# LAKESIDE PARK ACCESS STUDY

# PELL CITY, ALABAMA


JANUARY 2016

PELL CITY ALABAMA

NEEL-SCHAFFER
Solutions you can build upon

# TABLE OF CONTENTS

## APPENDICES

## Section 1 – Introduction

Lakeside Park is located on Cropwell Drive (SR-34) in the southern portion of Pell City, Alabama. The 65 acre park is adjacent to the Pell City Civic Center and offers picnic areas, pavilions, walking trails, a boat launch, a swimming area, a fishing pier, and a playground. The park also contains a Sports Complex with numerous baseball and soccer fields. A splash pad is currently under construction and is scheduled to open within a few months. Activities at the Sports Complex, fishing tournaments, and the children's area draw numerous visitors to the park each year.

This report summarizes the findings of an access study performed by Neel-Schaffer, Inc. as requested by Pell City. The purpose of this study was to review and analyze the traffic movements and intersection geometry and then provide recommendations for access improvements to alleviate the congestion and safety issues related to the existing park access as well as to improve the efficiency of vehicles entering and exiting the park before and after special events. The study area included all entrances to Lakeside Park, the Civic Center, and Sports Complex as well as SR-34 to the north and east of the park. A new access point off of SR-34 was also evaluated as a part of this study. Figure 1.1 shows a vicinity map of the project site.

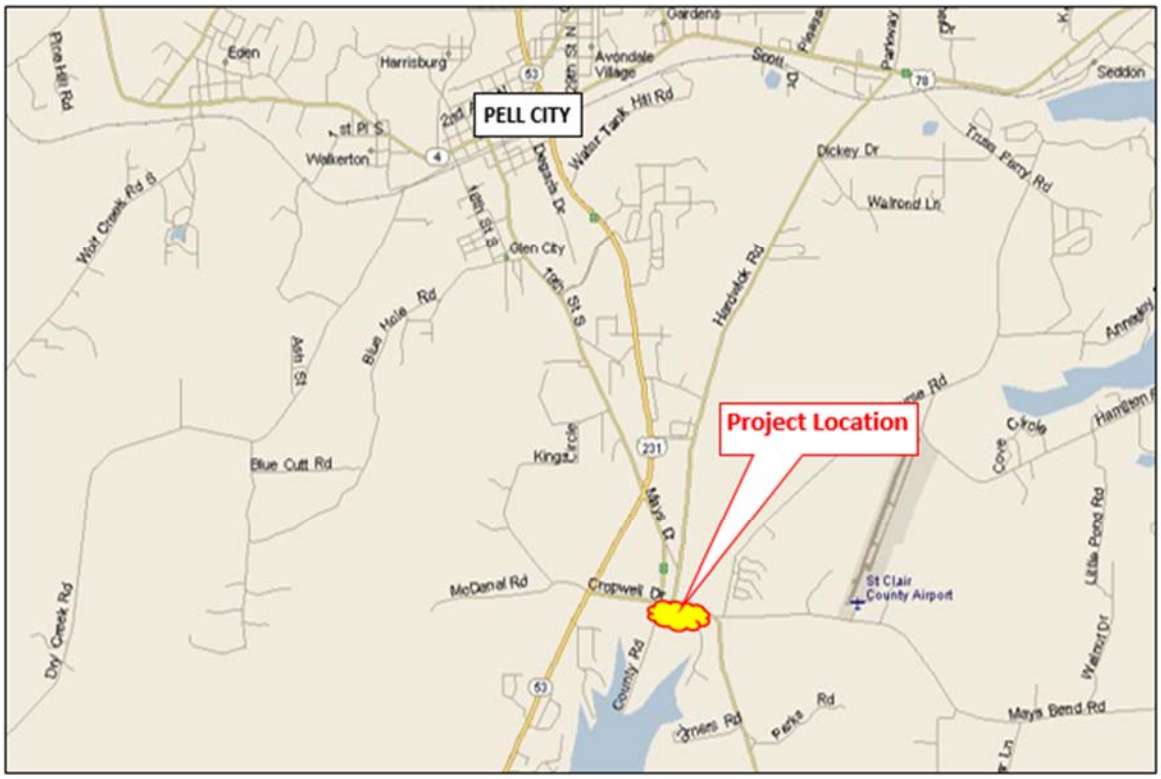



Figure 1.1 - Project Vicinity Map

## Section 2 – Existing Conditions

Lakeside Park is approximately half a mile east of US-231 on Cropwell Road (SR-34). It sits on the north side of Avondale Lake which feeds into the Coosa River. SR-34 borders the park to the north and east. An aerial image of Lakeside Park and the surrounding area is shown in Figure 2.1.

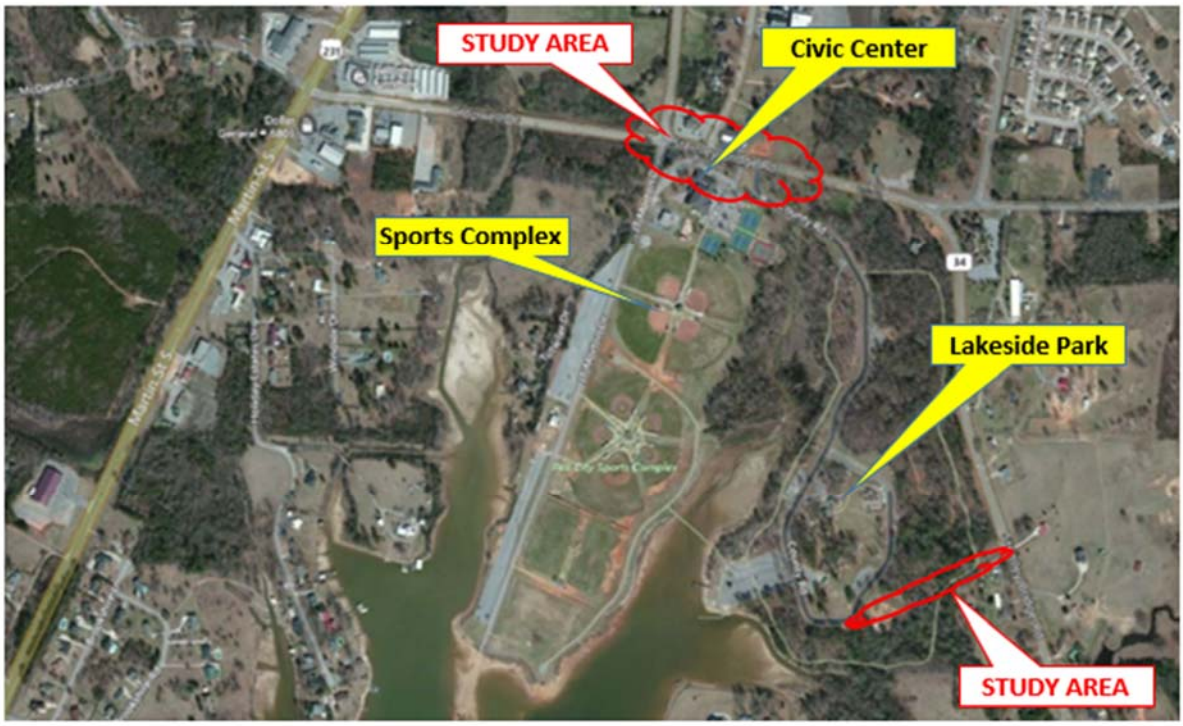



Figure 2.1 - Project Aerial Map

There are currently four access points in close proximity to each other that provide access to the Sports Complex, Civic Center, and Lakeside Park (see Figure 2.2). The westernmost access point (Access Point A) services the Sports Complex. It is a three-way stop with stop signs on the western leg (Cropwell Road), southern leg (entrance to Sports Complex), and eastern leg (Cropwell Road/SR-34). The northern leg (SR-34) does not stop. All legs are undivided two lane roadways. A channelized right turn lane with a yield sign moves traffic from westbound to northbound. There is also a channelized right turn lane from eastbound to southbound, but no yield sign is present.

The next access point (Access Point B) is a forked driveway that accesses the Civic Center off of Cropwell Road (SR-34). It is approximately 220 feet from the Sports Complex entrance (measured centerline to centerline). The east side of the fork leads to parking in front of the Civic Center, while the west side of the fork serves as a cut-through connection to the Sports Complex. There are currently no turn lanes for this access point. Hardwick Road is slightly offset from this driveway on the north side of Cropwell Road (SR-34).

The third access point (Access Point C) is a driveway that serves as the primary entrance to the Civic Center parking lot. It is a two lane drive with no stop sign. There are no turn lanes for this access point.

The easternmost access point (Access Point D) is the main entrance to Lakeside Park. It is located approximately 80 feet east of the Civic Center driveway (measured centerline to centerline) and has no turn lanes off of SR-34. There is a stop sign for traffic leaving the park.

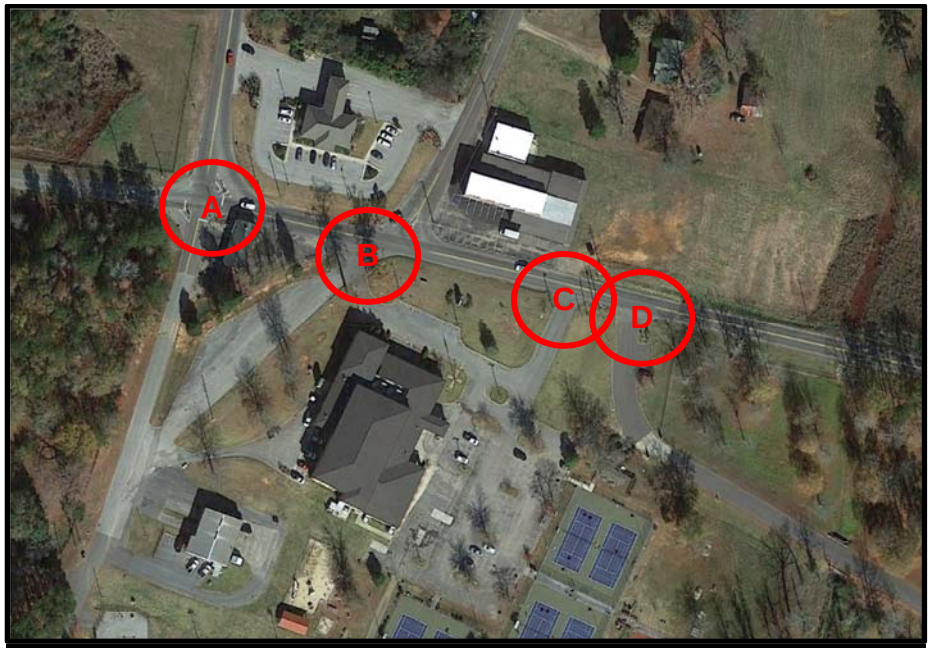



Figure 2.2 - Existing Access Points

The City is in the process of adding a splash pad in the southeast section of the park (see Figure 2.3). This new amenity is across from Kids Kastle, a community built playground. As a part of this study, Neel-Schaffer identified a new access point to provide access to these facilities as well as closer access to the boat launch. A new access point also allows for quicker park exits after special events and provides a secondary way in and out of the park in case the primary entrance must be closed due to an emergency, construction, etc.

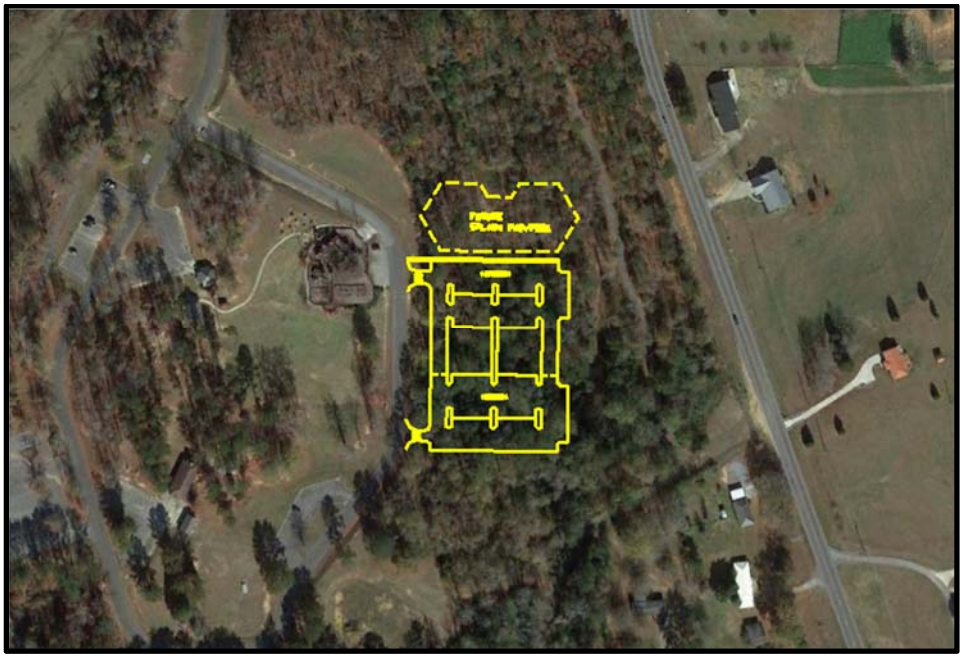


Figure 2.3 - Future Splash Pad

## Section 3 – Data Collection

Neel-Schaffer made a site visit to Lakeside Park on August 11, 2015. It was an active day for the Civic Center with a special election, a health fair, and a Rotary Club meeting, so traffic was heavy and the access issues were evident. During the site visit, existing lane configurations were noted as well as current traffic patterns and traffic generators within the park. Photos were also taken to document existing conditions.

Traffic counts were collected by Southern Traffic Counts, Inc. on Thursday, October 8, 2015 and again on Saturday, October 10, 2015. Events on Thursday included a fishing tournament and a charity event. On Saturday, activities included a Fall Frenzy, a beauty pageant, and youth football games. These video traffic counts were collected at Cropwell Drive at SR-34, Cropwell Drive at Hardwick Road, and at the Civic Center entrance on Cropwell Drive. The Civic Center video also included the Lakeside Park entrance. All access points were evaluated for vehicles entering and exiting. Turning movements were counted as well. Twenty-four hour bi-directional volume counts were also taken at Stemley Bridge Road (SR-34) south of Mays Bend Road and at the main entrance to Lakeside Park on the south side of Cropwell Drive. Details of these counts are included in Appendix A, and traffic count summary sheets are shown in Appendix B.

In addition, the City provided traffic counts collected on the following dates and locations to show attendance records at recent park events:

- July 2-6, 2015 (Lakeside Park Entrance)
- July 24-27, 2015 (Sports Complex)
- July 31 - August 6, 2015 (Lakeside Park Entrance)
- August 26 - September 8, 2015 (Lakeside Park Entrance)
- October 9-14, 2015 (Lakeside Park Entrance)
- October 15-19, 2015 (Sports Complex)
- October 19-23, 2015 (Sports Complex)

These counts are shown in detail in Appendix C.

Historic ALDOT traffic counts were also reviewed for the ten year period spanning 2005-2014. Data collected at four stations nearest the project site were reviewed: Station 811 (AL-53 North of 18th Ave. S), Station 812 (AL-53 North of Brookshire Rd.), Station 813 (AL-34 Southeast of AL-53), and Station 528 (AL-34 between White's Dr. & Green St.). The station locations are shown in Figure 3.1, and the AADT data is summarized below in Table 3.1. Additional information can be found in Appendix D.

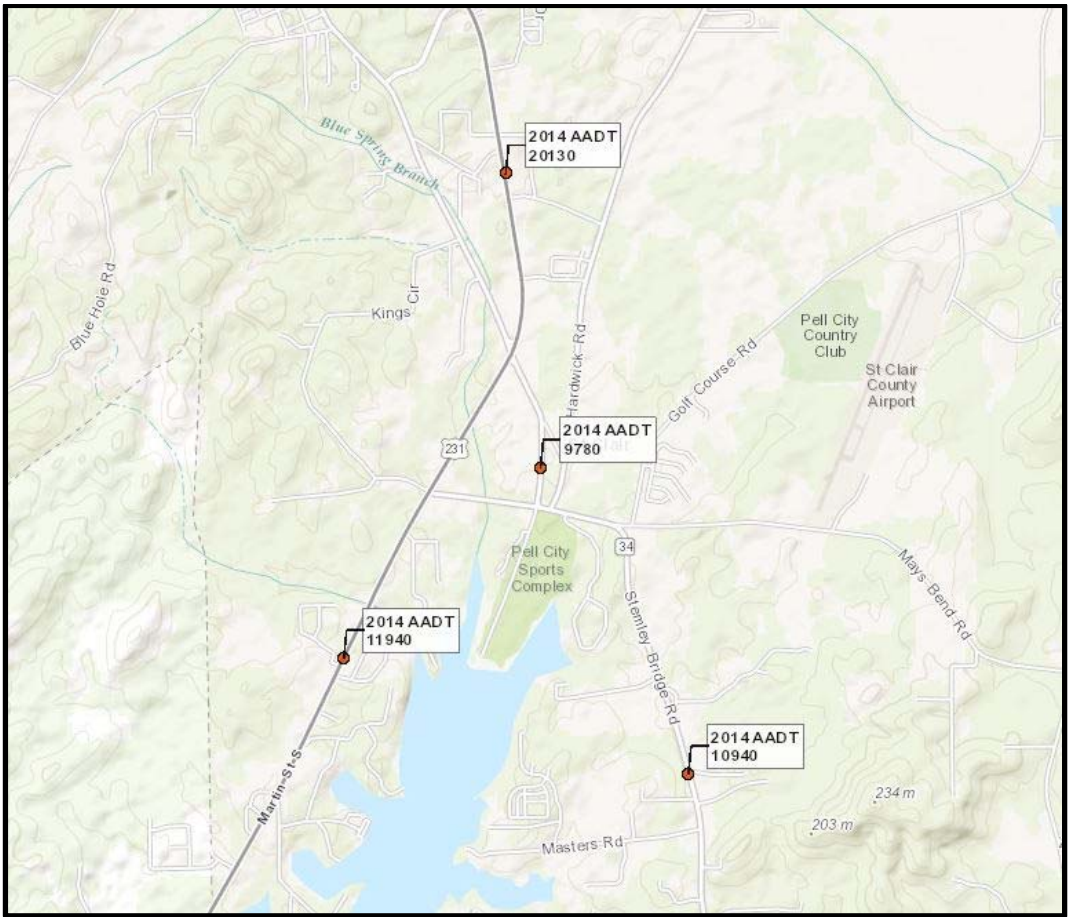



Figure 3.1 - ALDOT Traffic Counter Locations

| ALDOT TRAFFIC DATA | | | |
|---|---|---|---|
| **Station 811<br>AL-53 North of 18th Ave S<br>Milepoint 217.61** | | **Station 812<br>AL-53 North of Brookshire Rd<br>Milepoint 215.71** | |
| **Year** | **AADT** | **Year** | **AADT** |
| 2005 | 17,450 | 2005 | 11,660 |
| 2006 | 17,700 | 2006 | 11,820 |
| 2007 | 17,750 | 2007 | 11,870 |
| 2008 | 17,040 | 2008 | 11,400 |
| 2009 | 17,590 | 2009 | 11,760 |
| 2010 | 17,700 | 2010 | 11,600 |
| 2011 | 17,434 | 2011 | 11,426 |
| 2012 | 17,260 | 2012 | 11,310 |
| 2013 | 19,800 | 2013 | 11,430 |
| 2014 | 20,130 | 2014 | 11,940 |
| | | | |
| **Station 813<br>AL-34 Southeast of AL-53<br>Milepoint 0.43** | | **Station 528<br>AL-34 Between White's Dr & Green St<br>Milepoint 1.80** | |
| **Year** | **AADT** | **Year** | **AADT** |
| 2005 | 11,170 | 2005 | 12,570 |
| 2006 | 11,330 | 2006 | 12,750 |
| 2007 | 11,550 | 2007 | 12,500 |
| 2008 | 11,040 | 2008 | 11,900 |
| 2009 | 10,360 | 2009 | 12,280 |
| 2010 | 10,370 | 2010 | 12,290 |
| 2011 | 10,710 | 2011 | 12,130 |
| 2012 | 10,600 | 2012 | 12,010 |
| 2013 | 9,700 | 2013 | 10,850 |
| 2014 | 9,780 | 2014 | 10,940 |

Table 3.1 - ALDOT Traffic Data

The ALDOT data in the project area shows that traffic volumes have not experienced much growth in recent years. Traffic has increased on AL-53 (US-231) since 2012, but it has decreased on AL-34 during that same time period.

## Section 4 – Evaluation of Existing Conditions

A review of the existing access points and traffic counts determined that the current access points are not functioning to meet the needs of Lakeside Park, the Sports Complex, and the Civic Center. The four access points are too close together and sight distance is poor, especially at the main Lakeside Park entrance. Each intersection was evaluated separately to determine how it currently functions.

Basis of Analysis

From a performance perspective, the effective operation of an intersection is evaluated based on the delay, turning movement volumes, traffic composition, and roadway geometry. The methodology utilized in this analysis is based on the Highway Capacity Manual, 2010 (HCM). Intersection level-of-service (LOS) is based on the delay per vehicle (in seconds). The level-of-service, as outlined in the HCM, is reported as a letter designation of LOS A through F where A is the least delay and F is the most delay. The delay range for signalized intersections and unsignalized intersections (both four-way and two-way) is shown in Table 4.1.

| Signalized Intersections | |
|---|---|
| **LOS** | **Delay (s/veh)** |
| A | ≤ 10 |
| B | > 10 - 20 |
| C | > 20 - 35 |
| D | > 35 - 55 |
| E | > 55 - 80 |
| F | > 80 |

| Unsignalized Intersections | |
|---|---|
| **LOS** | **Delay (s/veh)** |
| A | ≤ 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

Table 4.1 - LOS Delay Range

A SYNCHRO computer model was used to evaluate the existing peak hour traffic volumes at each intersection along Cropwell Road (SR-34) that provides access to the Sports Complex, Civic Center, and Lakeside Park.

Cropwell Drive at SR-34

The traffic counts collected on Thursday, October 8, 2015, at the intersection of Cropwell Drive and SR-34 show 1,062 vehicles in the AM Peak Hour. The highest movement is westbound right turns (580 vehicles). Southbound left turns (198 vehicles) are also significant. In addition, eastbound thru movements (110 vehicles) and westbound thru movements (144 vehicles) have high volumes during the peak hour. The traffic counts show 1,292 vehicles in the PM Peak Hour. The highest movements are the southbound left turns (564 vehicles). Other high counts include westbound right turns (278 vehicles),

southbound thru movements (156 vehicles), and eastbound thru movements (103 vehicles).

The traffic counts collected on Saturday, October 10, 2015, show 1,362 vehicles in the AM Peak Hour. The highest movements are southbound left turns (508 vehicles) and westbound right turns (397 vehicles). Eastbound thru movements (124 vehicles) are also high during the peak hour. The traffic counts show 1,348 vehicles in the PM Peak Hour. The highest movements are southbound left turns (489 vehicles) and westbound right turns (461 vehicles). Eastbound thru movements (102 vehicles) are also high during the peak hour.

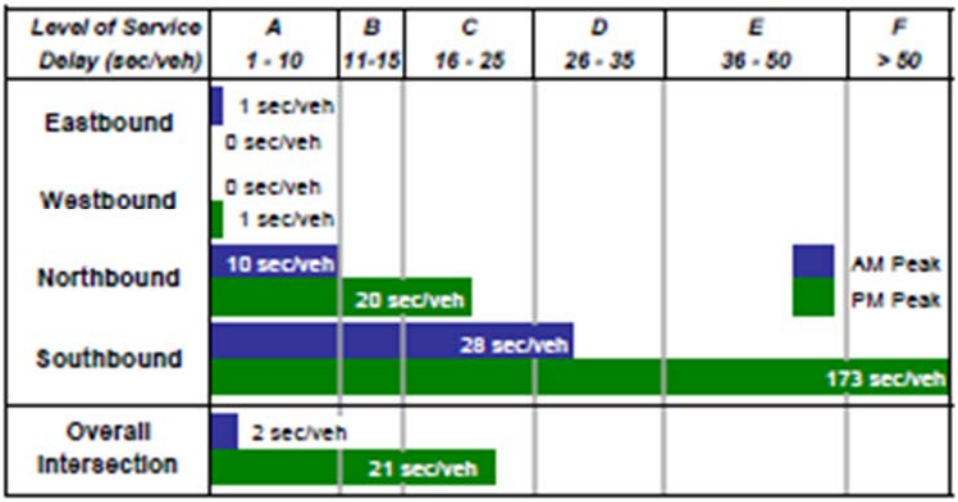
The existing level-of-service could not be determined at this location because HCM research does not support more than two stop controlled approaches at an intersection.

Cropwell Drive at Hardwick Road

The traffic counts collected on Thursday, October 8, 2015, at the intersection of Cropwell Drive and Hardwick Road show 1,152 vehicles in the AM Peak Hour. The highest movement is the westbound thru movement (690 vehicles). Eastbound thru movements (271 vehicles) are also high during the peak hour. Turning movements are relatively low. The level-of-service is A for the northbound approach and D for the southbound approach. The traffic counts show 1,323 vehicles in the PM Peak Hour. The highest movement is the eastbound thru movement (623 vehicles). The westbound thru movement (349 vehicles) is also high. Turning movements remain low. The level-of-service is C for the northbound approach and F for the southbound approach.

The traffic counts collected on Saturday, October 10, 2015, show 1,417 vehicles in the AM Peak Hour. The highest movements are eastbound thru movements (593 vehicles) and westbound thru movements (470 vehicles). Westbound right turns (122 vehicles) are also high. The level-of-service is C for the northbound approach and F for the southbound approach. The traffic counts show 1,411 vehicles in the PM Peak Hour. The highest movements are eastbound thru movements (598 vehicles) and westbound thru movements (485 vehicles). Westbound right turns (131 vehicles) are also high during the peak hour. The level-of-service is C for the northbound approach and F for the southbound approach (see Figure 4.1).

Cropwell Drive at Hardwick Road (Thursday, October 8, 2015)




Cropwell Drive at Hardwick Road (Saturday, October 10, 2015)

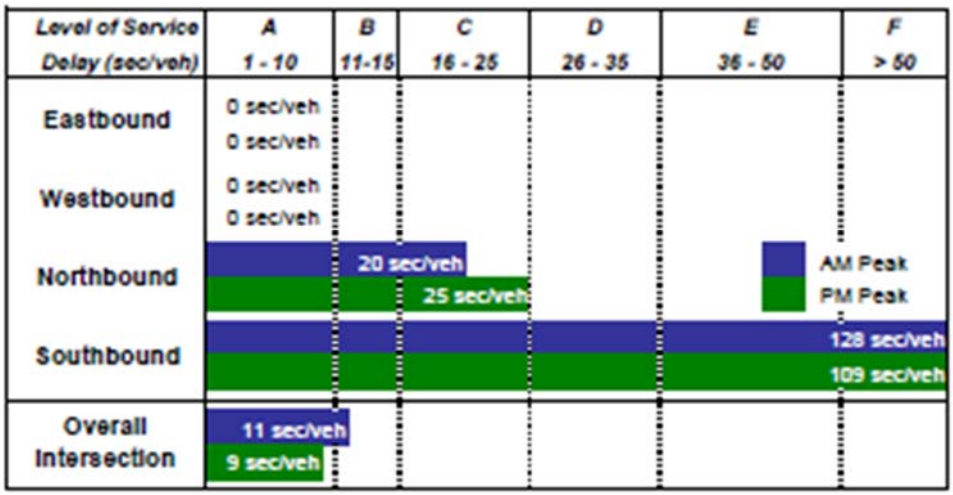



Figure 4.1 - Existing LOS Cropwell Drive at Hardwick Road

Cropwell Drive at the Civic Center

The traffic counts collected on Thursday, October 8, 2015, at the intersection of Cropwell Drive and the Civic Center show 1,009 vehicles in the AM Peak Hour. The highest movement is the westbound thru movement (720 vehicles). The eastbound thru movement (289 vehicles) is also high during the peak hour. Turning movements are low. The level-of-service is A for the northbound approach. The traffic counts show 1,278 vehicles in the PM Peak Hour. The highest movement is the eastbound thru movement (746 vehicles). The westbound thru movement (465 vehicles) is also high. Turning movements remain low. The level-of-service is D for the northbound approach.

The traffic counts collected on Saturday, October 10, 2015, show 1,370 vehicles in the AM Peak Hour. The highest movements are the eastbound thru movement (534 vehicles) and westbound thru movement (504 vehicles). Turning movements are low. The level-of-service is F for the northbound approach. The traffic counts show 1,418 vehicles in the PM Peak Hour traffic. The highest movements are the eastbound thru movement (514 vehicles) and westbound thru movement (452 vehicles). Northbound left turns (218 vehicles) are also high during the peak hour. The level-of-service is F for the northbound approach (see Figure 4.2).

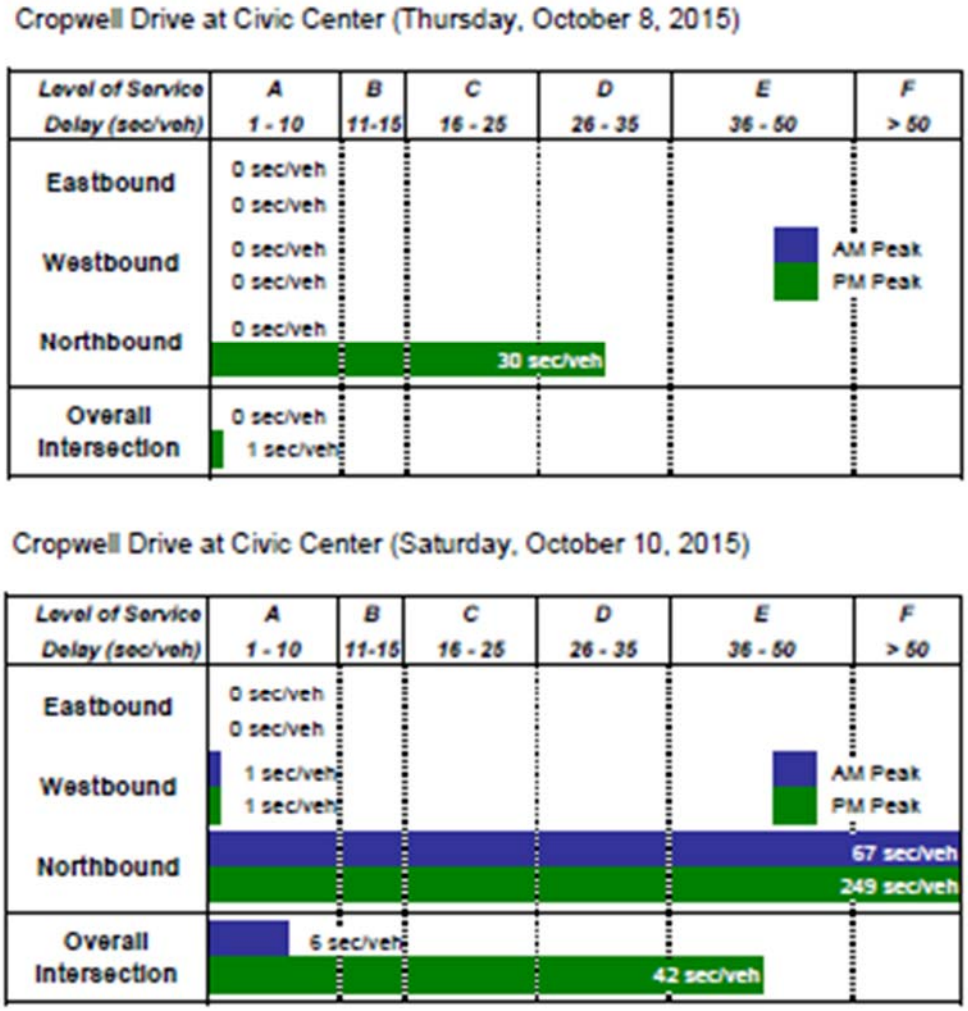



Figure 4.2 - Existing LOS Cropwell Drive at Civic Center

Cropwell Drive at the Lakeside Park Entrance

Traffic counts were collected on Thursday, October 8, 2015, at the intersection of Cropwell Drive and the entrance to Lakeside Park. The AM Peak Hour level-of-service is A for the northbound approach. At the PM Peak Hour, the level-of-service for the northbound approach is also A.

Additional traffic counts were collected on Saturday, October 10, 2015. The AM Peak Hour level-of-service is D for the northbound approach. At the PM Peak Hour, the level-of-service for the northbound approach is A (see Figure 4.3).

Cropwell Drive at Lakeside Park Entrance (Thursday, October 8, 2015)

| *Level of Service* / *Delay (sec/veh)* | *A* / *1 - 10* | *B* / *11-15* | *C* / *16 - 25* | *D* / *26 - 35* | *E* / *36 - 50* | *F* / *> 50* |
|---|---|---|---|---|---|---|
| Eastbound | 0 sec/veh<br>0 sec/veh | | | | | |
| Westbound | 0 sec/veh<br>0 sec/veh | | | | | |
| Northbound | 0 sec/veh<br>0 sec/veh | | | | AM Peak<br>PM Peak | |
| Overall Intersection | 0 sec/veh<br>0 sec/veh | | | | | |

Cropwell Drive at Lakeside Park Entrance (Saturday, October 10, 2015)

| *Level of Service* / *Delay (sec/veh)* | *A* / *1 - 10* | *B* / *11-15* | *C* / *16 - 25* | *D* / *26 - 35* | *E* / *36 - 50* | *F* / *> 50* |
|---|---|---|---|---|---|---|
| Eastbound | 0 sec/veh<br>0 sec/veh | | | | | |
| Westbound | 0 sec/veh<br>0 sec/veh | | | | | |
| Northbound | <br>0 sec/veh | | 25 sec/veh | | AM Peak<br>PM Peak | |
| Overall Intersection | 1 sec/veh<br>0 sec/veh | | | | | |

Figure 4.3 - Existing LOS Cropwell Drive at Lakeside Park Entrance

The existing traffic analysis showing level-of-service is included in Appendix E.

## Section 5 – Evaluation of Access Point Options

After an analysis of the existing traffic volumes and movements, multiple conceptual layout options were prepared. Each layout includes the capacity for future traffic volumes and proposed traffic assignments. Preliminary cost estimates were also prepared for the layouts. A discussion of each layout is included below.

Option 1

Option 1 consists of a signalized intersection at SR-34, Cropwell Drive, and the Sports Complex entrance road. The north leg is a three lane section with a thru lane headed northbound and both a thru lane and dedicated left turn lane headed southbound and eastbound, respectively. The west leg is also a three lane section with a thru lane for westbound traffic, a dedicated left turn lane for northbound traffic, and a shared thru / right turn lane for eastbound and southbound traffic. The eastbound leg has four lanes at the intersection: thru lanes for eastbound and westbound traffic, a dedicated left turn lane for southbound traffic, and a channelized right turn lane for northbound traffic. The southbound leg leads to the Sports Complex. It is proposed as a four lane section at the intersection with thru lanes for southbound and northbound traffic, a dedicated left turn lane for westbound traffic, and a channelized right turn lane for eastbound traffic. The right turn lane will also be used by emergency vehicles leaving the fire station inside the Sports Complex. A Traffic Signal Warrant Analysis was performed for this intersection, and Warrant #2 (Four-Hour Vehicular Volume) is satisfied. The detailed Traffic Signal Warrant Analysis is included in Appendix F.

This option also realigns the westernmost Civic Center entrance to align with Hardwick Road and converts this entrance to be right-in/right-out. Eliminating the left turn movement out of the Civic Center at this location helps alleviate traffic backup both on SR-34 and on Hardwick Road. Right and left turn lanes are added for eastbound traffic turning south into the Civic Center and north onto Hardwick Road, respectively. Realigning this entrance also allows for an improved parking area on the west side of the Civic Center and eliminates the cut-through to the Sports Complex.

The easternmost entrance to the Civic Center and the entrance to Lakeside Park have been combined into a larger grander entrance to improve sight distance. It is shown as a three lane section with one lane entering and two lanes exiting. The exit lanes are shown as a dedicated left turn and a dedicated right turn. Dedicated right and left turn lanes are also shown on SR-34 at this new entrance. The current Lakeside Park entrance will no longer connect to SR-34 but will be used as a small parking lot for walkers and joggers who utilize the walking path. Combining the entrances also allows easy access between Lakeside Park and the Civic Center without re-entering SR-34. Intersection level-of-service for this option is summarized in Table 5.1, and a layout of this option is shown in Figure 5.1.

| Option 1 - Thursday, October 8, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Signalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | B - 11 | A - 8 | B - 11 | B - 12 | A - 10 |
| | PM | C - 23 | B - 11 | B - 18 | B - 17 | B - 13 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Hardwick Rd | AM | A - 10 | D - 28 | * | * | * |
| | PM | C - 19 | F - 158 | * | * | * |
| Cropwell Dr at Civic Center / Park Entrance | AM | A - 0 | * | * | * | * |
| | PM | D - 28 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

| Option 1 - Saturday, October 10, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Signalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | C - 23 | B - 13 | B - 18 | B - 17 | B - 15 |
| | PM | C - 23 | B - 12 | B - 17 | B - 17 | B - 15 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Hardwick Rd | AM | C - 19 | F - 121 | * | * | * |
| | PM | C - 24 | F - 101 | * | * | * |
| Cropwell Dr at Civic Center / Park Entrance | AM | F - 68 | * | * | * | * |
| | PM | F - 141 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

Table 5.1 - Option 1 Level-of-Service

The preliminary cost estimate for improvements on the state right-of-way for Option 1 is $1,386,852 (80% federal funding and 20% match). Associated site improvements on City property are estimated to cost an additional $454,502 (100% city funds).

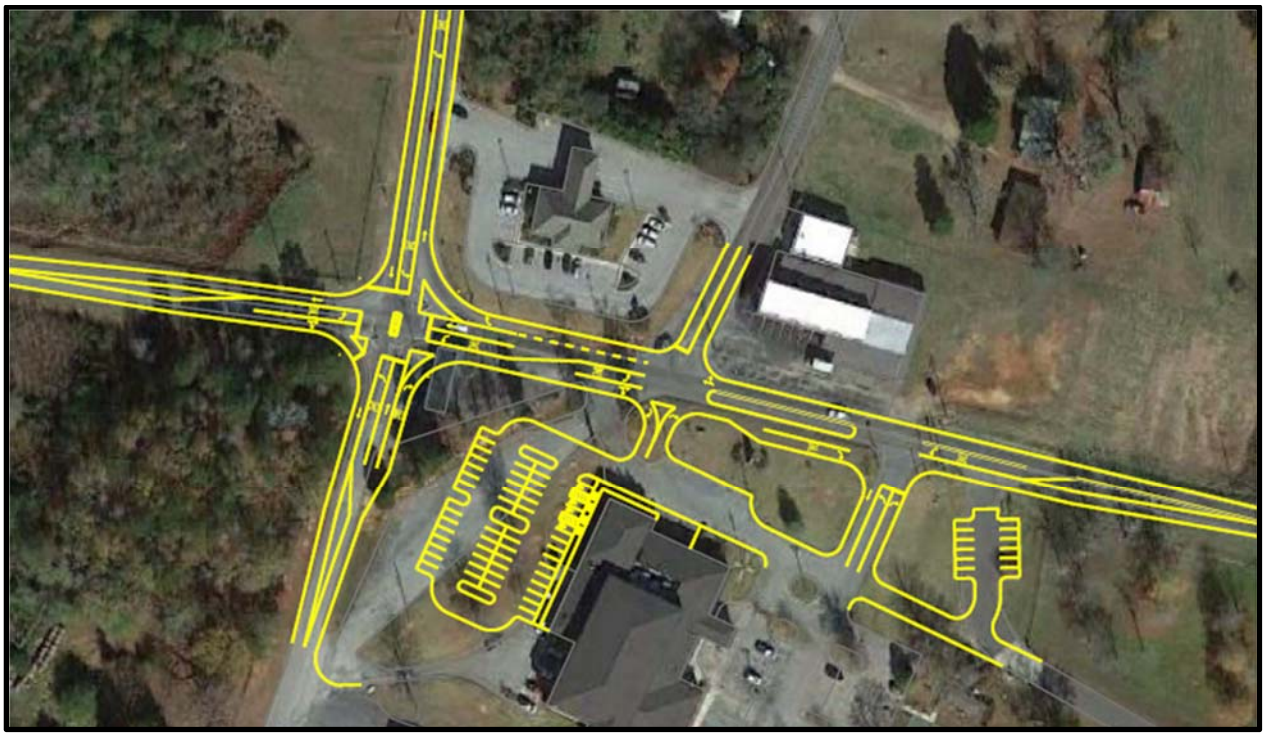


Figure 5.1 - Option 1 Conceptual Layout

Option 2

Option 2 is identical to Option 1 at the intersection of SR-34, Cropwell Drive, and the Sports Complex. In addition to this traffic signal, another signal is shown at the intersection of Hardwick Road and the Civic Center. On both the eastbound and westbound legs of the intersection, this option shows a dedicated left turn lane and a shared thru/right turn lane. This signal helps traffic to flow at this intersection and assists with left turns out of the Civic Center. The combined entrance to the Civic Center and Lakeside Park is the same as Option 1. A Traffic Signal Warrant Analysis was performed for both intersections. The intersection of Cropwell Drive at SR-34 satisfies Warrant #2 (Four-Hour Vehicular Volume). Currently, the intersection of Cropwell Drive at Hardwick Road does not satisfy any warrants, but as traffic volumes continue to increase, it could satisfy a warrant in the future. Intersection level-of-service for this option is summarized in Table 5.2, and a layout of this option is shown in Figure 5.2. The detailed Traffic Signal Warrant Analysis is included in Appendix F.

| Option 2 - Thursday, October 8, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Signalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | E - 65 | A - 5 | D - 38 | D - 43 | C - 26 |
| | PM | D - 50 | A - 7 | D - 44 | D - 42 | B - 16 |
| Cropwell Dr at Hardwick Rd | AM | F - 147 | D - 53 | A - 5 | F - 83 | E - 61 |
| | PM | E - 78 | D - 48 | A - 2 | D - 37 | C - 21 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Civic Center / Park Entrance | AM | A - 0 | * | * | * | * |
| | PM | D - 28 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

| Option 2 - Saturday, October 10, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Signalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | D - 47 | A - 10 | D - 44 | D - 40 | C - 22 |
| | PM | D - 48 | A - 9 | D - 44 | D - 42 | C - 22 |
| Cropwell Dr at Hardwick Rd | AM | E - 62 | D - 49 | A - 2 | D - 43 | C - 25 |
| | PM | E - 72 | D - 49 | A - 2 | D - 44 | C - 26 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Civic Center / Park Entrance | AM | F - 68 | * | * | * | * |
| | PM | F - 141 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

Table 5.2 - Option 2 Level-of-Service

The preliminary cost estimate for improvements on the state right-of-way for Option 2 is $1,609,703 (80% federal funding and 20% match). Associated site improvements on City property are estimated to cost an additional $454,502 (100% city funds).

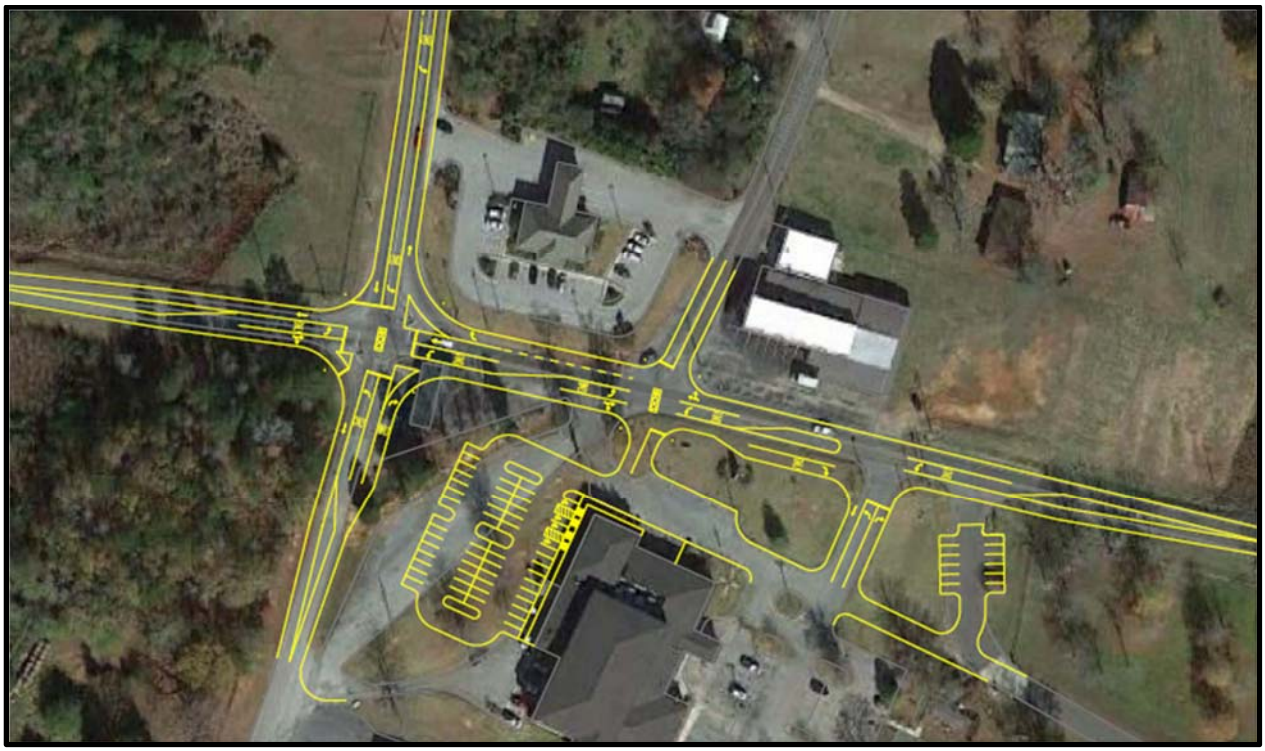


Figure 5.2 - Option 2 Conceptual Layout

Option 3

Option 3 is identical to Option 1 except for the intersection of SR-34, Cropwell Drive, and the Sports Complex. Instead of a traffic signal, a roundabout is shown. One benefit of a roundabout is less conflict points, thereby improving safety by reducing the potential for crashes. Another benefit is that all directions have continuous flow without delay. Also, the cost of long term maintenance is significantly less than with a traffic signal. An additional dedicated right turn lane is shown for traffic heading eastbound onto Cropwell Drive (SR-34) from the Sports Complex. This lane can also be utilized by emergency vehicles exiting the fire station located on the Sports Complex entrance road. Intersection level-of-service for this option is summarized in Table 5.3, and a layout of this option is shown in Figure 5.3.

| Option 3 - Thursday, October 8, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Roundabout Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | A - 5 | A - 6 | A - 6 | C - 15 | B - 12 |
| | PM | A - 8 | C - 21 | B - 13 | A - 7 | C - 16 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Hardwick Rd | AM | A - 10 | D - 28 | * | * | * |
| | PM | C - 19 | F - 158 | * | * | * |
| Cropwell Dr at Civic Center / Park Entrance | AM | A - 0 | * | * | * | * |
| | PM | D - 28 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

| Option 3 - Saturday, October 10, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Roundabout Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | A - 10 | B - 14 | B - 11 | B - 11 | B - 12 |
| | PM | A - 9 | B - 12 | A - 9 | B - 12 | B - 12 |
| **Unsignalized Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at Hardwick Rd | AM | C - 19 | F - 121 | * | * | * |
| | PM | C - 24 | F - 101 | * | * | * |
| Cropwell Dr at Civic Center / Park Entrance | AM | F - 68 | * | * | * | * |
| | PM | F - 141 | * | * | * | * |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

Table 5.3 - Option 3 Level-of-Service

The preliminary cost estimate for improvements on the state right-of-way for Option 3 is $956,682 (80% federal funding and 20% match). Associated site improvements on City property are estimated to cost an additional $454,502 (100% city funds).

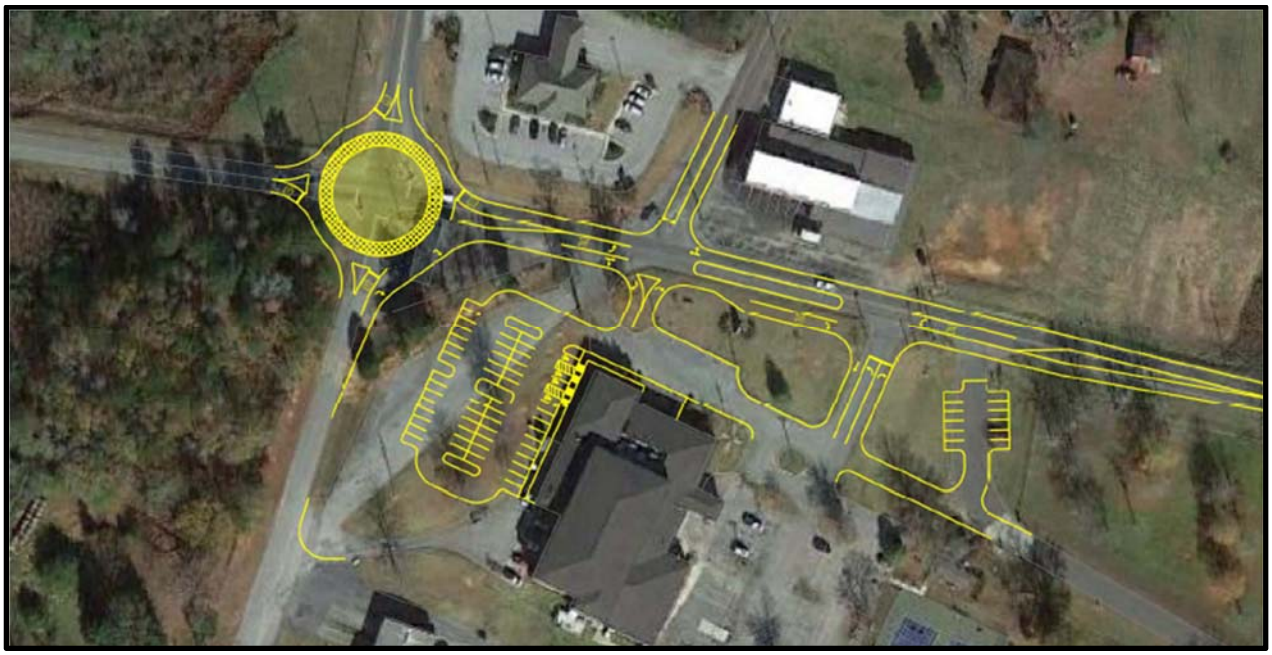


Figure 5.3 - Option 3 Conceptual Layout

Option 4

Option 4 incorporates three back-to-back roundabouts along SR-34. The first roundabout is at the intersection of SR-34, Cropwell Drive, and the Sports Complex. The second roundabout is at Hardwick Road, and the third roundabout is at the combined Civic Center/Lakeside Park main entrance. This option allows traffic to flow continuously at all intersections and increases safety by eliminating left turns. Intersection level-of-service for this option is summarized in Table 5.4, and a layout of this option is shown in Figure 5.4.

| Option 4 - Thursday, October 8, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Roundabout Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | A - 5 | A - 6 | A - 6 | C - 15 | B - 12 |
| | PM | A - 8 | C - 21 | B - 13 | A - 7 | C - 16 |
| Cropwell Dr at Hardwick Rd | AM | A - 5 | A - 9 | A - 7 | C - 18 | B - 15 |
| | PM | A - 7 | A - 8 | C - 22 | A - 9 | C - 16 |
| Cropwell Dr at Civic Center / Park Entrance | AM | A - 0 | * | A - 6 | B - 14 | B - 12 |
| | PM | A - 8 | * | C - 17 | A - 9 | B - 14 |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

| Option 4 - Saturday, October 10, 2015 | | | | | | |
|---|---|---|---|---|---|---|
| **Roundabout Intersection** | **Peak Hour** | **Level-of-Service - Delay (sec/veh)** | | | | |
| | | **Northbound** | **Southbound** | **Eastbound** | **Westbound** | **Total** |
| Cropwell Dr at SR-34 | AM | A - 10 | B - 14 | B - 11 | B - 11 | B - 12 |
| | PM | A - 9 | B - 12 | A - 9 | B - 12 | B - 12 |
| Cropwell Dr at Hardwick Rd | AM | A - 8 | A - 8 | C - 16 | B - 12 | B - 13 |
| | PM | A - 8 | A - 8 | C - 15 | B - 13 | B - 13 |
| Cropwell Dr at Civic Center / Park Entrance | AM | A - 9 | * | B - 14 | B - 14 | B - 14 |
| | PM | B - 12 | * | B - 14 | B - 14 | B - 14 |

* The Highway Capacity Manual does not assign an intersection level-of-service for two-way stop conditions.

