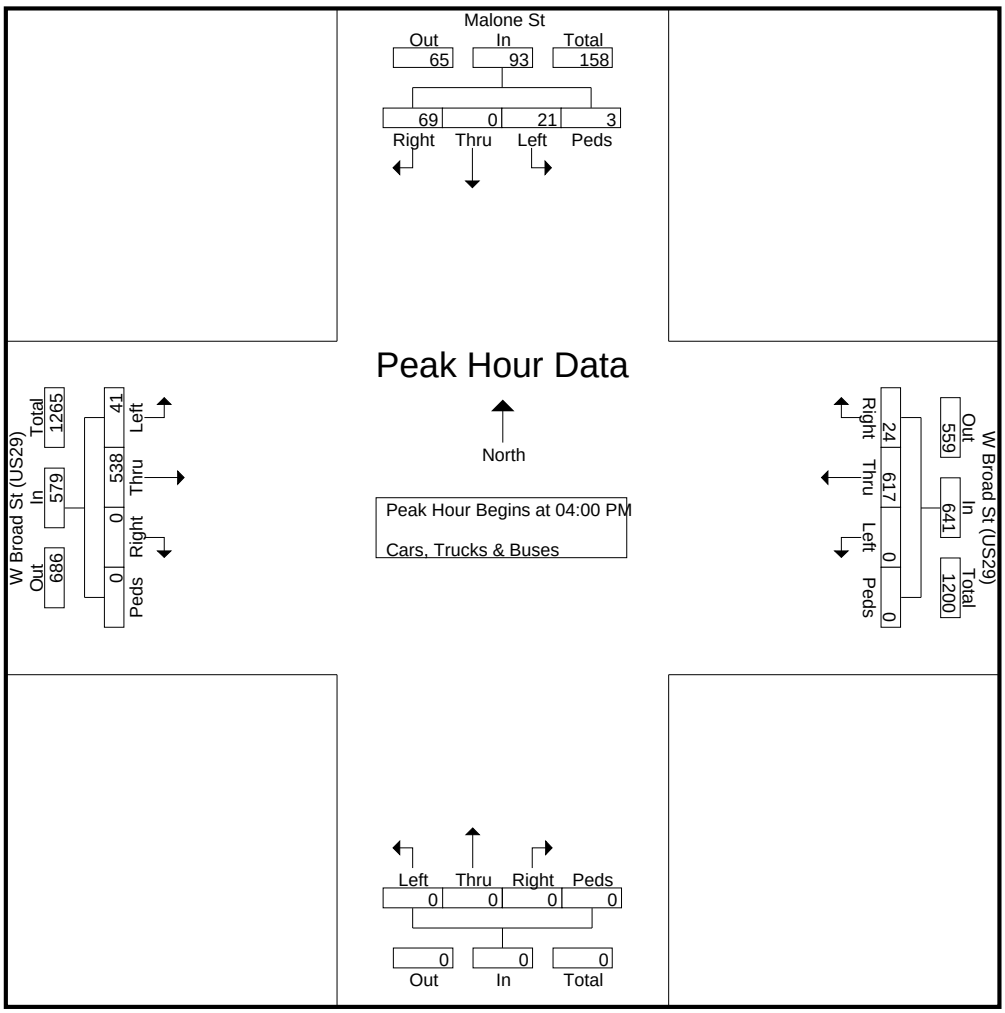
TMC Data
W Broad St @ Malone St

7-9 am | 4-6 pm

File Name : 35210001
Site Code : 35210001
Start Date : 5/13/2014
Page No : 3

	Northbound					Malone St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	6	0	9	**2**	17	9	136	0	0	145	0	**163**	6	0	**169**	331
04:15 PM	0	0	0	0	0	**7**	0	20	0	**27**	10	141	0	0	**151**	0	158	5	0	163	**341**
04:30 PM	0	0	0	0	0	5	0	18	0	23	8	**143**	0	0	151	0	139	**9**	0	148	322
04:45 PM	0	0	0	0	0	3	0	**22**	1	26	**14**	118	0	0	132	0	157	4	0	161	319
Total Volume	0	0	0	0	0	21	0	69	3	93	41	538	0	0	579	0	617	24	0	641	1313
% App. Total	0	0	0	0		22.6	0	74.2	3.2		7.1	92.9	0	0		0	96.3	3.7	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.784	.375	.861	.732	.941	.000	.000	.959	.000	.946	.667	.000	.948	.963



Reliable Traffic Data Services, LLC
Tel: (770) 578-8158 | Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

TMC Data
W Broad St @ Smith St

7-9 am | 4-6 pm

File Name : 35210002
Site Code : 35210002
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Smith St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	1	0	4	2	117	0	0	119	0	89	3	0	92	215
07:15 AM	0	0	0	0	0	7	0	2	0	9	1	128	0	0	129	0	97	4	0	101	239
07:30 AM	0	0	0	0	0	13	0	4	0	17	4	151	0	0	155	0	112	9	0	121	293
07:45 AM	0	0	0	0	0	10	0	9	2	21	4	147	0	2	153	0	118	7	0	125	299
Total	0	0	0	0	0	33	0	16	2	51	11	543	0	2	556	0	416	23	0	439	1046
08:00 AM	0	0	0	0	0	11	0	1	1	13	3	143	0	0	146	0	112	10	0	122	281
08:15 AM	0	0	0	0	0	11	0	0	0	11	5	141	0	0	146	0	108	9	0	117	274
08:30 AM	0	0	0	0	0	13	0	4	1	18	4	137	0	0	141	0	103	8	0	111	270
08:45 AM	0	0	0	0	0	3	0	7	2	12	4	116	0	0	120	0	97	8	0	105	237
Total	0	0	0	0	0	38	0	12	4	54	16	537	0	0	553	0	420	35	0	455	1062
*** BREAK ***																					
04:00 PM	0	0	0	0	0	16	0	3	7	26	3	141	0	0	144	0	166	14	0	180	350
04:15 PM	0	0	0	0	0	17	0	2	3	22	4	145	0	0	149	0	163	11	0	174	345
04:30 PM	0	0	0	0	0	13	0	4	1	18	4	142	0	0	146	0	154	13	0	167	331
04:45 PM	0	0	0	0	0	15	0	5	2	22	6	118	0	0	124	0	159	14	0	173	319
Total	0	0	0	0	0	61	0	14	13	88	17	546	0	0	563	0	642	52	0	694	1345
05:00 PM	0	0	0	0	0	22	0	2	0	24	5	122	0	0	127	0	152	24	0	176	327
05:15 PM	0	0	0	0	0	17	0	3	0	20	4	113	0	4	121	0	155	15	0	170	311
05:30 PM	0	0	0	0	0	31	0	6	0	37	3	112	0	0	115	0	165	14	0	179	331
05:45 PM	0	0	0	0	0	16	0	9	0	25	4	97	0	0	101	0	174	10	0	184	310
Total	0	0	0	0	0	86	0	20	0	106	16	444	0	4	464	0	646	63	0	709	1279
Grand Total	0	0	0	0	0	218	0	62	19	299	60	2070	0	6	2136	0	2124	173	0	2297	4732
Apprch %	0	0	0	0		72.9	0	20.7	6.4		2.8	96.9	0	0.3		0	92.5	7.5	0		
Total %	0	0	0	0	0	4.6	0	1.3	0.4	6.3	1.3	43.7	0	0.1	45.1	0	44.9	3.7	0	48.5	

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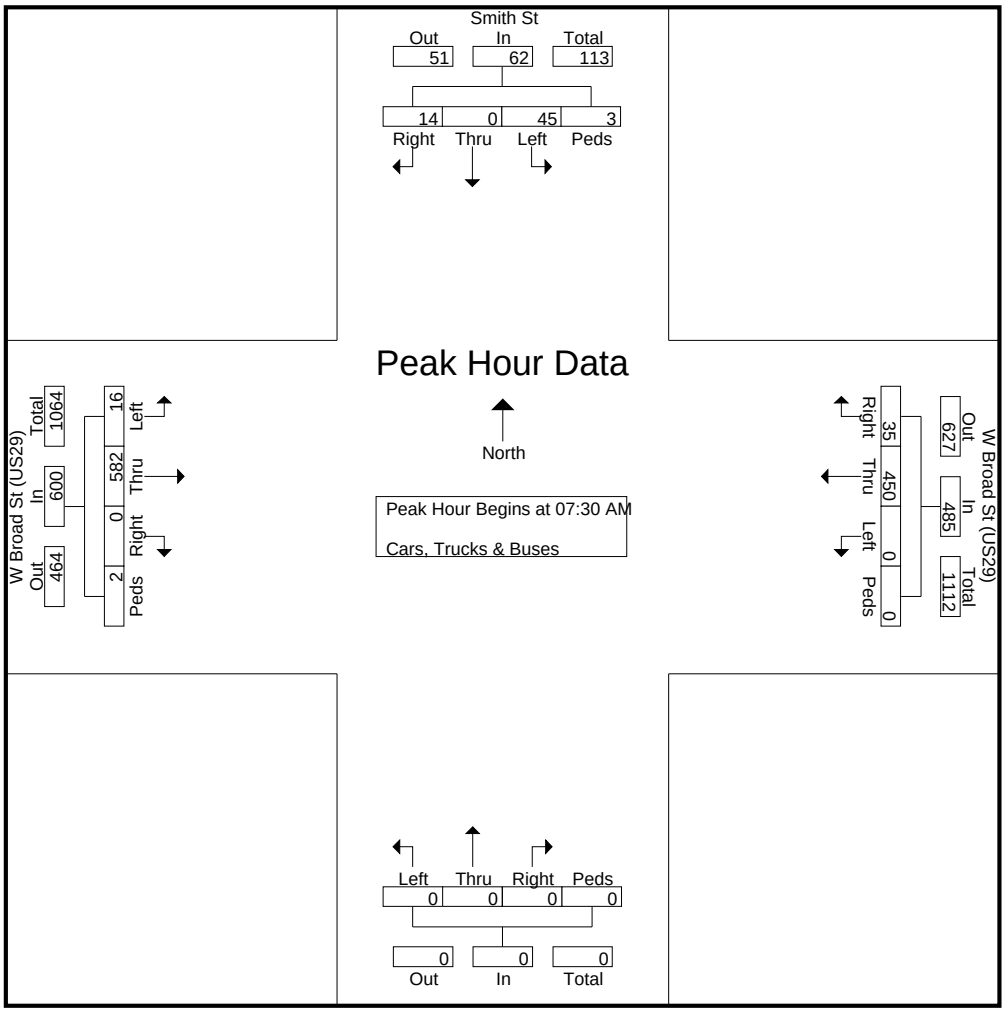
TMC Data
W Broad St @ Smith St

7-9 am | 4-6 pm

File Name : 35210002
Site Code : 35210002
Start Date : 5/13/2014
Page No : 2

	Northbound					Smith St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	**13**	0	4	0	17	4	**151**	0	0	**155**	0	112	9	0	121	293
07:45 AM	0	0	0	0	0	10	0	**9**	**2**	**21**	4	147	0	**2**	153	0	**118**	7	0	**125**	**299**
08:00 AM	0	0	0	0	0	11	0	1	1	13	3	143	0	0	146	0	112	**10**	0	122	281
08:15 AM	0	0	0	0	0	11	0	0	0	11	**5**	141	0	0	146	0	108	9	0	117	274
Total Volume	0	0	0	0	0	45	0	14	3	62	16	582	0	2	600	0	450	35	0	485	1147
% App. Total	0	0	0	0		72.6	0	22.6	4.8		2.7	97	0	0.3		0	92.8	7.2	0		
PHF	.000	.000	.000	.000	.000	.865	.000	.389	.375	.738	.800	.964	.000	.250	.968	.000	.953	.875	.000	.970	.959



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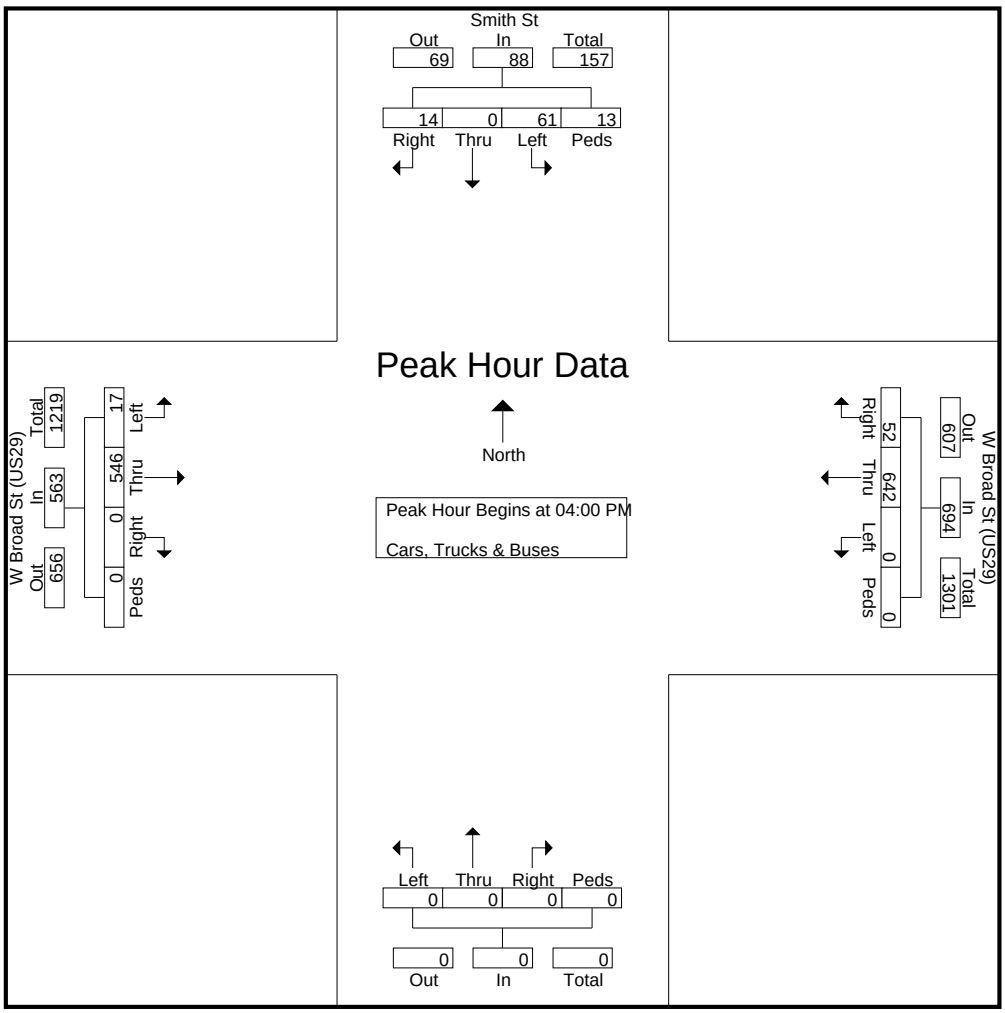
TMC Data
W Broad St @ Smith St

7-9 am | 4-6 pm

File Name : 35210002
Site Code : 35210002
Start Date : 5/13/2014
Page No : 3

	Northbound					Smith St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	16	0	3	**7**	**26**	3	141	0	0	144	0	**166**	**14**	0	**180**	**350**
04:15 PM	0	0	0	0	0	**17**	0	2	3	22	4	**145**	0	0	**149**	0	163	11	0	174	345
04:30 PM	0	0	0	0	0	13	0	4	1	18	4	142	0	0	146	0	154	13	0	167	331
04:45 PM	0	0	0	0	0	15	0	**5**	2	22	**6**	118	0	0	124	0	159	14	0	173	319
Total Volume	0	0	0	0	0	61	0	14	13	88	17	546	0	0	563	0	642	52	0	694	1345
% App. Total	0	0	0	0		69.3	0	15.9	14.8		3	97	0	0		0	92.5	7.5	0		
PHF	.000	.000	.000	.000	.000	.897	.000	.700	.464	.846	.708	.941	.000	.000	.945	.000	.967	.929	.000	.964	.961



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TMC Data
W Broad St @ W Campbellton St

7-9 am | 4-6 pm

File Name : 35210003
Site Code : 35210003
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	W Campbellton St Northbound					W Campbellton St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	6	47	13	0	66	26	48	23	0	97	28	78	7	0	113	10	57	18	0	85	361
07:15 AM	7	49	21	1	78	30	51	25	1	107	23	107	11	0	141	14	63	15	0	92	418
07:30 AM	11	38	17	0	66	25	101	32	0	158	18	131	11	0	160	12	78	24	1	115	499
07:45 AM	13	51	24	2	90	22	80	19	0	121	26	134	21	1	182	24	87	20	0	131	524
Total	37	185	75	3	300	103	280	99	1	483	95	450	50	1	596	60	285	77	1	423	1802
08:00 AM	15	46	16	0	77	26	40	16	2	84	29	125	6	0	160	10	98	25	1	134	455
08:15 AM	15	34	10	1	60	24	47	26	0	97	25	128	10	0	163	5	77	20	0	102	422
08:30 AM	13	29	10	0	52	24	29	19	1	73	27	121	7	0	155	5	66	16	0	87	367
08:45 AM	6	24	12	1	43	14	35	20	0	69	11	96	5	0	112	3	78	27	0	108	332
Total	49	133	48	2	232	88	151	81	3	323	92	470	28	0	590	23	319	88	1	431	1576
*** BREAK ***																					
04:00 PM	9	55	12	1	77	24	48	25	0	97	15	116	11	0	142	21	140	41	0	202	518
04:15 PM	13	49	12	2	76	24	56	16	0	96	17	147	15	1	180	12	143	38	0	193	545
04:30 PM	9	54	14	0	77	31	46	21	1	99	33	128	13	0	174	20	118	44	0	182	532
04:45 PM	15	50	18	1	84	31	49	20	0	100	23	95	13	0	131	19	151	31	1	202	517
Total	46	208	56	4	314	110	199	82	1	392	88	486	52	1	627	72	552	154	1	779	2112
05:00 PM	13	67	12	0	92	30	53	28	1	112	26	104	18	0	148	21	130	38	0	189	541
05:15 PM	15	61	21	0	97	27	58	23	0	108	21	102	18	0	141	21	149	48	0	218	564
05:30 PM	17	73	17	2	109	25	64	20	1	110	25	97	22	1	145	24	149	49	0	222	586
05:45 PM	17	76	21	0	114	22	62	19	0	103	23	76	12	0	111	22	153	45	0	220	548
Total	62	277	71	2	412	104	237	90	2	433	95	379	70	1	545	88	581	180	0	849	2239
Grand Total	194	803	250	11	1258	405	867	352	7	1631	370	1785	200	3	2358	243	1737	499	3	2482	7729
Apprch %	15.4	63.8	19.9	0.9		24.8	53.2	21.6	0.4		15.7	75.7	8.5	0.1		9.8	70	20.1	0.1		
Total %	2.5	10.4	3.2	0.1	16.3	5.2	11.2	4.6	0.1	21.1	4.8	23.1	2.6	0	30.5	3.1	22.5	6.5	0	32.1	

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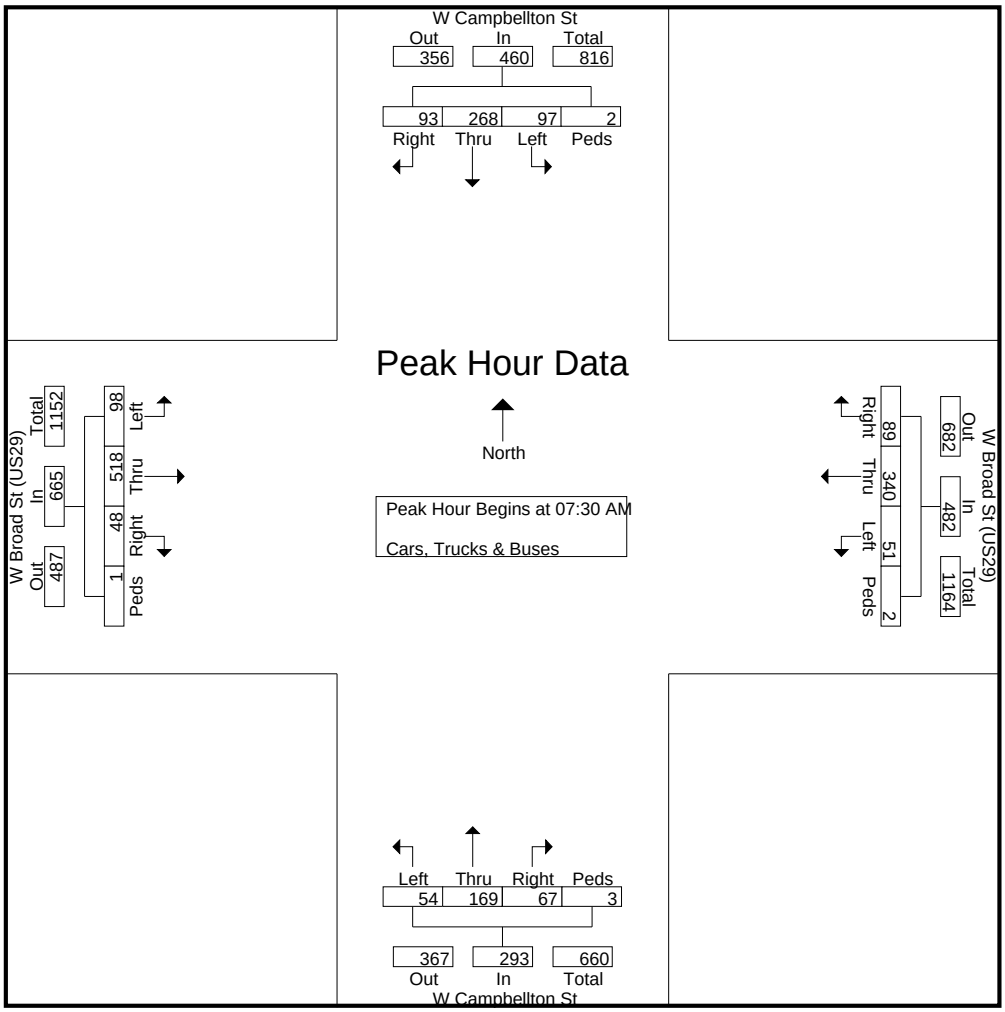
TMC Data
W Broad St @ W Campbellton St

7-9 am | 4-6 pm

File Name : 35210003
Site Code : 35210003
Start Date : 5/13/2014

	W Campbellton St Northbound					W Campbellton St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	11	38	17	0	66	25	**101**	**32**	0	**158**	18	131	11	0	160	12	78	24	**1**	115	499
07:45 AM	13	**51**	**24**	**2**	**90**	22	80	19	0	121	26	**134**	**21**	**1**	**182**	**24**	87	20	0	131	**524**
08:00 AM	**15**	46	16	0	77	**26**	40	16	**2**	84	**29**	125	6	0	160	10	**98**	**25**	1	**134**	455
08:15 AM	15	34	10	1	60	24	47	26	0	97	25	128	10	0	163	5	77	20	0	102	422
Total Volume	54	169	67	3	293	97	268	93	2	460	98	518	48	1	665	51	340	89	2	482	1900
% App. Total	18.4	57.7	22.9	1		21.1	58.3	20.2	0.4		14.7	77.9	7.2	0.2		10.6	70.5	18.5	0.4		
PHF	.900	.828	.698	.375	.814	.933	.663	.727	.250	.728	.845	.966	.571	.250	.913	.531	.867	.890	.500	.899	.906



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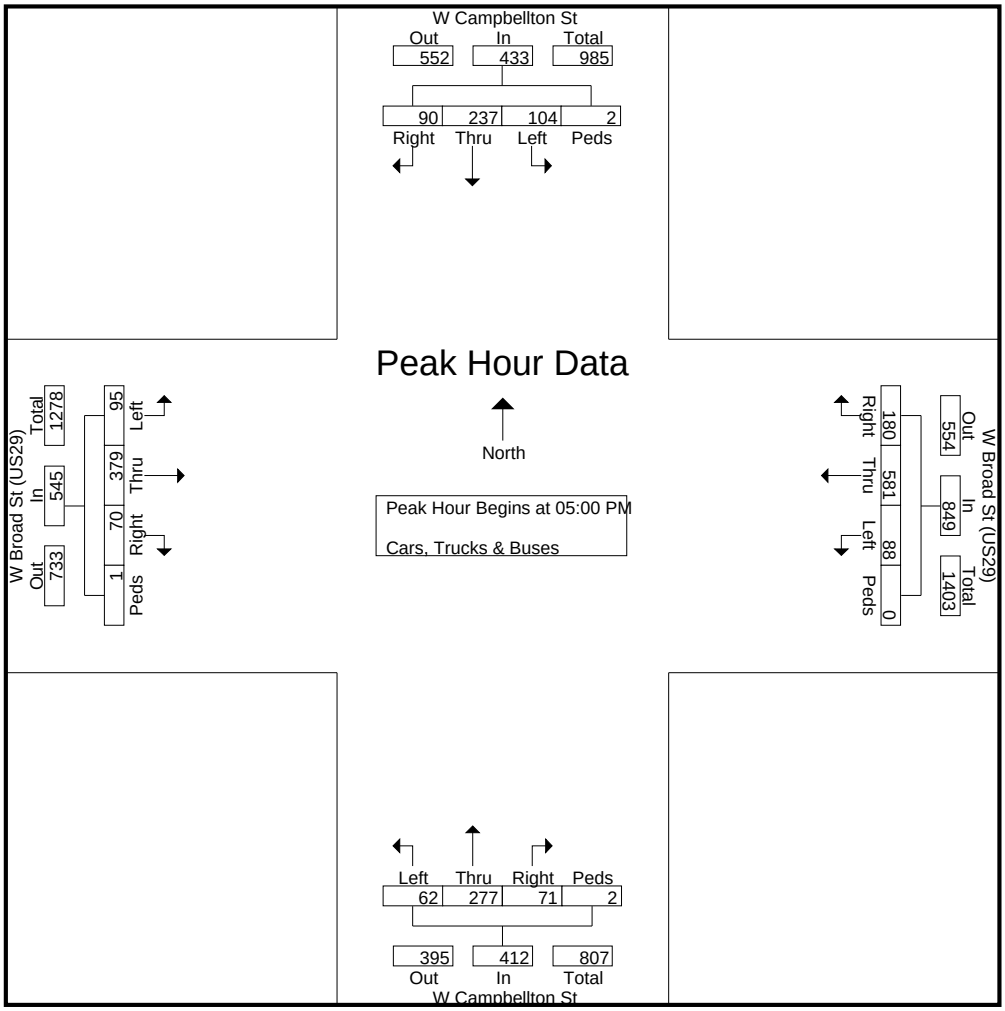
TMC Data
W Broad St @ W Campbellton St

7-9 am | 4-6 pm

File Name : 35210003
Site Code : 35210003
Start Date : 5/13/2014

	W Campbellton St Northbound					W Campbellton St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	13	67	12	0	92	**30**	53	**28**	**1**	**112**	**26**	**104**	18	0	**148**	21	130	38	0	189	541
05:15 PM	15	61	**21**	0	97	27	58	23	0	108	21	102	18	0	141	21	149	48	0	218	564
05:30 PM	**17**	73	17	**2**	109	25	**64**	20	1	110	25	97	**22**	**1**	145	**24**	149	**49**	0	**222**	**586**
05:45 PM	17	**76**	21	0	**114**	22	62	19	0	103	23	76	12	0	111	22	**153**	45	0	220	548
Total Volume	62	277	71	2	412	104	237	90	2	433	95	379	70	1	545	88	581	180	0	849	2239
% App. Total	15	67.2	17.2	0.5		24	54.7	20.8	0.5		17.4	69.5	12.8	0.2		10.4	68.4	21.2	0		
PHF	.912	.911	.845	.250	.904	.867	.926	.804	.500	.967	.913	.911	.795	.250	.921	.917	.949	.918	.000	.956	.955



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TMC Data
W Broad St @ Dodd St

7-9 am | 4-6 pm

File Name : 35210004
Site Code : 35210004
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Dodd St Northbound					Dodd St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	10	5	8	0	23	6	2	1	0	9	4	107	1	0	112	2	76	2	0	80	224
07:15 AM	3	4	13	0	20	3	0	0	0	3	3	158	6	0	167	4	85	3	0	92	282
07:30 AM	5	0	20	1	26	13	3	2	1	19	8	155	6	0	169	8	92	2	0	102	316
07:45 AM	11	7	16	1	35	5	3	3	0	11	8	151	9	0	168	3	96	5	0	104	318
Total	29	16	57	2	104	27	8	6	1	42	23	571	22	0	616	17	349	12	0	378	1140
08:00 AM	7	3	15	0	25	7	2	1	0	10	5	146	1	0	152	5	107	1	0	113	300
08:15 AM	5	4	2	0	11	5	1	2	2	10	4	152	4	0	160	6	82	4	0	92	273
08:30 AM	1	0	0	1	2	7	1	6	0	14	1	136	2	0	139	3	78	5	0	86	241
08:45 AM	1	0	3	0	4	5	1	2	0	8	7	124	3	0	134	5	99	5	0	109	255
Total	14	7	20	1	42	24	5	11	2	42	17	558	10	0	585	19	366	15	0	400	1069
*** BREAK ***																					
04:00 PM	9	5	9	0	23	13	2	14	0	29	7	142	6	0	155	7	170	6	0	183	390
04:15 PM	4	1	5	0	10	6	2	4	0	12	7	147	7	0	161	7	177	4	0	188	371
04:30 PM	8	5	11	0	24	3	3	8	1	15	3	157	4	0	164	9	169	6	0	184	387
04:45 PM	7	2	6	2	17	7	2	10	0	19	4	148	5	0	157	13	170	14	0	197	390
Total	28	13	31	2	74	29	9	36	1	75	21	594	22	0	637	36	686	30	0	752	1538
05:00 PM	5	3	14	0	22	11	3	10	0	24	7	139	4	0	150	11	178	7	0	196	392
05:15 PM	5	1	12	0	18	6	7	3	1	17	3	133	5	0	141	2	214	7	0	223	399
05:30 PM	6	6	17	1	30	7	9	6	0	22	1	118	4	0	123	19	222	8	0	249	424
05:45 PM	22	3	20	0	45	10	6	10	0	26	5	112	2	0	119	18	188	2	0	208	398
Total	38	13	63	1	115	34	25	29	1	89	16	502	15	0	533	50	802	24	0	876	1613
Grand Total	109	49	171	6	335	114	47	82	5	248	77	2225	69	0	2371	122	2203	81	0	2406	5360
Apprch %	32.5	14.6	51	1.8		46	19	33.1	2		3.2	93.8	2.9	0		5.1	91.6	3.4	0		
Total %	2	0.9	3.2	0.1	6.2	2.1	0.9	1.5	0.1	4.6	1.4	41.5	1.3	0	44.2	2.3	41.1	1.5	0	44.9	

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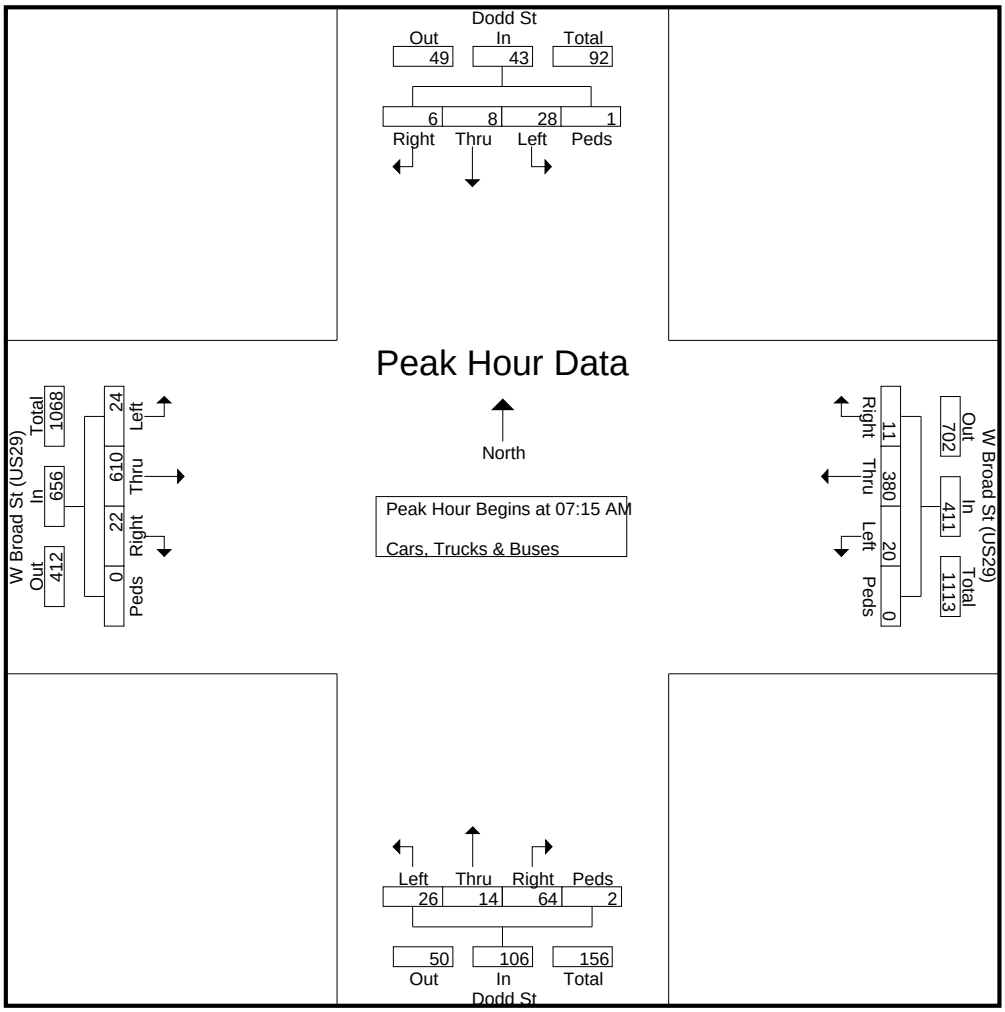
TMC Data
W Broad St @ Dodd St

7-9 am | 4-6 pm

File Name : 35210004
Site Code : 35210004
Start Date : 5/13/2014
Page No : 2

	Dodd St Northbound					Dodd St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	4	13	0	20	3	0	0	0	3	3	**158**	6	0	167	4	85	3	0	92	282
07:30 AM	5	0	**20**	**1**	26	**13**	**3**	2	**1**	**19**	**8**	155	6	0	**169**	**8**	92	2	0	102	316
07:45 AM	**11**	**7**	16	1	**35**	5	3	**3**	0	11	8	151	**9**	0	168	3	96	**5**	0	104	**318**
08:00 AM	7	3	15	0	25	7	2	1	0	10	5	146	1	0	152	5	**107**	1	0	**113**	300
Total Volume	26	14	64	2	106	28	8	6	1	43	24	610	22	0	656	20	380	11	0	411	1216
% App. Total	24.5	13.2	60.4	1.9		65.1	18.6	14	2.3		3.7	93	3.4	0		4.9	92.5	2.7	0		
PHF	.591	.500	.800	.500	.757	.538	.667	.500	.250	.566	.750	.965	.611	.000	.970	.625	.888	.550	.000	.909	.956



