Volume 2 – Appendix

Texas Odyssey TIA

Dallas, Texas

May 23, 2018

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #064529800
Registered Firm F-928

Kimley»Horn

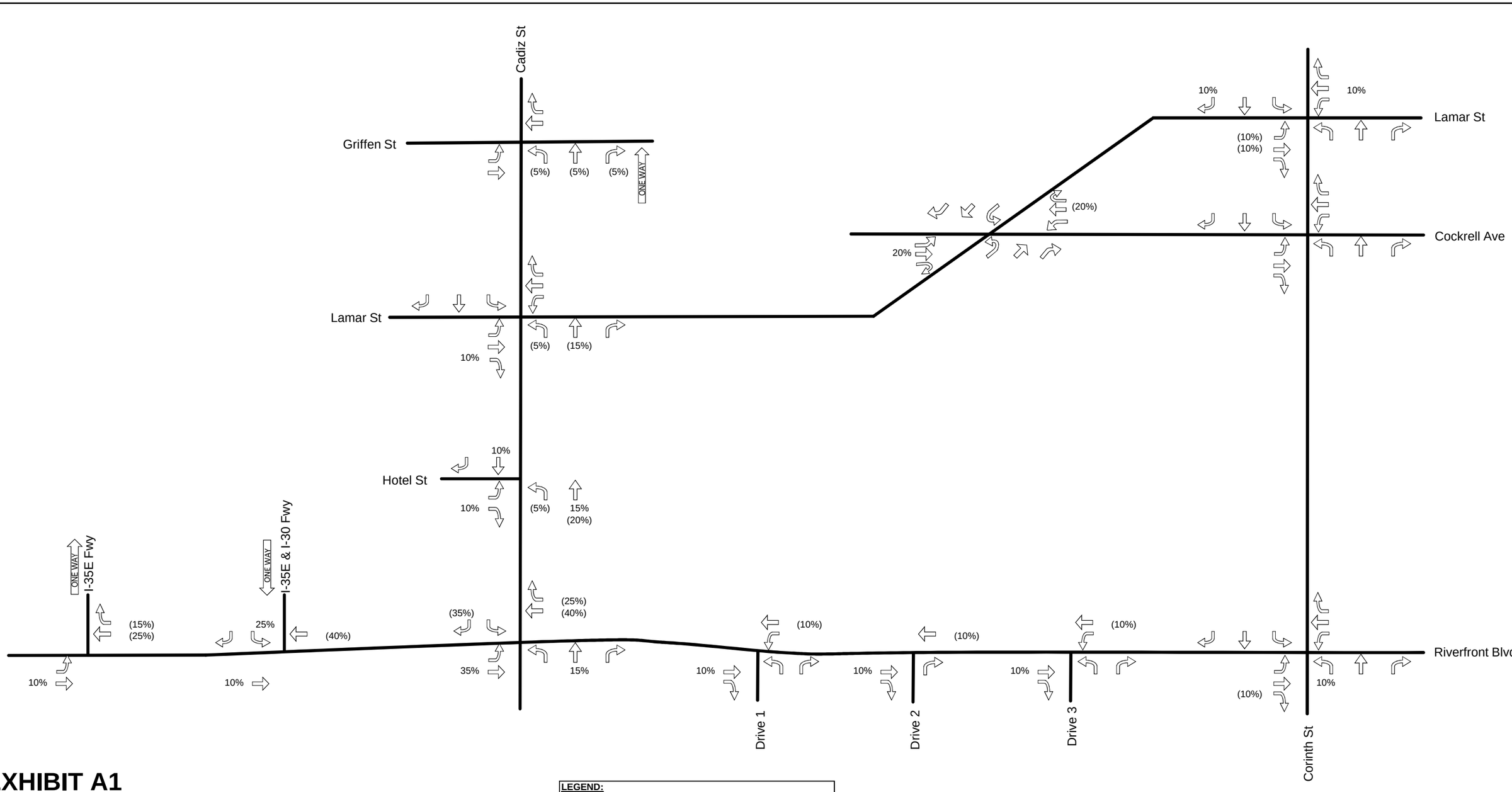


EXHIBIT A1

Trip Distribution and Traffic Assignment: Texas Central (Texas Bullet Train)

EOT - Dallas, Texas

LEGEND:
X% (Y%)
X% = Percentage of Inbound Site-Generated Traffic
(Y%) = Percentage of Outbound Site-Generated Traffic

North

Not To Scale

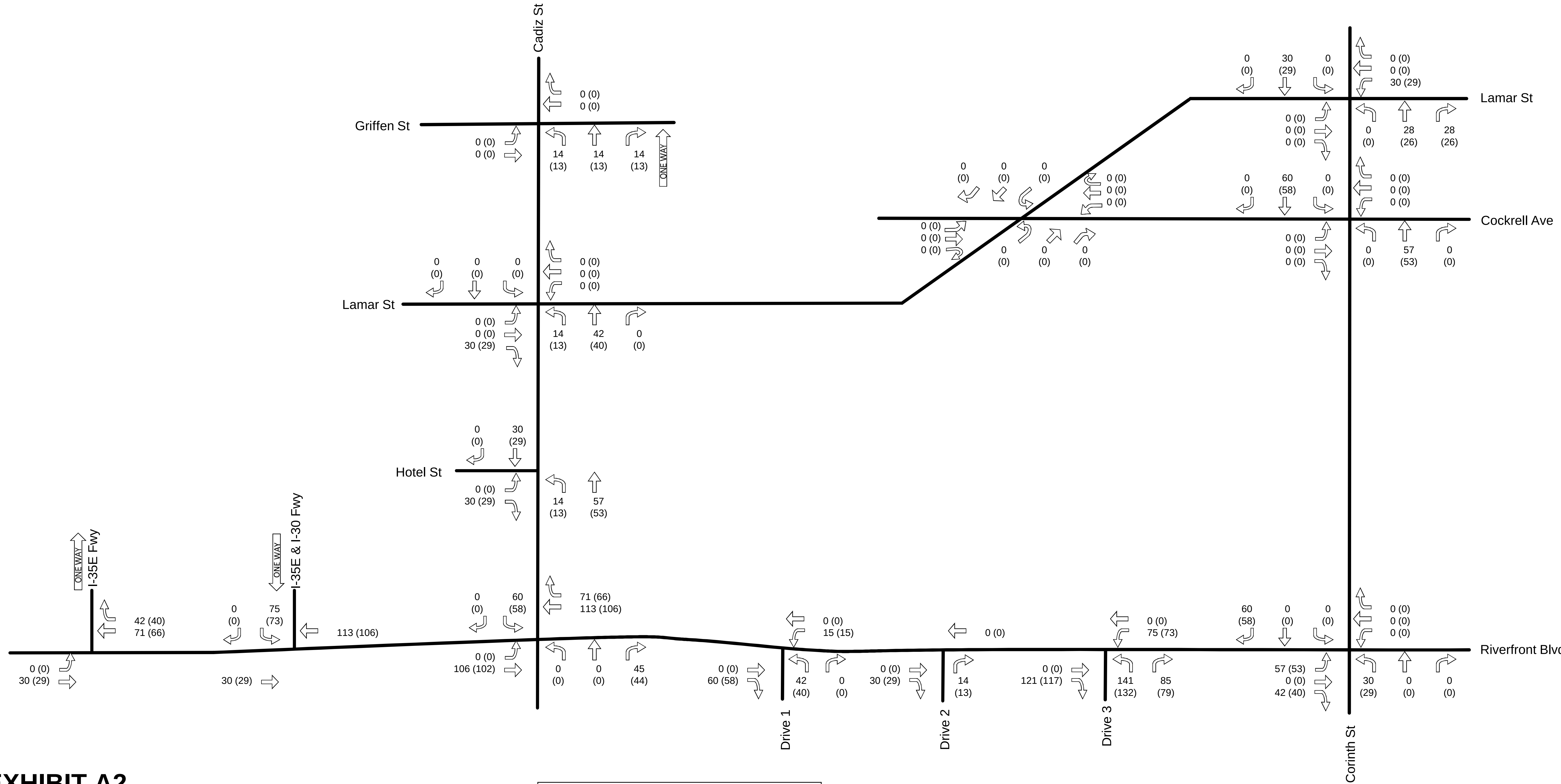


EXHIBIT A2

Site-Generated Traffic Volumes: Texas Central (Texas Bullet Train)

EOT - Dallas, Texas

Kimley»Horn

LEGEND:
X (Y)
X = Weekend Peak Hour Turning Movements
Y = Weekday PM Peak Hour Turning Movements
Volumes may not sum from point to point due to rounding
and presence of smaller driveways not included in analysis.

Kimley»Horn

Traffic Counts and Historical Data

Riverfront Boulevard

Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	Cadiz St	Corinth St	KHA	14814	-
	2014	Cadiz St	Corinth St	TXDOT	21898	-9.3%
	2014	Cadiz St	Corinth St	TXDOT	14303	-
	2009	Cadiz St	Corinth St	TXDOT	10670	6.0%
	2004	Cadiz St	Corinth St	TXDOT	19150	-11.0%
	2004	Cadiz St	Corinth St	NCTCOG	18806	-
	2004	Cadiz St	Corinth St	TXDOT	17060	-
	2004	Cadiz St	Corinth St	NCTCOG	16802	-
	2002	Cadiz St	Corinth St	NCTCOG	10952	23.9%
					Annual Growth 2018 - 2002:	**0.19%**

Corinth Street, north of Riverfront

Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
	2018	Lamar St	Riverfront Blvd	KHA	16419	-
	2017	Lamar St	Riverfront Blvd	NCTCOG	15549	5.6%
	2014	Lamar St	Riverfront Blvd	TXDOT	16115	-1.2%
	2009	Lamar St	Riverfront Blvd	TXDOT	11000	7.9%
	2004	Lamar St	Riverfront Blvd	TXDOT	15120	-6.2%
	2004	Lamar St	Riverfront Blvd	NCTCOG	14891	-
					Annual Growth 2018 - 2004:	**0.86%**

Corinth Street, south of Riverfront

Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
	2018	Riverfront Blvd	8th St	KHA	14751	-
	2016	Riverfront Blvd	8th St	NCTCOG	15686	-3.0%
	2015	Riverfront Blvd	8th St	TXDOT	14102	11.2%
	2014	Riverfront Blvd	8th St	TXDOT	14443	-2.4%
	2013	Riverfront Blvd	8th St	NCTCOG	14921	-3.2%
	2013	Riverfront Blvd	8th St	TXDOT	13396	-
	2012	Riverfront Blvd	8th St	NCTCOG	11938	12.2%
	2012	Riverfront Blvd	8th St	TXDOT	10800	-
	2001	Riverfront Blvd	8th St	NCTCOG	15061	-3.0%
	1999	Riverfront Blvd	8th St	TXDOT	12600	9.3%
					Annual Growth 2018 - 1999:	**0.36%**

Cadiz Street, north of Riverfront

Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	Riverfront Blvd	Hotel St	KHA	10885	-

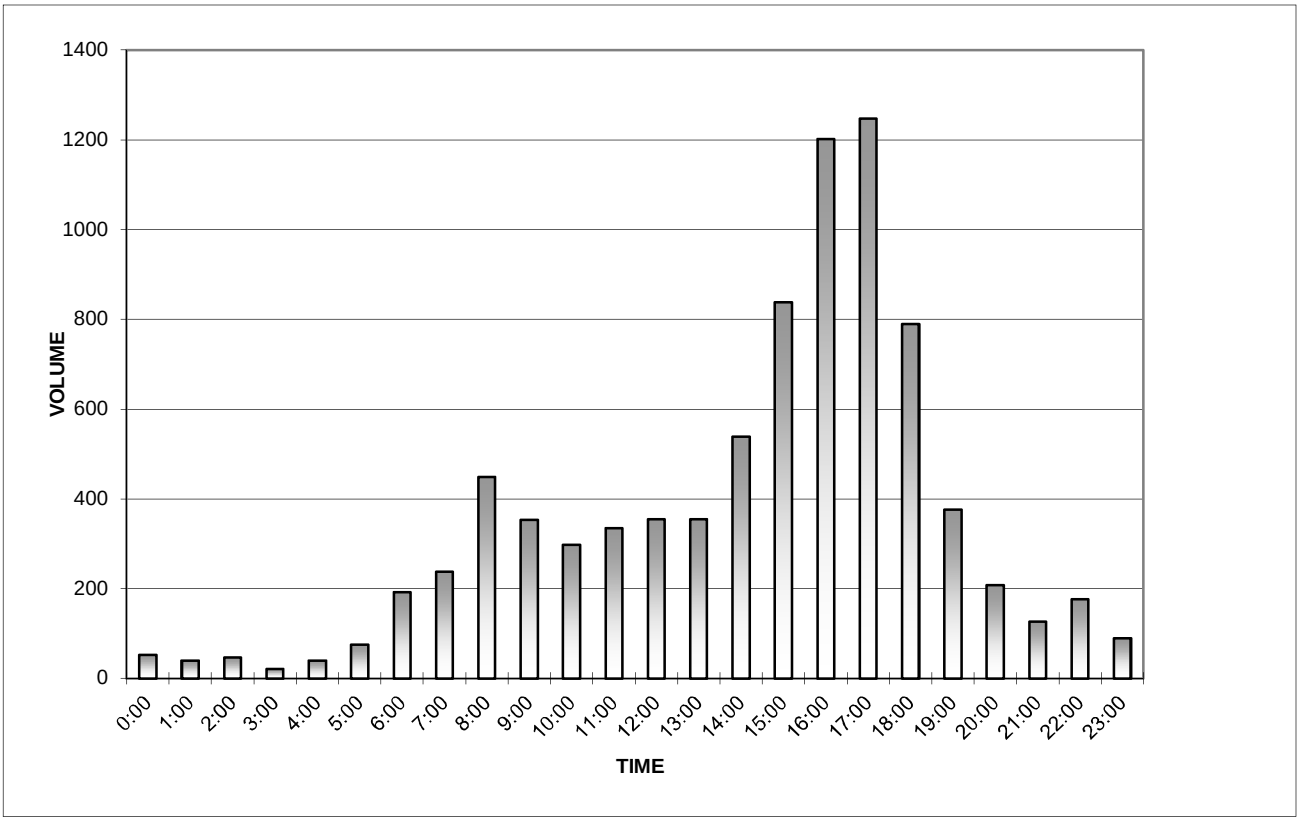
Average Annual Growth **0.47%**

EB Riverfront Boulevard between Cadiz Street and Corinth Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	18	14	11	9	52
1:00	14	6	10	10	40
2:00	12	14	14	7	47
3:00	5	5	5	6	21
4:00	5	3	16	16	40
5:00	20	14	18	23	75
6:00	39	36	64	53	192
7:00	56	50	66	66	238
8:00	90	158	130	70	448
9:00	104	92	84	73	353
10:00	76	76	66	80	298
11:00	106	68	92	69	335
12:00	90	82	94	88	354
13:00	83	91	86	94	354
14:00	102	122	140	174	538
15:00	143	192	230	273	838
16:00	266	279	341	316	1202
17:00	253	340	334	320	1247
18:00	248	222	168	152	790
19:00	110	118	80	68	376
20:00	58	56	50	44	208
21:00	32	28	35	31	126
22:00	39	54	46	37	176
23:00	29	24	18	18	89
				TOTAL:	8437

The A.M. peak hour from 8:15 to 9:15 is 462
The P.M. peak hour from 16:30 to 17:30 is 1250

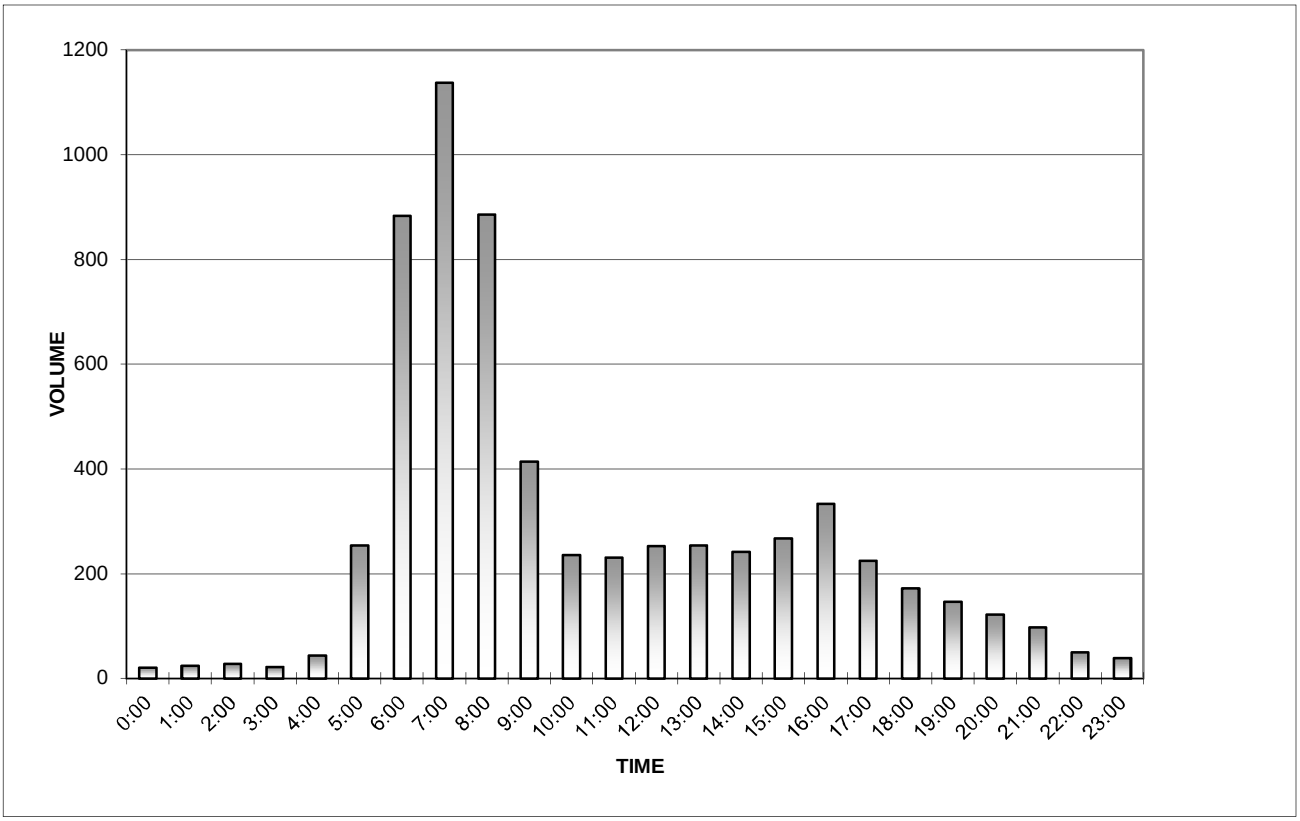


WB Riverfront Boulevard between Cadiz Street and Corinth Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	7	6	2	5	20
1:00	6	4	8	6	24
2:00	5	6	7	10	28
3:00	8	4	6	4	22
4:00	7	8	10	18	43
5:00	44	42	78	90	254
6:00	150	200	257	276	883
7:00	296	286	306	250	1138
8:00	192	216	246	232	886
9:00	162	108	92	52	414
10:00	63	60	74	38	235
11:00	48	49	72	62	231
12:00	62	67	50	74	253
13:00	54	62	66	72	254
14:00	50	68	67	56	241
15:00	60	71	63	73	267
16:00	78	84	100	71	333
17:00	68	59	55	43	225
18:00	44	52	44	32	172
19:00	40	32	30	44	146
20:00	26	48	33	15	122
21:00	18	28	27	24	97
22:00	14	10	18	8	50
23:00	4	14	14	7	39
				TOTAL:	6377