Table 5.4 - Option 4 Level-of-Service

Since this option is non-traditional and would require ROW acquisition to construct, a cost estimate was not developed for this option.

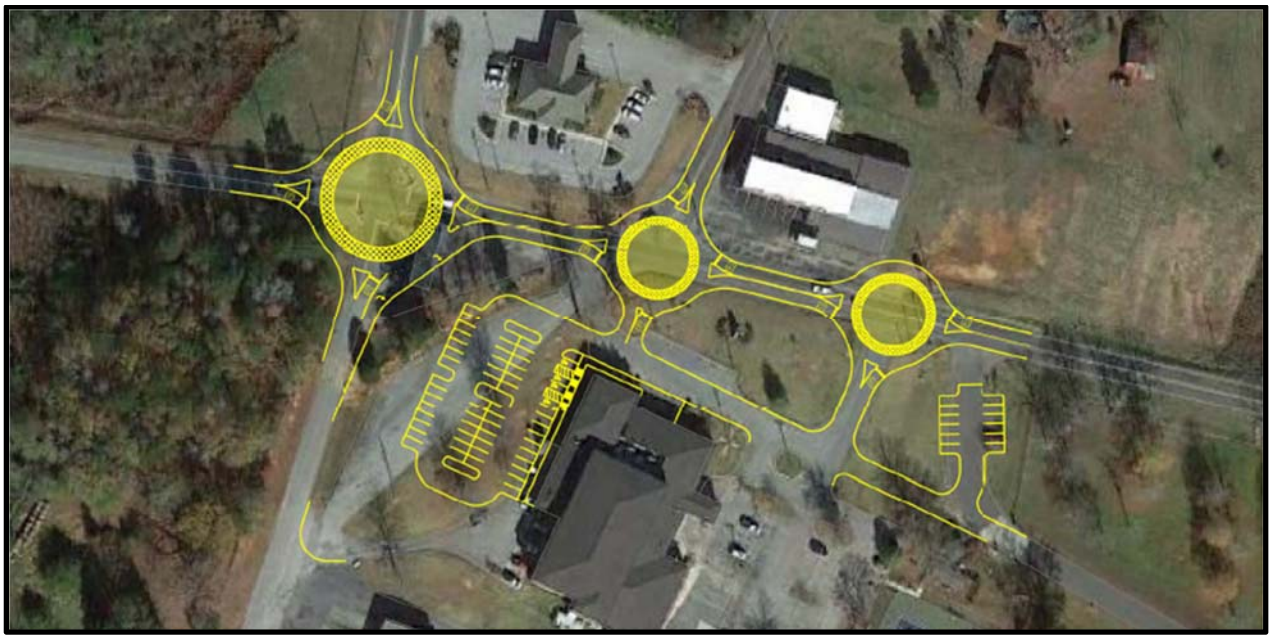


Figure 5.4 - Option 4 Conceptual Layout

All four options will require the City to purchase Parcel Number 29-04-18-3-000-017.000 in the southeast quadrant of the intersection of Cropwell Drive, SR-34, and the Sports Complex entrance road. The dimensions of this triangular parcel are 67.2' (adjacent to the Sports Complex entrance road), 90.2' (adjacent to Cropwell Drive), and 108.2' (hypotenuse).

All proposed traffic analysis showing level-of-service is included in Appendix E.

Splash Pad Road – Option 1

Option 1 shows a new park entrance connecting SR-34 to the new splash pad parking lot that is currently under construction (see Figure 5.5). This new road is three lanes wide at SR-34 with both dedicated right and left turn lanes. The remainder of the road is two lanes wide. Since it crosses a walking path, a crosswalk is shown as well. While this option provides direct access to the splash pad, it could cause recreational vehicle and boat launch traffic to intermingle with pedestrians and parking lot traffic as they pass through the splash pad parking lot to access other areas of the park.

This option is estimated to cost $188,208 (100% city funds).

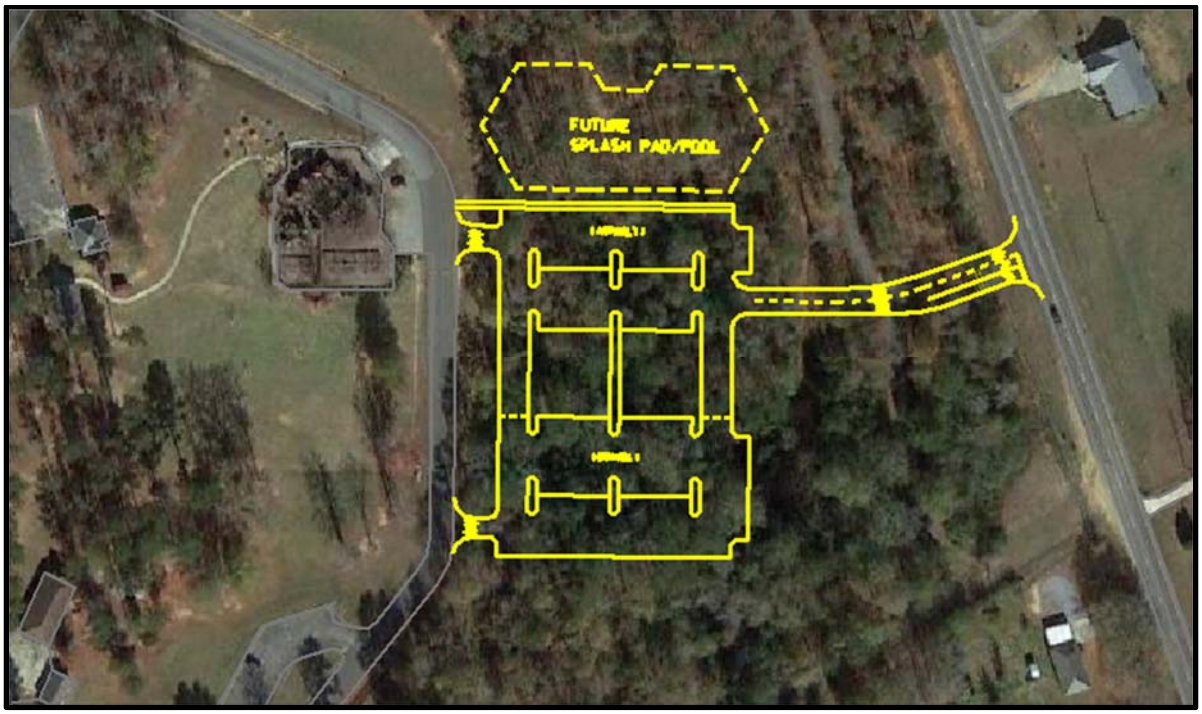



Figure 5.5 - Splash Pad Road Option 1 Conceptual Layout

Splash Pad Road – Option 2

Option 2 shows a new road connecting SR-34 to the internal park road at a location south of the new splash pad parking lot and east of the boat launch (see Figure 5.6). This new road is three lanes wide at SR-34 with both dedicated right and left turn lanes. The remainder of the road is two lanes wide. Since it crosses a walking path, a crosswalk is shown as well. This road would allow trucks pulling fishing boats to enter and leave the park without traveling between the playground and splash pad where children will likely be crossing the road. It also allows closer access to the splash pad and provides a secondary entrance/exit to the park for emergencies. Another benefit of this road is that it can be opened or closed seasonally or as needed. Figure 5.7 shows the proposed location of this road at the connection with SR-34.

This option is estimated to cost $502,716 (100% city funds).

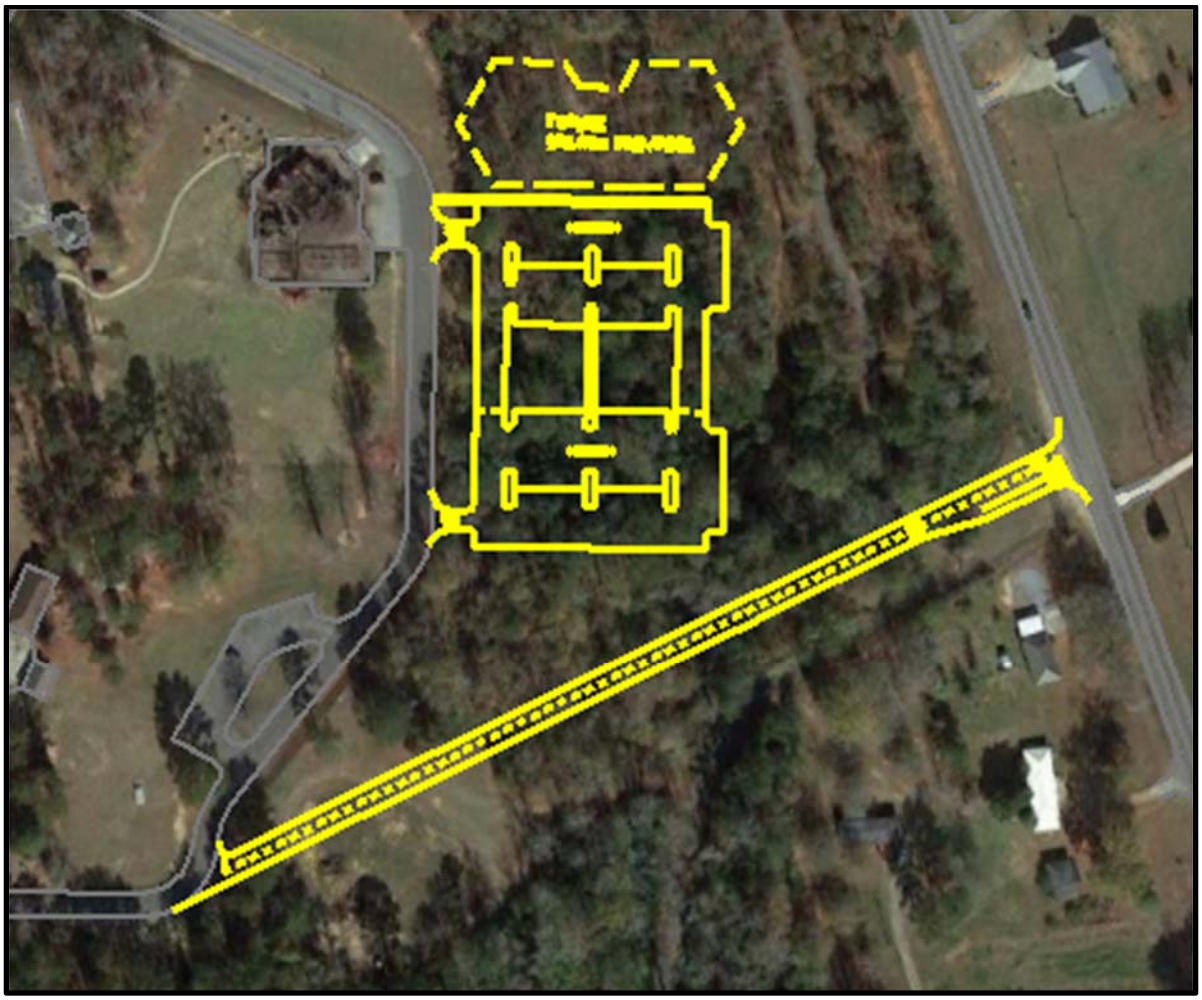


Figure 5.6 - Splash Pad Road Option 2 Conceptual Layout

Figure 5.7 - Splash Pad Road Proposed Connection to SR-34

Conceptual layouts for all options are included in Appendix G. Detailed cost estimates for all options are shown in Appendix H.

## Section 6 – Summary & Recommendations

Information collected during site visits and the results of the traffic analysis show that access changes to Lakeside Park are needed along Cropwell Road (SR-34). A secondary park entrance is also recommended to provide access to the new splash pad and the boat launch area.

Cropwell Road (SR-34)

Based on the needs of Lakeside Park and the Civic Center, the estimated construction cost, and the intersection level-of-service, the conceptual layouts along Cropwell Road (SR-34) have been ranked as follows:

1. Option 3
2. Option 1
3. Option 2
4. Option 4

It is recommended that either Option 1 or Option 3 be implemented along Cropwell Road (SR-34). Option 3 is the least expensive to construct and does not have the high operations and maintenance costs associated with a traffic signal, so it has been given the highest ranking. A roundabout also offers the benefits of continuous flow and increased safety since it has fewer conflict points than a traditional traffic signal. Comparing Option 1 to Option 3, the intersection level-of-service is better in Option 1 using the traffic data collected on Thursday, October 8, 2015. However, level-of-service is equal for the Saturday, October 10, 2015 traffic counts.

Splash Pad Road

The conceptual layouts for the proposed Splash Pad Road are ranked below:

1. Option 2
2. Option 1

It is recommended that Option 2 be constructed. Although Option 2 is more costly, it offers more flexibility. In addition to offering a more direct way to access the playground and splash pad, trucks hauling boats can use it to access the boat launch without traveling through areas with a high presence of children. This access point can also be opened or closed seasonally or as needed.

## Appendix A

Existing Traffic Counts

(Southern Traffic Services, Inc.)

# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

SR34 @ CROPWELL DR
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR THURSDAY
Site Code : 15075-1
Start Date : 10/8/2015
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

| | SR34 Southbound | | | | CROPWELL DR Westbound | | | | SR34 Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 06:00 | 10 | 2 | 0 | 0 | 0 | 10 | 72 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 103 |
| 06:15 | 16 | 2 | 2 | 0 | 0 | 9 | 69 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 106 |
| 06:30 | 13 | 0 | 0 | 0 | 1 | 16 | 116 | 0 | 0 | 1 | 1 | 0 | 0 | 7 | 0 | 0 | 155 |
| 06:45 | 27 | 2 | 2 | 0 | 0 | 13 | 108 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 167 |
| Total | 66 | 6 | 4 | 0 | 1 | 48 | 365 | 0 | 0 | 2 | 1 | 0 | 3 | 35 | 0 | 0 | 531 |
| 07:00 | 28 | 1 | 1 | 0 | 0 | 31 | 157 | 0 | 1 | 1 | 0 | 0 | 1 | 15 | 1 | 0 | 237 |
| 07:15 | 33 | 0 | 3 | 0 | 0 | 48 | 175 | 0 | 0 | 2 | 0 | 0 | 3 | 35 | 0 | 0 | 299 |
| 07:30 | 71 | 1 | 2 | 0 | 1 | 45 | 151 | 0 | 0 | 1 | 0 | 0 | 3 | 40 | 0 | 0 | 315 |
| 07:45 | 66 | 2 | 0 | 0 | 0 | 20 | 97 | 0 | 0 | 1 | 0 | 0 | 5 | 20 | 0 | 0 | 211 |
| Total | 198 | 4 | 6 | 0 | 1 | 144 | 580 | 0 | 1 | 5 | 0 | 0 | 12 | 110 | 1 | 0 | 1062 |
| 08:00 | 52 | 0 | 1 | 0 | 0 | 21 | 106 | 0 | 0 | 0 | 0 | 0 | 1 | 17 | 0 | 0 | 198 |
| 08:15 | 44 | 0 | 3 | 0 | 0 | 13 | 92 | 0 | 0 | 1 | 0 | 0 | 4 | 24 | 1 | 0 | 182 |
| 08:30 | 47 | 1 | 3 | 0 | 0 | 18 | 87 | 0 | 1 | 1 | 0 | 0 | 3 | 12 | 0 | 0 | 173 |
| 08:45 | 45 | 5 | 1 | 0 | 0 | 24 | 95 | 0 | 1 | 0 | 1 | 0 | 2 | 14 | 2 | 0 | 190 |
| Total | 188 | 6 | 8 | 0 | 0 | 76 | 380 | 0 | 2 | 2 | 1 | 0 | 10 | 67 | 3 | 0 | 743 |
| 09:00 | 43 | 1 | 4 | 0 | 0 | 15 | 96 | 0 | 0 | 1 | 1 | 0 | 3 | 16 | 0 | 0 | 180 |
| 09:15 | 47 | 3 | 6 | 0 | 0 | 14 | 87 | 0 | 0 | 0 | 2 | 0 | 1 | 20 | 1 | 0 | 181 |
| 09:30 | 64 | 1 | 8 | 0 | 0 | 18 | 69 | 0 | 0 | 0 | 0 | 0 | 4 | 21 | 0 | 0 | 185 |
| 09:45 | 63 | 1 | 3 | 0 | 0 | 19 | 75 | 0 | 0 | 1 | 1 | 0 | 0 | 25 | 0 | 0 | 188 |
| Total | 217 | 6 | 21 | 0 | 0 | 66 | 327 | 0 | 0 | 2 | 4 | 0 | 8 | 82 | 1 | 0 | 734 |
| 10:00 | 68 | 3 | 3 | 0 | 0 | 15 | 76 | 0 | 1 | 4 | 0 | 0 | 0 | 11 | 3 | 0 | 184 |
| 10:15 | 51 | 0 | 3 | 0 | 0 | 12 | 75 | 0 | 0 | 3 | 0 | 0 | 6 | 12 | 0 | 0 | 162 |
| 10:30 | 55 | 1 | 4 | 0 | 0 | 14 | 50 | 0 | 1 | 0 | 1 | 0 | 1 | 21 | 0 | 0 | 148 |
| 10:45 | 68 | 2 | 3 | 0 | 0 | 11 | 83 | 0 | 0 | 5 | 0 | 0 | 0 | 12 | 0 | 0 | 184 |
| Total | 242 | 6 | 13 | 0 | 0 | 52 | 284 | 0 | 2 | 12 | 1 | 0 | 7 | 56 | 3 | 0 | 678 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 14:00 | 78 | 2 | 1 | 0 | 0 | 17 | 67 | 0 | 0 | 1 | 1 | 0 | 3 | 21 | 1 | 0 | 192 |
| 14:15 | 82 | 3 | 4 | 0 | 0 | 22 | 72 | 0 | 0 | 3 | 0 | 0 | 1 | 18 | 0 | 0 | 205 |
| 14:30 | 87 | 0 | 4 | 0 | 0 | 24 | 80 | 0 | 0 | 2 | 0 | 0 | 2 | 19 | 0 | 0 | 218 |
| 14:45 | 91 | 0 | 8 | 0 | 1 | 22 | 88 | 0 | 1 | 2 | 0 | 0 | 2 | 30 | 0 | 0 | 245 |
| Total | 338 | 5 | 17 | 0 | 1 | 85 | 307 | 0 | 1 | 8 | 1 | 0 | 8 | 88 | 1 | 0 | 860 |
| 15:00 | 123 | 1 | 5 | 0 | 0 | 31 | 79 | 0 | 1 | 1 | 0 | 0 | 3 | 44 | 1 | 0 | 289 |
| 15:15 | 148 | 1 | 4 | 0 | 0 | 19 | 70 | 0 | 0 | 0 | 1 | 0 | 0 | 29 | 1 | 0 | 273 |
| 15:30 | 134 | 0 | 7 | 0 | 1 | 28 | 90 | 0 | 0 | 1 | 1 | 0 | 3 | 25 | 1 | 0 | 291 |
| 15:45 | 121 | 0 | 7 | 0 | 0 | 25 | 76 | 0 | 2 | 0 | 0 | 0 | 2 | 20 | 1 | 0 | 254 |
| Total | 526 | 2 | 23 | 0 | 1 | 103 | 315 | 0 | 3 | 2 | 2 | 0 | 8 | 118 | 4 | 0 | 1107 |
| 16:00 | 135 | 3 | 9 | 0 | 0 | 32 | 67 | 0 | 0 | 1 | 0 | 0 | 3 | 26 | 0 | 0 | 276 |
| 16:15 | 141 | 3 | 10 | 0 | 0 | 32 | 66 | 0 | 0 | 2 | 0 | 0 | 2 | 22 | 1 | 0 | 279 |
| 16:30 | 164 | 1 | 7 | 0 | 0 | 27 | 80 | 0 | 0 | 4 | 0 | 0 | 1 | 36 | 1 | 0 | 321 |
| 16:45 | 142 | 8 | 3 | 0 | 0 | 24 | 64 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 7 | 0 | 274 |
| Total | 582 | 15 | 29 | 0 | 0 | 115 | 277 | 0 | 0 | 7 | 0 | 0 | 7 | 109 | 9 | 0 | 1150 |
| 17:00 | 125 | 11 | 11 | 0 | 2 | 22 | 86 | 0 | 0 | 1 | 1 | 0 | 3 | 25 | 1 | 0 | 288 |
| 17:15 | 164 | 18 | 1 | 0 | 0 | 22 | 65 | 0 | 0 | 1 | 0 | 0 | 2 | 20 | 8 | 0 | 301 |
| 17:30 | 130 | 52 | 4 | 0 | 2 | 24 | 69 | 0 | 3 | 2 | 0 | 0 | 1 | 32 | 9 | 0 | 328 |
| 17:45 | 139 | 61 | 2 | 0 | 5 | 18 | 77 | 0 | 4 | 5 | 0 | 0 | 1 | 23 | 16 | 0 | 351 |
| Total | 558 | 142 | 18 | 0 | 9 | 86 | 297 | 0 | 7 | 9 | 1 | 0 | 7 | 100 | 34 | 0 | 1268 |
| 18:00 | 131 | 25 | 5 | 0 | 3 | 23 | 67 | 1 | 2 | 8 | 5 | 0 | 6 | 28 | 9 | 0 | 313 |
| 18:15 | 118 | 18 | 4 | 0 | 1 | 18 | 62 | 0 | 2 | 6 | 2 | 0 | 2 | 32 | 6 | 0 | 271 |

# Southern Traffic Services, Inc.

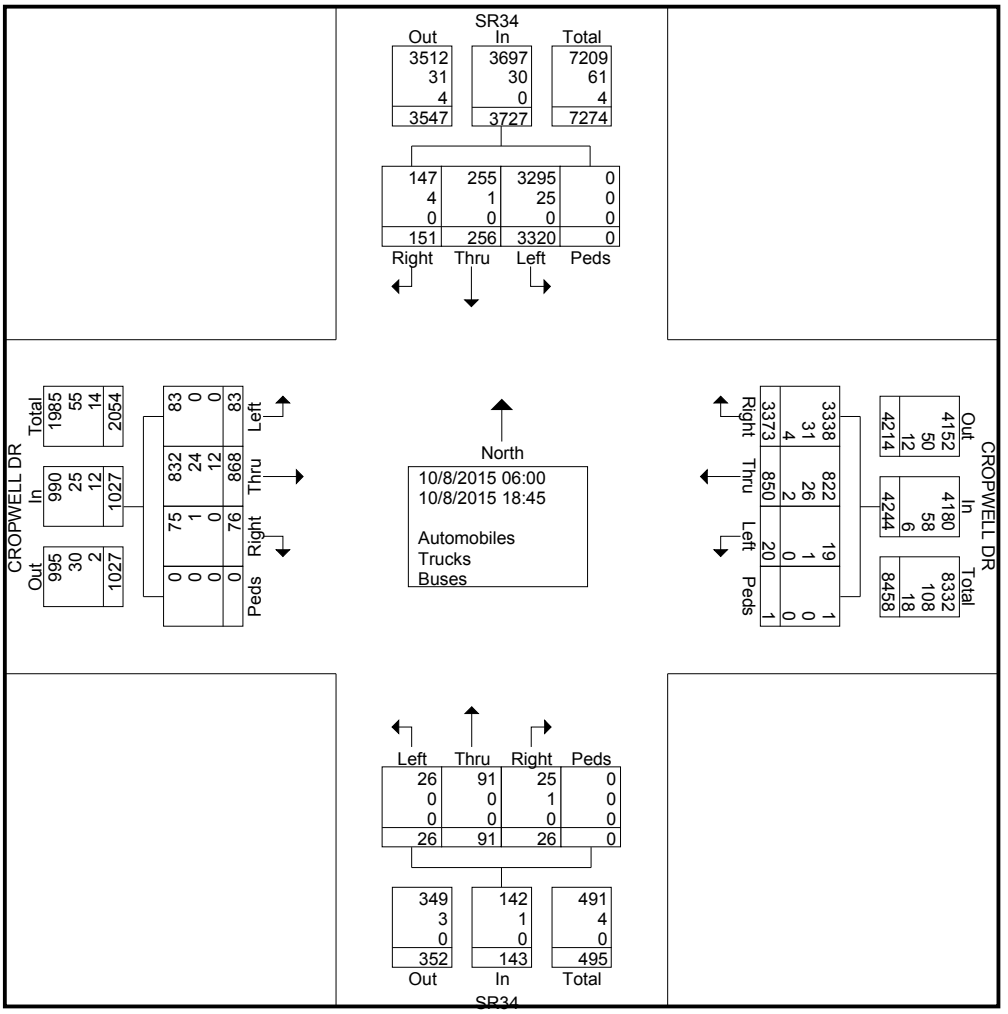
2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

SR34 @ CROPWELL DR
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR THURSDAY
Site Code : 15075-1
Start Date : 10/8/2015
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

| | SR34 Southbound | | | | CROPWELL DR Westbound | | | | SR34 Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 18:30 | 83 | 16 | 2 | 0 | 3 | 19 | 67 | 0 | 3 | 13 | 6 | 0 | 2 | 22 | 2 | 0 | 238 |
| 18:45 | 73 | 5 | 1 | 0 | 0 | 15 | 45 | 0 | 3 | 15 | 2 | 0 | 3 | 21 | 3 | 0 | 186 |
| Total | 405 | 64 | 12 | 0 | 7 | 75 | 241 | 1 | 10 | 42 | 15 | 0 | 13 | 103 | 20 | 0 | 1008 |
| Grand Total | 3320 | 256 | 151 | 0 | 20 | 850 | 3373 | 1 | 26 | 91 | 26 | 0 | 83 | 868 | 76 | 0 | 9141 |
| Apprch % | 89.1 | 6.9 | 4.1 | 0 | 0.5 | 20 | 79.5 | 0 | 18.2 | 63.6 | 18.2 | 0 | 8.1 | 84.5 | 7.4 | 0 | |
| Total % | 36.3 | 2.8 | 1.7 | 0 | 0.2 | 9.3 | 36.9 | 0 | 0.3 | 1 | 0.3 | 0 | 0.9 | 9.5 | 0.8 | 0 | |
| Automobiles | 3295 | 255 | 147 | 0 | 19 | 822 | 3338 | 1 | 26 | 91 | 25 | 0 | 83 | 832 | 75 | 0 | 9009 |
| % Automobiles | 99.2 | 99.6 | 97.4 | 0 | 95 | 96.7 | 99 | 100 | 100 | 100 | 96.2 | 0 | 100 | 95.9 | 98.7 | 0 | 98.6 |
| Trucks | 25 | 1 | 4 | 0 | 1 | 26 | 31 | 0 | 0 | 0 | 1 | 0 | 0 | 24 | 1 | 0 | 114 |
| % Trucks | 0.8 | 0.4 | 2.6 | 0 | 5 | 3.1 | 0.9 | 0 | 0 | 0 | 3.8 | 0 | 0 | 2.8 | 1.3 | 0 | 1.2 |
| Buses | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 18 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0.2 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 1.4 | 0 | 0 | 0.2 |



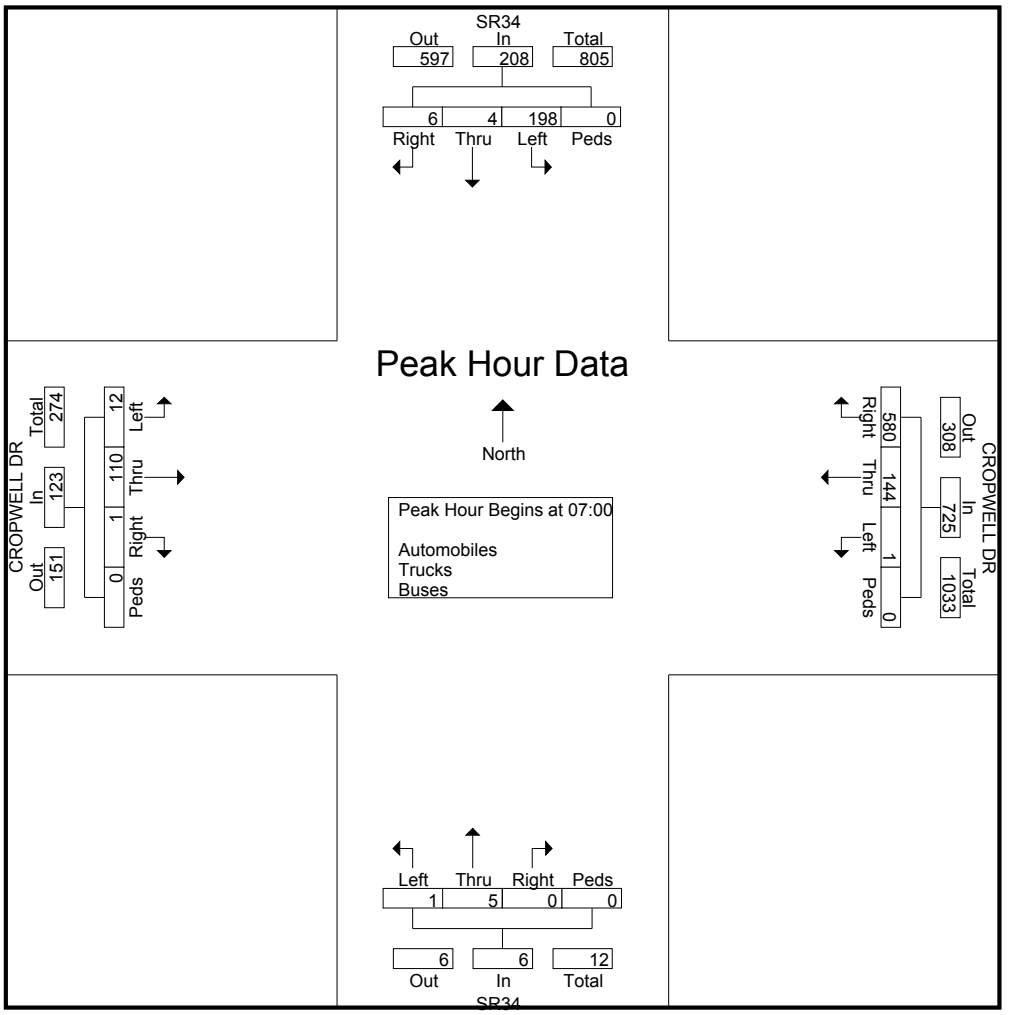
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


SR34 @ CROPWELL DR
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR THURSDAY
Site Code : 15075-1
Start Date : 10/8/2015


| | SR34 Southbound | | | | | CROPWELL DR Westbound | | | | | SR34 Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 06:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 28 | 1 | 1 | 0 | 30 | 0 | 31 | 157 | 0 | 188 | **1** | 1 | 0 | 0 | **2** | 1 | 15 | **1** | 0 | 17 | 237 |
| 07:15 | 33 | 0 | **3** | 0 | 36 | 0 | **48** | **175** | 0 | **223** | 0 | **2** | 0 | 0 | 2 | 3 | 35 | 0 | 0 | 38 | 299 |
| 07:30 | **71** | 1 | 2 | 0 | **74** | **1** | 45 | 151 | 0 | 197 | 0 | 1 | 0 | 0 | 1 | 3 | **40** | 0 | 0 | **43** | **315** |
| 07:45 | 66 | **2** | 0 | 0 | 68 | 0 | 20 | 97 | 0 | 117 | 0 | 1 | 0 | 0 | 1 | **5** | 20 | 0 | 0 | 25 | 211 |
| Total Volume | 198 | 4 | 6 | 0 | 208 | 1 | 144 | 580 | 0 | 725 | 1 | 5 | 0 | 0 | 6 | 12 | 110 | 1 | 0 | 123 | 1062 |
| % App. Total | 95.2 | 1.9 | 2.9 | 0 | | 0.1 | 19.9 | 80 | 0 | | 16.7 | 83.3 | 0 | 0 | | 9.8 | 89.4 | 0.8 | 0 | | |
| PHF | .697 | .500 | .500 | .000 | .703 | .250 | .750 | .829 | .000 | .813 | .250 | .625 | .000 | .000 | .750 | .600 | .688 | .250 | .000 | .715 | .843 |



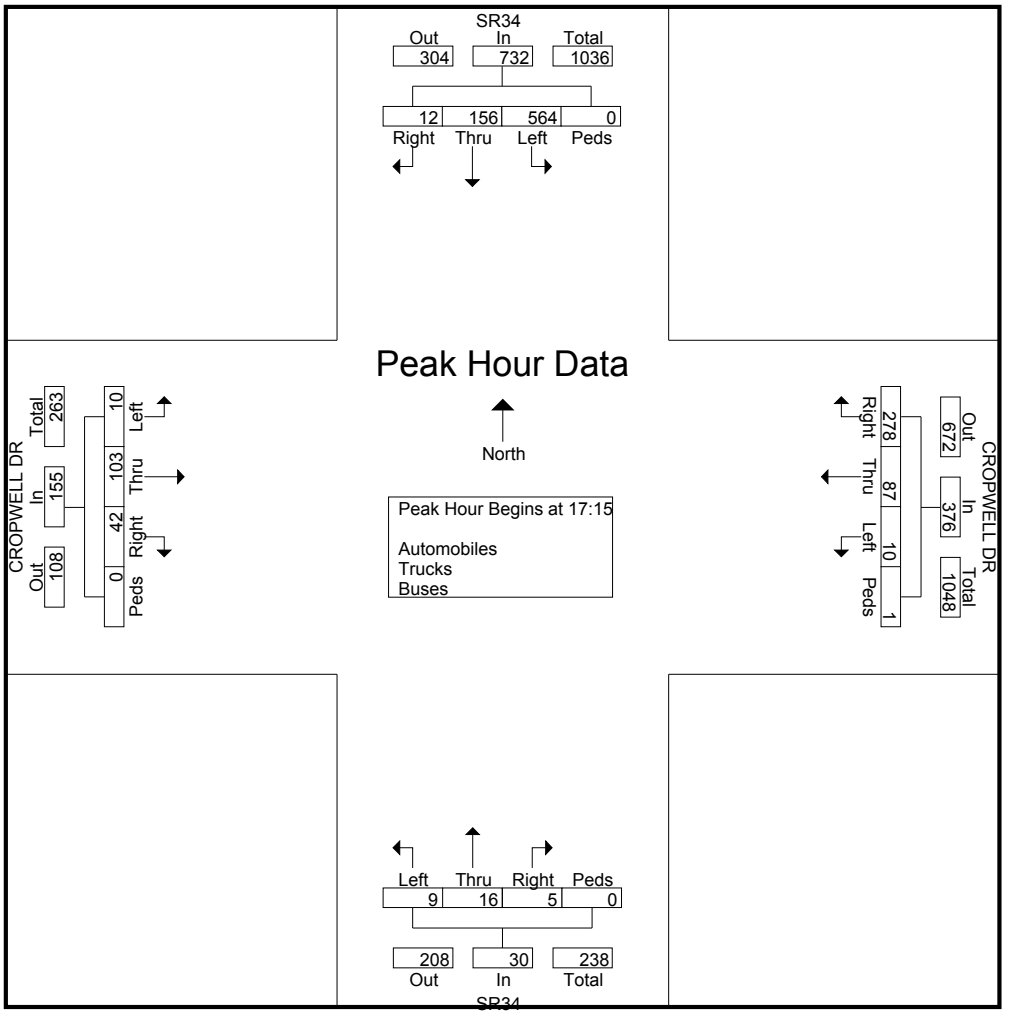
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


SR34 @ CROPWELL DR
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR THURSDAY
Site Code : 15075-1
Start Date : 10/8/2015
Page No : 4

| | SR34 Southbound | | | | | CROPWELL DR Westbound | | | | | SR34 Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 12:00 to 18:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:15 | | | | | | | | | | | | | | | | | | | | | |
| 17:15 | **164** | 18 | 1 | 0 | 183 | 0 | 22 | 65 | 0 | 87 | 0 | 1 | 0 | 0 | 1 | 2 | 20 | 8 | 0 | 30 | 301 |
| 17:30 | 130 | 52 | 4 | 0 | 186 | 2 | **24** | 69 | 0 | 95 | 3 | 2 | 0 | 0 | 5 | 1 | **32** | 9 | 0 | 42 | 328 |
| 17:45 | 139 | **61** | 2 | 0 | **202** | **5** | 18 | **77** | 0 | **100** | **4** | 5 | 0 | 0 | 9 | 1 | 23 | **16** | 0 | 40 | **351** |
| 18:00 | 131 | 25 | **5** | 0 | 161 | 3 | 23 | 67 | **1** | 94 | 2 | **8** | **5** | 0 | **15** | **6** | 28 | 9 | 0 | **43** | 313 |
| Total Volume | 564 | 156 | 12 | 0 | 732 | 10 | 87 | 278 | 1 | 376 | 9 | 16 | 5 | 0 | 30 | 10 | 103 | 42 | 0 | 155 | 1293 |
| % App. Total | 77 | 21.3 | 1.6 | 0 | | 2.7 | 23.1 | 73.9 | 0.3 | | 30 | 53.3 | 16.7 | 0 | | 6.5 | 66.5 | 27.1 | 0 | | |
| PHF | .860 | .639 | .600 | .000 | .906 | .500 | .906 | .903 | .250 | .940 | .563 | .500 | .250 | .000 | .500 | .417 | .805 | .656 | .000 | .901 | .921 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

SR34 @ CROPWELL DR SAT
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

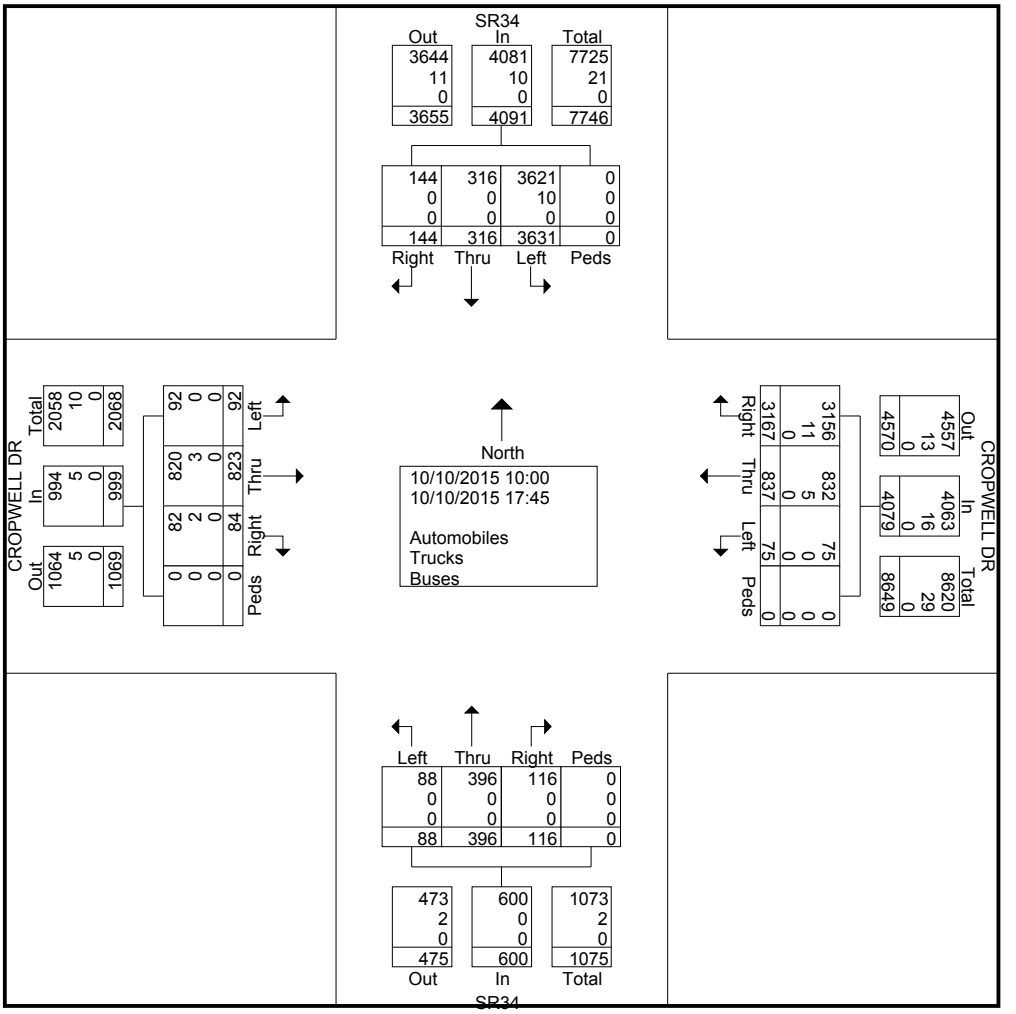
| | SR34 Southbound | | | | CROPWELL DR Westbound | | | | SR34 Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 10:00 | 108 | 21 | 4 | 0 | 3 | 28 | 100 | 0 | 4 | 14 | 14 | 0 | 2 | 18 | 7 | 0 | 323 |
| 10:15 | 106 | 16 | 3 | 0 | 2 | 26 | 105 | 0 | 2 | 3 | 1 | 0 | 5 | 24 | 2 | 0 | 295 |
| 10:30 | 122 | 20 | 4 | 0 | 2 | 15 | 107 | 0 | 2 | 5 | 4 | 0 | 4 | 34 | 1 | 0 | 320 |
| 10:45 | 126 | 20 | 8 | 0 | 0 | 22 | 107 | 0 | 2 | 2 | 0 | 0 | 6 | 35 | 5 | 0 | 333 |
| Total | 462 | 77 | 19 | 0 | 7 | 91 | 419 | 0 | 10 | 24 | 19 | 0 | 17 | 111 | 15 | 0 | 1271 |
| 11:00 | 120 | 17 | 2 | 0 | 3 | 29 | 101 | 0 | 3 | 28 | 8 | 0 | 1 | 27 | 1 | 0 | 340 |
| 11:15 | 129 | 24 | 7 | 0 | 3 | 17 | 93 | 0 | 7 | 22 | 10 | 0 | 4 | 22 | 7 | 0 | 345 |
| 11:30 | 133 | 14 | 6 | 0 | 3 | 23 | 96 | 0 | 3 | 16 | 5 | 0 | 1 | 40 | 4 | 0 | 344 |
| 11:45 | 117 | 15 | 7 | 0 | 1 | 25 | 93 | 0 | 0 | 7 | 1 | 0 | 3 | 38 | 5 | 0 | 312 |
| Total | 499 | 70 | 22 | 0 | 10 | 94 | 383 | 0 | 13 | 73 | 24 | 0 | 9 | 127 | 17 | 0 | 1341 |
| 12:00 | 125 | 15 | 4 | 0 | 4 | 20 | 119 | 0 | 0 | 5 | 0 | 0 | 8 | 28 | 2 | 0 | 330 |
| 12:15 | 126 | 16 | 1 | 0 | 4 | 18 | 109 | 0 | 4 | 13 | 1 | 0 | 3 | 25 | 4 | 0 | 324 |
| 12:30 | 115 | 17 | 3 | 0 | 1 | 21 | 119 | 0 | 2 | 16 | 7 | 0 | 5 | 18 | 2 | 0 | 326 |
| 12:45 | 123 | 16 | 0 | 0 | 4 | 21 | 114 | 0 | 3 | 43 | 8 | 0 | 2 | 31 | 3 | 0 | 368 |
| Total | 489 | 64 | 8 | 0 | 13 | 80 | 461 | 0 | 9 | 77 | 16 | 0 | 18 | 102 | 11 | 0 | 1348 |
| 13:00 | 128 | 10 | 6 | 0 | 4 | 32 | 93 | 0 | 1 | 8 | 2 | 0 | 0 | 22 | 2 | 0 | 308 |
| 13:15 | 138 | 4 | 5 | 0 | 5 | 27 | 94 | 0 | 0 | 7 | 3 | 0 | 4 | 24 | 3 | 0 | 314 |
| 13:30 | 124 | 13 | 7 | 0 | 1 | 28 | 94 | 0 | 1 | 6 | 2 | 0 | 1 | 37 | 1 | 0 | 315 |
| 13:45 | 130 | 6 | 4 | 0 | 1 | 26 | 109 | 0 | 5 | 11 | 0 | 0 | 1 | 24 | 4 | 0 | 321 |
| Total | 520 | 33 | 22 | 0 | 11 | 113 | 390 | 0 | 7 | 32 | 7 | 0 | 6 | 107 | 10 | 0 | 1258 |
| 14:00 | 120 | 4 | 3 | 0 | 4 | 23 | 98 | 0 | 1 | 10 | 2 | 0 | 4 | 35 | 1 | 0 | 305 |
| 14:15 | 128 | 9 | 1 | 0 | 3 | 31 | 99 | 0 | 9 | 39 | 0 | 0 | 1 | 21 | 7 | 0 | 348 |
| 14:30 | 112 | 13 | 5 | 0 | 5 | 23 | 111 | 0 | 3 | 15 | 5 | 0 | 2 | 23 | 4 | 0 | 321 |
| 14:45 | 117 | 9 | 1 | 0 | 3 | 24 | 112 | 0 | 4 | 9 | 4 | 0 | 3 | 20 | 2 | 0 | 308 |
| Total | 477 | 35 | 10 | 0 | 15 | 101 | 420 | 0 | 17 | 73 | 11 | 0 | 10 | 99 | 14 | 0 | 1282 |
| 15:00 | 110 | 2 | 6 | 0 | 4 | 22 | 116 | 0 | 2 | 6 | 2 | 0 | 4 | 21 | 5 | 0 | 300 |
| 15:15 | 108 | 5 | 8 | 0 | 3 | 29 | 113 | 0 | 5 | 12 | 3 | 0 | 3 | 23 | 2 | 0 | 314 |
| 15:30 | 113 | 4 | 6 | 0 | 0 | 29 | 102 | 0 | 3 | 17 | 3 | 0 | 4 | 23 | 1 | 0 | 305 |
| 15:45 | 107 | 5 | 4 | 0 | 0 | 32 | 72 | 0 | 0 | 7 | 3 | 0 | 2 | 25 | 1 | 0 | 258 |
| Total | 438 | 16 | 24 | 0 | 7 | 112 | 403 | 0 | 10 | 42 | 11 | 0 | 13 | 92 | 9 | 0 | 1177 |
| 16:00 | 104 | 1 | 6 | 0 | 4 | 33 | 98 | 0 | 3 | 3 | 1 | 0 | 1 | 22 | 1 | 0 | 277 |
| 16:15 | 113 | 2 | 4 | 0 | 1 | 38 | 76 | 0 | 10 | 18 | 5 | 0 | 0 | 27 | 2 | 0 | 296 |
| 16:30 | 104 | 2 | 3 | 0 | 2 | 35 | 77 | 0 | 2 | 26 | 6 | 0 | 2 | 20 | 1 | 0 | 280 |
| 16:45 | 85 | 6 | 6 | 0 | 0 | 34 | 89 | 0 | 0 | 3 | 3 | 0 | 1 | 15 | 0 | 0 | 242 |
| Total | 406 | 11 | 19 | 0 | 7 | 140 | 340 | 0 | 15 | 50 | 15 | 0 | 4 | 84 | 4 | 0 | 1095 |
| 17:00 | 78 | 6 | 10 | 0 | 3 | 25 | 73 | 0 | 2 | 8 | 4 | 0 | 3 | 22 | 1 | 0 | 235 |
| 17:15 | 88 | 3 | 1 | 0 | 0 | 24 | 89 | 0 | 2 | 4 | 1 | 0 | 6 | 25 | 0 | 0 | 243 |
| 17:30 | 78 | 1 | 5 | 0 | 1 | 37 | 99 | 0 | 1 | 5 | 3 | 0 | 5 | 26 | 3 | 0 | 264 |
| 17:45 | 96 | 0 | 4 | 0 | 1 | 20 | 90 | 0 | 2 | 8 | 5 | 0 | 1 | 28 | 0 | 0 | 255 |
| Total | 340 | 10 | 20 | 0 | 5 | 106 | 351 | 0 | 7 | 25 | 13 | 0 | 15 | 101 | 4 | 0 | 997 |
| Grand Total | 3631 | 316 | 144 | 0 | 75 | 837 | 3167 | 0 | 88 | 396 | 116 | 0 | 92 | 823 | 84 | 0 | 9769 |
| Apprch % | 88.8 | 7.7 | 3.5 | 0 | 1.8 | 20.5 | 77.6 | 0 | 14.7 | 66 | 19.3 | 0 | 9.2 | 82.4 | 8.4 | 0 | |
| Total % | 37.2 | 3.2 | 1.5 | 0 | 0.8 | 8.6 | 32.4 | 0 | 0.9 | 4.1 | 1.2 | 0 | 0.9 | 8.4 | 0.9 | 0 | |
| Automobiles | 3621 | 316 | 144 | 0 | 75 | 832 | 3156 | 0 | 88 | 396 | 116 | 0 | 92 | 820 | 82 | 0 | 9738 |
| % Automobiles | 99.7 | 100 | 100 | 0 | 100 | 99.4 | 99.7 | 0 | 100 | 100 | 100 | 0 | 100 | 99.6 | 97.6 | 0 | 99.7 |
| Trucks | 10 | 0 | 0 | 0 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 31 |
| % Trucks | 0.3 | 0 | 0 | 0 | 0 | 0.6 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 2.4 | 0 | 0.3 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


SR34 @ CROPWELL DR SAT
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015
Page No : 2



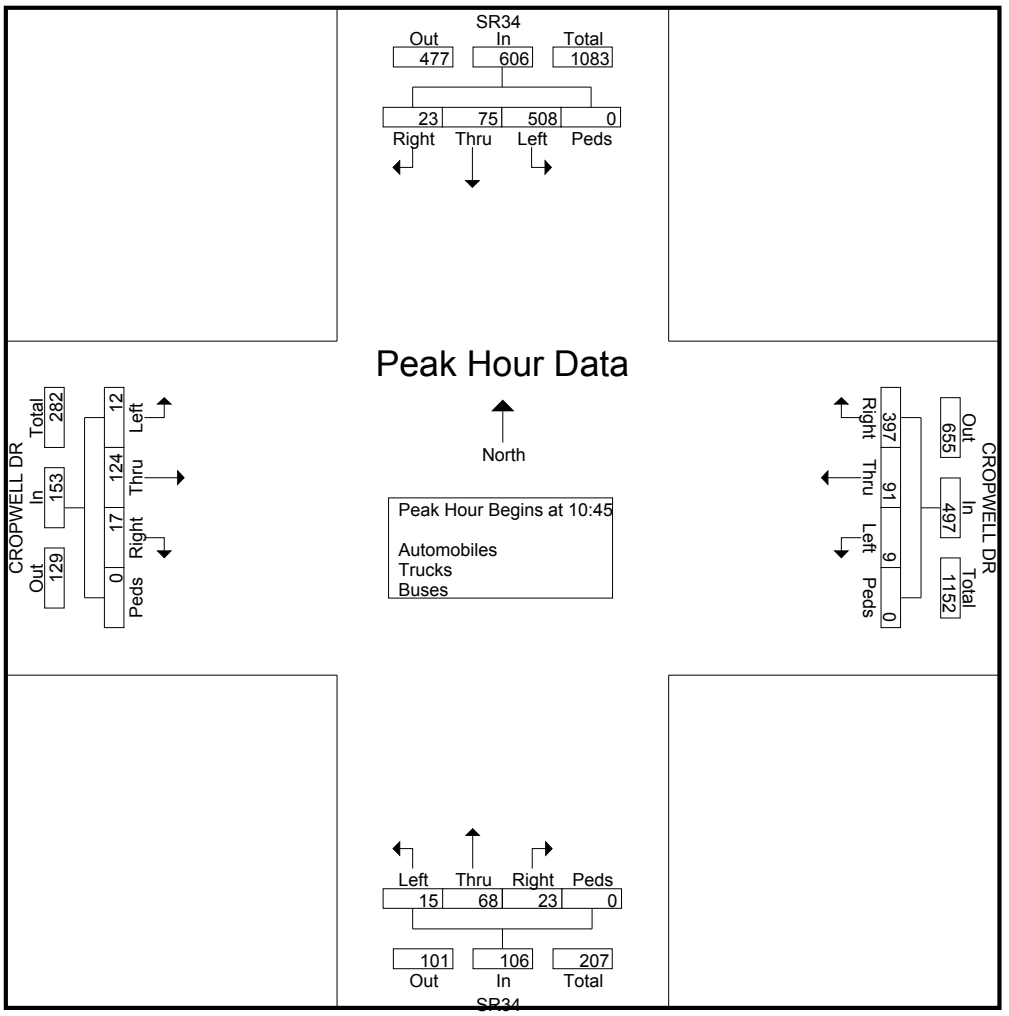
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