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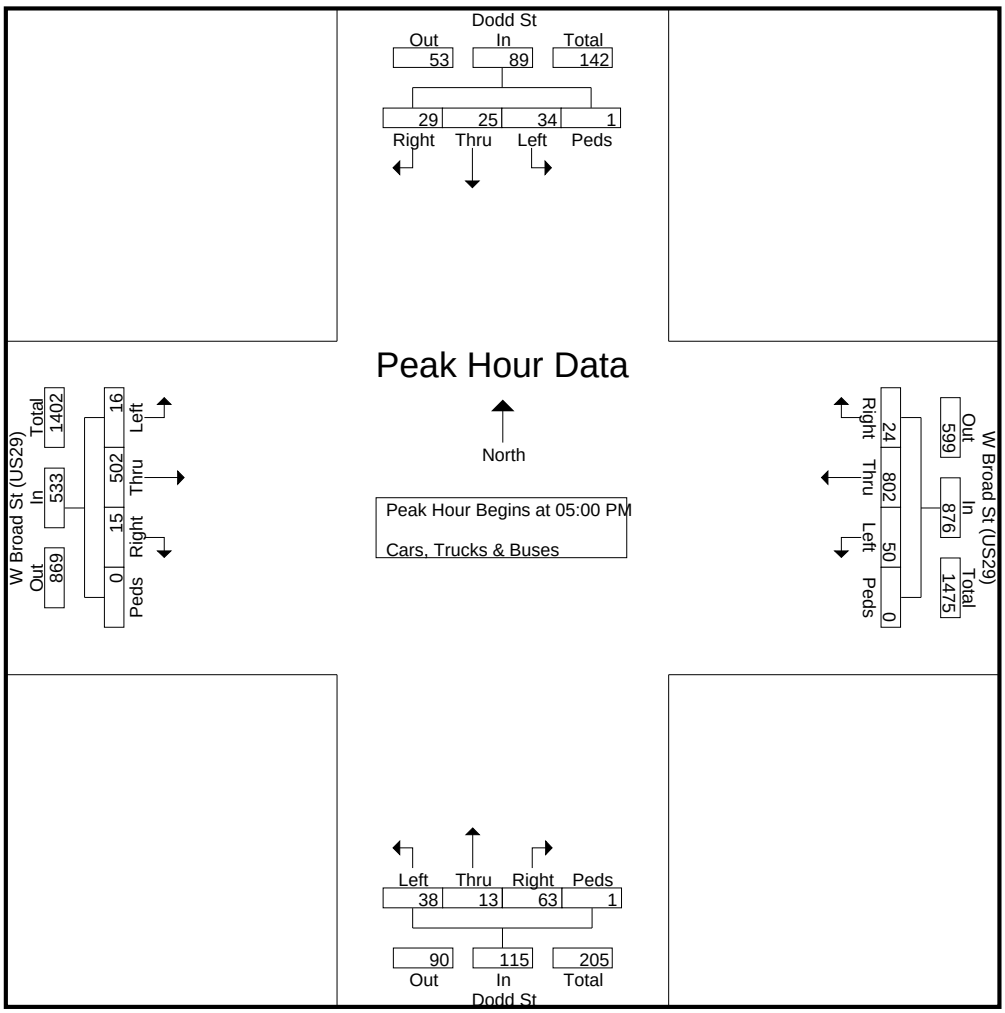
TMC Data
W Broad St @ Dodd St

7-9 am | 4-6 pm

File Name : 35210004
Site Code : 35210004
Start Date : 5/13/2014
Page No : 3

	Dodd St Northbound					Dodd St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	3	14	0	22	**11**	3	**10**	0	24	**7**	**139**	4	0	**150**	11	178	7	0	196	392
05:15 PM	5	1	12	0	18	6	7	3	**1**	17	3	133	**5**	0	141	2	214	7	0	223	399
05:30 PM	6	**6**	17	**1**	30	7	**9**	6	0	22	1	118	4	0	123	**19**	**222**	**8**	0	**249**	**424**
05:45 PM	**22**	3	**20**	0	**45**	10	6	10	0	**26**	5	112	2	0	119	18	188	2	0	208	398
Total Volume	38	13	63	1	115	34	25	29	1	89	16	502	15	0	533	50	802	24	0	876	1613
% App. Total	33	11.3	54.8	0.9		38.2	28.1	32.6	1.1		3	94.2	2.8	0		5.7	91.6	2.7	0		
PHF	.432	.542	.788	.250	.639	.773	.694	.725	.250	.856	.571	.903	.750	.000	.888	.658	.903	.750	.000	.880	.951



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TMC Data
W Broad St @ Strickland St

7-9 am | 4-6 pm

File Name : 35210005
Site Code : 35210005
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Strickland St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	17	0	4	0	21	4	118	0	0	122	0	65	0	0	65	208
07:15 AM	0	0	0	0	0	16	0	3	0	19	7	140	0	0	147	0	86	5	0	91	257
07:30 AM	0	0	0	0	0	15	0	5	0	20	0	186	0	0	186	0	101	3	0	104	310
07:45 AM	0	0	0	0	0	15	0	4	1	20	3	188	0	0	191	0	117	1	0	118	329
Total	0	0	0	0	0	63	0	16	1	80	14	632	0	0	646	0	369	9	0	378	1104
08:00 AM	0	0	0	0	0	5	0	2	2	9	3	158	0	0	161	0	110	1	0	111	281
08:15 AM	0	0	0	0	0	11	0	4	1	16	5	172	0	0	177	0	89	3	0	92	285
08:30 AM	0	0	0	0	0	5	0	3	1	9	5	129	0	0	134	0	82	2	0	84	227
08:45 AM	0	0	0	0	0	6	0	6	1	13	1	113	0	0	114	0	100	2	0	102	229
Total	0	0	0	0	0	27	0	15	5	47	14	572	0	0	586	0	381	8	0	389	1022
*** BREAK ***																					
04:00 PM	0	0	0	0	0	8	0	3	1	12	3	145	0	0	148	0	188	2	0	190	350
04:15 PM	0	0	0	1	1	7	0	2	3	12	8	153	0	0	161	0	153	3	0	156	330
04:30 PM	0	0	0	0	0	4	0	8	2	14	5	148	0	0	153	0	176	5	0	181	348
04:45 PM	0	0	0	0	0	11	0	7	0	18	8	150	0	0	158	0	194	2	0	196	372
Total	0	0	0	1	1	30	0	20	6	56	24	596	0	0	620	0	711	12	0	723	1400
05:00 PM	0	0	0	1	1	8	0	6	1	15	5	146	0	4	155	0	185	5	0	190	361
05:15 PM	0	0	0	0	0	5	0	8	4	17	6	139	0	1	146	0	201	8	0	209	372
05:30 PM	0	0	0	0	0	10	0	5	3	18	7	130	0	0	137	0	247	7	0	254	409
05:45 PM	0	0	0	0	0	11	0	5	5	21	4	127	0	0	131	0	234	3	0	237	389
Total	0	0	0	1	1	34	0	24	13	71	22	542	0	5	569	0	867	23	0	890	1531
Grand Total	0	0	0	2	2	154	0	75	25	254	74	2342	0	5	2421	0	2328	52	0	2380	5057
Apprch %	0	0	0	100		60.6	0	29.5	9.8		3.1	96.7	0	0.2		0	97.8	2.2	0		
Total %	0	0	0	0	0	3	0	1.5	0.5	5	1.5	46.3	0	0.1	47.9	0	46	1	0	47.1	

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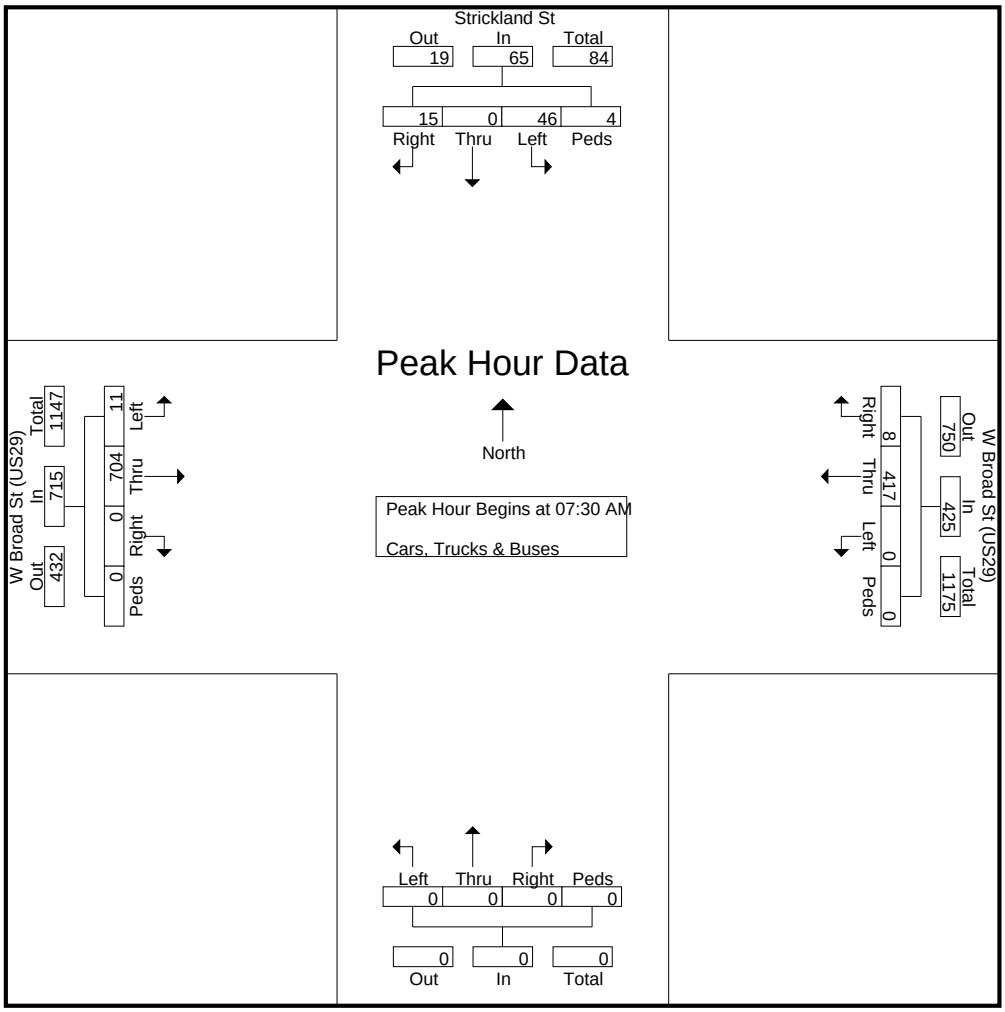
TMC Data
W Broad St @ Strickland St

7-9 am | 4-6 pm

File Name : 35210005
Site Code : 35210005
Start Date : 5/13/2014
Page No : 2

	Northbound					Strickland St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	**15**	0	**5**	0	**20**	0	186	0	0	186	0	101	**3**	0	104	310
07:45 AM	0	0	0	0	0	15	0	4	1	20	3	**188**	0	0	**191**	0	**117**	1	0	**118**	**329**
08:00 AM	0	0	0	0	0	5	0	2	**2**	9	3	158	0	0	161	0	110	1	0	111	281
08:15 AM	0	0	0	0	0	11	0	4	1	16	**5**	172	0	0	177	0	89	3	0	92	285
Total Volume	0	0	0	0	0	46	0	15	4	65	11	704	0	0	715	0	417	8	0	425	1205
% App. Total	0	0	0	0		70.8	0	23.1	6.2		1.5	98.5	0	0		0	98.1	1.9	0		
PHF	.000	.000	.000	.000	.000	.767	.000	.750	.500	.813	.550	.936	.000	.000	.936	.000	.891	.667	.000	.900	.916



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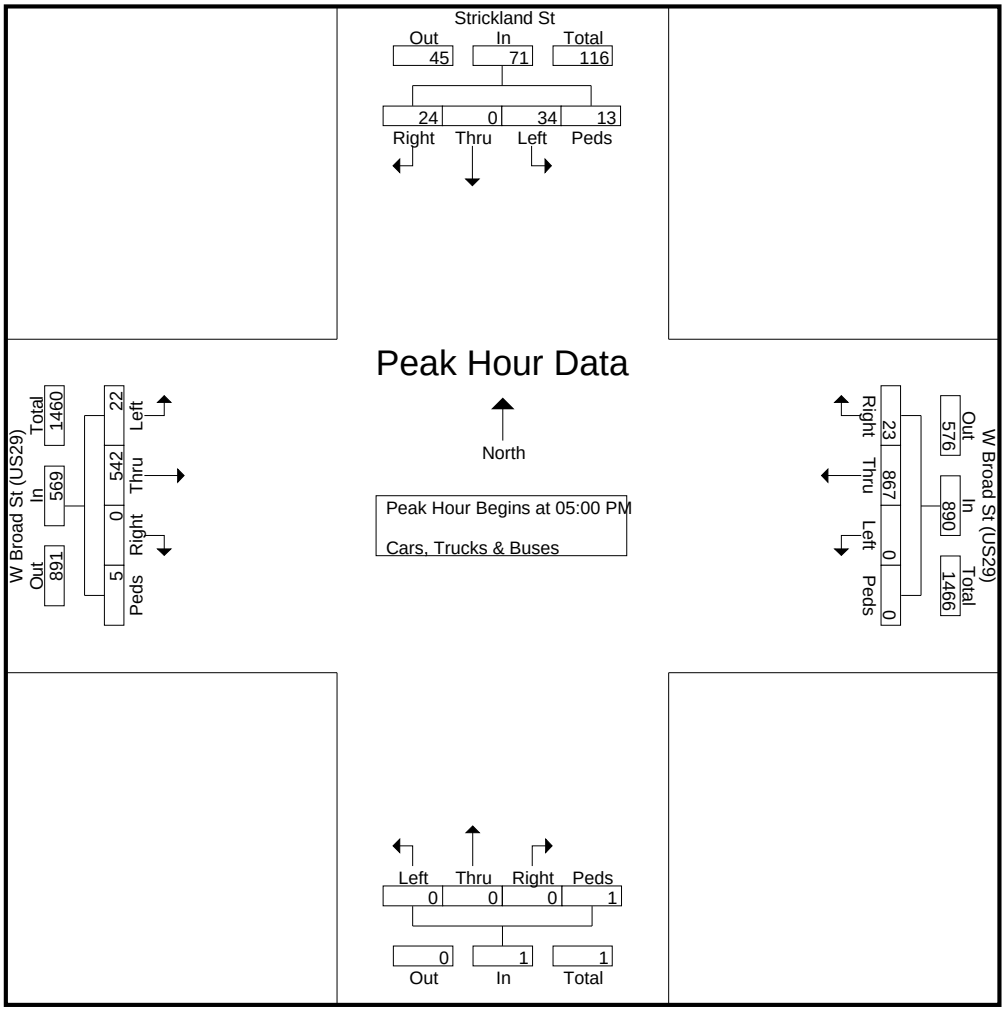
TMC Data
W Broad St @ Strickland St

7-9 am | 4-6 pm

File Name : 35210005
Site Code : 35210005
Start Date : 5/13/2014
Page No : 3

	Northbound					Strickland St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	**1**	**1**	8	0	6	1	15	5	**146**	0	**4**	**155**	0	185	5	0	190	361
05:15 PM	0	0	0	0	0	5	0	**8**	4	17	6	139	0	1	146	0	201	**8**	0	209	372
05:30 PM	0	0	0	0	0	10	0	5	3	18	**7**	130	0	0	137	0	**247**	7	0	**254**	**409**
05:45 PM	0	0	0	0	0	**11**	0	5	**5**	**21**	4	127	0	0	131	0	234	3	0	237	389
Total Volume	0	0	0	1	1	34	0	24	13	71	22	542	0	5	569	0	867	23	0	890	1531
% App. Total	0	0	0	100		47.9	0	33.8	18.3		3.9	95.3	0	0.9		0	97.4	2.6	0		
PHF	.000	.000	.000	.250	.250	.773	.000	.750	.650	.845	.786	.928	.000	.313	.918	.000	.878	.719	.000	.876	.936



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TMC Data
W Broad St @ Elder St

7-9 am | 4-6 pm

File Name : 35210006
Site Code : 35210006
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Northbound					Elder St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	33	0	13	0	46	8	123	0	0	131	0	63	42	0	105	282
07:15 AM	0	0	0	0	0	49	0	10	0	59	16	146	0	0	162	0	84	53	0	137	358
07:30 AM	0	0	0	0	0	54	0	22	0	76	15	186	0	0	201	0	97	50	0	147	424
07:45 AM	0	0	0	0	0	27	0	6	1	34	9	188	0	0	197	0	117	30	0	147	378
Total	0	0	0	0	0	163	0	51	1	215	48	643	0	0	691	0	361	175	0	536	1442
08:00 AM	0	0	0	0	0	18	0	2	0	20	4	167	0	0	171	0	110	19	0	129	320
08:15 AM	0	0	0	0	0	12	0	4	0	16	0	162	0	0	162	0	89	10	0	99	277
08:30 AM	0	0	0	0	0	11	0	3	1	15	2	137	0	0	139	0	82	8	0	90	244
08:45 AM	0	0	0	0	0	9	0	5	0	14	0	115	0	0	115	0	100	8	0	108	237
Total	0	0	0	0	0	50	0	14	1	65	6	581	0	0	587	0	381	45	0	426	1078
*** BREAK ***																					
04:00 PM	0	0	0	0	0	11	0	4	0	15	2	146	0	0	148	0	188	10	0	198	361
04:15 PM	0	0	0	0	0	9	0	4	0	13	3	153	0	0	156	0	163	7	0	170	339
04:30 PM	0	0	0	0	0	15	0	2	1	18	7	148	0	0	155	0	184	10	0	194	367
04:45 PM	0	0	0	0	0	15	0	7	1	23	0	141	0	0	141	0	198	8	0	206	370
Total	0	0	0	0	0	50	0	17	2	69	12	588	0	0	600	0	733	35	0	768	1437
05:00 PM	0	0	0	0	0	10	0	4	0	14	6	152	0	0	158	0	203	9	0	212	384
05:15 PM	0	0	0	0	0	13	0	3	0	16	1	147	0	0	148	0	217	16	0	233	397
05:30 PM	0	0	0	0	0	10	0	4	0	14	0	138	0	0	138	0	247	10	0	257	409
05:45 PM	0	0	0	0	0	12	0	2	1	15	1	119	0	0	120	0	234	10	0	244	379
Total	0	0	0	0	0	45	0	13	1	59	8	556	0	0	564	0	901	45	0	946	1569
Grand Total	0	0	0	0	0	308	0	95	5	408	74	2368	0	0	2442	0	2376	300	0	2676	5526
Apprch %	0	0	0	0		75.5	0	23.3	1.2		3	97	0	0		0	88.8	11.2	0		
Total %	0	0	0	0	0	5.6	0	1.7	0.1	7.4	1.3	42.9	0	0	44.2	0	43	5.4	0	48.4	

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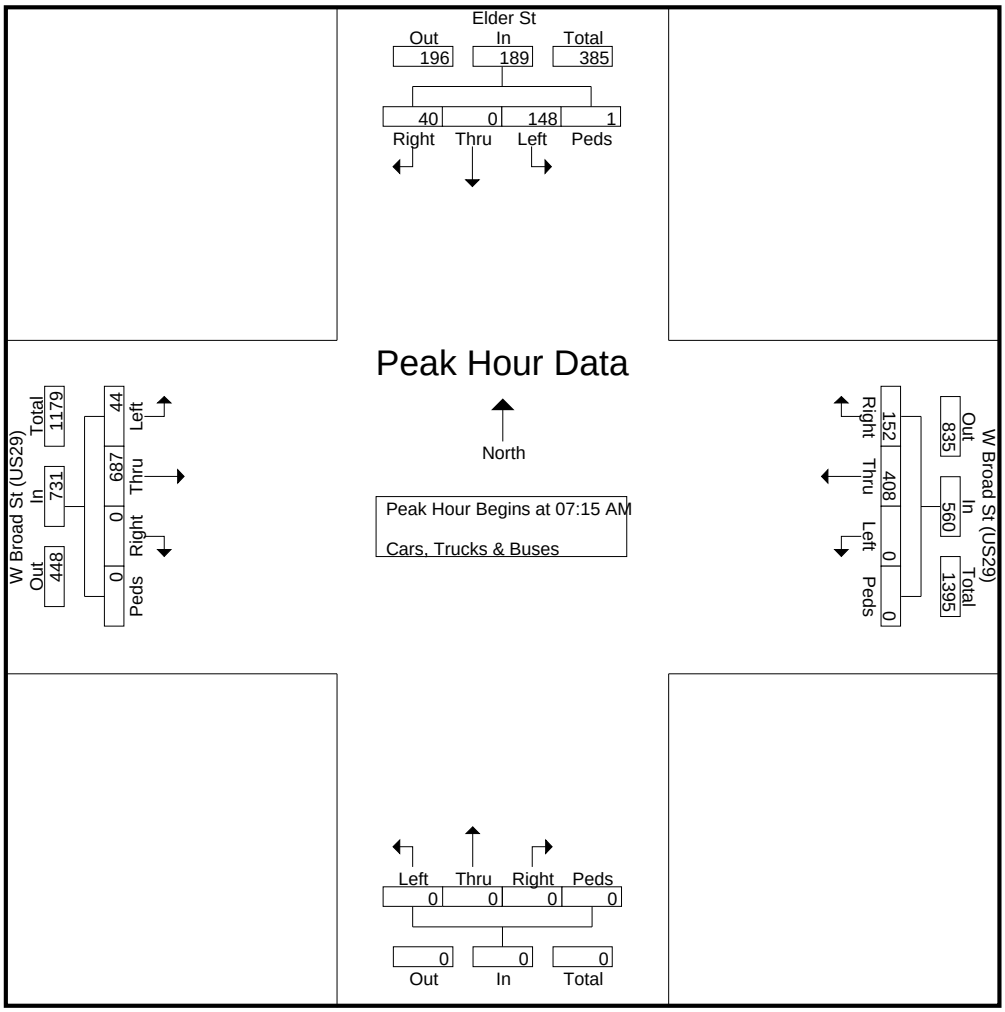
TMC Data
W Broad St @ Elder St

7-9 am | 4-6 pm

File Name : 35210006
Site Code : 35210006
Start Date : 5/13/2014
Page No : 2

	Northbound					Elder St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	49	0	10	0	59	**16**	146	0	0	162	0	84	**53**	0	137	358
07:30 AM	0	0	0	0	0	**54**	0	**22**	0	**76**	15	186	0	0	**201**	0	97	50	0	**147**	**424**
07:45 AM	0	0	0	0	0	27	0	6	**1**	34	9	**188**	0	0	197	0	**117**	30	0	147	378
08:00 AM	0	0	0	0	0	18	0	2	0	20	4	167	0	0	171	0	110	19	0	129	320
Total Volume	0	0	0	0	0	148	0	40	1	189	44	687	0	0	731	0	408	152	0	560	1480
% App. Total	0	0	0	0		78.3	0	21.2	0.5		6	94	0	0		0	72.9	27.1	0		
PHF	.000	.000	.000	.000	.000	.685	.000	.455	.250	.622	.688	.914	.000	.000	.909	.000	.872	.717	.000	.952	.873



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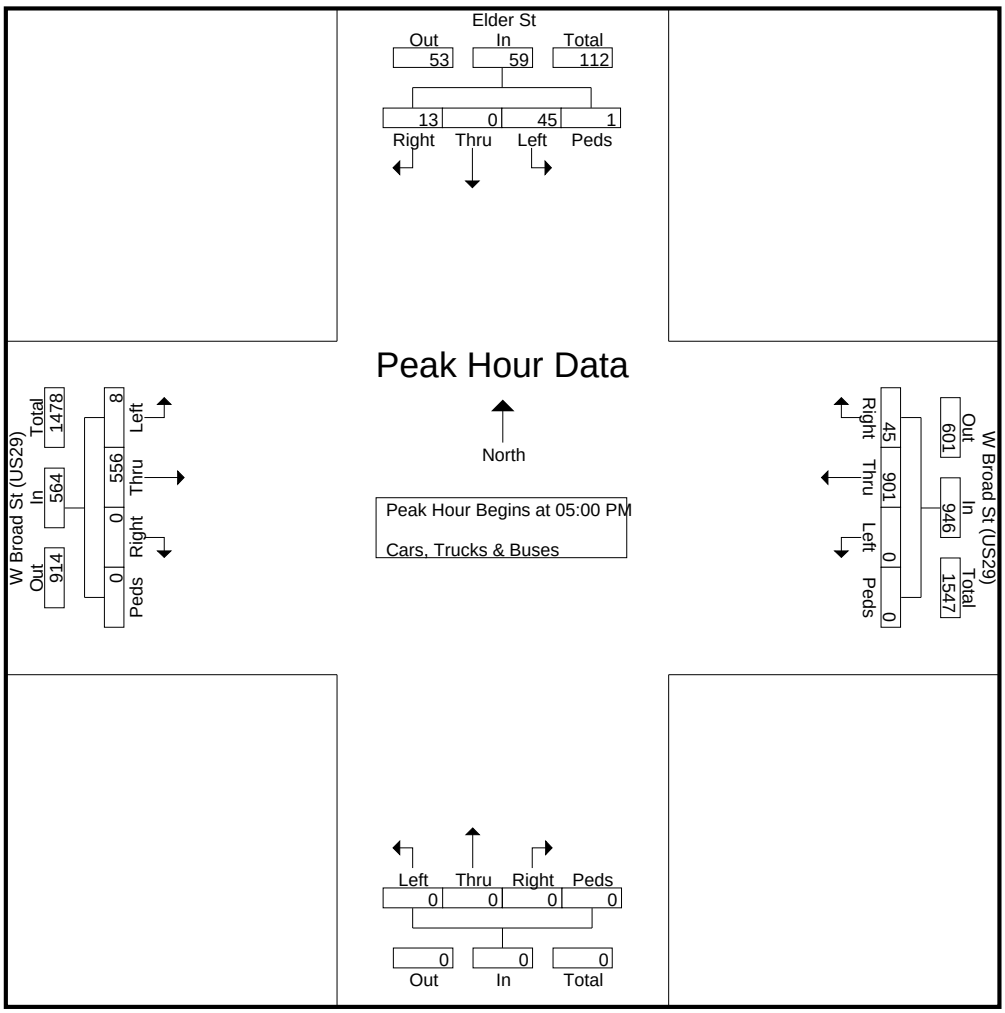
TMC Data
W Broad St @ Elder St

7-9 am | 4-6 pm

File Name : 35210006
Site Code : 35210006
Start Date : 5/13/2014
Page No : 3

	Northbound					Elder St Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	10	0	**4**	0	14	**6**	**152**	0	0	**158**	0	203	9	0	212	384
05:15 PM	0	0	0	0	0	**13**	0	3	0	**16**	1	147	0	0	148	0	217	**16**	0	233	397
05:30 PM	0	0	0	0	0	10	0	4	0	14	0	138	0	0	138	0	**247**	10	0	**257**	**409**
05:45 PM	0	0	0	0	0	12	0	2	**1**	15	1	119	0	0	120	0	234	10	0	244	379
Total Volume	0	0	0	0	0	45	0	13	1	59	8	556	0	0	564	0	901	45	0	946	1569
% App. Total	0	0	0	0		76.3	0	22	1.7		1.4	98.6	0	0		0	95.2	4.8	0		
PHF	.000	.000	.000	.000	.000	.865	.000	.813	.250	.922	.333	.914	.000	.000	.892	.000	.912	.703	.000	.920	.959



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TMC Data
W Broad St @ Shaw Dr/ Jonesboro Rd

7-9 am | 4-6 pm

File Name : 35210007
Site Code : 35210007
Start Date : 5/13/2014
Page No : 1

Groups Printed- Cars, Trucks & Buses

	Jonesboro Rd Northbound					Shaw Dr Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	0	0	1	3	0	153	0	0	153	0	102	7	0	109	265
07:15 AM	1	0	3	0	4	5	0	0	0	5	0	192	2	0	194	0	137	4	0	141	344
07:30 AM	6	0	0	0	6	4	0	0	0	4	0	213	2	0	215	2	143	6	0	151	376
07:45 AM	0	0	6	0	6	2	0	0	0	2	0	206	0	2	208	2	128	4	0	134	350
Total	7	0	9	0	16	13	0	0	1	14	0	764	4	2	770	4	510	21	0	535	1335
08:00 AM	4	1	3	0	8	2	0	0	0	2	1	173	0	0	174	2	110	6	0	118	302
08:15 AM	3	0	3	0	6	0	0	0	0	0	1	157	4	0	162	0	99	2	0	101	269
08:30 AM	0	0	4	0	4	0	0	0	0	0	1	147	1	0	149	0	89	0	0	89	242
08:45 AM	3	1	5	0	9	0	0	0	0	0	1	123	3	0	127	1	100	1	0	102	238
Total	10	2	15	0	27	2	0	0	0	2	4	600	8	0	612	3	398	9	0	410	1051
*** BREAK ***																					
04:00 PM	1	0	2	0	3	0	0	2	0	2	1	156	2	0	159	0	185	1	0	186	350
04:15 PM	4	1	6	0	11	2	0	2	0	4	0	158	1	0	159	3	167	0	0	170	344
04:30 PM	0	1	3	0	4	0	0	1	1	2	0	150	5	0	155	4	188	0	0	192	353
04:45 PM	4	0	4	0	8	1	0	0	0	1	0	147	1	0	148	1	193	4	0	198	355
Total	9	2	15	0	26	3	0	5	1	9	1	611	9	0	621	8	733	5	0	746	1402
05:00 PM	3	0	6	1	10	5	0	0	0	5	0	156	0	0	156	5	206	0	0	211	382
05:15 PM	5	0	12	0	17	3	0	1	0	4	0	148	0	0	148	3	219	1	0	223	392
05:30 PM	2	0	8	0	10	2	0	0	0	2	0	142	0	0	142	3	248	0	0	251	405
05:45 PM	2	0	2	0	4	1	0	1	0	2	0	123	0	0	123	0	237	0	0	237	366
Total	12	0	28	1	41	11	0	2	0	13	0	569	0	0	569	11	910	1	0	922	1545
Grand Total	38	4	67	1	110	29	0	7	2	38	5	2544	21	2	2572	26	2551	36	0	2613	5333
Apprch %	34.5	3.6	60.9	0.9		76.3	0	18.4	5.3		0.2	98.9	0.8	0.1		1	97.6	1.4	0		
Total %	0.7	0.1	1.3	0	2.1	0.5	0	0.1	0	0.7	0.1	47.7	0.4	0	48.2	0.5	47.8	0.7	0	49	

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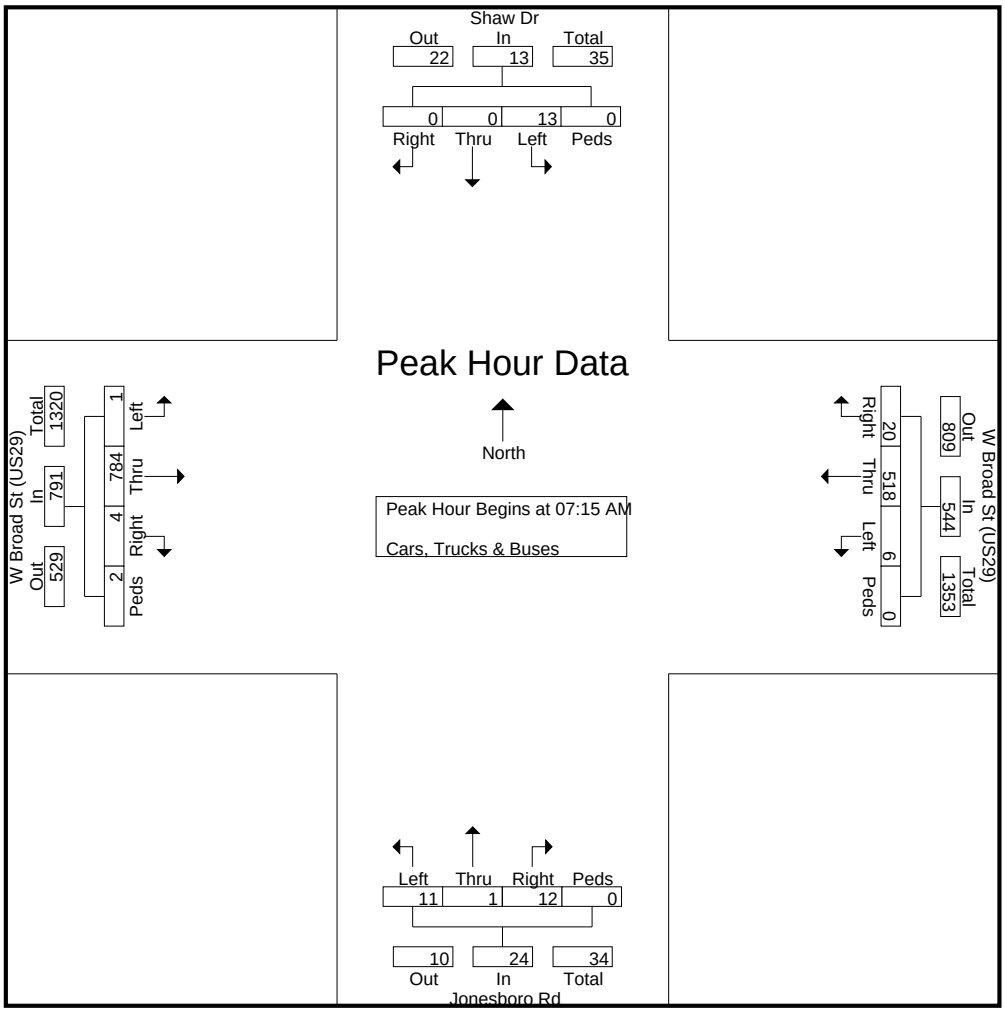
TMC Data
W Broad St @ Shaw Dr/ Jonesboro Rd

7-9 am | 4-6 pm

File Name : 35210007
Site Code : 35210007
Start Date : 5/13/2014

	Jonesboro Rd Northbound					Shaw Dr Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	0	3	0	4	**5**	0	0	0	**5**	0	192	**2**	0	194	0	137	4	0	141	344
07:30 AM	**6**	0	0	0	6	4	0	0	0	4	0	**213**	2	0	**215**	**2**	**143**	**6**	0	**151**	**376**
07:45 AM	0	0	**6**	0	6	2	0	0	0	2	0	206	0	**2**	208	2	128	4	0	134	350
08:00 AM	4	**1**	3	0	**8**	2	0	0	0	2	**1**	173	0	0	174	2	110	6	0	118	302
Total Volume	11	1	12	0	24	13	0	0	0	13	1	784	4	2	791	6	518	20	0	544	1372
% App. Total	45.8	4.2	50	0		100	0	0	0		0.1	99.1	0.5	0.3		1.1	95.2	3.7	0		
PHF	.458	.250	.500	.000	.750	.650	.000	.000	.000	.650	.250	.920	.500	.250	.920	.750	.906	.833	.000	.901	.912