The A.M. peak hour from 6:45 to 7:45 is 1164
The P.M. peak hour from 15:45 to 16:45 is 335

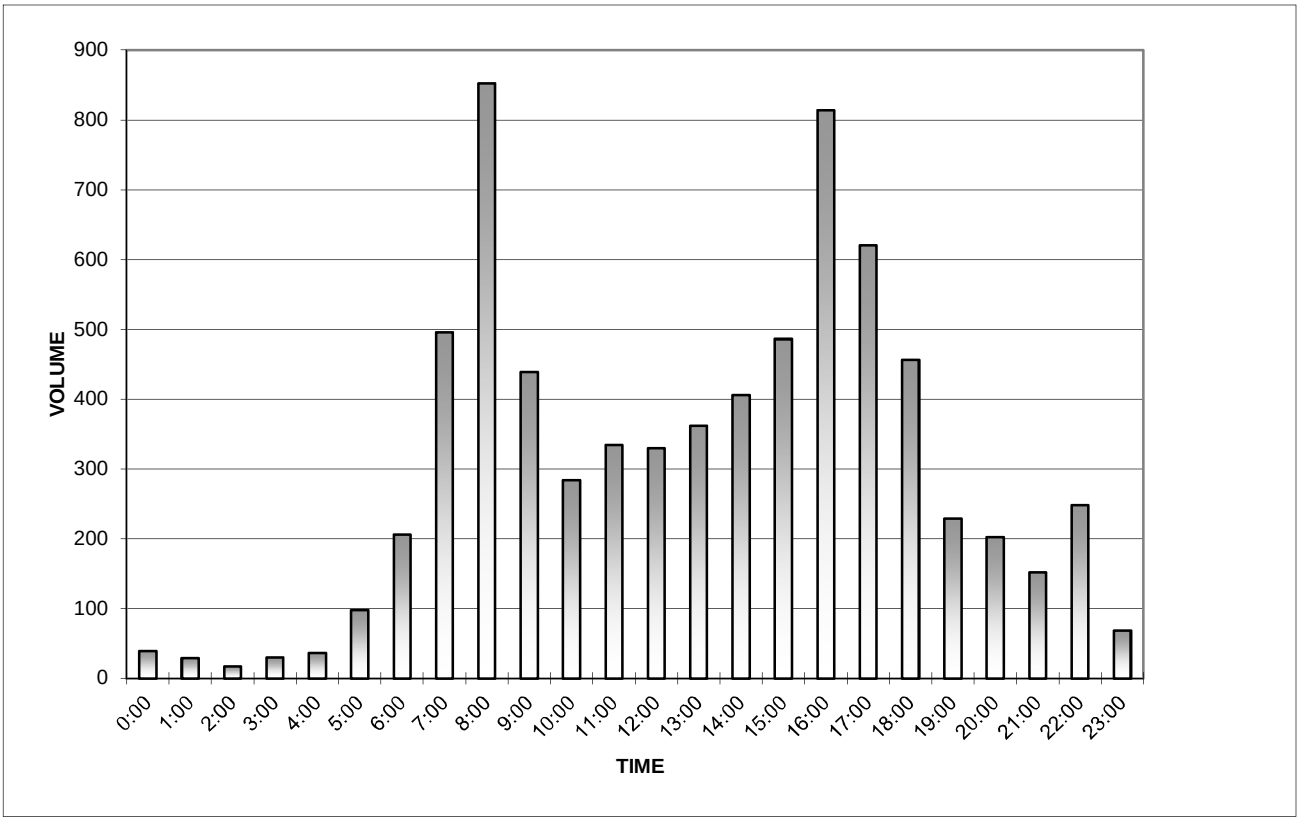


NB Cadiz Street between Riverfront Boulevard and Hotel Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	14	6	10	9	39
1:00	10	10	4	5	29
2:00	5	4	5	3	17
3:00	10	6	7	7	30
4:00	8	12	8	8	36
5:00	16	24	26	32	98
6:00	26	37	64	79	206
7:00	80	103	126	187	496
8:00	240	302	160	150	852
9:00	138	114	89	98	439
10:00	82	56	66	80	284
11:00	82	66	86	100	334
12:00	77	72	81	100	330
13:00	87	88	86	101	362
14:00	82	112	120	92	406
15:00	96	114	128	148	486
16:00	180	228	216	190	814
17:00	162	130	160	168	620
18:00	148	134	88	86	456
19:00	76	59	44	50	229
20:00	44	48	58	52	202
21:00	30	37	29	56	152
22:00	62	80	53	53	248
23:00	25	12	15	16	68
				TOTAL:	7233

The A.M. peak hour from 7:45 to 8:45 is 889
The P.M. peak hour from 16:00 to 17:00 is 814

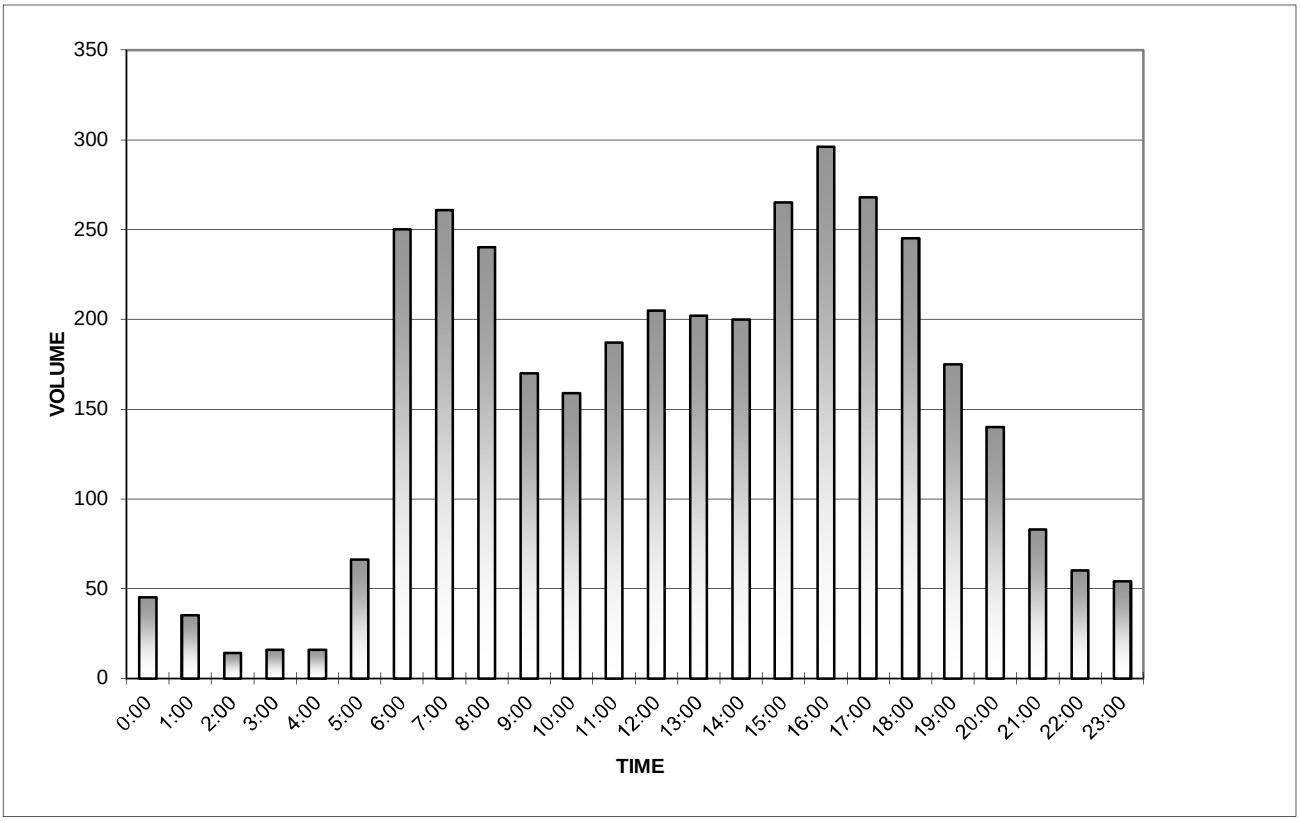


SB Cadiz Street between Riverfront Boulevard and Hotel Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	12	14	6	13	45
1:00	10	12	5	8	35
2:00	4	4	2	4	14
3:00	2	1	4	9	16
4:00	3	2	2	9	16
5:00	9	13	25	19	66
6:00	40	62	78	70	250
7:00	71	48	82	60	261
8:00	45	65	66	64	240
9:00	52	48	37	33	170
10:00	39	36	48	36	159
11:00	49	46	54	38	187
12:00	51	52	56	46	205
13:00	52	48	62	40	202
14:00	52	46	52	50	200
15:00	67	56	72	70	265
16:00	68	70	87	71	296
17:00	86	74	52	56	268
18:00	68	56	68	53	245
19:00	52	41	42	40	175
20:00	20	30	50	40	140
21:00	20	15	29	19	83
22:00	22	12	17	9	60
23:00	12	18	16	8	54
				TOTAL:	3652

The A.M. peak hour from 6:15 to 7:15 is 281
The P.M. peak hour from 16:30 to 17:30 is 318

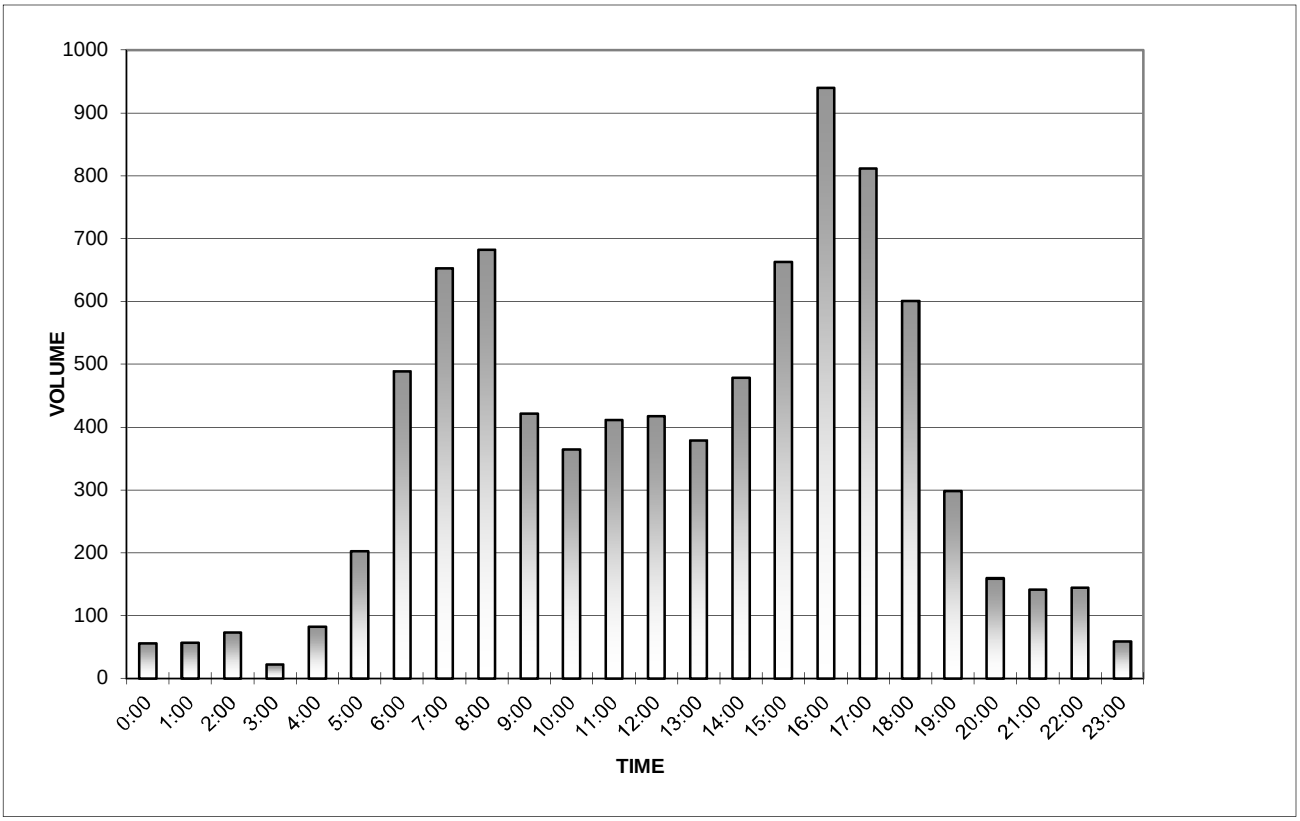


NB Corinth Street between Riverfront Boulevard and Austin Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	15	16	13	12	56
1:00	17	13	8	19	57
2:00	12	31	21	9	73
3:00	5	5	4	8	22
4:00	8	15	24	35	82
5:00	27	39	78	58	202
6:00	83	103	140	163	489
7:00	154	158	157	184	653
8:00	146	224	195	117	682
9:00	136	102	104	79	421
10:00	89	95	91	89	364
11:00	112	88	91	120	411
12:00	103	111	101	102	417
13:00	86	96	90	107	379
14:00	98	120	120	140	478
15:00	132	158	166	207	663
16:00	194	221	275	250	940
17:00	194	206	201	210	811
18:00	188	169	113	131	601
19:00	85	80	68	65	298
20:00	43	50	29	37	159
21:00	34	41	33	33	141
22:00	37	34	33	40	144
23:00	16	20	15	8	59
				TOTAL:	8602

The A.M. peak hour from 7:45 to 8:45 is 749
The P.M. peak hour from 16:15 to 17:15 is 940

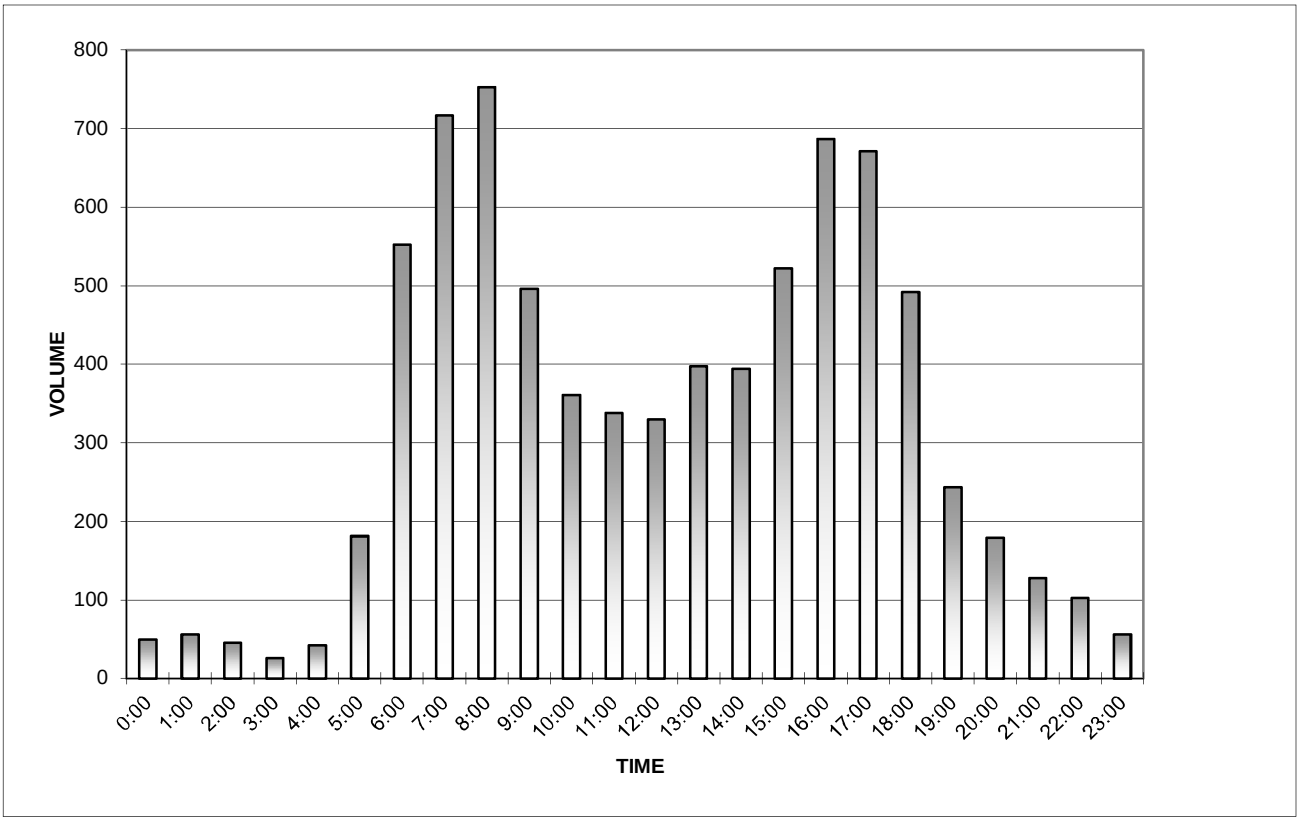


SB Corinth Street between Riverfront Boulevard and Austin Street

Date Began:
5/1/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	16	15	11	7	49
1:00	9	8	22	17	56
2:00	14	10	11	10	45
3:00	10	9	5	2	26
4:00	9	6	9	18	42
5:00	26	26	57	72	181
6:00	107	131	162	152	552
7:00	185	181	201	150	717
8:00	185	185	179	204	753
9:00	182	120	107	87	496
10:00	94	88	90	89	361
11:00	94	86	83	75	338
12:00	92	76	74	88	330
13:00	85	92	106	114	397
14:00	81	88	126	99	394
15:00	128	119	139	136	522
16:00	184	181	156	166	687
17:00	201	180	161	129	671
18:00	154	140	112	86	492
19:00	68	73	51	51	243
20:00	45	57	43	34	179
21:00	32	31	34	31	128
22:00	21	24	36	21	102
23:00	17	16	12	11	56
				TOTAL:	7817