SR34 @ CROPWELL DR SAT
PELL CITY, ALABAMA

File Name : SR34 @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015


| | SR34 Southbound | | | | | CROPWELL DR Westbound | | | | | SR34 Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 10:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:45 | | | | | | | | | | | | | | | | | | | | | |
| 10:45 | 126 | 20 | **8** | 0 | 154 | 0 | 22 | **107** | 0 | 129 | 2 | 2 | 0 | 0 | 4 | **6** | 35 | 5 | 0 | **46** | 333 |
| 11:00 | 120 | 17 | 2 | 0 | 139 | **3** | **29** | 101 | 0 | **133** | 3 | **28** | 8 | 0 | **39** | 1 | 27 | 1 | 0 | 29 | 340 |
| 11:15 | 129 | **24** | 7 | 0 | **160** | 3 | 17 | 93 | 0 | 113 | **7** | 22 | **10** | 0 | 39 | 4 | 22 | **7** | 0 | 33 | **345** |
| 11:30 | **133** | 14 | 6 | 0 | 153 | 3 | 23 | 96 | 0 | 122 | 3 | 16 | 5 | 0 | 24 | 1 | **40** | 4 | 0 | 45 | 344 |
| Total Volume | 508 | 75 | 23 | 0 | 606 | 9 | 91 | 397 | 0 | 497 | 15 | 68 | 23 | 0 | 106 | 12 | 124 | 17 | 0 | 153 | 1362 |
| % App. Total | 83.8 | 12.4 | 3.8 | 0 | | 1.8 | 18.3 | 79.9 | 0 | | 14.2 | 64.2 | 21.7 | 0 | | 7.8 | 81 | 11.1 | 0 | | |
| PHF | .955 | .781 | .719 | .000 | .947 | .750 | .784 | .928 | .000 | .934 | .536 | .607 | .575 | .000 | .679 | .500 | .775 | .607 | .000 | .832 | .987 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

HARDWICK RD @ CROPWELL DR
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR THURSDAY
Site Code : 15075-2
Start Date : 10/8/2015
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

| | HARDWICK RD Southbound | | | | CROPWELL DR Westbound | | | | HARDWICK RD Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 06:00 | 7 | 0 | 5 | 0 | 0 | 76 | 15 | 0 | 1 | 0 | 0 | 0 | 2 | 15 | 1 | 0 | 122 |
| 06:15 | 5 | 1 | 1 | 0 | 0 | 76 | 13 | 0 | 0 | 1 | 0 | 0 | 2 | 18 | 2 | 0 | 119 |
| 06:30 | 4 | 0 | 3 | 0 | 0 | 131 | 27 | 0 | 0 | 0 | 1 | 0 | 3 | 19 | 0 | 0 | 188 |
| 06:45 | 8 | 0 | 2 | 0 | 2 | 119 | 24 | 0 | 0 | 0 | 0 | 0 | 7 | 33 | 1 | 0 | 196 |
| Total | 24 | 1 | 11 | 0 | 2 | 402 | 79 | 0 | 1 | 1 | 1 | 0 | 14 | 85 | 4 | 0 | 625 |
| 07:00 | 4 | 0 | 2 | 0 | 0 | 185 | 20 | 0 | 0 | 0 | 1 | 0 | 4 | 38 | 1 | 0 | 255 |
| 07:15 | 8 | 1 | 14 | 0 | 0 | 209 | 31 | 0 | 0 | 0 | 1 | 0 | 15 | 52 | 0 | 0 | 331 |
| 07:30 | 12 | 0 | 13 | 0 | 0 | 184 | 17 | 0 | 0 | 0 | 0 | 0 | 7 | 104 | 0 | 0 | 337 |
| 07:45 | 7 | 4 | 7 | 0 | 1 | 112 | 12 | 0 | 0 | 0 | 0 | 0 | 7 | 77 | 2 | 0 | 229 |
| Total | 31 | 5 | 36 | 0 | 1 | 690 | 80 | 0 | 0 | 0 | 2 | 0 | 33 | 271 | 3 | 0 | 1152 |
| 08:00 | 4 | 1 | 3 | 0 | 3 | 124 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 65 | 3 | 0 | 211 |
| 08:15 | 6 | 1 | 5 | 0 | 0 | 98 | 11 | 0 | 2 | 0 | 0 | 0 | 6 | 58 | 4 | 0 | 191 |
| 08:30 | 5 | 0 | 3 | 0 | 1 | 102 | 16 | 0 | 0 | 1 | 1 | 0 | 0 | 57 | 2 | 0 | 188 |
| 08:45 | 14 | 1 | 6 | 0 | 0 | 113 | 17 | 0 | 0 | 0 | 1 | 0 | 2 | 51 | 7 | 0 | 212 |
| Total | 29 | 3 | 17 | 0 | 4 | 437 | 50 | 0 | 2 | 2 | 2 | 0 | 9 | 231 | 16 | 0 | 802 |
| 09:00 | 7 | 0 | 2 | 0 | 1 | 109 | 15 | 0 | 0 | 0 | 1 | 0 | 1 | 55 | 5 | 0 | 196 |
| 09:15 | 9 | 0 | 2 | 0 | 3 | 98 | 15 | 0 | 0 | 0 | 1 | 0 | 4 | 62 | 3 | 0 | 197 |
| 09:30 | 11 | 1 | 2 | 0 | 2 | 85 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 77 | 3 | 0 | 196 |
| 09:45 | 9 | 0 | 2 | 0 | 1 | 92 | 16 | 0 | 0 | 0 | 1 | 0 | 7 | 82 | 1 | 0 | 211 |
| Total | 36 | 1 | 8 | 0 | 7 | 384 | 56 | 0 | 0 | 0 | 3 | 0 | 17 | 276 | 12 | 0 | 800 |
| 10:00 | 12 | 4 | 5 | 0 | 0 | 86 | 6 | 0 | 0 | 0 | 1 | 0 | 3 | 75 | 1 | 0 | 193 |
| 10:15 | 7 | 0 | 2 | 0 | 2 | 85 | 16 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 0 | 0 | 175 |
| 10:30 | 15 | 0 | 3 | 0 | 0 | 61 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 69 | 1 | 0 | 172 |
| 10:45 | 8 | 0 | 10 | 0 | 2 | 84 | 18 | 0 | 0 | 0 | 0 | 0 | 5 | 75 | 0 | 0 | 202 |
| Total | 42 | 4 | 20 | 0 | 4 | 316 | 56 | 0 | 0 | 0 | 1 | 0 | 18 | 279 | 2 | 0 | 742 |
| ***BREAK*** | | | | | | | | | | | | | | | | | |
| 14:00 | 13 | 3 | 4 | 0 | 0 | 80 | 18 | 0 | 0 | 1 | 1 | 0 | 7 | 93 | 1 | 0 | 221 |
| 14:15 | 14 | 1 | 5 | 0 | 1 | 89 | 20 | 0 | 0 | 1 | 0 | 0 | 8 | 93 | 0 | 0 | 232 |
| 14:30 | 25 | 0 | 6 | 0 | 0 | 98 | 34 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 0 | 269 |
| 14:45 | 9 | 1 | 6 | 0 | 2 | 105 | 28 | 0 | 0 | 0 | 0 | 0 | 10 | 110 | 1 | 0 | 272 |
| Total | 61 | 5 | 21 | 0 | 3 | 372 | 100 | 0 | 0 | 2 | 1 | 0 | 30 | 396 | 3 | 0 | 994 |
| 15:00 | 28 | 0 | 18 | 0 | 0 | 92 | 11 | 0 | 0 | 0 | 1 | 0 | 22 | 141 | 4 | 0 | 317 |
| 15:15 | 18 | 0 | 5 | 0 | 0 | 84 | 21 | 0 | 0 | 0 | 0 | 0 | 7 | 168 | 1 | 0 | 304 |
| 15:30 | 20 | 2 | 6 | 0 | 0 | 113 | 17 | 0 | 0 | 0 | 0 | 0 | 2 | 157 | 1 | 0 | 318 |
| 15:45 | 16 | 1 | 7 | 0 | 0 | 94 | 26 | 0 | 0 | 0 | 0 | 0 | 4 | 136 | 3 | 0 | 287 |
| Total | 82 | 3 | 36 | 0 | 0 | 383 | 75 | 0 | 0 | 0 | 1 | 0 | 35 | 602 | 9 | 0 | 1226 |
| 16:00 | 24 | 2 | 6 | 0 | 1 | 92 | 26 | 0 | 1 | 0 | 0 | 0 | 4 | 155 | 1 | 0 | 312 |
| 16:15 | 20 | 1 | 9 | 0 | 0 | 87 | 24 | 0 | 0 | 0 | 0 | 0 | 5 | 157 | 2 | 0 | 305 |
| 16:30 | 20 | 0 | 5 | 0 | 3 | 102 | 13 | 0 | 0 | 1 | 0 | 0 | 10 | 189 | 2 | 0 | 345 |
| 16:45 | 24 | 0 | 4 | 0 | 1 | 84 | 29 | 0 | 0 | 0 | 1 | 0 | 4 | 160 | 3 | 0 | 310 |
| Total | 88 | 3 | 24 | 0 | 5 | 365 | 92 | 0 | 1 | 1 | 1 | 0 | 23 | 661 | 8 | 0 | 1272 |
| 17:00 | 18 | 3 | 6 | 0 | 7 | 104 | 17 | 0 | 0 | 2 | 1 | 0 | 1 | 147 | 3 | 0 | 309 |
| 17:15 | 22 | 7 | 5 | 0 | 8 | 82 | 30 | 0 | 0 | 0 | 1 | 0 | 7 | 170 | 7 | 0 | 339 |
| 17:30 | 22 | 12 | 5 | 0 | 8 | 90 | 19 | 0 | 0 | 1 | 1 | 0 | 5 | 152 | 5 | 0 | 320 |
| 17:45 | 14 | 16 | 6 | 0 | 28 | 93 | 20 | 0 | 1 | 0 | 2 | 0 | 5 | 148 | 9 | 0 | 342 |
| Total | 76 | 38 | 22 | 0 | 51 | 369 | 86 | 0 | 1 | 3 | 5 | 0 | 18 | 617 | 24 | 0 | 1310 |
| 18:00 | 26 | 11 | 10 | 0 | 8 | 84 | 16 | 0 | 0 | 0 | 3 | 0 | 7 | 153 | 4 | 0 | 322 |
| 18:15 | 23 | 4 | 8 | 0 | 6 | 72 | 18 | 0 | 1 | 3 | 1 | 0 | 6 | 146 | 0 | 0 | 288 |

# Southern Traffic Services, Inc.

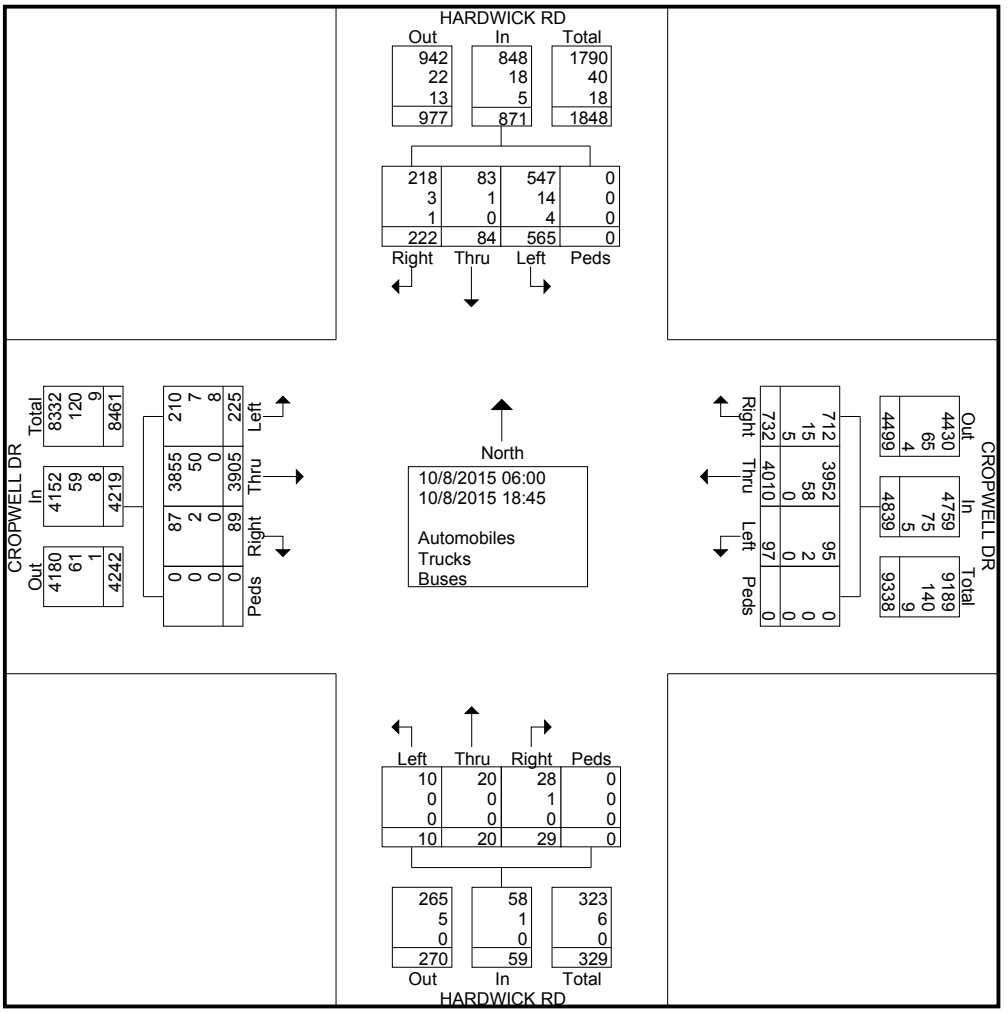
2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


HARDWICK RD @ CROPWELL DR
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR THURSDAY
Site Code : 15075-2
Start Date : 10/8/2015
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

| | HARDWICK RD Southbound | | | | CROPWELL DR Westbound | | | | HARDWICK RD Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 18:30 | 24 | 6 | 5 | 0 | 5 | 82 | 18 | 0 | 2 | 2 | 4 | 0 | 7 | 102 | 2 | 0 | 259 |
| 18:45 | 23 | 0 | 4 | 0 | 1 | 54 | 6 | 0 | 2 | 6 | 4 | 0 | 8 | 86 | 2 | 0 | 196 |
| Total | 96 | 21 | 27 | 0 | 20 | 292 | 58 | 0 | 5 | 11 | 12 | 0 | 28 | 487 | 8 | 0 | 1065 |
| Grand Total | 565 | 84 | 222 | 0 | 97 | 4010 | 732 | 0 | 10 | 20 | 29 | 0 | 225 | 3905 | 89 | 0 | 9988 |
| Apprch % | 64.9 | 9.6 | 25.5 | 0 | 2 | 82.9 | 15.1 | 0 | 16.9 | 33.9 | 49.2 | 0 | 5.3 | 92.6 | 2.1 | 0 | |
| Total % | 5.7 | 0.8 | 2.2 | 0 | 1 | 40.1 | 7.3 | 0 | 0.1 | 0.2 | 0.3 | 0 | 2.3 | 39.1 | 0.9 | 0 | |
| Automobiles | 547 | 83 | 218 | 0 | 95 | 3952 | 712 | 0 | 10 | 20 | 28 | 0 | 210 | 3855 | 87 | 0 | 9817 |
| % Automobiles | 96.8 | 98.8 | 98.2 | 0 | 97.9 | 98.6 | 97.3 | 0 | 100 | 100 | 96.6 | 0 | 93.3 | 98.7 | 97.8 | 0 | 98.3 |
| Trucks | 14 | 1 | 3 | 0 | 2 | 58 | 15 | 0 | 0 | 0 | 1 | 0 | 7 | 50 | 2 | 0 | 153 |
| % Trucks | 2.5 | 1.2 | 1.4 | 0 | 2.1 | 1.4 | 2 | 0 | 0 | 0 | 3.4 | 0 | 3.1 | 1.3 | 2.2 | 0 | 1.5 |
| Buses | 4 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 18 |
| % Buses | 0.7 | 0 | 0.5 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0 | 0 | 0 | 3.6 | 0 | 0 | 0 | 0.2 |



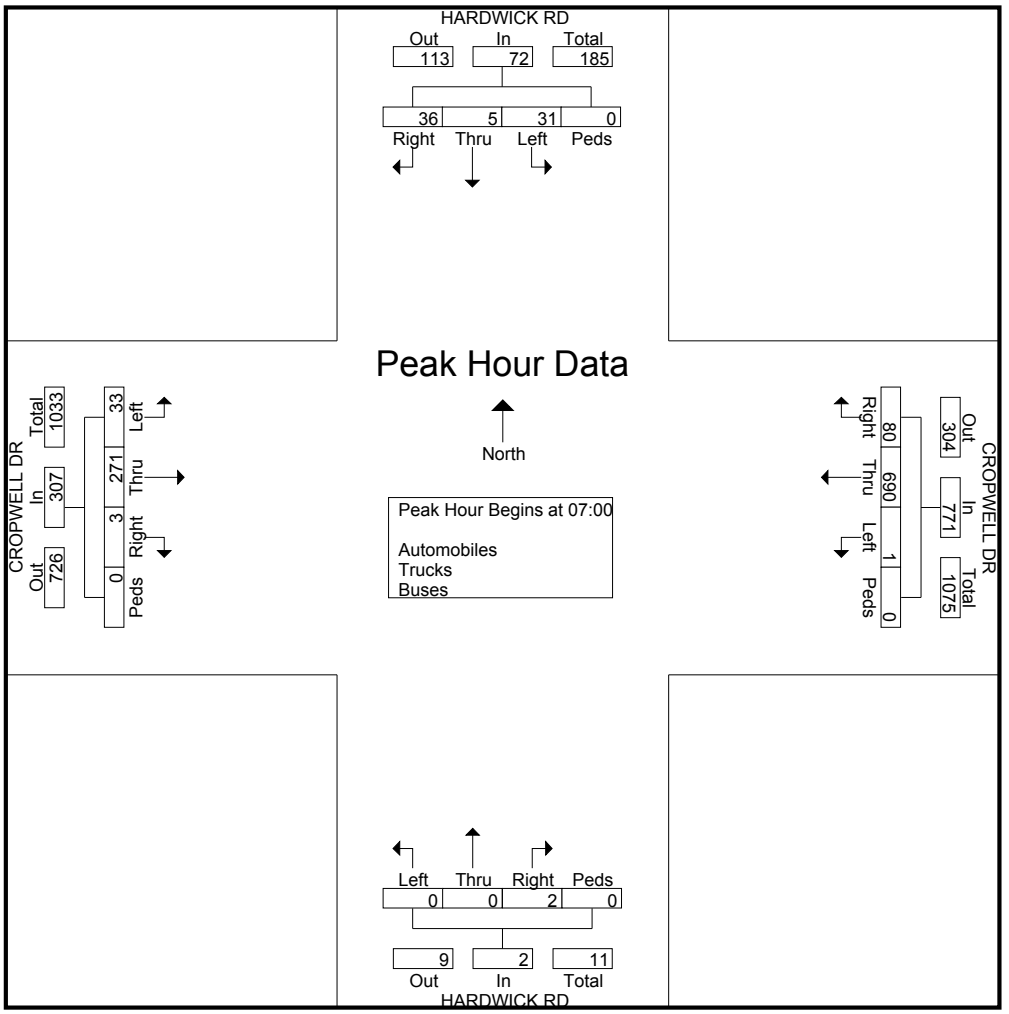
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

HARDWICK RD @ CROPWELL DR
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR THURSDAY
Site Code : 15075-2
Start Date : 10/8/2015
Page No : 3

| | HARDWICK RD Southbound | | | | | CROPWELL DR Westbound | | | | | HARDWICK RD Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 06:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 4 | 0 | 2 | 0 | 6 | 0 | 185 | 20 | 0 | 205 | 0 | 0 | **1** | 0 | **1** | 4 | 38 | 1 | 0 | 43 | 255 |
| 07:15 | 8 | 1 | **14** | 0 | 23 | 0 | **209** | **31** | 0 | **240** | 0 | 0 | 1 | 0 | 1 | **15** | 52 | 0 | 0 | 67 | 331 |
| 07:30 | **12** | 0 | 13 | 0 | **25** | 0 | 184 | 17 | 0 | 201 | 0 | 0 | 0 | 0 | 0 | 7 | **104** | 0 | 0 | **111** | **337** |
| 07:45 | 7 | **4** | 7 | 0 | 18 | **1** | 112 | 12 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 7 | 77 | **2** | 0 | 86 | 229 |
| Total Volume | 31 | 5 | 36 | 0 | 72 | 1 | 690 | 80 | 0 | 771 | 0 | 0 | 2 | 0 | 2 | 33 | 271 | 3 | 0 | 307 | 1152 |
| % App. Total | 43.1 | 6.9 | 50 | 0 | | 0.1 | 89.5 | 10.4 | 0 | | 0 | 0 | 100 | 0 | | 10.7 | 88.3 | 1 | 0 | | |
| PHF | .646 | .313 | .643 | .000 | .720 | .250 | .825 | .645 | .000 | .803 | .000 | .000 | .500 | .000 | .500 | .550 | .651 | .375 | .000 | .691 | .855 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


HARDWICK RD @ CROPWELL DR
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR THURSDAY
Site Code : 15075-2
Start Date : 10/8/2015


| | HARDWICK RD Southbound | | | | | CROPWELL DR Westbound | | | | | HARDWICK RD Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 12:00 to 18:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:15 | | | | | | | | | | | | | | | | | | | | | |
| 17:15 | 22 | 7 | 5 | 0 | 34 | 8 | 82 | **30** | 0 | 120 | 0 | 0 | 1 | 0 | 1 | **7** | **170** | 7 | 0 | **184** | 339 |
| 17:30 | 22 | 12 | 5 | 0 | 39 | 8 | 90 | 19 | 0 | 117 | 0 | **1** | 1 | 0 | 2 | 5 | 152 | 5 | 0 | 162 | 320 |
| 17:45 | 14 | **16** | 6 | 0 | 36 | **28** | **93** | 20 | 0 | **141** | **1** | 0 | 2 | 0 | **3** | 5 | 148 | **9** | 0 | 162 | **342** |
| 18:00 | **26** | 11 | **10** | 0 | **47** | 8 | 84 | 16 | 0 | 108 | 0 | 0 | **3** | 0 | 3 | 7 | 153 | 4 | 0 | 164 | 322 |
| Total Volume | 84 | 46 | 26 | 0 | 156 | 52 | 349 | 85 | 0 | 486 | 1 | 1 | 7 | 0 | 9 | 24 | 623 | 25 | 0 | 672 | 1323 |
| % App. Total | 53.8 | 29.5 | 16.7 | 0 | | 10.7 | 71.8 | 17.5 | 0 | | 11.1 | 11.1 | 77.8 | 0 | | 3.6 | 92.7 | 3.7 | 0 | | |
| PHF | .808 | .719 | .650 | .000 | .830 | .464 | .938 | .708 | .000 | .862 | .250 | .250 | .583 | .000 | .750 | .857 | .916 | .694 | .000 | .913 | .967 |

# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CROPWELL DR @ HARDWICK RD
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

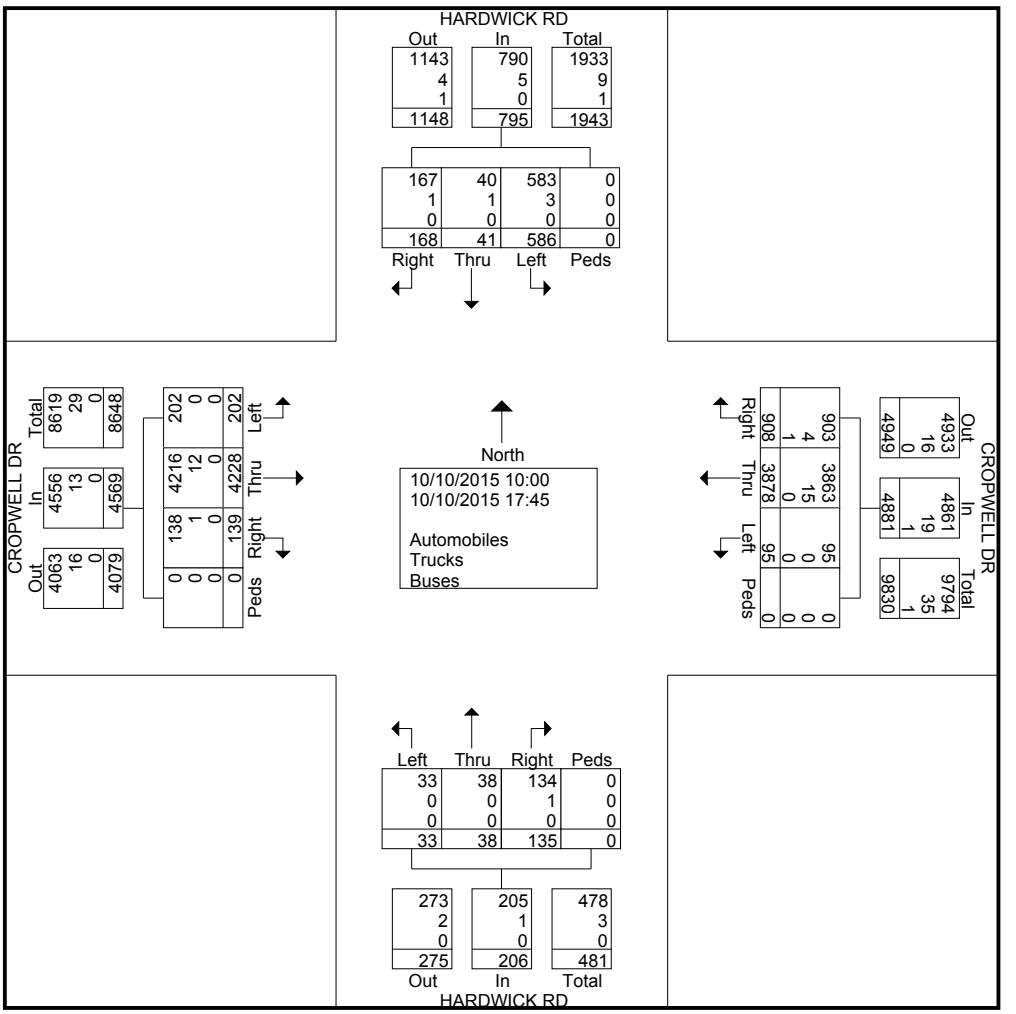
| | HARDWICK RD Southbound | | | | CROPWELL DR Westbound | | | | HARDWICK RD Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Int. Total |
| 10:00 | 19 | 2 | 6 | 0 | 6 | 124 | 26 | 0 | 1 | 1 | 5 | 0 | 7 | 120 | 13 | 0 | 330 |
| 10:15 | 26 | 4 | 3 | 0 | 1 | 130 | 24 | 0 | 0 | 0 | 1 | 0 | 3 | 122 | 6 | 0 | 320 |
| 10:30 | 13 | 5 | 2 | 0 | 2 | 122 | 24 | 0 | 0 | 1 | 1 | 0 | 2 | 146 | 12 | 0 | 330 |
| 10:45 | 33 | 1 | 5 | 0 | 6 | 123 | 23 | 0 | 1 | 1 | 3 | 0 | 3 | 147 | 11 | 0 | 357 |
| Total | 91 | 12 | 16 | 0 | 15 | 499 | 97 | 0 | 2 | 3 | 10 | 0 | 15 | 535 | 42 | 0 | 1337 |
| 11:00 | 16 | 4 | 11 | 0 | 3 | 122 | 27 | 0 | 0 | 4 | 21 | 0 | 10 | 137 | 8 | 0 | 363 |
| 11:15 | 13 | 2 | 5 | 0 | 1 | 107 | 31 | 0 | 1 | 1 | 9 | 0 | 10 | 145 | 6 | 0 | 331 |
| 11:30 | 15 | 1 | 3 | 0 | 4 | 118 | 41 | 0 | 1 | 0 | 5 | 0 | 9 | 164 | 5 | 0 | 366 |
| 11:45 | 20 | 5 | 11 | 0 | 13 | 107 | 27 | 0 | 1 | 2 | 3 | 0 | 8 | 145 | 3 | 0 | 345 |
| Total | 64 | 12 | 30 | 0 | 21 | 454 | 126 | 0 | 3 | 7 | 38 | 0 | 37 | 591 | 22 | 0 | 1405 |
| 12:00 | 23 | 2 | 2 | 0 | 1 | 140 | 18 | 0 | 1 | 0 | 0 | 0 | 4 | 143 | 6 | 0 | 340 |
| 12:15 | 16 | 0 | 7 | 0 | 2 | 122 | 23 | 0 | 2 | 0 | 6 | 0 | 3 | 142 | 7 | 0 | 330 |
| 12:30 | 14 | 1 | 2 | 0 | 5 | 139 | 29 | 0 | 0 | 0 | 1 | 0 | 6 | 130 | 4 | 0 | 331 |
| 12:45 | 14 | 2 | 6 | 0 | 3 | 131 | 25 | 0 | 2 | 4 | 11 | 0 | 6 | 151 | 5 | 0 | 360 |
| Total | 67 | 5 | 17 | 0 | 11 | 532 | 95 | 0 | 5 | 4 | 18 | 0 | 19 | 566 | 22 | 0 | 1361 |
| 13:00 | 23 | 1 | 9 | 0 | 6 | 120 | 41 | 0 | 0 | 2 | 1 | 0 | 6 | 139 | 6 | 0 | 354 |
| 13:15 | 19 | 0 | 6 | 0 | 3 | 118 | 36 | 0 | 2 | 0 | 6 | 0 | 5 | 157 | 3 | 0 | 355 |
| 13:30 | 23 | 0 | 5 | 0 | 3 | 116 | 29 | 0 | 2 | 0 | 1 | 0 | 7 | 151 | 5 | 0 | 342 |
| 13:45 | 17 | 1 | 5 | 0 | 6 | 130 | 36 | 0 | 1 | 0 | 1 | 0 | 9 | 141 | 4 | 0 | 351 |
| Total | 82 | 2 | 25 | 0 | 18 | 484 | 142 | 0 | 5 | 2 | 9 | 0 | 27 | 588 | 18 | 0 | 1402 |
| 14:00 | 15 | 0 | 8 | 0 | 1 | 117 | 34 | 0 | 0 | 2 | 6 | 0 | 11 | 144 | 2 | 0 | 340 |
| 14:15 | 16 | 1 | 6 | 0 | 6 | 125 | 28 | 0 | 2 | 7 | 5 | 0 | 3 | 141 | 5 | 0 | 345 |
| 14:30 | 17 | 1 | 7 | 0 | 0 | 130 | 40 | 0 | 2 | 0 | 2 | 0 | 6 | 132 | 2 | 0 | 339 |
| 14:45 | 23 | 0 | 6 | 0 | 1 | 131 | 25 | 0 | 2 | 2 | 2 | 0 | 6 | 134 | 1 | 0 | 333 |
| Total | 71 | 2 | 27 | 0 | 8 | 503 | 127 | 0 | 6 | 11 | 15 | 0 | 26 | 551 | 10 | 0 | 1357 |
| 15:00 | 19 | 0 | 5 | 0 | 1 | 135 | 31 | 0 | 2 | 0 | 4 | 0 | 6 | 127 | 0 | 0 | 330 |
| 15:15 | 16 | 0 | 5 | 0 | 2 | 140 | 28 | 0 | 0 | 0 | 2 | 0 | 3 | 129 | 2 | 0 | 327 |
| 15:30 | 15 | 1 | 4 | 0 | 4 | 127 | 30 | 0 | 0 | 0 | 2 | 0 | 3 | 135 | 1 | 0 | 322 |
| 15:45 | 21 | 0 | 6 | 0 | 1 | 96 | 19 | 0 | 2 | 0 | 1 | 0 | 5 | 126 | 4 | 0 | 281 |
| Total | 71 | 1 | 20 | 0 | 8 | 498 | 108 | 0 | 4 | 0 | 9 | 0 | 17 | 517 | 7 | 0 | 1260 |
| 16:00 | 18 | 0 | 4 | 0 | 1 | 131 | 27 | 0 | 0 | 0 | 3 | 0 | 8 | 118 | 1 | 0 | 311 |
| 16:15 | 16 | 0 | 7 | 0 | 3 | 108 | 31 | 0 | 0 | 3 | 14 | 0 | 5 | 137 | 3 | 0 | 327 |
| 16:30 | 20 | 2 | 2 | 0 | 2 | 111 | 35 | 0 | 1 | 7 | 11 | 0 | 10 | 116 | 4 | 0 | 321 |
| 16:45 | 20 | 0 | 1 | 0 | 1 | 122 | 16 | 0 | 0 | 0 | 1 | 0 | 5 | 97 | 1 | 0 | 264 |
| Total | 74 | 2 | 14 | 0 | 7 | 472 | 109 | 0 | 1 | 10 | 29 | 0 | 28 | 468 | 9 | 0 | 1223 |
| 17:00 | 20 | 2 | 7 | 0 | 0 | 93 | 21 | 0 | 1 | 0 | 2 | 0 | 8 | 95 | 1 | 0 | 250 |
| 17:15 | 12 | 0 | 4 | 0 | 4 | 107 | 30 | 0 | 2 | 1 | 0 | 0 | 11 | 101 | 2 | 0 | 274 |
| 17:30 | 16 | 1 | 7 | 0 | 2 | 128 | 27 | 0 | 2 | 0 | 3 | 0 | 5 | 98 | 4 | 0 | 293 |
| 17:45 | 18 | 2 | 1 | 0 | 1 | 108 | 26 | 0 | 2 | 0 | 2 | 0 | 9 | 118 | 2 | 0 | 289 |
| Total | 66 | 5 | 19 | 0 | 7 | 436 | 104 | 0 | 7 | 1 | 7 | 0 | 33 | 412 | 9 | 0 | 1106 |
| Grand Total | 586 | 41 | 168 | 0 | 95 | 3878 | 908 | 0 | 33 | 38 | 135 | 0 | 202 | 4228 | 139 | 0 | 10451 |
| Apprch % | 73.7 | 5.2 | 21.1 | 0 | 1.9 | 79.5 | 18.6 | 0 | 16 | 18.4 | 65.5 | 0 | 4.4 | 92.5 | 3 | 0 | |
| Total % | 5.6 | 0.4 | 1.6 | 0 | 0.9 | 37.1 | 8.7 | 0 | 0.3 | 0.4 | 1.3 | 0 | 1.9 | 40.5 | 1.3 | 0 | |
| Automobiles | 583 | 40 | 167 | 0 | 95 | 3863 | 903 | 0 | 33 | 38 | 134 | 0 | 202 | 4216 | 138 | 0 | 10412 |
| % Automobiles | 99.5 | 97.6 | 99.4 | 0 | 100 | 99.6 | 99.4 | 0 | 100 | 100 | 99.3 | 0 | 100 | 99.7 | 99.3 | 0 | 99.6 |
| Trucks | 3 | 1 | 1 | 0 | 0 | 15 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 12 | 1 | 0 | 38 |
| % Trucks | 0.5 | 2.4 | 0.6 | 0 | 0 | 0.4 | 0.4 | 0 | 0 | 0 | 0.7 | 0 | 0 | 0.3 | 0.7 | 0 | 0.4 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CROPWELL DR @ HARDWICK RD
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015
Page No : 2



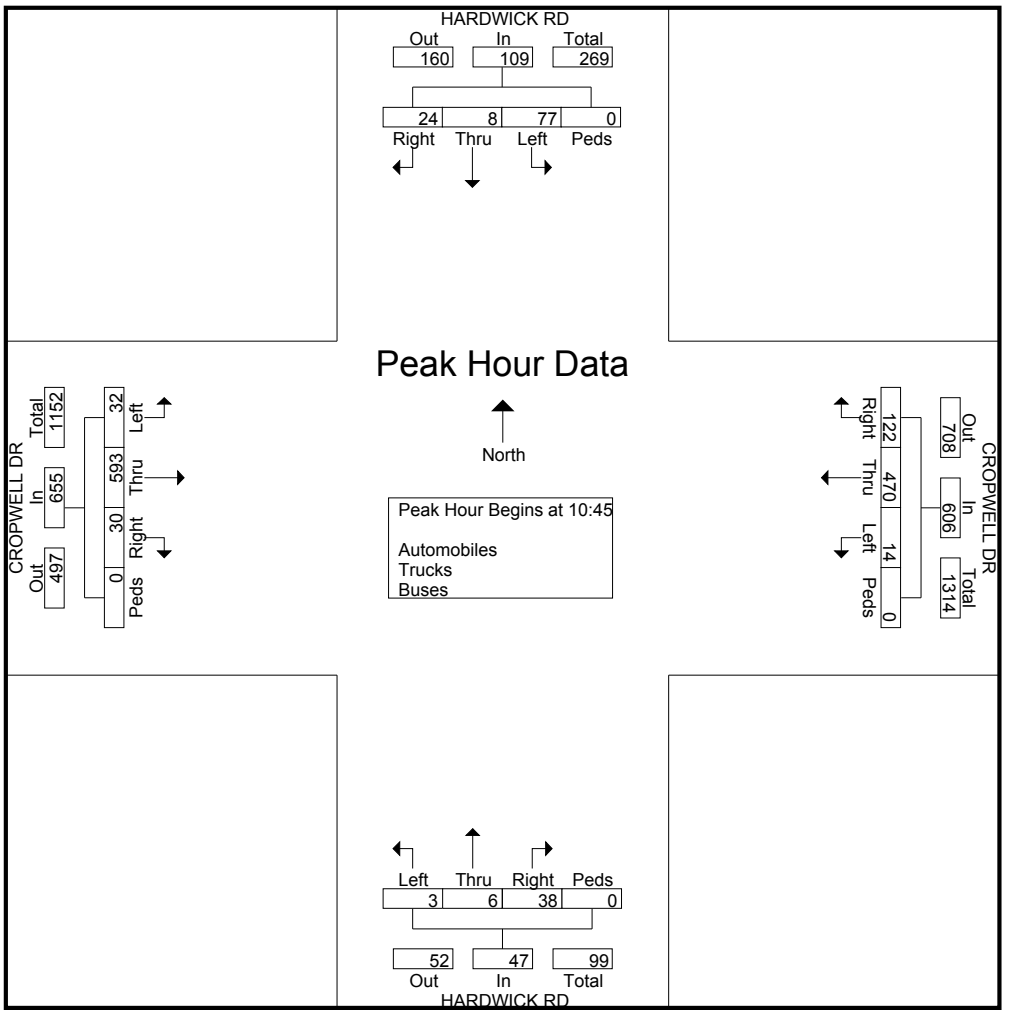
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


CROPWELL DR @ HARDWICK RD
PELL CITY, ALABAMA

File Name : HARDWICK RD @ CROPWELL DR SATURDAY
Site Code : 15075
Start Date : 10/10/2015


| | HARDWICK RD Southbound | | | | | CROPWELL DR Westbound | | | | | HARDWICK RD Northbound | | | | | CROPWELL DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 10:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:45 | | | | | | | | | | | | | | | | | | | | | |
| 10:45 | **33** | 1 | 5 | 0 | **39** | **6** | **123** | 23 | 0 | 152 | **1** | 1 | 3 | 0 | 5 | 3 | 147 | **11** | 0 | 161 | 357 |
| 11:00 | 16 | **4** | **11** | 0 | 31 | 3 | 122 | 27 | 0 | 152 | 0 | **4** | **21** | 0 | **25** | **10** | 137 | 8 | 0 | 155 | 363 |
| 11:15 | 13 | 2 | 5 | 0 | 20 | 1 | 107 | 31 | 0 | 139 | 1 | 1 | 9 | 0 | 11 | 10 | 145 | 6 | 0 | 161 | 331 |
| 11:30 | 15 | 1 | 3 | 0 | 19 | 4 | 118 | **41** | 0 | **163** | 1 | 0 | 5 | 0 | 6 | 9 | **164** | 5 | 0 | **178** | **366** |
| Total Volume | 77 | 8 | 24 | 0 | 109 | 14 | 470 | 122 | 0 | 606 | 3 | 6 | 38 | 0 | 47 | 32 | 593 | 30 | 0 | 655 | 1417 |
| % App. Total | 70.6 | 7.3 | 22 | 0 | | 2.3 | 77.6 | 20.1 | 0 | | 6.4 | 12.8 | 80.9 | 0 | | 4.9 | 90.5 | 4.6 | 0 | | |
| PHF | .583 | .500 | .545 | .000 | .699 | .583 | .955 | .744 | .000 | .929 | .750 | .375 | .452 | .000 | .470 | .800 | .904 | .682 | .000 | .920 | .968 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CIVIC CENTER DR @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR THURSDAY
Site Code : 15075-3
Start Date : 10/8/2015


Groups Printed- Automobiles - Trucks - Buses

| | CIVIC CENTER DRIVE Westbound | | | SR34 Northbound | | | CIVIC CENTER DRIVE Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | Int. Total |
| 06:00 | 0 | 91 | 0 | 1 | 0 | 0 | 21 | 2 | 0 | 115 |
| 06:15 | 0 | 98 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 120 |
| 06:30 | 1 | 163 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 186 |
| 06:45 | 0 | 140 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 185 |
| Total | 1 | 492 | 0 | 1 | 0 | 0 | 109 | 3 | 0 | 606 |
| 07:00 | 0 | 207 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 248 |
| 07:15 | 0 | 210 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 270 |
| 07:30 | 0 | 176 | 0 | 0 | 0 | 0 | 109 | 0 | 0 | 285 |
| 07:45 | 0 | 127 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 206 |
| Total | 0 | 720 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 1009 |
| 08:00 | 0 | 133 | 0 | 0 | 1 | 0 | 67 | 0 | 0 | 201 |
| 08:15 | 0 | 107 | 0 | 0 | 0 | 0 | 59 | 1 | 0 | 167 |
| 08:30 | 6 | 115 | 0 | 3 | 4 | 0 | 56 | 4 | 0 | 188 |
| 08:45 | 6 | 136 | 0 | 1 | 1 | 0 | 63 | 7 | 0 | 214 |
| Total | 12 | 491 | 0 | 4 | 6 | 0 | 245 | 12 | 0 | 770 |
| 09:00 | 3 | 116 | 0 | 6 | 0 | 0 | 57 | 4 | 0 | 186 |
| 09:15 | 3 | 114 | 0 | 6 | 0 | 0 | 71 | 12 | 0 | 206 |
| 09:30 | 7 | 95 | 0 | 1 | 0 | 0 | 79 | 15 | 0 | 197 |
| 09:45 | 9 | 106 | 0 | 2 | 2 | 0 | 81 | 9 | 0 | 209 |
| Total | 22 | 431 | 0 | 15 | 2 | 0 | 288 | 40 | 0 | 798 |
| 10:00 | 3 | 85 | 0 | 6 | 3 | 0 | 83 | 4 | 0 | 184 |
| 10:15 | 2 | 103 | 0 | 1 | 4 | 0 | 65 | 0 | 0 | 175 |
| 10:30 | 4 | 78 | 0 | 4 | 4 | 0 | 85 | 1 | 0 | 176 |
| 10:45 | 2 | 103 | 0 | 4 | 2 | 0 | 80 | 2 | 0 | 193 |
| Total | 11 | 369 | 0 | 15 | 13 | 0 | 313 | 7 | 0 | 728 |
| ***BREAK*** | | | | | | | | | | |
| 14:00 | 1 | 91 | 0 | 9 | 1 | 0 | 107 | 4 | 0 | 213 |
| 14:15 | 3 | 102 | 0 | 13 | 4 | 0 | 104 | 5 | 0 | 231 |
| 14:30 | 0 | 126 | 0 | 9 | 3 | 0 | 125 | 5 | 0 | 268 |
| 14:45 | 0 | 116 | 0 | 11 | 2 | 0 | 118 | 4 | 0 | 251 |
| Total | 4 | 435 | 0 | 42 | 10 | 0 | 454 | 18 | 0 | 963 |
| 15:00 | 0 | 104 | 0 | 6 | 2 | 0 | 180 | 4 | 0 | 296 |
| 15:15 | 1 | 108 | 0 | 6 | 6 | 0 | 189 | 3 | 0 | 313 |
| 15:30 | 4 | 114 | 0 | 22 | 3 | 0 | 175 | 2 | 0 | 320 |
| 15:45 | 1 | 108 | 0 | 9 | 3 | 0 | 155 | 6 | 0 | 282 |
| Total | 6 | 434 | 0 | 43 | 14 | 0 | 699 | 15 | 0 | 1211 |
| 16:00 | 4 | 103 | 0 | 11 | 4 | 0 | 174 | 6 | 0 | 302 |
| 16:15 | 3 | 112 | 0 | 4 | 1 | 0 | 172 | 2 | 0 | 294 |
| 16:30 | 3 | 117 | 0 | 2 | 2 | 0 | 210 | 8 | 0 | 342 |
| 16:45 | 0 | 109 | 0 | 10 | 1 | 0 | 180 | 4 | 0 | 304 |
| Total | 10 | 441 | 0 | 27 | 8 | 0 | 736 | 20 | 0 | 1242 |
| 17:00 | 3 | 124 | 0 | 7 | 1 | 0 | 160 | 6 | 0 | 301 |
| 17:15 | 5 | 115 | 0 | 7 | 2 | 0 | 196 | 6 | 0 | 331 |
| 17:30 | 5 | 110 | 0 | 3 | 1 | 0 | 172 | 11 | 0 | 302 |
| 17:45 | 10 | 142 | 0 | 5 | 4 | 0 | 138 | 16 | 0 | 315 |
| Total | 23 | 491 | 0 | 22 | 8 | 0 | 666 | 39 | 0 | 1249 |
| 18:00 | 3 | 91 | 0 | 14 | 6 | 0 | 181 | 2 | 0 | 297 |

# Southern Traffic Services, Inc.

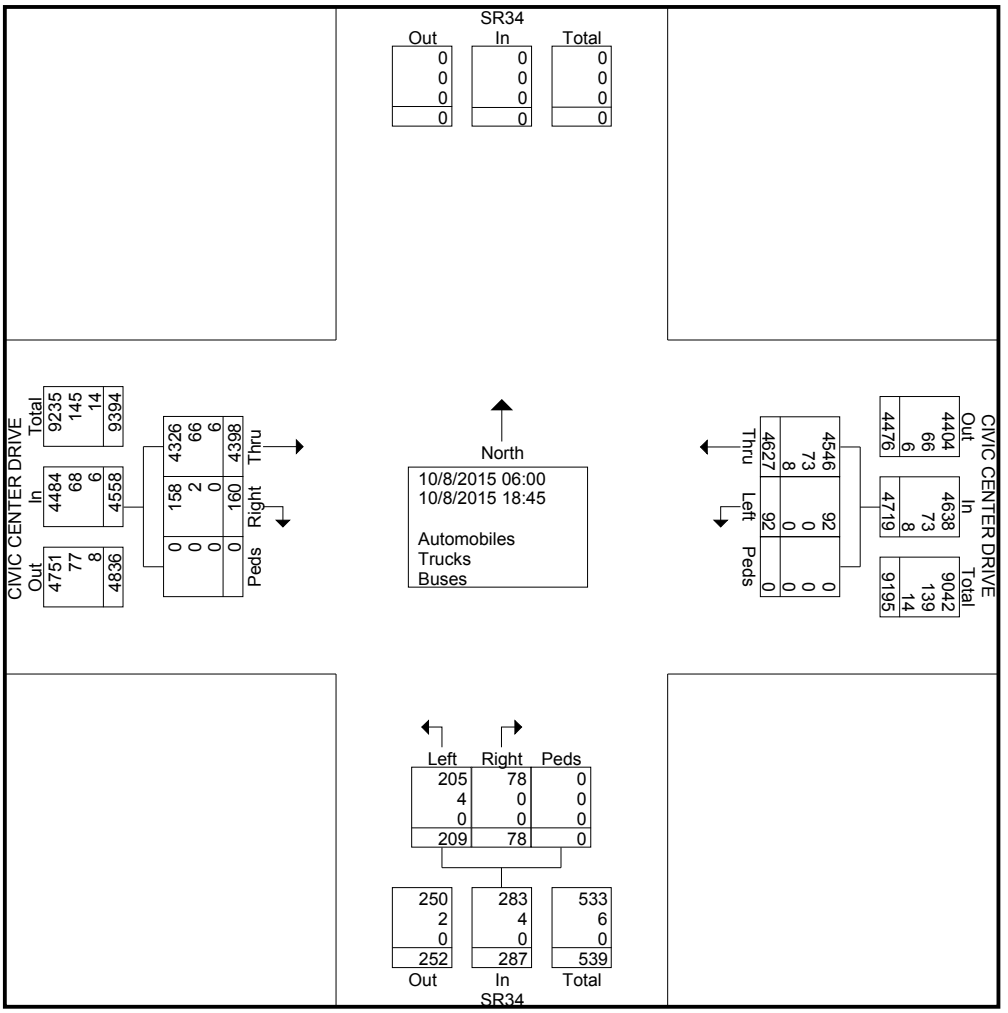
2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CIVIC CENTER DR @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR THURSDAY
Site Code : 15075-3
Start Date : 10/8/2015
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

| | CIVIC CENTER DRIVE Westbound | | | SR34 Northbound | | | CIVIC CENTER DRIVE Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | Int. Total |
| 18:15 | 0 | 81 | 0 | 9 | 4 | 0 | 168 | 1 | 0 | 263 |
| 18:30 | 0 | 95 | 0 | 12 | 5 | 0 | 129 | 2 | 0 | 243 |
| 18:45 | 0 | 56 | 0 | 5 | 2 | 0 | 121 | 1 | 0 | 185 |
| Total | 3 | 323 | 0 | 40 | 17 | 0 | 599 | 6 | 0 | 988 |
| | | | | | | | | | | |
| Grand Total | 92 | 4627 | 0 | 209 | 78 | 0 | 4398 | 160 | 0 | 9564 |
| Apprch % | 1.9 | 98.1 | 0 | 72.8 | 27.2 | 0 | 96.5 | 3.5 | 0 | |
| Total % | 1 | 48.4 | 0 | 2.2 | 0.8 | 0 | 46 | 1.7 | 0 | |
| Automobiles | 92 | 4546 | 0 | 205 | 78 | 0 | 4326 | 158 | 0 | 9405 |
| % Automobiles | 100 | 98.2 | 0 | 98.1 | 100 | 0 | 98.4 | 98.8 | 0 | 98.3 |
| Trucks | 0 | 73 | 0 | 4 | 0 | 0 | 66 | 2 | 0 | 145 |
| % Trucks | 0 | 1.6 | 0 | 1.9 | 0 | 0 | 1.5 | 1.2 | 0 | 1.5 |
| Buses | 0 | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 14 |
| % Buses | 0 | 0.2 | 0 | 0 | 0 | 0 | 0.1 | 0 | 0 | 0.1 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


CIVIC CENTER DR @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR THURSDAY
Site Code : 15075-3
Start Date : 10/8/2015


| | CIVIC CENTER DRIVE Westbound | | | | SR34 Northbound | | | | CIVIC CENTER DRIVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | |
| 07:00 | 0 | 207 | 0 | 207 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 41 | 248 |
| 07:15 | 0 | **210** | 0 | **210** | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 60 | 270 |
| 07:30 | 0 | 176 | 0 | 176 | 0 | 0 | 0 | 0 | **109** | 0 | 0 | **109** | **285** |
| 07:45 | 0 | 127 | 0 | 127 | 0 | 0 | 0 | 0 | 79 | 0 | 0 | 79 | 206 |
| Total Volume | 0 | 720 | 0 | 720 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 289 | 1009 |
| % App. Total | 0 | 100 | 0 | | 0 | 0 | 0 | | 100 | 0 | 0 | | |
| PHF | .000 | .857 | .000 | .857 | .000 | .000 | .000 | .000 | .663 | .000 | .000 | .663 | .885 |