Reliable Traffic Data Services, LLC
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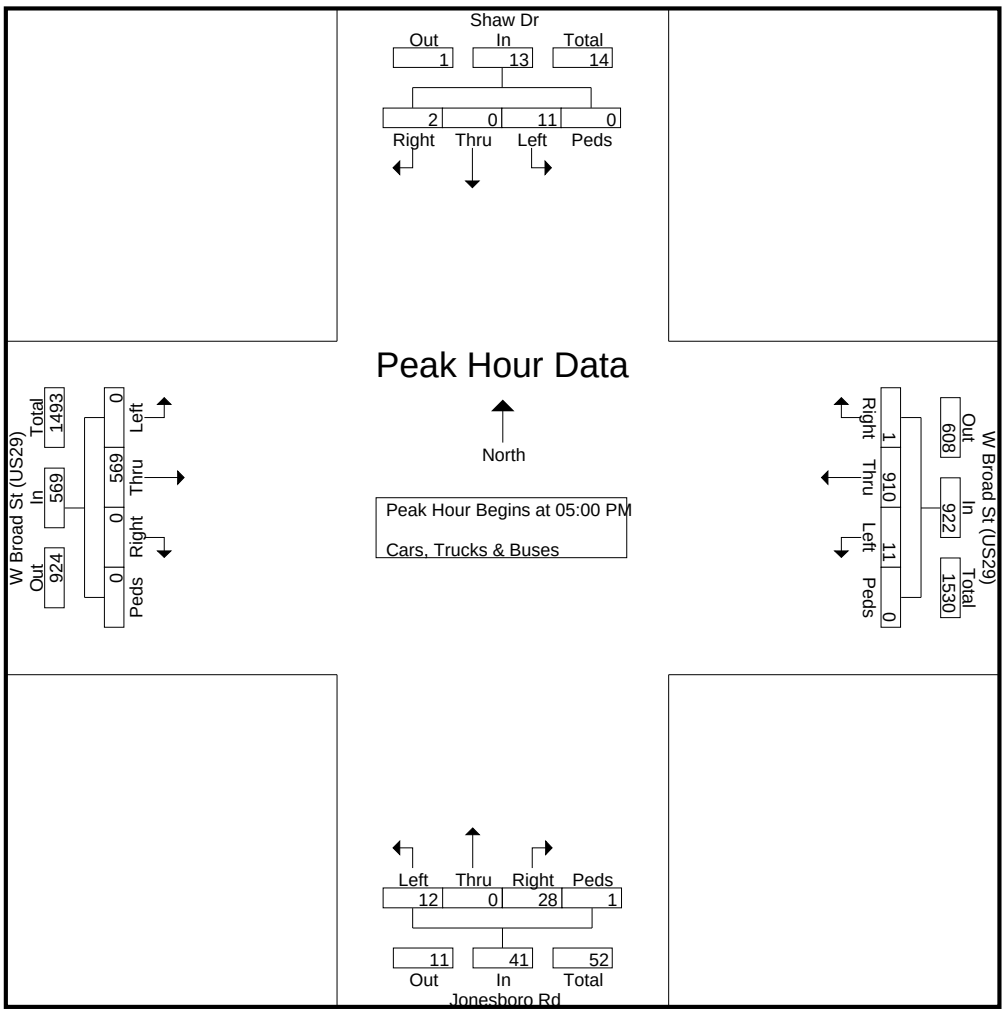
TMC Data
W Broad St @ Shaw Dr/ Jonesboro Rd

7-9 am | 4-6 pm

File Name : 35210007
Site Code : 35210007
Start Date : 5/13/2014

	Jonesboro Rd Northbound					Shaw Dr Southbound					W Broad St (US29) Eastbound					W Broad St (US29) Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	0	6	**1**	10	**5**	0	0	0	**5**	0	**156**	0	0	**156**	**5**	206	0	0	211	382
05:15 PM	**5**	0	**12**	0	**17**	3	0	**1**	0	4	0	148	0	0	148	3	219	**1**	0	223	392
05:30 PM	2	0	8	0	10	2	0	0	0	2	0	142	0	0	142	3	**248**	0	0	**251**	**405**
05:45 PM	2	0	2	0	4	1	0	1	0	2	0	123	0	0	123	0	237	0	0	237	366
Total Volume	12	0	28	1	41	11	0	2	0	13	0	569	0	0	569	11	910	1	0	922	1545
% App. Total	29.3	0	68.3	2.4		84.6	0	15.4	0		0	100	0	0		1.2	98.7	0.1	0		
PHF	.600	.000	.583	.250	.603	.550	.000	.500	.000	.650	.000	.912	.000	.000	.912	.550	.917	.250	.000	.918	.954



ADT Data

Reliable Traffic Data Services, LLC
Tel: (770) 578-8158 Fax: (770) 578-8159
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Site Code: 35210101
Malone St north of W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	21			2	23				
12:15		0	11			1	20				
12:30		1	22			2	20				
12:45		0	16	2	70	0	19	5	82	7	152
01:00		0	20			0	20				
01:15		2	25			0	26				
01:30		0	20			0	18				
01:45		0	15	2	80	0	21	0	85	2	165
02:00		0	9			0	16				
02:15		1	21			0	17				
02:30		0	12			0	20				
02:45		0	24	1	66	0	11	0	64	1	130
03:00		0	17			0	16				
03:15		1	19			0	20				
03:30		0	24			0	19				
03:45		0	17	1	77	0	14	0	69	1	146
04:00		0	15			0	18				
04:15		0	17			1	25				
04:30		1	15			0	22				
04:45		1	18	2	65	1	23	2	88	4	153
05:00		1	14			2	25				
05:15		4	15			2	28				
05:30		2	14			2	30				
05:45		9	15	16	58	5	25	11	108	27	166
06:00		2	17			7	23				
06:15		5	14			7	11				
06:30		0	11			6	15				
06:45		5	10	12	52	12	10	32	59	44	111
07:00		4	14			16	8				
07:15		4	11			14	7				
07:30		7	9			15	11				
07:45		14	9	29	43	18	9	63	35	92	78
08:00		18	5			17	7				
08:15		22	9			18	8				
08:30		15	6			20	6				
08:45		12	1	67	21	17	7	72	28	139	49
09:00		12	2			12	5				
09:15		9	2			13	2				
09:30		15	5			18	2				
09:45		22	2	58	11	21	2	64	11	122	22
10:00		19	2			16	2				
10:15		17	5			11	0				
10:30		12	4			15	5				
10:45		17	5	65	16	25	3	67	10	132	26
11:00		15	1			19	0				
11:15		21	4			30	1				
11:30		10	1			20	1				
11:45		15	0	61	6	18	1	87	3	148	9
Total		316	565			403	642			719	1207
Percent		35.9%	64.1%			38.6%	61.4%			37.3%	62.7%
Grand Total		316	565			403	642			719	1207
Percent		35.9%	64.1%			38.6%	61.4%			37.3%	62.7%

ADT ADT 1,926 AADT 1,926

ADT Data

Reliable Traffic Data Services, LLC
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Site Code: 35210102
Smith St north of W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	30			2	29				
12:15		1	39			1	27				
12:30		0	23			1	28				
12:45		0	26	3	118	1	26	5	110	8	228
01:00		1	39			1	23				
01:15		0	29			0	28				
01:30		0	19			2	33				
01:45		0	23	1	110	3	27	6	111	7	221
02:00		0	22			0	30				
02:15		0	22			0	26				
02:30		0	34			0	22				
02:45		0	19	0	97	1	19	1	97	1	194
03:00		0	20			0	26				
03:15		0	20			0	26				
03:30		0	22			0	15				
03:45		0	34	0	96	0	22	0	89	0	185
04:00		1	19			1	18				
04:15		0	13			2	19				
04:30		0	19			0	17				
04:45		0	21	1	72	1	18	4	72	5	144
05:00		2	23			4	26				
05:15		2	16			1	18				
05:30		1	20			5	38				
05:45		1	22	6	81	4	23	14	105	20	186
06:00		1	14			5	22				
06:15		6	21			2	26				
06:30		2	23			3	27				
06:45		2	21	11	79	4	21	14	96	25	175
07:00		2	9			3	18				
07:15		7	13			5	14				
07:30		15	12			17	13				
07:45		14	7	38	41	22	12	47	57	85	98
08:00		16	14			11	10				
08:15		10	13			12	13				
08:30		14	1			15	15				
08:45		15	13	55	41	14	6	52	44	107	85
09:00		13	6			13	10				
09:15		15	9			13	5				
09:30		21	4			29	3				
09:45		22	6	71	25	29	2	84	20	155	45
10:00		23	1			19	4				
10:15		19	1			17	1				
10:30		23	0			22	5				
10:45		15	2	80	4	22	1	80	11	160	15
11:00		26	1			23	3				
11:15		16	1			23	3				
11:30		27	1			26	0				
11:45		27	1	96	4	27	2	99	8	195	12
Total		362	768			406	820			768	1588
Percent		32.0%	68.0%			33.1%	66.9%			32.6%	67.4%
Grand Total		362	768			406	820			768	1588
Percent		32.0%	68.0%			33.1%	66.9%			32.6%	67.4%

ADT ADT 2,356 AADT 2,356

ADT Data

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Site Code: 35210103
W Campbellton St north of
W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	50			13	87				
12:15		18	63			13	77				
12:30		17	83			8	72				
12:45		5	61	52	257	7	70	41	306	93	563
01:00		6	60			4	62				
01:15		6	79			2	77				
01:30		2	70			3	74				
01:45		6	87	20	296	4	76	13	289	33	585
02:00		6	77			3	73				
02:15		5	78			3	79				
02:30		3	110			5	97				
02:45		3	86	17	351	7	84	18	333	35	684
03:00		7	115			5	96				
03:15		7	113			5	95				
03:30		5	122			9	88				
03:45		5	96	24	446	9	74	28	353	52	799
04:00		5	130			11	94				
04:15		3	104			9	98				
04:30		7	135			12	103				
04:45		11	105	26	474	28	106	60	401	86	875
05:00		8	135			22	120				
05:15		18	130			32	108				
05:30		25	148			33	106				
05:45		22	161	73	574	38	115	125	449	198	1023
06:00		29	137			47	98				
06:15		39	144			48	103				
06:30		49	114			93	98				
06:45		64	107	181	502	96	66	284	365	465	867
07:00		89	76			100	80				
07:15		89	84			103	84				
07:30		82	86			155	69				
07:45		101	75	361	321	128	66	486	299	847	620
08:00		102	61			83	75				
08:15		84	74			98	73				
08:30		69	62			73	54				
08:45		60	67	315	264	74	55	328	257	643	521
09:00		54	71			60	38				
09:15		54	47			60	36				
09:30		48	61			70	54				
09:45		44	49	200	228	65	31	255	159	455	387
10:00		50	50			57	27				
10:15		61	41			75	21				
10:30		46	39			51	25				
10:45		57	32	214	162	77	31	260	104	474	266
11:00		58	29			93	20				
11:15		60	35			64	17				
11:30		70	16			62	14				
11:45		70	16	258	96	80	14	299	65	557	161
Total		1741	3971			2197	3380			3938	7351
Percent		30.5%	69.5%			39.4%	60.6%			34.9%	65.1%
Grand Total		1741	3971			2197	3380			3938	7351
Percent		30.5%	69.5%			39.4%	60.6%			34.9%	65.1%

ADT ADT 11,289 AADT 11,289

ADT Data

Reliable Traffic Data Services, LLC
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Site Code: 35210104
E Campbellton St south of
W Broad St (US29)

Start Time	13-May-14 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	33			4	46				
12:15		6	51			5	38				
12:30		6	42			2	49				
12:45		2	37	21	163	4	47	15	180	36	343
01:00		5	27			2	35				
01:15		2	42			2	40				
01:30		1	62			2	43				
01:45		2	44	10	175	2	51	8	169	18	344
02:00		2	43			2	43				
02:15		5	46			4	57				
02:30		2	72			2	72				
02:45		0	55	9	216	7	54	15	226	24	442
03:00		6	83			3	72				
03:15		2	78			4	78				
03:30		4	62			3	64				
03:45		2	63	14	286	7	66	17	280	31	566
04:00		1	78			7	79				
04:15		1	65			8	80				
04:30		2	77			8	82				
04:45		7	73	11	293	18	85	41	326	52	619
05:00		8	91			7	95				
05:15		12	95			15	90				
05:30		20	106			21	138				
05:45		16	107	56	399	13	98	56	421	112	820
06:00		14	75			25	74				
06:15		24	79			23	95				
06:30		37	70			70	73				
06:45		54	53	129	277	45	61	163	303	292	580
07:00		64	44			66	56				
07:15		78	40			74	67				
07:30		62	49			121	52				
07:45		86	38	290	171	118	42	379	217	669	388
08:00		79	42			56	51				
08:15		60	41			64	56				
08:30		46	32			39	42				
08:45		44	30	229	145	44	32	203	181	432	326
09:00		38	60			36	37				
09:15		32	21			28	30				
09:30		26	29			52	27				
09:45		40	18	136	128	42	31	158	125	294	253
10:00		40	28			29	20				
10:15		35	23			46	12				
10:30		24	19			39	14				
10:45		36	14	135	84	42	17	156	63	291	147
11:00		34	15			56	12				
11:15		41	11			37	9				
11:30		35	8			37	7				
11:45		50	5	160	39	43	13	173	41	333	80
Total		1200	2376			1384	2532			2584	4908
Percent		33.6%	66.4%			35.3%	64.7%			34.5%	65.5%
Grand Total		1200	2376			1384	2532			2584	4908
Percent		33.6%	66.4%			35.3%	64.7%			34.5%	65.5%

ADT ADT 7,492 AADT 7,492

ADT Data

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Site Code: 35210105
Dodd St north of W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	7			0	18				
12:15		0	8			1	6				
12:30		0	8			1	15				
12:45		0	8	1	31	0	9	2	48	3	79
01:00		1	12			0	16				
01:15		0	8			0	6				
01:30		2	11			0	9				
01:45		0	10	3	41	0	7	0	38	3	79
02:00		2	10			2	9				
02:15		1	19			1	10				
02:30		0	16			1	21				
02:45		1	14	4	59	1	10	5	50	9	109
03:00		0	14			0	20				
03:15		0	8			0	15				
03:30		0	16			0	9				
03:45		0	11	0	49	0	13	0	57	0	106
04:00		0	17			0	30				
04:15		0	12			0	11				
04:30		0	14			0	11				
04:45		0	19	0	62	0	18	0	70	0	132
05:00		1	14			0	18				
05:15		0	13			1	19				
05:30		0	14			1	22				
05:45		2	11	3	52	1	26	3	85	6	137
06:00		4	12			2	17				
06:15		2	16			3	18				
06:30		0	10			8	9				
06:45		5	8	11	46	5	7	18	51	29	97
07:00		7	10			8	8				
07:15		11	10			6	7				
07:30		14	12			13	14				
07:45		18	5	50	37	18	3	45	32	95	69
08:00		13	6			9	5				
08:15		10	11			8	5				
08:30		8	11			17	6				
08:45		8	12	39	40	9	13	43	29	82	69
09:00		6	5			5	6				
09:15		4	6			10	2				
09:30		11	2			10	5				
09:45		6	6	27	19	8	3	33	16	60	35
10:00		6	2			7	6				
10:15		10	1			9	1				
10:30		6	2			3	3				
10:45		11	4	33	9	7	2	26	12	59	21
11:00		2	4			7	0				
11:15		8	5			10	1				
11:30		16	5			9	2				
11:45		7	1	33	15	11	2	37	5	70	20
Total		204	460			212	493			416	953
Percent		30.7%	69.3%			30.1%	69.9%			30.4%	69.6%
Grand Total		204	460			212	493			416	953
Percent		30.7%	69.3%			30.1%	69.9%			30.4%	69.6%

ADT ADT 1,369 AADT 1,369

ADT Data

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Site Code: 35210106
Strickland St north of W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	5			0	11				
12:15		0	8			1	12				
12:30		3	4			2	13				
12:45		3	4	8	21	1	9	4	45	12	66
01:00		0	9			2	6				
01:15		1	7			1	11				
01:30		4	8			0	18				
01:45		0	9	5	33	0	7	3	42	8	75
02:00		1	10			1	9				
02:15		1	8			1	18				
02:30		1	7			1	8				
02:45		0	4	3	29	0	12	3	47	6	76
03:00		2	13			0	10				
03:15		0	9			1	17				
03:30		1	7			0	10				
03:45		1	9	4	38	0	17	1	54	5	92
04:00		0	3			0	12				
04:15		1	10			2	9				
04:30		0	11			2	12				
04:45		2	10	3	34	2	19	6	52	9	86
05:00		2	13			2	19				
05:15		0	11			2	11				
05:30		0	18			1	17				
05:45		2	11	4	53	6	15	11	62	15	115
06:00		2	7			9	25				
06:15		1	11			11	18				
06:30		3	11			15	9				
06:45		3	13	9	42	20	8	55	60	64	102
07:00		4	8			21	8				
07:15		12	11			20	13				
07:30		3	7			22	11				
07:45		4	6	23	32	21	9	84	41	107	73
08:00		3	2			9	6				
08:15		9	7			15	9				
08:30		8	7			10	11				
08:45		4	6	24	22	13	4	47	30	71	52
09:00		5	8			19	6				
09:15		4	3			10	8				
09:30		8	2			11	4				
09:45		10	6	27	19	12	7	52	25	79	44
10:00		6	8			11	8				
10:15		2	2			13	1				
10:30		3	2			15	2				
10:45		4	4	15	16	7	3	46	14	61	30
11:00		3	2			10	10				
11:15		12	2			12	1				
11:30		4	0			10	2				
11:45		11	3	30	7	7	0	39	13	69	20
Total		155	346			351	485			506	831
Percent		30.9%	69.1%			42.0%	58.0%			37.8%	62.2%
Grand Total		155	346			351	485			506	831
Percent		30.9%	69.1%			42.0%	58.0%			37.8%	62.2%

ADT ADT 1,337 AADT 1,337

ADT Data

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Site Code: 35210107
Elder St North of W Broad St (US29)

Start	13-May-14	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Tue	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		1	10			0	13				
12:15		1	11			2	16				
12:30		2	11			0	26				
12:45		0	11	4	43	0	23	2	78	6	121
01:00		0	10			0	19				
01:15		3	13			2	17				
01:30		0	16			0	21				
01:45		0	9	3	48	0	15	2	72	5	120
02:00		0	22			0	14				
02:15		1	19			1	14				
02:30		0	27			0	72				
02:45		0	19	1	87	0	53	1	153	2	240
03:00		1	8			1	26				
03:15		1	12			0	29				
03:30		0	10			0	12				
03:45		0	17	2	47	0	15	1	82	3	129
04:00		0	11			1	15				
04:15		1	15			1	15				
04:30		3	17			1	17				
04:45		0	7	4	50	0	24	3	71	7	121
05:00		1	16			0	12				
05:15		2	18			6	20				
05:30		1	10			4	11				
05:45		1	14	5	58	3	19	13	62	18	120
06:00		0	8			8	19				
06:15		8	16			4	13				
06:30		9	12			12	14				
06:45		18	13	35	49	11	19	35	65	70	114
07:00		53	10			47	15				
07:15		66	13			68	12				
07:30		81	13			71	14				
07:45		35	9	235	45	34	9	220	50	455	95
08:00		29	8			20	13				
08:15		12	7			17	10				
08:30		12	2			13	7				
08:45		8	14	61	31	13	3	63	33	124	64
09:00		9	8			15	11				
09:15		12	9			19	9				
09:30		7	13			42	7				
09:45		11	7	39	37	35	6	111	33	150	70
10:00		12	5			27	5				
10:15		5	6			18	4				
10:30		8	7			21	5				
10:45		16	6	41	24	13	6	79	20	120	44
11:00		9	5			16	6				
11:15		15	4			13	4				
11:30		14	4			14	3				
11:45		6	2	44	15	8	1	51	14	95	29
Total		474	534			581	733			1055	1267
Percent		47.0%	53.0%			44.2%	55.8%			45.4%	54.6%
Grand Total		474	534			581	733			1055	1267
Percent		47.0%	53.0%			44.2%	55.8%			45.4%	54.6%

ADT ADT 2,322 AADT 2,322

Reliable Traffic Data Services, LLC

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Classification Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
5/13/14	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
00:30	0	7	0	1	0	0	0	0	0	0	0	0	0	0	8
00:45	0	8	1	0	0	0	0	0	0	1	0	0	0	0	10
	0	28	4	1	1	0	0	0	0	1	0	0	0	0	35
01:00	0	4	1	0	0	2	0	0	0	0	0	0	0	0	7
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	1	0	0	0	2	0	0	0	0	0	0	5
01:45	0	5	0	1	0	0	0	0	0	0	0	0	0	0	6
	0	13	3	2	0	2	0	2	0	0	0	0	0	0	22
02:00	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
	0	20	1	0	0	0	0	1	0	0	0	0	0	0	22
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
	0	12	1	0	1	0	0	1	1	0	0	0	0	0	16
04:00	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
04:15	1	8	1	0	1	0	0	0	0	0	0	0	0	0	11
04:30	0	18	4	1	0	0	0	2	0	0	0	0	0	0	25
04:45	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25
	1	50	8	2	2	0	0	3	0	0	0	0	0	0	66
05:00	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
05:15	1	26	2	1	3	1	0	0	0	0	0	0	0	0	34
05:30	0	30	4	1	1	1	0	0	0	0	0	0	0	0	37
05:45	0	30	5	1	2	0	0	0	0	0	0	0	0	0	38
	1	107	15	3	6	2	0	0	0	0	0	0	0	0	134
06:00	0	45	8	2	3	0	0	1	0	0	0	0	0	0	59
06:15	0	54	10	1	3	1	0	1	0	0	0	0	0	0	70
06:30	0	69	20	1	6	0	0	4	0	0	0	0	0	0	100
06:45	0	68	22	1	2	1	0	2	0	0	0	0	0	0	96
	0	236	60	5	14	2	0	8	0	0	0	0	0	0	325
07:00	0	90	23	1	8	0	0	0	0	0	0	0	0	0	122
07:15	1	112	21	1	3	1	0	2	2	0	0	0	0	0	143
07:30	0	126	23	2	5	2	0	1	1	0	0	0	0	0	160
07:45	0	128	28	2	13	1	0	0	3	0	0	0	0	0	175
	1	456	95	6	29	4	0	3	6	0	0	0	0	0	600
08:00	0	115	16	5	5	0	0	2	1	0	1	0	0	0	145
08:15	0	120	28	5	14	2	0	4	0	0	0	0	0	0	173
08:30	0	92	15	18	5	1	0	2	1	0	0	0	1	0	135
08:45	0	60	14	4	7	0	0	0	1	0	0	0	0	0	86
	0	387	73	32	31	3	0	8	3	0	1	0	1	0	539
09:00	0	85	14	3	8	3	0	0	2	0	0	0	0	0	115
09:15	0	67	17	2	5	0	0	3	0	0	0	0	0	0	94
09:30	0	69	20	2	14	1	0	2	0	0	0	0	0	0	108
09:45	1	76	18	2	6	1	0	3	3	0	0	0	0	0	110
	1	297	69	9	33	5	0	8	5	0	0	0	0	0	427
10:00	0	77	15	0	6	5	0	2	1	0	0	0	0	0	106
10:15	0	71	16	1	5	0	1	2	0	0	0	0	0	0	96
10:30	0	79	10	0	5	2	0	3	2	0	0	0	0	0	101
10:45	0	71	13	1	5	0	0	2	1	0	0	0	0	0	93
	0	298	54	2	21	7	1	9	4	0	0	0	0	0	396
11:00	0	86	22	0	6	0	0	1	2	0	0	0	0	0	117
11:15	0	81	21	1	7	1	0	1	0	0	0	0	0	0	112
11:30	1	71	22	0	3	2	0	4	1	0	0	0	0	0	104
11:45	0	82	26	2	4	1	0	3	3	0	0	0	0	0	121
	1	320	91	3	20	4	0	9	6	0	0	0	0	0	454
Total	5	2224	474	65	158	29	1	52	25	1	1	0	1	0	3036
Percent	0.2%	73.3%	15.6%	2.1%	5.2%	1.0%	0.0%	1.7%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	86	17	1	9	3	0	0	1	0	0	0	0	0	117
12:15	1	78	22	1	4	1	0	2	0	0	0	0	0	0	109
12:30	1	96	15	0	6	2	0	1	0	0	0	0	0	0	121
12:45	0	83	24	1	7	0	0	3	1	0	0	0	0	0	119
	2	343	78	3	26	6	0	6	2	0	0	0	0	0	466
13:00	0	92	25	2	13	0	0	0	0	0	0	0	0	0	132
13:15	0	80	17	2	7	0	0	2	2	0	0	0	0	0	110
13:30	2	75	13	0	5	0	0	0	1	0	0	0	0	0	96
13:45	0	83	20	1	8	1	0	3	1	1	0	0	1	0	119
	2	330	75	5	33	1	0	5	4	1	0	0	1	0	457
14:00	0	76	18	1	8	1	0	2	1	0	0	0	0	0	107
14:15	1	79	23	1	4	1	0	1	1	0	0	0	0	0	111
14:30	2	88	9	1	0	1	0	3	1	0	0	0	0	0	105
14:45	2	89	13	1	7	2	0	4	0	0	0	0	0	0	118
	5	332	63	4	19	5	0	10	3	0	0	0	0	0	441
15:00	1	88	17	0	4	3	0	2	0	0	0	0	0	0	115
15:15	1	92	13	1	5	3	1	1	1	0	0	0	0	0	118
15:30	1	102	28	0	10	0	0	1	0	0	0	0	0	0	142
15:45	0	129	18	6	8	2	0	2	1	0	0	0	0	0	166
	3	411	76	7	27	8	1	6	2	0	0	0	0	0	541
16:00	0	102	26	2	8	0	0	1	2	0	0	0	0	0	141
16:15	0	124	20	2	4	1	1	1	1	0	0	0	0	0	154
16:30	0	119	18	2	4	1	0	0	3	0	0	0	0	0	147
16:45	0	118	22	3	6	1	0	2	1	0	0	0	0	0	153
	0	463	86	9	22	3	1	4	7	0	0	0	0	0	595
17:00	0	121	26	5	5	0	0	3	1	0	0	0	0	0	161
17:15	0	98	9	2	3	2	0	3	0	0	0	0	0	0	117
17:30	2	82	10	2	6	1	0	2	1	0	0	0	0	0	106
17:45	0	80	15	1	3	0	1	1	1	0	0	0	0	0	102
	2	381	60	10	17	3	1	9	3	0	0	0	0	0	486
18:00	0	111	9	1	7	0	0	2	0	0	0	0	0	0	130
18:15	0	92	13	1	2	2	0	2	1	0	0	0	0	0	113
18:30	0	92	12	1	1	1	0	0	1	0	0	0	0	0	108
18:45	0	77	16	0	0	1	0	2	1	0	0	0	0	0	97
	0	372	50	3	10	4	0	6	3	0	0	0	0	0	448
19:00	0	90	12	1	5	2	0	1	0	0	0	0	0	0	111
19:15	0	107	15	1	7	2	0	0	0	0	0	0	0	0	132
19:30	1	84	6	2	0	0	0	0	0	0	0	0	0	0	93
19:45	0	77	9	0	2	0	0	0	1	0	0	0	0	0	89
	1	358	42	4	14	4	0	1	1	0	0	0	0	0	425
20:00	0	90	13	1	1	0	0	0	0	0	0	0	0	0	105
20:15	0	69	9	0	2	1	0	0	1	0	0	0	0	0	82
20:30	0	60	7	3	0	2	0	0	0	0	0	0	0	0	72
20:45	1	47	8	0	1	0	0	1	0	0	0	0	0	0	58
	1	266	37	4	4	3	0	1	1	0	0	0	0	0	317
21:00	0	38	4	0	2	1	0	0	0	0	0	0	0	0	45
21:15	0	40	4	1	2	1	0	0	0	0	0	0	0	0	48
21:30	0	31	7	1	0	0	0	0	0	0	0	0	0	0	39
21:45	0	35	8	0	0	0	0	0	0	0	0	0	0	0	43
	0	144	23	2	4	2	0	0	0	0	0	0	0	0	175
22:00	0	39	8	1	2	0	0	0	0	0	0	0	0	0	50
22:15	0	24	1	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
22:45	0	16	2	1	0	0	0	0	0	0	0	0	0	0	19
	0	99	13	2	3	0	0	0	0	0	0	0	0	0	117
23:00	0	25	4	1	0	0	0	1	0	0	0	0	0	0	31
23:15	0	27	1	0	3	0	0	0	0	0	0	0	0	0	31
23:30	0	22	2	1	0	0	0	0	0	0	0	0	0	0	25
23:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
	0	84	10	2	3	0	0	1	0	0	0	0	0	0	100
Total	16	3583	613	55	182	39	3	49	26	1	0	0	1	0	4568
Percent	0.4%	78.4%	13.4%	1.2%	4.0%	0.9%	0.1%	1.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	21	5807	1087	120	340	68	4	101	51	2	1	0	2	0	7604
Percent	0.3%	76.4%	14.3%	1.6%	4.5%	0.9%	0.1%	1.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
5/13/14	0	16	0	2	1	0	0	0	0	0	0	0	0	0	19
00:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
00:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	3	0	1	0	1	0	0	0	0	0	0	0	0	5
	0	48	5	3	1	1	0	0	0	0	0	0	0	0	58
01:00	1	9	1	0	1	0	0	0	0	0	0	0	0	0	12
01:15	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	1	0	0	1	0	1	0	0	0	0	0	0	6
	1	22	2	0	1	1	0	2	0	0	0	0	0	0	29
02:00	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
02:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
	0	12	3	1	1	1	0	0	0	0	0	0	0	0	18
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	6	0	0	1	1	0	0	0	0	0	0	0	0	8
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	0	0	1	1	0	0	0	0	0	0	0	0	16
04:00	0	6	1	0	0	1	0	0	0	0	0	0	0	0	8
04:15	0	4	1	2	0	1	0	0	0	0	0	0	0	0	8
04:30	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
04:45	0	12	1	1	1	0	0	0	0	0	0	0	0	0	15
	0	29	5	4	1	2	0	0	0	0	0	0	0	0	41
05:00	0	13	2	0	0	1	0	1	0	0	0	0	0	0	17
05:15	0	19	3	1	1	0	0	0	0	0	0	0	0	0	24
05:30	0	27	10	2	2	1	0	1	0	0	0	0	0	0	43
05:45	0	34	5	2	2	1	0	0	0	0	0	0	0	0	44
	0	93	20	5	5	3	0	2	0	0	0	0	0	0	128
06:00	0	25	5	3	1	0	0	1	0	0	0	0	0	0	35
06:15	0	39	7	2	4	0	0	0	1	0	0	0	0	0	53
06:30	0	43	8	1	3	1	0	0	1	0	0	0	0	0	57
06:45	0	69	10	3	6	1	1	2	2	0	0	0	1	0	95
	0	176	30	9	14	2	1	3	4	0	0	0	1	0	240
07:00	1	81	6	3	2	1	0	0	2	0	0	0	0	0	96
07:15	0	82	15	3	3	0	0	0	0	0	0	0	0	0	103
07:30	1	87	17	4	6	4	0	0	1	0	0	0	0	0	120
07:45	0	98	14	5	3	3	0	1	1	0	0	1	0	0	126
	2	348	52	15	14	8	0	1	4	0	0	1	0	0	445
08:00	0	91	15	3	5	6	1	0	0	0	0	0	0	0	121
08:15	0	80	13	1	7	2	0	2	0	0	0	0	0	0	105
08:30	0	80	10	1	9	0	0	0	0	0	0	0	0	0	100
08:45	1	67	20	1	9	2	0	5	3	0	0	1	0	0	109
	1	318	58	6	30	10	1	7	3	0	0	1	0	0	435
09:00	0	59	16	1	5	3	0	1	0	0	0	0	0	0	85
09:15	0	69	9	2	9	1	1	1	0	0	0	0	0	0	92
09:30	1	66	23	1	6	2	0	3	1	0	0	0	0	0	103
09:45	0	66	13	2	7	0	0	2	2	0	0	0	0	0	92
	1	260	61	6	27	6	1	7	3	0	0	0	0	0	372
10:00	1	61	13	1	7	1	0	0	0	0	0	0	2	0	86
10:15	1	66	14	1	7	1	0	2	3	0	0	0	0	0	95
10:30	0	63	9	1	6	0	0	1	4	0	0	1	0	0	85
10:45	0	67	12	1	6	0	0	1	2	0	0	0	0	0	89
	2	257	48	4	26	2	0	4	9	0	0	1	2	0	355
11:00	1	75	17	0	8	5	0	3	0	0	0	0	0	0	109
11:15	0	68	17	2	9	3	0	0	2	0	0	1	0	0	102
11:30	0	81	19	1	4	2	0	2	1	0	0	0	0	0	110
11:45	0	77	15	1	12	1	0	2	3	1	0	0	0	0	112
	1	301	68	4	33	11	0	7	6	1	0	1	0	0	433
Total	8	1878	352	57	154	48	3	33	29	1	0	4	3	0	2570
Percent	0.3%	73.1%	13.7%	2.2%	6.0%	1.9%	0.1%	1.3%	1.1%	0.0%	0.0%	0.2%	0.1%	0.0%	

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W Broad St (US29) west of Malone St

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	78	23	1	9	2	0	0	0	0	0	0	0	0	113
12:15	3	81	18	3	6	5	0	0	2	1	1	0	0	0	120
12:30	0	97	20	0	9	0	0	0	2	0	0	0	0	0	128
12:45	3	73	15	2	7	1	0	1	1	0	0	0	1	0	104
	6	329	76	6	31	8	0	1	5	1	1	0	1	0	465
13:00	0	77	12	1	4	1	0	4	2	0	1	0	1	0	103
13:15	0	77	21	2	14	1	0	1	0	0	1	0	0	0	117
13:30	0	94	27	1	5	2	0	2	2	0	1	0	0	0	134
13:45	2	98	14	1	7	2	0	1	2	0	0	0	0	0	127
	2	346	74	5	30	6	0	8	6	0	3	0	1	0	481
14:00	0	93	19	1	8	2	0	2	1	0	0	0	1	0	127
14:15	1	73	13	1	4	1	0	0	0	0	0	1	0	0	94
14:30	1	101	13	0	3	0	0	1	1	0	0	1	0	0	121
14:45	1	88	16	2	5	0	0	4	2	0	1	0	0	0	119
	3	355	61	4	20	3	0	7	4	0	1	2	1	0	461
15:00	0	92	15	2	10	2	0	1	2	0	0	0	0	0	124
15:15	2	114	17	1	9	3	0	0	0	0	0	0	0	0	146
15:30	0	112	26	1	9	2	0	0	0	0	0	0	0	0	150
15:45	2	92	8	1	13	3	0	2	0	0	1	0	0	0	122
	4	410	66	5	41	10	0	3	2	0	1	0	0	0	542
16:00	0	106	15	2	3	1	1	1	0	0	0	0	0	0	129
16:15	0	133	25	2	7	1	0	2	2	0	0	0	1	0	173
16:30	0	103	10	4	6	3	0	1	1	0	0	0	0	0	128
16:45	0	154	21	1	3	0	0	2	0	0	0	0	0	0	181
	0	496	71	9	19	5	1	6	3	0	0	0	1	0	611
17:00	4	126	21	1	8	3	0	3	2	0	0	0	0	0	168
17:15	0	123	26	0	6	0	0	1	0	0	0	0	0	0	156
17:30	0	147	15	0	5	1	0	0	0	0	0	0	0	0	168
17:45	1	134	29	2	7	1	1	2	1	0	0	1	0	0	179
	5	530	91	3	26	5	1	6	3	0	0	1	0	0	671
18:00	0	117	17	1	5	1	0	0	0	0	0	1	0	0	142
18:15	1	98	14	1	9	1	0	2	2	0	0	0	1	0	129
18:30	1	106	13	2	3	2	1	0	0	0	0	0	0	0	128
18:45	0	84	10	0	3	2	0	0	1	0	0	0	0	0	100
	2	405	54	4	20	6	1	2	3	0	0	1	1	0	499
19:00	0	86	18	2	6	1	0	0	1	0	0	0	0	0	114
19:15	0	84	14	1	1	1	0	0	0	0	0	0	0	0	101
19:30	0	75	9	1	2	2	1	0	0	0	0	0	0	0	90
19:45	0	67	8	0	0	0	0	0	0	0	0	0	0	0	75
	0	312	49	4	9	4	1	0	1	0	0	0	0	0	380
20:00	2	69	9	0	3	0	0	1	0	0	0	0	0	0	84
20:15	0	69	4	1	3	1	1	0	0	0	0	0	0	0	79
20:30	1	63	13	1	1	0	0	0	0	0	0	0	0	0	79
20:45	1	47	6	0	1	1	0	0	1	0	0	0	0	0	57
	4	248	32	2	8	2	1	1	1	0	0	0	0	0	299
21:00	0	49	9	1	0	0	1	0	1	0	0	0	0	0	61
21:15	0	47	6	0	2	1	0	0	1	0	0	0	0	0	57
21:30	0	46	6	2	2	0	0	0	0	0	0	0	0	0	56
21:45	0	45	4	0	0	1	0	0	1	0	0	0	0	0	51
	0	187	25	3	4	2	1	0	3	0	0	0	0	0	225
22:00	0	33	3	0	1	2	0	0	0	0	0	0	0	0	39
22:15	0	28	2	1	2	0	0	1	0	0	0	0	0	0	34
22:30	0	34	1	1	1	1	0	0	0	0	0	0	1	0	39
22:45	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
	0	122	6	2	4	3	0	1	0	0	0	0	1	0	139
23:00	0	27	1	2	0	1	0	0	0	0	0	0	0	0	31
23:15	0	30	3	0	0	0	0	1	0	0	0	0	0	0	34
23:30	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
23:45	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
	0	87	6	2	1	1	0	1	0	0	0	0	0	0	98
Total	26	3827	611	49	213	55	6	36	31	1	6	4	6	0	4871
Percent	0.5%	78.6%	12.5%	1.0%	4.4%	1.1%	0.1%	0.7%	0.6%	0.0%	0.1%	0.1%	0.1%	0.0%	
Grand Total	34	5705	963	106	367	103	9	69	60	2	6	8	9	0	7441
Percent	0.5%	76.7%	12.9%	1.4%	4.9%	1.4%	0.1%	0.9%	0.8%	0.0%	0.1%	0.1%	0.1%	0.0%	