The A.M. peak hour from 8:00 to 9:00 is 753
The P.M. peak hour from 16:45 to 17:45 is 708

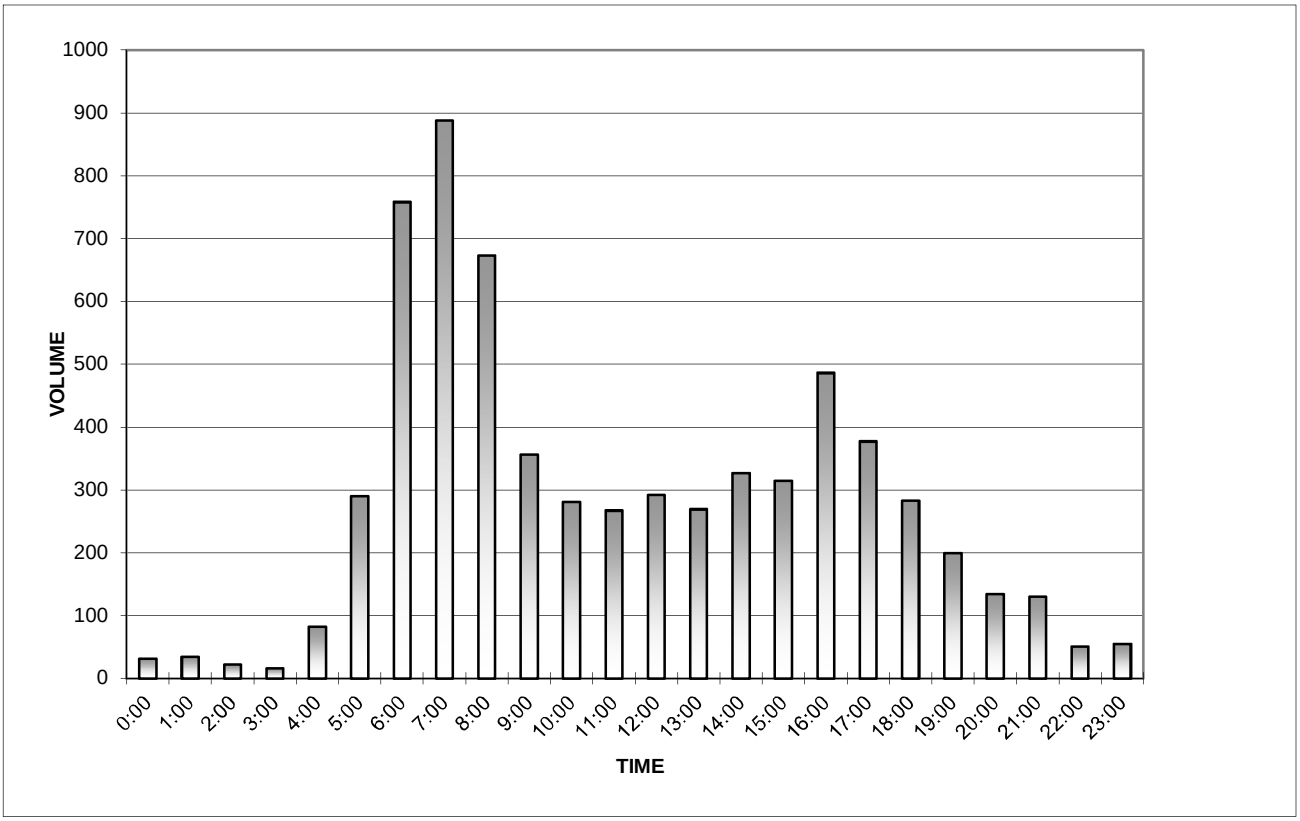


NB Corinth Street South of Riverfront Boulevard

Date Began:
5/3/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	7	7	8	9	31
1:00	9	7	10	8	34
2:00	5	9	4	4	22
3:00	6	2	2	6	16
4:00	9	16	25	32	82
5:00	42	57	108	83	290
6:00	130	157	216	255	758
7:00	210	218	222	238	888
8:00	185	194	163	131	673
9:00	122	91	84	59	356
10:00	64	78	84	55	281
11:00	63	50	76	78	267
12:00	63	72	75	82	292
13:00	65	67	63	74	269
14:00	89	87	89	62	327
15:00	72	90	71	81	314
16:00	101	127	130	128	486
17:00	116	92	99	70	377
18:00	84	74	67	58	283
19:00	63	45	48	43	199
20:00	46	35	23	30	134
21:00	22	43	40	25	130
22:00	12	13	14	12	51
23:00	19	12	8	16	55
				TOTAL:	6615

The A.M. peak hour from 6:45 to 7:45 is 905
The P.M. peak hour from 16:15 to 17:15 is 501

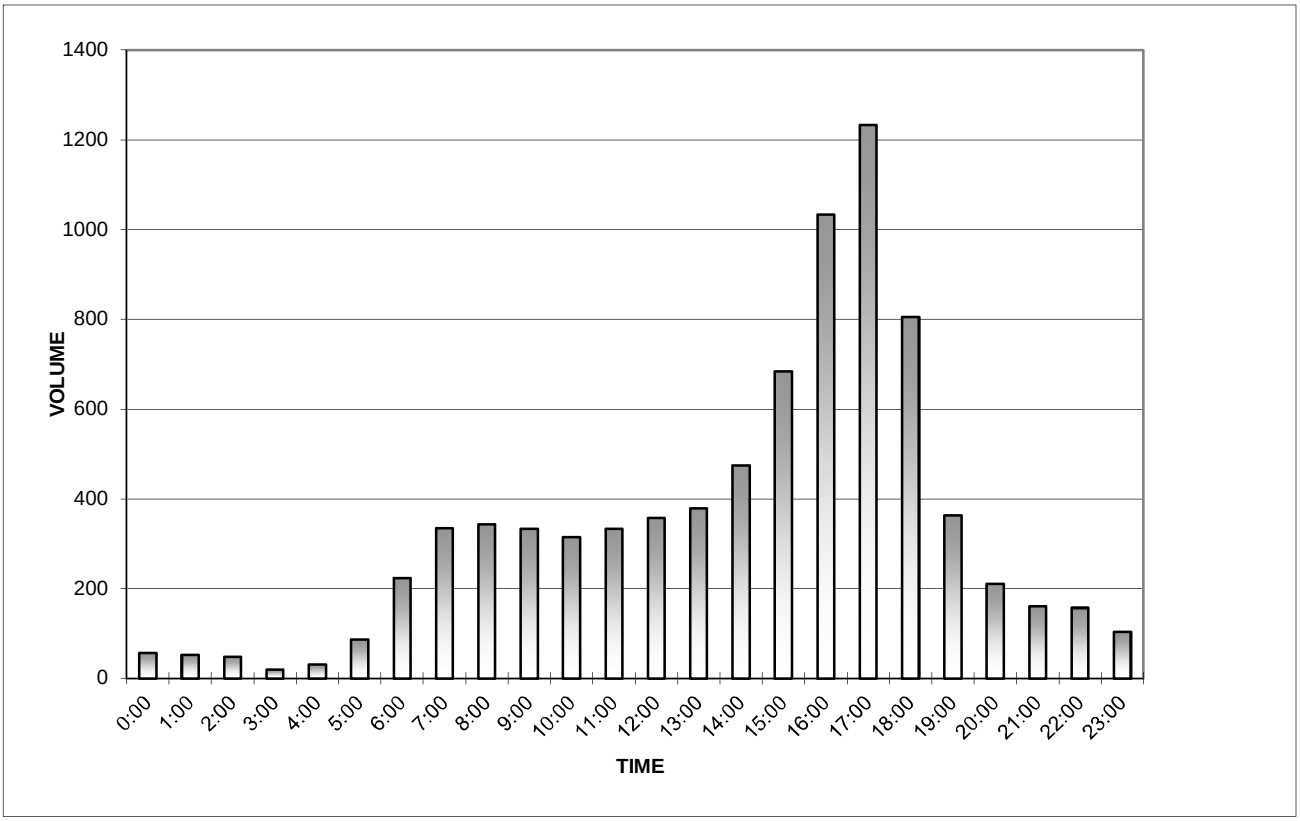


SB Corinth Street South of Riverfront Boulevard

Date Began:
5/3/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	20	16	11	10	57
1:00	6	9	20	17	52
2:00	11	11	19	7	48
3:00	7	8	2	2	19
4:00	4	5	12	10	31
5:00	19	13	23	32	87
6:00	48	47	61	68	224
7:00	79	84	80	92	335
8:00	76	87	68	112	343
9:00	99	76	90	68	333
10:00	81	77	79	77	314
11:00	92	81	87	73	333
12:00	96	79	88	94	357
13:00	94	94	96	95	379
14:00	95	124	122	134	475
15:00	167	153	166	198	684
16:00	209	241	285	298	1033
17:00	313	323	317	280	1233
18:00	252	234	176	143	805
19:00	103	94	85	81	363
20:00	56	57	45	52	210
21:00	49	37	40	34	160
22:00	44	42	34	37	157
23:00	32	26	24	22	104
				TOTAL:	8136

The A.M. peak hour from 8:45 to 9:45 is 377
The P.M. peak hour from 16:45 to 17:45 is 1251



1. Cadiz Street at Griffin Street - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518139, Location: 32.772223, -96.798172, Site Code: 1

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Griffin Street Eastbound						Griffin Street Westbound						Cadiz Street Northbound						Cadiz Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	36	174	0	0	**210**	0	0	24	1	0	**25**	1	6	56	74	0	**136**	3	0	0	0	0	**0**	0	**371**
4:45PM	32	191	0	0	**223**	0	0	34	1	0	**35**	4	9	52	82	0	**143**	1	0	0	0	0	**0**	1	**401**
Hourly Total	68	365	0	0	**433**	0	0	58	2	0	**60**	5	15	108	156	0	**279**	4	0	0	0	0	**0**	1	**772**
5:00PM	27	157	0	0	**184**	0	0	20	4	0	**24**	4	9	59	77	0	**145**	4	0	0	0	0	**0**	0	**353**
5:15PM	15	175	0	0	**190**	0	0	11	1	2	**14**	4	6	50	81	0	**137**	5	0	0	0	1	**1**	2	**342**
5:30PM	16	180	0	0	**196**	0	0	22	3	1	**26**	6	4	37	73	0	**114**	1	0	0	0	0	**0**	2	**336**
5:45PM	15	145	0	0	**160**	1	0	20	6	0	**26**	0	7	43	65	0	**115**	0	0	0	0	0	**0**	0	**301**
Hourly Total	73	657	0	0	**730**	1	0	73	14	3	**90**	14	26	189	296	0	**511**	10	0	0	0	1	**1**	4	**1332**
6:00PM	18	117	0	0	**135**	0	0	18	3	1	**22**	0	4	43	69	0	**116**	2	0	0	0	0	**0**	0	**273**
6:15PM	12	84	0	0	**96**	0	0	16	0	0	**16**	3	10	33	77	0	**120**	1	0	0	0	0	**0**	0	**232**
Hourly Total	30	201	0	0	**231**	0	0	34	3	1	**38**	3	14	76	146	0	**236**	3	0	0	0	0	**0**	0	**505**
Total	171	1223	0	0	**1394**	1	0	165	19	4	**188**	22	55	373	598	0	**1026**	17	0	0	0	1	**1**	5	**2609**
% Approach	12.3%	87.7%	0%	0%	**-**	-	0%	87.8%	10.1%	2.1%	**-**	-	5.4%	36.4%	58.3%	0%	**-**	-	0%	0%	0%	100%	**-**	-	-
% Total	6.6%	46.9%	0%	0%	**53.4%**	-	0%	6.3%	0.7%	0.2%	**7.2%**	-	2.1%	14.3%	22.9%	0%	**39.3%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	164	1203	0	0	**1367**	-	0	159	19	4	**182**	-	54	366	589	0	**1009**	-	0	0	0	1	**1**	-	2559
% Lights	95.9%	98.4%	0%	0%	**98.1%**	-	0%	96.4%	100%	100%	**96.8%**	-	98.2%	98.1%	98.5%	0%	**98.3%**	-	0%	0%	0%	100%	**100%**	-	98.1%
Articulated Trucks	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	1	3	0	**4**	-	0	0	0	0	**0**	-	8
% Articulated Trucks	0.6%	0.2%	0%	0%	**0.2%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.3%	0.5%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	6	18	0	0	**24**	-	0	5	0	0	**5**	-	1	6	6	0	**13**	-	0	0	0	0	**0**	-	42
% Buses and Single-Unit Trucks	3.5%	1.5%	0%	0%	**1.7%**	-	0%	3.0%	0%	0%	**2.7%**	-	1.8%	1.6%	1.0%	0%	**1.3%**	-	0%	0%	0%	0%	**0%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	20	-	-	-	-	-	17	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	90.9%	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	9.1%	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Cadiz Street at Griffin Street - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518139, Location: 32.772223, -96.798172, Site Code: 1

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Griffin Street Eastbound						Griffin Street Westbound						Cadiz Street Northbound						Cadiz Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	36	174	0	0	**210**	0	0	24	1	0	**25**	1	6	56	74	0	**136**	3	0	0	0	0	**0**	0	**371**
4:45PM	32	191	0	0	**223**	0	0	34	1	0	**35**	4	9	52	82	0	**143**	1	0	0	0	0	**0**	1	**401**
5:00PM	27	157	0	0	**184**	0	0	20	4	0	**24**	4	9	59	77	0	**145**	4	0	0	0	0	**0**	0	**353**
5:15PM	15	175	0	0	**190**	0	0	11	1	2	**14**	4	6	50	81	0	**137**	5	0	0	0	1	**1**	2	**342**
Total	110	697	0	0	**807**	0	0	89	7	2	**98**	13	30	217	314	0	**561**	13	0	0	0	1	**1**	3	**1467**
% Approach	13.6%	86.4%	0%	0%	-	-	0%	90.8%	7.1%	2.0%	-	-	5.3%	38.7%	56.0%	0%	-	-	0%	0%	0%	100%	-	-	-
% Total	7.5%	47.5%	0%	0%	**55.0%**	-	0%	6.1%	0.5%	0.1%	**6.7%**	-	2.0%	14.8%	21.4%	0%	**38.2%**	-	0%	0%	0%	0.1%	**0.1%**	-	-
PHF	0.764	0.912	-	-	**0.905**	-	-	0.654	0.438	0.250	**0.700**	-	0.833	0.919	0.957	-	**0.967**	-	-	-	-	0.250	**0.250**	-	0.915
Lights	104	683	0	0	**787**	-	0	85	7	2	**94**	-	30	214	309	0	**553**	-	0	0	0	1	**1**	-	1435
% Lights	94.5%	98.0%	0%	0%	**97.5%**	-	0%	95.5%	100%	100%	**95.9%**	-	100%	98.6%	98.4%	0%	**98.6%**	-	0%	0%	0%	100%	**100%**	-	97.8%
Articulated Trucks	1	2	0	0	**3**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0.9%	0.3%	0%	0%	**0.4%**	-	0%	1.1%	0%	0%	**1.0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0.3%
Buses and Single-Unit Trucks	5	12	0	0	**17**	-	0	3	0	0	**3**	-	0	3	5	0	**8**	-	0	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	4.5%	1.7%	0%	0%	**2.1%**	-	0%	3.4%	0%	0%	**3.1%**	-	0%	1.4%	1.6%	0%	**1.4%**	-	0%	0%	0%	0%	**0%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	13	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	92.3%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	7.7%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Cadiz Street at Griffin Street - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518120, Location: 32.772191, -96.798167