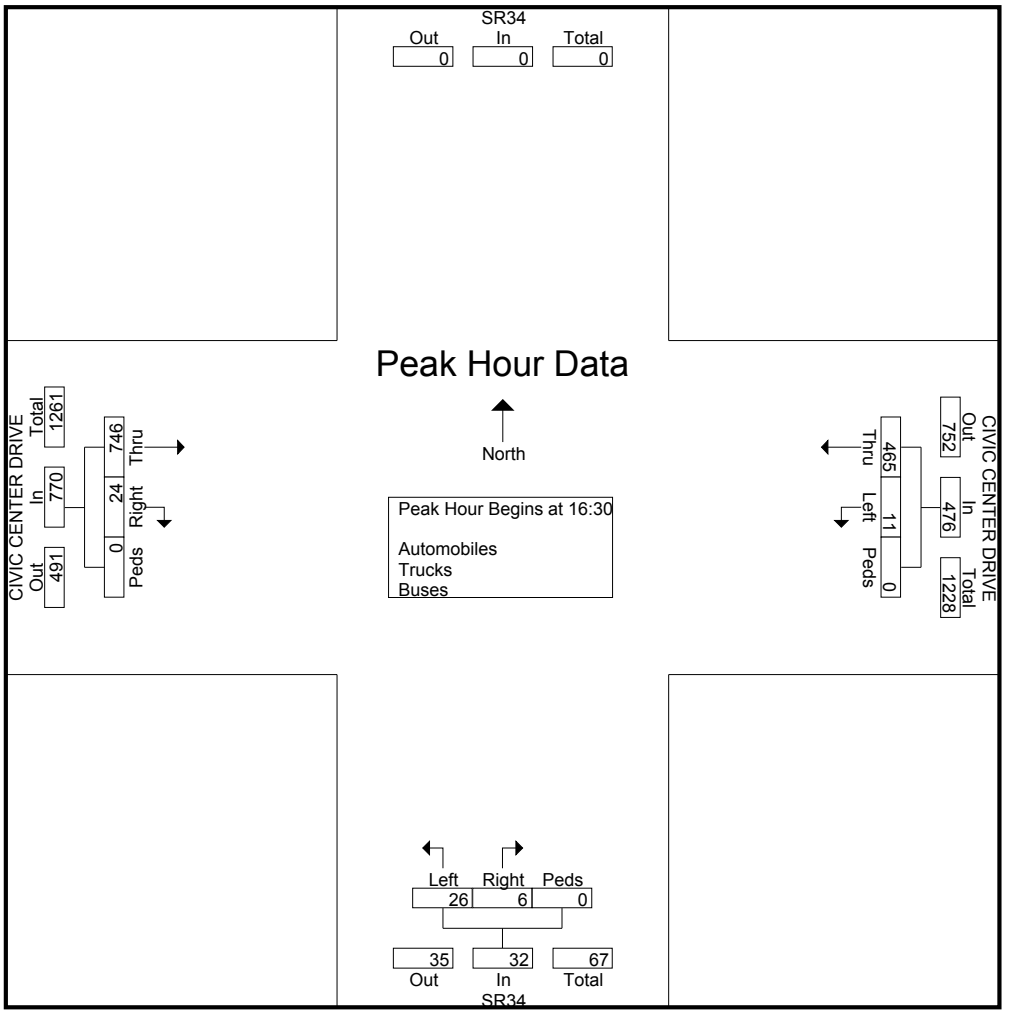
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


CIVIC CENTER DR @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR THURSDAY
Site Code : 15075-3
Start Date : 10/8/2015
Page No : 4

| | CIVIC CENTER DRIVE Westbound | | | | SR34 Northbound | | | | CIVIC CENTER DRIVE Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 12:00 to 18:45 - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | |
| 16:30 | 3 | 117 | 0 | 120 | 2 | **2** | 0 | 4 | **210** | **8** | 0 | **218** | **342** |
| 16:45 | 0 | 109 | 0 | 109 | **10** | 1 | 0 | **11** | 180 | 4 | 0 | 184 | 304 |
| 17:00 | 3 | **124** | 0 | **127** | 7 | 1 | 0 | 8 | 160 | 6 | 0 | 166 | 301 |
| 17:15 | **5** | 115 | 0 | 120 | 7 | 2 | 0 | 9 | 196 | 6 | 0 | 202 | 331 |
| Total Volume | 11 | 465 | 0 | 476 | 26 | 6 | 0 | 32 | 746 | 24 | 0 | 770 | 1278 |
| % App. Total | 2.3 | 97.7 | 0 | | 81.2 | 18.8 | 0 | | 96.9 | 3.1 | 0 | | |
| PHF | .550 | .938 | .000 | .937 | .650 | .750 | .000 | .727 | .888 | .750 | .000 | .883 | .934 |



# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CIVIC CENTER DRIVE @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR SATURDAY
Site Code : 15075-3
Start Date : 10/10/2015
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

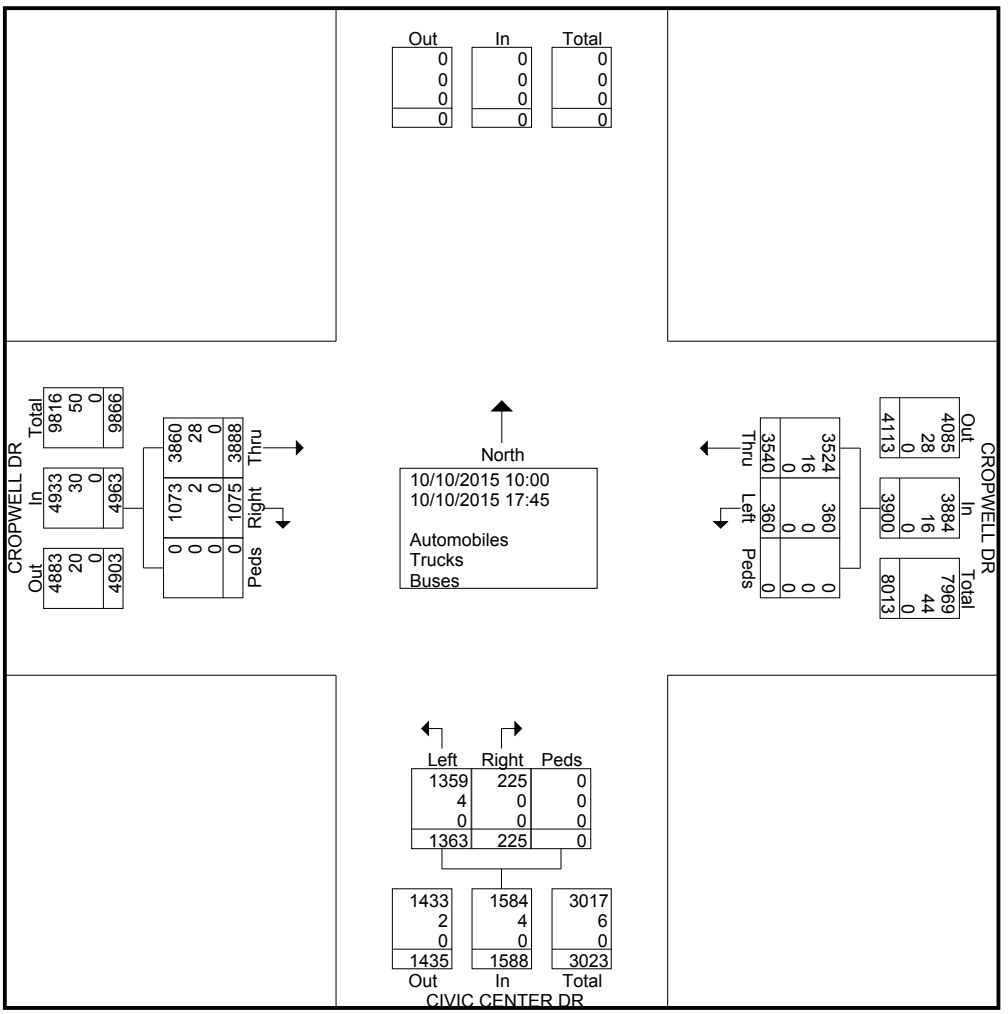
| | CROPWELL DR Westbound | | | CIVIC CENTER DR Northbound | | | CROPWELL DR Eastbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | Left | Right | Peds | Thru | Right | Peds | Int. Total |
| 10:00 | 17 | 135 | 0 | 22 | 12 | 0 | 103 | 43 | 0 | 332 |
| 10:15 | 15 | 144 | 0 | 10 | 7 | 0 | 100 | 49 | 0 | 325 |
| 10:30 | 15 | 139 | 0 | 12 | 7 | 0 | 116 | 45 | 0 | 334 |
| 10:45 | 27 | 138 | 0 | 23 | 11 | 0 | 136 | 48 | 0 | 383 |
| Total | 74 | 556 | 0 | 67 | 37 | 0 | 455 | 185 | 0 | 1374 |
| 11:00 | 20 | 110 | 0 | 33 | 4 | 0 | 133 | 41 | 0 | 341 |
| 11:15 | 16 | 112 | 0 | 36 | 4 | 0 | 120 | 47 | 0 | 335 |
| 11:30 | 19 | 144 | 0 | 21 | 1 | 0 | 145 | 41 | 0 | 371 |
| 11:45 | 18 | 125 | 0 | 22 | 4 | 0 | 122 | 46 | 0 | 337 |
| Total | 73 | 491 | 0 | 112 | 13 | 0 | 520 | 175 | 0 | 1384 |
| 12:00 | 13 | 115 | 0 | 44 | 6 | 0 | 126 | 41 | 0 | 345 |
| 12:15 | 10 | 100 | 0 | 46 | 3 | 0 | 119 | 45 | 0 | 323 |
| 12:30 | 9 | 130 | 0 | 43 | 1 | 0 | 94 | 51 | 0 | 328 |
| 12:45 | 7 | 107 | 0 | 52 | 1 | 0 | 129 | 47 | 0 | 343 |
| Total | 39 | 452 | 0 | 185 | 11 | 0 | 468 | 184 | 0 | 1339 |
| 13:00 | 7 | 106 | 0 | 61 | 3 | 0 | 113 | 50 | 0 | 340 |
| 13:15 | 17 | 126 | 0 | 51 | 5 | 0 | 146 | 38 | 0 | 383 |
| 13:30 | 13 | 107 | 0 | 47 | 5 | 0 | 129 | 46 | 0 | 347 |
| 13:45 | 9 | 113 | 0 | 59 | 8 | 0 | 126 | 33 | 0 | 348 |
| Total | 46 | 452 | 0 | 218 | 21 | 0 | 514 | 167 | 0 | 1418 |
| 14:00 | 11 | 105 | 0 | 47 | 11 | 0 | 127 | 38 | 0 | 339 |
| 14:15 | 13 | 107 | 0 | 52 | 8 | 0 | 124 | 38 | 0 | 342 |
| 14:30 | 10 | 111 | 0 | 59 | 1 | 0 | 117 | 35 | 0 | 333 |
| 14:45 | 20 | 95 | 0 | 62 | 5 | 0 | 130 | 29 | 0 | 341 |
| Total | 54 | 418 | 0 | 220 | 25 | 0 | 498 | 140 | 0 | 1355 |
| 15:00 | 6 | 98 | 0 | 69 | 10 | 0 | 127 | 23 | 0 | 333 |
| 15:15 | 6 | 113 | 0 | 54 | 4 | 0 | 128 | 20 | 0 | 325 |
| 15:30 | 11 | 120 | 0 | 42 | 4 | 0 | 138 | 17 | 0 | 332 |
| 15:45 | 8 | 79 | 0 | 34 | 8 | 0 | 125 | 24 | 0 | 278 |
| Total | 31 | 410 | 0 | 199 | 26 | 0 | 518 | 84 | 0 | 1268 |
| 16:00 | 2 | 87 | 0 | 72 | 6 | 0 | 110 | 29 | 0 | 306 |
| 16:15 | 3 | 101 | 0 | 40 | 12 | 0 | 140 | 27 | 0 | 323 |
| 16:30 | 10 | 111 | 0 | 34 | 12 | 0 | 132 | 15 | 0 | 314 |
| 16:45 | 7 | 89 | 0 | 42 | 7 | 0 | 103 | 15 | 0 | 263 |
| Total | 22 | 388 | 0 | 188 | 37 | 0 | 485 | 86 | 0 | 1206 |
| 17:00 | 12 | 82 | 0 | 32 | 12 | 0 | 99 | 18 | 0 | 255 |
| 17:15 | 2 | 92 | 0 | 49 | 27 | 0 | 101 | 12 | 0 | 283 |
| 17:30 | 5 | 106 | 0 | 51 | 8 | 0 | 109 | 7 | 0 | 286 |
| 17:45 | 2 | 93 | 0 | 42 | 8 | 0 | 121 | 17 | 0 | 283 |
| Total | 21 | 373 | 0 | 174 | 55 | 0 | 430 | 54 | 0 | 1107 |
| Grand Total | 360 | 3540 | 0 | 1363 | 225 | 0 | 3888 | 1075 | 0 | 10451 |
| Apprch % | 9.2 | 90.8 | 0 | 85.8 | 14.2 | 0 | 78.3 | 21.7 | 0 | |
| Total % | 3.4 | 33.9 | 0 | 13 | 2.2 | 0 | 37.2 | 10.3 | 0 | |
| Automobiles | 360 | 3524 | 0 | 1359 | 225 | 0 | 3860 | 1073 | 0 | 10401 |
| % Automobiles | 100 | 99.5 | 0 | 99.7 | 100 | 0 | 99.3 | 99.8 | 0 | 99.5 |
| Trucks | 0 | 16 | 0 | 4 | 0 | 0 | 28 | 2 | 0 | 50 |
| % Trucks | 0 | 0.5 | 0 | 0.3 | 0 | 0 | 0.7 | 0.2 | 0 | 0.5 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*

CIVIC CENTER DRIVE @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR SATURDAY
Site Code : 15075-3
Start Date : 10/10/2015
Page No : 2



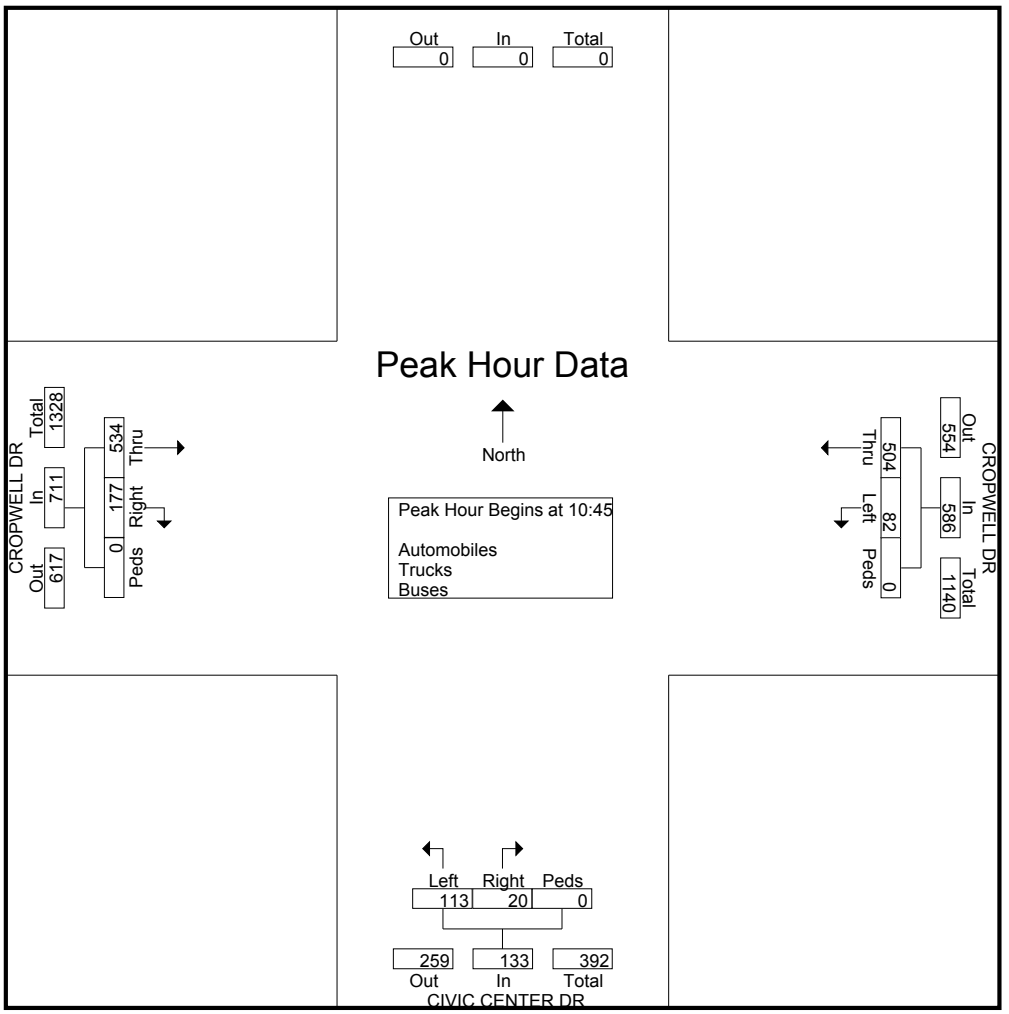
# Southern Traffic Services, Inc.

2911 Westfield Rd
Gulf Breeze, FL 32563
*Traffic is our only business!!!*


CIVIC CENTER DRIVE @ CROPWELL DR
PELL CITY, ALABAMA

File Name : CIVIC CENTER DRIVE @ CROPWELL DR SATURDAY
Site Code : 15075-3
Start Date : 10/10/2015
Page No : 3

| | CROPWELL DR Westbound | | | | CIVIC CENTER DR Northbound | | | | CROPWELL DR Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Peds | App. Total | Left | Right | Peds | App. Total | Thru | Right | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 10:00 to 17:00 - Peak 1 of 1 | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 10:45 | | | | | | | | | | | | | |
| 10:45 | **27** | 138 | 0 | **165** | 23 | **11** | 0 | 34 | 136 | **48** | 0 | 184 | **383** |
| 11:00 | 20 | 110 | 0 | 130 | 33 | 4 | 0 | 37 | 133 | 41 | 0 | 174 | 341 |
| 11:15 | 16 | 112 | 0 | 128 | **36** | 4 | 0 | **40** | 120 | 47 | 0 | 167 | 335 |
| 11:30 | 19 | **144** | 0 | 163 | 21 | 1 | 0 | 22 | **145** | 41 | 0 | **186** | 371 |
| Total Volume | 82 | 504 | 0 | 586 | 113 | 20 | 0 | 133 | 534 | 177 | 0 | 711 | 1430 |
| % App. Total | 14 | 86 | 0 | | 85 | 15 | 0 | | 75.1 | 24.9 | 0 | | |
| PHF | .759 | .875 | .000 | .888 | .785 | .455 | .000 | .831 | .921 | .922 | .000 | .956 | .933 |



# Southern Traffic Services, Inc.
# Vehicle Counts

**COUNTY RD SO CROPWELL DR NB**

**Datasets:**

| | |
|---|---|
| **Site:** | **[c6517] !MA.c 6517** |
| **Direction:** | 1 - North bound, A hit first., **Lane:** 0 |
| **Survey Duration:** | 18:58 Wednesday, October 07, 2015 => 9:10 Monday, October 12, 2015 |
| **File:** | G:\DATA\2015\Private\15075\UMc6517a12.EC0 (Plus) |
| **Identifier:** | T504AQ4A MC56-L5 [MC55] (c)Microcom 19Oct04 |
| **Algorithm:** | Factory default |
| **Data type:** | Axle sensors - Paired (Class, Speed, Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Thursday, October 08, 2015 => 0:00 Friday, October 09, 2015** |
| **Included classes:** | 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 |
| **Speed range:** | 0 - 100 mph. |
| **Direction:** | North (bound) |
| **Separation:** | All - (Headway) |
| **Name:** | Southern Traffic Services, Inc. |
| **Scheme:** | Vehicle classification (Scheme F2) |
| **Units:** | Non metric (ft, mi, ft/s, mph, lb, ton) |
| **In profile:** | Vehicles = 247 |

**Thursday, October 08, 2015 - Total=247, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **5** | **1** | **0** | **0** | **0** | **0** | **0** | **13** | **11** | **12** | **23** | **9** | **21** | **34** | **35** | **16** | **18** | **22** | **25** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | **6** | 3 | 4 | 7 | **9** | 3 | 6 | 2 | 10 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | **7** | 2 | 4 | 7 | **14** | 4 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 |
| 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 2 | **6** | 2 | 5 | **10** | 6 | 6 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 3 | **4** | 2 | 8 | **10** | 6 | 3 | 6 | 10 | 2 | 0 | 0 | 0 | 0 | 0 |

**AM Peak 1100 - 1200 (23), AM PHF=0.82 PM Peak 1430 - 1530 (43), PM PHF=0.77**

# Southern Traffic Services, Inc.
# Vehicle Counts

**COUNTY RD SO CROPWELL DR SB**

**Datasets:**

| | |
|---|---|
| **Site:** | **[c6517] !MA.c 6517** |
| **Direction:** | 1 - North bound, A hit first., **Lane:** 0 |
| **Survey Duration:** | 18:58 Wednesday, October 07, 2015 => 9:10 Monday, October 12, 2015 |
| **File:** | G:\DATA\2015\Private\15075\UMc6517a12.EC0 (Plus) |
| **Identifier:** | T504AQ4A MC56-L5 [MC55] (c)Microcom 19Oct04 |
| **Algorithm:** | Factory default |
| **Data type:** | Axle sensors - Paired (Class, Speed, Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Thursday, October 08, 2015 => 0:00 Friday, October 09, 2015** |
| **Included classes:** | 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13 |
| **Speed range:** | 0 - 100 mph. |
| **Direction:** | South (bound) |
| **Separation:** | All - (Headway) |
| **Name:** | Southern Traffic Services, Inc. |
| **Scheme:** | Vehicle classification (Scheme F2) |
| **Units:** | Non metric (ft, mi, ft/s, mph, lb, ton) |
| **In profile:** | Vehicles = 258 |

**Thursday, October 08, 2015 - Total=258, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **21** | **13** | **28** | **9** | **18** | **29** | **37** | **24** | **17** | **20** | **28** | **8** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | **1** | 1 | 4 | 7 | **9** | 3 | 3 | 8 | 6 | 4 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | **5** | 3 | 3 | 6 | **10** | 11 | 4 | 3 | 7 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 5 | **16** | 4 | 3 | 5 | **14** | 6 | 8 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 4 | **6** | 1 | 8 | **11** | 4 | 4 | 2 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |

**AM Peak 1000 - 1100 (28), AM PHF=0.44 PM Peak 1345 - 1445 (44), PM PHF=0.79**

# Southern Traffic Services, Inc.
# Event Counts

**STEMLEY BRIDGE RD SO MAY BEND RD NB**

**Datasets:**

| | |
|---|---|
| **Site:** | **[4488] 4488** |
| **Input A:** | 1 - North bound, A hit first. - Added to totals. (1) |
| **Input B:** | 0 - Unused or unknown. - Subtracted from totals. (-1) |
| **Survey Duration:** | 18:29 Wednesday, October 07, 2015 => 9:07 Monday, October 12, 2015 |
| **File:** | G:\DATA\2015\Private\15075\448812OCT2015.EC0 (Base) |
| **Identifier:** | P703EGYK MC56-L4 [MC55] (c)Microcom 19Sep03 |
| **Algorithm:** | Event Count |
| **Data type:** | Axle sensors - Paired (Class, Speed, Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Thursday, October 08, 2015 => 0:00 Friday, October 09, 2015** |
| **Name:** | Southern Traffic Services, Inc. |
| **Scheme:** | Count events divided by two. |
| **Units:** | Non metric (ft, mi, ft/s, mph, lb, ton) |
| **In profile:** | Events = 4938 |

**Thursday, October 08, 2015=4938, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **10** | **14** | **10** | **12** | **38** | **78** | **209** | **352** | **490** | **363** | **346** | **249** | **279** | **270** | **318** | **311** | **320** | **330** | **353** | **235** | **146** | **95** | **64** | **46** | |
| 2 | 5 | 3 | 1 | 3 | 11 | 36 | 63 | **133** | 89 | 92 | 57 | 86 | 61 | 66 | 67 | 79 | 79 | 76 | 62 | 53 | 29 | 13 | 8 | - |
| 5 | 4 | 1 | 4 | 8 | 18 | 42 | 76 | **145** | 86 | 95 | 72 | 65 | 81 | 88 | 68 | 82 | 91 | 83 | 64 | 39 | 24 | 21 | 15 | - |
| 0 | 1 | 3 | 4 | 13 | 22 | 71 | **115** | 112 | 91 | 77 | 42 | 73 | 53 | 86 | 88 | 81 | 78 | 102 | 66 | 19 | 25 | 16 | 15 | - |
| 3 | 4 | 3 | 3 | 14 | 27 | 60 | **98** | 100 | 97 | 82 | 78 | 55 | 75 | 78 | 88 | 78 | 82 | 92 | 43 | 35 | 17 | 14 | 8 | - |

**AM Peak 0730 - 0830 (491), AM PHF=0.85**

# Southern Traffic Services, Inc.
# Event Counts

**STEMLEY BRIDGE RD SO MAY BEND RD SB**

**Datasets:**

| | |
|---|---|
| **Site:** | **[4488] 4488** |
| **Input A:** | 1 - North bound, A hit first. - Excluded from totals. (0) |
| **Input B:** | 0 - Unused or unknown. - Added to totals. (1) |
| **Survey Duration:** | 18:29 Wednesday, October 07, 2015 => 9:07 Monday, October 12, 2015 |
| **File:** | G:\DATA\2015\Private\15075\448812OCT2015.EC0 (Base) |
| **Identifier:** | P703EGYK MC56-L4 [MC55] (c)Microcom 19Sep03 |
| **Algorithm:** | Event Count |
| **Data type:** | Axle sensors - Paired (Class, Speed, Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Thursday, October 08, 2015 => 0:00 Friday, October 09, 2015** |
| **Name:** | Southern Traffic Services, Inc. |
| **Scheme:** | Count events divided by two. |
| **Units:** | Non metric (ft, mi, ft/s, mph, lb, ton) |
| **In profile:** | Events = 5087 |

**Thursday, October 08, 2015=5087, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **55** | **20** | **26** | **11** | **19** | **16** | **32** | **85** | **203** | **184** | **227** | **264** | **237** | **316** | **304** | **347** | **530** | **547** | **456** | **437** | **312** | **210** | **166** | **83** | |
| 12 | 6 | 6 | 4 | 5 | 6 | 3 | 17 | 30 | 48 | 50 | **62** | 48 | 88 | 71 | 79 | 129 | 127 | 112 | 137 | 85 | 72 | 57 | 27 | - |
| 13 | 7 | 7 | 4 | 6 | 4 | 8 | 20 | 37 | 47 | 57 | **66** | 67 | 86 | 62 | 84 | 143 | 127 | 136 | 127 | 84 | 48 | 45 | 25 | - |
| 8 | 3 | 6 | 1 | 7 | 5 | 11 | 18 | 71 | 43 | 53 | **66** | 66 | 69 | 97 | 101 | 143 | 147 | 113 | 87 | 75 | 41 | 40 | 17 | - |
| 22 | 4 | 7 | 2 | 1 | 1 | 10 | 30 | 65 | 46 | 67 | **70** | 56 | 73 | 74 | 83 | 115 | 146 | 95 | 86 | 68 | 49 | 24 | 14 | - |

**AM Peak 1100 - 1200 (264), AM PHF=0.94**

## Appendix B

Traffic Count Summary Sheets

## Cropwell Dr/SR 34

| | |
|---|---|
| Seasonal Adjustment Factor | 1 |
| Annual Growth Factor | 0% |
| Base Year | 2015 |
| Horizon Year | 2015 |

| Start Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| **AM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 1 | 5 | 0 | 198 | 4 | 6 | 12 | 110 | 1 | 1 | 144 | 580 | 1062 |
| 2015 Future Traffic | 1 | 5 | 0 | 198 | 4 | 6 | 12 | 110 | 1 | 1 | 144 | 580 | 1062 |
| **AM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 15 | 68 | 23 | 508 | 75 | 23 | 12 | 124 | 17 | 9 | 91 | 397 | 1362 |
| 2015 Future Traffic | 15 | 68 | 23 | 508 | 75 | 23 | 12 | 124 | 17 | 9 | 91 | 397 | 1362 |
| **PM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 9 | 16 | 5 | 564 | 156 | 12 | 10 | 103 | 42 | 10 | 87 | 278 | 1292 |
| 2015 Non-Site Traffic | 9 | 16 | 5 | 564 | 156 | 12 | 10 | 103 | 42 | 10 | 87 | 278 | 1292 |
| **PM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 9 | 77 | 16 | 489 | 64 | 8 | 18 | 102 | 11 | 13 | 80 | 461 | 1348 |
| 2015 Non-Site Traffic | 9 | 77 | 16 | 489 | 64 | 8 | 18 | 102 | 11 | 13 | 80 | 461 | 1348 |

## Cropwell Dr/Hardwick Rd

| | |
|---|---|
| Seasonal Adjustment Factor | 1 |
| Annual Growth Factor | 0% |
| Base Year | 2015 |
| Horizon Year | 2015 |

| Start Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| **AM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 0 | 0 | 2 | 31 | 5 | 36 | 33 | 271 | 3 | 1 | 690 | 80 | 1152 |
| 2015 Future Traffic | 0 | 0 | 2 | 31 | 5 | 36 | 33 | 271 | 3 | 1 | 690 | 80 | 1152 |
| **AM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 3 | 6 | 38 | 77 | 8 | 24 | 32 | 593 | 30 | 14 | 470 | 122 | 1417 |
| 2015 Future Traffic | 3 | 6 | 38 | 77 | 8 | 24 | 32 | 593 | 30 | 14 | 470 | 122 | 1417 |
| **PM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 1 | 1 | 7 | 84 | 46 | 26 | 24 | 623 | 25 | 52 | 349 | 85 | 1323 |
| 2015 Non-Site Traffic | 1 | 1 | 7 | 84 | 46 | 26 | 24 | 623 | 25 | 52 | 349 | 85 | 1323 |
| **PM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 6 | 6 | 19 | 79 | 3 | 26 | 24 | 598 | 19 | 15 | 485 | 131 | 1411 |
| 2015 Non-Site Traffic | 6 | 6 | 19 | 79 | 3 | 26 | 24 | 598 | 19 | 15 | 485 | 131 | 1411 |

## Cropwell Dr/Civic Center

| | |
|---|---|
| Seasonal Adjustment Factor | 1 |
| Annual Growth Factor | 0% |
| Base Year | 2015 |
| Horizon Year | 2015 |

| Start Time | Northbound | | | Southbound | | | Eastbound | | | Westbound | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | |
| **AM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 720 | 0 | 1009 |
| 2015 Future Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289 | 0 | 0 | 720 | 0 | 1009 |
| **AM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 113 | 0 | 20 | 0 | 0 | 0 | 0 | 534 | 117 | 82 | 504 | 0 | 1370 |
| 2015 Future Traffic | 113 | 0 | 20 | 0 | 0 | 0 | 0 | 534 | 117 | 82 | 504 | 0 | 1370 |
| **PM Peak Hour Thursday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 26 | 0 | 6 | 0 | 0 | 0 | 0 | 746 | 24 | 11 | 465 | 0 | 1278 |
| 2015 Non-Site Traffic | 26 | 0 | 6 | 0 | 0 | 0 | 0 | 746 | 24 | 11 | 465 | 0 | 1278 |
| **PM Peak Hour Saturday** | | | | | | | | | | | | | |
| 2015 Existing Traffic | 218 | 0 | 21 | 0 | 0 | 0 | 0 | 514 | 167 | 46 | 452 | 0 | 1418 |
| 2015 Non-Site Traffic | 218 | 0 | 21 | 0 | 0 | 0 | 0 | 514 | 167 | 46 | 452 | 0 | 1418 |

## Appendix C

Existing Traffic Counts

(City of Pell City)