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Volume / Speed Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
5/13/14	0	0	0	1	3	1	3	0	0	0	0	0	0	0	8
00:15	0	0	0	1	3	5	0	0	0	0	0	0	0	0	9
00:30	0	0	0	1	3	1	2	1	0	0	0	0	0	0	8
00:45	1	0	0	0	2	5	1	0	1	0	0	0	0	0	10
	1	0	0	3	11	12	6	1	1	0	0	0	0	0	35
01:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
01:15	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
01:30	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5
01:45	0	0	0	1	2	2	0	1	0	0	0	0	0	0	6
	0	0	0	4	8	4	5	1	0	0	0	0	0	0	22
02:00	0	0	1	0	1	3	1	0	0	0	0	0	0	0	6
02:15	0	0	1	2	0	1	1	0	0	0	0	0	0	0	5
02:30	0	0	0	0	4	2	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
	0	0	2	2	6	9	3	0	0	0	0	0	0	0	22
03:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:15	0	0	1	0	1	2	1	0	0	0	0	0	0	0	5
03:30	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
03:45	0	0	0	0	1	3	0	0	0	0	0	0	0	0	4
	0	0	1	0	5	8	2	0	0	0	0	0	0	0	16
04:00	0	0	0	2	2	0	0	1	0	0	0	0	0	0	5
04:15	0	0	0	2	5	3	1	0	0	0	0	0	0	0	11
04:30	0	0	0	1	7	10	6	0	0	0	0	0	0	0	24
04:45	0	1	0	1	8	12	0	2	0	0	1	0	0	0	25
	0	1	0	6	22	25	7	3	0	0	1	0	0	0	65
05:00	0	0	0	2	7	7	6	2	0	0	0	0	0	0	24
05:15	0	0	1	2	8	15	6	1	1	0	0	0	0	0	34
05:30	0	0	1	2	9	15	8	1	1	0	0	0	0	0	37
05:45	0	0	0	1	7	17	13	0	0	1	0	0	0	0	39
	0	0	2	7	31	54	33	4	2	1	0	0	0	0	134
06:00	0	0	0	3	21	21	7	3	3	1	0	0	0	0	59
06:15	0	0	0	3	22	27	15	3	0	0	0	0	0	0	70
06:30	0	0	2	0	18	39	22	17	3	0	0	0	0	0	101
06:45	0	0	0	2	17	40	29	8	0	0	0	0	0	0	96
	0	0	2	8	78	127	73	31	6	1	0	0	0	0	326
07:00	0	0	0	5	27	40	29	19	2	0	0	0	0	0	122
07:15	0	0	2	6	27	52	42	12	2	0	0	0	0	0	143
07:30	0	0	0	0	41	72	41	6	0	0	0	0	0	0	160
07:45	0	0	0	12	51	66	37	7	2	0	0	0	0	0	175
	0	0	2	23	146	230	149	44	6	0	0	0	0	0	600
08:00	0	0	0	9	40	51	35	8	2	0	0	0	0	0	145
08:15	0	0	0	13	45	54	46	16	0	0	0	0	0	0	174
08:30	0	0	0	7	34	59	29	3	3	0	0	0	0	0	135
08:45	0	0	0	6	21	34	21	4	0	0	0	0	0	0	86
	0	0	0	35	140	198	131	31	5	0	0	0	0	0	540
09:00	0	0	3	7	43	34	22	6	0	0	0	0	0	0	115
09:15	0	0	1	9	27	28	23	5	0	0	0	0	0	0	93
09:30	0	1	2	9	21	41	24	7	1	1	0	0	0	0	107
09:45	0	1	3	3	31	39	23	8	0	1	0	0	0	0	109
	0	2	9	28	122	142	92	26	1	2	0	0	0	0	424
10:00	0	0	1	14	31	40	17	1	2	0	0	0	0	0	106
10:15	0	0	2	9	21	36	23	5	0	0	0	0	0	0	96
10:30	0	0	0	10	28	39	20	3	1	0	0	0	0	0	101
10:45	0	0	1	7	30	33	17	5	0	0	0	0	0	0	93
	0	0	4	40	110	148	77	14	3	0	0	0	0	0	396
11:00	0	0	0	14	28	36	31	8	0	0	0	0	0	0	117
11:15	0	0	2	13	21	40	29	6	1	0	0	0	0	0	112
11:30	0	0	4	14	28	34	21	3	1	0	0	0	0	0	105
11:45	0	0	0	14	39	45	20	4	0	0	0	0	0	0	122
	0	0	6	55	116	155	101	21	2	0	0	0	0	0	456
Total	1	3	28	211	795	1112	679	176	26	4	1	0	0	0	3036

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W Broad St (US29) west of Malone St

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	0	0	9	33	40	30	5	0	0	0	0	0	0	117
12:15	0	0	1	13	36	37	16	7	0	0	0	0	0	0	110
12:30	0	0	3	12	23	56	20	7	0	0	0	0	0	0	121
12:45	0	0	0	19	29	39	23	8	1	0	0	0	0	0	119
	0	0	4	53	121	172	89	27	1	0	0	0	0	0	467
13:00	0	0	0	9	37	48	30	6	1	0	0	0	0	0	131
13:15	0	1	3	13	30	35	22	5	1	0	0	0	0	0	110
13:30	0	0	2	13	33	37	6	5	0	0	0	0	0	0	96
13:45	12	19	18	0	22	24	23	2	0	0	0	0	0	0	120
	12	20	23	35	122	144	81	18	2	0	0	0	0	0	457
14:00	0	0	5	21	27	19	23	10	1	0	0	0	0	0	106
14:15	0	0	3	3	51	30	19	3	1	0	0	0	0	0	110
14:30	0	1	0	7	37	36	20	4	0	1	0	0	0	0	106
14:45	0	0	1	12	43	43	17	2	1	0	0	0	0	0	119
	0	1	9	43	158	128	79	19	3	1	0	0	0	0	441
15:00	0	0	1	15	36	38	20	5	1	0	0	0	0	0	116
15:15	0	1	1	13	40	44	15	3	2	0	0	0	0	0	119
15:30	1	0	1	17	41	44	31	3	4	0	0	0	0	0	142
15:45	0	0	2	7	36	63	45	13	1	0	0	0	0	0	167
	1	1	5	52	153	189	111	24	8	0	0	0	0	0	544
16:00	0	0	1	9	38	36	45	8	4	0	0	0	0	0	141
16:15	0	0	2	13	45	44	40	10	0	0	0	0	0	0	154
16:30	0	0	2	13	44	54	30	4	0	0	0	0	0	0	147
16:45	0	0	0	8	51	60	28	4	1	0	0	0	0	0	152
	0	0	5	43	178	194	143	26	5	0	0	0	0	0	594
17:00	0	0	1	13	52	60	33	3	0	0	0	0	0	0	162
17:15	0	0	3	9	25	40	27	12	1	0	0	0	0	0	117
17:30	0	0	0	2	14	47	37	6	1	0	0	0	0	0	107
17:45	0	0	4	9	35	34	19	0	1	0	0	0	0	0	102
	0	0	8	33	126	181	116	21	3	0	0	0	0	0	488
18:00	0	0	0	5	42	47	31	5	0	0	0	0	0	0	130
18:15	0	0	0	12	27	40	25	7	2	0	0	0	0	0	113
18:30	0	0	0	10	30	42	20	4	1	0	0	0	0	0	107
18:45	0	0	3	12	30	34	13	4	0	1	0	0	0	0	97
	0	0	3	39	129	163	89	20	3	1	0	0	0	0	447
19:00	0	0	1	4	35	37	27	6	1	0	0	0	0	0	111
19:15	0	0	0	3	38	56	22	10	3	0	0	0	0	0	132
19:30	0	0	1	9	28	28	17	9	0	0	0	0	0	0	92
19:45	0	0	1	9	31	33	13	2	0	0	0	0	0	0	89
	0	0	3	25	132	154	79	27	4	0	0	0	0	0	424
20:00	0	0	1	7	25	26	16	8	0	0	0	0	0	0	83
20:15	0	0	2	5	29	23	7	5	1	0	0	0	0	0	72
20:30	0	0	3	6	17	21	18	2	0	0	0	0	0	0	67
20:45	0	0	2	6	22	20	9	0	0	0	0	0	0	0	59
	0	0	8	24	93	90	50	15	1	0	0	0	0	0	281
21:00	0	0	0	4	12	18	10	2	1	0	0	0	0	0	47
21:15	0	0	0	9	18	10	10	1	2	0	0	0	0	0	50
21:30	0	0	1	10	16	13	4	0	0	0	0	0	0	0	44
21:45	0	0	0	4	9	14	5	2	0	0	0	0	0	0	34
	0	0	1	27	55	55	29	5	3	0	0	0	0	0	175
22:00	0	0	1	8	17	14	2	1	0	0	0	0	0	0	43
22:15	0	0	1	5	12	6	5	1	1	0	0	0	0	0	31
22:30	0	0	3	4	6	5	3	1	0	0	0	0	0	0	22
22:45	0	0	1	0	5	5	6	1	0	0	0	0	0	0	18
	0	0	6	17	40	30	16	4	1	0	0	0	0	0	114
23:00	0	0	1	1	8	16	5	0	0	0	0	0	0	0	31
23:15	0	0	0	5	10	7	5	3	0	0	0	0	0	0	30
23:30	0	0	0	2	5	13	4	1	0	0	0	0	0	0	25
23:45	0	0	0	2	4	4	1	2	0	0	0	0	0	0	13
	0	0	1	10	27	40	15	6	0	0	0	0	0	0	99
Total	13	22	76	401	1334	1540	897	212	34	2	0	0	0	0	4531
Grand Total	14	25	104	612	2129	2652	1576	388	60	6	1	0	0	0	7567

15th Percentile :	31 MPH
50th Percentile :	37 MPH
85th Percentile :	43 MPH
95th Percentile :	46 MPH

Stats

Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4781
Percent in Pace :	63.2%
Number of Vehicles > 35 MPH :	4683
Percent of Vehicles > 35 MPH :	61.9%

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Volume / Speed Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
5/13/14	0	0	1	2	3	10	2	0	0	0	0	0	0	0	18
00:15	0	0	0	1	6	12	4	0	0	0	0	0	0	0	23
00:30	0	0	1	2	1	2	4	1	0	0	0	0	0	0	11
00:45	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
	0	0	3	6	11	26	10	1	0	0	0	0	0	0	57
01:00	0	0	0	2	6	3	1	0	0	0	0	0	0	0	12
01:15	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
01:30	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
01:45	0	0	0	2	1	1	2	0	0	0	0	0	0	0	6
	0	0	0	5	9	9	6	0	0	0	0	0	0	0	29
02:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
02:15	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
02:30	0	0	0	2	0	4	1	1	0	0	0	0	0	0	8
02:45	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
	0	0	0	4	3	6	4	1	0	0	0	0	0	0	18
03:00	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
03:15	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
03:30	0	0	0	2	3	1	2	0	0	0	0	0	0	0	8
03:45	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
	0	0	0	4	5	4	3	0	0	0	0	0	0	0	16
04:00	0	0	0	0	5	2	1	0	0	0	0	0	0	0	8
04:15	0	0	0	1	4	3	0	0	0	0	0	0	0	0	8
04:30	0	0	0	0	1	5	3	1	0	0	0	0	0	0	10
04:45	0	0	0	2	3	5	4	0	0	0	0	0	0	0	14
	0	0	0	3	13	15	8	1	0	0	0	0	0	0	40
05:00	0	0	0	1	4	3	6	2	0	0	0	0	0	0	16
05:15	0	0	1	1	2	10	8	1	0	0	0	0	0	0	23
05:30	0	0	1	4	6	21	9	2	0	0	0	0	0	0	43
05:45	0	0	1	4	10	17	10	1	0	0	0	0	0	0	43
	0	0	3	10	22	51	33	6	0	0	0	0	0	0	125
06:00	0	0	1	5	8	12	7	2	0	0	0	0	0	0	35
06:15	0	0	1	4	13	20	13	2	1	0	0	0	0	0	54
06:30	0	0	0	3	16	25	7	4	1	1	0	0	0	0	57
06:45	0	0	0	9	10	48	23	4	1	0	0	0	0	0	95
	0	0	2	21	47	105	50	12	3	1	0	0	0	0	241
07:00	0	0	0	7	27	36	23	2	1	0	0	0	0	0	96
07:15	0	0	1	7	18	38	30	7	1	0	0	0	0	0	102
07:30	0	0	1	14	27	44	30	4	0	0	0	0	0	0	120
07:45	0	1	0	6	24	59	31	3	1	0	0	0	0	0	125
	0	1	2	34	96	177	114	16	3	0	0	0	0	0	443
08:00	0	0	1	6	36	39	31	6	2	0	0	0	0	0	121
08:15	0	0	1	5	16	50	28	4	0	0	0	0	0	0	104
08:30	0	0	0	7	27	47	15	2	1	0	0	0	0	0	99
08:45	0	0	2	13	33	43	16	4	0	0	0	0	0	0	111
	0	0	4	31	112	179	90	16	3	0	0	0	0	0	435
09:00	0	0	6	8	26	26	14	4	0	0	0	0	0	0	84
09:15	0	0	3	13	19	37	19	3	0	0	0	0	0	0	94
09:30	1	0	3	16	26	41	15	2	0	0	0	0	0	0	104
09:45	0	0	3	10	25	35	14	4	1	0	0	0	0	0	92
	1	0	15	47	96	139	62	13	1	0	0	0	0	0	374
10:00	0	0	0	10	27	26	19	3	0	0	0	0	0	0	85
10:15	0	0	2	7	31	36	17	2	0	0	0	0	0	0	95
10:30	0	0	2	16	22	34	13	0	0	0	0	0	0	0	87
10:45	0	0	4	5	31	33	14	2	0	0	0	0	0	0	89
	0	0	8	38	111	129	63	7	0	0	0	0	0	0	356
11:00	0	0	1	14	26	46	20	2	0	0	0	0	0	0	109
11:15	0	0	4	19	33	38	7	1	1	0	0	0	0	0	103
11:30	0	0	3	14	44	37	8	3	1	0	0	0	0	0	110
11:45	0	0	4	19	34	38	14	2	1	0	0	0	0	0	112
	0	0	12	66	137	159	49	8	3	0	0	0	0	0	434
Total	1	1	49	269	662	999	492	81	13	1	0	0	0	0	2568

Reliable Traffic Data Services, LLC
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Volume / Speed Data

Site Code: 35210109
W Broad St (US29) west of Malone St

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	0	0	9	42	40	20	2	0	0	0	0	0	0	113
12:15	0	0	4	21	44	38	9	4	0	0	0	0	0	0	120
12:30	0	0	5	14	42	46	20	1	0	0	0	0	0	0	128
12:45	0	0	2	14	35	34	19	2	0	0	0	0	0	0	106
	0	0	11	58	163	158	68	9	0	0	0	0	0	0	467
13:00	0	0	0	14	45	31	12	1	0	0	0	0	0	0	103
13:15	0	0	4	17	38	39	17	2	0	0	0	0	0	0	117
13:30	0	0	4	18	46	42	23	2	0	0	0	0	0	0	135
13:45	0	0	4	19	39	47	16	2	0	0	0	0	0	0	127
	0	0	12	68	168	159	68	7	0	0	0	0	0	0	482
14:00	0	0	2	19	38	45	20	4	0	0	0	0	0	0	128
14:15	0	0	0	10	34	27	22	1	0	0	0	0	0	0	94
14:30	0	0	3	21	29	44	21	2	0	0	0	0	0	0	120
14:45	0	1	1	6	33	47	27	3	1	0	0	0	0	0	119
	0	1	6	56	134	163	90	10	1	0	0	0	0	0	461
15:00	0	0	1	13	33	47	27	4	0	0	0	0	0	0	125
15:15	1	0	2	21	44	49	26	3	0	0	0	0	0	0	146
15:30	0	0	1	10	44	58	33	4	1	0	0	0	0	0	151
15:45	0	0	4	14	36	36	27	6	0	0	0	0	0	0	123
	1	0	8	58	157	190	113	17	1	0	0	0	0	0	545
16:00	0	0	0	8	29	61	29	1	0	0	0	0	0	0	128
16:15	0	0	1	18	47	79	29	0	0	0	0	0	0	0	174
16:30	0	0	0	10	35	51	28	4	0	0	0	0	0	0	128
16:45	0	0	0	7	51	71	44	7	0	0	0	0	0	0	180
	0	0	1	43	162	262	130	12	0	0	0	0	0	0	610
17:00	0	0	1	24	39	77	26	2	0	0	0	0	0	0	169
17:15	0	0	3	22	37	63	26	5	0	0	0	0	0	0	156
17:30	0	0	1	27	43	63	31	2	0	0	0	0	0	0	167
17:45	0	0	0	18	38	60	51	12	2	0	0	0	0	0	181
	0	0	5	91	157	263	134	21	2	0	0	0	0	0	673
18:00	0	0	2	8	28	67	35	1	0	0	0	0	0	0	141
18:15	0	0	0	16	23	48	33	9	0	0	0	0	0	0	129
18:30	0	0	0	12	39	35	39	4	0	0	0	0	0	0	129
18:45	0	0	1	7	21	41	26	4	0	0	0	0	0	0	100
	0	0	3	43	111	191	133	18	0	0	0	0	0	0	499
19:00	0	0	0	8	31	43	26	4	1	0	0	0	0	0	113
19:15	0	0	0	7	35	39	16	3	1	0	0	0	0	0	101
19:30	0	0	3	15	12	44	16	1	0	0	0	0	0	0	91
19:45	0	0	0	6	17	38	14	1	0	0	0	0	0	0	76
	0	0	3	36	95	164	72	9	2	0	0	0	0	0	381
20:00	0	0	1	5	28	33	16	2	0	0	0	0	0	0	85
20:15	0	1	0	8	21	27	18	4	0	0	0	0	0	0	79
20:30	0	0	1	7	21	37	9	3	0	0	0	0	0	0	78
20:45	0	1	2	12	17	19	7	0	0	0	0	0	0	0	58
	0	2	4	32	87	116	50	9	0	0	0	0	0	0	300
21:00	0	0	6	6	9	28	10	1	0	0	0	0	0	0	60
21:15	0	0	4	5	20	23	4	1	0	0	0	0	0	0	57
21:30	0	0	0	3	21	23	9	0	0	0	0	0	0	0	56
21:45	0	0	0	8	16	20	6	1	0	0	0	0	0	0	51
	0	0	10	22	66	94	29	3	0	0	0	0	0	0	224
22:00	0	0	0	1	12	21	5	0	0	0	0	0	0	0	39
22:15	0	0	1	3	13	13	5	0	0	0	0	0	0	0	35
22:30	0	0	1	4	12	13	8	1	0	0	0	0	0	0	39
22:45	0	0	2	1	4	16	3	0	1	0	0	0	0	0	27
	0	0	4	9	41	63	21	1	1	0	0	0	0	0	140
23:00	0	0	0	2	9	17	2	1	0	0	0	0	0	0	31
23:15	0	0	1	1	10	13	7	1	1	0	0	0	0	0	34
23:30	0	0	0	2	4	6	2	1	1	0	0	0	0	0	16
23:45	0	0	0	2	5	6	1	1	0	0	0	0	0	0	15
	0	0	1	7	28	42	12	4	2	0	0	0	0	0	96
Total	1	3	68	523	1369	1865	920	120	9	0	0	0	0	0	4878
Grand Total	2	4	117	792	2031	2864	1412	201	22	1	0	0	0	0	7446

15th Percentile :	31 MPH
50th Percentile :	37 MPH
85th Percentile :	42 MPH
95th Percentile :	45 MPH

Stats

Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	31-40 MPH
Number in Pace :	4895
Percent in Pace :	65.7%
Number of Vehicles > 35 MPH :	4500
Percent of Vehicles > 35 MPH :	60.4%

Reliable Traffic Data Services, LLC

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Classification Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
5/13/14	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
00:15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	10
00:30	0	9	0	1	0	0	0	0	0	0	0	0	0	0	10
00:45	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
	0	38	0	2	2	0	0	1	0	0	0	0	0	0	43
01:00	0	8	0	0	2	1	0	0	0	0	0	0	0	0	11
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
01:45	0	6	0	1	0	0	0	0	0	0	0	0	0	0	7
	0	21	0	2	2	1	0	1	0	0	0	0	0	0	27
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	1	0	0	0	0	0	0	4
	0	17	0	0	0	0	0	2	0	0	0	0	0	0	19
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
	0	15	0	0	2	1	0	0	0	0	0	0	0	0	18
04:00	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
04:15	0	16	0	0	2	0	0	0	0	0	0	0	0	0	18
04:30	0	16	4	1	0	0	0	2	0	0	0	0	0	0	23
04:45	0	26	2	0	5	0	0	1	0	0	0	0	0	0	34
	0	62	6	1	7	0	0	4	0	0	0	0	0	0	80
05:00	0	27	6	2	0	0	0	0	0	0	0	0	0	0	35
05:15	0	27	4	1	7	0	0	0	0	0	0	0	0	0	39
05:30	1	35	4	2	2	0	0	0	0	0	0	0	0	0	44
05:45	0	34	15	1	2	0	0	1	0	0	0	0	0	0	53
	1	123	29	6	11	0	0	1	0	0	0	0	0	0	171
06:00	0	56	8	1	2	0	0	1	0	0	0	0	0	0	68
06:15	0	63	12	2	5	0	0	1	0	0	0	0	0	0	83
06:30	0	86	20	1	5	0	0	1	0	0	1	0	0	0	114
06:45	1	86	15	2	0	0	0	4	0	0	0	0	0	0	108
	1	291	55	6	12	0	0	7	0	0	1	0	0	0	373
07:00	0	118	20	3	11	0	0	1	0	0	0	0	0	0	153
07:15	0	161	25	3	14	0	0	3	0	0	0	0	0	0	206
07:30	0	177	28	3	9	0	0	2	0	0	0	0	0	0	219
07:45	0	165	18	3	16	0	0	1	0	0	2	1	0	0	206
	0	621	91	12	50	0	0	7	0	0	2	1	0	0	784
08:00	0	136	24	5	13	1	0	1	0	0	0	0	0	0	180
08:15	0	118	24	5	22	0	0	2	0	0	0	0	0	0	171
08:30	0	97	14	13	4	1	0	2	0	0	0	0	0	0	131
08:45	0	78	15	6	16	0	0	1	0	0	0	0	0	0	116
	0	429	77	29	55	2	0	6	0	0	0	0	0	0	598
09:00	0	78	15	3	13	0	0	1	1	0	0	0	0	0	111
09:15	1	69	14	6	11	0	0	4	0	0	0	0	0	0	105
09:30	0	119	20	1	13	0	0	1	1	0	0	0	0	0	155
09:45	0	103	15	2	16	1	0	5	0	0	0	0	0	0	142
	1	369	64	12	53	1	0	11	2	0	0	0	0	0	513
10:00	0	100	10	1	9	1	0	3	1	0	0	0	0	0	125
10:15	0	80	15	2	13	0	0	2	0	0	0	0	0	0	112
10:30	0	69	15	0	9	1	0	5	0	0	0	0	0	0	99
10:45	0	85	15	2	2	0	0	1	2	0	0	0	0	0	107
	0	334	55	5	33	2	0	11	3	0	0	0	0	0	443
11:00	0	102	24	0	9	0	0	1	0	0	0	0	0	0	136
11:15	0	100	20	0	7	1	0	0	0	0	1	0	0	0	129
11:30	0	90	24	1	5	0	0	4	0	0	0	0	0	0	124
11:45	1	94	15	2	13	0	0	4	1	0	0	0	0	0	130
	1	386	83	3	34	1	0	9	1	0	1	0	0	0	519
Total	4	2706	460	78	261	8	0	60	6	0	4	1	0	0	3588
Percent	0.1%	75.4%	12.8%	2.2%	7.3%	0.2%	0.0%	1.7%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	0	102	24	1	22	1	0	3	0	0	1	0	0	0	154
12:15	0	122	24	0	7	0	0	2	0	0	0	0	0	0	155
12:30	0	100	24	1	16	0	0	0	0	0	1	0	0	0	142
12:45	0	104	20	3	14	1	0	3	0	0	0	0	0	0	145
	0	428	92	5	59	2	0	8	0	0	2	0	0	0	596
13:00	0	103	15	3	9	0	0	1	0	0	1	0	0	0	132
13:15	0	103	24	3	11	0	0	2	1	0	0	0	0	0	144
13:30	0	123	15	0	16	0	0	1	0	0	1	0	0	0	156
13:45	0	116	28	0	9	1	0	6	0	0	0	0	0	0	160
	0	445	82	6	45	1	0	10	1	0	2	0	0	0	592
14:00	0	82	15	1	9	1	0	4	1	0	0	0	0	0	113
14:15	0	104	18	2	14	1	0	0	0	0	0	0	0	0	139
14:30	0	139	18	9	11	0	0	6	0	0	0	0	0	0	183
14:45	0	136	20	3	18	0	0	3	0	0	0	0	0	0	180
	0	461	71	15	52	2	0	13	1	0	0	0	0	0	615
15:00	1	139	18	2	9	1	0	2	1	0	0	0	0	0	173
15:15	0	112	20	1	7	0	0	0	0	0	0	0	0	0	140
15:30	0	102	18	1	9	1	0	0	2	0	0	0	0	0	133
15:45	0	126	15	6	11	0	0	2	0	0	0	0	0	0	160
	1	479	71	10	36	2	0	4	3	0	0	0	0	0	606
16:00	2	126	18	2	14	1	0	2	0	0	0	0	0	0	165
16:15	0	124	15	5	9	1	0	0	0	0	0	0	0	0	154
16:30	0	128	20	0	5	0	0	2	0	0	1	0	0	0	156
16:45	0	120	20	8	9	0	0	0	0	0	0	0	0	0	157
	2	498	73	15	37	2	0	4	0	0	1	0	0	0	632
17:00	0	111	12	8	11	1	0	4	0	0	0	0	0	0	147
17:15	0	107	14	1	5	2	0	2	1	0	0	0	0	0	132
17:30	0	108	14	3	7	1	0	0	0	0	0	0	0	0	133
17:45	0	110	20	2	5	0	0	0	0	0	0	0	0	0	137
	0	436	60	14	28	4	0	6	1	0	0	0	0	0	549
18:00	0	110	12	1	5	1	0	3	2	0	1	0	0	0	135
18:15	0	100	15	0	2	0	0	1	0	0	0	0	0	0	118
18:30	0	103	15	3	5	0	0	1	1	0	0	0	0	0	128
18:45	0	100	15	1	5	1	0	2	0	0	0	0	0	0	124
	0	413	57	5	17	2	0	7	3	0	1	0	0	0	505
19:00	0	90	8	1	9	1	0	1	0	0	0	0	0	0	110
19:15	0	110	15	2	11	0	0	1	1	0	0	0	0	0	140
19:30	0	102	12	1	0	0	0	1	0	0	0	0	0	0	116
19:45	0	80	6	0	2	0	0	2	0	0	0	0	0	0	90
	0	382	41	4	22	1	0	5	1	0	0	0	0	0	456
20:00	0	94	12	2	2	0	0	0	0	0	0	0	0	0	110
20:15	0	89	8	0	7	1	0	0	0	0	0	0	0	0	105
20:30	0	74	8	2	2	0	0	0	0	0	0	0	0	0	86
20:45	1	65	8	1	2	1	0	1	0	0	0	0	0	0	79
	1	322	36	5	13	2	0	1	0	0	0	0	0	0	380
21:00	0	76	8	0	4	0	0	0	0	0	0	0	0	0	88
21:15	0	65	4	1	4	0	0	0	0	0	0	0	0	0	74
21:30	0	50	6	1	0	0	0	0	0	0	0	0	0	0	57
21:45	0	55	8	1	2	0	0	0	0	0	0	0	0	0	66
	0	246	26	3	10	0	0	0	0	0	0	0	0	0	285
22:00	0	48	8	1	4	0	0	0	0	0	0	0	0	0	61
22:15	0	37	4	0	0	0	0	0	0	0	0	0	0	0	41
22:30	0	28	4	0	5	0	0	1	0	0	0	0	0	0	38
22:45	0	26	0	1	4	0	0	0	0	0	0	0	0	0	31
	0	139	16	2	13	0	0	1	0	0	0	0	0	0	171
23:00	0	24	2	1	0	0	0	1	0	0	0	0	0	0	28
23:15	0	22	2	1	2	0	0	0	0	0	0	0	0	0	27
23:30	0	18	0	0	2	0	0	0	0	0	0	0	0	0	20
23:45	0	23	4	1	0	0	0	0	0	0	0	0	0	0	28
	0	87	8	3	4	0	0	1	0	0	0	0	0	0	103
Total	4	4336	633	87	336	18	0	60	10	0	6	0	0	0	5490
Percent	0.1%	79.0%	11.5%	1.6%	6.1%	0.3%	0.0%	1.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	
Grand Total	8	7042	1093	165	597	26	0	120	16	0	10	1	0	0	9078
Percent	0.1%	77.6%	12.0%	1.8%	6.6%	0.3%	0.0%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	