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Griffin Street Eastbound						Griffin Street Westbound						Cadiz Street Northbound						Cadiz Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	16	17	0	0	**33**	0	0	25	2	1	**28**	1	4	35	32	0	**71**	1	0	0	0	0	**0**	0	**132**
12:15PM	8	26	0	0	**34**	0	0	18	5	1	**24**	4	6	24	30	0	**60**	1	0	0	0	0	**0**	0	**118**
12:30PM	9	31	0	0	**40**	1	0	17	0	1	**18**	1	5	39	31	0	**75**	6	0	0	0	0	**0**	0	**133**
12:45PM	16	42	0	0	**58**	0	0	17	7	1	**25**	0	9	43	51	0	**103**	2	0	0	0	0	**0**	0	**186**
Hourly Total	49	116	0	0	**165**	1	0	77	14	4	**95**	6	24	141	144	0	**309**	10	0	0	0	0	**0**	0	**569**
1:00PM	10	24	0	0	**34**	0	0	22	1	0	**23**	2	5	51	43	0	**99**	1	0	0	0	0	**0**	0	**156**
1:15PM	8	25	0	0	**33**	0	0	22	3	2	**27**	4	6	35	39	0	**80**	0	0	0	0	0	**0**	1	**140**
1:30PM	8	20	0	0	**28**	0	0	24	2	1	**27**	1	1	27	39	0	**67**	0	0	0	0	0	**0**	0	**122**
1:45PM	13	17	0	0	**30**	0	0	21	1	0	**22**	3	2	49	43	0	**94**	0	0	0	0	0	**0**	4	**146**
Hourly Total	39	86	0	0	**125**	0	0	89	7	3	**99**	10	14	162	164	0	**340**	1	0	0	0	0	**0**	5	**564**
Total	88	202	0	0	**290**	1	0	166	21	7	**194**	16	38	303	308	0	**649**	11	0	0	0	0	**0**	5	**1133**
% Approach	30.3%	69.7%	0%	0%	**-**	-	0%	85.6%	10.8%	3.6%	**-**	-	5.9%	46.7%	47.5%	0%	**-**	-	0%	0%	0%	0%	**-**	-	-
% Total	7.8%	17.8%	0%	0%	**25.6%**	-	0%	14.7%	1.9%	0.6%	**17.1%**	-	3.4%	26.7%	27.2%	0%	**57.3%**	-	0%	0%	0%	0%	**0%**	-	-
Lights	86	199	0	0	**285**	-	0	161	21	7	**189**	-	37	298	300	0	**635**	-	0	0	0	0	**0**	-	1109
% Lights	97.7%	98.5%	0%	0%	**98.3%**	-	0%	97.0%	100%	100%	**97.4%**	-	97.4%	98.3%	97.4%	0%	**97.8%**	-	0%	0%	0%	0%	**-**	-	97.9%
Articulated Trucks	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	1	3	0	**4**	-	0	0	0	0	**0**	-	6
% Articulated Trucks	0%	0.5%	0%	0%	**0.3%**	-	0%	0.6%	0%	0%	**0.5%**	-	0%	0.3%	1.0%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	0.5%
Buses and Single-Unit Trucks	2	2	0	0	**4**	-	0	4	0	0	**4**	-	1	4	5	0	**10**	-	0	0	0	0	**0**	-	18
% Buses and Single-Unit Trucks	2.3%	1.0%	0%	0%	**1.4%**	-	0%	2.4%	0%	0%	**2.1%**	-	2.6%	1.3%	1.6%	0%	**1.5%**	-	0%	0%	0%	0%	**-**	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	15	-	-	-	-	-	11	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	93.8%	-	-	-	-	-	100%	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	6.3%	-	-	-	-	-	0%	-	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Cadiz Street at Griffin Street - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:30PM - 1:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518120, Location: 32.772191, -96.798167

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Griffin Street						Griffin Street						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:30PM	9	31	0	0	**40**	1	0	17	0	1	**18**	1	5	39	31	0	**75**	6	0	0	0	0	**0**	0	**133**
12:45PM	16	42	0	0	**58**	0	0	17	7	1	**25**	0	9	43	51	0	**103**	2	0	0	0	0	**0**	0	**186**
1:00PM	10	24	0	0	**34**	0	0	22	1	0	**23**	2	5	51	43	0	**99**	1	0	0	0	0	**0**	0	**156**
1:15PM	8	25	0	0	**33**	0	0	22	3	2	**27**	4	6	35	39	0	**80**	0	0	0	0	0	**0**	1	**140**
Total	43	122	0	0	**165**	1	0	78	11	4	**93**	7	25	168	164	0	**357**	9	0	0	0	0	**0**	1	**615**
% Approach	26.1%	73.9%	0%	0%	-	-	0%	83.9%	11.8%	4.3%	-	-	7.0%	47.1%	45.9%	0%	-	-	0%	0%	0%	0%	-	-	-
% Total	7.0%	19.8%	0%	0%	**26.8%**	-	0%	12.7%	1.8%	0.7%	**15.1%**	-	4.1%	27.3%	26.7%	0%	**58.0%**	-	0%	0%	0%	0%	**0%**	-	-
PHF	0.672	0.726	-	-	**0.711**	-	-	0.886	0.393	0.500	**0.861**	-	0.694	0.824	0.804	-	**0.867**	-	-	-	-	-	-	-	0.827
Lights	43	121	0	0	**164**	-	0	75	11	4	**90**	-	24	164	158	0	**346**	-	0	0	0	0	**0**	-	600
% Lights	100%	99.2%	0%	0%	**99.4%**	-	0%	96.2%	100%	100%	**96.8%**	-	96.0%	97.6%	96.3%	0%	**96.9%**	-	0%	0%	0%	0%	-	-	97.6%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	2	0	**3**	-	0	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	1.3%	0%	0%	**1.1%**	-	0%	0.6%	1.2%	0%	**0.8%**	-	0%	0%	0%	0%	-	-	0.7%
Buses and Single-Unit Trucks	0	1	0	0	**1**	-	0	2	0	0	**2**	-	1	3	4	0	**8**	-	0	0	0	0	**0**	-	11
% Buses and Single-Unit Trucks	0%	0.8%	0%	0%	**0.6%**	-	0%	2.6%	0%	0%	**2.2%**	-	4.0%	1.8%	2.4%	0%	**2.2%**	-	0%	0%	0%	0%	-	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	9	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Cadiz Street at Lamar Street - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518140, Location: 32.770497, -96.799627, Site Code: 2

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	15	137	48	0	**200**	0	31	39	20	0	**90**	3	13	93	64	0	**170**	0	33	6	19	2	**60**	2	**520**
4:45PM	12	115	32	0	**159**	0	32	36	16	1	**85**	1	7	104	82	0	**193**	0	23	4	15	0	**42**	5	**479**
Hourly Total	27	252	80	0	**359**	0	63	75	36	1	**175**	4	20	197	146	0	**363**	0	56	10	34	2	**102**	7	**999**
5:00PM	9	74	38	0	**121**	1	39	39	28	0	**106**	3	13	86	55	1	**155**	0	20	3	3	0	**26**	2	**408**
5:15PM	13	122	31	0	**166**	0	38	33	26	0	**97**	5	6	74	56	0	**136**	1	36	1	6	0	**43**	1	**442**
5:30PM	17	115	30	0	**162**	0	30	21	26	0	**77**	7	4	78	64	4	**150**	9	30	1	7	1	**39**	1	**428**
5:45PM	18	91	23	0	**132**	0	29	25	23	0	**77**	2	8	89	80	2	**179**	2	47	6	11	0	**64**	1	**452**
Hourly Total	57	402	122	0	**581**	1	136	118	103	0	**357**	17	31	327	255	7	**620**	12	133	11	27	1	**172**	5	**1730**
6:00PM	17	88	24	0	**129**	0	34	25	19	0	**78**	2	15	67	62	8	**152**	1	37	2	7	1	**47**	2	**406**
6:15PM	16	50	20	0	**86**	0	34	35	20	0	**89**	2	6	68	68	6	**148**	2	23	2	5	0	**30**	3	**353**
Hourly Total	33	138	44	0	**215**	0	68	60	39	0	**167**	4	21	135	130	14	**300**	3	60	4	12	1	**77**	5	**759**
Total	117	792	246	0	**1155**	1	267	253	178	1	**699**	25	72	659	531	21	**1283**	15	249	25	73	4	**351**	17	**3488**
% Approach	10.1%	68.6%	21.3%	0%	-	-	38.2%	36.2%	25.5%	0.1%	-	-	5.6%	51.4%	41.4%	1.6%	-	-	70.9%	7.1%	20.8%	1.1%	-	-	-
% Total	3.4%	22.7%	7.1%	0%	**33.1%**	-	7.7%	7.3%	5.1%	0%	**20.0%**	-	2.1%	18.9%	15.2%	0.6%	**36.8%**	-	7.1%	0.7%	2.1%	0.1%	**10.1%**	-	-
Lights	115	774	238	0	**1127**	-	264	241	172	1	**678**	-	68	650	520	21	**1259**	-	233	25	72	4	**334**	-	3398
% Lights	98.3%	97.7%	96.7%	0%	**97.6%**	-	98.9%	95.3%	96.6%	100%	**97.0%**	-	94.4%	98.6%	97.9%	100%	**98.1%**	-	93.6%	100%	98.6%	100%	**95.2%**	-	97.4%
Articulated Trucks	0	1	1	0	**2**	-	1	2	3	0	**6**	-	0	1	5	0	**6**	-	9	0	0	0	**9**	-	23
% Articulated Trucks	0%	0.1%	0.4%	0%	**0.2%**	-	0.4%	0.8%	1.7%	0%	**0.9%**	-	0%	0.2%	0.9%	0%	**0.5%**	-	3.6%	0%	0%	0%	**2.6%**	-	0.7%
Buses and Single-Unit Trucks	2	17	7	0	**26**	-	2	10	3	0	**15**	-	4	8	6	0	**18**	-	7	0	1	0	**8**	-	67
% Buses and Single-Unit Trucks	1.7%	2.1%	2.8%	0%	**2.3%**	-	0.7%	4.0%	1.7%	0%	**2.1%**	-	5.6%	1.2%	1.1%	0%	**1.4%**	-	2.8%	0%	1.4%	0%	**2.3%**	-	1.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	24	-	-	-	-	-	15	-	-	-	-	-	16	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	96.0%	-	-	-	-	-	100%	-	-	-	-	-	94.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	4.0%	-	-	-	-	-	0%	-	-	-	-	-	5.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Cadiz Street at Lamar Street - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518140, Location: 32.770497, -96.799627, Site Code: 2

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	15	137	48	0	**200**	0	31	39	20	0	**90**	3	13	93	64	0	**170**	0	33	6	19	2	**60**	2	**520**
4:45PM	12	115	32	0	**159**	0	32	36	16	1	**85**	1	7	104	82	0	**193**	0	23	4	15	0	**42**	5	**479**
5:00PM	9	74	38	0	**121**	1	39	39	28	0	**106**	3	13	86	55	1	**155**	0	20	3	3	0	**26**	2	**408**
5:15PM	13	122	31	0	**166**	0	38	33	26	0	**97**	5	6	74	56	0	**136**	1	36	1	6	0	**43**	1	**442**
Total	49	448	149	0	**646**	1	140	147	90	1	**378**	12	39	357	257	1	**654**	1	112	14	43	2	**171**	10	**1849**
% Approach	7.6%	69.3%	23.1%	0%	**-**	-	37.0%	38.9%	23.8%	0.3%	**-**	-	6.0%	54.6%	39.3%	0.2%	**-**	-	65.5%	8.2%	25.1%	1.2%	**-**	-	-
% Total	2.7%	24.2%	8.1%	0%	**34.9%**	-	7.6%	8.0%	4.9%	0.1%	**20.4%**	-	2.1%	19.3%	13.9%	0.1%	**35.4%**	-	6.1%	0.8%	2.3%	0.1%	**9.2%**	-	-
PHF	0.817	0.818	0.776	-	**0.808**	-	0.897	0.942	0.804	0.250	**0.892**	-	0.750	0.858	0.784	0.250	**0.847**	-	0.778	0.583	0.566	0.250	**0.713**	-	0.889
Lights	47	437	141	0	**625**	-	137	138	89	1	**365**	-	37	352	250	1	**640**	-	103	14	43	2	**162**	-	1792
% Lights	95.9%	97.5%	94.6%	0%	**96.7%**	-	97.9%	93.9%	98.9%	100%	**96.6%**	-	94.9%	98.6%	97.3%	100%	**97.9%**	-	92.0%	100%	100%	100%	**94.7%**	-	96.9%
Articulated Trucks	0	0	1	0	**1**	-	1	0	0	0	**1**	-	0	0	1	0	**1**	-	6	0	0	0	**6**	-	9
% Articulated Trucks	0%	0%	0.7%	0%	**0.2%**	-	0.7%	0%	0%	0%	**0.3%**	-	0%	0%	0.4%	0%	**0.2%**	-	5.4%	0%	0%	0%	**3.5%**	-	0.5%
Buses and Single-Unit Trucks	2	11	7	0	**20**	-	2	9	1	0	**12**	-	2	5	6	0	**13**	-	3	0	0	0	**3**	-	48
% Buses and Single-Unit Trucks	4.1%	2.5%	4.7%	0%	**3.1%**	-	1.4%	6.1%	1.1%	0%	**3.2%**	-	5.1%	1.4%	2.3%	0%	**2.0%**	-	2.7%	0%	0%	0%	**1.8%**	-	2.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	12	-	-	-	-	-	1	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	90.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	10.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Cadiz Street at Lamar Street - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518122, Location: 32.77047, -96.799595

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	7	22	22	0	**51**	0	30	30	26	0	**86**	3	4	35	24	0	**63**	3	29	6	10	0	**45**	1	**245**
12:15PM	5	28	14	0	**47**	0	35	35	15	0	**85**	1	9	37	21	2	**69**	0	41	1	13	1	**56**	5	**257**
12:30PM	12	34	12	0	**58**	0	40	38	23	0	**101**	3	8	34	43	3	**88**	0	46	8	8	1	**63**	2	**310**
12:45PM	12	39	17	0	**68**	0	21	24	30	0	**75**	5	11	48	32	3	**94**	1	28	2	13	2	**45**	6	**282**
Hourly Total	36	123	65	0	**224**	0	126	127	94	0	**347**	12	32	154	120	8	**314**	4	144	17	44	4	**209**	14	**1094**
1:00PM	15	41	16	0	**72**	0	21	34	29	0	**84**	1	6	51	37	6	**100**	0	35	2	7	2	**46**	2	**302**
1:15PM	11	26	13	0	**50**	0	24	21	14	0	**59**	1	5	46	28	2	**81**	2	43	2	14	1	**60**	2	**250**
1:30PM	4	36	15	0	**55**	0	27	27	13	0	**67**	1	8	49	34	2	**93**	0	16	5	16	0	**37**	3	**252**
1:45PM	4	28	14	0	**46**	0	34	17	36	0	**87**	0	18	54	24	8	**104**	1	28	1	15	0	**44**	1	**281**
Hourly Total	34	131	58	0	**223**	0	106	99	92	0	**297**	3	37	200	123	18	**378**	3	122	10	52	3	**187**	8	**1085**
Total	70	254	123	0	**447**	0	232	226	186	0	**644**	15	69	354	243	26	**692**	7	266	27	96	7	**396**	22	**2179**
% Approach	15.7%	56.8%	27.5%	0%	**-**	-	36.0%	35.1%	28.9%	0%	**-**	-	10.0%	51.2%	35.1%	3.8%	**-**	-	67.2%	6.8%	24.2%	1.8%	**-**	-	-
% Total	3.2%	11.7%	5.6%	0%	**20.5%**	-	10.6%	10.4%	8.5%	0%	**29.6%**	-	3.2%	16.2%	11.2%	1.2%	**31.8%**	-	12.2%	1.2%	4.4%	0.3%	**18.2%**	-	-
Lights	67	249	122	0	**438**	-	228	222	180	0	**630**	-	64	347	243	26	**680**	-	250	25	92	7	**374**	-	2122
% Lights	95.7%	98.0%	99.2%	0%	**98.0%**	-	98.3%	98.2%	96.8%	0%	**97.8%**	-	92.8%	98.0%	100%	100%	**98.3%**	-	94.0%	92.6%	95.8%	100%	**94.4%**	-	97.4%
Articulated Trucks	0	1	0	0	**1**	-	0	0	0	0	**0**	-	0	3	0	0	**3**	-	8	0	3	0	**11**	-	15
% Articulated Trucks	0%	0.4%	0%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0%	0.8%	0%	0%	**0.4%**	-	3.0%	0%	3.1%	0%	**2.8%**	-	0.7%
Buses and Single-Unit Trucks	3	4	1	0	**8**	-	4	4	6	0	**14**	-	5	4	0	0	**9**	-	8	2	1	0	**11**	-	42
% Buses and Single-Unit Trucks	4.3%	1.6%	0.8%	0%	**1.8%**	-	1.7%	1.8%	3.2%	0%	**2.2%**	-	7.2%	1.1%	0%	0%	**1.3%**	-	3.0%	7.4%	1.0%	0%	**2.8%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	6	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	73.3%	-	-	-	-	-	85.7%	-	-	-	-	-	63.6%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	8	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	26.7%	-	-	-	-	-	14.3%	-	-	-	-	-	36.4%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Cadiz Street at Lamar Street - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518122, Location: 32.77047, -96.799595

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:15PM	5	28	14	0	**47**	0	35	35	15	0	**85**	1	9	37	21	2	**69**	0	41	1	13	1	**56**	5	**257**
12:30PM	12	34	12	0	**58**	0	40	38	23	0	**101**	3	8	34	43	3	**88**	0	46	8	8	1	**63**	2	**310**
12:45PM	12	39	17	0	**68**	0	21	24	30	0	**75**	5	11	48	32	3	**94**	1	28	2	13	2	**45**	6	**282**
1:00PM	15	41	16	0	**72**	0	21	34	29	0	**84**	1	6	51	37	6	**100**	0	35	2	7	2	**46**	2	**302**
Total	44	142	59	0	**245**	0	117	131	97	0	**345**	10	34	170	133	14	**351**	1	150	13	41	6	**210**	15	**1151**
% Approach	18.0%	58.0%	24.1%	0%	**-**	-	33.9%	38.0%	28.1%	0%	**-**	-	9.7%	48.4%	37.9%	4.0%	**-**	-	71.4%	6.2%	19.5%	2.9%	**-**	-	-
% Total	3.8%	12.3%	5.1%	0%	**21.3%**	-	10.2%	11.4%	8.4%	0%	**30.0%**	-	3.0%	14.8%	11.6%	1.2%	**30.5%**	-	13.0%	1.1%	3.6%	0.5%	**18.2%**	-	-
PHF	0.733	0.866	0.868	-	**0.851**	-	0.731	0.862	0.808	-	**0.854**	-	0.773	0.833	0.773	0.583	**0.878**	-	0.815	0.406	0.788	0.750	**0.833**	-	0.928
Lights	41	140	58	0	**239**	-	113	129	95	0	**337**	-	32	165	133	14	**344**	-	145	12	39	6	**202**	-	1122
% Lights	93.2%	98.6%	98.3%	0%	**97.6%**	-	96.6%	98.5%	97.9%	0%	**97.7%**	-	94.1%	97.1%	100%	100%	**98.0%**	-	96.7%	92.3%	95.1%	100%	**96.2%**	-	97.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	4	0	1	0	**5**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	1.2%	0%	0%	**0.6%**	-	2.7%	0%	2.4%	0%	**2.4%**	-	0.6%
Buses and Single-Unit Trucks	3	2	1	0	**6**	-	4	2	2	0	**8**	-	2	3	0	0	**5**	-	1	1	1	0	**3**	-	22
% Buses and Single-Unit Trucks	6.8%	1.4%	1.7%	0%	**2.4%**	-	3.4%	1.5%	2.1%	0%	**2.3%**	-	5.9%	1.8%	0%	0%	**1.4%**	-	0.7%	7.7%	2.4%	0%	**1.4%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	11	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	60.0%	-	-	-	-	-	100%	-	-	-	-	-	73.3%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	4	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	40.0%	-	-	-	-	-	0%	-	-	-	-	-	26.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Cadiz Street at Hotel Street - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518141, Location: 32.76837, -96.801777, Site Code: 3