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000002
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 02-Jul-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | 17 | **14** | | | | | | | 31 |
| 11:00 | | **18** | 14 | | | | | | | **32** |
| 12:00 PM | | 14 | 5 | | | | | | | 19 |
| 01:00 | | 22 | 8 | | | | | | | 30 |
| 02:00 | | 22 | 9 | | | | | | | 31 |
| 03:00 | | 21 | 7 | | | | | | | 28 |
| 04:00 | | 18 | 8 | | | | | | | 26 |
| 05:00 | | 28 | 4 | | | | | | | 32 |
| 06:00 | | **30** | 11 | | | | | | | **41** |
| 07:00 | | 6 | **15** | | | | | | | 21 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 196 | 95 | | | | | | | 291 |
| Percent | | 67.4% | 32.6% | | | | | | | |
| AM Peak | - | 11:00 | 10:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 18 | 14 | - | - | - | - | - | - | 32 |
| PM Peak | - | 18:00 | 19:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 30 | 15 | - | - | - | - | - | - | 41 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000002
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 03-Jul-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 2 | 1 | | | | | | | 3 |
| 07:00 | | **27** | 3 | | | | | | | **30** |
| 08:00 | | 13 | 3 | | | | | | | 16 |
| 09:00 | | 9 | 3 | | | | | | | 12 |
| 10:00 | | 11 | 3 | | | | | | | 14 |
| 11:00 | | 23 | **6** | | | | | | | 29 |
| 12:00 PM | | 25 | **13** | | | | | | | **38** |
| 01:00 | | **26** | 11 | | | | | | | 37 |
| 02:00 | | 14 | 3 | | | | | | | 17 |
| 03:00 | | 16 | 11 | | | | | | | 27 |
| 04:00 | | 24 | 5 | | | | | | | 29 |
| 05:00 | | 12 | 4 | | | | | | | 16 |
| 06:00 | | 22 | 10 | | | | | | | 32 |
| 07:00 | | 6 | 8 | | | | | | | 14 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 230 | 84 | | | | | | | 314 |
| Percent | | 73.2% | 26.8% | | | | | | | |
| AM Peak | - | 07:00 | 11:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 27 | 6 | - | - | - | - | - | - | 30 |
| PM Peak | - | 13:00 | 12:00 | - | - | - | - | - | - | 12:00 |
| Vol. | - | 26 | 13 | - | - | - | - | - | - | 38 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000002
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 04-Jul-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | **9** | | | | | | | 9 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 1 | | | | | | | 4 |
| 07:00 | | **31** | 1 | | | | | | | **32** |
| 08:00 | | 8 | 2 | | | | | | | 10 |
| 09:00 | | 17 | 2 | | | | | | | 19 |
| 10:00 | | 27 | 4 | | | | | | | 31 |
| 11:00 | | 22 | 9 | | | | | | | 31 |
| 12:00 PM | | 48 | 13 | | | | | | | 61 |
| 01:00 | | 51 | 11 | | | | | | | 62 |
| 02:00 | | 67 | 9 | | | | | | | 76 |
| 03:00 | | 57 | 7 | | | | | | | 64 |
| 04:00 | | 55 | 19 | | | | | | | 74 |
| 05:00 | | 52 | 19 | | | | | | | 71 |
| 06:00 | | 79 | 10 | | | | | | | 89 |
| 07:00 | | 139 | 5 | | | | | | | 144 |
| 08:00 | | **311** | 9 | | | | | | | **320** |
| 09:00 | | 30 | 140 | | | | | | | 170 |
| 10:00 | | 5 | **159** | | | | | | | 164 |
| 11:00 | | 3 | 1 | | | | | | | 4 |
| Total | | 1005 | 430 | | | | | | | 1435 |
| Percent | | 70.0% | 30.0% | | | | | | | |
| AM Peak | - | 07:00 | 04:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 31 | 9 | - | - | - | - | - | - | 32 |
| PM Peak | - | 20:00 | 22:00 | - | - | - | - | - | - | 20:00 |
| Vol. | - | 311 | 159 | - | - | - | - | - | - | 320 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000002
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 05-Jul-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 2 | 0 | | | | | | | 2 |
| 07:00 | | 12 | 0 | | | | | | | 12 |
| 08:00 | | **67** | 4 | | | | | | | **71** |
| 09:00 | | 14 | **25** | | | | | | | 39 |
| 10:00 | | 21 | 2 | | | | | | | 23 |
| 11:00 | | 21 | 2 | | | | | | | 23 |
| 12:00 PM | | 38 | 10 | | | | | | | 48 |
| 01:00 | | 33 | 11 | | | | | | | 44 |
| 02:00 | | 57 | 12 | | | | | | | 69 |
| 03:00 | | **71** | 14 | | | | | | | **85** |
| 04:00 | | 55 | 22 | | | | | | | 77 |
| 05:00 | | 33 | 13 | | | | | | | 46 |
| 06:00 | | 28 | **34** | | | | | | | 62 |
| 07:00 | | 8 | 12 | | | | | | | 20 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 460 | 161 | | | | | | | 621 |
| Percent | | 74.1% | 25.9% | | | | | | | |
| AM Peak | - | 08:00 | 09:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 67 | 25 | - | - | - | - | - | - | 71 |
| PM Peak | - | 15:00 | 18:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 71 | 34 | - | - | - | - | - | - | 85 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000002
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 06-Jul-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | **7** | **1** | | | | | | | **8** |
| 07:00 | | 5 | 1 | | | | | | | 6 |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 12 | 2 | | | | | | | 14 |
| Percent | | 85.7% | 14.3% | | | | | | | |
| AM Peak | - | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 |
| Vol. | - | 7 | 1 | - | - | - | - | - | - | 8 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 1903 | 772 | | | | | | | 2675 |
| Percent | | 71.1% | 28.9% | | | | | | | |
| ADT | | ADT 682 | | AADT 682 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000003
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 24-Jul-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | 18 | 20 | | | | | | | 38 |
| 02:00 | | 18 | 15 | | | | | | | 33 |
| 03:00 | | 13 | 16 | | | | | | | 29 |
| 04:00 | | 17 | 22 | | | | | | | 39 |
| 05:00 | | **29** | 11 | | | | | | | 40 |
| 06:00 | | 23 | 30 | | | | | | | **53** |
| 07:00 | | 13 | **31** | | | | | | | 44 |
| 08:00 | | 9 | 25 | | | | | | | 34 |
| 09:00 | | 5 | 1 | | | | | | | 6 |
| 10:00 | | 0 | 3 | | | | | | | 3 |
| 11:00 | | 1 | 2 | | | | | | | 3 |
| Total | | 146 | 176 | | | | | | | 322 |
| Percent | | 45.3% | 54.7% | | | | | | | |
| AM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 29 | 31 | - | - | - | - | - | - | 53 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000003
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 25-Jul-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 1 | | | | | | | 2 |
| 01:00 | | 2 | 1 | | | | | | | 3 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 1 | | | | | | | 2 |
| 05:00 | | 2 | 2 | | | | | | | 4 |
| 06:00 | | 6 | 5 | | | | | | | 11 |
| 07:00 | | 13 | 10 | | | | | | | 23 |
| 08:00 | | 7 | 10 | | | | | | | 17 |
| 09:00 | | **28** | **30** | | | | | | | **58** |
| 10:00 | | 21 | 17 | | | | | | | 38 |
| 11:00 | | 19 | 19 | | | | | | | 38 |
| 12:00 PM | | 23 | 20 | | | | | | | 43 |
| 01:00 | | 23 | 25 | | | | | | | 48 |
| 02:00 | | 29 | 26 | | | | | | | 55 |
| 03:00 | | 25 | 18 | | | | | | | 43 |
| 04:00 | | 52 | 39 | | | | | | | 91 |
| 05:00 | | 102 | 22 | | | | | | | 124 |
| 06:00 | | 30 | 10 | | | | | | | 40 |
| 07:00 | | **184** | 33 | | | | | | | 217 |
| 08:00 | | 70 | 76 | | | | | | | 146 |
| 09:00 | | 14 | 145 | | | | | | | 159 |
| 10:00 | | 8 | **237** | | | | | | | **245** |
| 11:00 | | 9 | 98 | | | | | | | 107 |
| Total | | 669 | 845 | | | | | | | 1514 |
| Percent | | 44.2% | 55.8% | | | | | | | |
| AM Peak | - | 09:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 28 | 30 | - | - | - | - | - | - | 58 |
| PM Peak | - | 19:00 | 22:00 | - | - | - | - | - | - | 22:00 |
| Vol. | - | 184 | 237 | - | - | - | - | - | - | 245 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000003
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 26-Jul-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 2 | 13 | | | | | | | 15 |
| 01:00 | | 1 | 1 | | | | | | | 2 |
| 02:00 | | 1 | 1 | | | | | | | 2 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 1 | 1 | | | | | | | 2 |
| 06:00 | | 2 | 2 | | | | | | | 4 |
| 07:00 | | 3 | 1 | | | | | | | 4 |
| 08:00 | | 4 | 1 | | | | | | | 5 |
| 09:00 | | 9 | 11 | | | | | | | 20 |
| 10:00 | | **10** | **21** | | | | | | | **31** |
| 11:00 | | 9 | 8 | | | | | | | 17 |
| 12:00 PM | | 10 | 11 | | | | | | | 21 |
| 01:00 | | 14 | 11 | | | | | | | 25 |
| 02:00 | | 24 | 15 | | | | | | | 39 |
| 03:00 | | 55 | 19 | | | | | | | 74 |
| 04:00 | | 47 | 32 | | | | | | | 79 |
| 05:00 | | **80** | 37 | | | | | | | 117 |
| 06:00 | | 43 | 58 | | | | | | | 101 |
| 07:00 | | 23 | **126** | | | | | | | **149** |
| 08:00 | | 1 | 7 | | | | | | | 8 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 1 | 1 | | | | | | | 2 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 340 | 377 | | | | | | | 717 |
| Percent | | 47.4% | 52.6% | | | | | | | |
| AM Peak | - | 10:00 | 10:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 10 | 21 | - | - | - | - | - | - | 31 |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 19:00 |
| Vol. | - | 80 | 126 | - | - | - | - | - | - | 149 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000003
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 27-Jul-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 1 | 0 | | | | | | | 1 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | **5** | **1** | | | | | | | **6** |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 7 | 1 | | | | | | | 8 |
| Percent | | 87.5% | 12.5% | | | | | | | |
| AM Peak | - | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 |
| Vol. | - | 5 | 1 | - | - | - | - | - | - | 6 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 1162 | 1399 | | | | | | | 2561 |
| Percent | | 45.4% | 54.6% | | | | | | | |
| | | | | | | | | | | |
| ADT | | ADT 907 | | AADT 907 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 31-Jul-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | 18 | 23 | | | | | | | 41 |
| 03:00 | | 13 | 16 | | | | | | | 29 |
| 04:00 | | **29** | 17 | | | | | | | 46 |
| 05:00 | | 24 | 16 | | | | | | | 40 |
| 06:00 | | 18 | **34** | | | | | | | **52** |
| 07:00 | | 9 | 32 | | | | | | | 41 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 111 | 138 | | | | | | | 249 |
| Percent | | 44.6% | 55.4% | | | | | | | |
| AM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| PM Peak | - | 16:00 | 18:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 29 | 34 | - | - | - | - | - | - | 52 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 01-Aug-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 1 | | | | | | | 9 |
| 07:00 | | 12 | 8 | | | | | | | 20 |
| 08:00 | | 27 | 16 | | | | | | | 43 |
| 09:00 | | 33 | 27 | | | | | | | 60 |
| 10:00 | | **59** | 27 | | | | | | | **86** |
| 11:00 | | 42 | **34** | | | | | | | 76 |
| 12:00 PM | | **29** | 41 | | | | | | | 70 |
| 01:00 | | 25 | **50** | | | | | | | **75** |
| 02:00 | | 16 | 47 | | | | | | | 63 |
| 03:00 | | 25 | 38 | | | | | | | 63 |
| 04:00 | | 15 | 24 | | | | | | | 39 |
| 05:00 | | 19 | 24 | | | | | | | 43 |
| 06:00 | | 27 | 26 | | | | | | | 53 |
| 07:00 | | 6 | 30 | | | | | | | 36 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 343 | 393 | | | | | | | 736 |
| Percent | | 46.6% | 53.4% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 59 | 34 | - | - | - | - | - | - | 86 |
| PM Peak | - | 12:00 | 13:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 29 | 50 | - | - | - | - | - | - | 75 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 02-Aug-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 4 | 0 | | | | | | | 4 |
| 07:00 | | 21 | 6 | | | | | | | 27 |
| 08:00 | | **83** | 12 | | | | | | | 95 |
| 09:00 | | 13 | **102** | | | | | | | **115** |
| 10:00 | | 22 | 20 | | | | | | | 42 |
| 11:00 | | 27 | 25 | | | | | | | 52 |
| 12:00 PM | | 22 | 16 | | | | | | | 38 |
| 01:00 | | 22 | 23 | | | | | | | 45 |
| 02:00 | | **52** | 36 | | | | | | | **88** |
| 03:00 | | 31 | 34 | | | | | | | 65 |
| 04:00 | | 38 | **50** | | | | | | | 88 |
| 05:00 | | 27 | 41 | | | | | | | 68 |
| 06:00 | | 25 | 43 | | | | | | | 68 |
| 07:00 | | 12 | 38 | | | | | | | 50 |
| 08:00 | | 0 | 6 | | | | | | | 6 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 399 | 452 | | | | | | | 851 |
| Percent | | 46.9% | 53.1% | | | | | | | |
| AM Peak | - | 08:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 83 | 102 | - | - | - | - | - | - | 115 |
| PM Peak | - | 14:00 | 16:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 52 | 50 | - | - | - | - | - | - | 88 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 03-Aug-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 6 | 1 | | | | | | | 7 |
| 07:00 | | 12 | 9 | | | | | | | 21 |
| 08:00 | | 12 | 14 | | | | | | | 26 |
| 09:00 | | 10 | 14 | | | | | | | 24 |
| 10:00 | | **23** | 14 | | | | | | | 37 |
| 11:00 | | 17 | **21** | | | | | | | **38** |
| 12:00 PM | | 18 | 22 | | | | | | | 40 |
| 01:00 | | 17 | 23 | | | | | | | 40 |
| 02:00 | | 16 | 21 | | | | | | | 37 |
| 03:00 | | **25** | 16 | | | | | | | 41 |
| 04:00 | | 15 | **30** | | | | | | | **45** |
| 05:00 | | 25 | 16 | | | | | | | 41 |
| 06:00 | | 18 | 24 | | | | | | | 42 |
| 07:00 | | 3 | 24 | | | | | | | 27 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 217 | 249 | | | | | | | 466 |
| Percent | | 46.6% | 53.4% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 23 | 21 | - | - | - | - | - | - | 38 |
| PM Peak | - | 15:00 | 16:00 | - | - | - | - | - | - | 16:00 |
| Vol. | - | 25 | 30 | - | - | - | - | - | - | 45 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 04-Aug-15 Tue | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 14 | 0 | | | | | | | 14 |
| 07:00 | | 12 | 13 | | | | | | | 25 |
| 08:00 | | 19 | 13 | | | | | | | 32 |
| 09:00 | | **22** | **32** | | | | | | | **54** |
| 10:00 | | 19 | 24 | | | | | | | 43 |
| 11:00 | | 18 | 16 | | | | | | | 34 |
| 12:00 PM | | 16 | 20 | | | | | | | 36 |
| 01:00 | | **24** | **24** | | | | | | | **48** |
| 02:00 | | 16 | 20 | | | | | | | 36 |
| 03:00 | | 11 | 17 | | | | | | | 28 |
| 04:00 | | 11 | 10 | | | | | | | 21 |
| 05:00 | | 12 | 13 | | | | | | | 25 |
| 06:00 | | 15 | 20 | | | | | | | 35 |
| 07:00 | | 5 | 15 | | | | | | | 20 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 214 | 237 | | | | | | | 451 |
| Percent | | 47.5% | 52.5% | | | | | | | |
| AM Peak | - | 09:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 22 | 32 | - | - | - | - | - | - | 54 |
| PM Peak | - | 13:00 | 13:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 24 | 24 | - | - | - | - | - | - | 48 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 05-Aug-15 Wed | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 7 | 1 | | | | | | | 8 |
| 07:00 | | 10 | 6 | | | | | | | 16 |
| 08:00 | | **15** | 12 | | | | | | | 27 |
| 09:00 | | 11 | 12 | | | | | | | 23 |
| 10:00 | | 14 | **21** | | | | | | | **35** |
| 11:00 | | 7 | 12 | | | | | | | 19 |
| 12:00 PM | | 12 | 11 | | | | | | | 23 |
| 01:00 | | 20 | 18 | | | | | | | 38 |
| 02:00 | | 8 | 16 | | | | | | | 24 |
| 03:00 | | 13 | 15 | | | | | | | 28 |
| 04:00 | | 19 | 16 | | | | | | | 35 |
| 05:00 | | **21** | 12 | | | | | | | 33 |
| 06:00 | | 18 | 22 | | | | | | | **40** |
| 07:00 | | 3 | **24** | | | | | | | 27 |
| 08:00 | | 0 | 2 | | | | | | | 2 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 3 | | | | | | | 3 |
| Total | | 178 | 203 | | | | | | | 381 |
| Percent | | 46.7% | 53.3% | | | | | | | |
| AM Peak | - | 08:00 | 10:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 15 | 21 | - | - | - | - | - | - | 35 |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 21 | 24 | - | - | - | - | - | - | 40 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000004
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 06-Aug-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | **6** | 0 | | | | | | | **6** |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 6 | 0 | | | | | | | 6 |
| Percent | | 100.0% | 0.0% | | | | | | | |
| AM Peak | - | 06:00 | - | - | - | - | - | - | - | 06:00 |
| Vol. | - | 6 | - | - | - | - | - | - | - | 6 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 1468 | 1672 | | | | | | | 3140 |
| Percent | | 46.8% | 53.2% | | | | | | | |
| | | | | | | | | | | |
| ADT | | ADT 574 | | AADT 574 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 26-Aug-15 Wed | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | 17 | 14 | | | | | | | 31 |
| 09:00 | | 15 | 19 | | | | | | | 34 |
| 10:00 | | **31** | 24 | | | | | | | **55** |
| 11:00 | | 26 | **28** | | | | | | | 54 |
| 12:00 PM | | **35** | **35** | | | | | | | **70** |
| 01:00 | | 18 | 29 | | | | | | | 47 |
| 02:00 | | 15 | 20 | | | | | | | 35 |
| 03:00 | | 19 | 18 | | | | | | | 37 |
| 04:00 | | 30 | 19 | | | | | | | 49 |
| 05:00 | | 32 | 28 | | | | | | | 60 |
| 06:00 | | 21 | 27 | | | | | | | 48 |
| 07:00 | | 1 | 18 | | | | | | | 19 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 3 | | | | | | | 3 |
| 11:00 | | 0 | 10 | | | | | | | 10 |
| Total | | 260 | 292 | | | | | | | 552 |
| Percent | | 47.1% | 52.9% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 31 | 28 | - | - | - | - | - | - | 55 |
| PM Peak | - | 12:00 | 12:00 | - | - | - | - | - | - | 12:00 |
| Vol. | - | 35 | 35 | - | - | - | - | - | - | 70 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 27-Aug-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 0 | | | | | | | 8 |
| 07:00 | | 20 | 6 | | | | | | | 26 |
| 08:00 | | 15 | 20 | | | | | | | 35 |
| 09:00 | | 20 | 13 | | | | | | | 33 |
| 10:00 | | 20 | 22 | | | | | | | 42 |
| 11:00 | | **23** | **25** | | | | | | | **48** |
| 12:00 PM | | 25 | 25 | | | | | | | 50 |
| 01:00 | | 17 | 28 | | | | | | | 45 |
| 02:00 | | 13 | 21 | | | | | | | 34 |
| 03:00 | | 21 | 14 | | | | | | | 35 |
| 04:00 | | 25 | 28 | | | | | | | 53 |
| 05:00 | | **39** | 24 | | | | | | | **63** |
| 06:00 | | 21 | 28 | | | | | | | 49 |
| 07:00 | | 2 | **30** | | | | | | | 32 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 269 | 284 | | | | | | | 553 |
| Percent | | 48.6% | 51.4% | | | | | | | |
| AM Peak | - | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 23 | 25 | - | - | - | - | - | - | 48 |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 39 | 30 | - | - | - | - | - | - | 63 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 28-Aug-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 6 | 0 | | | | | | | 6 |
| 07:00 | | 14 | 5 | | | | | | | 19 |
| 08:00 | | 25 | 15 | | | | | | | 40 |
| 09:00 | | **31** | 25 | | | | | | | 56 |
| 10:00 | | 10 | 18 | | | | | | | 28 |
| 11:00 | | 24 | **33** | | | | | | | **57** |
| 12:00 PM | | 18 | 17 | | | | | | | 35 |
| 01:00 | | 9 | **20** | | | | | | | 29 |
| 02:00 | | 18 | 17 | | | | | | | 35 |
| 03:00 | | 13 | 10 | | | | | | | 23 |
| 04:00 | | **19** | 14 | | | | | | | 33 |
| 05:00 | | 10 | 16 | | | | | | | 26 |
| 06:00 | | 18 | 20 | | | | | | | **38** |
| 07:00 | | 2 | 13 | | | | | | | 15 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 217 | 223 | | | | | | | 440 |
| Percent | | 49.3% | 50.7% | | | | | | | |
| AM Peak | - | 09:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 31 | 33 | - | - | - | - | - | - | 57 |
| PM Peak | - | 16:00 | 13:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 19 | 20 | - | - | - | - | - | - | 38 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 29-Aug-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 1 | | | | | | | 9 |
| 07:00 | | 18 | 11 | | | | | | | 29 |
| 08:00 | | 22 | 13 | | | | | | | 35 |
| 09:00 | | 24 | 20 | | | | | | | 44 |
| 10:00 | | **32** | 30 | | | | | | | 62 |
| 11:00 | | 15 | **81** | | | | | | | **96** |
| 12:00 PM | | 19 | 18 | | | | | | | 37 |
| 01:00 | | 12 | 12 | | | | | | | 24 |
| 02:00 | | 18 | 12 | | | | | | | 30 |
| 03:00 | | 22 | 18 | | | | | | | 40 |
| 04:00 | | 49 | 60 | | | | | | | 109 |
| 05:00 | | **102** | **230** | | | | | | | **332** |
| 06:00 | | 9 | 47 | | | | | | | 56 |
| 07:00 | | 2 | 8 | | | | | | | 10 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 352 | 561 | | | | | | | 913 |
| Percent | | 38.6% | 61.4% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 32 | 81 | - | - | - | - | - | - | 96 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 102 | 230 | - | - | - | - | - | - | 332 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 30-Aug-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 1 | 0 | | | | | | | 1 |
| 07:00 | | **54** | 6 | | | | | | | **60** |
| 08:00 | | 34 | 4 | | | | | | | 38 |
| 09:00 | | 12 | **37** | | | | | | | 49 |
| 10:00 | | 6 | 9 | | | | | | | 15 |
| 11:00 | | 24 | 13 | | | | | | | 37 |
| 12:00 PM | | **28** | 16 | | | | | | | 44 |
| 01:00 | | 28 | 19 | | | | | | | 47 |
| 02:00 | | 27 | 30 | | | | | | | 57 |
| 03:00 | | 28 | **33** | | | | | | | **61** |
| 04:00 | | 14 | 32 | | | | | | | 46 |
| 05:00 | | 13 | 10 | | | | | | | 23 |
| 06:00 | | 7 | 21 | | | | | | | 28 |
| 07:00 | | 0 | 11 | | | | | | | 11 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 276 | 241 | | | | | | | 517 |
| Percent | | 53.4% | 46.6% | | | | | | | |
| AM Peak | - | 07:00 | 09:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 54 | 37 | - | - | - | - | - | - | 60 |
| PM Peak | - | 12:00 | 15:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 28 | 33 | - | - | - | - | - | - | 61 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 31-Aug-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 2 | | | | | | | 10 |
| 07:00 | | 15 | 11 | | | | | | | 26 |
| 08:00 | | 12 | 10 | | | | | | | 22 |
| 09:00 | | **23** | **25** | | | | | | | **48** |
| 10:00 | | 5 | 10 | | | | | | | 15 |
| 11:00 | | 22 | 13 | | | | | | | 35 |
| 12:00 PM | | 12 | 17 | | | | | | | 29 |
| 01:00 | | **21** | 21 | | | | | | | **42** |
| 02:00 | | 12 | 17 | | | | | | | 29 |
| 03:00 | | 13 | 15 | | | | | | | 28 |
| 04:00 | | 19 | 22 | | | | | | | 41 |
| 05:00 | | 20 | 15 | | | | | | | 35 |
| 06:00 | | 19 | **23** | | | | | | | 42 |
| 07:00 | | 2 | 19 | | | | | | | 21 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 203 | 220 | | | | | | | 423 |
| Percent | | 48.0% | 52.0% | | | | | | | |
| AM Peak | - | 09:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 23 | 25 | - | - | - | - | - | - | 48 |
| PM Peak | - | 13:00 | 18:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 21 | 23 | - | - | - | - | - | - | 42 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 01-Sep-15 Tue | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 7 | 0 | | | | | | | 7 |
| 07:00 | | 15 | 9 | | | | | | | 24 |
| 08:00 | | 14 | 12 | | | | | | | 26 |
| 09:00 | | 14 | **18** | | | | | | | **32** |
| 10:00 | | **16** | 13 | | | | | | | 29 |
| 11:00 | | 13 | 15 | | | | | | | 28 |
| 12:00 PM | | 20 | 14 | | | | | | | 34 |
| 01:00 | | 22 | **30** | | | | | | | **52** |
| 02:00 | | 17 | 13 | | | | | | | 30 |
| 03:00 | | 12 | 22 | | | | | | | 34 |
| 04:00 | | 22 | 15 | | | | | | | 37 |
| 05:00 | | **24** | 15 | | | | | | | 39 |
| 06:00 | | 16 | 25 | | | | | | | 41 |
| 07:00 | | 1 | 14 | | | | | | | 15 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 213 | 215 | | | | | | | 428 |
| Percent | | 49.8% | 50.2% | | | | | | | |
| AM Peak | - | 10:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 16 | 18 | - | - | - | - | - | - | 32 |
| PM Peak | - | 17:00 | 13:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 24 | 30 | - | - | - | - | - | - | 52 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 02-Sep-15 Wed | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 4 | | | | | | | 12 |
| 07:00 | | **23** | 9 | | | | | | | 32 |
| 08:00 | | 21 | 19 | | | | | | | **40** |
| 09:00 | | 13 | **23** | | | | | | | 36 |
| 10:00 | | 16 | 19 | | | | | | | 35 |
| 11:00 | | 19 | 16 | | | | | | | 35 |
| 12:00 PM | | 21 | 16 | | | | | | | 37 |
| 01:00 | | 18 | 18 | | | | | | | 36 |
| 02:00 | | 12 | 21 | | | | | | | 33 |
| 03:00 | | 18 | 11 | | | | | | | 29 |
| 04:00 | | 21 | 20 | | | | | | | 41 |
| 05:00 | | **23** | **22** | | | | | | | **45** |
| 06:00 | | 13 | 15 | | | | | | | 28 |
| 07:00 | | 0 | 12 | | | | | | | 12 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 12 | | | | | | | 12 |
| Total | | 226 | 237 | | | | | | | 463 |
| Percent | | 48.8% | 51.2% | | | | | | | |
| AM Peak | - | 07:00 | 09:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 23 | 23 | - | - | - | - | - | - | 40 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 23 | 22 | - | - | - | - | - | - | 45 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 03-Sep-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 2 | 1 | | | | | | | 3 |
| 07:00 | | 16 | 7 | | | | | | | 23 |
| 08:00 | | 17 | 12 | | | | | | | 29 |
| 09:00 | | 9 | 16 | | | | | | | 25 |
| 10:00 | | 10 | 16 | | | | | | | 26 |
| 11:00 | | **21** | **17** | | | | | | | **38** |
| 12:00 PM | | 17 | 19 | | | | | | | 36 |
| 01:00 | | 13 | 14 | | | | | | | 27 |
| 02:00 | | 11 | 12 | | | | | | | 23 |
| 03:00 | | 16 | 18 | | | | | | | 34 |
| 04:00 | | 16 | 14 | | | | | | | 30 |
| 05:00 | | 12 | 9 | | | | | | | 21 |
| 06:00 | | **27** | 21 | | | | | | | **48** |
| 07:00 | | 2 | **22** | | | | | | | 24 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 189 | 198 | | | | | | | 387 |
| Percent | | 48.8% | 51.2% | | | | | | | |
| AM Peak | - | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 21 | 17 | - | - | - | - | - | - | 38 |
| PM Peak | - | 18:00 | 19:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 27 | 22 | - | - | - | - | - | - | 48 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 04-Sep-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 10 | 1 | | | | | | | 11 |
| 07:00 | | 13 | 5 | | | | | | | 18 |
| 08:00 | | **22** | 14 | | | | | | | 36 |
| 09:00 | | 20 | **26** | | | | | | | **46** |
| 10:00 | | 20 | 23 | | | | | | | 43 |
| 11:00 | | 22 | 17 | | | | | | | 39 |
| 12:00 PM | | 13 | 17 | | | | | | | 30 |
| 01:00 | | 15 | **21** | | | | | | | **36** |
| 02:00 | | 8 | 9 | | | | | | | 17 |
| 03:00 | | 10 | 17 | | | | | | | 27 |
| 04:00 | | **16** | 18 | | | | | | | 34 |
| 05:00 | | 7 | 12 | | | | | | | 19 |
| 06:00 | | 13 | 12 | | | | | | | 25 |
| 07:00 | | 0 | 10 | | | | | | | 10 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 189 | 202 | | | | | | | 391 |
| Percent | | 48.3% | 51.7% | | | | | | | |
| AM Peak | - | 08:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 22 | 26 | - | - | - | - | - | - | 46 |
| PM Peak | - | 16:00 | 13:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 16 | 21 | - | - | - | - | - | - | 36 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 05-Sep-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 11 | 0 | | | | | | | 11 |
| 05:00 | | 19 | 2 | | | | | | | 21 |
| 06:00 | | 8 | 0 | | | | | | | 8 |
| 07:00 | | 11 | 8 | | | | | | | 19 |
| 08:00 | | 22 | 10 | | | | | | | 32 |
| 09:00 | | 24 | 16 | | | | | | | 40 |
| 10:00 | | 24 | **34** | | | | | | | **58** |
| 11:00 | | **35** | 23 | | | | | | | 58 |
| 12:00 PM | | 52 | 31 | | | | | | | 83 |
| 01:00 | | **55** | 38 | | | | | | | **93** |
| 02:00 | | 25 | **57** | | | | | | | 82 |
| 03:00 | | 28 | 51 | | | | | | | 79 |
| 04:00 | | 31 | 52 | | | | | | | 83 |
| 05:00 | | 12 | 43 | | | | | | | 55 |
| 06:00 | | 13 | 24 | | | | | | | 37 |
| 07:00 | | 0 | 19 | | | | | | | 19 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 370 | 408 | | | | | | | 778 |
| Percent | | 47.6% | 52.4% | | | | | | | |
| AM Peak | - | 11:00 | 10:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 35 | 34 | - | - | - | - | - | - | 58 |
| PM Peak | - | 13:00 | 14:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 55 | 57 | - | - | - | - | - | - | 93 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 06-Sep-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 0 | | | | | | | 3 |
| 07:00 | | 12 | 7 | | | | | | | 19 |
| 08:00 | | **85** | 6 | | | | | | | 91 |
| 09:00 | | 14 | **89** | | | | | | | **103** |
| 10:00 | | 17 | 11 | | | | | | | 28 |
| 11:00 | | 45 | 28 | | | | | | | 73 |
| 12:00 PM | | 36 | 18 | | | | | | | 54 |
| 01:00 | | **66** | 31 | | | | | | | 97 |
| 02:00 | | 59 | 64 | | | | | | | **123** |
| 03:00 | | 46 | 57 | | | | | | | 103 |
| 04:00 | | 34 | 37 | | | | | | | 71 |
| 05:00 | | 28 | **65** | | | | | | | 93 |
| 06:00 | | 15 | 43 | | | | | | | 58 |
| 07:00 | | 3 | 18 | | | | | | | 21 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 463 | 474 | | | | | | | 937 |
| Percent | | 49.4% | 50.6% | | | | | | | |
| AM Peak | - | 08:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 85 | 89 | - | - | - | - | - | - | 103 |
| PM Peak | - | 13:00 | 17:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 66 | 65 | - | - | - | - | - | - | 123 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 07-Sep-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 0 | | | | | | | 3 |
| 07:00 | | 14 | 6 | | | | | | | 20 |
| 08:00 | | 31 | 19 | | | | | | | 50 |
| 09:00 | | 38 | 27 | | | | | | | 65 |
| 10:00 | | 58 | 31 | | | | | | | 89 |
| 11:00 | | **73** | **33** | | | | | | | **106** |
| 12:00 PM | | 46 | 46 | | | | | | | 92 |
| 01:00 | | **47** | **88** | | | | | | | **135** |
| 02:00 | | 27 | 58 | | | | | | | 85 |
| 03:00 | | 39 | 33 | | | | | | | 72 |
| 04:00 | | 30 | 43 | | | | | | | 73 |
| 05:00 | | 44 | 39 | | | | | | | 83 |
| 06:00 | | 19 | 34 | | | | | | | 53 |
| 07:00 | | 0 | 31 | | | | | | | 31 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 469 | 488 | | | | | | | 957 |
| Percent | | 49.0% | 51.0% | | | | | | | |
| AM Peak | - | 11:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 73 | 33 | - | - | - | - | - | - | 106 |
| PM Peak | - | 13:00 | 13:00 | - | - | - | - | - | - | 13:00 |
| Vol. | - | 47 | 88 | - | - | - | - | - | - | 135 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 08-Sep-15 Tue | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 1 | | | | | | | 9 |
| 07:00 | | 17 | 10 | | | | | | | 27 |
| 08:00 | | **32** | 20 | | | | | | | **52** |
| 09:00 | | 9 | **22** | | | | | | | 31 |
| 10:00 | | 13 | 11 | | | | | | | 24 |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 79 | 64 | | | | | | | 143 |
| Percent | | 55.2% | 44.8% | | | | | | | |
| AM Peak | - | 08:00 | 09:00 | - | - | - | - | - | - | 08:00 |
| Vol. | - | 32 | 22 | - | - | - | - | - | - | 52 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 3775 | 4107 | | | | | | | 7882 |
| Percent | | 47.9% | 52.1% | | | | | | | |
| | | | | | | | | | | |
| ADT | | ADT 597 | | AADT 597 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 09-Oct-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | 19 | 20 | | | | | | | 39 |
| 02:00 | | 24 | 36 | | | | | | | 60 |
| 03:00 | | 41 | 23 | | | | | | | 64 |
| 04:00 | | **49** | **46** | | | | | | | **95** |
| 05:00 | | 36 | 46 | | | | | | | 82 |
| 06:00 | | 8 | 33 | | | | | | | 41 |
| 07:00 | | 0 | 1 | | | | | | | 1 |
| 08:00 | | 1 | 1 | | | | | | | 2 |
| 09:00 | | 1 | 0 | | | | | | | 1 |
| 10:00 | | 0 | 1 | | | | | | | 1 |
| 11:00 | | 0 | 1 | | | | | | | 1 |
| Total | | 179 | 208 | | | | | | | 387 |
| Percent | | 46.3% | 53.7% | | | | | | | |
| AM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| PM Peak | - | 16:00 | 16:00 | - | - | - | - | - | - | 16:00 |
| Vol. | - | 49 | 46 | - | - | - | - | - | - | 95 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 10-Oct-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 1 | 0 | | | | | | | 1 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 1 | | | | | | | 2 |
| 05:00 | | 5 | 0 | | | | | | | 5 |
| 06:00 | | 29 | 5 | | | | | | | 34 |
| 07:00 | | 173 | 40 | | | | | | | 213 |
| 08:00 | | 69 | 46 | | | | | | | 115 |
| 09:00 | | 158 | 98 | | | | | | | 256 |
| 10:00 | | **306** | 106 | | | | | | | **412** |
| 11:00 | | 267 | **126** | | | | | | | 393 |
| 12:00 PM | | 152 | 210 | | | | | | | 362 |
| 01:00 | | 141 | 216 | | | | | | | 357 |
| 02:00 | | 136 | 226 | | | | | | | 362 |
| 03:00 | | 157 | **302** | | | | | | | **459** |
| 04:00 | | **162** | 273 | | | | | | | 435 |
| 05:00 | | 94 | 281 | | | | | | | 375 |
| 06:00 | | 31 | 252 | | | | | | | 283 |
| 07:00 | | 3 | 15 | | | | | | | 18 |
| 08:00 | | 0 | 8 | | | | | | | 8 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 1885 | 2205 | | | | | | | 4090 |
| Percent | | 46.1% | 53.9% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 306 | 126 | - | - | - | - | - | - | 412 |
| PM Peak | - | 16:00 | 15:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 162 | 302 | - | - | - | - | - | - | 459 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 11-Oct-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 1 | 1 | | | | | | | 2 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 4 | 0 | | | | | | | 4 |
| 07:00 | | 5 | 1 | | | | | | | 6 |
| 08:00 | | 12 | 6 | | | | | | | 18 |
| 09:00 | | 26 | **21** | | | | | | | **47** |
| 10:00 | | 17 | 15 | | | | | | | 32 |
| 11:00 | | **30** | 14 | | | | | | | 44 |
| 12:00 PM | | 44 | 33 | | | | | | | 77 |
| 01:00 | | 49 | 47 | | | | | | | 96 |
| 02:00 | | 64 | 50 | | | | | | | 114 |
| 03:00 | | **82** | 65 | | | | | | | **147** |
| 04:00 | | 44 | **80** | | | | | | | 124 |
| 05:00 | | 29 | 50 | | | | | | | 79 |
| 06:00 | | 3 | 40 | | | | | | | 43 |
| 07:00 | | 0 | 0 | | | | | | | 0 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 410 | 423 | | | | | | | 833 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 11:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 30 | 21 | - | - | - | - | - | - | 47 |
| PM Peak | - | 15:00 | 16:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 82 | 80 | - | - | - | - | - | - | 147 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 12-Oct-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 1 | | | | | | | 9 |
| 07:00 | | 9 | 5 | | | | | | | 14 |
| 08:00 | | 12 | 12 | | | | | | | 24 |
| 09:00 | | 18 | 13 | | | | | | | 31 |
| 10:00 | | 14 | **22** | | | | | | | 36 |
| 11:00 | | **25** | 16 | | | | | | | **41** |
| 12:00 PM | | **36** | 22 | | | | | | | 58 |
| 01:00 | | 22 | **37** | | | | | | | 59 |
| 02:00 | | 28 | 19 | | | | | | | 47 |
| 03:00 | | 29 | 37 | | | | | | | 66 |
| 04:00 | | 33 | 25 | | | | | | | 58 |
| 05:00 | | 31 | 37 | | | | | | | **68** |
| 06:00 | | 2 | 30 | | | | | | | 32 |
| 07:00 | | 0 | 0 | | | | | | | 0 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 267 | 276 | | | | | | | 543 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 11:00 | 10:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 25 | 22 | - | - | - | - | - | - | 41 |
| PM Peak | - | 12:00 | 13:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 36 | 37 | - | - | - | - | - | - | 68 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 13-Oct-15 Tue | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 8 | 0 | | | | | | | 8 |
| 07:00 | | 8 | 8 | | | | | | | 16 |
| 08:00 | | **22** | 16 | | | | | | | 38 |
| 09:00 | | 13 | 18 | | | | | | | 31 |
| 10:00 | | 21 | 17 | | | | | | | 38 |
| 11:00 | | 22 | **20** | | | | | | | **42** |
| 12:00 PM | | **49** | **38** | | | | | | | **87** |
| 01:00 | | 27 | 30 | | | | | | | 57 |
| 02:00 | | 23 | 36 | | | | | | | 59 |
| 03:00 | | 19 | 17 | | | | | | | 36 |
| 04:00 | | 32 | 23 | | | | | | | 55 |
| 05:00 | | 29 | 33 | | | | | | | 62 |
| 06:00 | | 3 | 33 | | | | | | | 36 |
| 07:00 | | 0 | 0 | | | | | | | 0 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 276 | 289 | | | | | | | 565 |
| Percent | | 48.8% | 51.2% | | | | | | | |
| AM Peak | - | 08:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 22 | 20 | - | - | - | - | - | - | 42 |
| PM Peak | - | 12:00 | 12:00 | - | - | - | - | - | - | 12:00 |
| Vol. | - | 49 | 38 | - | - | - | - | - | - | 87 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 14-Oct-15 Wed | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | **3** | 0 | | | | | | | **3** |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 3 | 0 | | | | | | | 3 |
| Percent | | 100.0% | 0.0% | | | | | | | |
| AM Peak | - | 06:00 | - | - | - | - | - | - | - | 06:00 |
| Vol. | - | 3 | - | - | - | - | - | - | - | 3 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 3020 | 3401 | | | | | | | 6421 |
| Percent | | 47.0% | 53.0% | | | | | | | |
| ADT | | ADT 1,406 | | AADT 1,406 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 15-Oct-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | **7** | 5 | | | | | | | 12 |
| 11:00 | | 6 | **10** | | | | | | | **16** |
| 12:00 PM | | 13 | 8 | | | | | | | 21 |
| 01:00 | | 5 | 9 | | | | | | | 14 |
| 02:00 | | 10 | 8 | | | | | | | 18 |
| 03:00 | | 3 | 7 | | | | | | | 10 |
| 04:00 | | 13 | 6 | | | | | | | 19 |
| 05:00 | | **96** | 15 | | | | | | | **111** |
| 06:00 | | 55 | 31 | | | | | | | 86 |
| 07:00 | | 15 | **78** | | | | | | | 93 |
| 08:00 | | 2 | 55 | | | | | | | 57 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 225 | 232 | | | | | | | 457 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 10:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 7 | 10 | - | - | - | - | - | - | 16 |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 96 | 78 | - | - | - | - | - | - | 111 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 16-Oct-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 2 | | | | | | | 5 |
| 07:00 | | 4 | 6 | | | | | | | 10 |
| 08:00 | | 1 | **10** | | | | | | | 11 |
| 09:00 | | **9** | 3 | | | | | | | 12 |
| 10:00 | | 8 | 6 | | | | | | | **14** |
| 11:00 | | 3 | 6 | | | | | | | 9 |
| 12:00 PM | | 8 | 5 | | | | | | | 13 |
| 01:00 | | 11 | 10 | | | | | | | 21 |
| 02:00 | | 10 | 16 | | | | | | | 26 |
| 03:00 | | 7 | 13 | | | | | | | 20 |
| 04:00 | | 4 | 4 | | | | | | | 8 |
| 05:00 | | 7 | 6 | | | | | | | 13 |
| 06:00 | | **17** | **27** | | | | | | | **44** |
| 07:00 | | 9 | 7 | | | | | | | 16 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 1 | | | | | | | 1 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 102 | 122 | | | | | | | 224 |
| Percent | | 45.5% | 54.5% | | | | | | | |
| AM Peak | - | 09:00 | 08:00 | - | - | - | - | - | - | 10:00 |
| Vol. | - | 9 | 10 | - | - | - | - | - | - | 14 |
| PM Peak | - | 18:00 | 18:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 17 | 27 | - | - | - | - | - | - | 44 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 17-Oct-15 Sat | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 1 | | | | | | | 2 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 1 | | | | | | | 1 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 1 | 1 | | | | | | | 2 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 3 | | | | | | | 6 |
| 07:00 | | 12 | 6 | | | | | | | 18 |
| 08:00 | | 27 | 7 | | | | | | | 34 |
| 09:00 | | **112** | 14 | | | | | | | 126 |
| 10:00 | | 108 | 24 | | | | | | | 132 |
| 11:00 | | 98 | **103** | | | | | | | **201** |
| 12:00 PM | | **79** | 56 | | | | | | | 135 |
| 01:00 | | 63 | 70 | | | | | | | 133 |
| 02:00 | | 46 | **115** | | | | | | | **161** |
| 03:00 | | 9 | 110 | | | | | | | 119 |
| 04:00 | | 11 | 9 | | | | | | | 20 |
| 05:00 | | 10 | 5 | | | | | | | 15 |
| 06:00 | | 2 | 18 | | | | | | | 20 |
| 07:00 | | 1 | 0 | | | | | | | 1 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 1 | 0 | | | | | | | 1 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 584 | 543 | | | | | | | 1127 |
| Percent | | 51.8% | 48.2% | | | | | | | |
| AM Peak | - | 09:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 112 | 103 | - | - | - | - | - | - | 201 |
| PM Peak | - | 12:00 | 14:00 | - | - | - | - | - | - | 14:00 |
| Vol. | - | 79 | 115 | - | - | - | - | - | - | 161 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 18-Oct-15 Sun | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 3 | 4 | | | | | | | 7 |
| 07:00 | | 1 | 1 | | | | | | | 2 |
| 08:00 | | 3 | 1 | | | | | | | 4 |
| 09:00 | | 6 | **10** | | | | | | | **16** |
| 10:00 | | 6 | 3 | | | | | | | 9 |
| 11:00 | | **9** | 7 | | | | | | | 16 |
| 12:00 PM | | 43 | 14 | | | | | | | 57 |
| 01:00 | | **75** | 9 | | | | | | | 84 |
| 02:00 | | 65 | 12 | | | | | | | 77 |
| 03:00 | | 59 | 67 | | | | | | | **126** |
| 04:00 | | 41 | 58 | | | | | | | 99 |
| 05:00 | | 12 | **85** | | | | | | | 97 |
| 06:00 | | 3 | 58 | | | | | | | 61 |
| 07:00 | | 2 | 4 | | | | | | | 6 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 0 | | | | | | | 0 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 328 | 333 | | | | | | | 661 |
| Percent | | 49.6% | 50.4% | | | | | | | |
| AM Peak | - | 11:00 | 09:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 9 | 10 | - | - | - | - | - | - | 16 |
| PM Peak | - | 13:00 | 17:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 75 | 85 | - | - | - | - | - | - | 126 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 19-Oct-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 5 | **7** | | | | | | | **12** |
| 07:00 | | 3 | 6 | | | | | | | 9 |
| 08:00 | | **6** | 6 | | | | | | | 12 |
| 09:00 | | 3 | 4 | | | | | | | 7 |
| 10:00 | | 4 | 6 | | | | | | | 10 |
| 11:00 | | 6 | 3 | | | | | | | 9 |
| 12:00 PM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 27 | 32 | | | | | | | 59 |
| Percent | | 45.8% | 54.2% | | | | | | | |
| AM Peak | - | 08:00 | 06:00 | - | - | - | - | - | - | 06:00 |
| Vol. | - | 6 | 7 | - | - | - | - | - | - | 12 |
| PM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| Grand Total | | 1266 | 1262 | | | | | | | 2528 |
| Percent | | 50.1% | 49.9% | | | | | | | |
| | | | | | | | | | | |
| ADT | | ADT 610 | | AADT 610 | | | | | | |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 19-Oct-15 Mon | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | * | * | | | | | | | * |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| 12:00 PM | | 6 | 8 | | | | | | | 14 |
| 01:00 | | 4 | 5 | | | | | | | 9 |
| 02:00 | | 10 | 9 | | | | | | | 19 |
| 03:00 | | 9 | 9 | | | | | | | 18 |
| 04:00 | | 21 | 7 | | | | | | | 28 |
| 05:00 | | **246** | 34 | | | | | | | **280** |
| 06:00 | | 140 | 51 | | | | | | | 191 |
| 07:00 | | 43 | **207** | | | | | | | 250 |
| 08:00 | | 6 | 162 | | | | | | | 168 |
| 09:00 | | 0 | 2 | | | | | | | 2 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 485 | 494 | | | | | | | 979 |
| Percent | | 49.5% | 50.5% | | | | | | | |
| AM Peak | - | - | - | - | - | - | - | - | - | - |
| Vol. | - | - | - | - | - | - | - | - | - | - |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 246 | 207 | - | - | - | - | - | - | 280 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 20-Oct-15 Tue | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | 5 | 3 | | | | | | | 8 |
| 07:00 | | 4 | **7** | | | | | | | 11 |
| 08:00 | | 4 | 6 | | | | | | | 10 |
| 09:00 | | 6 | 5 | | | | | | | 11 |
| 10:00 | | 4 | 2 | | | | | | | 6 |
| 11:00 | | **7** | 5 | | | | | | | **12** |
| 12:00 PM | | 7 | 7 | | | | | | | 14 |
| 01:00 | | 3 | 7 | | | | | | | 10 |
| 02:00 | | 12 | 8 | | | | | | | 20 |
| 03:00 | | 4 | 7 | | | | | | | 11 |
| 04:00 | | 16 | 10 | | | | | | | 26 |
| 05:00 | | **188** | 27 | | | | | | | **215** |
| 06:00 | | 121 | 49 | | | | | | | 170 |
| 07:00 | | 45 | 124 | | | | | | | 169 |
| 08:00 | | 6 | **151** | | | | | | | 157 |
| 09:00 | | 1 | 24 | | | | | | | 25 |
| 10:00 | | 1 | 0 | | | | | | | 1 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 434 | 442 | | | | | | | 876 |
| Percent | | 49.5% | 50.5% | | | | | | | |
| AM Peak | - | 11:00 | 07:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 7 | 7 | - | - | - | - | - | - | 12 |
| PM Peak | - | 17:00 | 20:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 188 | 151 | - | - | - | - | - | - | 215 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 21-Oct-15 Wed | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 0 | 0 | | | | | | | 0 |
| 06:00 | | **9** | **10** | | | | | | | **19** |
| 07:00 | | 2 | 7 | | | | | | | 9 |
| 08:00 | | 7 | 5 | | | | | | | 12 |
| 09:00 | | 7 | 5 | | | | | | | 12 |
| 10:00 | | 9 | 7 | | | | | | | 16 |
| 11:00 | | 3 | 4 | | | | | | | 7 |
| 12:00 PM | | 7 | 8 | | | | | | | 15 |
| 01:00 | | 5 | 6 | | | | | | | 11 |
| 02:00 | | 11 | 6 | | | | | | | 17 |
| 03:00 | | 2 | 7 | | | | | | | 9 |
| 04:00 | | 1 | 1 | | | | | | | 2 |
| 05:00 | | **16** | 6 | | | | | | | 22 |
| 06:00 | | 6 | **20** | | | | | | | **26** |
| 07:00 | | 1 | 1 | | | | | | | 2 |
| 08:00 | | 0 | 0 | | | | | | | 0 |
| 09:00 | | 0 | 1 | | | | | | | 1 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 86 | 94 | | | | | | | 180 |
| Percent | | 47.8% | 52.2% | | | | | | | |
| AM Peak | - | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 |
| Vol. | - | 9 | 10 | - | - | - | - | - | - | 19 |
| PM Peak | - | 17:00 | 18:00 | - | - | - | - | - | - | 18:00 |
| Vol. | - | 16 | 20 | - | - | - | - | - | - | 26 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

Latitude: 0' 0.0000 South

| Start Time | 22-Oct-15 Thu | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 1 | 1 | | | | | | | 2 |
| 06:00 | | 3 | 4 | | | | | | | 7 |
| 07:00 | | 3 | 5 | | | | | | | 8 |
| 08:00 | | **10** | 6 | | | | | | | 16 |
| 09:00 | | 7 | 9 | | | | | | | 16 |
| 10:00 | | 1 | 4 | | | | | | | 5 |
| 11:00 | | 9 | **11** | | | | | | | **20** |
| 12:00 PM | | 9 | 4 | | | | | | | 13 |
| 01:00 | | 10 | 14 | | | | | | | 24 |
| 02:00 | | 7 | 8 | | | | | | | 15 |
| 03:00 | | 4 | 6 | | | | | | | 10 |
| 04:00 | | 33 | 11 | | | | | | | 44 |
| 05:00 | | **254** | 35 | | | | | | | **289** |
| 06:00 | | 177 | 92 | | | | | | | 269 |
| 07:00 | | 45 | **199** | | | | | | | 244 |
| 08:00 | | 8 | 172 | | | | | | | 180 |
| 09:00 | | 0 | 18 | | | | | | | 18 |
| 10:00 | | 0 | 0 | | | | | | | 0 |
| 11:00 | | 0 | 0 | | | | | | | 0 |
| Total | | 581 | 599 | | | | | | | 1180 |
| Percent | | 49.2% | 50.8% | | | | | | | |
| AM Peak | - | 08:00 | 11:00 | - | - | - | - | - | - | 11:00 |
| Vol. | - | 10 | 11 | - | - | - | - | - | - | 20 |
| PM Peak | - | 17:00 | 19:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 254 | 199 | - | - | - | - | - | - | 289 |

# City Of Pell City

417 19th St S
Pell City, Al 35125

Site Code: 00000001
Station ID:

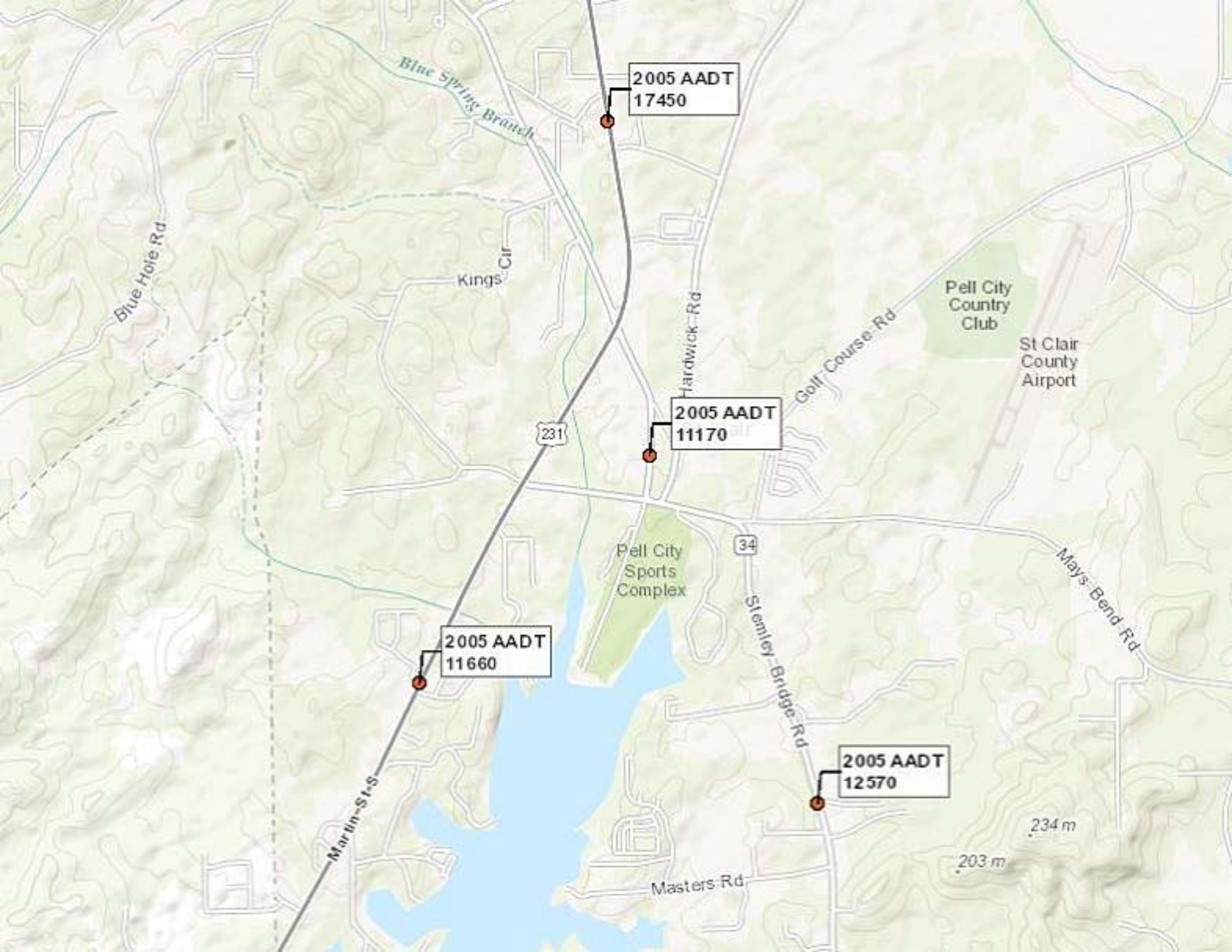
Latitude: 0' 0.0000 South

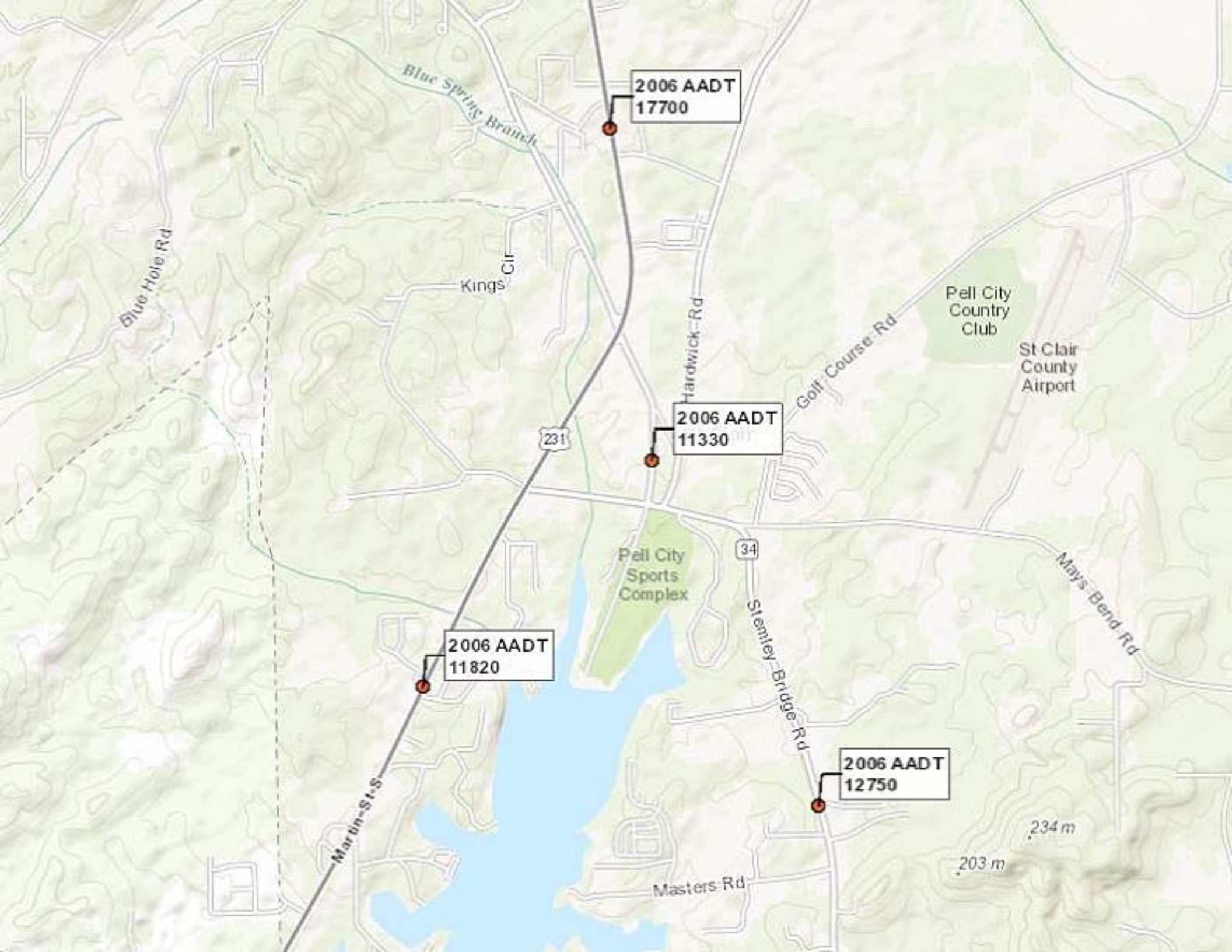
| Start Time | 23-Oct-15 Fri | Direction 1 | Direction 2 | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 0 | 0 | | | | | | | 0 |
| 01:00 | | 0 | 0 | | | | | | | 0 |
| 02:00 | | 0 | 0 | | | | | | | 0 |
| 03:00 | | 0 | 0 | | | | | | | 0 |
| 04:00 | | 0 | 0 | | | | | | | 0 |
| 05:00 | | 2 | 2 | | | | | | | 4 |
| 06:00 | | 4 | 6 | | | | | | | 10 |
| 07:00 | | **8** | **13** | | | | | | | **21** |
| 08:00 | | 7 | 5 | | | | | | | 12 |
| 09:00 | | 7 | 8 | | | | | | | 15 |
| 10:00 | | 6 | 5 | | | | | | | 11 |
| 11:00 | | 6 | 5 | | | | | | | 11 |
| 12:00 PM | | 0 | **2** | | | | | | | **2** |
| 01:00 | | * | * | | | | | | | * |
| 02:00 | | * | * | | | | | | | * |
| 03:00 | | * | * | | | | | | | * |
| 04:00 | | * | * | | | | | | | * |
| 05:00 | | * | * | | | | | | | * |
| 06:00 | | * | * | | | | | | | * |
| 07:00 | | * | * | | | | | | | * |
| 08:00 | | * | * | | | | | | | * |
| 09:00 | | * | * | | | | | | | * |
| 10:00 | | * | * | | | | | | | * |
| 11:00 | | * | * | | | | | | | * |
| Total | | 40 | 46 | | | | | | | 86 |
| Percent | | 46.5% | 53.5% | | | | | | | |
| AM Peak | - | 07:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 8 | 13 | - | - | - | - | - | - | 21 |
| PM Peak | - | - | 12:00 | - | - | - | - | - | - | 12:00 |
| Vol. | - | - | 2 | - | - | - | - | - | - | 2 |
| Grand Total | | 1626 | 1675 | | | | | | | 3301 |
| Percent | | 49.3% | 50.7% | | | | | | | |
| | | | | | | | | | | |
| ADT | | ADT 823 | | AADT 823 | | | | | | |

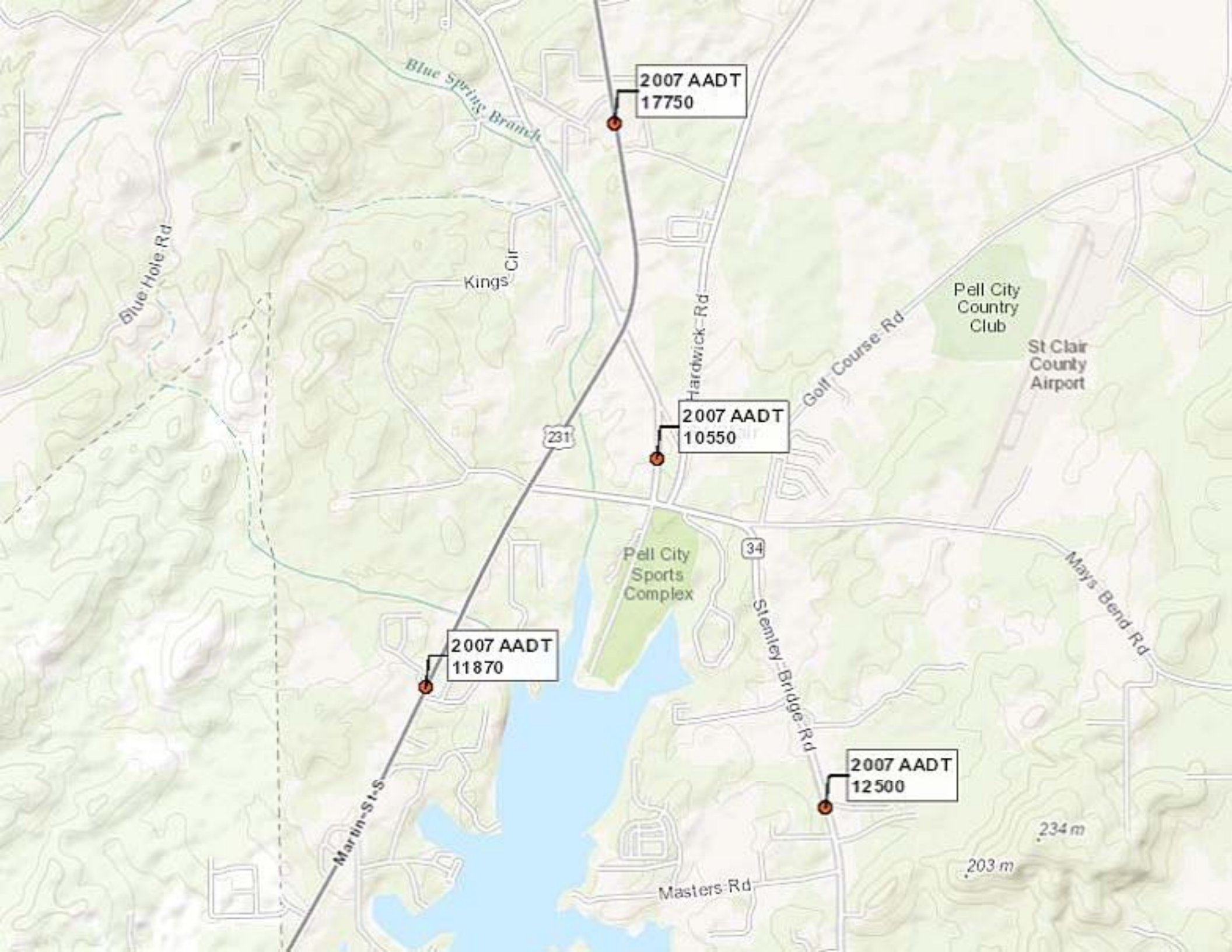
## Appendix D

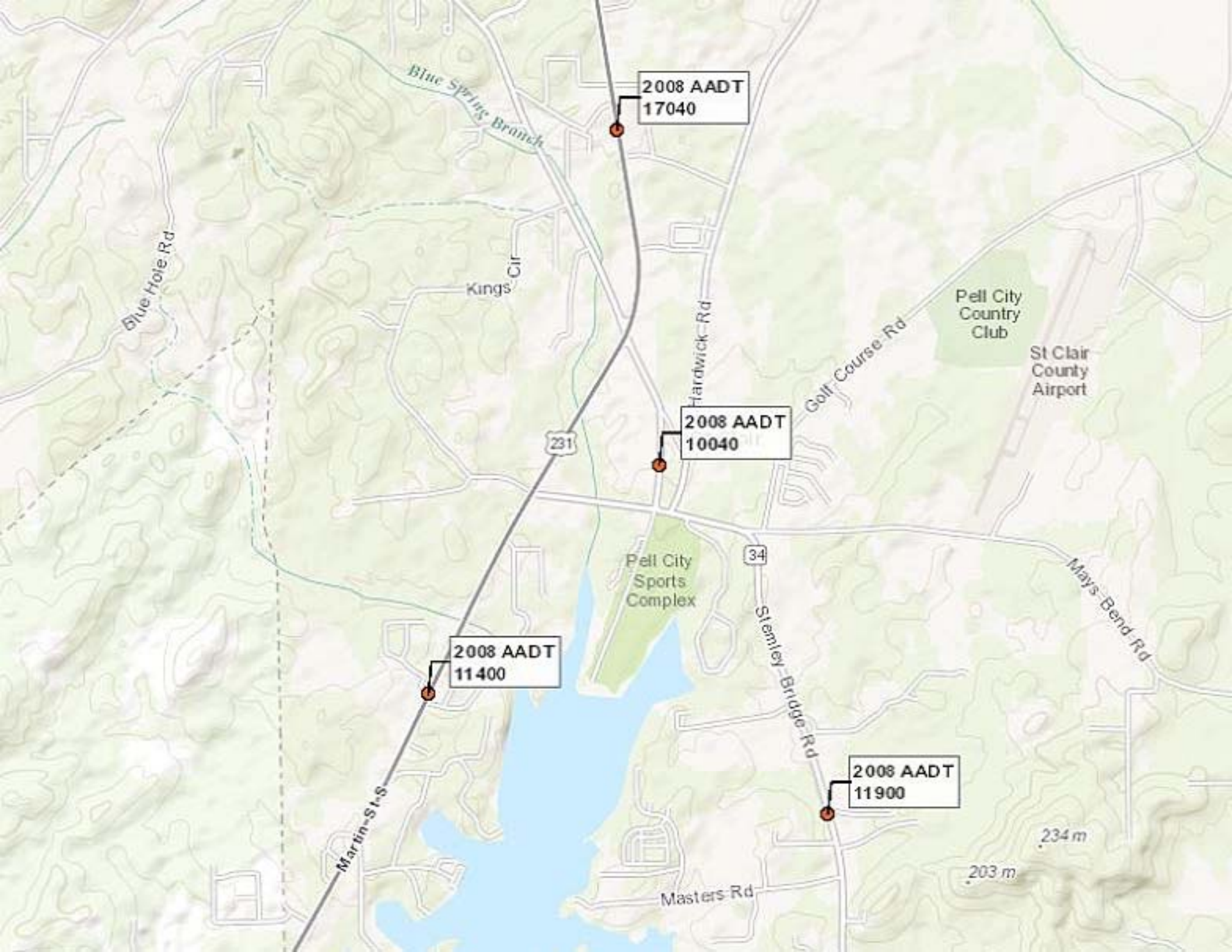
Historic Traffic Counts

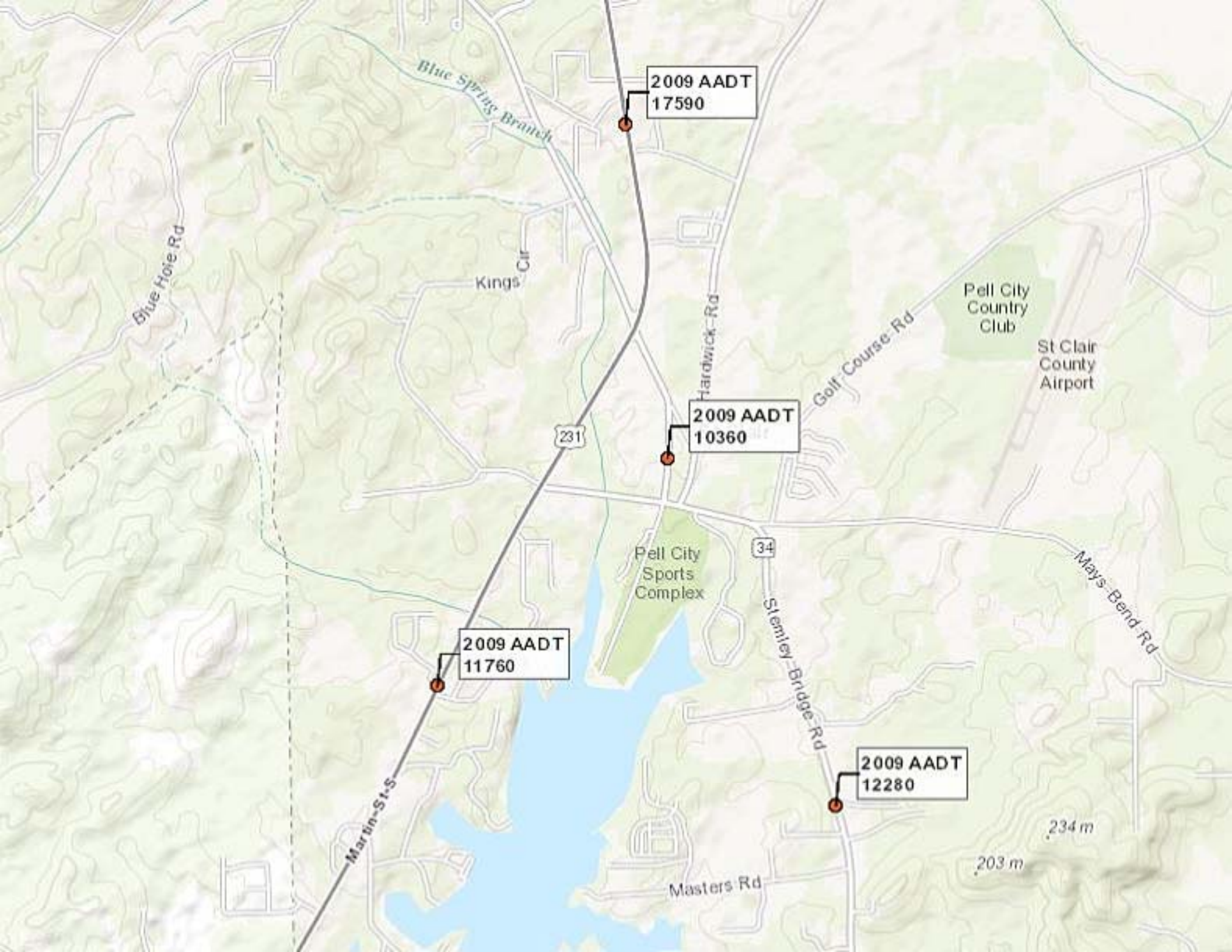
(ALDOT)