Reliable Traffic Data Services, LLC

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Classification Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
5/13/14	0	29	4	2	1	0	0	1	0	0	0	0	0	0	37
00:15	0	14	7	0	2	0	0	1	0	0	0	0	0	0	24
00:30	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
00:45	0	6	1	1	0	0	0	0	0	0	0	0	0	0	8
	0	62	14	3	3	0	0	2	0	0	0	0	0	0	84
01:00	0	14	1	0	0	0	0	1	0	0	0	0	0	0	16
01:15	0	14	2	0	0	0	0	1	0	0	0	0	0	0	17
01:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
	0	44	6	0	1	0	0	2	0	0	0	0	0	0	53
02:00	0	8	1	1	0	0	0	0	0	0	0	0	0	0	10
02:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
02:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	27	4	1	0	0	0	0	0	0	0	0	0	0	32
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
04:00	0	11	1	1	0	0	0	0	0	0	0	0	0	0	13
04:15	0	4	2	3	0	1	0	0	0	0	0	0	0	0	10
04:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
04:45	0	11	1	2	0	0	0	0	0	0	0	0	0	0	14
	0	37	5	6	1	1	0	0	0	0	0	0	0	0	50
05:00	0	11	5	1	2	0	0	0	0	0	0	0	0	0	19
05:15	0	11	3	1	1	0	0	0	0	0	0	0	0	0	16
05:30	0	29	4	1	2	0	0	0	0	0	0	0	0	0	36
05:45	0	21	3	3	2	0	0	1	0	0	0	0	0	0	30
	0	72	15	6	7	0	0	1	0	0	0	0	0	0	101
06:00	0	35	3	2	0	0	0	0	0	0	0	0	0	0	40
06:15	0	41	5	3	8	1	0	0	0	0	0	0	0	0	58
06:30	0	49	9	3	4	2	0	1	0	0	0	0	0	0	68
06:45	0	88	9	3	9	0	0	2	0	0	0	0	0	0	111
	0	213	26	11	21	3	0	3	0	0	0	0	0	0	277
07:00	0	92	18	3	8	0	0	0	0	0	0	0	0	0	121
07:15	0	101	24	2	5	0	0	2	0	0	0	0	0	0	134
07:30	0	99	27	7	10	1	0	2	0	0	0	0	0	0	146
07:45	0	113	15	3	6	0	0	2	0	0	0	0	0	0	139
	0	405	84	15	29	1	0	6	0	0	0	0	0	0	540
08:00	0	85	23	2	9	0	0	1	0	0	0	0	0	0	120
08:15	0	70	11	3	10	0	0	4	0	0	0	0	0	0	98
08:30	0	57	14	6	4	0	0	3	0	0	0	0	0	0	84
08:45	0	64	20	3	11	0	0	2	0	0	0	0	0	0	100
	0	276	68	14	34	0	0	10	0	0	0	0	0	0	402
09:00	1	60	9	1	10	0	0	0	0	0	0	0	0	0	81
09:15	2	59	13	3	10	0	0	2	0	0	0	0	0	0	89
09:30	0	71	17	0	12	1	0	2	0	0	0	0	0	0	103
09:45	0	80	10	1	10	0	0	1	0	0	0	0	0	0	102
	3	270	49	5	42	1	0	5	0	0	0	0	0	0	375
10:00	0	69	12	0	9	0	0	3	0	0	0	0	0	0	93
10:15	0	77	13	0	8	0	2	1	0	0	0	0	0	0	101
10:30	1	62	13	1	10	0	0	1	0	0	0	0	0	0	88
10:45	0	60	10	1	12	0	0	4	0	0	1	0	0	0	88
	1	268	48	2	39	0	2	9	0	0	1	0	0	0	370
11:00	0	85	15	2	7	0	0	1	0	0	0	0	0	0	110
11:15	0	78	23	2	12	0	0	3	0	0	0	0	0	0	118
11:30	0	108	16	1	7	1	0	2	0	0	1	0	0	0	136
11:45	0	78	15	3	16	0	0	1	0	0	0	0	0	0	113
	0	349	69	8	42	1	0	7	0	0	1	0	0	0	477
Total	4	2039	392	71	220	7	2	45	0	0	2	0	0	0	2782
Percent	0.1%	73.3%	14.1%	2.6%	7.9%	0.3%	0.1%	1.6%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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Classification Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12 PM	2	83	21	1	10	0	0	2	0	0	0	0	0	0	119
12:15	2	111	14	4	10	0	0	1	0	0	0	0	0	0	142
12:30	0	92	25	0	10	1	0	4	0	0	0	0	0	0	132
12:45	0	102	14	3	14	0	0	4	0	0	0	0	0	0	137
	4	388	74	8	44	1	0	11	0	0	0	0	0	0	530
13:00	0	99	18	2	14	0	0	3	2	0	0	0	0	0	138
13:15	0	99	19	3	12	1	0	3	0	0	0	0	0	0	137
13:30	2	104	17	3	11	0	0	2	0	0	0	0	0	0	139
13:45	3	109	17	1	12	0	0	3	0	0	0	0	0	0	145
	5	411	71	9	49	1	0	11	2	0	0	0	0	0	559
14:00	3	108	16	6	14	0	1	4	0	0	1	0	0	0	153
14:15	0	102	15	2	8	0	0	3	0	0	0	0	0	0	130
14:30	1	120	34	1	14	0	0	2	0	0	0	0	0	0	172
14:45	0	99	25	2	10	0	0	3	0	0	0	0	0	0	139
	4	429	90	11	46	0	1	12	0	0	1	0	0	0	594
15:00	0	111	26	1	8	0	0	1	0	0	0	0	0	0	147
15:15	0	132	26	3	10	1	0	2	0	0	0	0	0	0	174
15:30	0	125	21	0	18	0	0	3	0	0	0	0	0	0	167
15:45	0	147	26	3	14	1	0	1	0	0	0	0	0	0	192
	0	515	99	7	50	2	0	7	0	0	0	0	0	0	680
16:00	0	158	23	7	8	1	0	1	0	0	0	0	0	0	198
16:15	0	147	23	7	11	1	0	2	0	0	0	0	0	0	191
16:30	2	144	28	2	10	0	0	0	0	0	0	0	0	0	186
16:45	0	161	28	1	14	0	0	2	0	0	1	0	0	0	207
	2	610	102	17	43	2	0	5	0	0	1	0	0	0	782
17:00	3	144	28	4	14	0	0	3	0	0	0	0	0	0	196
17:15	0	220	29	3	16	1	0	1	0	0	0	1	0	0	271
17:30	0	190	35	1	16	3	0	2	0	0	0	0	0	0	247
17:45	0	160	33	3	14	0	0	1	0	0	1	0	0	0	212
	3	714	125	11	60	4	0	7	0	0	1	1	0	0	926
18:00	0	147	37	3	10	0	0	1	0	0	0	0	0	0	198
18:15	0	141	33	2	12	0	0	3	0	0	0	0	0	0	191
18:30	1	119	27	0	9	2	0	1	0	0	0	0	0	0	159
18:45	1	158	22	3	7	0	0	2	0	0	0	0	0	0	193
	2	565	119	8	38	2	0	7	0	0	0	0	0	0	741
19:00	1	116	17	2	9	1	0	2	0	0	0	0	0	0	148
19:15	0	113	22	0	7	0	0	0	0	0	0	0	0	0	142
19:30	0	102	21	2	9	0	0	0	0	0	0	0	0	0	134
19:45	0	83	16	1	7	0	0	1	0	0	0	0	0	0	108
	1	414	76	5	32	1	0	3	0	0	0	0	0	0	532
20:00	0	88	18	0	6	0	0	1	0	0	0	0	0	0	113
20:15	0	92	17	0	8	0	0	0	0	0	0	0	0	0	117
20:30	0	87	16	2	8	0	0	1	0	0	0	0	0	0	114
20:45	0	80	15	0	6	0	0	0	0	0	0	0	0	0	101
	0	347	66	2	28	0	0	2	0	0	0	0	0	0	445
21:00	0	78	20	2	5	0	0	1	0	0	0	0	0	0	106
21:15	0	74	11	0	4	0	0	0	1	0	0	0	0	0	90
21:30	0	78	11	2	4	0	0	1	0	0	0	0	0	0	96
21:45	2	42	11	0	5	0	0	0	0	0	0	0	0	0	60
	2	272	53	4	18	0	0	2	1	0	0	0	0	0	352
22:00	0	49	9	0	4	0	0	0	0	0	0	0	0	0	62
22:15	0	48	8	1	3	0	0	1	0	0	0	0	0	0	61
22:30	0	29	10	1	3	0	0	0	0	0	0	0	0	0	43
22:45	0	43	8	1	2	0	0	0	0	0	0	0	0	0	54
	0	169	35	3	12	0	0	1	0	0	0	0	0	0	220
23:00	0	34	4	2	2	0	0	0	0	0	0	0	0	0	42
23:15	0	46	5	0	1	0	0	0	0	0	0	0	0	0	52
23:30	0	20	5	1	0	0	0	0	0	0	0	0	0	0	26
23:45	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
	0	121	17	3	3	0	0	0	0	0	0	0	0	0	144
Total	23	4955	927	88	423	13	1	68	3	0	3	1	0	0	6505
Percent	0.4%	76.2%	14.3%	1.4%	6.5%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	27	6994	1319	159	643	20	3	113	3	0	5	1	0	0	9287
Percent	0.3%	75.3%	14.2%	1.7%	6.9%	0.2%	0.0%	1.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

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Volume / Speed Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
5/13/14	0	0	0	0	0	4	3	4	1	0	0	0	0	0	12
00:15	0	0	0	0	2	4	3	2	1	0	0	0	0	0	12
00:30	0	0	0	0	0	2	4	2	1	1	0	0	0	0	10
00:45	0	0	0	0	3	1	4	2	0	0	0	0	0	0	10
	0	0	0	0	5	11	14	10	3	1	0	0	0	0	44
01:00	1	0	1	1	1	1	3	2	0	0	0	0	0	0	10
01:15	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
01:30	0	0	0	0	1	1	1	3	0	0	0	0	0	0	6
01:45	0	0	0	0	0	2	3	0	2	0	0	0	0	0	7
	1	0	1	1	2	5	8	8	2	0	0	0	0	0	28
02:00	0	0	0	0	0	2	0	1	1	0	0	0	0	0	4
02:15	0	0	0	0	0	2	5	1	0	0	0	0	0	0	8
02:30	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	1	1	1	2	0	0	0	0	0	0	5
	0	0	0	0	2	7	6	4	1	0	0	0	0	0	20
03:00	0	0	0	0	0	1	1	3	0	0	0	0	0	0	5
03:15	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
03:30	0	0	0	0	0	0	4	2	0	0	0	0	0	0	6
03:45	0	0	0	0	1	0	1	2	1	0	0	0	0	0	5
	0	0	0	0	1	2	8	8	1	0	0	0	0	0	20
04:00	0	0	0	0	1	1	2	1	0	0	0	0	0	0	5
04:15	0	0	0	0	0	2	6	4	4	0	0	0	0	0	16
04:30	0	0	0	1	1	3	9	5	2	0	0	0	0	0	21
04:45	0	0	1	1	5	1	7	15	3	0	0	0	0	0	33
	0	0	1	2	7	7	24	25	9	0	0	0	0	0	75
05:00	0	0	0	4	5	4	12	9	2	0	0	0	0	0	36
05:15	0	0	0	0	0	7	20	7	2	0	0	0	0	0	36
05:30	1	1	1	0	4	9	15	13	2	0	0	0	0	0	46
05:45	0	0	0	2	4	13	15	16	3	1	0	0	0	0	54
	1	1	1	6	13	33	62	45	9	1	0	0	0	0	172
06:00	0	0	0	2	2	17	31	10	4	0	0	0	0	0	66
06:15	0	0	0	1	3	12	26	30	8	1	0	0	0	0	81
06:30	0	0	0	2	2	9	42	42	16	0	0	0	0	0	113
06:45	0	0	0	1	3	13	29	40	24	1	0	0	0	0	111
	0	0	0	6	10	51	128	122	52	2	0	0	0	0	371
07:00	0	0	0	0	1	13	70	47	19	2	0	0	0	0	152
07:15	0	0	0	1	7	23	66	77	27	3	2	0	0	0	206
07:30	0	0	0	0	7	42	68	70	31	2	0	0	0	0	220
07:45	0	0	0	0	5	24	89	76	10	0	0	0	0	0	204
	0	0	0	1	20	102	293	270	87	7	2	0	0	0	782
08:00	0	0	0	0	8	36	65	52	14	4	0	0	0	0	179
08:15	0	0	0	1	6	22	70	48	14	2	0	0	0	0	163
08:30	0	0	0	1	5	22	49	39	10	3	0	0	0	0	129
08:45	0	0	0	0	5	26	35	33	12	1	0	0	0	0	112
	0	0	0	2	24	106	219	172	50	10	0	0	0	0	583
09:00	0	0	0	0	7	19	43	21	15	3	0	0	0	0	108
09:15	0	0	0	1	8	30	23	31	5	2	0	0	0	0	100
09:30	0	0	1	2	8	24	64	43	9	0	0	0	0	0	151
09:45	0	0	0	1	6	31	56	31	10	3	0	0	0	0	138
	0	0	1	4	29	104	186	126	39	8	0	0	0	0	497
10:00	0	0	0	3	6	17	50	34	13	1	0	0	0	0	124
10:15	0	0	0	0	4	25	47	26	5	0	0	0	0	0	107
10:30	0	0	0	1	6	26	38	23	4	0	0	0	0	0	98
10:45	0	0	0	3	9	31	42	19	2	1	0	0	0	0	107
	0	0	0	7	25	99	177	102	24	2	0	0	0	0	436
11:00	0	0	0	3	6	23	56	35	10	1	0	0	0	0	134
11:15	0	0	0	1	6	25	62	28	6	0	0	0	0	0	128
11:30	0	0	0	1	7	31	56	27	4	0	0	0	0	0	126
11:45	0	0	0	0	8	46	44	25	4	0	0	0	0	0	127
	0	0	0	5	27	125	218	115	24	1	0	0	0	0	515
Total	2	1	4	34	165	652	1343	1007	301	32	2	0	0	0	3543

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Volume / Speed Data

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Eastbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	0	0	0	2	17	34	63	24	6	1	0	0	0	0	147
12:15	0	0	0	3	10	37	66	36	5	0	0	0	0	0	157
12:30	0	0	0	1	15	37	61	22	4	0	0	0	0	0	140
12:45	0	0	0	0	5	38	58	30	10	1	0	0	0	0	142
	0	0	0	6	47	146	248	112	25	2	0	0	0	0	586
13:00	0	0	0	1	8	29	46	37	12	0	0	0	0	0	133
13:15	0	0	0	1	7	30	55	34	17	0	0	0	0	0	144
13:30	0	0	0	1	9	34	68	38	4	0	0	0	0	0	154
13:45	2	29	4	2	14	30	50	22	3	0	0	0	0	0	156
	2	29	4	5	38	123	219	131	36	0	0	0	0	0	587
14:00	0	0	0	1	8	39	38	21	5	0	0	0	0	0	112
14:15	0	0	1	3	9	31	56	29	7	0	0	0	0	0	136
14:30	0	0	0	0	9	29	88	47	7	2	0	0	0	0	182
14:45	0	0	0	2	14	55	60	43	4	1	0	0	0	0	179
	0	0	1	6	40	154	242	140	23	3	0	0	0	0	609
15:00	0	0	0	2	13	44	61	45	8	0	0	0	0	0	173
15:15	0	0	0	1	7	26	57	38	8	2	0	0	0	0	139
15:30	0	0	0	0	2	18	58	40	15	0	0	0	0	0	133
15:45	0	0	0	0	8	40	61	42	8	3	0	0	0	0	162
	0	0	0	3	30	128	237	165	39	5	0	0	0	0	607
16:00	1	0	0	0	7	29	63	44	16	4	0	0	0	0	164
16:15	0	0	0	0	3	25	68	41	18	1	0	0	0	0	156
16:30	0	0	0	0	12	39	61	40	8	1	0	0	0	0	161
16:45	0	0	0	1	3	29	67	46	8	1	0	0	0	0	155
	1	0	0	1	25	122	259	171	50	7	0	0	0	0	636
17:00	0	0	0	0	6	25	48	62	4	0	1	0	0	0	146
17:15	0	0	3	1	2	20	48	41	18	0	0	0	0	0	133
17:30	0	0	0	0	5	24	47	42	14	1	1	0	0	0	134
17:45	0	0	0	0	0	23	55	45	13	3	0	0	0	0	139
	0	0	3	1	13	92	198	190	49	4	2	0	0	0	552
18:00	0	0	0	0	1	17	43	53	20	2	0	0	0	0	136
18:15	0	0	0	1	5	14	49	35	10	5	0	0	0	0	119
18:30	0	1	0	0	3	22	47	43	12	1	0	0	0	0	129
18:45	0	0	0	0	3	22	50	36	10	2	0	0	0	0	123
	0	1	0	1	12	75	189	167	52	10	0	0	0	0	507
19:00	0	0	0	1	4	16	53	25	9	0	0	0	0	0	108
19:15	0	0	0	0	6	26	58	39	10	0	0	0	0	0	139
19:30	0	0	0	0	8	30	45	24	9	0	0	0	0	0	116
19:45	0	0	0	0	10	16	34	29	2	0	0	0	0	0	91
	0	0	0	1	28	88	190	117	30	0	0	0	0	0	454
20:00	0	0	0	1	4	20	52	27	5	1	0	0	0	0	110
20:15	0	0	0	1	1	21	43	27	10	0	0	0	0	0	103
20:30	0	0	0	4	5	14	31	27	4	1	0	0	0	0	86
20:45	0	0	1	1	5	24	28	21	0	0	0	0	0	0	80
	0	0	1	7	15	79	154	102	19	2	0	0	0	0	379
21:00	0	0	0	3	8	34	34	8	2	0	0	0	0	0	89
21:15	0	0	0	1	3	23	26	15	5	0	0	0	0	0	73
21:30	0	0	0	2	7	17	18	13	2	0	0	0	0	0	59
21:45	0	0	0	2	5	16	31	10	0	0	0	0	0	0	64
	0	0	0	8	23	90	109	46	9	0	0	0	0	0	285
22:00	0	0	0	3	6	18	19	9	5	0	0	0	0	0	60
22:15	0	0	0	1	2	14	14	9	2	0	0	0	0	0	42
22:30	0	0	0	0	4	17	16	2	0	0	0	0	0	0	39
22:45	1	0	0	0	2	14	6	6	2	0	0	0	0	0	31
	1	0	0	4	14	63	55	26	9	0	0	0	0	0	172
23:00	0	0	0	0	1	5	16	5	1	0	0	0	0	0	28
23:15	0	0	0	0	1	8	7	7	2	0	0	0	0	0	25
23:30	0	0	0	0	1	4	7	5	2	0	0	0	0	0	19
23:45	0	0	0	0	0	7	10	7	2	0	0	0	0	0	26
	0	0	0	0	3	24	40	24	7	0	0	0	0	0	98
Total	4	30	9	43	288	1184	2140	1391	348	33	2	0	0	0	5472
Grand Total	6	31	13	77	453	1836	3483	2398	649	65	4	0	0	0	9015

15th Percentile :	38 MPH
50th Percentile :	44 MPH
85th Percentile :	49 MPH
95th Percentile :	53 MPH

Stats

Mean Speed(Average) :	43 MPH
10 MPH Pace Speed :	41-50 MPH
Number in Pace :	5881
Percent in Pace :	65.2%
Number of Vehicles > 45 MPH :	3116
Percent of Vehicles > 45 MPH :	34.6%

Volume / Speed Data

Reliable Traffic Data Services, LLC
Tel: (770) 578-8158 Fax: (770) 578-8159
info@reliabletraffic.org | www.reliabletraffic.org

Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
5/13/14	0	0	0	0	2	2	7	10	10	1	1	0	0	0	33
00:15	0	0	0	0	0	1	7	14	2	3	1	0	0	0	28
00:30	0	0	0	0	0	0	3	8	1	3	0	0	0	0	15
00:45	0	0	0	0	0	1	3	1	1	1	0	0	0	0	7
	0	0	0	0	2	4	20	33	14	8	2	0	0	0	83
01:00	0	0	0	0	1	3	3	4	0	1	1	0	0	0	13
01:15	0	0	0	0	0	0	12	4	0	0	0	0	0	0	16
01:30	0	0	0	0	0	0	2	4	2	1	0	0	0	0	9
01:45	0	0	0	0	0	0	1	6	0	1	0	1	0	0	9
	0	0	0	0	1	3	18	18	2	3	1	1	0	0	47
02:00	0	0	0	0	1	1	0	2	4	0	0	0	0	0	8
02:15	0	0	0	0	2	3	2	0	1	1	1	0	0	0	10
02:30	0	0	0	0	0	1	1	1	1	1	1	0	0	0	6
02:45	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
	0	0	0	0	3	5	3	3	8	2	3	0	0	0	27
03:00	0	0	0	0	0	1	2	1	2	0	0	1	0	0	7
03:15	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
03:30	0	0	0	0	0	1	2	4	0	1	0	0	0	0	8
03:45	0	0	0	0	0	0	1	3	0	0	0	0	0	0	4
	0	0	0	0	0	3	7	8	3	1	0	1	0	0	23
04:00	0	0	0	0	0	2	2	4	3	0	0	0	0	0	11
04:15	0	0	0	0	1	1	4	2	3	1	0	0	0	0	12
04:30	0	0	0	0	0	2	1	4	1	1	1	0	0	0	10
04:45	0	0	0	0	0	1	2	6	3	1	0	0	0	0	13
	0	0	0	0	1	6	9	16	10	3	1	0	0	0	46
05:00	0	0	0	0	0	1	6	4	9	3	0	0	0	0	23
05:15	0	0	0	0	0	2	2	6	6	2	0	0	0	0	18
05:30	0	0	0	0	0	2	11	11	7	1	1	0	0	0	33
05:45	0	0	0	0	0	4	4	8	9	3	1	0	0	0	29
	0	0	0	0	0	9	23	29	31	9	2	0	0	0	103
06:00	0	0	0	0	1	0	6	12	11	3	1	1	0	0	35
06:15	0	0	0	1	1	6	11	19	14	9	0	0	0	0	61
06:30	0	0	0	1	3	4	13	11	23	8	4	1	0	0	68
06:45	0	0	0	0	0	1	18	39	33	12	3	1	0	0	107
	0	0	0	2	5	11	48	81	81	32	8	3	0	0	271
07:00	0	0	0	0	1	4	18	37	41	12	6	2	0	0	121
07:15	0	1	0	0	2	4	15	31	44	22	12	1	0	0	132
07:30	0	0	0	0	4	6	24	54	28	25	11	1	0	0	153
07:45	1	1	1	0	4	11	20	28	44	14	6	0	0	0	130
	1	2	1	0	11	25	77	150	157	73	35	4	0	0	536
08:00	0	0	0	1	0	10	24	34	39	13	6	1	0	0	128
08:15	1	0	0	1	2	3	18	28	30	14	4	1	0	0	102
08:30	0	0	0	0	1	6	12	26	25	12	2	0	0	0	84
08:45	0	0	0	1	1	3	19	33	34	13	8	1	0	0	113
	1	0	0	3	4	22	73	121	128	52	20	3	0	0	427
09:00	2	0	0	0	0	2	21	39	13	6	1	1	0	0	85
09:15	4	0	0	1	2	12	19	26	19	7	4	1	0	0	95
09:30	0	0	0	0	3	8	21	42	23	15	0	0	0	0	112
09:45	0	1	0	1	3	9	21	29	23	12	1	0	0	0	100
	6	1	0	2	8	31	82	136	78	40	6	2	0	0	392
10:00	1	0	0	0	0	10	21	28	22	11	1	1	0	0	95
10:15	2	0	0	0	1	11	28	26	25	7	0	1	0	0	101
10:30	1	0	0	0	1	9	25	30	19	7	1	0	0	0	93
10:45	1	0	0	1	0	9	21	30	19	8	6	0	0	0	95
	5	0	0	1	2	39	95	114	85	33	8	2	0	0	384
11:00	0	0	1	0	4	8	24	35	24	10	1	1	0	0	108
11:15	0	0	2	0	0	7	30	42	32	15	2	1	0	0	131
11:30	0	0	0	0	0	12	34	39	28	14	1	2	0	0	130
11:45	0	0	0	1	4	10	35	36	28	9	0	0	0	0	123
	0	0	3	1	8	37	123	152	112	48	4	4	0	0	492
Total	13	3	4	9	45	195	578	861	709	304	90	20	0	0	2831

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Volume / Speed Data

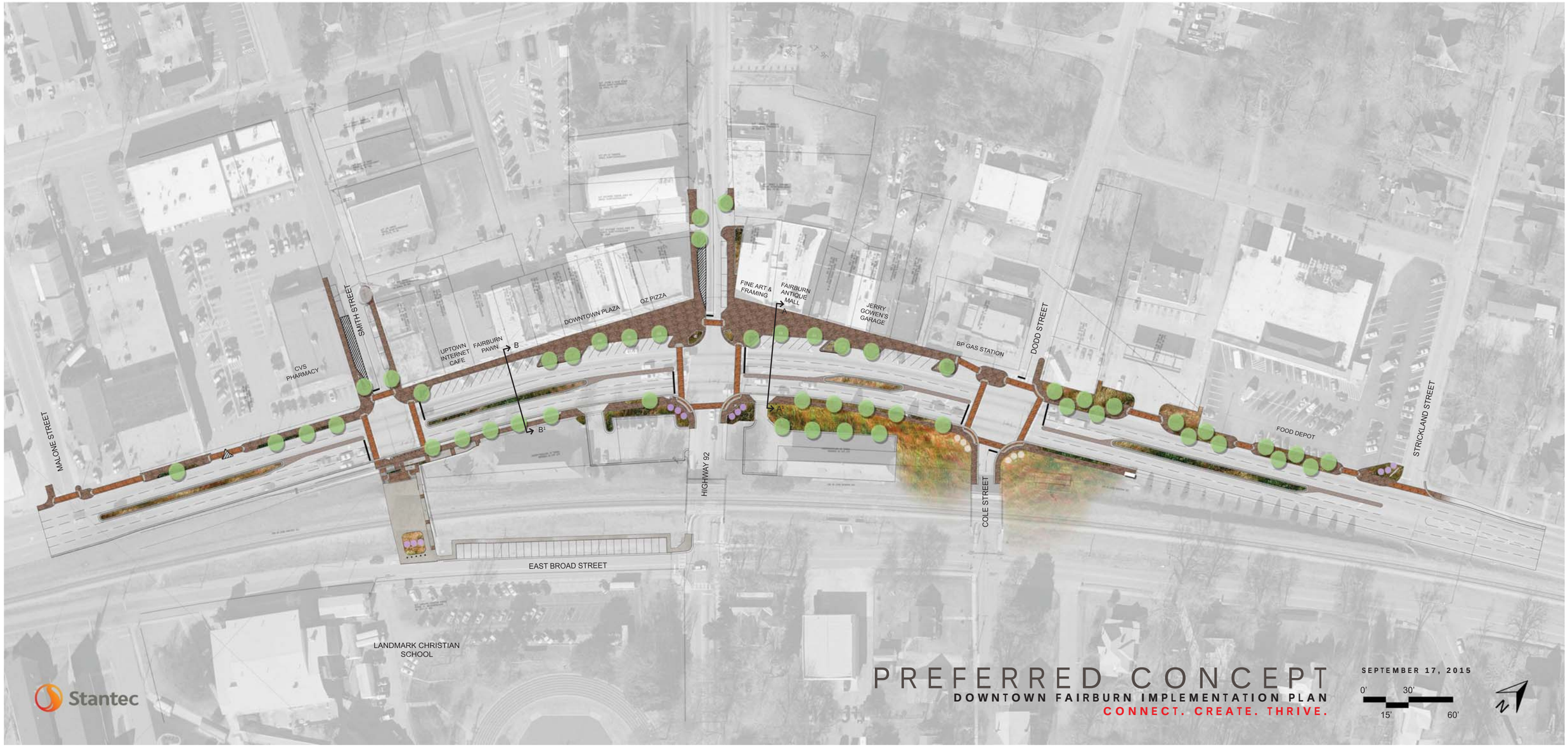
Site Code: 35210110
W Broad St (US29) west of Shaw Dr

Westbound

Start Time	0 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 9999	Total
12 PM	1	1	0	0	0	15	41	37	22	7	1	0	0	0	125
12:15	2	0	0	0	6	15	36	39	29	9	0	1	0	0	137
12:30	0	0	1	0	1	6	30	59	26	12	4	0	0	0	139
12:45	0	0	0	0	7	8	35	52	29	3	2	1	0	0	137
	3	1	1	0	14	44	142	187	106	31	7	2	0	0	538
13:00	0	0	0	2	2	6	41	59	26	6	1	0	0	0	143
13:15	1	0	0	0	0	11	33	48	34	10	2	0	0	0	139
13:30	2	0	0	1	2	11	36	53	24	8	1	0	0	0	138
13:45	1	2	1	0	10	25	45	36	21	4	0	0	0	0	145
	4	2	1	3	14	53	155	196	105	28	4	0	0	0	565
14:00	2	1	0	0	2	11	39	54	36	8	1	0	0	0	154
14:15	0	0	0	0	0	12	30	39	26	13	3	0	0	0	123
14:30	1	0	1	1	2	15	47	61	41	12	2	3	0	0	186
14:45	0	0	0	0	2	14	26	42	44	12	3	2	0	0	145
	3	1	1	1	6	52	142	196	147	45	9	5	0	0	608
15:00	0	0	0	0	4	4	33	46	34	19	7	1	0	0	148
15:15	0	0	0	0	2	12	36	58	37	17	9	0	0	0	171
15:30	0	1	0	0	1	8	43	66	40	10	1	1	0	0	171
15:45	0	0	0	0	1	13	29	62	54	23	7	0	0	0	189
	0	1	0	0	8	37	141	232	165	69	24	2	0	0	679
16:00	0	0	1	1	3	12	44	70	44	6	3	0	0	0	184
16:15	0	0	0	0	3	7	33	62	51	26	2	0	0	0	184
16:30	0	1	0	0	0	18	36	67	41	15	6	1	0	0	185
16:45	0	1	0	0	2	10	37	53	66	31	4	0	0	0	204
	0	2	1	1	8	47	150	252	202	78	15	1	0	0	757
17:00	2	0	0	0	0	15	41	57	51	23	7	0	0	0	196
17:15	0	0	0	0	1	15	75	78	62	22	6	0	0	0	259
17:30	0	0	0	0	1	12	51	68	77	26	8	3	0	0	246
17:45	0	0	0	0	3	14	36	66	64	18	11	2	0	0	214
	2	0	0	0	5	56	203	269	254	89	32	5	0	0	915
18:00	0	0	0	0	1	3	25	66	68	30	8	1	0	0	202
18:15	0	0	0	0	2	3	43	61	48	31	7	2	0	0	197
18:30	0	1	0	1	0	9	31	61	31	20	4	2	0	0	160
18:45	0	0	0	0	1	18	55	66	32	7	0	0	0	0	179
	0	1	0	1	4	33	154	254	179	88	19	5	0	0	738
19:00	0	0	0	0	1	12	37	37	36	18	1	0	0	0	142
19:15	0	0	0	0	3	8	19	59	30	17	2	1	0	0	139
19:30	0	0	0	1	1	2	21	42	41	15	9	2	0	0	134
19:45	0	0	0	0	0	7	24	25	40	11	2	0	0	0	109
	0	0	0	1	5	29	101	163	147	61	14	3	0	0	524
20:00	0	0	0	0	1	8	26	35	28	13	1	1	0	0	113
20:15	0	0	0	0	0	6	24	37	28	18	3	1	0	0	117
20:30	0	0	0	2	3	8	23	37	29	10	2	1	0	0	115
20:45	0	0	0	0	1	4	30	34	23	3	4	0	0	0	99
	0	0	0	2	5	26	103	143	108	44	10	3	0	0	444
21:00	0	0	0	0	0	11	32	37	23	6	0	0	0	0	109
21:15	0	0	0	1	2	9	23	39	9	3	0	0	0	0	86
21:30	0	0	0	0	2	8	23	44	8	4	0	0	0	0	89
21:45	2	0	0	0	0	4	13	23	20	3	0	0	0	0	65
	2	0	0	1	4	32	91	143	60	16	0	0	0	0	349
22:00	0	0	0	0	1	2	18	26	11	3	0	0	0	0	61
22:15	0	0	0	0	2	9	11	24	9	2	0	0	0	0	57
22:30	0	0	0	0	3	7	10	12	13	2	1	0	0	0	48
22:45	0	0	0	0	1	1	9	20	15	6	0	0	0	0	52
	0	0	0	0	7	19	48	82	48	13	1	0	0	0	218
23:00	0	0	0	0	1	7	11	14	4	1	0	0	0	0	38
23:15	0	0	0	0	0	1	12	14	12	3	1	1	0	0	44
23:30	0	0	0	0	0	2	7	7	8	2	0	0	0	0	26
23:45	0	0	0	0	0	3	6	6	4	1	1	0	0	0	21
	0	0	0	0	1	13	36	41	28	7	2	1	0	0	129
Total	14	8	4	10	81	441	1466	2158	1549	569	137	27	0	0	6464
Grand Total	27	11	8	19	126	636	2044	3019	2258	873	227	47	0	0	9295

	15th Percentile :	42 MPH
	50th Percentile :	48 MPH
	85th Percentile :	55 MPH
	95th Percentile :	59 MPH
Stats	Mean Speed(Average) :	48 MPH
	10 MPH Pace Speed :	46-55 MPH
	Number in Pace :	5277
	Percent in Pace :	56.8%
	Number of Vehicles > 45 MPH :	6424
	Percent of Vehicles > 45 MPH :	69.1%

Attachment B – LCI Concept Graphic


SMITH STREET
CVS PHARMACY
UPTOWN INTERNET CAFE
FAIRBURN PAWN
DOWNTOWN PLAZA
OZ PIZZA
FINE ART & FRAMING
FAIRBURN ANTIQUE MALL
JERRY GOWEN'S GARAGE
BP GAS STATION
DODD STREET
FOOD DEPOT
STRICKLAND STREET
MALONE STREET
HIGHWAY 92
COLE STREET
EAST BROAD STREET
LANDMARK CHRISTIAN SCHOOL
A
A'
B
B'
Stantec
PREFERRED CONCEPT
DOWNTOWN FAIRBURN IMPLEMENTATION PLAN
CONNECT. CREATE. THRIVE.
SEPTEMBER 17, 2015
0'
30'
15'
60'

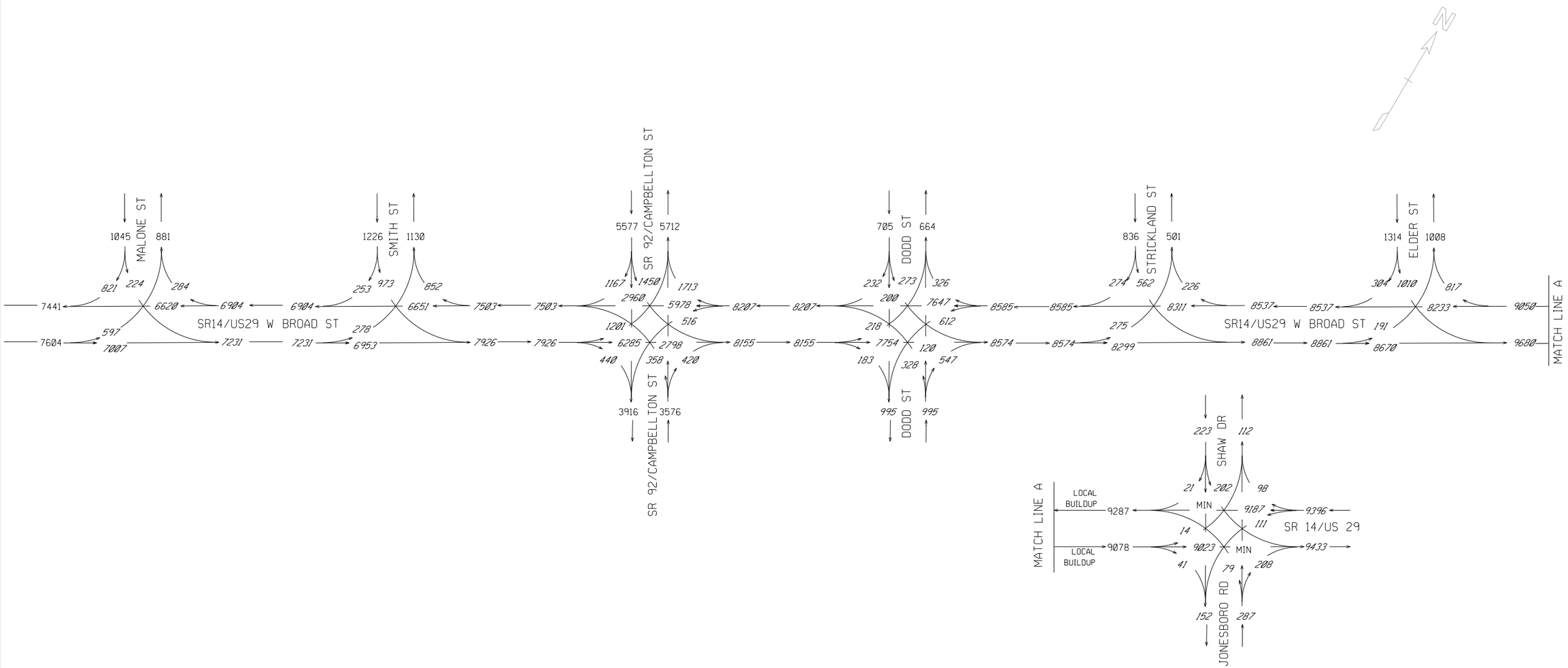
Concept Plan
City of Fairburn LCI Design Services

Attachment C – Approved Traffic Volumes

SHEET 1 OF 5

GEORGIA DEPARTMENT OF TRANSPORTATION
Office of Planning

FULTON COUNTY



PROJECT NUMBER
P.I.# 0012636-
FULTON COUNTY

CITY OF FAIRBURN

SR 14/US 29 WEST BROAD ST
2014 EXISTING DAILY/AADT
TRAFFIC VOLUMES
COUNTS

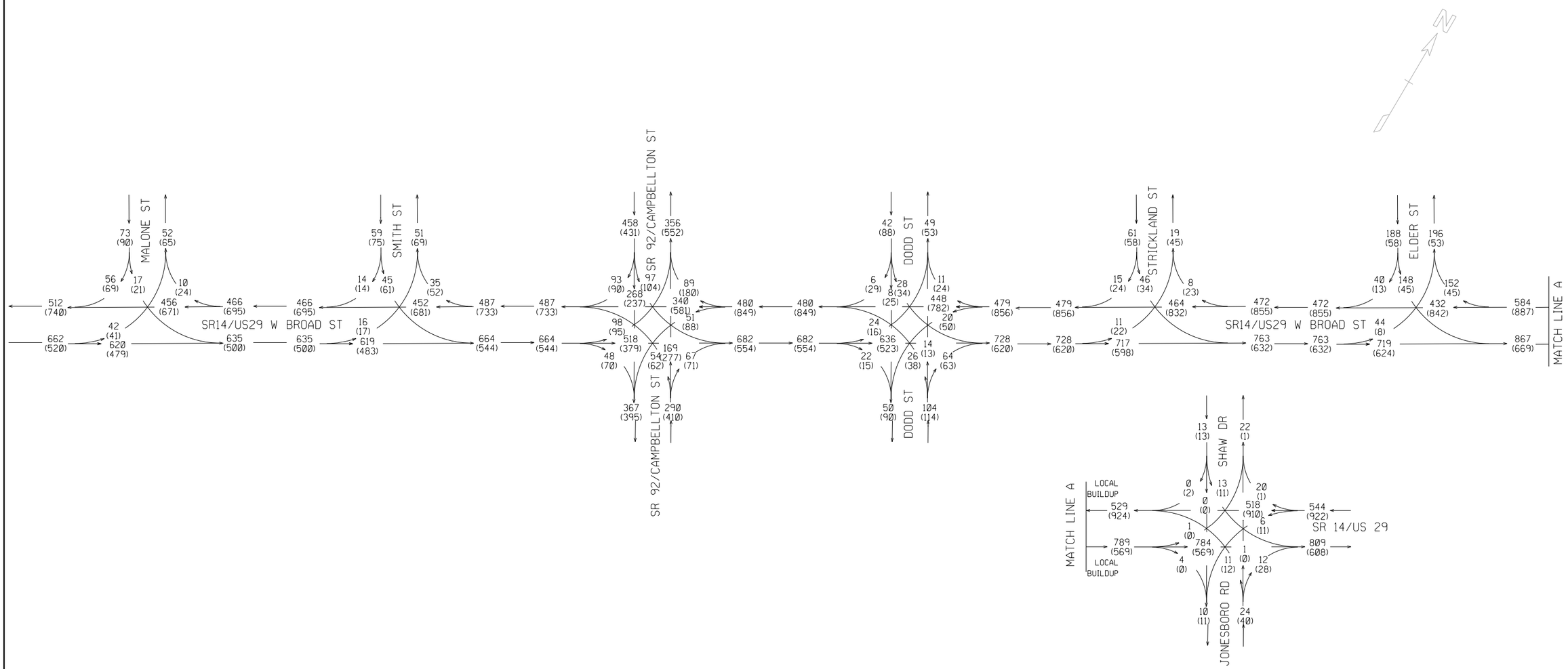
24 HOUR TRUCKS = 9.9%
24 HOUR S.U. = 8.2%
24 HOUR COMB. = 1.7%