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Hotel Street Eastbound					Cadiz Street Northbound					Cadiz Street Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2018-05-01 4:30PM	2	7	0	**9**	0	34	170	2	**206**	0	77	7	0	**84**	0	**299**
4:45PM	2	6	1	**9**	0	24	158	0	**182**	0	55	5	0	**60**	0	**251**
Hourly Total	4	13	1	**18**	0	58	328	2	**388**	0	132	12	0	**144**	0	**550**
5:00PM	1	7	0	**8**	0	13	140	2	**155**	0	73	10	0	**83**	0	**246**
5:15PM	3	3	0	**6**	0	10	111	1	**122**	0	65	9	0	**74**	0	**202**
5:30PM	1	4	0	**5**	0	4	158	0	**162**	0	49	6	0	**55**	0	**222**
5:45PM	1	6	0	**7**	1	9	152	0	**161**	0	45	3	0	**48**	0	**216**
Hourly Total	6	20	0	**26**	1	36	561	3	**600**	0	232	28	0	**260**	0	**886**
6:00PM	1	7	0	**8**	1	8	138	0	**146**	0	51	6	0	**57**	0	**211**
6:15PM	2	3	0	**5**	0	7	119	0	**126**	0	45	7	0	**52**	1	**183**
Hourly Total	3	10	0	**13**	1	15	257	0	**272**	0	96	13	0	**109**	1	**394**
Total	13	43	1	**57**	2	109	1146	5	**1260**	0	460	53	0	**513**	1	**1830**
% Approach	22.8%	75.4%	1.8%	-	-	8.7%	91.0%	0.4%	-	-	89.7%	10.3%	0%	-	-	-
% Total	0.7%	2.3%	0.1%	**3.1%**	-	6.0%	62.6%	0.3%	**68.9%**	-	25.1%	2.9%	0%	**28.0%**	-	-
Lights	11	40	0	**51**	-	106	1127	5	**1238**	-	452	52	0	**504**	-	1793
% Lights	84.6%	93.0%	0%	**89.5%**	-	97.2%	98.3%	100%	**98.3%**	-	98.3%	98.1%	0%	**98.2%**	-	98.0%
Articulated Trucks	2	3	1	**6**	-	1	3	0	**4**	-	1	0	0	**1**	-	11
% Articulated Trucks	15.4%	7.0%	100%	**10.5%**	-	0.9%	0.3%	0%	**0.3%**	-	0.2%	0%	0%	**0.2%**	-	0.6%
Buses and Single-Unit Trucks	0	0	0	**0**	-	2	16	0	**18**	-	7	1	0	**8**	-	26
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	1.8%	1.4%	0%	**1.4%**	-	1.5%	1.9%	0%	**1.6%**	-	1.4%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Cadiz Street at Hotel Street - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518141, Location: 32.76837, -96.801777, Site Code: 3

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Hotel Street Eastbound					Cadiz Street Northbound					Cadiz Street Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2018-05-01 4:30PM	2	7	0	**9**	0	34	170	2	**206**	0	77	7	0	**84**	0	**299**
4:45PM	2	6	1	**9**	0	24	158	0	**182**	0	55	5	0	**60**	0	**251**
5:00PM	1	7	0	**8**	0	13	140	2	**155**	0	73	10	0	**83**	0	**246**
5:15PM	3	3	0	**6**	0	10	111	1	**122**	0	65	9	0	**74**	0	**202**
Total	8	23	1	**32**	0	81	579	5	**665**	0	270	31	0	**301**	0	**998**
% Approach	25.0%	71.9%	3.1%	**-**	-	12.2%	87.1%	0.8%	**-**	-	89.7%	10.3%	0%	**-**	-	-
% Total	0.8%	2.3%	0.1%	**3.2%**	-	8.1%	58.0%	0.5%	**66.6%**	-	27.1%	3.1%	0%	**30.2%**	-	-
PHF	0.667	0.821	0.250	**0.889**	-	0.596	0.851	0.625	**0.807**	-	0.877	0.775	-	**0.896**	-	0.834
Lights	8	21	0	**29**	-	78	567	5	**650**	-	262	30	0	**292**	-	971
% Lights	100%	91.3%	0%	**90.6%**	-	96.3%	97.9%	100%	**97.7%**	-	97.0%	96.8%	0%	**97.0%**	-	97.3%
Articulated Trucks	0	2	1	**3**	-	1	1	0	**2**	-	1	0	0	**1**	-	6
% Articulated Trucks	0%	8.7%	100%	**9.4%**	-	1.2%	0.2%	0%	**0.3%**	-	0.4%	0%	0%	**0.3%**	-	0.6%
Buses and Single-Unit Trucks	0	0	0	**0**	-	2	11	0	**13**	-	7	1	0	**8**	-	21
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	2.5%	1.9%	0%	**2.0%**	-	2.6%	3.2%	0%	**2.7%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Cadiz Street at Hotel Street - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518123, Location: 32.768343, -96.80171

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Hotel Street Eastbound					Cadiz Street Northbound					Cadiz Street Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	1	3	0	**4**	0	5	69	0	**74**	0	47	1	0	**48**	1	**126**
12:15PM	2	3	0	**5**	0	3	78	0	**81**	0	51	2	0	**53**	1	**139**
12:30PM	2	4	0	**6**	0	3	70	0	**73**	0	46	7	0	**53**	0	**132**
12:45PM	1	2	0	**3**	0	4	77	0	**81**	0	37	5	0	**42**	0	**126**
Hourly Total	6	12	0	**18**	0	15	294	0	**309**	0	181	15	0	**196**	2	**523**
1:00PM	1	1	0	**2**	3	3	84	0	**87**	1	37	2	0	**39**	2	**128**
1:15PM	1	1	0	**2**	0	4	82	0	**86**	0	36	2	0	**38**	0	**126**
1:30PM	1	0	0	**1**	0	4	83	0	**87**	0	42	3	0	**45**	0	**133**
1:45PM	1	4	0	**5**	0	9	73	0	**82**	0	46	4	0	**50**	0	**137**
Hourly Total	4	6	0	**10**	3	20	322	0	**342**	1	161	11	0	**172**	2	**524**
Total	10	18	0	**28**	3	35	616	0	**651**	1	342	26	0	**368**	4	**1047**
% Approach	35.7%	64.3%	0%	-	-	5.4%	94.6%	0%	-	-	92.9%	7.1%	0%	-	-	-
% Total	1.0%	1.7%	0%	**2.7%**	-	3.3%	58.8%	0%	**62.2%**	-	32.7%	2.5%	0%	**35.1%**	-	-
Lights	10	14	0	**24**	-	28	604	0	**632**	-	336	26	0	**362**	-	1018
% Lights	100%	77.8%	0%	**85.7%**	-	80.0%	98.1%	0%	**97.1%**	-	98.2%	100%	0%	**98.4%**	-	97.2%
Articulated Trucks	0	0	0	**0**	-	7	3	0	**10**	-	0	0	0	**0**	-	10
% Articulated Trucks	0%	0%	0%	**0%**	-	20.0%	0.5%	0%	**1.5%**	-	0%	0%	0%	**0%**	-	1.0%
Buses and Single-Unit Trucks	0	4	0	**4**	-	0	9	0	**9**	-	6	0	0	**6**	-	19
% Buses and Single-Unit Trucks	0%	22.2%	0%	**14.3%**	-	0%	1.5%	0%	**1.4%**	-	1.8%	0%	0%	**1.6%**	-	1.8%
Pedestrians	-	-	-	-	3	-	-	-	-	1	-	-	-	-	3	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Cadiz Street at Hotel Street - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518123, Location: 32.768343, -96.80171

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Hotel Street Eastbound					Cadiz Street Northbound					Cadiz Street Southbound					
Time	L	R	U	**App**	Ped*	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	**Int**
2018-04-28 12:15PM	2	3	0	**5**	0	3	78	0	**81**	0	51	2	0	**53**	1	**139**
12:30PM	2	4	0	**6**	0	3	70	0	**73**	0	46	7	0	**53**	0	**132**
12:45PM	1	2	0	**3**	0	4	77	0	**81**	0	37	5	0	**42**	0	**126**
1:00PM	1	1	0	**2**	3	3	84	0	**87**	1	37	2	0	**39**	2	**128**
Total	6	10	0	**16**	3	13	309	0	**322**	1	171	16	0	**187**	3	**525**
% Approach	37.5%	62.5%	0%	**-**	-	4.0%	96.0%	0%	**-**	-	91.4%	8.6%	0%	**-**	-	-
% Total	1.1%	1.9%	0%	**3.0%**	-	2.5%	58.9%	0%	**61.3%**	-	32.6%	3.0%	0%	**35.6%**	-	-
PHF	0.750	0.625	-	**0.667**	-	0.813	0.920	-	**0.925**	-	0.838	0.571	-	**0.882**	-	0.944
Lights	6	8	0	**14**	-	11	302	0	**313**	-	166	16	0	**182**	-	509
% Lights	100%	80.0%	0%	**87.5%**	-	84.6%	97.7%	0%	**97.2%**	-	97.1%	100%	0%	**97.3%**	-	97.0%
Articulated Trucks	0	0	0	**0**	-	2	2	0	**4**	-	0	0	0	**0**	-	4
% Articulated Trucks	0%	0%	0%	**0%**	-	15.4%	0.6%	0%	**1.2%**	-	0%	0%	0%	**0%**	-	0.8%
Buses and Single-Unit Trucks	0	2	0	**2**	-	0	5	0	**5**	-	5	0	0	**5**	-	12
% Buses and Single-Unit Trucks	0%	20.0%	0%	**12.5%**	-	0%	1.6%	0%	**1.6%**	-	2.9%	0%	0%	**2.7%**	-	2.3%
Pedestrians	-	-	-	-	3	-	-	-	-	1	-	-	-	-	3	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Cadiz Street at Riverfront Boulevard - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518142, Location: 32.766309, -96.803664, Site Code: 4

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Cadiz Street Northbound						Cadiz Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	117	328	0	0	**445**	0	0	82	17	0	**99**	1	109	86	26	0	**221**	1	16	0	68	0	**84**	0	**849**
4:45PM	132	278	0	0	**410**	0	0	75	8	0	**83**	3	68	52	15	0	**135**	3	12	0	58	1	**71**	0	**699**
Hourly Total	249	606	0	0	**855**	0	0	157	25	0	**182**	4	177	138	41	0	**356**	4	28	0	126	1	**155**	0	**1548**
5:00PM	98	231	0	0	**329**	0	0	66	6	0	**72**	2	25	57	18	0	**100**	0	16	0	75	0	**91**	0	**592**
5:15PM	91	329	0	0	**420**	0	0	58	8	0	**66**	3	20	38	13	0	**71**	0	10	0	54	0	**64**	0	**621**
5:30PM	108	327	0	0	**435**	0	0	60	8	0	**68**	0	25	41	22	0	**88**	6	11	0	43	1	**55**	0	**646**
5:45PM	112	304	0	0	**416**	0	0	42	9	0	**51**	2	18	50	14	0	**82**	3	6	0	54	0	**60**	0	**609**
Hourly Total	409	1191	0	0	**1600**	0	0	226	31	0	**257**	7	88	186	67	0	**341**	9	43	0	226	1	**270**	0	**2468**
6:00PM	93	237	0	0	**330**	0	0	35	6	0	**41**	0	11	45	9	0	**65**	0	15	0	51	0	**66**	0	**502**
6:15PM	84	211	0	1	**296**	0	0	52	16	0	**68**	0	10	33	12	0	**55**	0	7	0	45	0	**52**	0	**471**
Hourly Total	177	448	0	1	**626**	0	0	87	22	0	**109**	0	21	78	21	0	**120**	0	22	0	96	0	**118**	0	**973**
Total	835	2245	0	1	**3081**	0	0	470	78	0	**548**	11	286	402	129	0	**817**	13	93	0	448	2	**543**	0	**4989**
% Approach	27.1%	72.9%	0%	0%	**-**	-	0%	85.8%	14.2%	0%	**-**	-	35.0%	49.2%	15.8%	0%	**-**	-	17.1%	0%	82.5%	0.4%	**-**	-	-
% Total	16.7%	45.0%	0%	0%	**61.8%**	-	0%	9.4%	1.6%	0%	**11.0%**	-	5.7%	8.1%	2.6%	0%	**16.4%**	-	1.9%	0%	9.0%	0%	**10.9%**	-	-
Lights	818	2198	0	1	**3017**	-	0	440	78	0	**518**	-	272	396	125	0	**793**	-	92	0	437	2	**531**	-	4859
% Lights	98.0%	97.9%	0%	100%	**97.9%**	-	0%	93.6%	100%	0%	**94.5%**	-	95.1%	98.5%	96.9%	0%	**97.1%**	-	98.9%	0%	97.5%	100%	**97.8%**	-	97.4%
Articulated Trucks	4	11	0	0	**15**	-	0	10	0	0	**10**	-	4	0	0	0	**4**	-	0	0	4	0	**4**	-	33
% Articulated Trucks	0.5%	0.5%	0%	0%	**0.5%**	-	0%	2.1%	0%	0%	**1.8%**	-	1.4%	0%	0%	0%	**0.5%**	-	0%	0%	0.9%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	13	36	0	0	**49**	-	0	20	0	0	**20**	-	10	6	4	0	**20**	-	1	0	7	0	**8**	-	97
% Buses and Single-Unit Trucks	1.6%	1.6%	0%	0%	**1.6%**	-	0%	4.3%	0%	0%	**3.6%**	-	3.5%	1.5%	3.1%	0%	**2.4%**	-	1.1%	0%	1.6%	0%	**1.5%**	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	72.7%	-	-	-	-	-	69.2%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	27.3%	-	-	-	-	-	30.8%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Cadiz Street at Riverfront Boulevard - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518142, Location: 32.766309, -96.803664, Site Code: 4

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Riverfront Boulevard						Riverfront Boulevard						Cadiz Street						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	117	328	0	0	**445**	0	0	82	17	0	**99**	1	109	86	26	0	**221**	1	16	0	68	0	**84**	0	**849**
4:45PM	132	278	0	0	**410**	0	0	75	8	0	**83**	3	68	52	15	0	**135**	3	12	0	58	1	**71**	0	**699**
5:00PM	98	231	0	0	**329**	0	0	66	6	0	**72**	2	25	57	18	0	**100**	0	16	0	75	0	**91**	0	**592**
5:15PM	91	329	0	0	**420**	0	0	58	8	0	**66**	3	20	38	13	0	**71**	0	10	0	54	0	**64**	0	**621**
Total	438	1166	0	0	**1604**	0	0	281	39	0	**320**	9	222	233	72	0	**527**	4	54	0	255	1	**310**	0	**2761**
% Approach	27.3%	72.7%	0%	0%	**-**	-	0%	87.8%	12.2%	0%	**-**	-	42.1%	44.2%	13.7%	0%	**-**	-	17.4%	0%	82.3%	0.3%	**-**	-	-
% Total	15.9%	42.2%	0%	0%	**58.1%**	-	0%	10.2%	1.4%	0%	**11.6%**	-	8.0%	8.4%	2.6%	0%	**19.1%**	-	2.0%	0%	9.2%	0%	**11.2%**	-	-
PHF	0.830	0.886	-	-	**0.901**	-	-	0.857	0.574	-	**0.808**	-	0.509	0.677	0.692	-	**0.596**	-	0.844	-	0.850	0.250	**0.852**	-	0.813
Lights	426	1138	0	0	**1564**	-	0	259	39	0	**298**	-	211	229	68	0	**508**	-	53	0	245	1	**299**	-	2669
% Lights	97.3%	97.6%	0%	0%	**97.5%**	-	0%	92.2%	100%	0%	**93.1%**	-	95.0%	98.3%	94.4%	0%	**96.4%**	-	98.1%	0%	96.1%	100%	**96.5%**	-	96.7%
Articulated Trucks	2	6	0	0	**8**	-	0	7	0	0	**7**	-	3	0	0	0	**3**	-	0	0	3	0	**3**	-	21
% Articulated Trucks	0.5%	0.5%	0%	0%	**0.5%**	-	0%	2.5%	0%	0%	**2.2%**	-	1.4%	0%	0%	0%	**0.6%**	-	0%	0%	1.2%	0%	**1.0%**	-	0.8%
Buses and Single-Unit Trucks	10	22	0	0	**32**	-	0	15	0	0	**15**	-	8	4	4	0	**16**	-	1	0	7	0	**8**	-	71
% Buses and Single-Unit Trucks	2.3%	1.9%	0%	0%	**2.0%**	-	0%	5.3%	0%	0%	**4.7%**	-	3.6%	1.7%	5.6%	0%	**3.0%**	-	1.9%	0%	2.7%	0%	**2.6%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	7	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	77.8%	-	-	-	-	-	75.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	22.2%	-	-	-	-	-	25.0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Cadiz Street at Riverfront Boulevard - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518125, Location: 32.766277, -96.803603