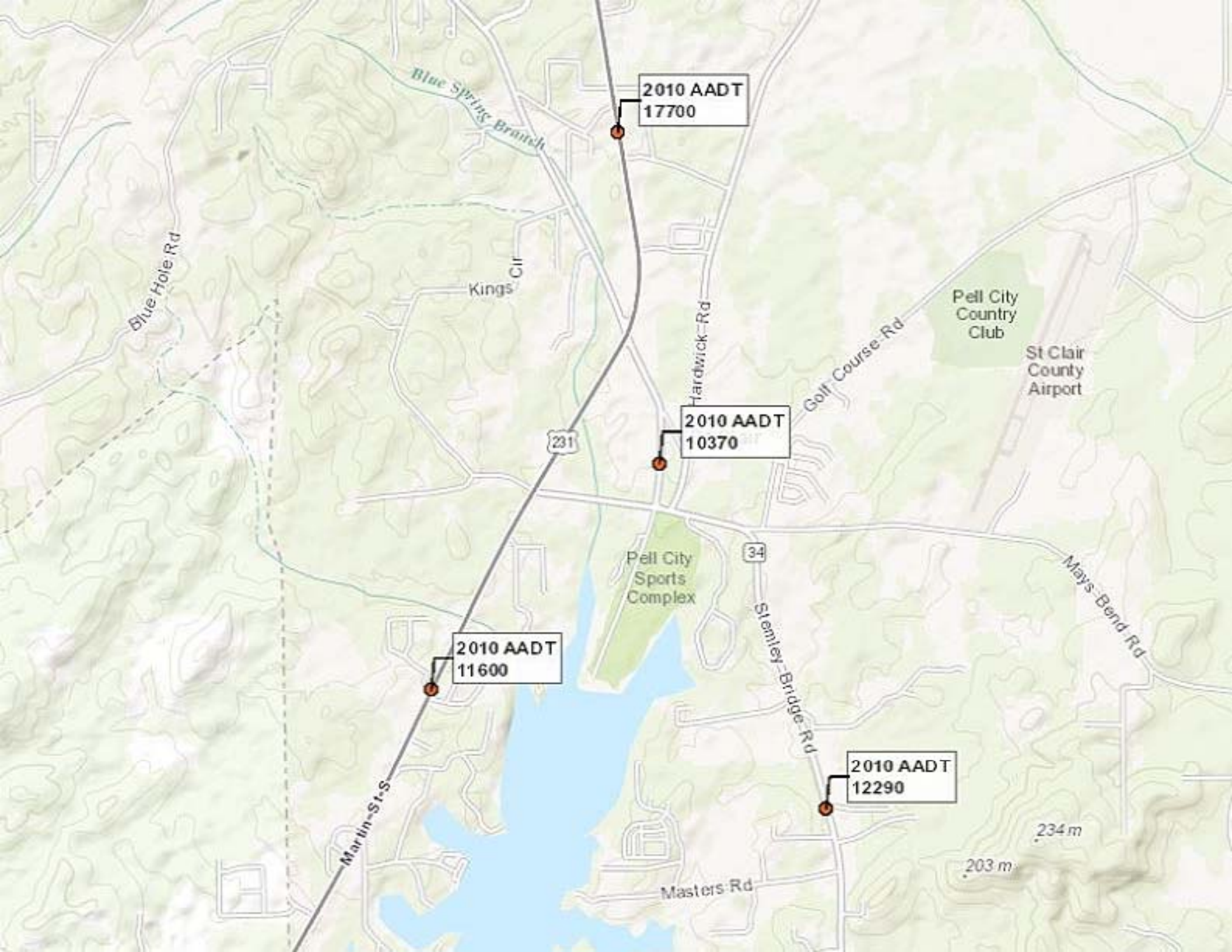

2005 AADT
17450
2005 AADT
11170
2005 AADT
11660
2005 AADT
12570
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
231
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
Pell City
Sports
Complex
34
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m

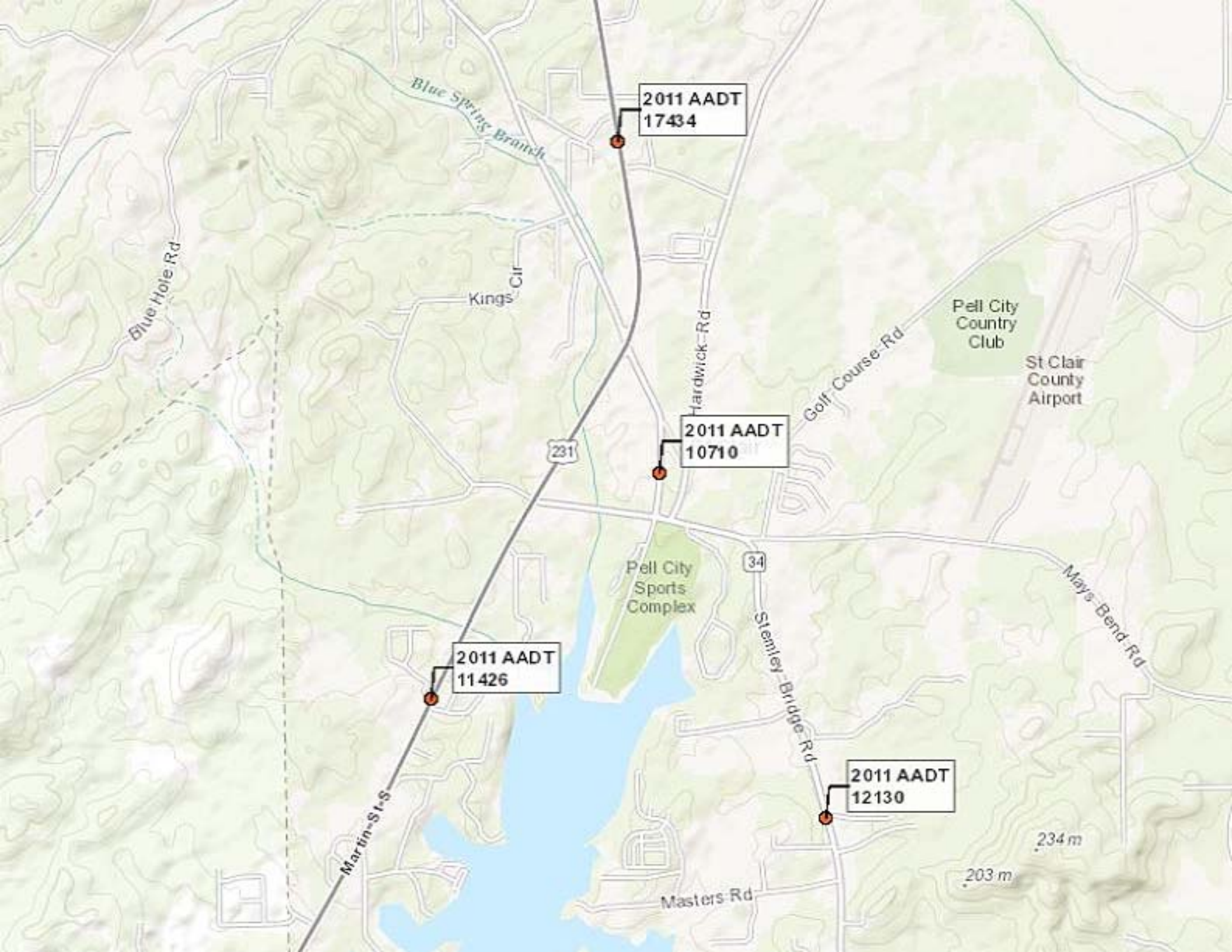

2006 AADT
17700
2006 AADT
11330
2006 AADT
11820
2006 AADT
12750
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m

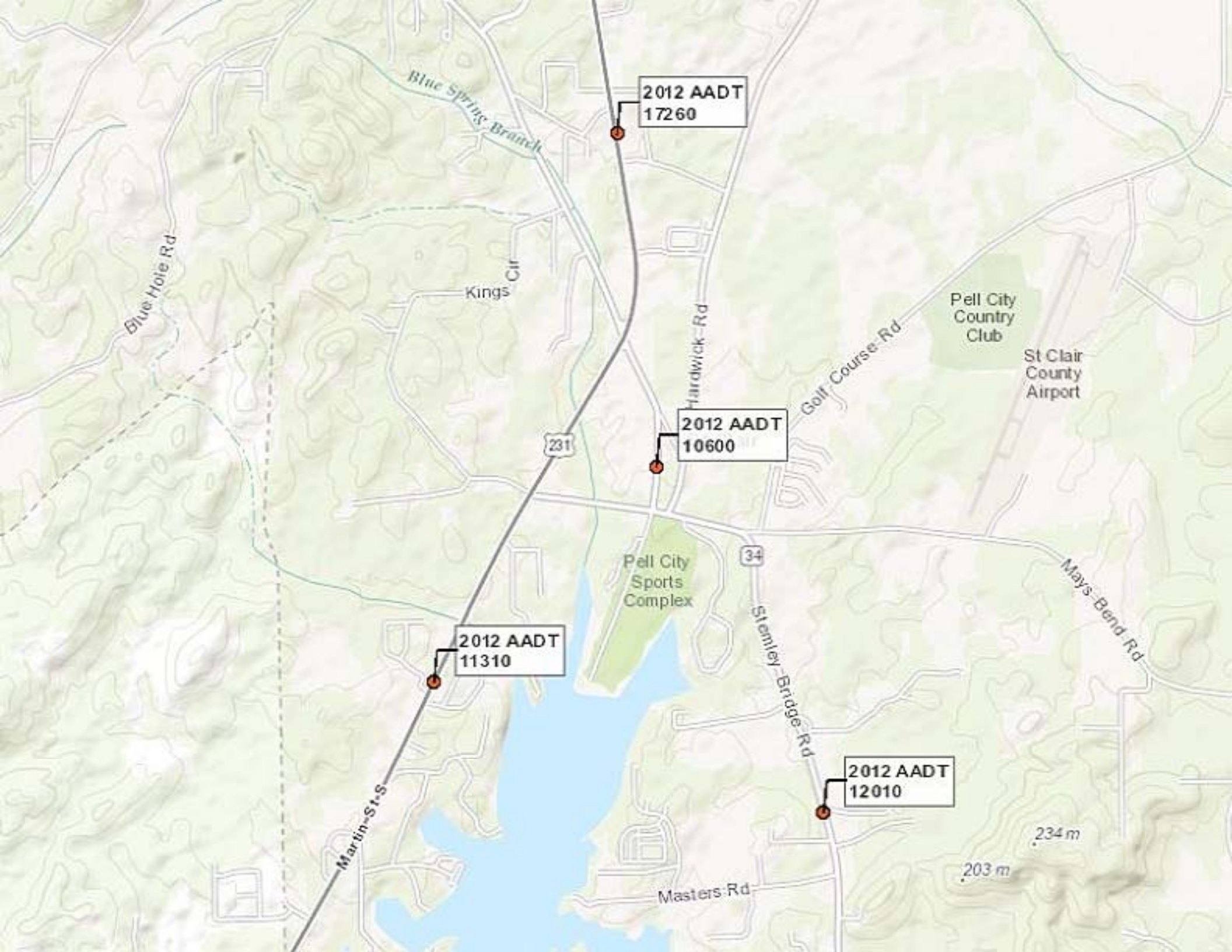

2007 AADT
17750
2007 AADT
10550
2007 AADT
11870
2007 AADT
12500
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m

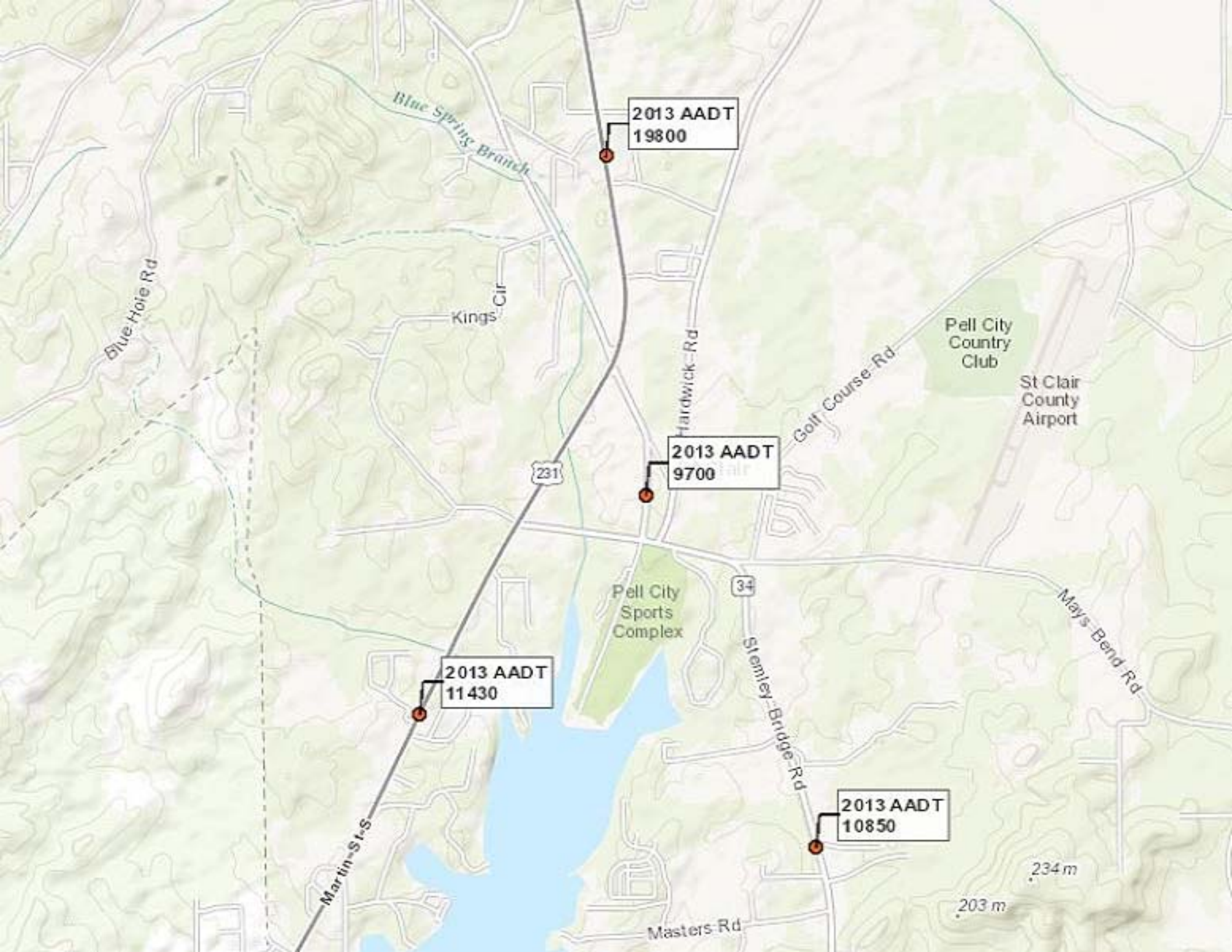

2008 AADT
17040
2008 AADT
10040
2008 AADT
11400
2008 AADT
11900
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Mays Bend Rd
Stemley Bridge Rd
Martin St S
Masters Rd
234 m
203 m

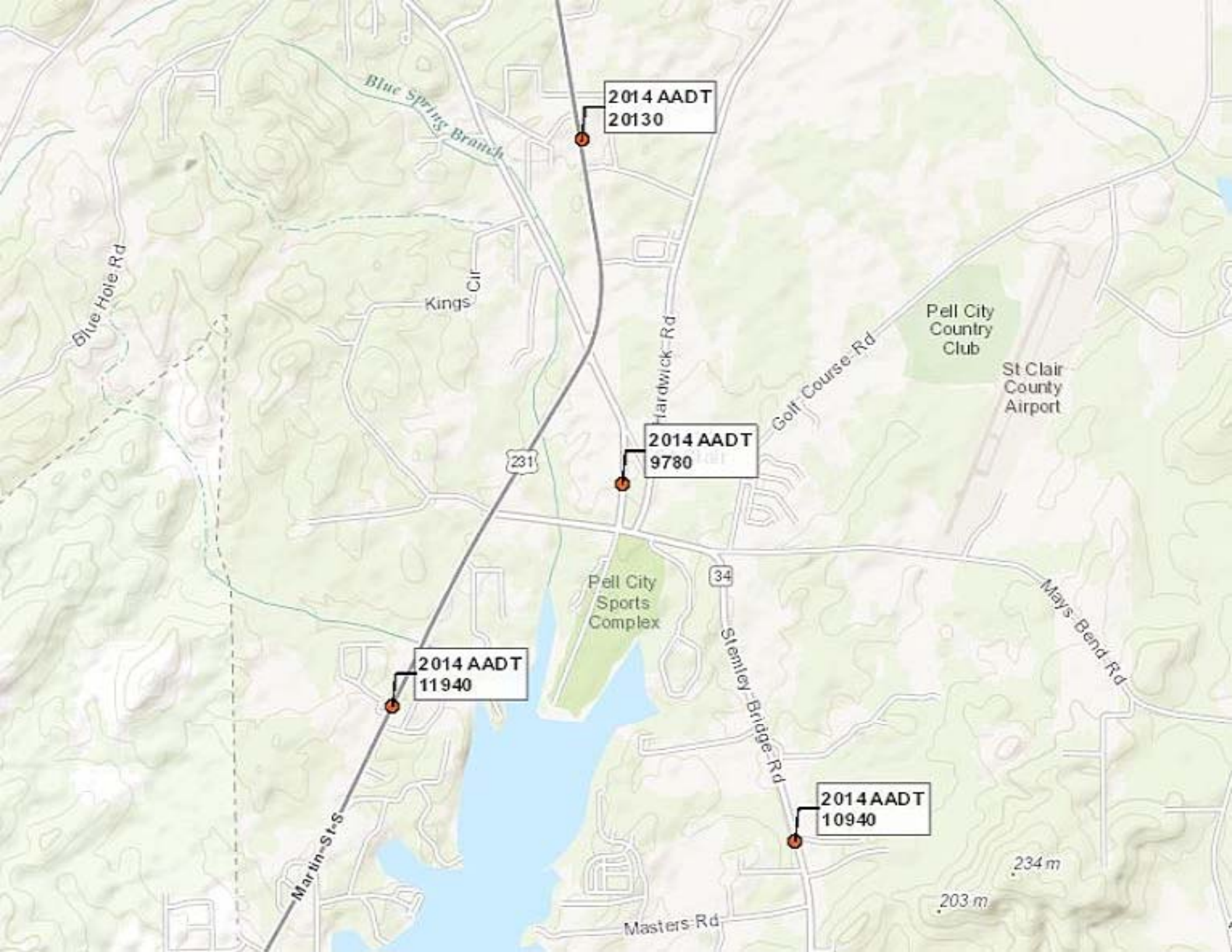

2009 AADT
17590
2009 AADT
10360
2009 AADT
11760
2009 AADT
12280
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m


2010 AADT
17700
2010 AADT
10370
2010 AADT
11600
2010 AADT
12290
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
231
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
Pell City
Sports
Complex
34
Mays Bend Rd
Stemley Bridge Rd
Martin St S
Masters Rd
234 m
203 m


2011 AADT
17434
2011 AADT
10710
2011 AADT
11426
2011 AADT
12130
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m


2012 AADT
17260
2012 AADT
10600
2012 AADT
11310
2012 AADT
12010
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m


2013 AADT
19800
2013 AADT
9700
2013 AADT
11430
2013 AADT
10850
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
231
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
Pell City
Sports
Complex
34
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m


2014 AADT
20130
2014 AADT
9780
2014 AADT
11940
2014 AADT
10940
Blue Spring Branch
Blue Hole Rd
Kings Cir
Hardwick Rd
Golf Course Rd
Pell City
Country
Club
St Clair
County
Airport
231
34
Pell City
Sports
Complex
Stemley Bridge Rd
Mays Bend Rd
Martin St S
Masters Rd
234 m
203 m

# Appendix E

Level-of-Service Analysis

HCM research does not support more than two 'Stop' controlled approaches at the intersection.



APPENDIX E
EXISTING LEVEL OF SERVICE

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 33 | 271 | 3 | 1 | 690 | 80 | 0 | 0 | 2 | 31 | 5 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 295 | 3 | 1 | 750 | 87 | 0 | 0 | 2 | 34 | 5 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 837 | 0 | 0 | 298 | 0 | 0 | 1186 | 1207 | 296 | 1165 | 1166 | 793 |
| Stage 1 | - | - | - | - | - | - | 368 | 368 | - | 796 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 839 | - | 369 | 370 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 166 | 183 | 743 | 171 | 194 | 389 |
| Stage 1 | - | - | - | - | - | - | 652 | 621 | - | 380 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 381 | - | 651 | 620 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 140 | 173 | 743 | 163 | 183 | 389 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 140 | 173 | - | 163 | 183 | - |
| Stage 1 | - | - | - | - | - | - | 617 | 587 | - | 359 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 380 | - | 614 | 587 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 9.9 | 28.2 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 743 | 797 | - | - | 1263 | - | - | 232 |
| HCM Lane V/C Ratio | 0.003 | 0.045 | - | - | 0.001 | - | - | 0.337 |
| HCM Control Delay (s) | 9.9 | 9.7 | 0 | - | 7.9 | 0 | - | 28.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |



APPENDIX E
EXISTING LEVEL OF SERVICE

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 289 | 0 | 0 | 720 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 314 | 0 | 0 | 783 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 314 | 0 | 1097 | 314 |
| Stage 1 | - | - | - | - | 314 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 | - |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 1246 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

HCM research does not support more than two 'Stop' controlled approaches at the intersection.



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 32 | 593 | 30 | 14 | 470 | 122 | 3 | 6 | 38 | 77 | 8 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 645 | 33 | 15 | 511 | 133 | 3 | 7 | 41 | 84 | 9 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 643 | 0 | 0 | 677 | 0 | 0 | 1355 | 1404 | 661 | 1362 | 1355 | 577 |
| Stage 1 | - | - | - | - | - | - | 730 | 730 | - | 608 | 608 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 674 | - | 754 | 747 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 942 | - | - | 915 | - | - | 127 | 140 | 462 | 125 | 149 | 516 |
| Stage 1 | - | - | - | - | - | - | 414 | 428 | - | 483 | 486 | - |
| Stage 2 | - | - | - | - | - | - | 473 | 454 | - | 401 | 420 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 942 | - | - | 915 | - | - | 107 | 128 | 462 | 102 | 136 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 107 | 128 | - | 102 | 136 | - |
| Stage 1 | - | - | - | - | - | - | 389 | 402 | - | 454 | 473 | - |
| Stage 2 | - | - | - | - | - | - | 429 | 442 | - | 338 | 395 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.2 | 19.5 | 128.4 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 299 | 942 | - | - | 915 | - | - | 127 |
| HCM Lane V/C Ratio | 0.171 | 0.037 | - | - | 0.017 | - | - | 0.933 |
| HCM Control Delay (s) | 19.5 | 9 | 0 | - | 9 | 0 | - | 128.4 |
| HCM Lane LOS | C | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0.1 | - | - | 6.2 |



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 534 | 117 | 72 | 504 | 88 | 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 | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 580 | 127 | 78 | 548 | 96 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 708 | 0 | 1348 | 644 |
| Stage 1 | - | - | - | - | 644 | - |
| Stage 2 | - | - | - | - | 704 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 891 | - | 166 | 473 |
| Stage 1 | - | - | - | - | 523 | - |
| Stage 2 | - | - | - | - | 490 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 891 | - | 145 | 473 |
| Mov Cap-2 Maneuver | - | - | - | - | 145 | - |
| Stage 1 | - | - | - | - | 523 | - |
| Stage 2 | - | - | - | - | 428 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.2 | 67 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 161 | - | - | 891 | - |
| HCM Lane V/C Ratio | 0.695 | - | - | 0.088 | - |
| HCM Control Delay (s) | 67 | - | - | 9.4 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 4.1 | - | - | 0.3 | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 549 | 5 | 10 | 576 | 25 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 597 | 5 | 11 | 626 | 27 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 602 | 0 | 1247 | 599 |
| Stage 1 | - | - | - | - | 599 | - |
| Stage 2 | - | - | - | - | 648 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 975 | - | 192 | 502 |
| Stage 1 | - | - | - | - | 549 | - |
| Stage 2 | - | - | - | - | 521 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 975 | - | 189 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | 189 | - |
| Stage 1 | - | - | - | - | 549 | - |
| Stage 2 | - | - | - | - | 512 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.1 | 25.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 211 | - | - | 975 | - |
| HCM Lane V/C Ratio | 0.155 | - | - | 0.011 | - |
| HCM Control Delay (s) | 25.2 | - | - | 8.7 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0 | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

HCM research does not support more than two 'Stop' controlled approaches at the intersection.



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 21 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 623 | 25 | 52 | 349 | 85 | 1 | 1 | 7 | 84 | 46 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 677 | 27 | 57 | 379 | 92 | 1 | 1 | 8 | 91 | 50 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 472 | 0 | 0 | 704 | 0 | 0 | 1321 | 1328 | 691 | 1286 | 1296 | 426 |
| Stage 1 | - | - | - | - | - | - | 743 | 743 | - | 539 | 539 | - |
| Stage 2 | - | - | - | - | - | - | 578 | 585 | - | 747 | 757 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 134 | 155 | 445 | 141 | 162 | 628 |
| Stage 1 | - | - | - | - | - | - | 407 | 422 | - | 527 | 522 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 498 | - | 405 | 416 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 85 | 136 | 445 | 125 | 142 | 628 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 85 | 136 | - | 125 | 142 | - |
| Stage 1 | - | - | - | - | - | - | 391 | 406 | - | 506 | 476 | - |
| Stage 2 | - | - | - | - | - | - | 391 | 454 | - | 382 | 400 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 1 | 19.5 | 172.7 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 258 | 1090 | - | - | 894 | - | - | 150 |
| HCM Lane V/C Ratio | 0.038 | 0.024 | - | - | 0.063 | - | - | 1.13 |
| HCM Control Delay (s) | 19.5 | 8.4 | 0 | - | 9.3 | 0 | - | 172.7 |
| HCM Lane LOS | C | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.2 | - | - | 9.3 |



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 746 | 24 | 11 | 465 | 26 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 811 | 26 | 12 | 505 | 28 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 837 | 0 | 1353 | 824 |
| Stage 1 | - | - | - | - | 824 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 797 | - | 165 | 373 |
| Stage 1 | - | - | - | - | 431 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 797 | - | 162 | 373 |
| Mov Cap-2 Maneuver | - | - | - | - | 162 | - |
| Stage 1 | - | - | - | - | 431 | - |
| Stage 2 | - | - | - | - | 579 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 29.6 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 181 | - | - | 797 | - |
| HCM Lane V/C Ratio | 0.192 | - | - | 0.015 | - |
| HCM Control Delay (s) | 29.6 | - | - | 9.6 | 0 |
| HCM Lane LOS | D | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.7 | - | - | 0 | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

HCM research does not support more than two 'Stop' controlled approaches at the intersection.



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 598 | 19 | 15 | 485 | 131 | 6 | 6 | 19 | 79 | 3 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 650 | 21 | 16 | 527 | 142 | 7 | 7 | 21 | 86 | 3 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 670 | 0 | 0 | 671 | 0 | 0 | 1360 | 1415 | 660 | 1357 | 1354 | 598 |
| Stage 1 | - | - | - | - | - | - | 713 | 713 | - | 631 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 647 | 702 | - | 726 | 723 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 920 | - | - | 919 | - | - | 126 | 137 | 463 | 126 | 150 | 502 |
| Stage 1 | - | - | - | - | - | - | 423 | 435 | - | 469 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 460 | 440 | - | 416 | 431 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 920 | - | - | 919 | - | - | 110 | 127 | 463 | 109 | 139 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 110 | 127 | - | 109 | 139 | - |
| Stage 1 | - | - | - | - | - | - | 404 | 415 | - | 448 | 461 | - |
| Stage 2 | - | - | - | - | - | - | 419 | 428 | - | 374 | 412 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 24.6 | 108.6 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 217 | 920 | - | - | 919 | - | - | 135 |
| HCM Lane V/C Ratio | 0.155 | 0.028 | - | - | 0.018 | - | - | 0.87 |
| HCM Control Delay (s) | 24.6 | 9 | 0 | - | 9 | 0 | - | 108.6 |
| HCM Lane LOS | C | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | 5.6 |



APPENDIX E
EXISTING LEVEL OF SERVICE

| Intersection | |
|---|---|
| Int Delay, s/veh | 42.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 514 | 167 | 46 | 452 | 218 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 559 | 182 | 50 | 491 | 237 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 740 | 0 | 1240 | 649 |
| Stage 1 | - | - | - | - | 649 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 867 | - | ~ 193 | 470 |
| Stage 1 | - | - | - | - | 520 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 867 | - | ~ 178 | 470 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 178 | - |
| Stage 1 | - | - | - | - | 520 | - |
| Stage 2 | - | - | - | - | 509 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.9 | 248.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 188 | - | - | 867 | - |
| HCM Lane V/C Ratio | 1.382 | - | - | 0.058 | - |
| HCM Control Delay (s) | 248.9 | - | - | 9.4 | 0 |
| HCM Lane LOS | F | - | - | A | A |
| HCM 95th %tile Q(veh) | 15.3 | - | - | 0.2 | - |

| Notes |
|---|

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



APPENDIX E
EXISTING LEVEL OF SERVICE

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | - | - | - | - | 0 | - |
| Stage 2 | - | - | - | - | 0 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |



APPENDIX E
EXISTING LEVEL OF SERVICE

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 110 | 1 | 1 | 144 | 580 | 1 | 5 | 0 | 198 | 4 | 6 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 13 | 120 | 0 | 1 | 157 | 0 | 1 | 5 | 0 | 215 | 4 | 7 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 391 | 354 | 0 | 418 | 331 | 0 | 437 | 251 | 0 | 669 | 164 | 287 |
| Arrive On Green | 0.01 | 0.19 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 | 0.13 | 0.00 | 0.14 | 0.27 | 0.27 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 0 | 1774 | 1863 | 0 | 1774 | 609 | 1066 |
| Grp Volume(v), veh/h | 13 | 120 | 0 | 1 | 157 | 0 | 1 | 5 | 0 | 215 | 0 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 0 | 1774 | 1863 | 0 | 1774 | 0 | 1675 |
| Q Serve(g_s), s | 0.2 | 1.7 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.1 | 0.0 | 2.7 | 0.0 | 0.1 |
| Cycle Q Clear(g_c), s | 0.2 | 1.7 | 0.0 | 0.0 | 2.2 | 0.0 | 0.0 | 0.1 | 0.0 | 2.7 | 0.0 | 0.1 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 391 | 354 | 0 | 418 | 331 | 0 | 437 | 251 | 0 | 669 | 0 | 451 |
| V/C Ratio(X) | 0.03 | 0.34 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 | 0.02 | 0.00 | 0.32 | 0.00 | 0.02 |
| Avail Cap(c_a), veh/h | 606 | 2822 | 0 | 651 | 2822 | 0 | 670 | 1129 | 0 | 846 | 0 | 1184 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.9 | 10.4 | 0.0 | 10.0 | 11.0 | 0.0 | 11.1 | 11.2 | 0.0 | 7.5 | 0.0 | 8.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.6 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 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(50%),veh/ln | 0.1 | 0.9 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.1 |
| LnGrp Delay(d),s/veh | 9.9 | 11.0 | 0.0 | 10.0 | 12.0 | 0.0 | 11.1 | 11.2 | 0.0 | 7.8 | 0.0 | 8.0 |
| LnGrp LOS | A | B | | B | B | | B | B | | A | | A |
| Approach Vol, veh/h | | 133 | | | 158 | | | 6 | | | 226 | |
| Approach Delay, s/veh | | 10.9 | | | 12.0 | | | 11.2 | | | 7.8 | |
| Approach LOS | | B | | | B | | | B | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Phs Duration (G+Y+Rc), s | 4.0 | 9.6 | 4.0 | 12.0 | 4.4 | 9.3 | 8.0 | 8.0 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 45.0 | 4.0 | 21.0 | 4.0 | 45.0 | 7.0 | 18.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 3.7 | 2.0 | 2.1 | 2.2 | 4.2 | 4.7 | 2.1 |
| Green Ext Time (p_c), s | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 1.6 | 0.1 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 9.9 |
| HCM 2010 LOS | A |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 33 | 271 | 3 | 1 | 690 | 80 | 0 | 0 | 2 | 31 | 5 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 295 | 3 | 1 | 750 | 87 | 0 | 0 | 2 | 34 | 5 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 837 | 0 | 0 | 298 | 0 | 0 | 1186 | 1207 | 296 | 1165 | 1166 | 793 |
| Stage 1 | - | - | - | - | - | - | 368 | 368 | - | 796 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 839 | - | 369 | 370 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 166 | 183 | 743 | 171 | 194 | 389 |
| Stage 1 | - | - | - | - | - | - | 652 | 621 | - | 380 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 381 | - | 651 | 620 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 140 | 173 | 743 | 163 | 183 | 389 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 140 | 173 | - | 163 | 183 | - |
| Stage 1 | - | - | - | - | - | - | 617 | 587 | - | 359 | 398 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 380 | - | 614 | 587 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 9.9 | 28.2 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 743 | 797 | - | - | 1263 | - | - | 232 |
| HCM Lane V/C Ratio | 0.003 | 0.045 | - | - | 0.001 | - | - | 0.337 |
| HCM Control Delay (s) | 9.9 | 9.7 | 0 | - | 7.9 | 0 | - | 28.2 |
| HCM Lane LOS | A | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 289 | 0 | 0 | 720 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 314 | 0 | 0 | 783 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 314 | 0 | 1097 | 314 |
| Stage 1 | - | - | - | - | 314 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 | - |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |

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

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 1246 | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | 0 | - | - | 0 | - |
| HCM Lane LOS | A | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 103 | 42 | 10 | 87 | 278 | 9 | 16 | 5 | 564 | 156 | 12 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 11 | 112 | 0 | 11 | 95 | 0 | 10 | 17 | 5 | 613 | 170 | 13 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 296 | 219 | 0 | 283 | 219 | 186 | 53 | 42 | 12 | 765 | 737 | 56 |
| Arrive On Green | 0.01 | 0.12 | 0.00 | 0.01 | 0.12 | 0.00 | 0.03 | 0.03 | 0.03 | 0.43 | 0.43 | 0.43 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1384 | 407 | 1774 | 1709 | 131 |
| Grp Volume(v), veh/h | 11 | 112 | 0 | 11 | 95 | 0 | 10 | 0 | 22 | 613 | 0 | 183 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1791 | 1774 | 0 | 1840 |
| Q Serve(g_s), s | 0.2 | 2.2 | 0.0 | 0.2 | 1.9 | 0.0 | 0.2 | 0.0 | 0.5 | 11.7 | 0.0 | 2.5 |
| Cycle Q Clear(g_c), s | 0.2 | 2.2 | 0.0 | 0.2 | 1.9 | 0.0 | 0.2 | 0.0 | 0.5 | 11.7 | 0.0 | 2.5 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 296 | 219 | 0 | 283 | 219 | 186 | 53 | 0 | 54 | 765 | 0 | 793 |
| V/C Ratio(X) | 0.04 | 0.51 | 0.00 | 0.04 | 0.43 | 0.00 | 0.19 | 0.00 | 0.41 | 0.80 | 0.00 | 0.23 |
| Avail Cap(c_a), veh/h | 457 | 906 | 0 | 444 | 906 | 770 | 727 | 0 | 734 | 1590 | 0 | 1648 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.9 | 16.2 | 0.0 | 15.0 | 16.0 | 0.0 | 18.5 | 0.0 | 18.6 | 9.7 | 0.0 | 7.0 |
| Incr Delay (d2), s/veh | 0.1 | 1.8 | 0.0 | 0.1 | 1.4 | 0.0 | 1.7 | 0.0 | 4.9 | 2.0 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.2 | 0.0 | 0.1 | 1.0 | 0.0 | 0.1 | 0.0 | 0.3 | 6.0 | 0.0 | 1.3 |
| LnGrp Delay(d),s/veh | 15.0 | 18.0 | 0.0 | 15.0 | 17.4 | 0.0 | 20.2 | 0.0 | 23.5 | 11.7 | 0.0 | 7.2 |
| LnGrp LOS | B | B | | B | B | | C | | C | B | | A |
| Approach Vol, veh/h | | 123 | | | 106 | | | 32 | | | 796 | |
| Approach Delay, s/veh | | 17.8 | | | 17.1 | | | 22.5 | | | 10.6 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.5 | 8.6 | | 20.8 | 4.5 | 8.6 | | 5.2 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 19.0 | | 35.0 | 4.0 | 19.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 4.2 | | 13.7 | 2.2 | 3.9 | | 2.5 |
| Green Ext Time (p_c), s | 0.0 | 0.9 | | 3.1 | 0.0 | 0.9 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.5 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 19.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 623 | 25 | 52 | 349 | 85 | 1 | 1 | 7 | 84 | 46 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 677 | 27 | 57 | 379 | 92 | 1 | 1 | 8 | 91 | 50 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 472 | 0 | 0 | 704 | 0 | 0 | 1321 | 1328 | 691 | 1286 | 1296 | 426 |
| Stage 1 | - | - | - | - | - | - | 743 | 743 | - | 539 | 539 | - |
| Stage 2 | - | - | - | - | - | - | 578 | 585 | - | 747 | 757 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 134 | 155 | 445 | 141 | 162 | 628 |
| Stage 1 | - | - | - | - | - | - | 407 | 422 | - | 527 | 522 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 498 | - | 405 | 416 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 89 | 142 | 445 | 129 | 148 | 628 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 89 | 142 | - | 129 | 148 | - |
| Stage 1 | - | - | - | - | - | - | 397 | 412 | - | 514 | 489 | - |
| Stage 2 | - | - | - | - | - | - | 402 | 466 | - | 388 | 406 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 1 | 19.1 | 158.4 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 265 | 1090 | - | - | 894 | - | - | 155 |
| HCM Lane V/C Ratio | 0.037 | 0.024 | - | - | 0.063 | - | - | 1.094 |
| HCM Control Delay (s) | 19.1 | 8.4 | - | - | 9.3 | - | - | 158.4 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.2 | - | - | 8.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 746 | 24 | 11 | 465 | 26 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 811 | 26 | 12 | 505 | 28 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 811 | 0 | 1340 | 811 |
| Stage 1 | - | - | - | - | 811 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 815 | - | 168 | 379 |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 815 | - | 166 | 379 |
| Mov Cap-2 Maneuver | - | - | - | - | 166 | - |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 582 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 28 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 166 | 379 | - | - | 815 | - |
| HCM Lane V/C Ratio | 0.17 | 0.017 | - | - | 0.015 | - |
| HCM Control Delay (s) | 31.1 | 14.7 | - | - | 9.5 | - |
| HCM Lane LOS | D | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 124 | 17 | 9 | 91 | 397 | 15 | 68 | 23 | 508 | 75 | 23 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 13 | 135 | 0 | 10 | 99 | 0 | 16 | 74 | 25 | 552 | 82 | 25 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 304 | 246 | 0 | 275 | 241 | 205 | 144 | 108 | 37 | 683 | 528 | 161 |
| Arrive On Green | 0.01 | 0.13 | 0.00 | 0.01 | 0.13 | 0.00 | 0.08 | 0.08 | 0.08 | 0.39 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1333 | 450 | 1774 | 1371 | 418 |
| Grp Volume(v), veh/h | 13 | 135 | 0 | 10 | 99 | 0 | 16 | 0 | 99 | 552 | 0 | 107 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1783 | 1774 | 0 | 1789 |
| Q Serve(g_s), s | 0.3 | 2.8 | 0.0 | 0.2 | 2.0 | 0.0 | 0.3 | 0.0 | 2.2 | 11.4 | 0.0 | 1.6 |
| Cycle Q Clear(g_c), s | 0.3 | 2.8 | 0.0 | 0.2 | 2.0 | 0.0 | 0.3 | 0.0 | 2.2 | 11.4 | 0.0 | 1.6 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 304 | 246 | 0 | 275 | 241 | 205 | 144 | 0 | 145 | 683 | 0 | 689 |
| V/C Ratio(X) | 0.04 | 0.55 | 0.00 | 0.04 | 0.41 | 0.00 | 0.11 | 0.00 | 0.68 | 0.81 | 0.00 | 0.16 |
| Avail Cap(c_a), veh/h | 453 | 865 | 0 | 430 | 865 | 735 | 694 | 0 | 697 | 1517 | 0 | 1530 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.2 | 16.6 | 0.0 | 15.3 | 16.4 | 0.0 | 17.4 | 0.0 | 18.3 | 11.2 | 0.0 | 8.2 |
| Incr Delay (d2), s/veh | 0.1 | 1.9 | 0.0 | 0.1 | 1.1 | 0.0 | 0.3 | 0.0 | 5.6 | 2.3 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 1.6 | 0.0 | 0.1 | 1.1 | 0.0 | 0.2 | 0.0 | 1.3 | 6.0 | 0.0 | 0.8 |
| LnGrp Delay(d),s/veh | 15.3 | 18.5 | 0.0 | 15.4 | 17.5 | 0.0 | 17.8 | 0.0 | 23.9 | 13.6 | 0.0 | 8.3 |
| LnGrp LOS | B | B | | B | B | | B | | C | B | | A |
| Approach Vol, veh/h | | 148 | | | 109 | | | 115 | | | 659 | |
| Approach Delay, s/veh | | 18.2 | | | 17.3 | | | 23.1 | | | 12.7 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.4 | 9.4 | | 19.8 | 4.5 | 9.3 | | 7.3 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 19.0 | | 35.0 | 4.0 | 19.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.2 | 4.8 | | 13.4 | 2.3 | 4.0 | | 4.2 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | | 2.4 | 0.0 | 1.0 | | 0.3 |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 15.1 |
| HCM 2010 LOS | | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 32 | 593 | 30 | 14 | 470 | 122 | 3 | 6 | 38 | 77 | 8 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 645 | 33 | 15 | 511 | 133 | 3 | 7 | 41 | 84 | 9 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 643 | 0 | 0 | 677 | 0 | 0 | 1355 | 1404 | 661 | 1362 | 1355 | 577 |
| Stage 1 | - | - | - | - | - | - | 730 | 730 | - | 608 | 608 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 674 | - | 754 | 747 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 942 | - | - | 915 | - | - | 127 | 140 | 462 | 125 | 149 | 516 |
| Stage 1 | - | - | - | - | - | - | 414 | 428 | - | 483 | 486 | - |
| Stage 2 | - | - | - | - | - | - | 473 | 454 | - | 401 | 420 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 942 | - | - | 915 | - | - | 110 | 133 | 462 | 105 | 141 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 110 | 133 | - | 105 | 141 | - |
| Stage 1 | - | - | - | - | - | - | 399 | 412 | - | 465 | 478 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 447 | - | 346 | 404 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.2 | 19.2 | 121.2 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 304 | 942 | - | - | 915 | - | - | 130 |
| HCM Lane V/C Ratio | 0.168 | 0.037 | - | - | 0.017 | - | - | 0.911 |
| HCM Control Delay (s) | 19.2 | 9 | - | - | 9 | - | - | 121.2 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0.1 | - | - | 6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 534 | 117 | 82 | 504 | 113 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 580 | 127 | 89 | 548 | 123 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 580 | 0 | 1306 | 580 |
| Stage 1 | - | - | - | - | 580 | - |
| Stage 2 | - | - | - | - | 726 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 994 | - | 176 | 514 |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 479 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 994 | - | 160 | 514 |
| Mov Cap-2 Maneuver | - | - | - | - | 160 | - |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 436 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.3 | 67.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 160 | 514 | - | - | 994 | - |
| HCM Lane V/C Ratio | 0.768 | 0.042 | - | - | 0.09 | - |
| HCM Control Delay (s) | 77.7 | 12.3 | - | - | 9 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 4.9 | 0.1 | - | - | 0.3 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 18 | 102 | 11 | 13 | 80 | 461 | 9 | 77 | 16 | 489 | 64 | 8 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 20 | 111 | 0 | 14 | 87 | 0 | 10 | 84 | 17 | 532 | 70 | 9 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 310 | 217 | 0 | 289 | 207 | 176 | 142 | 120 | 24 | 666 | 607 | 78 |
| Arrive On Green | 0.02 | 0.12 | 0.00 | 0.01 | 0.11 | 0.00 | 0.08 | 0.08 | 0.08 | 0.38 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1505 | 304 | 1774 | 1618 | 208 |
| Grp Volume(v), veh/h | 20 | 111 | 0 | 14 | 87 | 0 | 10 | 0 | 101 | 532 | 0 | 79 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1809 | 1774 | 0 | 1826 |
| Q Serve(g_s), s | 0.4 | 2.2 | 0.0 | 0.3 | 1.7 | 0.0 | 0.2 | 0.0 | 2.1 | 10.3 | 0.0 | 1.1 |
| Cycle Q Clear(g_c), s | 0.4 | 2.2 | 0.0 | 0.3 | 1.7 | 0.0 | 0.2 | 0.0 | 2.1 | 10.3 | 0.0 | 1.1 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.17 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 310 | 217 | 0 | 289 | 207 | 176 | 142 | 0 | 144 | 666 | 0 | 685 |
| V/C Ratio(X) | 0.06 | 0.51 | 0.00 | 0.05 | 0.42 | 0.00 | 0.07 | 0.00 | 0.70 | 0.80 | 0.00 | 0.12 |
| Avail Cap(c_a), veh/h | 458 | 916 | 0 | 447 | 916 | 778 | 734 | 0 | 749 | 1607 | 0 | 1654 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 14.8 | 16.0 | 0.0 | 14.9 | 16.0 | 0.0 | 16.5 | 0.0 | 17.3 | 10.8 | 0.0 | 7.9 |
| Incr Delay (d2), s/veh | 0.1 | 1.9 | 0.0 | 0.1 | 1.4 | 0.0 | 0.2 | 0.0 | 6.0 | 2.3 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.2 | 1.2 | 0.0 | 0.1 | 0.9 | 0.0 | 0.1 | 0.0 | 1.3 | 5.4 | 0.0 | 0.6 |
| LnGrp Delay(d),s/veh | 14.9 | 17.9 | 0.0 | 15.0 | 17.4 | 0.0 | 16.7 | 0.0 | 23.3 | 13.0 | 0.0 | 8.0 |
| LnGrp LOS | B | B | | B | B | | B | | C | B | | A |
| Approach Vol, veh/h | | 131 | | | 101 | | | 111 | | | 611 | |
| Approach Delay, s/veh | | 17.4 | | | 17.1 | | | 22.7 | | | 12.4 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.6 | 8.5 | | 18.5 | 4.8 | 8.3 | | 7.1 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 19.0 | | 35.0 | 4.0 | 19.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.3 | 4.2 | | 12.3 | 2.4 | 3.7 | | 4.1 |
| Green Ext Time (p_c), s | 0.0 | 0.8 | | 2.2 | 0.0 | 0.8 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 14.8 |
| HCM 2010 LOS | B |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 598 | 19 | 15 | 485 | 131 | 6 | 6 | 19 | 79 | 3 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 650 | 21 | 16 | 527 | 142 | 7 | 7 | 21 | 86 | 3 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 670 | 0 | 0 | 671 | 0 | 0 | 1360 | 1415 | 660 | 1357 | 1354 | 598 |
| Stage 1 | - | - | - | - | - | - | 713 | 713 | - | 631 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 647 | 702 | - | 726 | 723 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 920 | - | - | 919 | - | - | 126 | 137 | 463 | 126 | 150 | 502 |
| Stage 1 | - | - | - | - | - | - | 423 | 435 | - | 469 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 460 | 440 | - | 416 | 431 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 920 | - | - | 919 | - | - | 113 | 131 | 463 | 112 | 143 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 113 | 131 | - | 112 | 143 | - |
| Stage 1 | - | - | - | - | - | - | 411 | 423 | - | 456 | 466 | - |
| Stage 2 | - | - | - | - | - | - | 424 | 432 | - | 380 | 419 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 24.1 | 101.1 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 222 | 920 | - | - | 919 | - | - | 139 |
| HCM Lane V/C Ratio | 0.152 | 0.028 | - | - | 0.018 | - | - | 0.845 |
| HCM Control Delay (s) | 24.1 | 9 | - | - | 9 | - | - | 101.1 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | 5.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 24 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 514 | 167 | 46 | 452 | 218 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 559 | 182 | 50 | 491 | 237 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 559 | 0 | 1150 | 559 |
| Stage 1 | - | - | - | - | 559 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1012 | - | ~ 219 | 529 |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1012 | - | ~ 208 | 529 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 208 | - |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 526 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 140.5 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 208 | 529 | - | - | 1012 | - |
| HCM Lane V/C Ratio | 1.139 | 0.043 | - | - | 0.049 | - |
| HCM Control Delay (s) | 152.9 | 12.1 | - | - | 8.7 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 11.4 | 0.1 | - | - | 0.2 | - |