MPF
11/2014

Stantec

GEORGIA DEPARTMENT OF TRANSPORTATION
Office of Planning

FULTON COUNTY



Stantec

PROJECT NUMBER
P.I.# 0012636-
FULTON COUNTY

CITY OF FAIRBURN

SR 14/US 29 WEST BROAD ST
2014 EXISTING BALANCED
PEAK HOUR TRAFFIC VOLUMES
AM (PM)

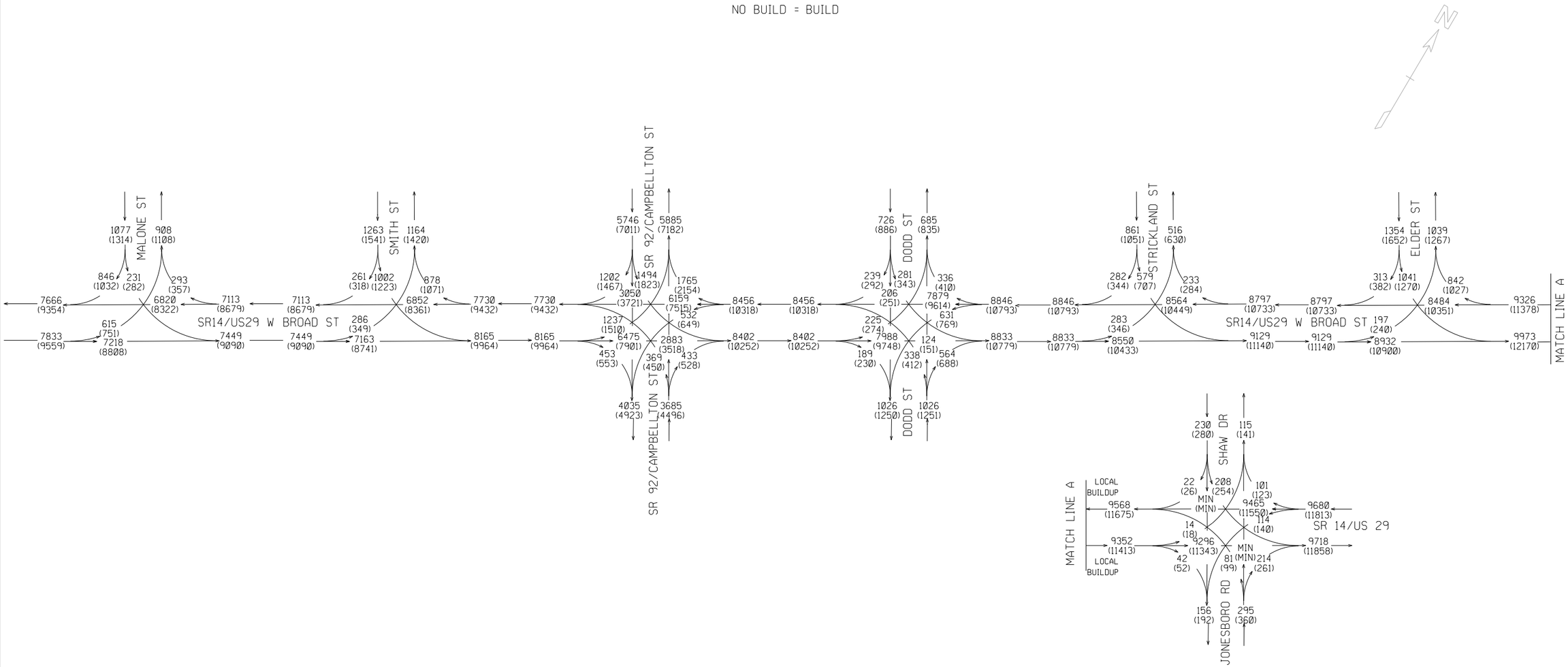
PEAK HR TRUCKS = 8.1%
PEAK HR S.U. = 6.9%
PEAK HR COMB. = 1.2%

MPF
11/2014

GEORGIA DEPARTMENT OF TRANSPORTATION
Office of Planning

FULTON COUNTY

NO BUILD = BUILD



PROJECT NUMBER
P.I.# 0012636-
FULTON COUNTY

CITY OF FAIRBURN

SR 14/US 29 WEST BROAD ST
NO BUILD/BUILD AADT
2017 (2037)

24 HOUR TRUCKS = 9.9%
24 HOUR S.U. = 8.2%
24 HOUR COMB. = 1.7%

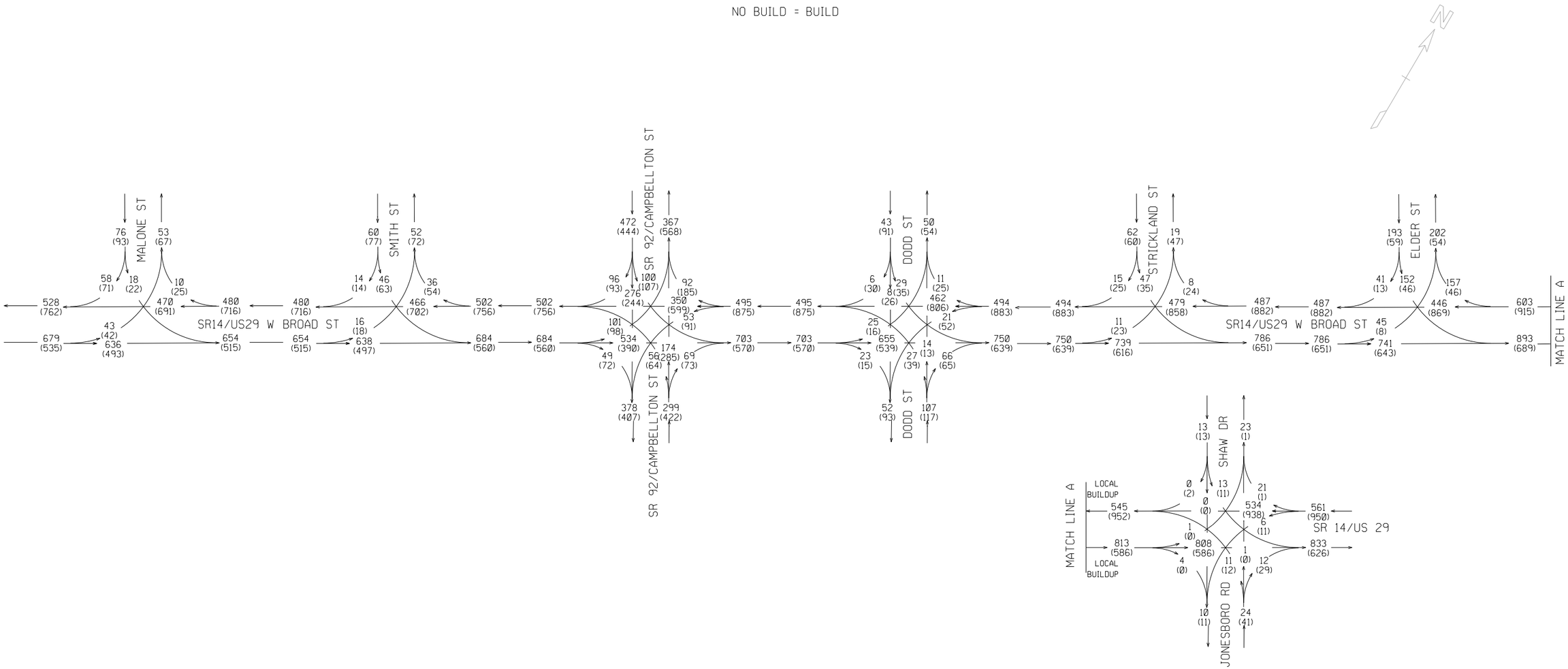
MPF
11/2014

Stantec

GEORGIA DEPARTMENT OF TRANSPORTATION
Office of Planning

FULTON COUNTY

NO BUILD = BUILD



PROJECT NUMBER
P.I.# 0012636-
FULTON COUNTY

CITY OF FAIRBURN

SR 14/US 29 WEST BROAD ST
2017 BALANCED NO BUILD/BUILD
DHV AM (PM)

DESIGN HR TRUCKS = 8.1%
DESIGN HR S.U. = 6.9%
DESIGN HR COMB. = 1.2%

MPF
11/2014

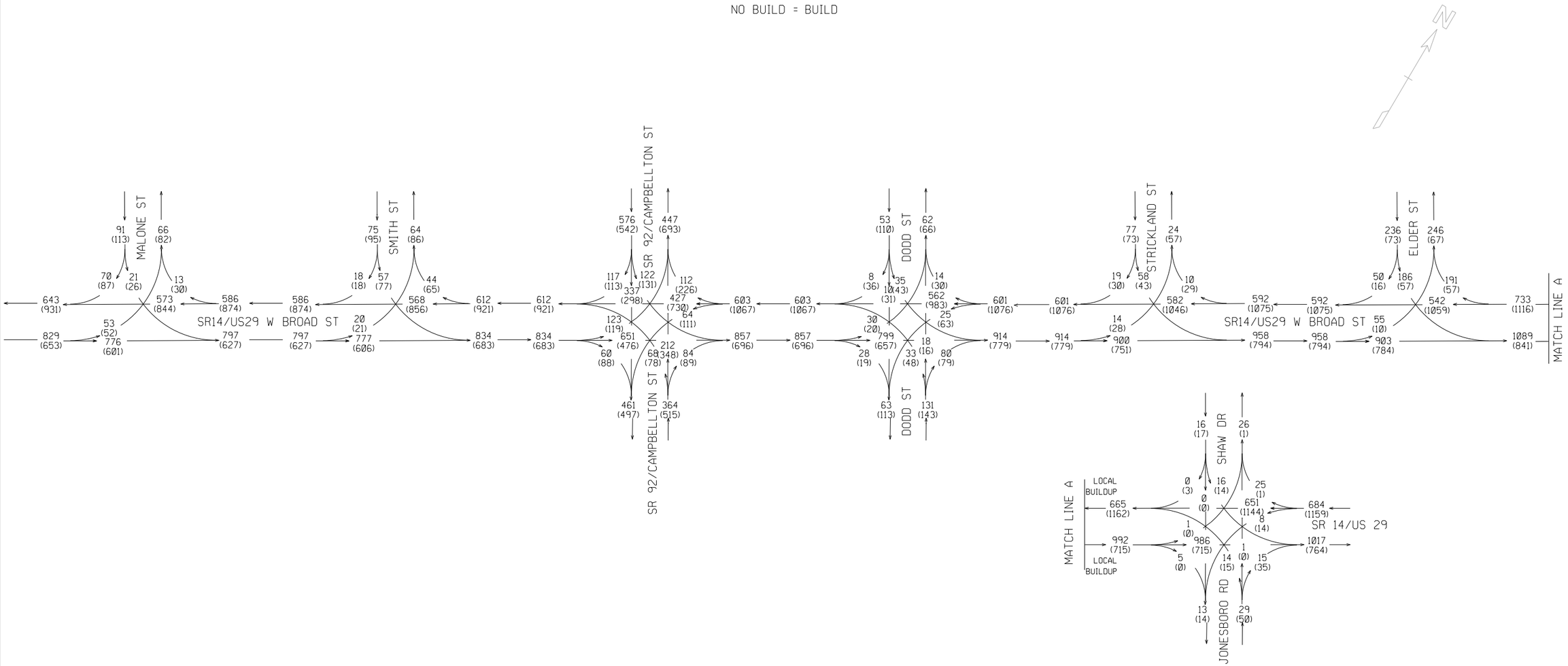
Stantec

SHEET 5 OF 5

GEORGIA DEPARTMENT OF TRANSPORTATION
Office of Planning

FULTON COUNTY

NO BUILD = BUILD



Stantec

PROJECT NUMBER
P.I.# 0012636-
FULTON COUNTY

CITY OF FAIRBURN

SR 14/US 29 WEST BROAD ST
2037 BALANCED NO BUILD/BULD
DHV AM (PM)

DESIGN HR TRUCKS = 8.1%
DESIGN HR S.U. = 6.9%
DESIGN HR COMB. = 1.2%

MPF
11/2014

Attachment D – Synchro Worksheets

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	42	620	456	10	17	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	98	97	97	97	97
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	44	633	470	10	18	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	480	0	-	0	880	240
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	405	-
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	1093	-	-	-	290	767
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1093	-	-	-	278	767
Mov Cap-2 Maneuver	-	-	-	-	405	-
Stage 1	-	-	-	-	597	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1093	-	-	-	635
HCM Lane V/C Ratio	0.04	-	-	-	0.119
HCM Control Delay (s)	8.4	-	-	-	11.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	619	452	35	45	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1866	1900	1900	1900
Adj Flow Rate, veh/h	16	638	466	39	60	19
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.90	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	532	1652	1546	129	603	538
Arrive On Green	0.47	0.47	0.93	0.93	0.33	0.33
Sat Flow, veh/h	908	3632	3406	276	1810	1615
Grp Volume(v), veh/h	16	638	249	256	60	19
Grp Sat Flow(s),veh/h/ln	908	1770	1772	1817	1810	1615
Q Serve(g_s), s	0.6	7.0	0.8	0.8	1.4	0.5
Cycle Q Clear(g_c), s	1.4	7.0	0.8	0.8	1.4	0.5
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	532	1652	827	848	603	538
V/C Ratio(X)	0.03	0.39	0.30	0.30	0.10	0.04
Avail Cap(c_a), veh/h	532	1652	827	848	603	538
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	9.1	10.4	1.1	1.1	13.8	13.5
Incr Delay (d2), s/veh	0.1	0.7	0.9	0.9	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.2	3.5	0.5	0.5	0.7	0.2
LnGrp Delay(d),s/veh	9.2	11.1	2.0	2.0	14.1	13.6
LnGrp LOS	A	B	A	A	B	B
Approach Vol, veh/h		654	505		79	
Approach Delay, s/veh		11.0	2.0		14.0	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.0		26.0		34.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				28.0		20.0		28.0
Max Q Clear Time (g_c+I1), s				9.0		3.4		2.8
Green Ext Time (p_c), s				13.2		0.2		16.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	518	48	51	340	89	54	169	67	97	268	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	108	569	53	57	378	99	67	209	83	129	357	124
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	359	1026	95	290	1109	496	172	507	183	209	506	164
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	923	3307	307	807	3574	1599	206	1035	373	279	1033	335
Grp Volume(v), veh/h	108	307	315	57	378	99	359	0	0	610	0	0
Grp Sat Flow(s),veh/h/ln	923	1787	1827	807	1787	1599	1613	0	0	1647	0	0
Q Serve(g_s), s	4.4	6.0	6.0	2.9	3.1	1.6	0.0	0.0	0.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	7.5	6.0	6.0	8.8	3.1	1.6	7.6	0.0	0.0	17.3	0.0	0.0
Prop In Lane	1.00		0.17	1.00		1.00	0.19		0.23	0.21		0.20
Lane Grp Cap(c), veh/h	359	555	567	290	1109	496	861	0	0	879	0	0
V/C Ratio(X)	0.30	0.55	0.56	0.20	0.34	0.20	0.42	0.00	0.00	0.69	0.00	0.00
Avail Cap(c_a), veh/h	359	555	567	290	1109	496	877	0	0	895	0	0
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)	0.94	0.94	0.94	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.2	9.0	9.0	11.5	8.4	8.1	9.8	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	2.0	3.7	3.7	1.5	0.8	0.9	0.3	0.0	0.0	2.3	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(-26165%),veh/ln	1.3	3.3	3.4	0.8	1.6	0.8	3.9	0.0	0.0	8.5	0.0	0.0
LnGrp Delay(d),s/veh	12.2	12.7	12.6	13.0	9.2	9.0	10.1	0.0	0.0	14.3	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	B			B		
Approach Vol, veh/h		730			534			359			610	
Approach Delay, s/veh		12.6			9.6			10.1			14.3	
Approach LOS		B			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.4		24.6		35.4		24.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0
Max Q Clear Time (g_c+I1), s		9.6		9.5		19.3		10.8
Green Ext Time (p_c), s		18.7		6.6		10.1		5.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	636	22	20	448	11	26	14	64	28	8	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1678	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	26	699	24	22	492	12	35	19	85	37	11	8
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.92	0.92	0.91	0.91	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	666	2098	72	566	2126	970	109	42	119	210	57	28
Arrive On Green	1.00	1.00	1.00	1.00	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	818	3144	108	668	3185	1454	256	313	896	831	429	210
Grp Volume(v), veh/h	26	354	369	22	492	12	139	0	0	56	0	0
Grp Sat Flow(s),veh/h/ln	818	1594	1659	668	1593	1454	1464	0	0	1470	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.25		0.61	0.66		0.14
Lane Grp Cap(c), veh/h	666	1064	1107	566	2126	970	269	0	0	295	0	0
V/C Ratio(X)	0.04	0.33	0.33	0.04	0.23	0.01	0.52	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	666	1064	1107	566	2126	970	581	0	0	576	0	0
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)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	24.9	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.1	0.3	0.0	1.5	0.0	0.0	0.3	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(-26165%),veh/ln	0.0	0.2	0.2	0.0	0.1	0.0	2.3	0.0	0.0	0.8	0.0	0.0
LnGrp Delay(d),s/veh	0.1	0.7	0.7	0.1	0.3	0.0	26.4	0.0	0.0	23.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		749			526			139			56	
Approach Delay, s/veh		0.6			0.2			26.4			23.7	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.0		46.0		14.0		46.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		21.0		27.0		21.0		27.0
Max Q Clear Time (g_c+I1), s		7.4		2.0		3.9		2.0
Green Ext Time (p_c), s		0.6		17.3		0.6		17.3

Intersection Summary	
HCM 2010 Ctrl Delay	3.8
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	11	717	464	8	46	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	12	763	516	9	61	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	524	0	-	0	925	262
Stage 1	-	-	-	-	520	-
Stage 2	-	-	-	-	405	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1046	-	-	-	270	740
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1046	-	-	-	267	740
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1046	-	-	-	445
HCM Lane V/C Ratio	0.011	-	-	-	0.183
HCM Control Delay (s)	8.5	-	-	-	14.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	41	479	671	24	21	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	95	95	83	83
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	43	499	706	25	25	83

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1054	366
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	335	-
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	882	-	-	-	225	637
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	702	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	214	637
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	668	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	527
HCM Lane V/C Ratio	0.048	-	-	-	0.206
HCM Control Delay (s)	9.3	-	-	-	13.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	17	483	681	52	61	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	18	514	709	54	81	19
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.94	0.94	0.96	0.96	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	357	1593	1502	114	633	565
Arrive On Green	0.45	0.45	0.60	0.60	0.35	0.35
Sat Flow, veh/h	715	3632	3432	254	1810	1615
Grp Volume(v), veh/h	18	514	376	387	81	19
Grp Sat Flow(s),veh/h/ln	715	1770	1772	1820	1810	1615
Q Serve(g_s), s	1.0	5.6	7.1	7.1	1.8	0.5
Cycle Q Clear(g_c), s	8.2	5.6	7.1	7.1	1.8	0.5
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	357	1593	797	819	633	565
V/C Ratio(X)	0.05	0.32	0.47	0.47	0.13	0.03
Avail Cap(c_a), veh/h	357	1593	797	819	633	565
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.90	0.90	1.00	1.00
Uniform Delay (d), s/veh	13.8	10.6	8.1	8.1	13.3	12.8
Incr Delay (d2), s/veh	0.3	0.5	1.8	1.8	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.2	2.8	3.7	3.8	1.0	0.2
LnGrp Delay(d),s/veh	14.0	11.2	9.9	9.8	13.7	12.9
LnGrp LOS	B	B	A	A	B	B
Approach Vol, veh/h		532	763		100	
Approach Delay, s/veh		11.3	9.8		13.5	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				33.0		27.0		33.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				27.0		21.0		27.0
Max Q Clear Time (g_c+I1), s				10.2		3.8		9.1
Green Ext Time (p_c), s				13.0		0.2		13.6

Intersection Summary	
HCM 2010 Ctrl Delay	10.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	95	379	70	88	581	180	62	277	71	104	237	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	103	412	76	92	605	188	69	308	79	107	244	93
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	341	1153	211	428	1365	611	142	524	125	197	406	140
Arrive On Green	0.76	0.76	0.76	0.76	0.76	0.76	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	688	3018	553	913	3574	1599	175	1253	299	294	972	335
Grp Volume(v), veh/h	103	243	245	92	605	188	456	0	0	444	0	0
Grp Sat Flow(s),veh/h/ln	688	1787	1784	913	1787	1599	1728	0	0	1601	0	0
Q Serve(g_s), s	4.6	2.6	2.7	2.5	3.6	2.2	0.0	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear(g_c), s	8.2	2.6	2.7	5.2	3.6	2.2	11.6	0.0	0.0	12.4	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	0.15		0.17	0.24		0.21
Lane Grp Cap(c), veh/h	341	683	681	428	1365	611	791	0	0	744	0	0
V/C Ratio(X)	0.30	0.36	0.36	0.21	0.44	0.31	0.58	0.00	0.00	0.60	0.00	0.00
Avail Cap(c_a), veh/h	341	683	681	428	1365	611	844	0	0	792	0	0
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)	0.97	0.97	0.97	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.3	4.7	4.7	5.5	4.8	4.6	13.5	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	2.2	1.4	1.4	1.0	0.9	1.2	0.9	0.0	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	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	1.0	1.5	1.5	0.7	1.9	1.0	6.0	0.0	0.0	6.0	0.0	0.0
LnGrp Delay(d),s/veh	8.4	6.1	6.1	6.6	5.7	5.8	14.4	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		591			885			456			444	
Approach Delay, s/veh		6.5			5.8			14.4			14.7	
Approach LOS		A			A			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.1		28.9		31.1		28.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0
Max Q Clear Time (g_c+I1), s		13.6		10.2		14.4		7.2
Green Ext Time (p_c), s		11.3		8.8		10.7		10.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	523	15	50	782	24	38	13	63	34	25	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1677	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	18	588	17	57	889	27	51	17	84	40	29	34
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	414	2087	60	611	2101	959	134	40	115	144	86	73
Arrive On Green	1.00	1.00	1.00	0.66	0.66	0.66	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	557	3163	91	745	3185	1454	381	282	819	435	615	517
Grp Volume(v), veh/h	18	296	309	57	889	27	152	0	0	103	0	0
Grp Sat Flow(s),veh/h/ln	557	1594	1661	745	1593	1454	1482	0	0	1567	0	0
Q Serve(g_s), s	0.4	0.0	0.0	1.7	7.9	0.4	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0	1.7	7.9	0.4	5.7	0.0	0.0	3.5	0.0	0.0
Prop In Lane	1.00		0.06	1.00		1.00	0.34		0.55	0.39		0.33
Lane Grp Cap(c), veh/h	414	1051	1096	611	2101	959	288	0	0	303	0	0
V/C Ratio(X)	0.04	0.28	0.28	0.09	0.42	0.03	0.53	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	414	1051	1096	611	2101	959	533	0	0	548	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)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.8	0.0	0.0	3.8	4.8	3.5	24.5	0.0	0.0	23.7	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.6	0.6	0.3	0.6	0.1	1.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.1	0.2	0.2	0.4	3.6	0.2	2.5	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	1.0	0.6	0.6	4.1	5.4	3.6	26.0	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			C		
Approach Vol, veh/h		623			973			152			103	
Approach Delay, s/veh		0.6			5.3			26.0			24.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.4		45.6		14.4		45.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		19.0		29.0		19.0		29.0
Max Q Clear Time (g_c+I1), s		7.7		10.3		5.5		9.9
Green Ext Time (p_c), s		0.7		15.8		0.8		16.1

Intersection Summary	
HCM 2010 Ctrl Delay	6.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	22	598	832	23	34	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	24	650	945	26	40	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	972	0	-	0	1332	486
Stage 1	-	-	-	-	959	-
Stage 2	-	-	-	-	373	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	711	-	-	-	147	530
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	711	-	-	-	142	530
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	711	-	-	-	327
HCM Lane V/C Ratio	0.034	-	-	-	0.209
HCM Control Delay (s)	10.2	-	-	-	18.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	43	636	470	10	18	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	98	97	97	97	97
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	45	649	485	10	19	60

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	495	0	-	0	905	247
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	415	-
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	1079	-	-	-	280	759
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	641	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1079	-	-	-	268	759
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	614	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1079	-	-	-	624
HCM Lane V/C Ratio	0.042	-	-	-	0.126
HCM Control Delay (s)	8.5	-	-	-	11.6
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	16	638	466	36	46	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1866	1900	1900	1900
Adj Flow Rate, veh/h	16	658	480	40	61	19
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.97	0.97	0.97	0.90	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	407	1593	1491	124	633	565
Arrive On Green	0.45	0.45	0.15	0.15	0.35	0.35
Sat Flow, veh/h	896	3632	3407	275	1810	1615
Grp Volume(v), veh/h	16	658	256	264	61	19
Grp Sat Flow(s),veh/h/ln	896	1770	1772	1817	1810	1615
Q Serve(g_s), s	0.7	7.5	7.8	7.8	1.4	0.5
Cycle Q Clear(g_c), s	8.5	7.5	7.8	7.8	1.4	0.5
Prop In Lane	1.00			0.15	1.00	1.00
Lane Grp Cap(c), veh/h	407	1593	798	818	633	565
V/C Ratio(X)	0.04	0.41	0.32	0.32	0.10	0.03
Avail Cap(c_a), veh/h	407	1593	798	818	633	565
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	14.1	11.1	17.3	17.4	13.1	12.8
Incr Delay (d2), s/veh	0.2	0.8	1.0	1.0	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.2	3.8	4.0	4.1	0.7	0.2
LnGrp Delay(d),s/veh	14.3	11.9	18.4	18.4	13.4	12.9
LnGrp LOS	B	B	B	B	B	B
Approach Vol, veh/h		674	520		80	
Approach Delay, s/veh		12.0	18.4		13.3	
Approach LOS		B	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				33.0		27.0		33.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				27.0		21.0		27.0
Max Q Clear Time (g_c+I1), s				10.5		3.4		9.8
Green Ext Time (p_c), s				12.1		0.2		12.5

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	534	49	53	350	92	56	174	69	100	276	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	111	587	54	59	389	102	69	215	85	133	368	128
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	322	1070	98	242	1155	517	167	490	175	208	492	160
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	911	3311	304	793	3574	1599	201	1027	367	283	1032	336
Grp Volume(v), veh/h	111	316	325	59	389	102	369	0	0	629	0	0
Grp Sat Flow(s),veh/h/ln	911	1787	1828	793	1787	1599	1595	0	0	1651	0	0
Q Serve(g_s), s	7.1	10.1	10.1	4.3	6.1	3.5	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear(g_c), s	13.1	10.1	10.1	14.5	6.1	3.5	8.0	0.0	0.0	18.6	0.0	0.0
Prop In Lane	1.00		0.17	1.00		1.00	0.19		0.23	0.21		0.20
Lane Grp Cap(c), veh/h	322	577	590	242	1155	517	832	0	0	860	0	0
V/C Ratio(X)	0.34	0.55	0.55	0.24	0.34	0.20	0.44	0.00	0.00	0.73	0.00	0.00
Avail Cap(c_a), veh/h	322	577	590	242	1155	517	842	0	0	870	0	0
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)	0.93	0.93	0.93	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	26.9	22.6	22.7	29.5	20.8	19.7	10.3	0.0	0.0	12.8	0.0	0.0
Incr Delay (d2), s/veh	2.7	3.5	3.4	2.3	0.8	0.8	0.4	0.0	0.0	3.1	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(-26165%),veh/ln	2.0	5.5	5.7	1.1	3.1	1.7	4.1	0.0	0.0	9.3	0.0	0.0
LnGrp Delay(d),s/veh	29.6	26.1	26.1	31.8	21.6	20.5	10.7	0.0	0.0	15.9	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	B			B		
Approach Vol, veh/h		752			550			369			629	
Approach Delay, s/veh		26.6			22.5			10.7			15.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		34.6		25.4		34.6		25.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		29.0		19.0		29.0		19.0
Max Q Clear Time (g_c+I1), s		10.0		15.1		20.6		16.5
Green Ext Time (p_c), s		17.6		3.3		8.0		2.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	655	23	21	462	11	27	14	66	29	8	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1678	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	27	720	25	23	508	12	36	19	88	39	11	8
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.92	0.92	0.91	0.91	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	655	2086	72	428	2114	965	110	42	123	214	55	27
Arrive On Green	0.22	0.22	0.22	1.00	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	806	3143	109	654	3185	1454	255	308	901	837	406	199
Grp Volume(v), veh/h	27	365	380	23	508	12	143	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	806	1594	1658	654	1593	1454	1464	0	0	1442	0	0
Q Serve(g_s), s	1.6	11.6	11.6	0.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	11.6	11.6	12.3	0.0	0.0	5.5	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.25		0.62	0.67		0.14
Lane Grp Cap(c), veh/h	655	1058	1101	428	2114	965	274	0	0	297	0	0
V/C Ratio(X)	0.04	0.35	0.35	0.05	0.24	0.01	0.52	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	655	1058	1101	428	2114	965	628	0	0	615	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.5	12.4	12.4	1.8	0.0	0.0	24.7	0.0	0.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.2	0.3	0.0	1.5	0.0	0.0	0.3	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(-26165%),veh/ln	0.4	5.3	5.5	0.1	0.1	0.0	2.4	0.0	0.0	0.9	0.0	0.0
LnGrp Delay(d),s/veh	8.6	13.1	13.1	2.0	0.3	0.0	26.3	0.0	0.0	23.5	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	C			C		
Approach Vol, veh/h		772			543			143			58	
Approach Delay, s/veh		13.0			0.3			26.3			23.5	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.2		45.8		14.2		45.8
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		25.0		23.0		25.0
Max Q Clear Time (g_c+I1), s		7.5		13.6		4.0		14.3
Green Ext Time (p_c), s		0.6		9.3		0.7		8.8

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	11	739	479	8	47	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	12	786	532	9	63	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	541	0	-	0	953	271
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1031	-	-	-	259	730
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1031	-	-	-	256	730
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	435
HCM Lane V/C Ratio	0.011	-	-	-	0.19
HCM Control Delay (s)	8.5	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	42	493	691	25	22	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	95	95	83	83
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	44	514	727	26	27	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	754	0	-	0	1085	377
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	344	-
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	865	-	-	-	214	626
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	695	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	865	-	-	-	203	626
Mov Cap-2 Maneuver	-	-	-	-	327	-
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	13.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	865	-	-	-	515
HCM Lane V/C Ratio	0.051	-	-	-	0.218
HCM Control Delay (s)	9.4	-	-	-	13.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	18	497	702	54	63	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	19	529	731	56	84	19
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.94	0.94	0.96	0.96	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	294	1593	1502	115	633	565
Arrive On Green	0.45	0.45	0.15	0.15	0.35	0.35
Sat Flow, veh/h	699	3632	3430	256	1810	1615
Grp Volume(v), veh/h	19	529	388	399	84	19
Grp Sat Flow(s),veh/h/ln	699	1770	1772	1820	1810	1615
Q Serve(g_s), s	1.3	5.8	12.1	12.1	1.9	0.5
Cycle Q Clear(g_c), s	13.3	5.8	12.1	12.1	1.9	0.5
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	294	1593	797	819	633	565
V/C Ratio(X)	0.06	0.33	0.49	0.49	0.13	0.03
Avail Cap(c_a), veh/h	294	1593	797	819	633	565
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	17.4	10.7	19.2	19.2	13.3	12.8
Incr Delay (d2), s/veh	0.4	0.6	1.9	1.8	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.3	2.9	6.3	6.5	1.0	0.2
LnGrp Delay(d),s/veh	17.8	11.2	21.1	21.0	13.7	12.9
LnGrp LOS	B	B	C	C	B	B
Approach Vol, veh/h		548	787		103	
Approach Delay, s/veh		11.5	21.0		13.6	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				33.0		27.0		33.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				27.0		21.0		27.0
Max Q Clear Time (g_c+I1), s				15.3		3.9		14.1
Green Ext Time (p_c), s				9.6		0.3		10.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	390	72	91	599	185	64	285	73	107	244	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	107	424	78	95	624	193	71	317	81	110	252	96
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	265	1138	208	343	1347	603	144	528	126	198	407	141
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	673	3020	551	902	3574	1599	176	1248	297	292	963	333
Grp Volume(v), veh/h	107	250	252	95	624	193	469	0	0	458	0	0
Grp Sat Flow(s),veh/h/ln	673	1787	1784	902	1787	1599	1721	0	0	1588	0	0
Q Serve(g_s), s	9.4	7.7	7.8	6.0	9.7	6.6	0.0	0.0	0.0	1.0	0.0	0.0
Cycle Q Clear(g_c), s	19.1	7.7	7.8	13.8	9.7	6.6	12.1	0.0	0.0	13.1	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	0.15		0.17	0.24		0.21
Lane Grp Cap(c), veh/h	265	674	672	343	1347	603	797	0	0	746	0	0
V/C Ratio(X)	0.40	0.37	0.38	0.28	0.46	0.32	0.59	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	265	674	672	343	1347	603	841	0	0	787	0	0
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)	0.96	0.96	0.96	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	29.5	19.7	19.8	26.1	20.6	19.3	13.5	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	4.4	1.5	1.5	1.8	1.0	1.3	1.0	0.0	0.0	1.3	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(-26165%),veh/ln	2.1	4.1	4.1	1.7	5.0	3.1	6.2	0.0	0.0	6.3	0.0	0.0
LnGrp Delay(d),s/veh	33.9	21.2	21.3	27.9	21.7	20.5	14.4	0.0	0.0	14.9	0.0	0.0
LnGrp LOS	C	C	C	C	C	C	B			B		
Approach Vol, veh/h		609			912			469			458	
Approach Delay, s/veh		23.5			22.1			14.4			14.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		31.4		28.6		31.4		28.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		27.0		21.0		27.0		21.0
Max Q Clear Time (g_c+I1), s		14.1		21.1		15.1		15.8
Green Ext Time (p_c), s		11.1		0.0		10.3		4.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	539	15	52	806	25	39	13	65	35	26	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1677	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	18	606	17	59	916	28	52	17	87	41	30	35
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	401	2080	58	484	2092	955	134	40	118	145	88	74
Arrive On Green	0.22	0.22	0.22	0.66	0.66	0.66	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	543	3166	89	733	3185	1454	378	277	827	434	616	518
Grp Volume(v), veh/h	18	305	318	59	916	28	156	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	543	1593	1662	733	1593	1454	1482	0	0	1568	0	0
Q Serve(g_s), s	1.7	9.6	9.6	2.6	8.3	0.4	2.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.0	9.6	9.6	12.3	8.3	0.4	5.9	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.33		0.56	0.39		0.33
Lane Grp Cap(c), veh/h	401	1047	1091	484	2092	955	292	0	0	308	0	0
V/C Ratio(X)	0.04	0.29	0.29	0.12	0.44	0.03	0.53	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	401	1047	1091	484	2092	955	533	0	0	549	0	0
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)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.5	11.8	11.8	8.3	5.0	3.6	24.5	0.0	0.0	23.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.6	0.5	0.7	0.1	1.5	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.3	4.4	4.6	0.6	3.8	0.2	2.6	0.0	0.0	1.6	0.0	0.0
LnGrp Delay(d),s/veh	15.7	12.5	12.5	8.8	5.6	3.7	26.0	0.0	0.0	24.2	0.0	0.0
LnGrp LOS	B	B	B	A	A	A	C			C		
Approach Vol, veh/h		641			1003			156			106	
Approach Delay, s/veh		12.6			5.8			26.0			24.2	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		14.6		45.4		14.6		45.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		19.0		29.0		19.0		29.0
Max Q Clear Time (g_c+I1), s		7.9		12.0		5.6		14.3
Green Ext Time (p_c), s		0.7		14.8		0.8		13.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.7
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	23	616	858	24	35	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	25	670	975	27	41	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1002	0	-	0	1374	501
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	693	-	-	-	138	518
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	693	-	-	-	133	518
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	693	-	-	-	316
HCM Lane V/C Ratio	0.036	-	-	-	0.223
HCM Control Delay (s)	10.4	-	-	-	19.6
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	43	636	470	10	18	58
Future Vol, veh/h	43	636	470	10	18	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	47	691	511	11	20	63