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Riverfront Bouelvard						Riverfront Boulevard						Hwy 77 Off Ramp						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	36	75	0	0	**111**	0	0	57	9	0	**66**	0	42	35	8	0	**85**	0	9	0	47	0	**56**	0	**318**
12:15PM	40	78	0	1	**119**	0	0	54	5	0	**59**	0	45	40	13	0	**98**	0	5	0	46	0	**51**	0	**327**
12:30PM	34	100	0	2	**136**	0	0	55	6	0	**61**	0	35	38	13	0	**86**	0	11	0	48	0	**59**	0	**342**
12:45PM	31	85	0	1	**117**	0	0	56	12	0	**68**	0	31	54	15	0	**100**	1	5	0	43	0	**48**	0	**333**
Hourly Total	141	338	0	4	**483**	0	0	222	32	0	**254**	0	153	167	49	0	**369**	1	30	0	184	0	**214**	0	**1320**
1:00PM	34	75	0	1	**110**	0	0	66	9	0	**75**	4	48	50	21	0	**119**	0	13	0	34	0	**47**	1	**351**
1:15PM	37	93	0	1	**131**	0	0	80	7	0	**87**	1	53	53	25	0	**131**	0	14	0	41	0	**55**	1	**404**
1:30PM	36	96	0	1	**133**	0	0	77	15	1	**93**	0	46	38	14	0	**98**	0	10	0	35	0	**45**	0	**369**
1:45PM	25	85	0	0	**110**	0	0	71	11	0	**82**	1	48	54	12	0	**114**	0	9	0	47	0	**56**	0	**362**
Hourly Total	132	349	0	3	**484**	0	0	294	42	1	**337**	6	195	195	72	0	**462**	0	46	0	157	0	**203**	2	**1486**
Total	273	687	0	7	**967**	0	0	516	74	1	**591**	6	348	362	121	0	**831**	1	76	0	341	0	**417**	2	**2806**
% Approach	28.2%	71.0%	0%	0.7%	**-**	-	0%	87.3%	12.5%	0.2%	**-**	-	41.9%	43.6%	14.6%	0%	**-**	-	18.2%	0%	81.8%	0%	**-**	-	-
% Total	9.7%	24.5%	0%	0.2%	**34.5%**	-	0%	18.4%	2.6%	0%	**21.1%**	-	12.4%	12.9%	4.3%	0%	**29.6%**	-	2.7%	0%	12.2%	0%	**14.9%**	-	-
Lights	260	666	0	7	**933**	-	0	498	74	1	**573**	-	345	358	117	0	**820**	-	75	0	332	0	**407**	-	2733
% Lights	95.2%	96.9%	0%	100%	**96.5%**	-	0%	96.5%	100%	100%	**97.0%**	-	99.1%	98.9%	96.7%	0%	**98.7%**	-	98.7%	0%	97.4%	0%	**97.6%**	-	97.4%
Articulated Trucks	10	4	0	0	**14**	-	0	6	0	0	**6**	-	2	0	3	0	**5**	-	0	0	0	0	**0**	-	25
% Articulated Trucks	3.7%	0.6%	0%	0%	**1.4%**	-	0%	1.2%	0%	0%	**1.0%**	-	0.6%	0%	2.5%	0%	**0.6%**	-	0%	0%	0%	0%	**0%**	-	0.9%
Buses and Single-Unit Trucks	3	17	0	0	**20**	-	0	12	0	0	**12**	-	1	4	1	0	**6**	-	1	0	9	0	**10**	-	48
% Buses and Single-Unit Trucks	1.1%	2.5%	0%	0%	**2.1%**	-	0%	2.3%	0%	0%	**2.0%**	-	0.3%	1.1%	0.8%	0%	**0.7%**	-	1.3%	0%	2.6%	0%	**2.4%**	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Cadiz Street at Riverfront Boulevard - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (1PM - 2PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518125, Location: 32.766277, -96.803603

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Riverfront Bouelvard						Riverfront Boulevard						Hwy 77 Off Ramp						Cadiz Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 1:00PM	34	75	0	1	**110**	0	0	66	9	0	**75**	4	48	50	21	0	**119**	0	13	0	34	0	**47**	1	**351**
1:15PM	37	93	0	1	**131**	0	0	80	7	0	**87**	1	53	53	25	0	**131**	0	14	0	41	0	**55**	1	**404**
1:30PM	36	96	0	1	**133**	0	0	77	15	1	**93**	0	46	38	14	0	**98**	0	10	0	35	0	**45**	0	**369**
1:45PM	25	85	0	0	**110**	0	0	71	11	0	**82**	1	48	54	12	0	**114**	0	9	0	47	0	**56**	0	**362**
Total	132	349	0	3	**484**	0	0	294	42	1	**337**	6	195	195	72	0	**462**	0	46	0	157	0	**203**	2	**1486**
% Approach	27.3%	72.1%	0%	0.6%	**-**	-	0%	87.2%	12.5%	0.3%	**-**	-	42.2%	42.2%	15.6%	0%	**-**	-	22.7%	0%	77.3%	0%	**-**	-	-
% Total	8.9%	23.5%	0%	0.2%	**32.6%**	-	0%	19.8%	2.8%	0.1%	**22.7%**	-	13.1%	13.1%	4.8%	0%	**31.1%**	-	3.1%	0%	10.6%	0%	**13.7%**	-	-
PHF	0.892	0.909	-	0.750	**0.910**	-	-	0.919	0.700	0.250	**0.906**	-	0.920	0.903	0.720	-	**0.882**	-	0.821	-	0.835	-	**0.906**	-	0.920
Lights	125	337	0	3	**465**	-	0	285	42	1	**328**	-	195	193	70	0	**458**	-	46	0	154	0	**200**	-	1451
% Lights	94.7%	96.6%	0%	100%	**96.1%**	-	0%	96.9%	100%	100%	**97.3%**	-	100%	99.0%	97.2%	0%	**99.1%**	-	100%	0%	98.1%	0%	**98.5%**	-	97.6%
Articulated Trucks	5	2	0	0	**7**	-	0	4	0	0	**4**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	12
% Articulated Trucks	3.8%	0.6%	0%	0%	**1.4%**	-	0%	1.4%	0%	0%	**1.2%**	-	0%	0%	1.4%	0%	**0.2%**	-	0%	0%	0%	0%	**0%**	-	0.8%
Buses and Single-Unit Trucks	2	10	0	0	**12**	-	0	5	0	0	**5**	-	0	2	1	0	**3**	-	0	0	3	0	**3**	-	23
% Buses and Single-Unit Trucks	1.5%	2.9%	0%	0%	**2.5%**	-	0%	1.7%	0%	0%	**1.5%**	-	0%	1.0%	1.4%	0%	**0.6%**	-	0%	0%	1.9%	0%	**1.5%**	-	1.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Riverfront Boulevard at 35E South On Ramp - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518144, Location: 32.768039, -96.808567, Site Code: 5

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Riverfront Boulevard					Riverfront Boulevard					35E South On-Ramp					
Direction	Eastbound					Westbound					Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-05-01 4:30PM	89	385	0	**474**	0	219	45	0	**264**	0	0	0	0	**0**	0	**738**
4:45PM	84	401	1	**486**	0	178	46	1	**225**	0	0	0	0	**0**	0	**711**
Hourly Total	173	786	1	**960**	0	397	91	1	**489**	0	0	0	0	**0**	0	**1449**
5:00PM	93	327	1	**421**	0	141	54	0	**195**	0	0	0	0	**0**	0	**616**
5:15PM	88	380	1	**469**	0	115	37	0	**152**	0	0	0	0	**0**	0	**621**
5:30PM	89	362	1	**452**	0	109	28	0	**137**	0	0	0	0	**0**	0	**589**
5:45PM	75	364	1	**440**	0	91	33	0	**124**	0	0	0	0	**0**	0	**564**
Hourly Total	345	1433	4	**1782**	0	456	152	0	**608**	0	0	0	0	**0**	0	**2390**
6:00PM	70	298	0	**368**	0	77	37	0	**114**	0	0	0	0	**0**	0	**482**
6:15PM	70	283	0	**353**	0	81	37	0	**118**	0	0	0	0	**0**	0	**471**
Hourly Total	140	581	0	**721**	0	158	74	0	**232**	0	0	0	0	**0**	0	**953**
Total	658	2800	5	**3463**	0	1011	317	1	**1329**	0	0	0	0	**0**	0	**4792**
% Approach	19.0%	80.9%	0.1%	-	-	76.1%	23.9%	0.1%	-	-	0%	0%	0%	-	-	-
% Total	13.7%	58.4%	0.1%	**72.3%**	-	21.1%	6.6%	0%	**27.7%**	-	0%	0%	0%	**0%**	-	-
Lights	651	2748	5	**3404**	-	960	310	1	**1271**	-	0	0	0	**0**	-	4675
% Lights	98.9%	98.1%	100%	**98.3%**	-	95.0%	97.8%	100%	**95.6%**	-	0%	0%	0%	-	-	97.6%
Articulated Trucks	3	14	0	**17**	-	16	4	0	**20**	-	0	0	0	**0**	-	37
% Articulated Trucks	0.5%	0.5%	0%	**0.5%**	-	1.6%	1.3%	0%	**1.5%**	-	0%	0%	0%	-	-	0.8%
Buses and Single-Unit Trucks	4	38	0	**42**	-	35	3	0	**38**	-	0	0	0	**0**	-	80
% Buses and Single-Unit Trucks	0.6%	1.4%	0%	**1.2%**	-	3.5%	0.9%	0%	**2.9%**	-	0%	0%	0%	-	-	1.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Riverfront Boulevard at 35E South On Ramp - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518144, Location: 32.768039, -96.808567, Site Code: 5

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound					Riverfront Boulevard Westbound					35E South On-Ramp Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-05-01 4:30PM	89	385	0	**474**	0	219	45	0	**264**	0	0	0	0	**0**	0	**738**
4:45PM	84	401	1	**486**	0	178	46	1	**225**	0	0	0	0	**0**	0	**711**
5:00PM	93	327	1	**421**	0	141	54	0	**195**	0	0	0	0	**0**	0	**616**
5:15PM	88	380	1	**469**	0	115	37	0	**152**	0	0	0	0	**0**	0	**621**
Total	354	1493	3	**1850**	0	653	182	1	**836**	0	0	0	0	**0**	0	**2686**
% Approach	19.1%	80.7%	0.2%	-	-	78.1%	21.8%	0.1%	-	-	0%	0%	0%	-	-	-
% Total	13.2%	55.6%	0.1%	**68.9%**	-	24.3%	6.8%	0%	**31.1%**	-	0%	0%	0%	**0%**	-	-
PHF	0.952	0.931	0.750	**0.952**	-	0.745	0.843	0.250	**0.792**	-	-	-	-	-	-	0.910
Lights	349	1461	3	**1813**	-	619	176	1	**796**	-	0	0	0	**0**	-	2609
% Lights	98.6%	97.9%	100%	**98.0%**	-	94.8%	96.7%	100%	**95.2%**	-	0%	0%	0%	-	-	97.1%
Articulated Trucks	1	9	0	**10**	-	10	4	0	**14**	-	0	0	0	**0**	-	24
% Articulated Trucks	0.3%	0.6%	0%	**0.5%**	-	1.5%	2.2%	0%	**1.7%**	-	0%	0%	0%	-	-	0.9%
Buses and Single-Unit Trucks	4	23	0	**27**	-	24	2	0	**26**	-	0	0	0	**0**	-	53
% Buses and Single-Unit Trucks	1.1%	1.5%	0%	**1.5%**	-	3.7%	1.1%	0%	**3.1%**	-	0%	0%	0%	-	-	2.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Riverfront Boulevard at 35E South On Ramp - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518127, Location: 32.76803, -96.808511

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound					Riverfront Boulevard Westbound					I 35E South On Ramp Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-04-28 12:00PM	31	120	1	**152**	0	122	42	1	**165**	0	0	0	0	**0**	0	**317**
12:15PM	49	113	0	**162**	0	136	57	0	**193**	0	0	0	0	**0**	0	**355**
12:30PM	34	129	1	**164**	0	117	54	1	**172**	0	0	0	0	**0**	0	**336**
12:45PM	41	111	2	**154**	0	122	47	0	**169**	0	0	0	0	**0**	0	**323**
Hourly Total	155	473	4	**632**	0	497	200	2	**699**	0	0	0	0	**0**	0	**1331**
1:00PM	42	115	1	**158**	0	140	47	0	**187**	0	0	0	0	**0**	0	**345**
1:15PM	28	123	0	**151**	0	158	47	0	**205**	0	0	0	0	**0**	0	**356**
1:30PM	31	103	1	**135**	0	131	44	0	**175**	0	0	0	0	**0**	1	**310**
1:45PM	40	99	0	**139**	0	151	63	0	**214**	0	0	0	0	**0**	0	**353**
Hourly Total	141	440	2	**583**	0	580	201	0	**781**	0	0	0	0	**0**	1	**1364**
2:00PM	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	**0**
Total	296	913	6	**1215**	0	1077	401	2	**1480**	0	0	0	0	**0**	1	**2695**
% Approach	24.4%	75.1%	0.5%	-	-	72.8%	27.1%	0.1%	-	-	0%	0%	0%	-	-	-
% Total	11.0%	33.9%	0.2%	**45.1%**	-	40.0%	14.9%	0.1%	**54.9%**	-	0%	0%	0%	**0%**	-	-
Lights	291	881	6	**1178**	-	1029	396	2	**1427**	-	0	0	0	**0**	-	2605
% Lights	98.3%	96.5%	100%	**97.0%**	-	95.5%	98.8%	100%	**96.4%**	-	0%	0%	0%	-	-	96.7%
Articulated Trucks	1	11	0	**12**	-	9	1	0	**10**	-	0	0	0	**0**	-	22
% Articulated Trucks	0.3%	1.2%	0%	**1.0%**	-	0.8%	0.2%	0%	**0.7%**	-	0%	0%	0%	-	-	0.8%
Buses and Single-Unit Trucks	4	21	0	**25**	-	39	4	0	**43**	-	0	0	0	**0**	-	68
% Buses and Single-Unit Trucks	1.4%	2.3%	0%	**2.1%**	-	3.6%	1.0%	0%	**2.9%**	-	0%	0%	0%	-	-	2.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Riverfront Boulevard at 35E South On Ramp - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (1PM - 2PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518127, Location: 32.76803, -96.808511

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound					Riverfront Boulevard Westbound					I 35E South On Ramp Southbound					
Time	L	T	U	**App**	Ped*	T	R	U	**App**	Ped*	L	R	U	**App**	Ped*	**Int**
2018-04-28 1:00PM	42	115	1	**158**	0	140	47	0	**187**	0	0	0	0	**0**	0	**345**
1:15PM	28	123	0	**151**	0	158	47	0	**205**	0	0	0	0	**0**	0	**356**
1:30PM	31	103	1	**135**	0	131	44	0	**175**	0	0	0	0	**0**	1	**310**
1:45PM	40	99	0	**139**	0	151	63	0	**214**	0	0	0	0	**0**	0	**353**
Total	141	440	2	**583**	0	580	201	0	**781**	0	0	0	0	**0**	1	**1364**
% Approach	24.2%	75.5%	0.3%	**-**	-	74.3%	25.7%	0%	**-**	-	0%	0%	0%	**-**	-	-
% Total	10.3%	32.3%	0.1%	**42.7%**	-	42.5%	14.7%	0%	**57.3%**	-	0%	0%	0%	**0%**	-	-
PHF	0.839	0.894	0.500	**0.922**	-	0.918	0.798	-	**0.912**	-	-	-	-	**-**	-	0.958
Lights	140	425	2	**567**	-	556	199	0	**755**	-	0	0	0	**0**	-	1322
% Lights	99.3%	96.6%	100%	**97.3%**	-	95.9%	99.0%	0%	**96.7%**	-	0%	0%	0%	**-**	-	96.9%
Articulated Trucks	0	4	0	**4**	-	4	1	0	**5**	-	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.9%	0%	**0.7%**	-	0.7%	0.5%	0%	**0.6%**	-	0%	0%	0%	**-**	-	0.7%
Buses and Single-Unit Trucks	1	11	0	**12**	-	20	1	0	**21**	-	0	0	0	**0**	-	33
% Buses and Single-Unit Trucks	0.7%	2.5%	0%	**2.1%**	-	3.4%	0.5%	0%	**2.7%**	-	0%	0%	0%	**-**	-	2.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Riverfront Boulevard at 35E South and 30 E Off Ramp - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518143, Location: 32.76694, -96.804535, Site Code: 6