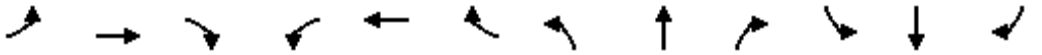
Notes

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 110 | 1 | 1 | 144 | 580 | 1 | 5 | 0 | 198 | 4 | 6 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 13 | 120 | 0 | 1 | 157 | 0 | 1 | 5 | 0 | 215 | 4 | 7 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 141 | 232 | 0 | 163 | 211 | 179 | 11 | 12 | 0 | 1225 | 421 | 736 |
| Arrive On Green | 0.01 | 0.12 | 0.00 | 0.00 | 0.11 | 0.00 | 0.01 | 0.01 | 0.00 | 0.69 | 0.69 | 0.69 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1863 | 0 | 1774 | 609 | 1066 |
| Grp Volume(v), veh/h | 13 | 120 | 0 | 1 | 157 | 0 | 1 | 5 | 0 | 215 | 0 | 11 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1863 | 0 | 1774 | 0 | 1675 |
| Q Serve(g_s), s | 0.6 | 5.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.1 | 0.2 | 0.0 | 3.8 | 0.0 | 0.2 |
| Cycle Q Clear(g_c), s | 0.6 | 5.4 | 0.0 | 0.0 | 7.3 | 0.0 | 0.1 | 0.2 | 0.0 | 3.8 | 0.0 | 0.2 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 141 | 232 | 0 | 163 | 211 | 179 | 11 | 12 | 0 | 1225 | 0 | 1156 |
| V/C Ratio(X) | 0.09 | 0.52 | 0.00 | 0.01 | 0.74 | 0.00 | 0.09 | 0.43 | 0.00 | 0.18 | 0.00 | 0.01 |
| Avail Cap(c_a), veh/h | 198 | 352 | 0 | 240 | 352 | 299 | 315 | 331 | 0 | 1225 | 0 | 1156 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.78 | 0.78 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 35.0 | 36.9 | 0.0 | 35.4 | 38.6 | 0.0 | 44.5 | 44.6 | 0.0 | 4.9 | 0.0 | 4.3 |
| Incr Delay (d2), s/veh | 0.3 | 1.8 | 0.0 | 0.0 | 4.1 | 0.0 | 3.5 | 23.6 | 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(50%),veh/ln | 0.3 | 2.9 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.2 | 0.0 | 2.0 | 0.0 | 0.1 |
| LnGrp Delay(d),s/veh | 35.3 | 38.7 | 0.0 | 35.4 | 42.7 | 0.0 | 48.0 | 68.2 | 0.0 | 5.2 | 0.0 | 4.4 |
| LnGrp LOS | D | D | | D | D | | D | E | | A | | A |
| Approach Vol, veh/h | | 133 | | | 158 | | | 6 | | | 226 | |
| Approach Delay, s/veh | | 38.3 | | | 42.7 | | | 64.8 | | | 5.2 | |
| Approach LOS | | D | | | D | | | E | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.1 | 15.2 | | 66.1 | 5.1 | 14.2 | | 4.6 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 17.0 | | 37.0 | 4.0 | 17.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 7.4 | | 5.8 | 2.6 | 9.3 | | 2.2 |
| Green Ext Time (p_c), s | 0.0 | 1.0 | | 0.7 | 0.0 | 0.8 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.6 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 33 | 271 | 3 | 1 | 690 | 80 | 0 | 0 | 2 | 31 | 5 | 36 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 36 | 295 | 3 | 1 | 750 | 87 | 0 | 0 | 2 | 34 | 5 | 39 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 679 | 1397 | 14 | 438 | 692 | 80 | 0 | 0 | 3 | 44 | 6 | 51 |
| Arrive On Green | 0.34 | 0.76 | 0.76 | 0.00 | 0.42 | 0.42 | 0.00 | 0.00 | 0.00 | 0.06 | 0.06 | 0.06 |
| Sat Flow, veh/h | 1774 | 1841 | 19 | 1774 | 1639 | 190 | 0 | 0 | 1583 | 731 | 108 | 839 |
| Grp Volume(v), veh/h | 36 | 0 | 298 | 1 | 0 | 837 | 0 | 0 | 2 | 78 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1859 | 1774 | 0 | 1829 | 0 | 0 | 1583 | 1678 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 38.0 | 0.0 | 0.0 | 0.1 | 4.1 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 4.1 | 0.0 | 0.0 | 38.0 | 0.0 | 0.0 | 0.1 | 4.1 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.10 | 0.00 | | 1.00 | 0.44 | | 0.50 |
| Lane Grp Cap(c), veh/h | 679 | 0 | 1411 | 438 | 0 | 772 | 0 | 0 | 3 | 101 | 0 | 0 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.21 | 0.00 | 0.00 | 1.08 | 0.00 | 0.00 | 0.58 | 0.77 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 679 | 0 | 1411 | 515 | 0 | 772 | 0 | 0 | 281 | 298 | 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) | 0.98 | 0.00 | 0.98 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 19.7 | 0.0 | 3.1 | 16.4 | 0.0 | 26.0 | 0.0 | 0.0 | 44.9 | 41.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 57.5 | 0.0 | 0.0 | 102.4 | 11.7 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.6 | 0.0 | 2.2 | 0.0 | 0.0 | 31.4 | 0.0 | 0.0 | 0.1 | 2.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 19.8 | 0.0 | 3.5 | 16.4 | 0.0 | 83.5 | 0.0 | 0.0 | 147.3 | 53.4 | 0.0 | 0.0 |
| LnGrp LOS | B | | A | B | | F | | | F | D | | |
| Approach Vol, veh/h | | 334 | | | 838 | | | 2 | | | 78 | |
| Approach Delay, s/veh | | 5.2 | | | 83.4 | | | 147.3 | | | 53.4 | |
| Approach LOS | | A | | | F | | | F | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.1 | 72.3 | | 9.4 | 34.4 | 42.0 | | 4.2 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 38.0 | | 16.0 | 4.0 | 38.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.0 | 6.1 | | 6.1 | 2.0 | 40.0 | | 2.1 |
| Green Ext Time (p_c), s | 0.0 | 1.9 | | 0.2 | 0.0 | 0.0 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 60.8 |
| HCM 2010 LOS | E |

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 289 | 0 | 0 | 720 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 314 | 0 | 0 | 783 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 314 | 0 | 1097 | 314 |
| Stage 1 | - | - | - | - | 314 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 | - |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |

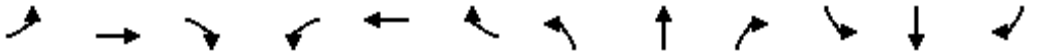
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 1246 | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | 0 | - | - | 0 | - |
| HCM Lane LOS | A | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 10 | 103 | 42 | 10 | 87 | 278 | 9 | 16 | 5 | 564 | 156 | 12 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 11 | 112 | 0 | 11 | 95 | 0 | 10 | 17 | 5 | 613 | 170 | 13 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 150 | 164 | 0 | 137 | 164 | 140 | 43 | 34 | 10 | 1240 | 1195 | 91 |
| Arrive On Green | 0.01 | 0.09 | 0.00 | 0.01 | 0.09 | 0.00 | 0.02 | 0.02 | 0.02 | 0.70 | 0.70 | 0.70 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1384 | 407 | 1774 | 1709 | 131 |
| Grp Volume(v), veh/h | 11 | 112 | 0 | 11 | 95 | 0 | 10 | 0 | 22 | 613 | 0 | 183 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1791 | 1774 | 0 | 1840 |
| Q Serve(g_s), s | 0.5 | 5.3 | 0.0 | 0.5 | 4.4 | 0.0 | 0.5 | 0.0 | 1.1 | 14.3 | 0.0 | 3.0 |
| Cycle Q Clear(g_c), s | 0.5 | 5.3 | 0.0 | 0.5 | 4.4 | 0.0 | 0.5 | 0.0 | 1.1 | 14.3 | 0.0 | 3.0 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.23 | 1.00 | | 0.07 |
| Lane Grp Cap(c), veh/h | 150 | 164 | 0 | 137 | 164 | 140 | 43 | 0 | 44 | 1240 | 0 | 1286 |
| V/C Ratio(X) | 0.07 | 0.68 | 0.00 | 0.08 | 0.58 | 0.00 | 0.23 | 0.00 | 0.50 | 0.49 | 0.00 | 0.14 |
| Avail Cap(c_a), veh/h | 210 | 352 | 0 | 197 | 352 | 299 | 315 | 0 | 318 | 1240 | 0 | 1286 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.93 | 0.93 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.9 | 39.8 | 0.0 | 36.9 | 39.4 | 0.0 | 43.1 | 0.0 | 43.4 | 6.2 | 0.0 | 4.5 |
| Incr Delay (d2), s/veh | 0.2 | 4.9 | 0.0 | 0.2 | 3.0 | 0.0 | 2.7 | 0.0 | 8.6 | 1.4 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 2.9 | 0.0 | 0.3 | 2.4 | 0.0 | 0.3 | 0.0 | 0.6 | 7.3 | 0.0 | 1.6 |
| LnGrp Delay(d),s/veh | 37.1 | 44.7 | 0.0 | 37.2 | 42.4 | 0.0 | 45.7 | 0.0 | 52.0 | 7.6 | 0.0 | 4.8 |
| LnGrp LOS | D | D | | D | D | | D | | D | A | | A |
| Approach Vol, veh/h | | 123 | | | 106 | | | 32 | | | 796 | |
| Approach Delay, s/veh | | 44.1 | | | 41.9 | | | 50.0 | | | 7.0 | |
| Approach LOS | | D | | | D | | | D | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 5.0 | 11.9 | | 66.9 | 5.0 | 11.9 | | 6.2 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 17.0 | | 37.0 | 4.0 | 17.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 7.3 | | 16.3 | 2.5 | 6.4 | | 3.1 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | | 3.1 | 0.0 | 0.7 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 16.1 |
| HCM 2010 LOS | B |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 623 | 25 | 52 | 349 | 85 | 1 | 1 | 7 | 84 | 46 | 26 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 26 | 677 | 27 | 57 | 379 | 92 | 1 | 1 | 8 | 91 | 50 | 28 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 808 | 1173 | 47 | 304 | 432 | 105 | 2 | 2 | 13 | 112 | 62 | 34 |
| Arrive On Green | 0.79 | 1.00 | 1.00 | 0.04 | 0.30 | 0.30 | 0.01 | 0.01 | 0.01 | 0.12 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1774 | 1779 | 71 | 1774 | 1449 | 352 | 163 | 163 | 1300 | 950 | 522 | 292 |
| Grp Volume(v), veh/h | 26 | 0 | 704 | 57 | 0 | 471 | 10 | 0 | 0 | 169 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1850 | 1774 | 0 | 1801 | 1625 | 0 | 0 | 1764 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 22.4 | 0.6 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 22.4 | 0.6 | 0.0 | 0.0 | 8.4 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.04 | 1.00 | | 0.20 | 0.10 | | 0.80 | 0.54 | | 0.17 |
| Lane Grp Cap(c), veh/h | 808 | 0 | 1220 | 304 | 0 | 537 | 16 | 0 | 0 | 208 | 0 | 0 |
| V/C Ratio(X) | 0.03 | 0.00 | 0.58 | 0.19 | 0.00 | 0.88 | 0.63 | 0.00 | 0.00 | 0.81 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 808 | 0 | 1220 | 321 | 0 | 760 | 289 | 0 | 0 | 314 | 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) | 0.83 | 0.00 | 0.83 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 5.2 | 0.0 | 0.0 | 24.4 | 0.0 | 30.0 | 44.4 | 0.0 | 0.0 | 38.7 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 1.7 | 0.3 | 0.0 | 8.4 | 33.9 | 0.0 | 0.0 | 9.3 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.1 | 0.0 | 0.6 | 1.1 | 0.0 | 12.4 | 0.4 | 0.0 | 0.0 | 4.6 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 5.2 | 0.0 | 1.7 | 24.7 | 0.0 | 38.4 | 78.3 | 0.0 | 0.0 | 48.0 | 0.0 | 0.0 |
| LnGrp LOS | A | | A | C | | D | E | | | D | | |
| Approach Vol, veh/h | | 730 | | | 528 | | | 10 | | | 169 | |
| Approach Delay, s/veh | | 1.8 | | | 37.0 | | | 78.3 | | | 48.0 | |
| Approach LOS | | A | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 7.2 | 63.3 | | 14.6 | 39.7 | 30.8 | | 4.9 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 38.0 | | 16.0 | 4.0 | 38.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 4.2 | 2.0 | | 10.4 | 2.0 | 24.4 | | 2.6 |
| Green Ext Time (p_c), s | 0.0 | 5.6 | | 0.4 | 0.9 | 2.4 | | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.7 |
| HCM 2010 LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 746 | 24 | 11 | 465 | 26 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 811 | 26 | 12 | 505 | 28 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 811 | 0 | 1340 | 811 |
| Stage 1 | - | - | - | - | 811 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 815 | - | 168 | 379 |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 815 | - | 166 | 379 |
| Mov Cap-2 Maneuver | - | - | - | - | 166 | - |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 582 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 28 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 166 | 379 | - | - | 815 | - |
| HCM Lane V/C Ratio | 0.17 | 0.017 | - | - | 0.015 | - |
| HCM Control Delay (s) | 31.1 | 14.7 | - | - | 9.5 | - |
| HCM Lane LOS | D | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 12 | 124 | 17 | 9 | 91 | 397 | 15 | 68 | 23 | 508 | 75 | 23 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 13 | 135 | 0 | 10 | 99 | 0 | 16 | 74 | 25 | 552 | 82 | 25 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 163 | 188 | 0 | 135 | 183 | 155 | 133 | 100 | 34 | 1129 | 873 | 266 |
| Arrive On Green | 0.01 | 0.10 | 0.00 | 0.01 | 0.10 | 0.00 | 0.08 | 0.08 | 0.08 | 0.64 | 0.64 | 0.64 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1333 | 450 | 1774 | 1371 | 418 |
| Grp Volume(v), veh/h | 13 | 135 | 0 | 10 | 99 | 0 | 16 | 0 | 99 | 552 | 0 | 107 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1783 | 1774 | 0 | 1789 |
| Q Serve(g_s), s | 0.6 | 6.3 | 0.0 | 0.5 | 4.6 | 0.0 | 0.8 | 0.0 | 4.9 | 14.8 | 0.0 | 2.1 |
| Cycle Q Clear(g_c), s | 0.6 | 6.3 | 0.0 | 0.5 | 4.6 | 0.0 | 0.8 | 0.0 | 4.9 | 14.8 | 0.0 | 2.1 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.25 | 1.00 | | 0.23 |
| Lane Grp Cap(c), veh/h | 163 | 188 | 0 | 135 | 183 | 155 | 133 | 0 | 134 | 1129 | 0 | 1139 |
| V/C Ratio(X) | 0.08 | 0.72 | 0.00 | 0.07 | 0.54 | 0.00 | 0.12 | 0.00 | 0.74 | 0.49 | 0.00 | 0.09 |
| Avail Cap(c_a), veh/h | 220 | 352 | 0 | 197 | 352 | 299 | 315 | 0 | 317 | 1129 | 0 | 1139 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.82 | 0.82 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.0 | 39.2 | 0.0 | 36.2 | 38.7 | 0.0 | 38.8 | 0.0 | 40.7 | 8.6 | 0.0 | 6.3 |
| Incr Delay (d2), s/veh | 0.2 | 5.1 | 0.0 | 0.2 | 2.0 | 0.0 | 0.4 | 0.0 | 7.7 | 1.5 | 0.0 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.3 | 3.5 | 0.0 | 0.2 | 2.4 | 0.0 | 0.4 | 0.0 | 2.7 | 7.7 | 0.0 | 1.1 |
| LnGrp Delay(d),s/veh | 36.2 | 44.4 | 0.0 | 36.4 | 40.7 | 0.0 | 39.2 | 0.0 | 48.4 | 10.1 | 0.0 | 6.5 |
| LnGrp LOS | D | D | | D | D | | D | | D | B | | A |
| Approach Vol, veh/h | | 148 | | | 109 | | | 115 | | | 659 | |
| Approach Delay, s/veh | | 43.6 | | | 40.3 | | | 47.1 | | | 9.6 | |
| Approach LOS | | D | | | D | | | D | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 4.9 | 13.1 | | 61.3 | 5.1 | 12.8 | | 10.8 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 17.0 | | 37.0 | 4.0 | 17.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 8.3 | | 16.8 | 2.6 | 6.6 | | 6.9 |
| Green Ext Time (p_c), s | 0.0 | 0.7 | | 2.4 | 0.0 | 0.8 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.9 |
| HCM 2010 LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 32 | 593 | 30 | 14 | 470 | 122 | 3 | 6 | 38 | 77 | 8 | 24 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 35 | 645 | 33 | 15 | 511 | 133 | 3 | 7 | 41 | 84 | 9 | 26 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 644 | 1196 | 61 | 353 | 551 | 143 | 4 | 9 | 52 | 108 | 12 | 33 |
| Arrive On Green | 0.62 | 1.00 | 1.00 | 0.01 | 0.39 | 0.39 | 0.04 | 0.04 | 0.04 | 0.09 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1774 | 1757 | 90 | 1774 | 1426 | 371 | 96 | 223 | 1308 | 1224 | 131 | 379 |
| Grp Volume(v), veh/h | 35 | 0 | 678 | 15 | 0 | 644 | 51 | 0 | 0 | 119 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1847 | 1774 | 0 | 1797 | 1627 | 0 | 0 | 1735 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 30.8 | 2.8 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 30.8 | 2.8 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.21 | 0.06 | | 0.80 | 0.71 | | 0.22 |
| Lane Grp Cap(c), veh/h | 644 | 0 | 1258 | 353 | 0 | 694 | 64 | 0 | 0 | 153 | 0 | 0 |
| V/C Ratio(X) | 0.05 | 0.00 | 0.54 | 0.04 | 0.00 | 0.93 | 0.80 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 644 | 0 | 1258 | 408 | 0 | 759 | 289 | 0 | 0 | 308 | 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) | 0.84 | 0.00 | 0.84 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.5 | 0.0 | 0.0 | 18.4 | 0.0 | 26.4 | 42.9 | 0.0 | 0.0 | 40.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 16.7 | 19.5 | 0.0 | 0.0 | 8.3 | 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 | 0.3 | 0.0 | 0.5 | 0.2 | 0.0 | 18.4 | 1.6 | 0.0 | 0.0 | 3.3 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 11.5 | 0.0 | 1.4 | 18.4 | 0.0 | 43.2 | 62.4 | 0.0 | 0.0 | 48.5 | 0.0 | 0.0 |
| LnGrp LOS | B | | A | B | | D | E | | | D | | |
| Approach Vol, veh/h | | 713 | | | 659 | | | 51 | | | 119 | |
| Approach Delay, s/veh | | 1.9 | | | 42.6 | | | 62.4 | | | 48.5 | |
| Approach LOS | | A | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 5.3 | 65.3 | | 11.9 | 31.8 | 38.8 | | 7.5 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 38.0 | | 16.0 | 4.0 | 38.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 2.0 | | 8.0 | 2.0 | 32.8 | | 4.8 |
| Green Ext Time (p_c), s | 0.0 | 5.3 | | 0.3 | 0.9 | 1.9 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.9 |
| HCM 2010 LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 534 | 117 | 82 | 504 | 113 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 580 | 127 | 89 | 548 | 123 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 580 | 0 | 1306 | 580 |
| Stage 1 | - | - | - | - | 580 | - |
| Stage 2 | - | - | - | - | 726 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 994 | - | 176 | 514 |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 479 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 994 | - | 160 | 514 |
| Mov Cap-2 Maneuver | - | - | - | - | 160 | - |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 436 | - |

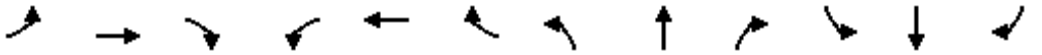
| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.3 | 67.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 160 | 514 | - | - | 994 | - |
| HCM Lane V/C Ratio | 0.768 | 0.042 | - | - | 0.09 | - |
| HCM Control Delay (s) | 77.7 | 12.3 | - | - | 9 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 4.9 | 0.1 | - | - | 0.3 | - |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 18 | 102 | 11 | 13 | 80 | 461 | 9 | 77 | 16 | 489 | 64 | 8 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 20 | 111 | 0 | 14 | 87 | 0 | 10 | 84 | 17 | 532 | 70 | 9 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 160 | 162 | 0 | 141 | 154 | 131 | 133 | 113 | 23 | 1148 | 1047 | 135 |
| Arrive On Green | 0.02 | 0.09 | 0.00 | 0.01 | 0.08 | 0.00 | 0.07 | 0.07 | 0.07 | 0.65 | 0.65 | 0.65 |
| Sat Flow, veh/h | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 1505 | 304 | 1774 | 1618 | 208 |
| Grp Volume(v), veh/h | 20 | 111 | 0 | 14 | 87 | 0 | 10 | 0 | 101 | 532 | 0 | 79 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 0 | 1774 | 1863 | 1583 | 1774 | 0 | 1809 | 1774 | 0 | 1826 |
| Q Serve(g_s), s | 0.9 | 5.2 | 0.0 | 0.6 | 4.0 | 0.0 | 0.5 | 0.0 | 4.9 | 13.6 | 0.0 | 1.4 |
| Cycle Q Clear(g_c), s | 0.9 | 5.2 | 0.0 | 0.6 | 4.0 | 0.0 | 0.5 | 0.0 | 4.9 | 13.6 | 0.0 | 1.4 |
| Prop In Lane | 1.00 | | 0.00 | 1.00 | | 1.00 | 1.00 | | 0.17 | 1.00 | | 0.11 |
| Lane Grp Cap(c), veh/h | 160 | 162 | 0 | 141 | 154 | 131 | 133 | 0 | 136 | 1148 | 0 | 1181 |
| V/C Ratio(X) | 0.12 | 0.68 | 0.00 | 0.10 | 0.56 | 0.00 | 0.08 | 0.00 | 0.74 | 0.46 | 0.00 | 0.07 |
| Avail Cap(c_a), veh/h | 208 | 352 | 0 | 196 | 352 | 299 | 315 | 0 | 322 | 1148 | 0 | 1181 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.00 | 0.82 | 0.82 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Uniform Delay (d), s/veh | 36.9 | 39.9 | 0.0 | 37.2 | 39.7 | 0.0 | 38.7 | 0.0 | 40.8 | 8.0 | 0.0 | 5.9 |
| Incr Delay (d2), s/veh | 0.3 | 5.0 | 0.0 | 0.3 | 2.6 | 0.0 | 0.2 | 0.0 | 7.8 | 1.3 | 0.0 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile BackOfQ(50%),veh/ln | 0.5 | 2.9 | 0.0 | 0.3 | 2.2 | 0.0 | 0.2 | 0.0 | 2.8 | 6.9 | 0.0 | 0.8 |
| LnGrp Delay(d),s/veh | 37.3 | 44.9 | 0.0 | 37.5 | 42.4 | 0.0 | 39.0 | 0.0 | 48.6 | 9.4 | 0.0 | 6.0 |
| LnGrp LOS | D | D | | D | D | | D | | D | A | | A |
| Approach Vol, veh/h | | 131 | | | 101 | | | 111 | | | 611 | |
| Approach Delay, s/veh | | 43.7 | | | 41.7 | | | 47.7 | | | 8.9 | |
| Approach LOS | | D | | | D | | | D | | | A | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 5.2 | 11.8 | | 62.2 | 5.6 | 11.5 | | 10.7 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 17.0 | | 37.0 | 4.0 | 17.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.6 | 7.2 | | 15.6 | 2.9 | 6.0 | | 6.9 |
| Green Ext Time (p_c), s | 0.0 | 0.6 | | 2.1 | 0.0 | 0.7 | | 0.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 21.7 |
| HCM 2010 LOS | C |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 24 | 598 | 19 | 15 | 485 | 131 | 6 | 6 | 19 | 79 | 3 | 26 |
| Number | 5 | 2 | 12 | 1 | 6 | 16 | 3 | 8 | 18 | 7 | 4 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus, Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln | 1863 | 1863 | 1900 | 1863 | 1863 | 1900 | 1900 | 1863 | 1900 | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h | 26 | 650 | 21 | 16 | 527 | 142 | 7 | 7 | 21 | 86 | 3 | 28 |
| Adj No. of Lanes | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Percent Heavy Veh, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Cap, veh/h | 647 | 1247 | 40 | 364 | 562 | 151 | 9 | 9 | 26 | 110 | 4 | 36 |
| Arrive On Green | 0.62 | 1.00 | 1.00 | 0.01 | 0.40 | 0.40 | 0.03 | 0.03 | 0.03 | 0.09 | 0.09 | 0.09 |
| Sat Flow, veh/h | 1774 | 1795 | 58 | 1774 | 1414 | 381 | 334 | 334 | 1002 | 1269 | 44 | 413 |
| Grp Volume(v), veh/h | 26 | 0 | 671 | 16 | 0 | 669 | 35 | 0 | 0 | 117 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 0 | 1853 | 1774 | 0 | 1795 | 1669 | 0 | 0 | 1726 | 0 | 0 |
| Q Serve(g_s), s | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 32.2 | 1.9 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 32.2 | 1.9 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.03 | 1.00 | | 0.21 | 0.20 | | 0.60 | 0.74 | | 0.24 |
| Lane Grp Cap(c), veh/h | 647 | 0 | 1287 | 364 | 0 | 714 | 43 | 0 | 0 | 150 | 0 | 0 |
| V/C Ratio(X) | 0.04 | 0.00 | 0.52 | 0.04 | 0.00 | 0.94 | 0.81 | 0.00 | 0.00 | 0.78 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 647 | 0 | 1287 | 417 | 0 | 758 | 297 | 0 | 0 | 307 | 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) | 0.87 | 0.00 | 0.87 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 11.3 | 0.0 | 0.0 | 17.7 | 0.0 | 26.0 | 43.6 | 0.0 | 0.0 | 40.2 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 18.6 | 28.6 | 0.0 | 0.0 | 8.5 | 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 | 0.0 | 0.5 | 0.3 | 0.0 | 19.5 | 1.2 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 |
| LnGrp Delay(d),s/veh | 11.3 | 0.0 | 1.3 | 17.8 | 0.0 | 44.6 | 72.2 | 0.0 | 0.0 | 48.7 | 0.0 | 0.0 |
| LnGrp LOS | B | | A | B | | D | E | | | D | | |
| Approach Vol, veh/h | | 697 | | | 685 | | | 35 | | | 117 | |
| Approach Delay, s/veh | | 1.7 | | | 44.0 | | | 72.2 | | | 48.7 | |
| Approach LOS | | A | | | D | | | E | | | D | |

| Timer | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 2 | | 4 | 5 | 6 | | 8 |
| Phs Duration (G+Y+Rc), s | 5.3 | 66.5 | | 11.8 | 32.1 | 39.8 | | 6.3 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 |
| Max Green Setting (Gmax), s | 4.0 | 38.0 | | 16.0 | 4.0 | 38.0 | | 16.0 |
| Max Q Clear Time (g_c+I1), s | 2.5 | 2.0 | | 8.0 | 2.0 | 34.2 | | 3.9 |
| Green Ext Time (p_c), s | 0.0 | 5.2 | | 0.3 | 0.9 | 1.6 | | 0.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.8 |
| HCM 2010 LOS | C |

| Intersection | |
|---|---|
| Int Delay, s/veh | 24 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 514 | 167 | 46 | 452 | 218 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 559 | 182 | 50 | 491 | 237 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 559 | 0 | 1150 | 559 |
| Stage 1 | - | - | - | - | 559 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1012 | - | ~ 219 | 529 |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1012 | - | ~ 208 | 529 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 208 | - |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 526 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 140.5 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 208 | 529 | - | - | 1012 | - |
| HCM Lane V/C Ratio | 1.139 | 0.043 | - | - | 0.049 | - |
| HCM Control Delay (s) | 152.9 | 12.1 | - | - | 8.7 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 11.4 | 0.1 | - | - | 0.2 | - |

Notes

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

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.2 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 134 | 788 | 6 | 226 |
| Demand Flow Rate, veh/h | 136 | 804 | 6 | 230 |
| Vehicles Circulating, veh/h | 224 | 19 | 354 | 162 |
| Vehicles Exiting, veh/h | 168 | 341 | 6 | 661 |
| 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 | 5.5 | 15.1 | 4.7 | 6.2 |
| Approach LOS | A | C | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 136 | 804 | 6 | 230 |
| Cap Entry Lane, veh/h | 903 | 1109 | 793 | 961 |
| Entry HV Adj Factor | 0.982 | 0.980 | 0.984 | 0.982 |
| Flow Entry, veh/h | 134 | 788 | 6 | 226 |
| Cap Entry, veh/h | 887 | 1086 | 780 | 944 |
| V/C Ratio | 0.151 | 0.725 | 0.008 | 0.239 |
| Control Delay, s/veh | 5.5 | 15.1 | 4.7 | 6.2 |
| LOS | A | C | A | A |
| 95th %tile Queue, veh | 1 | 7 | 0 | 1 |

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

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 33 | 271 | 3 | 1 | 690 | 80 | 0 | 0 | 2 | 31 | 5 | 36 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 295 | 3 | 1 | 750 | 87 | 0 | 0 | 2 | 34 | 5 | 39 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 837 | 0 | 0 | 298 | 0 | 0 | 1186 | 1207 | 296 | 1165 | 1166 | 793 |
| Stage 1 | - | - | - | - | - | - | 368 | 368 | - | 796 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 818 | 839 | - | 369 | 370 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 166 | 183 | 743 | 171 | 194 | 389 |
| Stage 1 | - | - | - | - | - | - | 652 | 621 | - | 380 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 370 | 381 | - | 651 | 620 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 797 | - | - | 1263 | - | - | 141 | 175 | 743 | 165 | 185 | 389 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 141 | 175 | - | 165 | 185 | - |
| Stage 1 | - | - | - | - | - | - | 623 | 593 | - | 363 | 399 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 381 | - | 620 | 592 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1 | 0 | 9.9 | 27.9 |
| HCM LOS | | | A | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 743 | 797 | - | - | 1263 | - | - | 234 |
| HCM Lane V/C Ratio | 0.003 | 0.045 | - | - | 0.001 | - | - | 0.334 |
| HCM Control Delay (s) | 9.9 | 9.7 | - | - | 7.9 | - | - | 27.9 |
| HCM Lane LOS | A | A | - | - | A | - | - | D |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.4 |

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

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 289 | 0 | 0 | 720 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 314 | 0 | 0 | 783 | 0 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 314 | 0 | 1097 | 314 |
| Stage 1 | - | - | - | - | 314 | - |
| Stage 2 | - | - | - | - | 783 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1246 | - | 236 | 726 |
| Mov Cap-2 Maneuver | - | - | - | - | 236 | - |
| Stage 1 | - | - | - | - | 741 | - |
| Stage 2 | - | - | - | - | 450 | - |

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

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | 1246 | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | 0 | - | - | 0 | - |
| HCM Lane LOS | A | A | - | - | A | - |
| HCM 95th %tile Q(veh) | - | - | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.7 |
| Intersection LOS | C |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 169 | 408 | 32 | 796 |
| Demand Flow Rate, veh/h | 172 | 416 | 32 | 811 |
| Vehicles Circulating, veh/h | 809 | 38 | 750 | 118 |
| Vehicles Exiting, veh/h | 120 | 744 | 231 | 336 |
| 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 | 12.7 | 7.4 | 7.5 | 21.0 |
| Approach LOS | B | A | A | C |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 172 | 416 | 32 | 811 |
| Cap Entry Lane, veh/h | 503 | 1088 | 534 | 1004 |
| Entry HV Adj Factor | 0.981 | 0.981 | 0.990 | 0.981 |
| Flow Entry, veh/h | 169 | 408 | 32 | 796 |
| Cap Entry, veh/h | 494 | 1067 | 528 | 985 |
| V/C Ratio | 0.342 | 0.382 | 0.060 | 0.808 |
| Control Delay, s/veh | 12.7 | 7.4 | 7.5 | 21.0 |
| LOS | B | A | A | C |
| 95th %tile Queue, veh | 2 | 2 | 0 | 9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 19.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 623 | 25 | 52 | 349 | 85 | 1 | 1 | 7 | 84 | 46 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 677 | 27 | 57 | 379 | 92 | 1 | 1 | 8 | 91 | 50 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 472 | 0 | 0 | 704 | 0 | 0 | 1321 | 1328 | 691 | 1286 | 1296 | 426 |
| Stage 1 | - | - | - | - | - | - | 743 | 743 | - | 539 | 539 | - |
| Stage 2 | - | - | - | - | - | - | 578 | 585 | - | 747 | 757 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 134 | 155 | 445 | 141 | 162 | 628 |
| Stage 1 | - | - | - | - | - | - | 407 | 422 | - | 527 | 522 | - |
| Stage 2 | - | - | - | - | - | - | 501 | 498 | - | 405 | 416 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1090 | - | - | 894 | - | - | 89 | 142 | 445 | 129 | 148 | 628 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 89 | 142 | - | 129 | 148 | - |
| Stage 1 | - | - | - | - | - | - | 397 | 412 | - | 514 | 489 | - |
| Stage 2 | - | - | - | - | - | - | 402 | 466 | - | 388 | 406 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 1 | 19.1 | 158.4 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 265 | 1090 | - | - | 894 | - | - | 155 |
| HCM Lane V/C Ratio | 0.037 | 0.024 | - | - | 0.063 | - | - | 1.094 |
| HCM Control Delay (s) | 19.1 | 8.4 | - | - | 9.3 | - | - | 158.4 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0.2 | - | - | 8.9 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 746 | 24 | 11 | 465 | 26 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 811 | 26 | 12 | 505 | 28 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 811 | 0 | 1340 | 811 |
| Stage 1 | - | - | - | - | 811 | - |
| Stage 2 | - | - | - | - | 529 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 815 | - | 168 | 379 |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 815 | - | 166 | 379 |
| Mov Cap-2 Maneuver | - | - | - | - | 166 | - |
| Stage 1 | - | - | - | - | 437 | - |
| Stage 2 | - | - | - | - | 582 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 28 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 166 | 379 | - | - | 815 | - |
| HCM Lane V/C Ratio | 0.17 | 0.017 | - | - | 0.015 | - |
| HCM Control Delay (s) | 31.1 | 14.7 | - | - | 9.5 | - |
| HCM Lane LOS | D | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.1 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 166 | 541 | 115 | 659 |
| Demand Flow Rate, veh/h | 169 | 552 | 117 | 673 |
| Vehicles Circulating, veh/h | 657 | 104 | 714 | 127 |
| Vehicles Exiting, veh/h | 142 | 726 | 112 | 529 |
| 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 | 10.2 | 10.5 | 9.5 | 14.4 |
| Approach LOS | B | B | A | B |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 169 | 552 | 117 | 673 |
| Cap Entry Lane, veh/h | 586 | 1018 | 553 | 995 |
| Entry HV Adj Factor | 0.984 | 0.980 | 0.979 | 0.980 |
| Flow Entry, veh/h | 166 | 541 | 115 | 659 |
| Cap Entry, veh/h | 576 | 998 | 542 | 975 |
| V/C Ratio | 0.289 | 0.542 | 0.211 | 0.676 |
| Control Delay, s/veh | 10.2 | 10.5 | 9.5 | 14.4 |
| LOS | B | B | A | B |
| 95th %tile Queue, veh | 1 | 3 | 1 | 6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 10.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 32 | 593 | 30 | 14 | 470 | 122 | 3 | 6 | 38 | 77 | 8 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 645 | 33 | 15 | 511 | 133 | 3 | 7 | 41 | 84 | 9 | 26 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 643 | 0 | 0 | 677 | 0 | 0 | 1355 | 1404 | 661 | 1362 | 1355 | 577 |
| Stage 1 | - | - | - | - | - | - | 730 | 730 | - | 608 | 608 | - |
| Stage 2 | - | - | - | - | - | - | 625 | 674 | - | 754 | 747 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 942 | - | - | 915 | - | - | 127 | 140 | 462 | 125 | 149 | 516 |
| Stage 1 | - | - | - | - | - | - | 414 | 428 | - | 483 | 486 | - |
| Stage 2 | - | - | - | - | - | - | 473 | 454 | - | 401 | 420 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 942 | - | - | 915 | - | - | 110 | 133 | 462 | 105 | 141 | 516 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 110 | 133 | - | 105 | 141 | - |
| Stage 1 | - | - | - | - | - | - | 399 | 412 | - | 465 | 478 | - |
| Stage 2 | - | - | - | - | - | - | 434 | 447 | - | 346 | 404 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0.2 | 19.2 | 121.2 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 304 | 942 | - | - | 915 | - | - | 130 |
| HCM Lane V/C Ratio | 0.168 | 0.037 | - | - | 0.017 | - | - | 0.911 |
| HCM Control Delay (s) | 19.2 | 9 | - | - | 9 | - | - | 121.2 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.6 | 0.1 | - | - | 0.1 | - | - | 6 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 534 | 117 | 82 | 504 | 113 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 580 | 127 | 89 | 548 | 123 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 580 | 0 | 1306 | 580 |
| Stage 1 | - | - | - | - | 580 | - |
| Stage 2 | - | - | - | - | 726 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 994 | - | 176 | 514 |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 479 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 994 | - | 160 | 514 |
| Mov Cap-2 Maneuver | - | - | - | - | 160 | - |
| Stage 1 | - | - | - | - | 560 | - |
| Stage 2 | - | - | - | - | 436 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.3 | 67.9 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 160 | 514 | - | - | 994 | - |
| HCM Lane V/C Ratio | 0.768 | 0.042 | - | - | 0.09 | - |
| HCM Control Delay (s) | 77.7 | 12.3 | - | - | 9 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 4.9 | 0.1 | - | - | 0.3 | - |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 143 | 602 | 111 | 611 |
| Demand Flow Rate, veh/h | 145 | 614 | 113 | 623 |
| Vehicles Circulating, veh/h | 628 | 116 | 676 | 113 |
| Vehicles Exiting, veh/h | 108 | 673 | 97 | 617 |
| 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 | 9.2 | 12.2 | 8.9 | 12.4 |
| Approach LOS | A | B | A | B |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 145 | 614 | 113 | 623 |
| Cap Entry Lane, veh/h | 603 | 1006 | 575 | 1009 |
| Entry HV Adj Factor | 0.985 | 0.981 | 0.985 | 0.980 |
| Flow Entry, veh/h | 143 | 602 | 111 | 611 |
| Cap Entry, veh/h | 594 | 987 | 566 | 989 |
| V/C Ratio | 0.240 | 0.610 | 0.197 | 0.617 |
| Control Delay, s/veh | 9.2 | 12.2 | 8.9 | 12.4 |
| LOS | A | B | A | B |
| 95th %tile Queue, veh | 1 | 4 | 1 | 4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 8.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 24 | 598 | 19 | 15 | 485 | 131 | 6 | 6 | 19 | 79 | 3 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 75 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 650 | 21 | 16 | 527 | 142 | 7 | 7 | 21 | 86 | 3 | 28 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 670 | 0 | 0 | 671 | 0 | 0 | 1360 | 1415 | 660 | 1357 | 1354 | 598 |
| Stage 1 | - | - | - | - | - | - | 713 | 713 | - | 631 | 631 | - |
| Stage 2 | - | - | - | - | - | - | 647 | 702 | - | 726 | 723 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 920 | - | - | 919 | - | - | 126 | 137 | 463 | 126 | 150 | 502 |
| Stage 1 | - | - | - | - | - | - | 423 | 435 | - | 469 | 474 | - |
| Stage 2 | - | - | - | - | - | - | 460 | 440 | - | 416 | 431 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 920 | - | - | 919 | - | - | 113 | 131 | 463 | 112 | 143 | 502 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 113 | 131 | - | 112 | 143 | - |
| Stage 1 | - | - | - | - | - | - | 411 | 423 | - | 456 | 466 | - |
| Stage 2 | - | - | - | - | - | - | 424 | 432 | - | 380 | 419 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.3 | 0.2 | 24.1 | 101.1 |
| HCM LOS | | | C | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 222 | 920 | - | - | 919 | - | - | 139 |
| HCM Lane V/C Ratio | 0.152 | 0.028 | - | - | 0.018 | - | - | 0.845 |
| HCM Control Delay (s) | 24.1 | 9 | - | - | 9 | - | - | 101.1 |
| HCM Lane LOS | C | A | - | - | A | - | - | F |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0.1 | - | - | 5.4 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 24 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 514 | 167 | 46 | 452 | 218 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 100 | 75 | - | 50 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 559 | 182 | 50 | 491 | 237 | 23 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 559 | 0 | 1150 | 559 |
| Stage 1 | - | - | - | - | 559 | - |
| Stage 2 | - | - | - | - | 591 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1012 | - | ~ 219 | 529 |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 553 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1012 | - | ~ 208 | 529 |
| Mov Cap-2 Maneuver | - | - | - | - | ~ 208 | - |
| Stage 1 | - | - | - | - | 572 | - |
| Stage 2 | - | - | - | - | 526 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.8 | 140.5 |
| HCM LOS | | | F |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 208 | 529 | - | - | 1012 | - |
| HCM Lane V/C Ratio | 1.139 | 0.043 | - | - | 0.049 | - |
| HCM Control Delay (s) | 152.9 | 12.1 | - | - | 8.7 | - |
| HCM Lane LOS | F | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 11.4 | 0.1 | - | - | 0.2 | - |

Notes

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

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.2 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 134 | 788 | 6 | 226 |
| Demand Flow Rate, veh/h | 136 | 804 | 6 | 230 |
| Vehicles Circulating, veh/h | 224 | 19 | 354 | 162 |
| Vehicles Exiting, veh/h | 168 | 341 | 6 | 661 |
| 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 | 5.5 | 15.1 | 4.7 | 6.2 |
| Approach LOS | A | C | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 136 | 804 | 6 | 230 |
| Cap Entry Lane, veh/h | 903 | 1109 | 793 | 961 |
| Entry HV Adj Factor | 0.982 | 0.980 | 0.984 | 0.982 |
| Flow Entry, veh/h | 134 | 788 | 6 | 226 |
| Cap Entry, veh/h | 887 | 1086 | 780 | 944 |
| V/C Ratio | 0.151 | 0.725 | 0.008 | 0.239 |
| Control Delay, s/veh | 5.5 | 15.1 | 4.7 | 6.2 |
| LOS | A | C | A | A |
| 95th %tile Queue, veh | 1 | 7 | 0 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 14.6 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 334 | 838 | 2 | 78 |
| Demand Flow Rate, veh/h | 341 | 855 | 2 | 80 |
| Vehicles Circulating, veh/h | 41 | 37 | 373 | 766 |
| Vehicles Exiting, veh/h | 805 | 338 | 9 | 126 |
| 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 | 6.5 | 18.4 | 4.7 | 9.1 |
| Approach LOS | A | C | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 341 | 855 | 2 | 80 |
| Cap Entry Lane, veh/h | 1085 | 1089 | 778 | 525 |
| Entry HV Adj Factor | 0.980 | 0.980 | 1.000 | 0.974 |
| Flow Entry, veh/h | 334 | 838 | 2 | 78 |
| Cap Entry, veh/h | 1063 | 1067 | 778 | 511 |
| V/C Ratio | 0.314 | 0.785 | 0.003 | 0.152 |
| Control Delay, s/veh | 6.5 | 18.4 | 4.7 | 9.1 |
| LOS | A | C | A | A |
| 95th %tile Queue, veh | 1 | 8 | 0 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Approach | EB | WB | NB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 314 | 783 | 0 |
| Demand Flow Rate, veh/h | 320 | 799 | 0 |
| Vehicles Circulating, veh/h | 0 | 0 | 320 |
| Vehicles Exiting, veh/h | 799 | 320 | 0 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 5.9 | 14.2 | 0.0 |
| Approach LOS | A | B | - |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | TR | LT | LR |
| Assumed Moves | TR | LT | LR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 320 | 799 | 0 |
| Cap Entry Lane, veh/h | 1130 | 1130 | 821 |
| Entry HV Adj Factor | 0.980 | 0.980 | 1.000 |
| Flow Entry, veh/h | 314 | 783 | 0 |
| Cap Entry, veh/h | 1108 | 1108 | 821 |
| V/C Ratio | 0.283 | 0.707 | 0.000 |
| Control Delay, s/veh | 5.9 | 14.2 | 4.4 |
| LOS | A | B | A |
| 95th %tile Queue, veh | 1 | 6 | 0 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.7 |
| Intersection LOS | C |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 169 | 408 | 32 | 796 |
| Demand Flow Rate, veh/h | 172 | 416 | 32 | 811 |
| Vehicles Circulating, veh/h | 809 | 38 | 750 | 118 |
| Vehicles Exiting, veh/h | 120 | 744 | 231 | 336 |
| 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 | 12.7 | 7.4 | 7.5 | 21.0 |
| Approach LOS | B | A | A | C |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 172 | 416 | 32 | 811 |
| Cap Entry Lane, veh/h | 503 | 1088 | 534 | 1004 |
| Entry HV Adj Factor | 0.981 | 0.981 | 0.990 | 0.981 |
| Flow Entry, veh/h | 169 | 408 | 32 | 796 |
| Cap Entry, veh/h | 494 | 1067 | 528 | 985 |
| V/C Ratio | 0.342 | 0.382 | 0.060 | 0.808 |
| Control Delay, s/veh | 12.7 | 7.4 | 7.5 | 21.0 |
| LOS | B | A | A | C |
| 95th %tile Queue, veh | 2 | 2 | 0 | 9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.7 |
| Intersection LOS | C |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 730 | 528 | 10 | 169 |
| Demand Flow Rate, veh/h | 746 | 539 | 10 | 173 |
| Vehicles Circulating, veh/h | 202 | 29 | 811 | 446 |
| Vehicles Exiting, veh/h | 417 | 792 | 137 | 122 |
| 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 | 22.4 | 9.0 | 7.4 | 7.9 |
| Approach LOS | C | A | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 746 | 539 | 10 | 173 |
| Cap Entry Lane, veh/h | 923 | 1098 | 502 | 723 |
| Entry HV Adj Factor | 0.979 | 0.980 | 0.998 | 0.977 |
| Flow Entry, veh/h | 730 | 528 | 10 | 169 |
| Cap Entry, veh/h | 904 | 1076 | 501 | 707 |
| V/C Ratio | 0.808 | 0.491 | 0.020 | 0.239 |
| Control Delay, s/veh | 22.4 | 9.0 | 7.4 | 7.9 |
| LOS | C | A | A | A |
| 95th %tile Queue, veh | 9 | 3 | 0 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.7 |
| Intersection LOS | B |

| Approach | EB | WB | NB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 837 | 517 | 35 |
| Demand Flow Rate, veh/h | 854 | 527 | 36 |
| Vehicles Circulating, veh/h | 12 | 29 | 827 |
| Vehicles Exiting, veh/h | 544 | 834 | 39 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 16.9 | 8.8 | 8.4 |
| Approach LOS | C | A | A |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | TR | LT | LR |
| Assumed Moves | TR | LT | LR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 854 | 527 | 36 |
| Cap Entry Lane, veh/h | 1116 | 1098 | 494 |
| Entry HV Adj Factor | 0.980 | 0.981 | 0.972 |
| Flow Entry, veh/h | 837 | 517 | 35 |
| Cap Entry, veh/h | 1094 | 1077 | 480 |
| V/C Ratio | 0.765 | 0.480 | 0.073 |
| Control Delay, s/veh | 16.9 | 8.8 | 8.4 |
| LOS | C | A | A |
| 95th %tile Queue, veh | 8 | 3 | 0 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.1 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 166 | 541 | 115 | 659 |
| Demand Flow Rate, veh/h | 169 | 552 | 117 | 673 |
| Vehicles Circulating, veh/h | 657 | 104 | 714 | 127 |
| Vehicles Exiting, veh/h | 142 | 726 | 112 | 529 |
| 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 | 10.2 | 10.5 | 9.5 | 14.4 |
| Approach LOS | B | B | A | B |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 169 | 552 | 117 | 673 |
| Cap Entry Lane, veh/h | 586 | 1018 | 553 | 995 |
| Entry HV Adj Factor | 0.984 | 0.980 | 0.979 | 0.980 |
| Flow Entry, veh/h | 166 | 541 | 115 | 659 |
| Cap Entry, veh/h | 576 | 998 | 542 | 975 |
| V/C Ratio | 0.289 | 0.542 | 0.211 | 0.676 |
| Control Delay, s/veh | 10.2 | 10.5 | 9.5 | 14.4 |
| LOS | B | B | A | B |
| 95th %tile Queue, veh | 1 | 3 | 1 | 6 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.4 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 713 | 659 | 51 | 119 |
| Demand Flow Rate, veh/h | 728 | 672 | 52 | 122 |
| Vehicles Circulating, veh/h | 110 | 46 | 780 | 539 |
| Vehicles Exiting, veh/h | 551 | 786 | 58 | 179 |
| 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 | 15.9 | 12.0 | 8.4 | 7.8 |
| Approach LOS | C | B | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 728 | 672 | 52 | 122 |
| Cap Entry Lane, veh/h | 1012 | 1079 | 518 | 659 |
| Entry HV Adj Factor | 0.980 | 0.980 | 0.978 | 0.974 |
| Flow Entry, veh/h | 713 | 659 | 51 | 119 |
| Cap Entry, veh/h | 992 | 1058 | 507 | 642 |
| V/C Ratio | 0.719 | 0.623 | 0.100 | 0.185 |
| Control Delay, s/veh | 15.9 | 12.0 | 8.4 | 7.8 |
| LOS | C | B | A | A |
| 95th %tile Queue, veh | 6 | 5 | 0 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.7 |
| Intersection LOS | B |

| Approach | EB | WB | NB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 707 | 637 | 145 |
| Demand Flow Rate, veh/h | 722 | 650 | 147 |
| Vehicles Circulating, veh/h | 91 | 125 | 592 |
| Vehicles Exiting, veh/h | 684 | 614 | 221 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 14.9 | 13.6 | 8.8 |
| Approach LOS | B | B | A |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | TR | LT | LR |
| Assumed Moves | TR | LT | LR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 722 | 650 | 147 |
| Cap Entry Lane, veh/h | 1032 | 997 | 625 |
| Entry HV Adj Factor | 0.980 | 0.980 | 0.986 |
| Flow Entry, veh/h | 707 | 637 | 145 |
| Cap Entry, veh/h | 1011 | 977 | 617 |
| V/C Ratio | 0.700 | 0.652 | 0.235 |
| Control Delay, s/veh | 14.9 | 13.6 | 8.8 |
| LOS | B | B | A |
| 95th %tile Queue, veh | 6 | 5 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 11.8 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 143 | 602 | 111 | 611 |
| Demand Flow Rate, veh/h | 145 | 614 | 113 | 623 |
| Vehicles Circulating, veh/h | 628 | 116 | 676 | 113 |
| Vehicles Exiting, veh/h | 108 | 673 | 97 | 617 |
| 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 | 9.2 | 12.2 | 8.9 | 12.4 |
| Approach LOS | A | B | A | B |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 145 | 614 | 113 | 623 |
| Cap Entry Lane, veh/h | 603 | 1006 | 575 | 1009 |
| Entry HV Adj Factor | 0.985 | 0.981 | 0.985 | 0.980 |
| Flow Entry, veh/h | 143 | 602 | 111 | 611 |
| Cap Entry, veh/h | 594 | 987 | 566 | 989 |
| V/C Ratio | 0.240 | 0.610 | 0.197 | 0.617 |
| Control Delay, s/veh | 9.2 | 12.2 | 8.9 | 12.4 |
| LOS | A | B | A | B |
| 95th %tile Queue, veh | 1 | 4 | 1 | 4 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.2 |
| Intersection LOS | B |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 697 | 685 | 35 | 117 |
| Demand Flow Rate, veh/h | 711 | 699 | 35 | 120 |
| Vehicles Circulating, veh/h | 107 | 41 | 778 | 561 |
| Vehicles Exiting, veh/h | 574 | 772 | 40 | 179 |
| 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 | 15.1 | 12.5 | 7.8 | 8.0 |
| Approach LOS | C | B | A | A |

| Lane | Left | Left | Left | Left |
|---|---|---|---|---|
| Designated Moves | LTR | LTR | LTR | LTR |
| Assumed Moves | LTR | LTR | LTR | LTR |
| RT Channelized | | | | |
| 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 | 711 | 699 | 35 | 120 |
| Cap Entry Lane, veh/h | 1015 | 1085 | 519 | 645 |
| Entry HV Adj Factor | 0.980 | 0.981 | 0.996 | 0.975 |
| Flow Entry, veh/h | 697 | 685 | 35 | 117 |
| Cap Entry, veh/h | 995 | 1064 | 517 | 628 |
| V/C Ratio | 0.700 | 0.645 | 0.067 | 0.186 |
| Control Delay, s/veh | 15.1 | 12.5 | 7.8 | 8.0 |
| LOS | C | B | A | A |
| 95th %tile Queue, veh | 6 | 5 | 0 | 1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 13.9 |
| Intersection LOS | B |

| Approach | EB | WB | NB |
|---|---|---|---|
| Entry Lanes | 1 | 1 | 1 |
| Conflicting Circle Lanes | 1 | 1 | 1 |
| Adj Approach Flow, veh/h | 741 | 541 | 260 |
| Demand Flow Rate, veh/h | 756 | 552 | 265 |
| Vehicles Circulating, veh/h | 51 | 242 | 570 |
| Vehicles Exiting, veh/h | 743 | 593 | 237 |
| Follow-Up Headway, s | 3.186 | 3.186 | 3.186 |
| Ped Vol Crossing Leg, #/h | 0 | 0 | 0 |
| Ped Cap Adj | 1.000 | 1.000 | 1.000 |
| Approach Delay, s/veh | 14.6 | 13.8 | 11.8 |
| Approach LOS | B | B | B |

| Lane | Left | Left | Left |
|---|---|---|---|
| Designated Moves | TR | LT | LR |
| Assumed Moves | TR | LT | LR |
| RT Channelized | | | |
| Lane Util | 1.000 | 1.000 | 1.000 |
| Critical Headway, s | 5.193 | 5.193 | 5.193 |
| Entry Flow, veh/h | 756 | 552 | 265 |
| Cap Entry Lane, veh/h | 1074 | 887 | 639 |
| Entry HV Adj Factor | 0.980 | 0.980 | 0.981 |
| Flow Entry, veh/h | 741 | 541 | 260 |
| Cap Entry, veh/h | 1052 | 870 | 627 |
| V/C Ratio | 0.704 | 0.622 | 0.415 |
| Control Delay, s/veh | 14.6 | 13.8 | 11.8 |
| LOS | B | B | B |
| 95th %tile Queue, veh | 6 | 4 | 2 |