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	522	0	-	0	955	261
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1048	-	-	-	258	741
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	246	741
Mov Cap-2 Maneuver	-	-	-	-	377	-
Stage 1	-	-	-	-	567	-
Stage 2	-	-	-	-	592	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	11.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	603
HCM Lane V/C Ratio	0.045	-	-	-	0.137
HCM Control Delay (s)	8.6	-	-	-	11.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	16	638	466	36	46	14
Future Volume (veh/h)	16	638	466	36	46	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1866	1900	1900	1900
Adj Flow Rate, veh/h	16	658	480	40	61	19
Adj No. of Lanes	1	2	2	0	0	0
Peak Hour Factor	0.97	0.97	0.97	0.90	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	411	1416	1326	110	477	149
Arrive On Green	0.40	0.40	0.40	0.40	0.36	0.36
Sat Flow, veh/h	896	3632	3407	275	1326	413
Grp Volume(v), veh/h	16	658	256	264	81	0
Grp Sat Flow(s),veh/h/ln	896	1770	1772	1817	1761	0
Q Serve(g_s), s	0.6	6.9	5.1	5.1	1.5	0.0
Cycle Q Clear(g_c), s	5.7	6.9	5.1	5.1	1.5	0.0
Prop In Lane	1.00			0.15	0.75	0.23
Lane Grp Cap(c), veh/h	411	1416	709	727	634	0
V/C Ratio(X)	0.04	0.46	0.36	0.36	0.13	0.00
Avail Cap(c_a), veh/h	411	1416	709	727	634	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.89	0.89	1.00	0.00
Uniform Delay (d), s/veh	12.5	11.1	10.5	10.5	10.7	0.0
Incr Delay (d2), s/veh	0.2	1.1	1.3	1.3	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.5	2.7	2.7	0.8	0.0
LnGrp Delay(d),s/veh	12.7	12.2	11.8	11.8	11.1	0.0
LnGrp LOS	B	B	B	B	B	
Approach Vol, veh/h		674	520		81	
Approach Delay, s/veh		12.2	11.8		11.1	
Approach LOS		B	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.0		24.0		26.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s				8.9		3.5		7.1
Green Ext Time (p_c), s				8.7		0.2		9.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	534	49	53	350	92	56	174	69	100	276	96
Future Volume (veh/h)	101	534	49	53	350	92	56	174	69	100	276	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	111	587	54	59	389	102	69	215	85	133	368	128
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.90	0.90	0.90	0.81	0.81	0.81	0.75	0.75	0.75
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	298	1020	94	246	866	225	172	505	181	211	507	165
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	911	3311	304	793	2811	729	204	1027	369	281	1030	335
Grp Volume(v), veh/h	111	316	325	59	246	245	369	0	0	629	0	0
Grp Sat Flow(s),veh/h/ln	911	1787	1828	793	1787	1753	1600	0	0	1646	0	0
Q Serve(g_s), s	6.7	8.9	9.0	4.1	6.6	6.8	0.0	0.0	0.0	10.3	0.0	0.0
Cycle Q Clear(g_c), s	13.5	8.9	9.0	13.0	6.6	6.8	7.8	0.0	0.0	18.1	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.42	0.19		0.23	0.21		0.20
Lane Grp Cap(c), veh/h	298	551	563	246	551	540	858	0	0	882	0	0
V/C Ratio(X)	0.37	0.57	0.58	0.24	0.45	0.45	0.43	0.00	0.00	0.71	0.00	0.00
Avail Cap(c_a), veh/h	298	551	563	246	551	540	871	0	0	895	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)	0.91	0.91	0.91	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.1	17.4	17.5	22.9	16.7	16.7	9.7	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	3.2	3.9	3.9	2.2	2.5	2.7	0.3	0.0	0.0	2.6	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	1.9	5.0	5.1	1.0	3.7	3.7	4.0	0.0	0.0	8.9	0.0	0.0
LnGrp Delay(d),s/veh	25.3	21.4	21.3	25.2	19.2	19.4	10.1	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	C	C	C	C	B	B	B			B		
Approach Vol, veh/h		752			550			369			629	
Approach Delay, s/veh		21.9			19.9			10.1			14.7	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		35.5		24.5		35.5		24.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		30.0		18.0		30.0		18.0
Max Q Clear Time (g_c+I1), s		9.8		15.5		20.1		15.0
Green Ext Time (p_c), s		18.7		2.2		9.4		2.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	655	23	21	462	11	27	14	66	29	8	6
Future Volume (veh/h)	25	655	23	21	462	11	27	14	66	29	8	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1678	1710	1710	1677	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	27	720	25	23	508	12	36	19	88	39	11	8
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.91	0.91	0.92	0.92	0.91	0.91	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	583	1941	67	474	1966	46	126	44	128	245	63	30
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	806	3143	109	654	3182	75	255	308	901	875	440	210
Grp Volume(v), veh/h	27	365	380	23	254	266	143	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	806	1594	1658	654	1593	1664	1464	0	0	1525	0	0
Q Serve(g_s), s	0.8	5.7	5.7	0.9	3.6	3.6	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.4	5.7	5.7	6.6	3.6	3.6	4.6	0.0	0.0	1.5	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.05	0.25		0.62	0.67		0.14
Lane Grp Cap(c), veh/h	583	984	1024	474	984	1028	298	0	0	337	0	0
V/C Ratio(X)	0.05	0.37	0.37	0.05	0.26	0.26	0.48	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	583	984	1024	474	984	1028	610	0	0	618	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)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.4	4.7	4.7	6.4	4.3	4.3	20.3	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.2	0.6	0.6	1.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	2.8	0.2	1.7	1.8	2.0	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	5.5	5.6	5.5	6.6	5.0	5.0	21.5	0.0	0.0	19.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			B		
Approach Vol, veh/h		772			543			143			58	
Approach Delay, s/veh		5.6			5.0			21.5			19.3	
Approach LOS		A			A			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.1		36.9		13.1		36.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0		20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s		6.6		7.7		3.5		8.6
Green Ext Time (p_c), s		0.5		9.9		0.6		9.2

Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	11	739	479	8	47	15
Future Vol, veh/h	11	739	479	8	47	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	90	90	75	75
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	12	786	532	9	63	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	541	0	-	0	953	271
Stage 1	-	-	-	-	537	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	1031	-	-	-	259	730
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	637	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1031	-	-	-	256	730
Mov Cap-2 Maneuver	-	-	-	-	385	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	435
HCM Lane V/C Ratio	0.011	-	-	-	0.19
HCM Control Delay (s)	8.5	-	-	-	15.2
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	39.1
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	752	550	369	629
Demand Flow Rate, veh/h	760	556	373	635
Vehicles Circulating, veh/h	566	399	839	523
Vehicles Exiting, veh/h	463	727	432	329
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	84.3	13.0	17.8	20.6
Approach LOS	F	B	C	C

Lane	Left	Bypass	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	R	LT	R	LT	R	LT	R
Assumed Moves	LT	R	LT	R	LT	R	LT	R
RT Channelized		Yield		Yield		Yield		Yield
Lane Util	1.000		1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193		5.193	
Entry Flow, veh/h	705	55	453	103	287	86	506	129
Cap Entry Lane, veh/h	642	734	758	813	488	546	670	711
Entry HV Adj Factor	0.990	0.990	0.989	0.990	0.989	0.990	0.991	0.990
Flow Entry, veh/h	698	54	448	102	284	85	501	128
Cap Entry, veh/h	635	726	750	805	483	541	664	704
V/C Ratio	1.099	0.074	0.597	0.127	0.588	0.157	0.755	0.182
Control Delay, s/veh	90.3	5.7	14.7	5.8	20.5	8.7	24.0	7.2
LOS	F	A	B	A	C	A	C	A
95th %tile Queue, veh	21	0	4	0	4	1	7	1

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	42	493	691	25	22	71
Future Vol, veh/h	42	493	691	25	22	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	46	536	751	27	24	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	778	0	-	0	1124	389
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	359	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	841	-	-	-	201	612
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	680	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	841	-	-	-	190	612
Mov Cap-2 Maneuver	-	-	-	-	313	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	841	-	-	-	499
HCM Lane V/C Ratio	0.054	-	-	-	0.203
HCM Control Delay (s)	9.5	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	497	702	54	63	14
Future Volume (veh/h)	18	497	702	54	63	14
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	19	529	731	56	84	19
Adj No. of Lanes	1	2	2	0	0	0
Peak Hour Factor	0.94	0.94	0.96	0.96	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	306	1416	1335	102	515	117
Arrive On Green	0.40	0.40	0.40	0.40	0.36	0.36
Sat Flow, veh/h	699	3632	3430	256	1431	324
Grp Volume(v), veh/h	19	529	388	399	104	0
Grp Sat Flow(s),veh/h/ln	699	1770	1772	1820	1771	0
Q Serve(g_s), s	1.1	5.3	8.4	8.4	2.0	0.0
Cycle Q Clear(g_c), s	9.5	5.3	8.4	8.4	2.0	0.0
Prop In Lane	1.00			0.14	0.81	0.18
Lane Grp Cap(c), veh/h	306	1416	709	728	638	0
V/C Ratio(X)	0.06	0.37	0.55	0.55	0.16	0.00
Avail Cap(c_a), veh/h	306	1416	709	728	638	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	0.00
Uniform Delay (d), s/veh	15.2	10.6	11.5	11.5	10.9	0.0
Incr Delay (d2), s/veh	0.4	0.8	2.4	2.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.7	4.6	4.7	1.1	0.0
LnGrp Delay(d),s/veh	15.6	11.3	13.9	13.9	11.4	0.0
LnGrp LOS	B	B	B	B	B	
Approach Vol, veh/h		548	787		104	
Approach Delay, s/veh		11.5	13.9		11.4	
Approach LOS		B	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.0		24.0		26.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s				11.5		4.0		10.4
Green Ext Time (p_c), s				7.2		0.2		8.1

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	390	72	91	599	185	64	285	73	107	244	93
Future Volume (veh/h)	98	390	72	91	599	185	64	285	73	107	244	93
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	107	424	78	95	624	193	71	317	81	110	252	96
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	274	1193	218	397	1063	328	143	482	115	192	371	128
Arrive On Green	0.40	0.40	0.40	0.40	0.40	0.40	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	673	3020	551	902	2691	831	174	1246	296	288	960	331
Grp Volume(v), veh/h	107	250	252	95	414	403	469	0	0	458	0	0
Grp Sat Flow(s),veh/h/ln	673	1787	1784	902	1787	1735	1717	0	0	1578	0	0
Q Serve(g_s), s	8.2	5.4	5.5	4.6	10.0	10.1	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	18.3	5.4	5.5	10.0	10.0	10.1	12.1	0.0	0.0	13.2	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.48	0.15		0.17	0.24		0.21
Lane Grp Cap(c), veh/h	274	706	705	397	706	685	739	0	0	691	0	0
V/C Ratio(X)	0.39	0.35	0.36	0.24	0.59	0.59	0.63	0.00	0.00	0.66	0.00	0.00
Avail Cap(c_a), veh/h	274	706	705	397	706	685	761	0	0	711	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)	0.95	0.95	0.95	0.85	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.3	11.7	11.7	15.3	13.1	13.1	14.0	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	4.0	1.3	1.3	1.2	3.0	3.1	1.7	0.0	0.0	2.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.9	2.9	1.3	5.5	5.4	6.2	0.0	0.0	6.3	0.0	0.0
LnGrp Delay(d),s/veh	24.3	13.0	13.1	16.5	16.1	16.2	15.7	0.0	0.0	16.4	0.0	0.0
LnGrp LOS	C	B	B	B	B	B	B			B		
Approach Vol, veh/h		609			912			469			458	
Approach Delay, s/veh		15.0			16.2			15.7			16.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		27.3		27.7		27.3		27.7
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		22.0		21.0		22.0		21.0
Max Q Clear Time (g_c+I1), s		14.1		20.3		15.2		12.1
Green Ext Time (p_c), s		7.0		0.7		6.0		7.8

Intersection Summary	
HCM 2010 Ctrl Delay	15.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	539	15	52	806	25	39	13	65	35	26	30
Future Volume (veh/h)	16	539	15	52	806	25	39	13	65	35	26	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1677	1710	1710	1677	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	18	606	17	59	916	28	52	17	87	41	30	35
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	387	1926	54	522	1921	59	152	43	125	164	94	78
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	543	3166	89	733	3157	97	370	281	822	425	617	514
Grp Volume(v), veh/h	18	305	318	59	462	482	156	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	543	1593	1662	733	1594	1660	1473	0	0	1555	0	0
Q Serve(g_s), s	0.9	4.6	4.6	2.1	8.0	8.0	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.0	4.6	4.6	6.8	8.0	8.0	4.8	0.0	0.0	2.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.33		0.56	0.39		0.33
Lane Grp Cap(c), veh/h	387	969	1011	522	969	1010	320	0	0	336	0	0
V/C Ratio(X)	0.05	0.31	0.31	0.11	0.48	0.48	0.49	0.00	0.00	0.32	0.00	0.00
Avail Cap(c_a), veh/h	387	969	1011	522	969	1010	609	0	0	625	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)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.9	4.7	4.7	6.4	5.4	5.4	20.0	0.0	0.0	19.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.8	0.8	0.4	1.7	1.6	1.2	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	2.2	2.3	0.5	3.9	4.1	2.1	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	8.1	5.5	5.5	6.8	7.1	7.0	21.1	0.0	0.0	19.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			B		
Approach Vol, veh/h		641			1003			156			106	
Approach Delay, s/veh		5.6			7.0			21.1			19.8	
Approach LOS		A			A			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.6		36.4		13.6		36.4
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0		20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s		6.8		11.0		4.9		10.0
Green Ext Time (p_c), s		0.7		8.2		0.8		9.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.4
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	23	616	858	24	35	25
Future Vol, veh/h	23	616	858	24	35	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	25	670	975	27	41	29

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1002	0	-	0	1374	501
Stage 1	-	-	-	-	989	-
Stage 2	-	-	-	-	385	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	693	-	-	-	138	518
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	693	-	-	-	133	518
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	636	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	34
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	693	-	-	-	193
HCM Lane V/C Ratio	0.036	-	-	-	0.366
HCM Control Delay (s)	10.4	-	-	-	34
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

Intersection	
Intersection Delay, s/veh	35.8
Intersection LOS	E

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	609	912	469	458
Demand Flow Rate, veh/h	615	921	474	463
Vehicles Circulating, veh/h	462	500	647	798
Vehicles Exiting, veh/h	702	539	351	428
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	20.5	61.4	18.3	23.2
Approach LOS	C	F	C	C

Lane	Left	Bypass	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	R	LT	R	LT	R	LT	R
Assumed Moves	LT	R	LT	R	LT	R	LT	R
RT Channelized		Yield		Yield		Yield		Yield
Lane Util	1.000		1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193		5.193	
Entry Flow, veh/h	536	79	726	195	392	82	366	97
Cap Entry Lane, veh/h	712	795	685	737	592	659	509	560
Entry HV Adj Factor	0.990	0.990	0.990	0.990	0.989	0.990	0.990	0.990
Flow Entry, veh/h	531	78	719	193	388	81	362	96
Cap Entry, veh/h	705	788	679	729	585	653	504	554
V/C Ratio	0.753	0.099	1.059	0.265	0.663	0.124	0.719	0.173
Control Delay, s/veh	22.7	5.6	75.7	8.0	20.7	6.9	27.0	8.7
LOS	C	A	F	A	C	A	D	A
95th %tile Queue, veh	7	0	19	1	5	0	6	1

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	53	776	573	13	21	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	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	2	0	0	0
Mvmt Flow	58	843	623	14	23	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	637	0	-	0	1167	318
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	537	-
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	956	-	-	-	190	684
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	556	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	956	-	-	-	178	684
Mov Cap-2 Maneuver	-	-	-	-	314	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	522	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	538
HCM Lane V/C Ratio	0.06	-	-	-	0.184
HCM Control Delay (s)	9	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	20	777	568	44	57	18
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	22	845	617	48	62	20
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	407	2045	1926	150	523	467
Arrive On Green	0.58	0.58	0.19	0.19	0.29	0.29
Sat Flow, veh/h	783	3632	3426	259	1810	1615
Grp Volume(v), veh/h	22	845	328	337	62	20
Grp Sat Flow(s),veh/h/ln	783	1770	1772	1820	1810	1615
Q Serve(g_s), s	1.5	11.9	14.3	14.4	2.3	0.8
Cycle Q Clear(g_c), s	15.9	11.9	14.3	14.4	2.3	0.8
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	407	2045	1024	1051	523	467
V/C Ratio(X)	0.05	0.41	0.32	0.32	0.12	0.04
Avail Cap(c_a), veh/h	407	2045	1024	1051	523	467
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	15.7	10.5	21.2	21.2	23.6	23.0
Incr Delay (d2), s/veh	0.3	0.6	0.8	0.8	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.4	5.9	7.3	7.5	1.2	0.4
LnGrp Delay(d),s/veh	15.9	11.2	22.0	22.0	24.0	23.2
LnGrp LOS	B	B	C	C	C	C
Approach Vol, veh/h		867	665		82	
Approach Delay, s/veh		11.3	22.0		23.8	
Approach LOS		B	C		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				58.0		32.0		58.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				52.0		26.0		52.0
Max Q Clear Time (g_c+I1), s				17.9		4.3		16.4
Green Ext Time (p_c), s				25.8		0.2		26.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	123	651	60	64	427	112	68	212	84	122	337	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	134	708	65	70	464	122	74	230	91	133	366	127
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	330	1379	127	233	1489	666	132	396	144	175	421	139
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	834	3311	304	701	3574	1599	189	880	320	282	936	310
Grp Volume(v), veh/h	134	382	391	70	464	122	395	0	0	626	0	0
Grp Sat Flow(s),veh/h/ln	834	1787	1828	701	1787	1599	1389	0	0	1528	0	0
Q Serve(g_s), s	13.8	17.8	17.9	8.6	10.5	6.1	0.0	0.0	0.0	17.1	0.0	0.0
Cycle Q Clear(g_c), s	24.3	17.8	17.9	26.5	10.5	6.1	17.6	0.0	0.0	34.6	0.0	0.0
Prop In Lane	1.00		0.17	1.00		1.00	0.19		0.23	0.21		0.20
Lane Grp Cap(c), veh/h	330	745	761	233	1489	666	672	0	0	736	0	0
V/C Ratio(X)	0.41	0.51	0.51	0.30	0.31	0.18	0.59	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	330	745	761	233	1489	666	816	0	0	884	0	0
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)	0.93	0.93	0.93	0.98	0.98	0.98	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	38.1	30.3	30.4	42.6	27.2	25.3	17.8	0.0	0.0	23.2	0.0	0.0
Incr Delay (d2), s/veh	3.4	2.3	2.3	3.2	0.5	0.6	0.8	0.0	0.0	6.9	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(-26165%),veh/ln	6.5	9.3	9.6	1.9	5.3	2.8	7.4	0.0	0.0	15.8	0.0	0.0
LnGrp Delay(d),s/veh	41.5	32.7	32.6	45.9	27.7	25.9	18.6	0.0	0.0	30.0	0.0	0.0
LnGrp LOS	D	C	C	D	C	C	B			C		
Approach Vol, veh/h		907			656			395			626	
Approach Delay, s/veh		34.0			29.3			18.6			30.0	
Approach LOS		C			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.5		43.5		46.5		43.5
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		49.0		29.0		49.0		29.0
Max Q Clear Time (g_c+I1), s		19.6		26.3		36.6		28.5
Green Ext Time (p_c), s		5.0		2.5		3.9		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	799	28	25	562	14	33	18	80	35	10	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1678	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	33	868	30	27	611	15	36	20	87	38	11	9
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	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	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	625	2344	81	373	2375	1084	83	37	109	151	41	23
Arrive On Green	0.25	0.25	0.25	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	731	3143	109	567	3185	1454	271	310	902	697	337	190
Grp Volume(v), veh/h	33	440	458	27	611	15	143	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	731	1594	1658	567	1593	1454	1482	0	0	1225	0	0
Q Serve(g_s), s	3.1	20.6	20.6	1.4	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.1	20.6	20.6	22.0	0.0	0.0	8.4	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.07	1.00		1.00	0.25		0.61	0.66		0.16
Lane Grp Cap(c), veh/h	625	1188	1237	373	2375	1084	229	0	0	214	0	0
V/C Ratio(X)	0.05	0.37	0.37	0.07	0.26	0.01	0.62	0.00	0.00	0.27	0.00	0.00
Avail Cap(c_a), veh/h	625	1188	1237	373	2375	1084	406	0	0	374	0	0
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	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	16.4	16.4	3.4	0.0	0.0	38.4	0.0	0.0	36.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.7	0.7	0.4	0.3	0.0	2.8	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.7	9.3	9.7	0.3	0.1	0.0	3.6	0.0	0.0	1.4	0.0	0.0
LnGrp Delay(d),s/veh	9.9	17.1	17.1	3.8	0.3	0.0	41.1	0.0	0.0	36.9	0.0	0.0
LnGrp LOS	A	B	B	A	A	A	D			D		
Approach Vol, veh/h		931			653			143			58	
Approach Delay, s/veh		16.9			0.4			41.1			36.9	
Approach LOS		B			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		16.9		73.1		16.9		73.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		22.0		56.0		22.0		56.0
Max Q Clear Time (g_c+I1), s		10.4		22.6		5.7		24.0
Green Ext Time (p_c), s		0.5		25.8		0.6		24.9

Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	14	900	582	10	58	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	978	633	11	63	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	643	0	-	0	1158	322
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	945	-	-	-	191	677
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	945	-	-	-	188	677
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	945	-	-	-	371
HCM Lane V/C Ratio	0.016	-	-	-	0.226
HCM Control Delay (s)	8.9	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	52	601	844	30	26	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	95	95	83	83
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	54	626	888	32	31	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	920	0	-	0	1325	460
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	421	-
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	750	-	-	-	150	554
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	750	-	-	-	139	554
Mov Cap-2 Maneuver	-	-	-	-	262	-
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	590	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	750	-	-	-	441
HCM Lane V/C Ratio	0.072	-	-	-	0.309
HCM Control Delay (s)	10.2	-	-	-	16.8
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	21	606	856	65	77	18
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	22	645	892	68	103	24
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.94	0.94	0.96	0.96	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	250	1652	1558	119	603	538
Arrive On Green	0.47	0.47	0.15	0.15	0.33	0.33
Sat Flow, veh/h	594	3632	3431	254	1810	1615
Grp Volume(v), veh/h	22	645	474	486	103	24
Grp Sat Flow(s),veh/h/ln	594	1770	1772	1820	1810	1615
Q Serve(g_s), s	1.8	7.1	14.9	14.9	2.4	0.6
Cycle Q Clear(g_c), s	16.7	7.1	14.9	14.9	2.4	0.6
Prop In Lane	1.00			0.14	1.00	1.00
Lane Grp Cap(c), veh/h	250	1652	827	850	603	538
V/C Ratio(X)	0.09	0.39	0.57	0.57	0.17	0.04
Avail Cap(c_a), veh/h	250	1652	827	850	603	538
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.73	0.73	1.00	1.00
Uniform Delay (d), s/veh	19.0	10.4	19.8	19.8	14.1	13.5
Incr Delay (d2), s/veh	0.7	0.7	2.1	2.1	0.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.3	3.6	7.8	8.0	1.3	0.3
LnGrp Delay(d),s/veh	19.7	11.1	21.9	21.9	14.8	13.7
LnGrp LOS	B	B	C	C	B	B
Approach Vol, veh/h		667	960		127	
Approach Delay, s/veh		11.4	21.9		14.6	
Approach LOS		B	C		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				34.0		26.0		34.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				28.0		20.0		28.0
Max Q Clear Time (g_c+I1), s				18.7		4.4		16.9
Green Ext Time (p_c), s				8.5		0.3		10.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	476	88	111	730	226	78	348	89	131	298	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1881	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	129	517	96	116	760	235	87	387	99	135	307	116
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	197	1018	188	263	1208	540	149	538	129	202	400	138
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	569	3013	557	814	3574	1599	172	1165	279	275	865	299
Grp Volume(v), veh/h	129	306	307	116	760	235	573	0	0	558	0	0
Grp Sat Flow(s),veh/h/ln	569	1787	1783	814	1787	1599	1616	0	0	1440	0	0
Q Serve(g_s), s	8.1	9.7	9.7	8.5	12.2	8.2	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear(g_c), s	20.3	9.7	9.7	18.2	12.2	8.2	17.3	0.0	0.0	20.6	0.0	0.0
Prop In Lane	1.00		0.31	1.00		1.00	0.15		0.17	0.24		0.21
Lane Grp Cap(c), veh/h	197	604	602	263	1208	540	816	0	0	740	0	0
V/C Ratio(X)	0.66	0.51	0.51	0.44	0.63	0.43	0.70	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	197	604	602	263	1208	540	823	0	0	746	0	0
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)	0.94	0.94	0.94	0.81	0.81	0.81	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	34.4	21.9	22.0	30.5	23.1	21.3	13.0	0.0	0.0	13.8	0.0	0.0
Incr Delay (d2), s/veh	15.0	2.8	2.9	4.3	2.0	2.1	2.7	0.0	0.0	4.3	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(-26165%),veh/ln	6.0	5.3	5.3	2.2	6.4	4.0	8.2	0.0	0.0	9.0	0.0	0.0
LnGrp Delay(d),s/veh	49.4	24.8	24.9	34.9	25.1	23.4	15.7	0.0	0.0	18.1	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	B			B		
Approach Vol, veh/h		742			1111			573			558	
Approach Delay, s/veh		29.1			25.8			15.7			18.1	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		33.7		26.3		33.7		26.3
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		28.0		20.0		28.0		20.0
Max Q Clear Time (g_c+I1), s		19.3		22.3		22.6		20.2
Green Ext Time (p_c), s		8.2		0.0		5.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	657	19	63	983	30	48	16	79	43	31	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1677	1710	1710	1676	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	22	738	21	72	1117	34	64	21	105	50	36	42
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	0	0	0	0	0	0	0
Cap, veh/h	315	2008	57	401	2021	922	145	45	136	155	99	84
Arrive On Green	0.21	0.21	0.21	0.63	0.63	0.63	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	447	3165	90	646	3185	1454	392	273	822	434	598	504
Grp Volume(v), veh/h	22	371	388	72	1117	34	190	0	0	128	0	0
Grp Sat Flow(s),veh/h/ln	447	1594	1661	646	1593	1454	1487	0	0	1536	0	0
Q Serve(g_s), s	2.6	12.0	12.0	4.3	11.8	0.5	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.4	12.0	12.0	16.2	11.8	0.5	7.1	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.05	1.00		1.00	0.34		0.55	0.39		0.33
Lane Grp Cap(c), veh/h	315	1011	1054	401	2021	922	327	0	0	338	0	0
V/C Ratio(X)	0.07	0.37	0.37	0.18	0.55	0.04	0.58	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	315	1011	1054	401	2021	922	512	0	0	522	0	0
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)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.5	13.4	13.4	10.8	6.2	4.1	23.7	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.9	0.8	1.0	1.1	0.1	1.6	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(-26165%),veh/ln	0.4	5.5	5.8	0.9	5.4	0.2	3.2	0.0	0.0	2.0	0.0	0.0
LnGrp Delay(d),s/veh	19.9	14.3	14.3	11.8	7.3	4.2	25.4	0.0	0.0	23.4	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	C			C		
Approach Vol, veh/h		781			1223			190			128	
Approach Delay, s/veh		14.4			7.5			25.4			23.4	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.9		44.1		15.9		44.1
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0		30.0		18.0		30.0
Max Q Clear Time (g_c+I1), s		9.1		16.4		6.3		18.2
Green Ext Time (p_c), s		0.8		12.8		1.0		11.2

Intersection Summary	
HCM 2010 Ctrl Delay	12.1
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	28	751	1046	29	43	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	30	816	1189	33	51	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1222	0	-	0	1674	611
Stage 1	-	-	-	-	1205	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	572	-	-	-	87	439
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	572	-	-	-	82	439
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	27.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	572	-	-	-	246
HCM Lane V/C Ratio	0.053	-	-	-	0.349
HCM Control Delay (s)	11.6	-	-	-	27.3
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	1.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	53	776	573	13	21	70
Future Vol, veh/h	53	776	573	13	21	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	58	843	623	14	23	76

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	637	0	-	0	1167	318
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	949	-	-	-	188	681
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	949	-	-	-	177	681
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	519	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	949	-	-	-	535
HCM Lane V/C Ratio	0.061	-	-	-	0.185
HCM Control Delay (s)	9	-	-	-	13.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	20	777	568	44	57	18
Future Volume (veh/h)	20	777	568	44	57	18
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	22	845	617	48	62	20
Adj No. of Lanes	1	2	2	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	350	1416	1333	104	473	153
Arrive On Green	0.40	0.40	0.40	0.40	0.36	0.36
Sat Flow, veh/h	783	3632	3426	259	1314	424
Grp Volume(v), veh/h	22	845	328	337	83	0
Grp Sat Flow(s),veh/h/ln	783	1770	1772	1820	1759	0
Q Serve(g_s), s	1.1	9.4	6.8	6.8	1.6	0.0
Cycle Q Clear(g_c), s	7.9	9.4	6.8	6.8	1.6	0.0
Prop In Lane	1.00			0.14	0.75	0.24
Lane Grp Cap(c), veh/h	350	1416	709	728	633	0
V/C Ratio(X)	0.06	0.60	0.46	0.46	0.13	0.00
Avail Cap(c_a), veh/h	350	1416	709	728	633	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.88	1.00	0.00
Uniform Delay (d), s/veh	14.0	11.8	11.0	11.0	10.7	0.0
Incr Delay (d2), s/veh	0.3	1.9	1.9	1.9	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	4.9	3.7	3.7	0.8	0.0
LnGrp Delay(d),s/veh	14.3	13.7	12.9	12.9	11.2	0.0
LnGrp LOS	B	B	B	B	B	
Approach Vol, veh/h		867	665		83	
Approach Delay, s/veh		13.7	12.9		11.2	
Approach LOS		B	B		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.0		24.0		26.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s				11.4		3.6		8.8
Green Ext Time (p_c), s				7.7		0.2		9.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	651	60	64	427	112	68	212	84	122	337	117
Future Volume (veh/h)	123	651	60	64	427	112	68	212	84	122	337	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	134	708	65	70	464	122	74	230	91	133	366	127
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	328	1202	110	264	1019	266	157	426	151	198	431	140
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	834	3311	304	701	2806	733	189	1017	361	283	1030	334
Grp Volume(v), veh/h	134	382	391	70	294	292	395	0	0	626	0	0
Grp Sat Flow(s),veh/h/ln	834	1787	1828	701	1787	1752	1568	0	0	1647	0	0
Q Serve(g_s), s	8.0	9.5	9.5	4.9	6.9	7.0	0.0	0.0	0.0	9.7	0.0	0.0
Cycle Q Clear(g_c), s	15.0	9.5	9.5	14.5	6.9	7.0	9.6	0.0	0.0	19.3	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.42	0.19		0.23	0.21		0.20
Lane Grp Cap(c), veh/h	328	649	663	264	649	636	734	0	0	769	0	0
V/C Ratio(X)	0.41	0.59	0.59	0.27	0.45	0.46	0.54	0.00	0.00	0.81	0.00	0.00
Avail Cap(c_a), veh/h	328	649	663	264	649	636	789	0	0	825	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)	0.81	0.81	0.81	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.1	14.2	14.2	20.1	13.4	13.4	11.9	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	3.1	3.2	3.1	2.3	2.2	2.3	0.6	0.0	0.0	5.9	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	2.1	5.2	5.4	1.1	3.7	3.7	4.6	0.0	0.0	10.0	0.0	0.0
LnGrp Delay(d),s/veh	22.2	17.4	17.3	22.4	15.5	15.6	12.5	0.0	0.0	20.6	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	B			C		
Approach Vol, veh/h		907			656			395			626	
Approach Delay, s/veh		18.0			16.3			12.5			20.6	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		29.0		26.0		29.0		26.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		25.0		18.0		25.0		18.0
Max Q Clear Time (g_c+I1), s		11.6		17.0		21.3		16.5
Green Ext Time (p_c), s		4.0		0.9		1.7		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	799	28	25	562	14	33	18	80	35	10	8
Future Volume (veh/h)	30	799	28	25	562	14	33	18	80	35	10	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1678	1710	1710	1677	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	33	868	30	27	611	15	36	20	87	38	11	9
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	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	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	529	1942	67	412	1964	48	126	45	127	239	64	34
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	731	3143	109	567	3179	78	255	319	891	843	447	237
Grp Volume(v), veh/h	33	440	458	27	306	320	143	0	0	58	0	0
Grp Sat Flow(s),veh/h/ln	731	1594	1658	567	1593	1663	1465	0	0	1527	0	0
Q Serve(g_s), s	1.1	7.3	7.3	1.3	4.5	4.6	2.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	7.3	7.3	8.6	4.5	4.6	4.6	0.0	0.0	1.6	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.05	0.25		0.61	0.66		0.16
Lane Grp Cap(c), veh/h	529	985	1024	412	984	1028	299	0	0	336	0	0
V/C Ratio(X)	0.06	0.45	0.45	0.07	0.31	0.31	0.48	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	529	985	1024	412	984	1028	610	0	0	617	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)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	5.0	5.0	7.3	4.5	4.5	20.3	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.1	1.0	0.3	0.8	0.8	1.2	0.0	0.0	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.5	3.6	0.2	2.2	2.3	2.0	0.0	0.0	0.7	0.0	0.0
LnGrp Delay(d),s/veh	6.0	6.1	6.1	7.6	5.3	5.3	21.5	0.0	0.0	19.3	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	C			B		
Approach Vol, veh/h		931			653			143			58	
Approach Delay, s/veh		6.1			5.4			21.5			19.3	
Approach LOS		A			A			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		13.1		36.9		13.1		36.9
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0		20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s		6.6		9.3		3.6		10.6
Green Ext Time (p_c), s		0.5		9.5		0.6		8.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	14	900	582	10	58	19
Future Vol, veh/h	14	900	582	10	58	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	15	978	633	11	63	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	643	0	-	0	1158	322
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	945	-	-	-	191	677
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	945	-	-	-	188	677
Mov Cap-2 Maneuver	-	-	-	-	323	-
Stage 1	-	-	-	-	491	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	945	-	-	-	371
HCM Lane V/C Ratio	0.016	-	-	-	0.226
HCM Control Delay (s)	8.9	-	-	-	17.5
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Intersection	
Intersection Delay, s/veh	75.0
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	907	656	395	626
Demand Flow Rate, veh/h	916	663	399	632
Vehicles Circulating, veh/h	575	442	984	615
Vehicles Exiting, veh/h	544	849	441	367
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	169.7	18.9	27.0	27.1
Approach LOS	F	C	D	D