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Driveway Northbound						35 E South and 30 East Off-Ramp Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	401	0	0	**401**	0	0	257	0	0	**257**	0	0	0	0	0	**0**	4	48	0	30	0	**78**	0	**736**
4:45PM	0	399	0	0	**399**	0	0	193	0	0	**193**	0	0	0	0	0	**0**	1	15	0	21	0	**36**	0	**628**
Hourly Total	0	800	0	0	**800**	0	0	450	0	0	**450**	0	0	0	0	0	**0**	5	63	0	51	0	**114**	0	**1364**
5:00PM	0	303	0	0	**303**	0	0	178	0	1	**179**	0	0	0	0	0	**0**	0	21	0	11	0	**32**	0	**514**
5:15PM	0	392	0	1	**393**	0	0	138	0	0	**138**	0	0	0	0	0	**0**	0	35	0	11	0	**46**	0	**577**
5:30PM	0	368	0	0	**368**	0	0	126	0	1	**127**	0	0	0	0	0	**0**	1	61	0	8	0	**69**	0	**564**
5:45PM	0	357	0	1	**358**	0	0	113	0	0	**113**	0	0	0	0	0	**0**	2	61	0	13	0	**74**	0	**545**
Hourly Total	0	1420	0	2	**1422**	0	0	555	0	2	**557**	0	0	0	0	0	**0**	3	178	0	43	0	**221**	0	**2200**
6:00PM	0	304	0	0	**304**	0	0	96	0	0	**96**	0	0	0	0	0	**0**	0	28	0	14	0	**42**	0	**442**
6:15PM	0	283	0	0	**283**	0	0	115	0	0	**115**	0	0	0	0	0	**0**	0	25	0	14	0	**39**	0	**437**
Hourly Total	0	587	0	0	**587**	0	0	211	0	0	**211**	0	0	0	0	0	**0**	0	53	0	28	0	**81**	0	**879**
Total	0	2807	0	2	**2809**	0	0	1216	0	2	**1218**	0	0	0	0	0	**0**	8	294	0	122	0	**416**	0	**4443**
% Approach	0%	99.9%	0%	0.1%	**-**	-	0%	99.8%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	70.7%	0%	29.3%	0%	**-**	-	-
% Total	0%	63.2%	0%	0%	**63.2%**	-	0%	27.4%	0%	0%	**27.4%**	-	0%	0%	0%	0%	**0%**	-	6.6%	0%	2.7%	0%	**9.4%**	-	-
Lights	0	2750	0	1	**2751**	-	0	1159	0	2	**1161**	-	0	0	0	0	**0**	-	288	0	119	0	**407**	-	4319
% Lights	0%	98.0%	0%	50.0%	**97.9%**	-	0%	95.3%	0%	100%	**95.3%**	-	0%	0%	0%	0%	**-**	-	98.0%	0%	97.5%	0%	**97.8%**	-	97.2%
Articulated Trucks	0	11	0	0	**11**	-	0	19	0	0	**19**	-	0	0	0	0	**0**	-	3	0	0	0	**3**	-	33
% Articulated Trucks	0%	0.4%	0%	0%	**0.4%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-	1.0%	0%	0%	0%	**0.7%**	-	0.7%
Buses and Single-Unit Trucks	0	46	0	1	**47**	-	0	38	0	0	**38**	-	0	0	0	0	**0**	-	3	0	3	0	**6**	-	91
% Buses and Single-Unit Trucks	0%	1.6%	0%	50.0%	**1.7%**	-	0%	3.1%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**-**	-	1.0%	0%	2.5%	0%	**1.4%**	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-75.0%		-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-25.0%		-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Riverfront Boulevard at 35E South and 30 E Off Ramp - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518143, Location: 32.76694, -96.804535, Site Code: 6

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Driveway Northbound						35 E South and 30 East Off-Ramp Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	401	0	0	**401**	0	0	257	0	0	**257**	0	0	0	0	0	**0**	4	48	0	30	0	**78**	0	**736**
4:45PM	0	399	0	0	**399**	0	0	193	0	0	**193**	0	0	0	0	0	**0**	1	15	0	21	0	**36**	0	**628**
5:00PM	0	303	0	0	**303**	0	0	178	0	1	**179**	0	0	0	0	0	**0**	0	21	0	11	0	**32**	0	**514**
5:15PM	0	392	0	1	**393**	0	0	138	0	0	**138**	0	0	0	0	0	**0**	0	35	0	11	0	**46**	0	**577**
Total	0	1495	0	1	**1496**	0	0	766	0	1	**767**	0	0	0	0	0	**0**	5	119	0	73	0	**192**	0	**2455**
% Approach	0%	99.9%	0%	0.1%	**-**	-	0%	99.9%	0%	0.1%	**-**	-	0%	0%	0%	0%	**-**	-	62.0%	0%	38.0%	0%	**-**	-	-
% Total	0%	60.9%	0%	0%	**60.9%**	-	0%	31.2%	0%	0%	**31.2%**	-	0%	0%	0%	0%	**0%**	-	4.8%	0%	3.0%	0%	**7.8%**	-	-
PHF	-	0.932	-	0.250	**0.933**	-	-	0.745	-	0.250	**0.746**	-	-	-	-	-	**-**	-	0.620	-	0.608	-	**0.615**	-	0.834
Lights	0	1457	0	0	**1457**	-	0	721	0	1	**722**	-	0	0	0	0	**0**	-	117	0	72	0	**189**	-	2368
% Lights	0%	97.5%	0%	0%	**97.4%**	-	0%	94.1%	0%	100%	**94.1%**	-	0%	0%	0%	0%	**-**	-	98.3%	0%	98.6%	0%	**98.4%**	-	96.5%
Articulated Trucks	0	7	0	0	**7**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	2	0	0	0	**2**	-	24
% Articulated Trucks	0%	0.5%	0%	0%	**0.5%**	-	0%	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**-**	-	1.7%	0%	0%	0%	**1.0%**	-	1.0%
Buses and Single-Unit Trucks	0	31	0	1	**32**	-	0	30	0	0	**30**	-	0	0	0	0	**0**	-	0	0	1	0	**1**	-	63
% Buses and Single-Unit Trucks	0%	2.1%	0%	100%	**2.1%**	-	0%	3.9%	0%	0%	**3.9%**	-	0%	0%	0%	0%	**-**	-	0%	0%	1.4%	0%	**0.5%**	-	2.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Riverfront Boulevard at 35E South and 30 E Off Ramp - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518130, Location: 32.766918, -96.80449

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Driveway Northbound						I 35E South Off Ramp Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-04-28 12:00PM	0	96	0	0	**96**	0	0	149	0	0	**149**	0	0	0	0	0	**0**	0	16	0	29	0	**45**	0	**290**
12:15PM	0	101	0	0	**101**	0	0	145	0	0	**145**	0	0	0	0	0	**0**	0	17	0	31	0	**48**	0	**294**
12:30PM	0	118	0	0	**118**	0	0	141	0	1	**142**	0	0	0	0	0	**0**	0	21	0	30	0	**51**	0	**311**
12:45PM	0	98	0	0	**98**	0	0	131	0	0	**131**	0	0	0	0	0	**0**	0	17	0	23	0	**40**	0	**269**
Hourly Total	0	413	0	0	**413**	0	0	566	0	1	**567**	0	0	0	0	0	**0**	0	71	0	113	0	**184**	0	**1164**
1:00PM	0	98	0	1	**99**	0	0	148	0	0	**148**	0	0	0	0	0	**0**	0	15	0	28	0	**43**	0	**290**
1:15PM	0	116	0	0	**116**	0	0	170	0	2	**172**	0	0	0	0	0	**0**	0	13	0	29	0	**42**	1	**330**
1:30PM	0	112	0	0	**112**	0	0	153	0	0	**153**	0	0	0	0	0	**0**	0	19	0	23	0	**42**	0	**307**
1:45PM	0	98	0	0	**98**	0	0	167	0	0	**167**	0	0	0	0	0	**0**	0	13	0	24	0	**37**	0	**302**
Hourly Total	0	424	0	1	**425**	0	0	638	0	2	**640**	0	0	0	0	0	**0**	0	60	0	104	0	**164**	1	**1229**
Total	0	837	0	1	**838**	0	0	1204	0	3	**1207**	0	0	0	0	0	**0**	0	131	0	217	0	**348**	1	**2393**
% Approach	0%	99.9%	0%	0.1%	**-**	-	0%	99.8%	0%	0.2%	**-**	-	0%	0%	0%	0%	**-**	-	37.6%	0%	62.4%	0%	**-**	-	-
% Total	0%	35.0%	0%	0%	**35.0%**	-	0%	50.3%	0%	0.1%	**50.4%**	-	0%	0%	0%	0%	**0%**	-	5.5%	0%	9.1%	0%	**14.5%**	-	-
Lights	0	815	0	1	**816**	-	0	1172	0	3	**1175**	-	0	0	0	0	**0**	-	123	0	207	0	**330**	-	2321
% Lights	0%	97.4%	0%	100%	**97.4%**	-	0%	97.3%	0%	100%	**97.3%**	-	0%	0%	0%	0%	**-**	-	93.9%	0%	95.4%	0%	**94.8%**	-	97.0%
Articulated Trucks	0	10	0	0	**10**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	4	0	3	0	**7**	-	25
% Articulated Trucks	0%	1.2%	0%	0%	**1.2%**	-	0%	0.7%	0%	0%	**0.7%**	-	0%	0%	0%	0%	**-**	-	3.1%	0%	1.4%	0%	**2.0%**	-	1.0%
Buses and Single-Unit Trucks	0	12	0	0	**12**	-	0	24	0	0	**24**	-	0	0	0	0	**0**	-	4	0	7	0	**11**	-	47
% Buses and Single-Unit Trucks	0%	1.4%	0%	0%	**1.4%**	-	0%	2.0%	0%	0%	**2.0%**	-	0%	0%	0%	0%	**-**	-	3.1%	0%	3.2%	0%	**3.2%**	-	2.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Riverfront Boulevard at 35E South and 30 E Off Ramp - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (1PM - 2PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518130, Location: 32.766918, -96.80449

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Riverfront Boulevard						Riverfront Boulevard						Driveway						I 35E South Off Ramp						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-04-28 1:00PM	0	98	0	1	**99**	0	0	148	0	0	**148**	0	0	0	0	0	**0**	0	15	0	28	0	**43**	0	**290**
1:15PM	0	116	0	0	**116**	0	0	170	0	2	**172**	0	0	0	0	0	**0**	0	13	0	29	0	**42**	1	**330**
1:30PM	0	112	0	0	**112**	0	0	153	0	0	**153**	0	0	0	0	0	**0**	0	19	0	23	0	**42**	0	**307**
1:45PM	0	98	0	0	**98**	0	0	167	0	0	**167**	0	0	0	0	0	**0**	0	13	0	24	0	**37**	0	**302**
Total	0	424	0	1	**425**	0	0	638	0	2	**640**	0	0	0	0	0	**0**	0	60	0	104	0	**164**	1	**1229**
% Approach	0%	99.8%	0%	0.2%	**-**	-	0%	99.7%	0%	0.3%	**-**	-	0%	0%	0%	0%	**-**	-	36.6%	0%	63.4%	0%	**-**	-	-
% Total	0%	34.5%	0%	0.1%	**34.6%**	-	0%	51.9%	0%	0.2%	**52.1%**	-	0%	0%	0%	0%	**0%**	-	4.9%	0%	8.5%	0%	**13.3%**	-	-
PHF	-	0.914	-	0.250	**0.916**	-	-	0.938	-	0.250	**0.930**	-	-	-	-	-	**-**	-	0.789	-	0.897	-	**0.953**	-	0.931
Lights	0	414	0	1	**415**	-	0	624	0	2	**626**	-	0	0	0	0	**0**	-	55	0	99	0	**154**	-	1195
% Lights	0%	97.6%	0%	100%	**97.6%**	-	0%	97.8%	0%	100%	**97.8%**	-	0%	0%	0%	0%	**-**	-	91.7%	0%	95.2%	0%	**93.9%**	-	97.2%
Articulated Trucks	0	4	0	0	**4**	-	0	4	0	0	**4**	-	0	0	0	0	**0**	-	3	0	3	0	**6**	-	14
% Articulated Trucks	0%	0.9%	0%	0%	**0.9%**	-	0%	0.6%	0%	0%	**0.6%**	-	0%	0%	0%	0%	**-**	-	5.0%	0%	2.9%	0%	**3.7%**	-	1.1%
Buses and Single-Unit Trucks	0	6	0	0	**6**	-	0	10	0	0	**10**	-	0	0	0	0	**0**	-	2	0	2	0	**4**	-	20
% Buses and Single-Unit Trucks	0%	1.4%	0%	0%	**1.4%**	-	0%	1.6%	0%	0%	**1.6%**	-	0%	0%	0%	0%	**-**	-	3.3%	0%	1.9%	0%	**2.4%**	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Riverfront Boulevard at Corinth Street - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518145, Location: 32.759785, -96.794029, Site Code: 7

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Corinth Street Northbound						Corinth Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	141	23	178	0	**342**	0	2	12	37	0	**51**	0	41	117	4	0	**162**	0	1	134	31	0	**166**	0	**721**
4:45PM	143	7	166	0	**316**	0	0	3	15	0	**18**	0	35	114	3	0	**152**	0	1	152	37	0	**190**	0	**676**
Hourly Total	284	30	344	0	**658**	0	2	15	52	0	**69**	0	76	231	7	0	**314**	0	2	286	68	0	**356**	0	**1397**
5:00PM	125	3	137	0	**265**	0	0	2	6	0	**8**	0	27	85	1	0	**113**	0	1	195	35	0	**231**	0	**617**
5:15PM	128	7	182	0	**317**	0	1	4	12	0	**17**	0	21	81	0	0	**102**	0	2	166	28	0	**196**	0	**632**
5:30PM	134	7	196	1	**338**	1	0	1	6	0	**7**	0	17	66	0	0	**83**	0	2	128	32	0	**162**	0	**590**
5:45PM	151	3	163	1	**318**	0	3	3	10	0	**16**	0	20	55	1	0	**76**	0	0	119	16	0	**135**	0	**545**
Hourly Total	538	20	678	2	**1238**	1	4	10	34	0	**48**	0	85	287	2	0	**374**	0	5	608	111	0	**724**	0	**2384**
6:00PM	123	2	139	0	**264**	1	2	0	4	0	**6**	0	21	60	1	0	**82**	2	3	128	23	0	**154**	0	**506**
6:15PM	110	0	125	0	**235**	0	3	1	4	0	**8**	0	25	57	1	0	**83**	1	2	116	24	0	**142**	0	**468**
Hourly Total	233	2	264	0	**499**	1	5	1	8	0	**14**	0	46	117	2	0	**165**	3	5	244	47	0	**296**	0	**974**
Total	1055	52	1286	2	**2395**	2	11	26	94	0	**131**	0	207	635	11	0	**853**	3	12	1138	226	0	**1376**	0	**4755**
% Approach	44.1%	2.2%	53.7%	0.1%	**-**	-	8.4%	19.8%	71.8%	0%	**-**	-	24.3%	74.4%	1.3%	0%	**-**	-	0.9%	82.7%	16.4%	0%	**-**	-	-
% Total	22.2%	1.1%	27.0%	0%	**50.4%**	-	0.2%	0.5%	2.0%	0%	**2.8%**	-	4.4%	13.4%	0.2%	0%	**17.9%**	-	0.3%	23.9%	4.8%	0%	**28.9%**	-	-
Lights	1023	51	1272	2	**2348**	-	11	24	91	0	**126**	-	204	629	11	0	**844**	-	12	1131	205	0	**1348**	-	4666
% Lights	97.0%	98.1%	98.9%	100%	**98.0%**	-	100%	92.3%	96.8%	0%	**96.2%**	-	98.6%	99.1%	100%	0%	**98.9%**	-	100%	99.4%	90.7%	0%	**98.0%**	-	98.1%
Articulated Trucks	7	1	3	0	**11**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	8	0	**8**	-	21
% Articulated Trucks	0.7%	1.9%	0.2%	0%	**0.5%**	-	0%	7.7%	0%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	3.5%	0%	**0.6%**	-	0.4%
Buses and Single-Unit Trucks	25	0	11	0	**36**	-	0	0	3	0	**3**	-	3	6	0	0	**9**	-	0	7	13	0	**20**	-	68
% Buses and Single-Unit Trucks	2.4%	0%	0.9%	0%	**1.5%**	-	0%	0%	3.2%	0%	**2.3%**	-	1.4%	0.9%	0%	0%	**1.1%**	-	0%	0.6%	5.8%	0%	**1.5%**	-	1.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Riverfront Boulevard at Corinth Street - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518145, Location: 32.759785, -96.794029, Site Code: 7

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Riverfront Boulevard Eastbound						Riverfront Boulevard Westbound						Corinth Street Northbound						Corinth Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	141	23	178	0	**342**	0	2	12	37	0	**51**	0	41	117	4	0	**162**	0	1	134	31	0	**166**	0	**721**
4:45PM	143	7	166	0	**316**	0	0	3	15	0	**18**	0	35	114	3	0	**152**	0	1	152	37	0	**190**	0	**676**
5:00PM	125	3	137	0	**265**	0	0	2	6	0	**8**	0	27	85	1	0	**113**	0	1	195	35	0	**231**	0	**617**
5:15PM	128	7	182	0	**317**	0	1	4	12	0	**17**	0	21	81	0	0	**102**	0	2	166	28	0	**196**	0	**632**
Total	537	40	663	0	**1240**	0	3	21	70	0	**94**	0	124	397	8	0	**529**	0	5	647	131	0	**783**	0	**2646**
% Approach	43.3%	3.2%	53.5%	0%	-	-	3.2%	22.3%	74.5%	0%	-	-	23.4%	75.0%	1.5%	0%	-	-	0.6%	82.6%	16.7%	0%	-	-	-
% Total	20.3%	1.5%	25.1%	0%	**46.9%**	-	0.1%	0.8%	2.6%	0%	**3.6%**	-	4.7%	15.0%	0.3%	0%	**20.0%**	-	0.2%	24.5%	5.0%	0%	**29.6%**	-	-
PHF	0.939	0.435	0.911	-	**0.906**	-	0.375	0.438	0.473	-	**0.461**	-	0.756	0.848	0.500	-	**0.816**	-	0.625	0.829	0.885	-	**0.847**	-	0.917
Lights	517	39	654	0	**1210**	-	3	19	68	0	**90**	-	123	392	8	0	**523**	-	5	641	114	0	**760**	-	2583
% Lights	96.3%	97.5%	98.6%	0%	**97.6%**	-	100%	90.5%	97.1%	0%	**95.7%**	-	99.2%	98.7%	100%	0%	**98.9%**	-	100%	99.1%	87.0%	0%	**97.1%**	-	97.6%
Articulated Trucks	4	1	2	0	**7**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	0	7	0	**7**	-	16
% Articulated Trucks	0.7%	2.5%	0.3%	0%	**0.6%**	-	0%	9.5%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	5.3%	0%	**0.9%**	-	0.6%
Buses and Single-Unit Trucks	16	0	7	0	**23**	-	0	0	2	0	**2**	-	1	5	0	0	**6**	-	0	6	10	0	**16**	-	47
% Buses and Single-Unit Trucks	3.0%	0%	1.1%	0%	**1.9%**	-	0%	0%	2.9%	0%	**2.1%**	-	0.8%	1.3%	0%	0%	**1.1%**	-	0%	0.9%	7.6%	0%	**2.0%**	-	1.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Riverfront Boulevard at Corinth Street - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518131, Location: 32.759758, -96.794