## Appendix F

Signal Warrant Analysis

# TRAFFIC SIGNAL WARRANT SUMMARY

City/Town: Pell City
County:
Division:
Data Date:

Analysis Performed By: Shane Bergin
Date Analysis Performed: 11/10/2015
Project Number if Applicable:
Weather Conditions:

Major Route: Cropwell
Minor Route: SR 34

Appr. Lanes: 1
Appr. Lanes: 1

Critical Approach Speed (mph): 35

| | SATISFIED | | 80% Satisfied | | 100% Satisfied | |
|---|---|---|---|---|---|---|
| | Yes | No | Yes | No | Yes | No |
| **Warrant #1: Eight-Hour Vehicular Volume** | | X | | | | |
| 1A - Minimum Vehicular Volume: | | | X | | | X |
| 1B - Interruption of Continuous Traffic: | | | | X | | X |
| **Warrant #2: Four-Hour Vehicular Volume** | X | | | | | |
| **Warrant #3: Peak Hour** | | X | | | | |
| **Warrant #4: Pedestrian Volume** | | X | | | | |
| **Warrant #5: School Crossing** | | X | | | | |
| **Warrant #6: Coordinated Signal System** | | X | | | | |
| **Warrant #7: Crash Experience** | | X | | | | |
| **Warrant #8: Roadway Network** | | X | | | | |
| **Warrant #9: Intersection Near a Grade Crossing** | | X | | | | |

***Any Remedial Measures Tried and their Outcome.***

***The Unusual Case(s) that Justifies the use of this Warrant.***

***Any Remedial Measures Implemented to improve the Safety of the Students.***

***Other Alternatives that have failed to reduce crashes.***

## CONCLUSIONS

**Warrants Satisfied:** 2

**Remarks:**

*Based on MUTCD 2009 Summary Page*

**NOTE:** *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal.*

*rev. 05/2011*

# TRAFFIC SIGNAL WARRANTS

| | | | |
|---|---|---|---|
| City/Town: | Pell City | Analysis Performed By: | Shane Bergin |
| County: | | Date Analysis Performed: | 11/10/2015 |
| Division: | | Project Number if Applicable: | |
| Data Date: | | Weather Conditions: | |
| Major Route: | Cropwell | Appr. Lanes: 1 | Critical Approach Speed (mph): 35 |
| Minor Route: | SR 34 | Appr. Lanes: 1 | |

**Volume Level Criteria**

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.* Satisfied: ☐ Yes ☒ No

*Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.*

**Adequate trial(s) of other remedial measures tried:** ☐ Yes ☒ No

*List Remedial Measures Tried (Required for 80% Combination of A & B)*

**Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic**

***100% Satisfied:*** ☐ Yes ☒ No

***(Used if neither Condition A or B is satisfied) 80% Satisfied:*** ☐ Yes ☒ No

| | (volumes in veh/hr) | Minimum Requirements | | | | Eight Highest Hours | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Approach Lanes | 1 | | 2 or more | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1A 100% | Both Approaches on Major Street | 500 | 350 | 600 | 420 | 533 | 517 | 549 | 848 | 459 | 490 | 536 | 484 |
| | Highest Approach on Minor Street | 150 | 105 | 200 | 140 | 718 | 626 | 551 | 208 | 481 | 360 | 202 | 244 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1B 100% | Both Approaches on Major Street | 750 | 525 | 900 | 630 | 533 | 517 | 549 | 848 | 459 | 490 | 536 | 484 |
| | Highest Approach on Minor Street | 75 | 53 | 100 | 70 | 718 | 626 | 551 | 208 | 481 | 360 | 202 | 244 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1A 80% | Both Approaches on Major Street | 400 | 280 | 480 | 336 | 533 | 517 | 549 | 848 | 459 | 490 | 536 | 484 |
| | Highest Approach on Minor Street | 120 | 84 | 160 | 112 | 718 | 626 | 551 | 208 | 481 | 360 | 202 | 244 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1B 80% | Both Approaches on Major Street | 600 | 420 | 720 | 504 | 533 | 517 | 549 | 848 | 459 | 490 | 536 | 484 |
| | Highest Approach on Minor Street | 60 | 42 | 80 | 56 | 718 | 626 | 551 | 208 | 481 | 360 | 202 | 244 |



**NOTE:** *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

# TRAFFIC SIGNAL WARRANTS

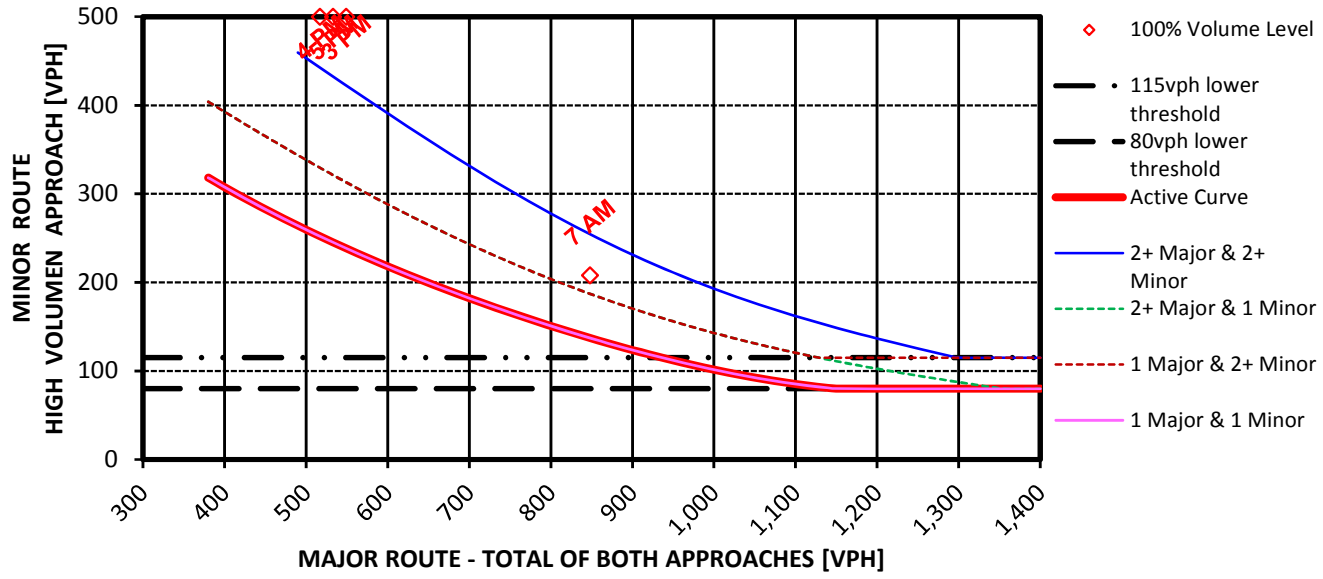
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: [X] Yes [ ] No

*If all four points lie above the appropriate line, then this warrant is satisfied.*

| (Volumes in veh/hr) | Four Highest Hours | | | |
|---|---|---|---|---|
| | 5 PM | 4 PM | 3 PM | 7 AM |
| SUM of Both Approaches on Major Street | 533 | 517 | 549 | 848 |
| Highest Minor Street Approach | 718 | 626 | 551 | 208 |

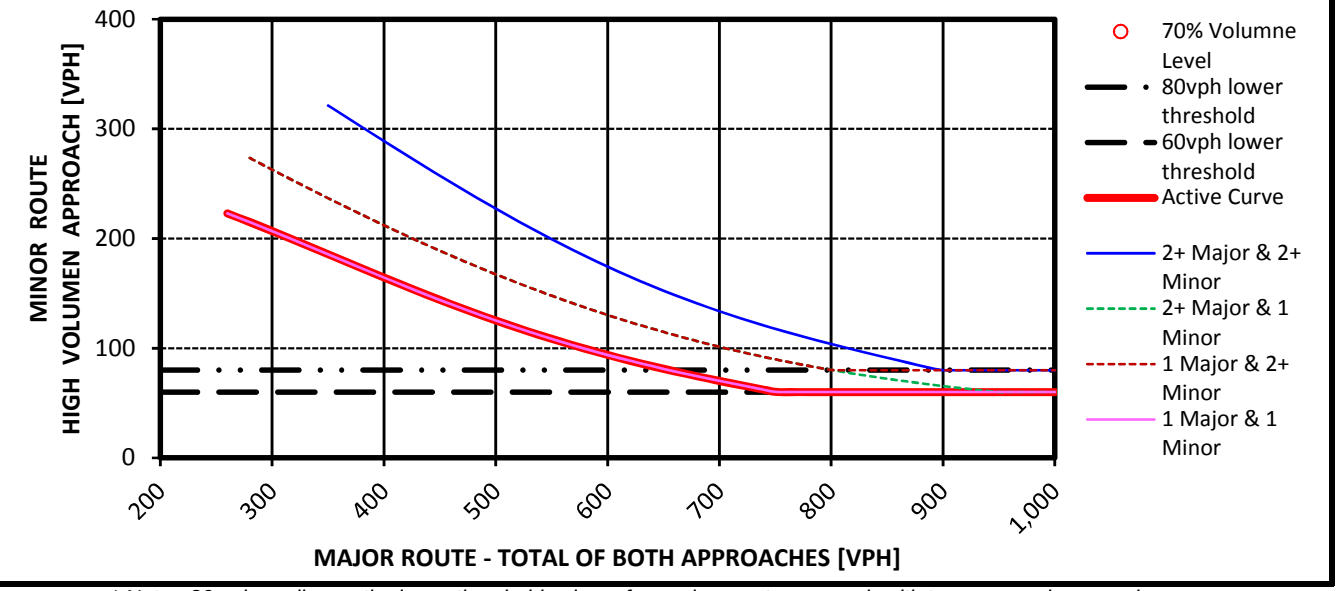
## FIGURE W-2: Criteria for "100%" Volume Level




** Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

## FIGURE W-2: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)




** Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*



**NOTE:** *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal.*

# TRAFFIC SIGNAL WARRANT SUMMARY

City/Town: Pell City
County:
Division:
Data Date:

Analysis Performed By: Shane Bergin
Date Analysis Performed: 11/10/2015
Project Number if Applicable:
Weather Conditions:

Major Route: Cropwell — Appr. Lanes: 1
Minor Route: Hardwick — Appr. Lanes: 1
Critical Approach Speed (mph): 35

| | SATISFIED | 80% Satisfied | 100% Satisfied |
|---|---|---|---|
| **Warrant #1: Eight-Hour Vehicular Volume** | ☐ Yes ☒ No | | |
| 1A - Minimum Vehicular Volume: | | ☐ Yes ☒ No | ☐ Yes ☒ No |
| 1B - Interruption of Continuous Traffic: | | ☐ Yes ☒ No | ☐ Yes ☒ No |

***Any Remedial Measures Tried and their Outcome.***

**Warrant #2: Four-Hour Vehicular Volume** ☐ Yes ☒ No

**Warrant #3: Peak Hour** ☐ Yes ☒ No

***The Unusual Case(s) that Justifies the use of this Warrant.***

**Warrant #4: Pedestrian Volume** ☐ Yes ☒ No

**Warrant #5: School Crossing** ☐ Yes ☒ No

***Any Remedial Measures Implemented to improve the Safety of the Students.***

**Warrant #6: Coordinated Signal System** ☐ Yes ☒ No

**Warrant #7: Crash Experience** ☐ Yes ☒ No

***Other Alternatives that have failed to reduce crashes.***

**Warrant #8: Roadway Network** ☐ Yes ☒ No

**Warrant #9: Intersection Near a Grade Crossing** ☐ Yes ☒ No

## CONCLUSIONS

**Warrants Satisfied:** ☐☐☐☐☐☐☐☐☐

**Remarks:**

# TRAFFIC SIGNAL WARRANTS

| | | | |
|---|---|---|---|
| City/Town: | Pell City | Analysis Performed By: | Shane Bergin |
| County: | | Date Analysis Performed: | 11/10/2015 |
| Division: | | Project Number if Applicable: | |
| Data Date: | | Weather Conditions: | |
| Major Route: | Cropwell | Appr. Lanes: 1 | Critical Approach Speed (mph): 35 |
| Minor Route: | Hardwick | Appr. Lanes: 1 | |

## Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ☐ Yes ☒ No
2. Is the intersection in a built-up area or isolated community of <10,000 population? ☐ Yes ☒ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ☐ 70% ☒ 100%

## WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

*Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied.* Satisfied: ☐ Yes ☒ No

*Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.*

**Adequate trial(s) of other remedial measures tried:** ☐ Yes ☒ No

*List Remedial Measures Tried (Required for 80% Combination of A & B)*

## Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic

***100% Satisfied:*** ☐ Yes ☒ No

***(Used if neither Condition A or B is satisfied) 80% Satisfied:*** ☐ Yes ☒ No

| | (volumes in veh/hr) | Minimum Requirements | | | | Eight Highest Hours | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Approach Lanes | 1 | | 2 or more | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1A 100% | Both Approaches on Major Street | 500 | 350 | 600 | 420 | 1,165 | 1,154 | 1,104 | 1,078 | 893 | 904 | 747 | 752 |
| | Highest Approach on Minor Street | 150 | 105 | 200 | 140 | 136 | 115 | 121 | 72 | 144 | 87 | 49 | 45 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1B 100% | Both Approaches on Major Street | 750 | 525 | 900 | 630 | 1,165 | 1,154 | 1,104 | 1,078 | 893 | 904 | 747 | 752 |
| | Highest Approach on Minor Street | 75 | 53 | 100 | 70 | 136 | 115 | 121 | 72 | 144 | 87 | 49 | 45 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1A 80% | Both Approaches on Major Street | 400 | 280 | 480 | 336 | 1,165 | 1,154 | 1,104 | 1,078 | 893 | 904 | 747 | 752 |
| | Highest Approach on Minor Street | 120 | 84 | 160 | 112 | 136 | 115 | 121 | 72 | 144 | 87 | 49 | 45 |
| | (volumes in veh/hr) | Minimum Requirements | | | | 5 PM | 4 PM | 3 PM | 7 AM | 6 PM | 2 PM | 8 AM | 9 AM |
| | Approach Lanes | 1 | | 2 or more | | | | | | | | | |
| | Volume Level | 100% | 70% | 100% | 70% | | | | | | | | |
| W - 1B 80% | Both Approaches on Major Street | 600 | 420 | 720 | 504 | 1,165 | 1,154 | 1,104 | 1,078 | 893 | 904 | 747 | 752 |
| | Highest Approach on Minor Street | 60 | 42 | 80 | 56 | 136 | 115 | 121 | 72 | 144 | 87 | 49 | 45 |



**NOTE:** *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal*

# TRAFFIC SIGNAL WARRANTS

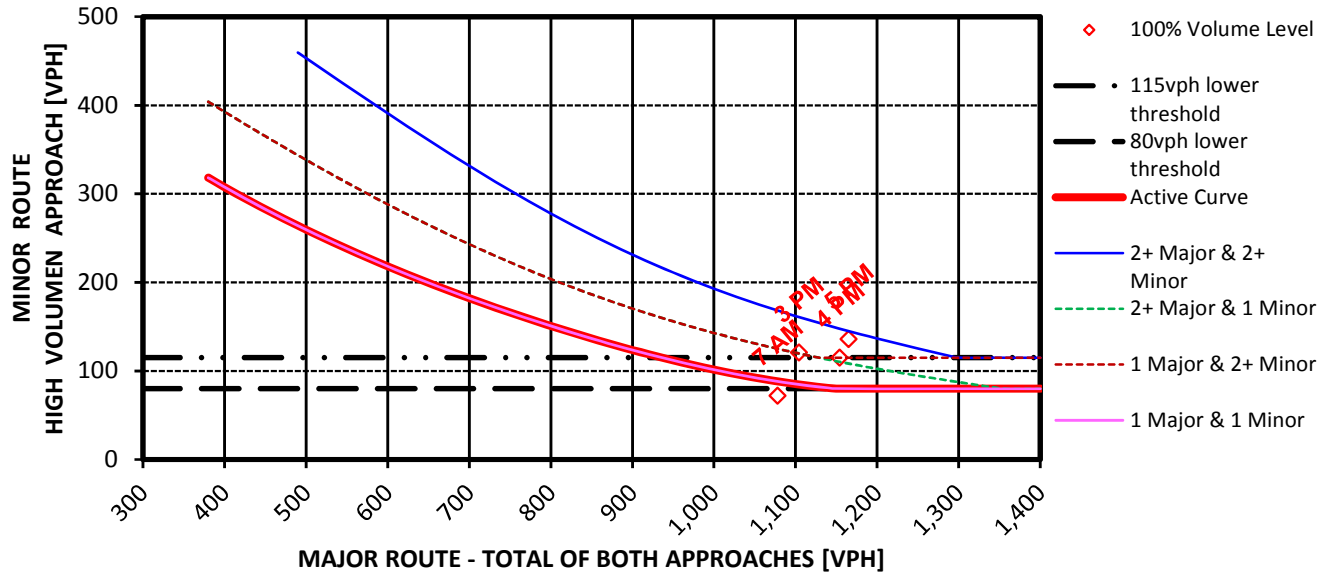
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied: ☐ Yes ☒ No

*If all four points lie above the appropriate line, then this warrant is satisfied.*

| (Volumes in veh/hr) | Four Highest Hours | | | |
|---|---|---|---|---|
| | 5 PM | 4 PM | 3 PM | 7 AM |
| SUM of Both Approaches on Major Street | 1,165 | 1,154 | 1,104 | 1,078 |
| Highest Minor Street Approach | 136 | 115 | 121 | 72 |

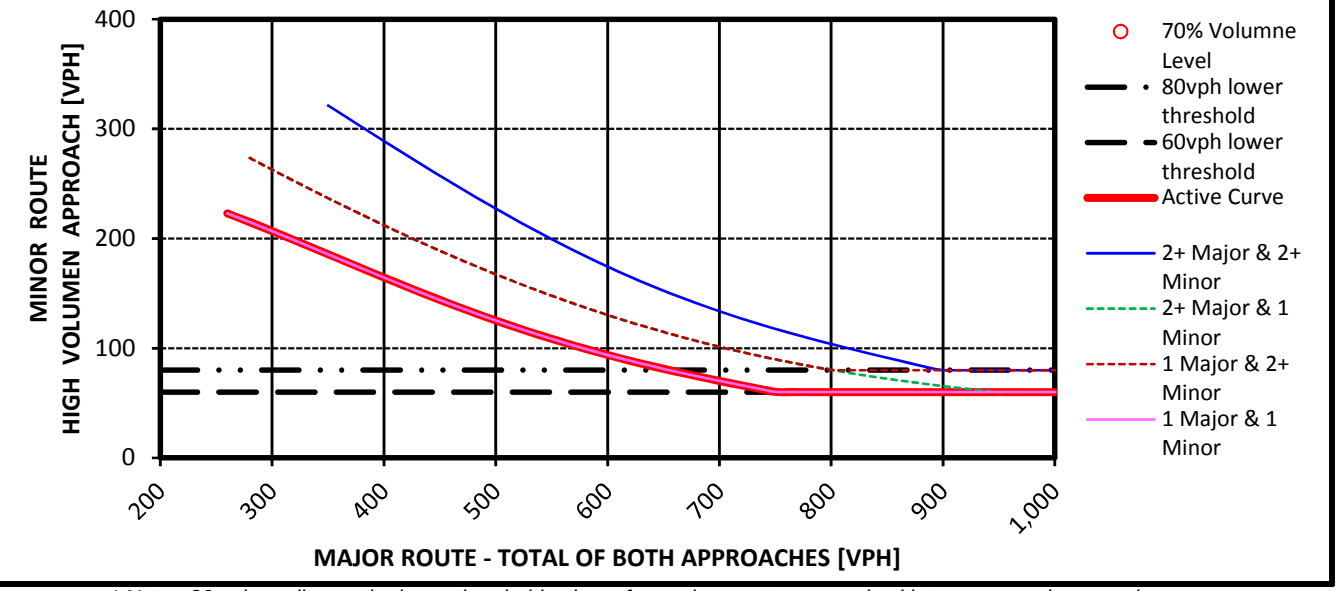
## FIGURE W-2: Criteria for "100%" Volume Level




** Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*

## FIGURE W-2: Criteria for "70%" Volume Level

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)




** Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.*



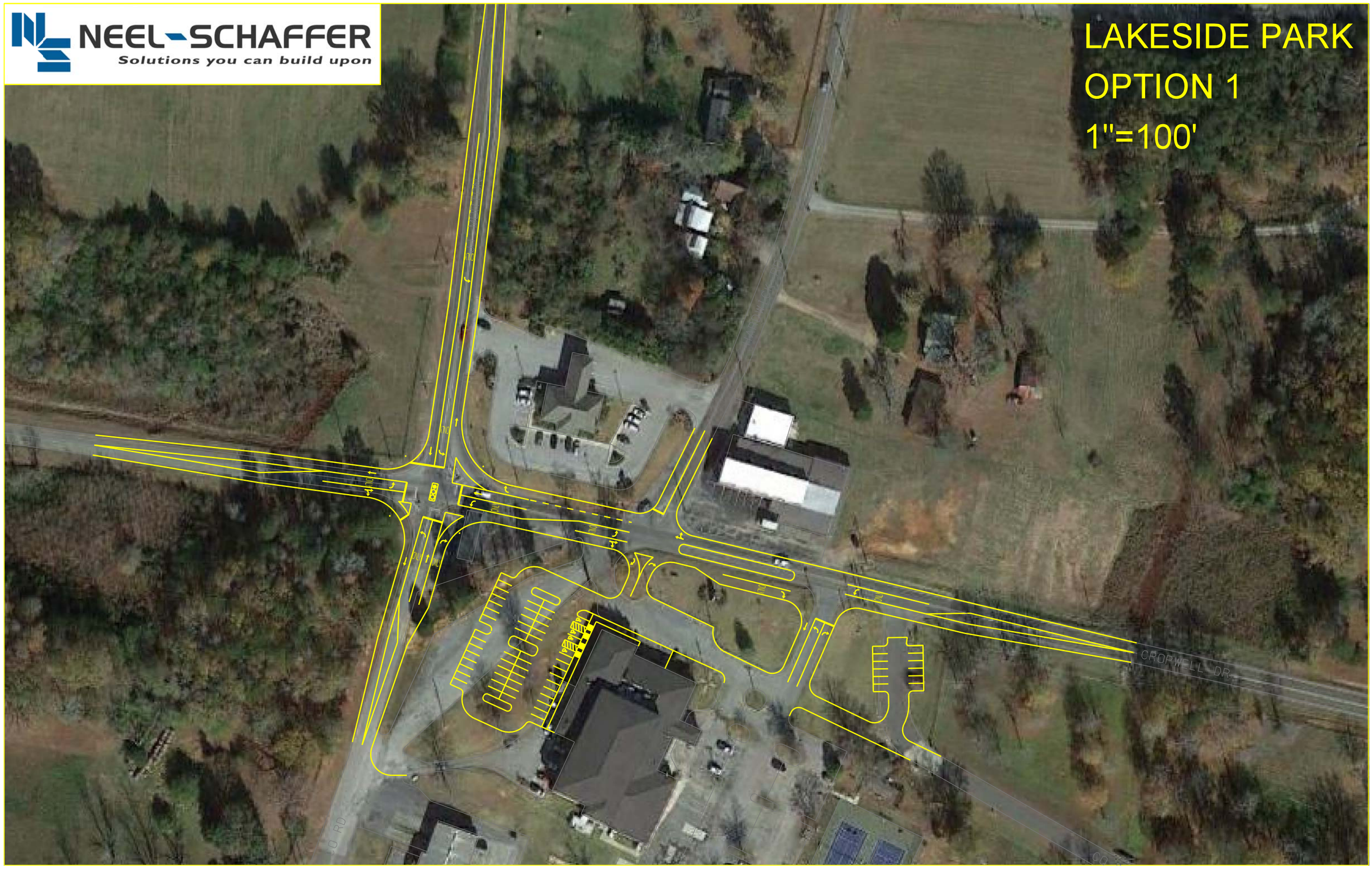
**NOTE:** *The satisfaction of a warrant or warrants shall not in itself require the installation of a traffic control signal.*

## Appendix G

Conceptual Layouts

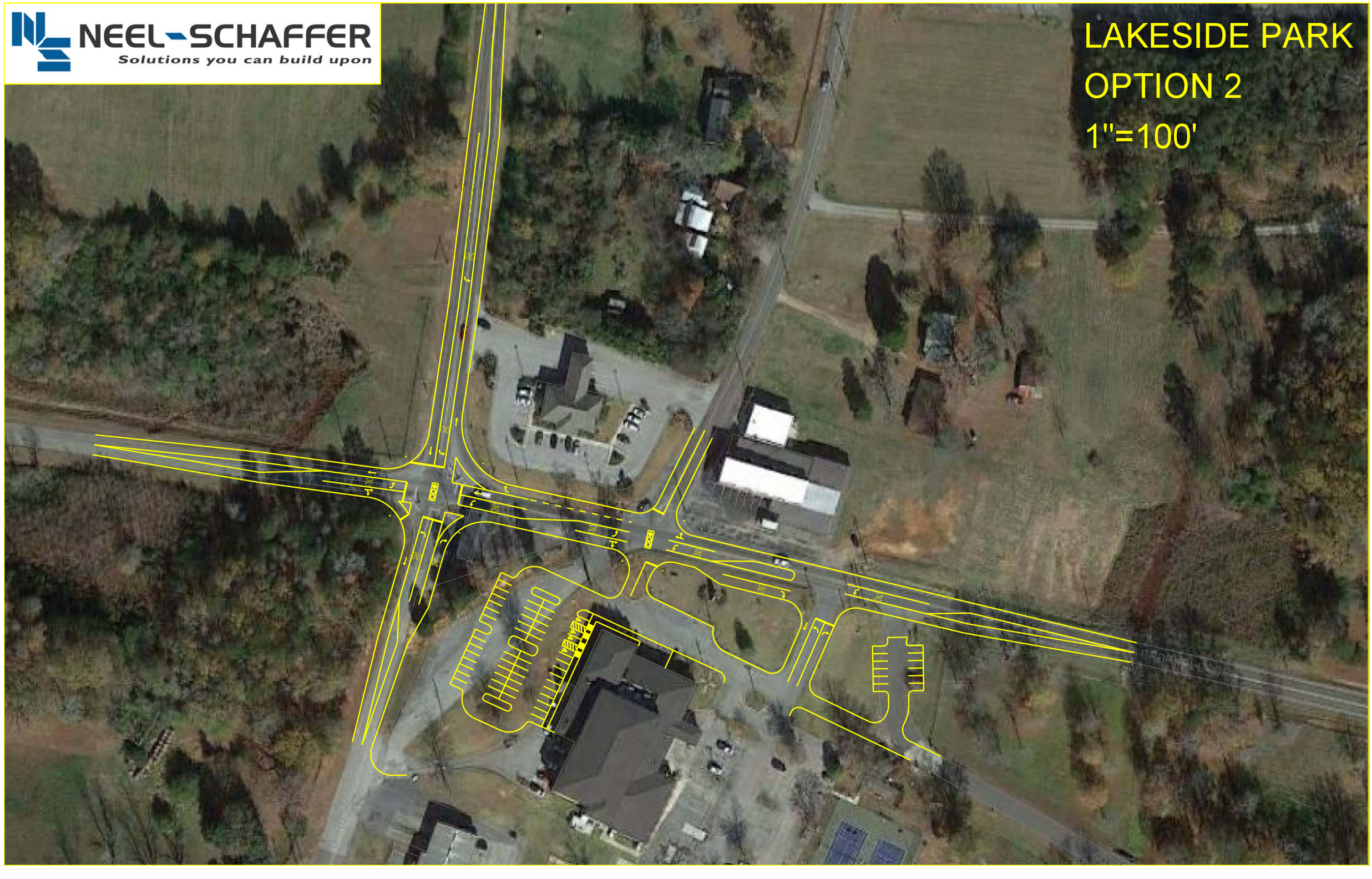
NEEL-SCHAFFER
Solutions you can build upon

# LAKESIDE PARK
# OPTION 1
# 1"=100'



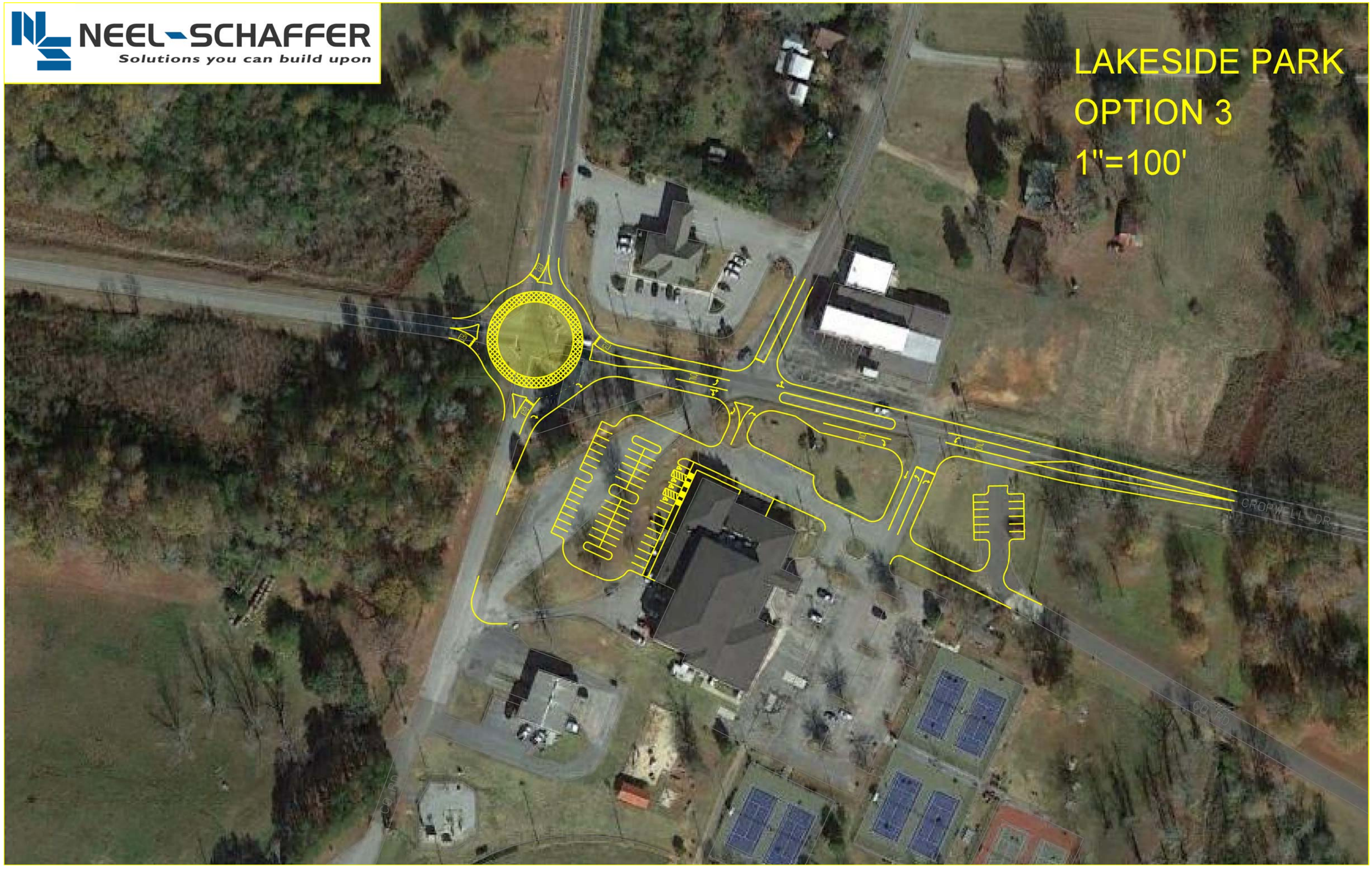
NEEL-SCHAFFER
Solutions you can build upon

# LAKESIDE PARK
# OPTION 2
# 1"=100'



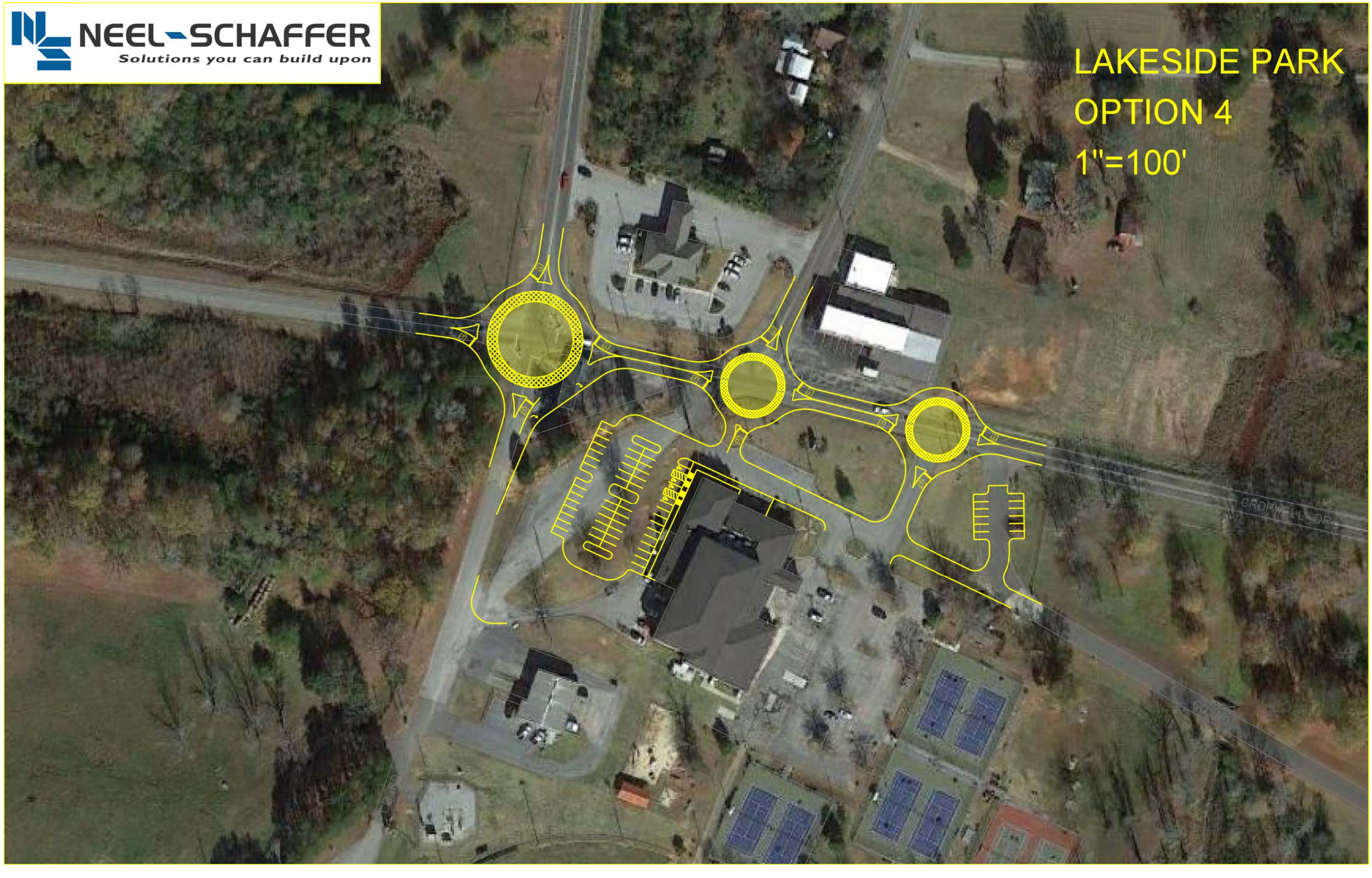
NEEL-SCHAFFER
Solutions you can build upon

# LAKESIDE PARK
# OPTION 3
# 1"=100'



NEEL-SCHAFFER
Solutions you can build upon

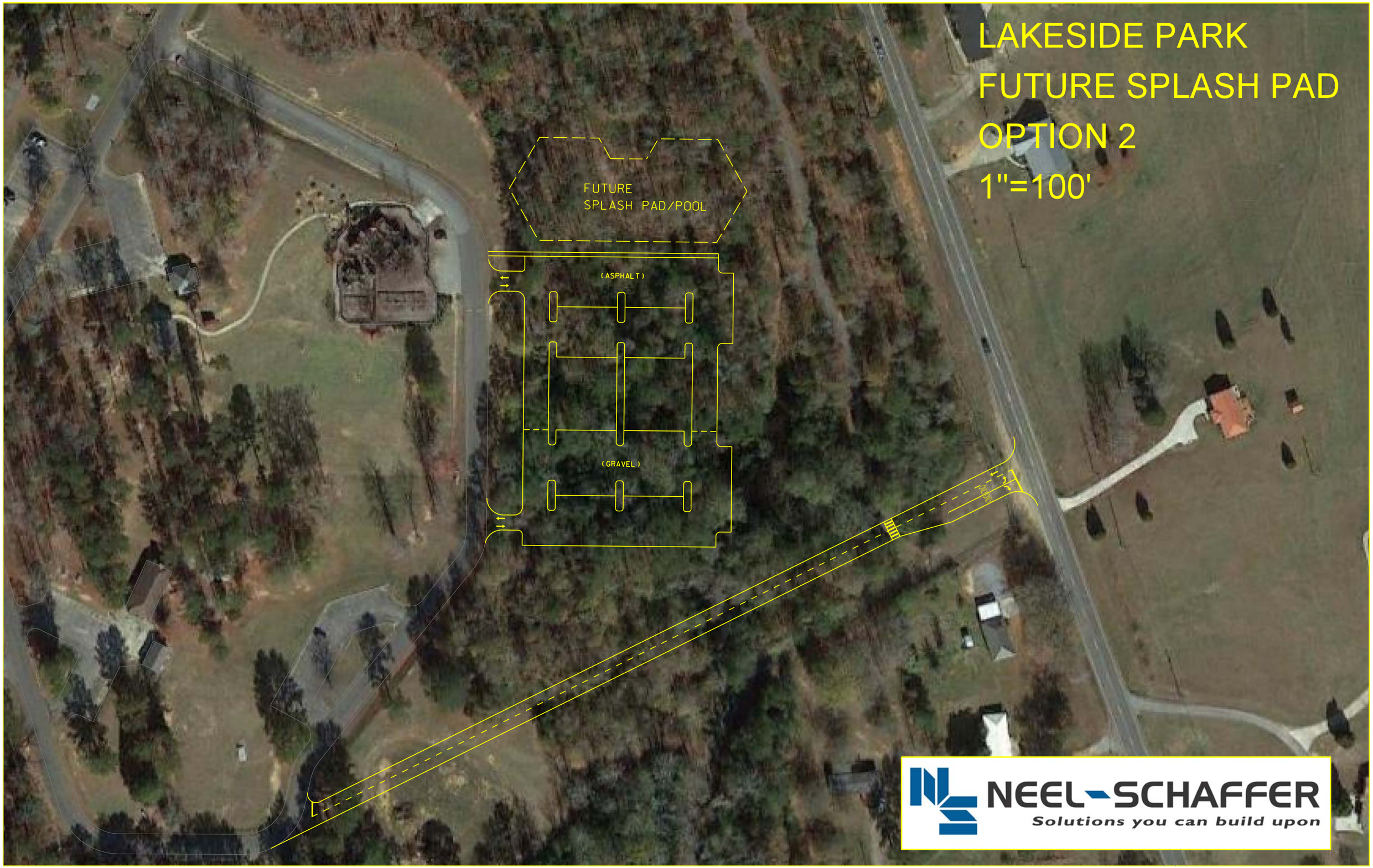
# LAKESIDE PARK
# OPTION 4
# 1"=100'



# LAKESIDE PARK
# FUTURE SPLASH PAD
# OPTION 1
# 1"=60'


NEEL-SCHAFFER
Solutions you can build upon

# LAKESIDE PARK
# FUTURE SPLASH PAD
# OPTION 2
# 1"=100'




NEEL-SCHAFFER
Solutions you can build upon

# Appendix H

Preliminary Cost Estimates

January 6, 2016

**LAKESIDE PARK ACCESS STUDY**
**OPTION NO. 1**

## PRELIMINARY COST ESTIMATE

| | Improvements on Right of Way (80% Federal Funding, 20% Match) | | | | Site Improvements (100% City Funded) | | | |
|---|---|---|---|---|---|---|---|---|
| | Quantity | Units | Unit Price | Estimated Cost | Quantity | Units | Unit Price | Estimated Cost |
| Grade & Drain (Widening) | 3,151 | SY | $ 45 | $ 141,795 | 3150 | SY | $ 20 | $ 63,000 |
| Base & Pavement (Widening) | 3,151 | SY | $ 106 | $ 334,006 | 3150 | SY | $ 50 | $ 157,500 |
| Leveling & Overlay | 6,240 | SY | $ 25 | $ 156,000 | 1580 | SY | $ 15 | $ 23,700 |
| Curb & Gutter | | LF | $ 15 | $ - | 960 | LF | $ 15 | $ 14,400 |
| Sidewalk | | SY | $ 40 | $ - | 270 | SY | $ 40 | $ 10,800 |
| Pavement Removal | 910 | SY | $ 5 | $ 4,550 | 2650 | SY | $ 5 | $ 13,250 |
| Structure Removal | 1 | LS | $ 5,000 | $ 5,000 | | | | $ - |
| Traffic Handling | 1 | LS | $ 11,550 | $ 11,550 | 1 | LS | $ 2,500 | $ 2,500 |
| Traffic Signal incl. Controller | 1 | LS | $ 125,000 | $ 125,000 | | LS | $ 125,000 | $ - |
| Miscellaneous Items | 1 | LS | $ 77,790 | $ 77,790 | 1 | LS | $ 28,515 | $ 28,515 |
| | | | | $ - | | | | $ - |
| **SUBTOTAL** | | | | $ 855,691 | | | | $ 313,665 |
| Engineering Controls (1.3%) | 1 | LS | $ 11,124 | $ 11,124 | 1 | LS | $ 4,078 | $ 4,078 |
| Mobilization (9.7%) | 1 | LS | $ 83,002 | $ 83,002 | 1 | LS | $ 30,426 | $ 30,426 |
| CE & I (15%) | 1 | LS | $ 128,354 | $ 128,354 | 1 | LS | $ 47,050 | $ 47,050 |
| **Construction Cost** | | | | $ 1,078,171 | | | | $ 395,219 |
| P.E. (15%) (includes corridor study, survey, design and plans) | 1 | LS | $ 161,726 | $ 161,726 | 1 | LS | $ 59,283 | $ 59,283 |
| ALDOT Indirect Cost (13.63%) | 1 | LS | $ 146,955 | $ 146,955 | | | | $ - |
| R.O.W. | | | | $ - | | | | $ - |
| Utility | | | | $ - | | | | $ - |
| **TOTAL COST** | | | | $ 1,386,852 | | | | $ 454,502 |

Note: Preliminary cost estimates are based on preliminary quantities and on typical ALDOT unit bid prices on projects developed for letting by ALDOT. Site improvement costs may be reduced if the work is to be completed with City forces.

January 7, 2016

**LAKESIDE PARK ACCESS STUDY**
**OPTION NO. 2**

## PRELIMINARY COST ESTIMATE

| | Improvements on Right of Way (80% Federal Funding, 20% Match) | | | | Site Improvements (100% City Funded) | | | |
|---|---|---|---|---|---|---|---|---|
| | Quantity | Units | Unit Price | Estimated Cost | Quantity | Units | Unit Price | Estimated Cost |
| Grade & Drain (Widening) | 3,151 | SY | $ 45 | $ 141,795 | $ 3,150 | SY | $ 20 | $ 63,000 |
| Base & Pavement (Widening) | 3,151 | SY | $ 106 | $ 334,006 | $ 3,150 | SY | $ 50 | $ 157,500 |
| Leveling & Overlay | 6,240 | SY | $ 25 | $ 156,000 | $ 1,580 | SY | $ 15 | $ 23,700 |
| Curb & Gutter | | LF | $ 15 | $ - | $ 960 | LF | $ 15 | $ 14,400 |
| Sidewalk | | SY | $ 40 | $ - | $ 270 | SY | $ 40 | $ 10,800 |
| Pavement Removal | 910 | SY | $ 5 | $ 4,550 | $ 2,650 | SY | $ 5 | $ 13,250 |
| Structure Removal | 1 | LS | $ 5,000 | $ 5,000 | | | | $ - |
| Traffic Handling | 1 | LS | $ 11,550 | $ 11,550 | $ 1 | LS | $ 2,500 | $ 2,500 |
| Traffic Signal incl. Controller | 2 | LS | $ 125,000 | $ 250,000 | | LS | $ 125,000 | $ - |
| Miscellaneous Items | 1 | LS | $ 90,290 | $ 90,290 | 1 | LS | $ 28,515 | $ 28,515 |
| | | | | $ - | | | | $ - |
| **SUBTOTAL** | | | | $ 993,191 | | | | $ 313,665 |
| Engineering Controls (1.3%) | 1 | LS | $ 12,911 | $ 12,911 | 1 | LS | $ 4,078 | $ 4,078 |
| Mobilization (9.7%) | 1 | LS | $ 96,340 | $ 96,340 | 1 | LS | $ 30,426 | $ 30,426 |
| CE & I (15%) | 1 | LS | $ 148,979 | $ 148,979 | 1 | LS | $ 47,050 | $ 47,050 |
| **Construction Cost** | | | | $ 1,251,421 | | | | $ 395,219 |
| P.E. (15%) (includes corridor study, survey, design and plans) | 1 | LS | $ 187,713 | $ 187,713 | 1 | LS | $ 59,283 | $ 59,283 |
| ALDOT Indirect Cost (13.63%) | 1 | LS | $ 170,569 | $ 170,569 | | | | $ - |
| R.O.W. | | | | $ - | | | | $ - |
| Utility | | | | $ - | | | | $ - |
| **TOTAL COST** | | | | $ 1,609,703 | | | | $ 454,502 |

Note: Preliminary cost estimates are based on preliminary quantities and on typical ALDOT unit bid prices on projects developed for letting by ALDOT. Site improvement costs may be reduced if the work is to be completed with City forces.

January 6, 2016

**LAKESIDE PARK ACCESS STUDY**
**OPTION NO. 3**

## PRELIMINARY COST ESTIMATE

| | Improvements on Right of Way (80% Federal Funding, 20% Match) | | | | Site Improvements (100% City Funded) | | | |
|---|---|---|---|---|---|---|---|---|
| | Quantity | Units | Unit Price | Estimated Cost | Quantity | Units | Unit Price | Estimated Cost |
| Grade & Drain (Widening) | 2,314 | SY | $ 45 | $ 104,130 | 3150 | SY | $ 20 | $ 63,000 |
| Base & Pavement (Widening) | 2,314 | SY | $ 106 | $ 245,284 | 3150 | SY | $ 50 | $ 157,500 |
| Leveling & Overlay | 4,544 | SY | $ 25 | $ 113,600 | 1580 | SY | $ 15 | $ 23,700 |
| Curb & Gutter | | LF | $ 15 | $ - | 960 | LF | $ 15 | $ 14,400 |
| Sidewalk | | SY | $ 40 | $ - | 270 | SY | $ 40 | $ 10,800 |
| Pavement Removal | 910 | SY | $ 5 | $ 4,550 | 2650 | SY | $ 5 | $ 13,250 |
| Structure Removal | 1 | LS | $ 5,000 | $ 5,000 | | LS | $ 5,000 | $ - |
| Traffic Handling | 1 | LS | $ 11,550 | $ 11,550 | 1 | LS | $ 2,500 | $ 2,500 |
| Traffic Signal incl. Controller | | LS | $ 125,000 | $ - | | LS | $ 125,000 | $ - |
| 6" Concrete Roundabout | 700 | SY | $ 75 | $ 52,500 | | | | |
| Miscellaneous Items | 1 | LS | $ 53,661 | $ 53,661 | 1 | LS | $ 28,515 | $ 28,515 |
| | | | | $ - | | | | $ - |
| **SUBTOTAL** | | | | $ 590,275 | | | | $ 313,665 |
| Engineering Controls (1.3%) | 1 | LS | $ 7,674 | $ 7,674 | 1 | LS | $ 4,078 | $ 4,078 |
| Mobilization (9.7%) | 1 | LS | $ 57,257 | $ 57,257 | 1 | LS | $ 30,426 | $ 30,426 |
| CE & I (15%) | 1 | LS | $ 88,541 | $ 88,541 | 1 | LS | $ 47,050 | $ 47,050 |
| **Construction Cost** | | | | $ 743,747 | | | | $ 395,219 |
| P.E. (15%) (includes corridor study, survey, design and plans) | 1 | LS | $ 111,562 | $ 111,562 | 1 | LS | $ 59,283 | $ 59,283 |
| ALDOT Indirect Cost (13.63%) | 1 | LS | $ 101,373 | $ 101,373 | | | | $ - |
| R.O.W. | | | | $ - | | | | $ - |
| Utility | | | | $ - | | | | $ - |
| **TOTAL COST** | | | | $ 956,682 | | | | $ 454,502 |

Note: Preliminary cost estimates are based on preliminary quantities and on typical ALDOT unit bid prices on projects developed for letting by ALDOT. Site improvement costs may be reduced if the work is to be completed with City forces.

January 6, 2016

**LAKESIDE PARK ACCESS STUDY**
**SPLASH PAD OPTIONS 1 AND 2**

## PRELIMINARY COST ESTIMATE

| | Splash Pad Option No. 1 (100% City Funded) | | | | Splash Pad Option No. 2 (100% City Funded) | | | |
|---|---|---|---|---|---|---|---|---|
| | Quantity | Units | Unit Price | Estimated Cost | Quantity | Units | Unit Price | Estimated Cost |
| Clearing and Grubbing | 1 | LS | $ 3,500 | $ 3,500 | 1 | LS | $ 7,000 | $ 7,000 |
| Grade & Drain | 1,028 | SY | $ 35 | $ 35,980 | 2790 | SY | $ 35 | $ 97,650 |
| Base & Pavement | 1,028 | SY | $ 75 | $ 77,100 | 2790 | SY | $ 75 | $ 209,250 |
| Leveling & Overlay | | SY | $ 15 | $ - | | SY | $ 15 | $ - |
| Curb & Gutter | | LF | $ 15 | $ - | | LF | $ 15 | $ - |
| Sidewalk | | SY | $ 40 | $ - | | SY | $ 40 | $ - |
| Pavement Removal | | SY | $ 5 | $ - | | SY | $ 5 | $ - |
| Structure Removal | | LS | $ 5,000 | $ - | | LS | $ 5,000 | $ - |
| Traffic Handling | 1 | LS | $ 1,500 | $ 1,500 | 1 | LS | $ 1,500 | $ 1,500 |
| Traffic Signal incl. Controller | | LS | $ 125,000 | $ - | | LS | $ 125,000 | $ - |
| 6" Concrete Roundabout | | SY | $ - | $ - | | | $ - | $ - |
| Miscellaneous Items | 1 | LS | $ 11,808 | $ 11,808 | 1 | LS | $ 31,540 | $ 31,540 |
| | | | | $ - | | | | $ - |
| **SUBTOTAL** | | | | $ 129,888 | | | | $ 346,940 |
| Engineering Controls (1.3%) | 1 | LS | $ 1,689 | $ 1,689 | 1 | LS | $ 4,510 | $ 4,510 |
| Mobilization (9.7%) | 1 | LS | $ 12,599 | $ 12,599 | 1 | LS | $ 33,653 | $ 33,653 |
| CE & I (15%) | 1 | LS | $ 19,483 | $ 19,483 | 1 | LS | $ 52,041 | $ 52,041 |
| **Construction Cost** | | | | $ 163,659 | | | | $ 437,144 |
| P.E. (15%) (includes corridor study, survey, design and plans) | 1 | LS | $ 24,549 | $ 24,549 | 1 | LS | $ 65,572 | $ 65,572 |
| ALDOT Indirect Cost (13.63%) | | LS | $ 22,307 | $ - | | | | $ - |
| R.O.W. | | | | $ - | | | | $ - |
| Utility | | | | $ - | | | | $ - |
| **TOTAL COST** | | | | $ 188,208 | | | | $ 502,716 |

Note: Preliminary cost estimates are based on preliminary quantities and on typical ALDOT unit bid prices on projects developed for letting by ALDOT. Site improvement costs may be reduced if the work is to be completed with City forces.