Lane	Left	Bypass	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	R	LT	R	LT	R	LT	R
Assumed Moves	LT	R	LT	R	LT	R	LT	R
RT Channelized		Yield		Yield		Yield		Yield
Lane Util	1.000		1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193		5.193	
Entry Flow, veh/h	850	66	540	123	307	92	504	128
Cap Entry Lane, veh/h	636	727	726	783	422	483	611	656
Entry HV Adj Factor	0.990	0.990	0.990	0.990	0.989	0.990	0.991	0.990
Flow Entry, veh/h	842	65	534	122	304	91	499	127
Cap Entry, veh/h	630	720	719	775	418	479	605	649
V/C Ratio	1.337	0.090	0.744	0.157	0.727	0.190	0.825	0.196
Control Delay, s/veh	182.3	5.9	21.8	6.3	32.0	10.2	32.0	7.9
LOS	F	A	C	A	D	B	D	A
95th %tile Queue, veh	35	0	7	1	6	1	9	1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	52	601	844	30	26	87
Future Vol, veh/h	52	601	844	30	26	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	115	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	57	653	917	33	28	95

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	950	0	-	0	1374	475
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	725	-	-	-	138	539
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	619	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	725	-	-	-	127	539
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	570	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	725	-	-	-	477
HCM Lane V/C Ratio	0.078	-	-	-	0.257
HCM Control Delay (s)	10.4	-	-	-	15.1
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	606	856	65	77	18
Future Volume (veh/h)	21	606	856	65	77	18
Number	7	4	8	18	1	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1865	1900	1900	1900
Adj Flow Rate, veh/h	22	645	892	68	103	24
Adj No. of Lanes	1	2	2	0	0	0
Peak Hour Factor	0.94	0.94	0.96	0.96	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	0	0
Cap, veh/h	313	1416	1335	102	513	119
Arrive On Green	0.40	0.40	0.80	0.80	0.36	0.36
Sat Flow, veh/h	594	3632	3431	254	1424	332
Grp Volume(v), veh/h	22	645	474	486	128	0
Grp Sat Flow(s),veh/h/ln	594	1770	1772	1820	1770	0
Q Serve(g_s), s	1.4	6.7	5.7	5.7	2.5	0.0
Cycle Q Clear(g_c), s	7.1	6.7	5.7	5.7	2.5	0.0
Prop In Lane	1.00			0.14	0.80	0.19
Lane Grp Cap(c), veh/h	313	1416	709	728	637	0
V/C Ratio(X)	0.07	0.46	0.67	0.67	0.20	0.00
Avail Cap(c_a), veh/h	313	1416	709	728	637	0
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.55	0.55	1.00	0.00
Uniform Delay (d), s/veh	13.3	11.0	3.6	3.6	11.0	0.0
Incr Delay (d2), s/veh	0.4	1.1	2.8	2.7	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.4	2.9	3.0	1.3	0.0
LnGrp Delay(d),s/veh	13.7	12.1	6.4	6.3	11.7	0.0
LnGrp LOS	B	B	A	A	B	
Approach Vol, veh/h		667	960		128	
Approach Delay, s/veh		12.1	6.3		11.7	
Approach LOS		B	A		B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6		8
Phs Duration (G+Y+Rc), s				26.0		24.0		26.0
Change Period (Y+Rc), s				6.0		6.0		6.0
Max Green Setting (Gmax), s				20.0		18.0		20.0
Max Q Clear Time (g_c+I1), s				9.1		4.5		7.7
Green Ext Time (p_c), s				9.8		0.3		11.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	476	88	111	730	226	78	348	89	131	298	113
Future Volume (veh/h)	119	476	88	111	730	226	78	348	89	131	298	113
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1881	1881	1900	1881	1881	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	129	517	96	116	760	235	87	387	99	135	307	116
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	205	1085	201	377	968	299	148	458	109	193	339	116
Arrive On Green	0.72	0.72	0.72	0.36	0.36	0.36	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	569	3013	557	814	2690	832	162	1145	273	260	848	291
Grp Volume(v), veh/h	129	306	307	116	505	490	573	0	0	558	0	0
Grp Sat Flow(s),veh/h/ln	569	1787	1783	814	1787	1734	1580	0	0	1398	0	0
Q Serve(g_s), s	5.4	3.6	3.7	5.9	12.6	12.6	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear(g_c), s	18.0	3.6	3.7	9.6	12.6	12.6	16.8	0.0	0.0	19.9	0.0	0.0
Prop In Lane	1.00		0.31	1.00		0.48	0.15		0.17	0.24		0.21
Lane Grp Cap(c), veh/h	205	643	642	377	643	624	715	0	0	649	0	0
V/C Ratio(X)	0.63	0.48	0.48	0.31	0.78	0.78	0.80	0.00	0.00	0.86	0.00	0.00
Avail Cap(c_a), veh/h	205	643	642	377	643	624	715	0	0	649	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)	0.92	0.92	0.92	0.77	0.77	0.77	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	14.7	5.0	5.0	14.8	14.3	14.3	13.7	0.0	0.0	14.6	0.0	0.0
Incr Delay (d2), s/veh	12.6	2.3	2.3	1.6	7.3	7.5	6.5	0.0	0.0	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	2.4	2.1	2.1	1.5	7.5	7.3	8.6	0.0	0.0	9.6	0.0	0.0
LnGrp Delay(d),s/veh	27.3	7.3	7.3	16.5	21.6	21.8	20.2	0.0	0.0	25.9	0.0	0.0
LnGrp LOS	C	A	A	B	C	C	C			C		
Approach Vol, veh/h		742			1111			573			558	
Approach Delay, s/veh		10.8			21.1			20.2			25.9	
Approach LOS		B			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		26.0		24.0		26.0		24.0
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		20.0		18.0		20.0		18.0
Max Q Clear Time (g_c+I1), s		18.8		20.0		21.9		14.6
Green Ext Time (p_c), s		1.2		0.0		0.0		3.3

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	657	19	63	983	30	48	16	79	43	31	36
Future Volume (veh/h)	20	657	19	63	983	30	48	16	79	43	31	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1710	1677	1710	1710	1677	1710	1710	1710	1710	1710	1710	1710
Adj Flow Rate, veh/h	22	738	21	72	1117	34	64	21	105	50	36	42
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.75	0.75	0.75	0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	0	2	2	0	0	0	0	0	0
Cap, veh/h	309	1935	55	449	1931	59	153	47	139	166	104	87
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	447	3165	90	646	3158	96	386	276	818	438	609	512
Grp Volume(v), veh/h	22	371	388	72	564	587	190	0	0	128	0	0
Grp Sat Flow(s),veh/h/ln	447	1594	1661	646	1594	1660	1480	0	0	1559	0	0
Q Serve(g_s), s	1.7	6.5	6.5	3.5	11.7	11.7	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.4	6.5	6.5	10.0	11.7	11.7	6.5	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.06	0.34		0.55	0.39		0.33
Lane Grp Cap(c), veh/h	309	974	1016	449	974	1015	340	0	0	357	0	0
V/C Ratio(X)	0.07	0.38	0.38	0.16	0.58	0.58	0.56	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	309	974	1016	449	974	1015	556	0	0	572	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)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.5	5.4	5.4	8.0	6.4	6.4	21.5	0.0	0.0	20.5	0.0	0.0
Incr Delay (d2), s/veh	0.4	1.0	1.0	0.8	2.5	2.4	1.4	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	3.1	3.2	0.7	5.7	5.9	2.9	0.0	0.0	1.8	0.0	0.0
LnGrp Delay(d),s/veh	10.9	6.4	6.4	8.7	8.9	8.8	23.0	0.0	0.0	21.2	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	C			C		
Approach Vol, veh/h		781			1223			190			128	
Approach Delay, s/veh		6.5			8.9			23.0			21.2	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		15.4		39.6		15.4		39.6
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s		18.0		25.0		18.0		25.0
Max Q Clear Time (g_c+I1), s		8.5		15.4		5.9		13.7
Green Ext Time (p_c), s		0.9		9.2		1.0		10.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.9
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Traffic Vol, veh/h	28	751	1046	29	43	30
Future Vol, veh/h	28	751	1046	29	43	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	165	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	88	88	85	85
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	30	816	1189	33	51	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1222	0	-	0	1674	611
Stage 1	-	-	-	-	1205	-
Stage 2	-	-	-	-	469	-
Critical Hdwy	4.12	-	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	-	3.51	3.31
Pot Cap-1 Maneuver	572	-	-	-	87	439
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	572	-	-	-	82	439
Mov Cap-2 Maneuver	-	-	-	-	249	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	572	-	-	-	303
HCM Lane V/C Ratio	0.053	-	-	-	0.283
HCM Control Delay (s)	11.6	-	-	-	21.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

Intersection	
Intersection Delay, s/veh	117.0
Intersection LOS	F

Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	742	1160	560	589
Demand Flow Rate, veh/h	749	1171	566	594
Vehicles Circulating, veh/h	592	598	795	1009
Vehicles Exiting, veh/h	887	665	449	512
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	64.9	196.0	43.1	97.3
Approach LOS	F	F	E	F

Lane	Left	Bypass	Left	Bypass	Left	Bypass	Left	Bypass
Designated Moves	LT	R	LT	R	LT	R	LT	R
Assumed Moves	LT	R	LT	R	LT	R	LT	R
RT Channelized		Yield		Yield		Yield		Yield
Lane Util	1.000		1.000		1.000		1.000	
Critical Headway, s	5.193		5.193		5.193		5.193	
Entry Flow, veh/h	652	97	923	248	468	98	470	124
Cap Entry Lane, veh/h	625	721	621	677	510	581	412	465
Entry HV Adj Factor	0.991	0.990	0.990	0.990	0.990	0.990	0.991	0.990
Flow Entry, veh/h	646	96	914	246	463	97	466	123
Cap Entry, veh/h	619	714	615	670	505	575	408	461
V/C Ratio	1.043	0.134	1.485	0.367	0.917	0.169	1.141	0.267
Control Delay, s/veh	73.6	6.5	245.9	10.3	50.4	8.4	119.9	12.0
LOS	F	A	F	B	F	A	F	B
95th %tile Queue, veh	17	0	45	2	11	1	17	1

FACT SHEET

DOWNTOWN FAIRBURN IMPLEMENTATION PLAN

CONNECT. CREATE. THRIVE.

SR 14; CAMPBELLTON RD; SMITH ST & WASHINGTON ST

P.I. NUMBER: 0012636 (FULTON)

PROJECT BACKGROUND

The Downtown Fairburn LCI Implementation Plan is an outgrowth of two previous studies: 2009 Livable Centers Initiative (LCI) Plan and a 2011 Master Plan. Design elements in both plans were prioritized and identified by stakeholders, officials, and Fairburn residents. In 2012, the City received funding for implementation of a portion of these plans. For the past year, the City has been working with GDOT and ARC to develop a concept that equitably addresses concerns of pedestrian safety, traffic flow, connectivity, and enhancements. The project is currently in Concept Review and Environmental Documentation has begun. The anticipated let date for construction is in 2018.

PROJECT PARTNERS

This project is a collaborative effort led by the City of Fairburn, with support from Georgia DOT and the Atlanta Regional Commission. Stantec Consulting is the engineering consultant for the project.

PROJECT BOUNDARIES

The project includes a five block stretch along U.S. 29 (West Broad Street) from Malone Street to Strickland Street and a section of East Broad Street from Smith Street to Campbellton Road (S.R. 92).

DESIGN FEATURES

Design Features of the Downtown Fairburn Implementation Plan are outlined as follows:

- **Roadway Improvements**
  - Removal of dedicated right turn lanes on U.S. 29 at Campbellton Road (S.R. 92) and Dodd Street.
  - Narrowing of travel lanes to promote slower speeds.
  - Creation of raised, vegetated medians to control traffic.
- **Pedestrian Improvements**
  - 5'-wide brick paver sidewalks accompanied by 4'-wide vegetated buffer strips on the east side of U.S. 29.
  - Expanded brick paver sidewalks, new granite header curbs, and raised planter beds on the west side of U.S. 29.
  - New pedestrian street lighting throughout the corridor.
  - Rehabilitation of the Smith Street underpass for use as a pedestrian facility.
  - 5' wide concrete sidewalk along East Broad Street from Smith Street to Campbellton Road (S.R. 92).
- **Smith Street Underpass Improvements**
  - Rehabilitation of the existing CSX underpass structure.
  - New concrete and brick paver staircase and ADA ramp connecting the underpass to U.S. 29.
  - Introduction of public art.
- **Intersection Improvements (Smith Street, Campbellton Road, Dodd Street)**
  - Updated signals and mast arms.
  - Update pedestrian count-down signals to allow appropriate crossing times.
  - New brick paver crosswalks.
  - New ADA ramps.
- **Parking Improvements**
  - 35 reverse angle parking spaces along the west side of U.S. 29.
  - 28 new parking spaces along west side of East Broad Street.
  - Restriping of parallel spaces along Smith Street and Campbellton Road (S.R. 92).
  - Appropriate striping of designated MARTA bus stops and delivery loading/unloading zones.

COMMENTS & QUESTIONS

Formal comments should be provided within 5 business days via email or mail to the following address:

C/O PEQ, INC.
110 Orchard Street
Fairburn, GA 30213
Email: contact@peqatl.com

Historic Downtown Fairburn LCI – Public Information Open House
Thursday, September 17, 2015 – Fairburn City Hall

Sign - In

NAME, MAILING ADDRESS, PHONE AND E-MAIL	NAME, MAILING ADDRESS, PHONE AND E-MAIL
Bill Johnston 233 Lamdin Rd Atlanta, GA 30309	Bruce C Williams 7195 Cane Leaf Dr will6132@Bellsouth.Net Fairburn Ga 30213
Linda Knox 158 Malone Circle Fairburn, GA 30213	LEE WALTON 43 GREENE ST. FAIRBURN GA 30213
Emily Torrenga 140 Greene St SE Fairburn, GA 30213	

Historic Downtown Fairburn LCI – Public Information Open House
Thursday, September 17, 2015 – Fairburn City Hall

Sign - In

NAME, MAILING ADDRESS, PHONE AND E-MAIL	NAME, MAILING ADDRESS, PHONE AND E-MAIL
Jennifer Morgan 5433 Pr[illegible] Douglasville, GA 30135 404.374.5567 Kampelmorganj@gmail.com	
Brendetta Walker 56 Malone Street Fairburn, GA bwalker@fairburn.com	

Historic Downtown Fairburn LCI – Public Information Open House
Thursday, September 17, 2015 – Fairburn City Hall

Sign - In

NAME, MAILING ADDRESS, PHONE AND E-MAIL	NAME, MAILING ADDRESS, PHONE AND E-MAIL
PAT PALLEN 65 POPLAR ST 7709661315 PJP111@comcast.net	Russell Willis Brenau University 314 NW Broad St FAIRBURN rwillis1@brenau.edu
Roxanne Harris GDOT - PM 404 - 347 - 0607 Rharris@dot.ga.gov	MIKE TITUS LANDMARK CHRISTIAN SCH 50 SE BROAD ST mtitus@landmark-cs.org
DAVID MILLICAN 72 MILO FISHER ST FAIRBURN dmmillican@gmail.com	Raye Thompson 404 Meadow Glen Pkwy Fairburn, GA 30213 rayeco4@gmail.com
Michael Margut GDOT - Office Environmental Services 404-601-1632 mmargut@dot.ga.gov	Kenny Palm Kkpalm@hotmail.com

Historic Downtown Fairburn LCI Update
Public Information Open House
Thursday, September 17, 2015 – Fairburn City Hall

Comment Form

Tell Us What You Think!

Excited about the direction of our downtown.
Yet some location near and ajacent to the development
I hope are addressed soon as well; ie CVS Plaza
thrift Store (Home on 29 before BP Plaza).

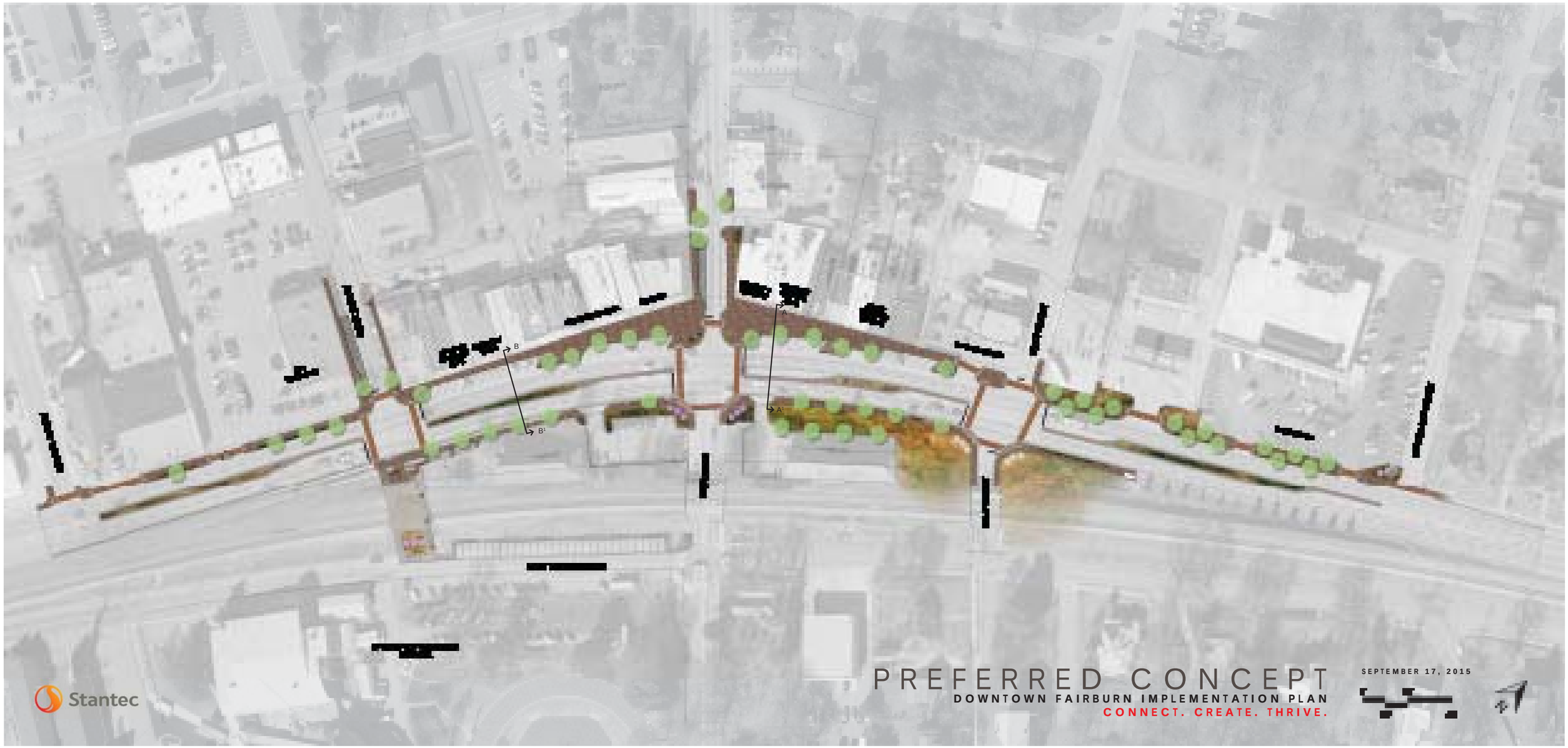
Submitted By: (Please Print) Bruce C. Williams

Complete Address: 7195 Cane Leaf Dr
Fairburn GA 30213
Will6132@Bellsouth.net

TO SEND COMMENTS

DIRECT MAIL:
HISTORIC DOWNTOWN FAIRBURN LCI
C/O PEQ, INC.
110 ORCHARD STREET
FAIRBURN, GA 30213
FAX: 770-964-5453
E-MAIL: CONTACT@PEQATL.COM

Thank you for your participation!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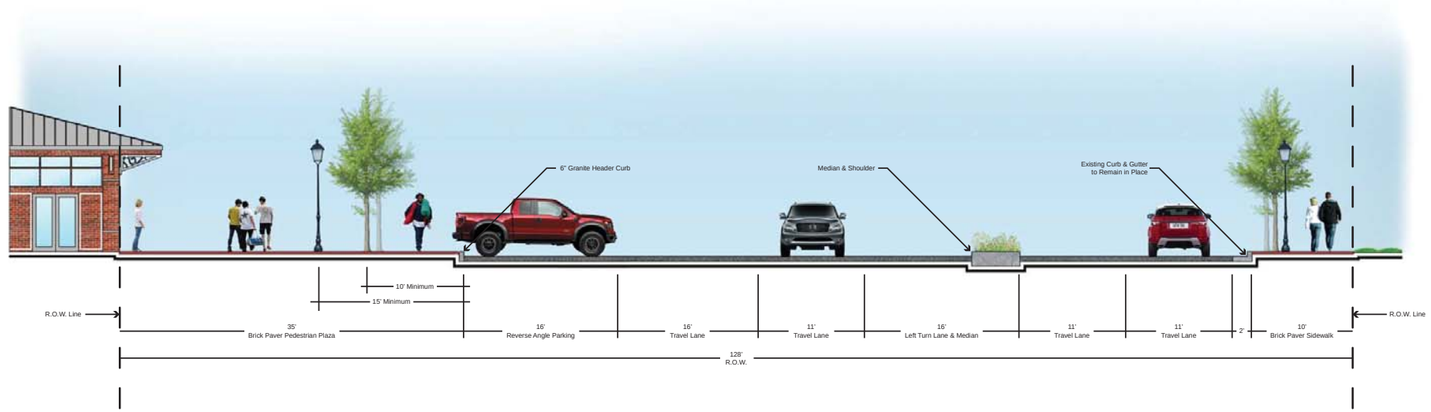
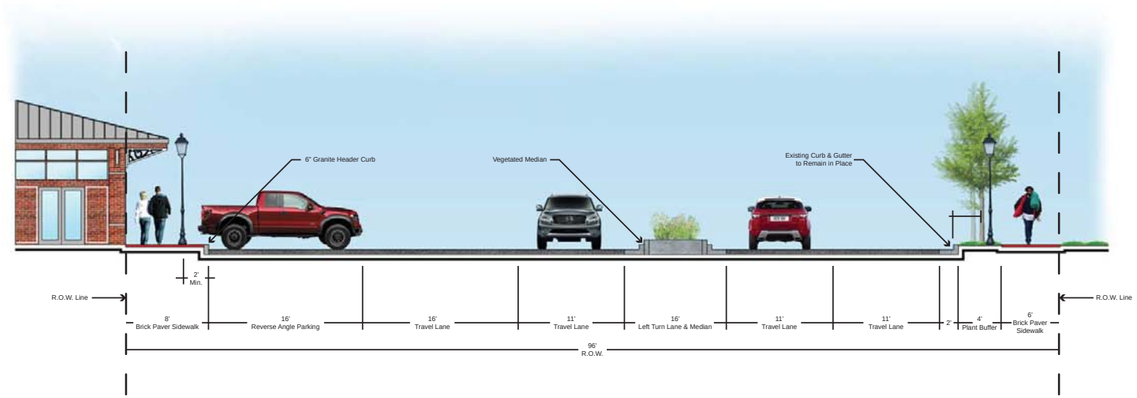
Stantec
PREFERRED CONCEPT
DOWNTOWN FAIRBURN IMPLEMENTATION PLAN
CONNECT. CREATE. THRIVE.
SEPTEMBER 17, 2015



SECTION A-A[1]: North of 92 (Facing North)



SECTION B-B[1]: South of 92 (Facing North)

Stantec

TYPICAL SECTIONS: U.S. 29

DOWNTOWN FAIRBURN IMPLEMENTATION PLAN

CONNECT. CREATE. THRIVE.

SEPTEMBER 17, 2015

FAIRBURN COMMERCIAL HISTORIC DISTRICT
OLD CAMPBELL COUNTY HIGH SCHOOL
ATLANTA AND LAGRANGE RAILROAD
MALONE STREET
SMITH STREET
CVS PHARMACY
UPTOWN INTERNET CAFE
FAIRBURN PAWN
DOWNTOWN PLAZA
OZ PIZZA
FINE ART & FRAMING
FAIRBURN ANTIQUE MALL
JERRY GOWENS GARAGE
BP GAS STATION
DODD STREET
FOOD DEPOT
STRICKLAND STREET
HIGHWAY 92
COLE STREET
EAST BROAD STREET
LANDMARK CHRISTIAN SCHOOL
Stantec
CULTURAL RESOURCES
DOWNTOWN FAIRBURN IMPLEMENTATION PLAN
CONNECT. CREATE. THRIVE.
SEPTEMBER 17, 2015
0'
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30'
60'
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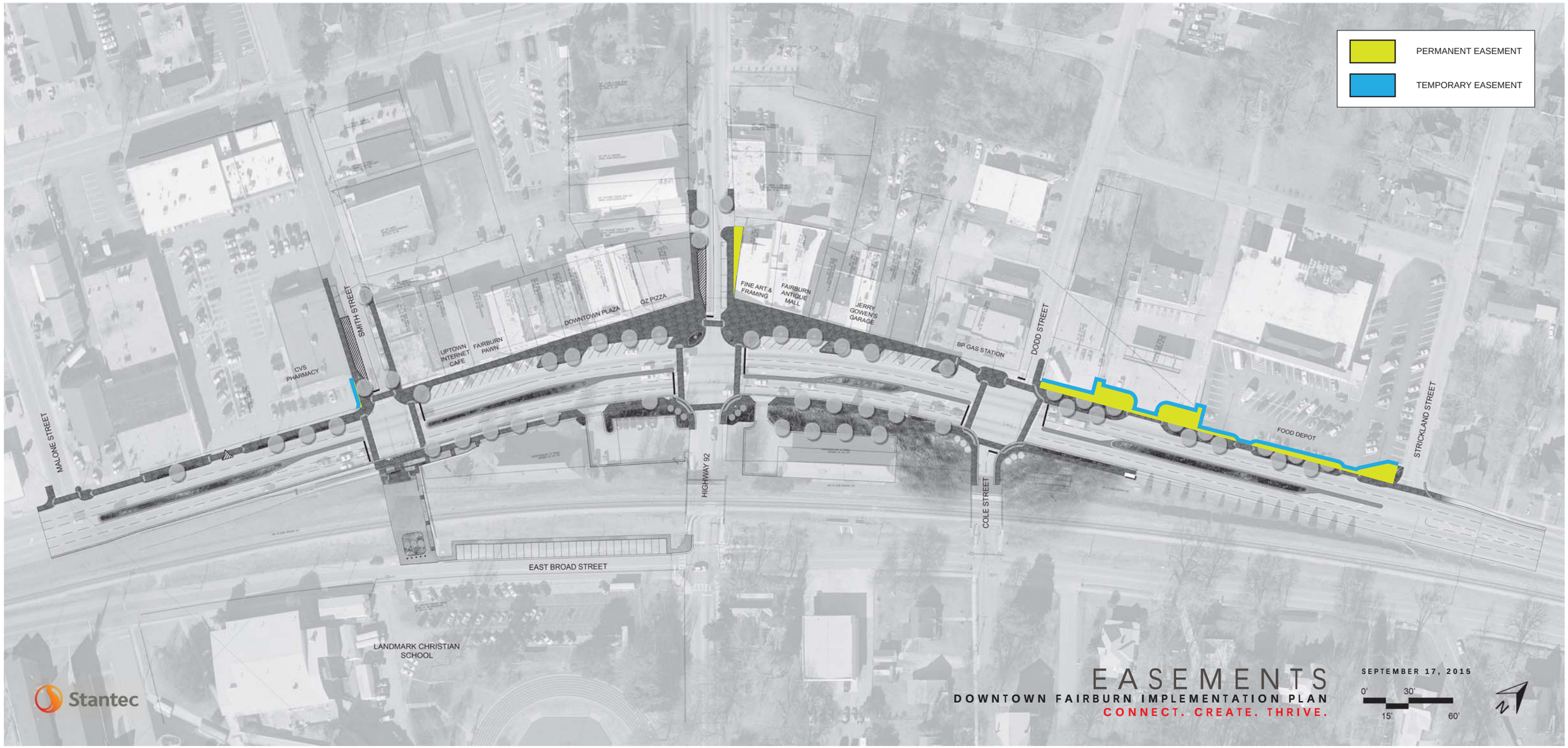
PERMANENT EASEMENT
TEMPORARY EASEMENT
SMITH STREET
CVS PHARMACY
UPTOWN INTERNET CAFE
FAIRBURN PAWN
DOWNTOWN PLAZA
OZ PIZZA
FINE ART & FRAMING
FAIRBURN ANTIQUE MALL
JERRY GOWEN'S GARAGE
BP GAS STATION
DODD STREET
FOOD DEPOT
STRICKLAND STREET
MALONE STREET
HIGHWAY 92
COLE STREET
EAST BROAD STREET
LANDMARK CHRISTIAN SCHOOL
Stantec
EASEMENTS
DOWNTOWN FAIRBURN IMPLEMENTATION PLAN
CONNECT. CREATE. THRIVE.
SEPTEMBER 17, 2015
0'
15'
30'
60'
N

Meeting Minutes

GDOT Concept Team Meeting; PI Number - 0012636

Downtown Fairburn Implementation Plan / 178202090

Date/Time:	August 18, 2015 / 10:00 AM
Place:	GDOT District 7 Office
Next Meeting:	TBD
Attendees:	Brendetta Walker (City of Fairburn); Lester Thompson (City of Fairburn); Tom Barber (City of Fairburn); Elliot Robertson (GDOT); Bobby Dollar (GDOT); Roxanne Harris (GDOT-OPD); Harry Hatcher (GDOT-D7 Const.); Dale Ferris (GDOT –D7-A3); Lewis Brooker (GDOT-D& Utilities); Brad Humphrey (GDOT-D7-Traffic Ops.); Julia Billings (GDOT-Planning); Merishia Robinson (GDOT); Scott Lee (GDOT-D7 Preconstruction); Michael Nash (GDOT Utilities RR Section); Mitchell Greenway (Stantec); Andrew Kohr (Stantec); Nathan Aarons (Stantec)
Absentees:	28T
Distribution:	28T

Introductions

Attendees introduced themselves.

Overview

Andrew Kohr gave a brief description of the timeline/background of the project up to this point:

- 2009-2011 – Fairburn LCI & Master Plan were created.
    - Identified the section of downtown Fairburn along Highway 29 as an area of need for enhancement.
- This project is a focused on corridor enhancement and traffic calming.
- The plans presented approximately 1 year ago were aggressive in their ideas and were deemed unobtainable.
    - Road Diet
    - Roundabout

Current Proposed Plan Elements

Andrew Kohr went through the design elements/ideas of the current proposed plan.

- The three signalized intersections are to remain signalized and be updated/enhanced with new mast arms and pedestrian count-down signals (Smith Street, Highway 92, and Dodd Street).

- Raised, vegetative medians to be constructed where feasible.
- Alternative pavement to be placed where medians are not feasible near intersections.
    - This would allow for U-turns.
- "Dead" space between western most travel lane and angled parking to be eliminated by shifting parking east to western edge of travel lane.
    - The extra space (now west of parking) would be converted in to more pedestrian space.
- Reverse angle parking is to take the place of current, angled parking.
- The travel lane adjacent to the reverse angle parking spaces will be 16' wide to accommodate appropriate maneuverability for cars.
- Right turn lanes to be removed on Highway 29 at the intersections of Highway 92 and Dodd Street.
- Enhanced, paver crosswalks to be installed at the three signalized intersections (Smith Street, Highway 92, and Dodd Street).
- Proposed public parking and pedestrian facilities added to East Broad Street.
- The Railroad underpass is to be enhanced in to a pedestrian plaza to allow access from East Broad Street to Highway 29.

Feedback & Questions

1. There was concern regarding storage space for the left turn lanes.
    a. Stantec to verify.
2. Will the City of Fairburn be maintaining the vegetation in the medians?
    a. Yes.
3. Is a 16' depth adequate for a reverse angle parking space?
    a. Yes, because the adjacent travel lane has also been widened to 16' to allow for flexibility.
4. Stantec and the City of Fairburn need to make sure the public understand how to use reverse angle parking, and if not, provide the proper education.
    a. Education strategies have been discussed.
5. The City of Fairburn will be responsible for maintaining all pavers (sidewalks & crosswalks) on

the site.

6. Utility poles were identified in the area of the proposed parking on East Broad Street. How will these be addressed? The proper changes will need to be made to the budget.

    a. The poles will either be relocated across the street or underground to avoid conflict. The changes to the budget will be made.

7. GDOT was in agreement that the MARTA bus station on Highway 29 (north of Cole Street) could be relocated closer to the intersection to eliminate the need for people to cross Highway 29 mid-block and cross the railroad.

8. A solution needs to be determined to prevent people from crossing the railroad.

    a. Fencing, plantings, etc.

9. The proposed sections were incorrect in regards to the design and layout of the medians.

    a. Once corrected, the “Design Features” table needs to be updated in the report.

10. The design date for the mainline needs to be added.

11. Date for the PIOH?

    a. September 17, 2015

The meeting adjourned at 11:20 AM

Stantec Consulting Services Inc.

GDOT Concept Team Meeting

PI Number: 0012636 (Fulton County)

August 18, 2015

Stantec

Name & Organization	
NATHAN AARONS	STANTEC
ANDREW KOHR	STANTEC
Brendetta Walker	City of Fairburn
Lester Thompson	City of Fairburn
Tom Barber	City of Fairburn
Elliott Robertson	Georgia DOT
Bobby Dillard	Georgia DOT
Roxanne Harris	GDOT-OPD
HARRY HATCHER	GDOT - D7 CONST
Dale Ferris	GDOT - D7 - A3
Lewis Brooker	GDOT - D7 UTL
Daran Bonny	GDOT D7 Utilities
BRAD HUMPHREY	GDOT - D7 - TRAFFIC OPS
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Michael D. Nash	GDOT Utilities RR section