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Riverfront Boulevard						Riverfront Boulevard						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	42	0	34	1	**77**	0	2	2	3	0	**7**	0	20	47	1	0	**68**	1	1	71	32	0	**104**	3	**256**
12:15PM	44	3	36	0	**83**	0	2	1	4	0	**7**	1	17	50	2	0	**69**	0	0	78	39	0	**117**	0	**276**
12:30PM	48	2	63	0	**113**	0	0	0	3	0	**3**	0	22	54	0	0	**76**	0	3	78	32	0	**113**	0	**305**
12:45PM	49	1	49	1	**100**	0	0	2	5	0	**7**	1	35	52	5	0	**92**	0	3	75	25	0	**103**	0	**302**
Hourly Total	183	6	182	2	**373**	0	4	5	15	0	**24**	2	94	203	8	0	**305**	1	7	302	128	0	**437**	3	**1139**
1:00PM	48	0	40	0	**88**	0	1	0	1	0	**2**	0	33	53	0	0	**86**	1	2	68	39	0	**109**	0	**285**
1:15PM	51	1	53	0	**105**	1	3	2	2	0	**7**	1	29	63	4	0	**96**	0	0	66	25	0	**91**	3	**299**
1:30PM	47	2	51	1	**101**	0	1	1	4	0	**6**	0	24	61	0	0	**85**	0	3	60	38	0	**101**	0	**293**
1:45PM	44	1	42	0	**87**	0	1	0	1	1	**3**	0	40	53	0	0	**93**	1	4	85	33	0	**122**	0	**305**
Hourly Total	190	4	186	1	**381**	1	6	3	8	1	**18**	1	126	230	4	0	**360**	2	9	279	135	0	**423**	3	**1182**
Total	373	10	368	3	**754**	1	10	8	23	1	**42**	3	220	433	12	0	**665**	3	16	581	263	0	**860**	6	**2321**
% Approach	49.5%	1.3%	48.8%	0.4%	**-**	-	23.8%	19.0%	54.8%	2.4%	**-**	-	33.1%	65.1%	1.8%	0%	**-**	-	1.9%	67.6%	30.6%	0%	**-**	-	-
% Total	16.1%	0.4%	15.9%	0.1%	**32.5%**	-	0.4%	0.3%	1.0%	0%	**1.8%**	-	9.5%	18.7%	0.5%	0%	**28.7%**	-	0.7%	25.0%	11.3%	0%	**37.1%**	-	-
Lights	356	10	364	3	**733**	-	10	8	23	1	**42**	-	213	426	12	0	**651**	-	16	568	249	0	**833**	-	2259
% Lights	95.4%	100%	98.9%	100%	**97.2%**	-	100%	100%	100%	100%	**100%**	-	96.8%	98.4%	100%	0%	**97.9%**	-	100%	97.8%	94.7%	0%	**96.9%**	-	97.3%
Articulated Trucks	5	0	1	0	**6**	-	0	0	0	0	**0**	-	1	2	0	0	**3**	-	0	2	5	0	**7**	-	16
% Articulated Trucks	1.3%	0%	0.3%	0%	**0.8%**	-	0%	0%	0%	0%	**0%**	-	0.5%	0.5%	0%	0%	**0.5%**	-	0%	0.3%	1.9%	0%	**0.8%**	-	0.7%
Buses and Single-Unit Trucks	12	0	3	0	**15**	-	0	0	0	0	**0**	-	6	5	0	0	**11**	-	0	11	9	0	**20**	-	46
% Buses and Single-Unit Trucks	3.2%	0%	0.8%	0%	**2.0%**	-	0%	0%	0%	0%	**0%**	-	2.7%	1.2%	0%	0%	**1.7%**	-	0%	1.9%	3.4%	0%	**2.3%**	-	2.0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Riverfront Boulevard at Corinth Street - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:30PM - 1:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518131, Location: 32.759758, -96.794

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Riverfront Boulevard						Riverfront Boulevard						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:30PM	48	2	63	0	**113**	0	0	0	3	0	**3**	0	22	54	0	0	**76**	0	3	78	32	0	**113**	0	**305**
12:45PM	49	1	49	1	**100**	0	0	2	5	0	**7**	1	35	52	5	0	**92**	0	3	75	25	0	**103**	0	**302**
1:00PM	48	0	40	0	**88**	0	1	0	1	0	**2**	0	33	53	0	0	**86**	1	2	68	39	0	**109**	0	**285**
1:15PM	51	1	53	0	**105**	1	3	2	2	0	**7**	1	29	63	4	0	**96**	0	0	66	25	0	**91**	3	**299**
Total	196	4	205	1	**406**	1	4	4	11	0	**19**	2	119	222	9	0	**350**	1	8	287	121	0	**416**	3	**1191**
% Approach	48.3%	1.0%	50.5%	0.2%	**-**	-	21.1%	21.1%	57.9%	0%	**-**	-	34.0%	63.4%	2.6%	0%	**-**	-	1.9%	69.0%	29.1%	0%	**-**	-	**-**
% Total	16.5%	0.3%	17.2%	0.1%	**34.1%**	-	0.3%	0.3%	0.9%	0%	**1.6%**	-	10.0%	18.6%	0.8%	0%	**29.4%**	-	0.7%	24.1%	10.2%	0%	**34.9%**	-	**-**
PHF	0.961	0.500	0.813	0.250	**0.898**	-	0.333	0.500	0.550	-	**0.679**	-	0.850	0.881	0.450	-	**0.911**	-	0.667	0.920	0.776	-	**0.920**	-	0.976
Lights	192	4	203	1	**400**	-	4	4	11	0	**19**	-	115	218	9	0	**342**	-	8	280	116	0	**404**	-	1165
% Lights	98.0%	100%	99.0%	100%	**98.5%**	-	100%	100%	100%	0%	**100%**	-	96.6%	98.2%	100%	0%	**97.7%**	-	100%	97.6%	95.9%	0%	**97.1%**	-	97.8%
Articulated Trucks	2	0	1	0	**3**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	1	3	0	**4**	-	9
% Articulated Trucks	1.0%	0%	0.5%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0.9%	0%	0%	**0.6%**	-	0%	0.3%	2.5%	0%	**1.0%**	-	0.8%
Buses and Single-Unit Trucks	2	0	1	0	**3**	-	0	0	0	0	**0**	-	4	2	0	0	**6**	-	0	6	2	0	**8**	-	17
% Buses and Single-Unit Trucks	1.0%	0%	0.5%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	3.4%	0.9%	0%	0%	**1.7%**	-	0%	2.1%	1.7%	0%	**1.9%**	-	1.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Corinth Street at Cockrell Avenue - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518147, Location: 32.764521, -96.789899, Site Code: 8

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Cockrell Avenue						Cockrell Avenue						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	0	30	0	**30**	0	4	0	0	0	**4**	0	8	268	20	0	**296**	0	0	126	0	0	**126**	0	**456**
4:45PM	2	0	28	0	**30**	0	4	0	0	0	**4**	0	6	265	12	1	**284**	0	0	156	1	0	**157**	0	**475**
Hourly Total	2	0	58	0	**60**	0	8	0	0	0	**8**	0	14	533	32	1	**580**	0	0	282	1	0	**283**	0	**931**
5:00PM	0	0	50	0	**50**	1	5	0	0	0	**5**	0	4	205	5	0	**214**	0	0	173	0	0	**173**	0	**442**
5:15PM	0	0	33	0	**33**	0	3	0	0	2	**5**	0	5	202	10	0	**217**	0	1	149	0	0	**150**	1	**405**
5:30PM	0	0	25	0	**25**	0	4	0	1	0	**5**	0	5	212	9	0	**226**	0	0	142	4	0	**146**	0	**402**
5:45PM	0	0	34	0	**34**	0	0	0	1	0	**1**	0	2	211	9	0	**222**	1	0	109	2	0	**111**	0	**368**
Hourly Total	0	0	142	0	**142**	1	12	0	2	2	**16**	0	16	830	33	0	**879**	1	1	573	6	0	**580**	1	**1617**
6:00PM	0	0	22	0	**22**	0	6	0	1	0	**7**	0	2	186	2	0	**190**	0	0	132	2	0	**134**	0	**353**
6:15PM	0	1	28	0	**29**	0	2	0	1	0	**3**	0	3	167	6	0	**176**	0	1	120	0	1	**122**	0	**330**
Hourly Total	0	1	50	0	**51**	0	8	0	2	0	**10**	0	5	353	8	0	**366**	0	1	252	2	1	**256**	0	**683**
Total	2	1	250	0	**253**	1	28	0	4	2	**34**	0	35	1716	73	1	**1825**	1	2	1107	9	1	**1119**	1	**3231**
% Approach	0.8%	0.4%	98.8%	0%	**-**	-	82.4%	0%	11.8%	5.9%	**-**	-	1.9%	94.0%	4.0%	0.1%	**-**	-	0.2%	98.9%	0.8%	0.1%	**-**	-	**-**
% Total	0.1%	0%	7.7%	0%	**7.8%**	-	0.9%	0%	0.1%	0.1%	**1.1%**	-	1.1%	53.1%	2.3%	0%	**56.5%**	-	0.1%	34.3%	0.3%	0%	**34.6%**	-	**-**
Lights	2	1	249	0	**252**	-	28	0	4	2	**34**	-	34	1672	72	1	**1779**	-	1	1082	8	1	**1092**	-	3157
% Lights	100%	100%	99.6%	0%	**99.6%**	-	100%	0%	100%	100%	**100%**	-	97.1%	97.4%	98.6%	100%	**97.5%**	-	50.0%	97.7%	88.9%	100%	**97.6%**	-	97.7%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	9	0	0	**9**	-	1	8	0	0	**9**	-	18
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.5%**	-	50.0%	0.7%	0%	0%	**0.8%**	-	0.6%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	35	1	0	**37**	-	0	17	1	0	**18**	-	56
% Buses and Single-Unit Trucks	0%	0%	0.4%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	2.9%	2.0%	1.4%	0%	**2.0%**	-	0%	1.5%	11.1%	0%	**1.6%**	-	1.7%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Corinth Street at Cockrell Avenue - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518147, Location: 32.764521, -96.789899, Site Code: 8

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Cockrell Avenue Eastbound						Cockrell Avenue Westbound						Corinth Street Northbound						Corinth Street Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	0	30	0	**30**	0	4	0	0	0	**4**	0	8	268	20	0	**296**	0	0	126	0	0	**126**	0	**456**
4:45PM	2	0	28	0	**30**	0	4	0	0	0	**4**	0	6	265	12	1	**284**	0	0	156	1	0	**157**	0	**475**
5:00PM	0	0	50	0	**50**	1	5	0	0	0	**5**	0	4	205	5	0	**214**	0	0	173	0	0	**173**	0	**442**
5:15PM	0	0	33	0	**33**	0	3	0	0	2	**5**	0	5	202	10	0	**217**	0	1	149	0	0	**150**	1	**405**
Total	2	0	141	0	**143**	1	16	0	0	2	**18**	0	23	940	47	1	**1011**	0	1	604	1	0	**606**	1	**1778**
% Approach	1.4%	0%	98.6%	0%	**-**	-	88.9%	0%	0%	11.1%	**-**	-	2.3%	93.0%	4.6%	0.1%	**-**	-	0.2%	99.7%	0.2%	0%	**-**	-	-
% Total	0.1%	0%	7.9%	0%	**8.0%**	-	0.9%	0%	0%	0.1%	**1.0%**	-	1.3%	52.9%	2.6%	0.1%	**56.9%**	-	0.1%	34.0%	0.1%	0%	**34.1%**	-	-
PHF	0.250	-	0.705	-	**0.715**	-	0.800	-	-	0.250	**0.900**	-	0.719	0.877	0.588	0.250	**0.854**	-	0.250	0.873	0.250	-	**0.876**	-	0.936
Lights	2	0	140	0	**142**	-	16	0	0	2	**18**	-	22	913	46	1	**982**	-	0	583	1	0	**584**	-	1726
% Lights	100%	0%	99.3%	0%	**99.3%**	-	100%	0%	0%	100%	**100%**	-	95.7%	97.1%	97.9%	100%	**97.1%**	-	0%	96.5%	100%	0%	**96.4%**	-	97.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	1	7	0	0	**8**	-	14
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.6%	0%	0%	**0.6%**	-	100%	1.2%	0%	0%	**1.3%**	-	0.8%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	1	21	1	0	**23**	-	0	14	0	0	**14**	-	38
% Buses and Single-Unit Trucks	0%	0%	0.7%	0%	**0.7%**	-	0%	0%	0%	0%	**0%**	-	4.3%	2.2%	2.1%	0%	**2.3%**	-	0%	2.3%	0%	0%	**2.3%**	-	2.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Corinth Street at Cockrell Avenue - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518133, Location: 32.764489, -96.789859

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Cockrell Avenue						Cockrell Avenue						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	1	0	7	0	**8**	3	2	1	0	0	**3**	0	3	89	2	0	**94**	0	0	100	6	0	**106**	0	**211**
12:15PM	1	0	13	1	**15**	0	2	0	1	0	**3**	0	3	88	3	0	**94**	0	2	96	2	0	**100**	0	**212**
12:30PM	0	0	11	0	**11**	0	2	0	1	0	**3**	0	3	97	8	0	**108**	0	4	95	2	0	**101**	0	**223**
12:45PM	0	1	11	0	**12**	0	2	0	2	0	**4**	0	5	95	3	0	**103**	2	0	93	3	0	**96**	0	**215**
Hourly Total	2	1	42	1	**46**	3	8	1	4	0	**13**	0	14	369	16	0	**399**	2	6	384	13	0	**403**	0	**861**
1:00PM	1	0	16	0	**17**	3	4	0	2	0	**6**	0	3	89	3	0	**95**	0	1	89	3	0	**93**	0	**211**
1:15PM	0	1	7	0	**8**	0	4	0	0	0	**4**	0	3	113	8	0	**124**	0	2	81	5	0	**88**	0	**224**
1:30PM	0	1	16	0	**17**	1	1	0	0	0	**1**	0	3	107	1	0	**111**	0	0	78	2	1	**81**	0	**210**
1:45PM	3	0	20	0	**23**	2	0	0	2	0	**2**	0	0	95	3	0	**98**	0	2	111	4	0	**117**	0	**240**
Hourly Total	4	2	59	0	**65**	6	9	0	4	0	**13**	0	9	404	15	0	**428**	0	5	359	14	1	**379**	0	**885**
2:00PM	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Hourly Total	0	0	0	0	**0**	1	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	0	0	0	**0**	0	**0**
Total	6	3	101	1	**111**	10	17	1	8	0	**26**	0	23	773	31	0	**827**	2	11	743	27	1	**782**	0	**1746**
% Approach	5.4%	2.7%	91.0%	0.9%	-	-	65.4%	3.8%	30.8%	0%	-	-	2.8%	93.5%	3.7%	0%	-	-	1.4%	95.0%	3.5%	0.1%	-	-	-
% Total	0.3%	0.2%	5.8%	0.1%	**6.4%**	-	1.0%	0.1%	0.5%	0%	**1.5%**	-	1.3%	44.3%	1.8%	0%	**47.4%**	-	0.6%	42.6%	1.5%	0.1%	**44.8%**	-	-
Lights	5	3	100	1	**109**	-	16	1	6	0	**23**	-	22	751	30	0	**803**	-	10	718	26	1	**755**	-	1690
% Lights	83.3%	100%	99.0%	100%	**98.2%**	-	94.1%	100%	75.0%	0%	**88.5%**	-	95.7%	97.2%	96.8%	0%	**97.1%**	-	90.9%	96.6%	96.3%	100%	**96.5%**	-	96.8%
Articulated Trucks	0	0	0	0	**0**	-	1	0	2	0	**3**	-	0	6	1	0	**7**	-	1	4	0	0	**5**	-	15
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	5.9%	0%	25.0%	0%	**11.5%**	-	0%	0.8%	3.2%	0%	**0.8%**	-	9.1%	0.5%	0%	0%	**0.6%**	-	0.9%
Buses and Single-Unit Trucks	1	0	1	0	**2**	-	0	0	0	0	**0**	-	1	16	0	0	**17**	-	0	21	1	0	**22**	-	41
% Buses and Single-Unit Trucks	16.7%	0%	1.0%	0%	**1.8%**	-	0%	0%	0%	0%	**0%**	-	4.3%	2.1%	0%	0%	**2.1%**	-	0%	2.8%	3.7%	0%	**2.8%**	-	2.3%
Pedestrians	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Corinth Street at Cockrell Avenue - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (1PM - 2PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518133, Location: 32.764489, -96.789859

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Cockrell Avenue						Cockrell Avenue						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 1:00PM	1	0	16	0	**17**	3	4	0	2	0	**6**	0	3	89	3	0	**95**	0	1	89	3	0	**93**	0	**211**
1:15PM	0	1	7	0	**8**	0	4	0	0	0	**4**	0	3	113	8	0	**124**	0	2	81	5	0	**88**	0	**224**
1:30PM	0	1	16	0	**17**	1	1	0	0	0	**1**	0	3	107	1	0	**111**	0	0	78	2	1	**81**	0	**210**
1:45PM	3	0	20	0	**23**	2	0	0	2	0	**2**	0	0	95	3	0	**98**	0	2	111	4	0	**117**	0	**240**
Total	4	2	59	0	**65**	6	9	0	4	0	**13**	0	9	404	15	0	**428**	0	5	359	14	1	**379**	0	**885**
% Approach	6.2%	3.1%	90.8%	0%	**-**	-	69.2%	0%	30.8%	0%	**-**	-	2.1%	94.4%	3.5%	0%	**-**	-	1.3%	94.7%	3.7%	0.3%	**-**	-	-
% Total	0.5%	0.2%	6.7%	0%	**7.3%**	-	1.0%	0%	0.5%	0%	**1.5%**	-	1.0%	45.6%	1.7%	0%	**48.4%**	-	0.6%	40.6%	1.6%	0.1%	**42.8%**	-	-
PHF	0.333	0.500	0.738	-	**0.707**	-	0.563	-	0.500	-	**0.542**	-	0.750	0.894	0.469	-	**0.863**	-	0.625	0.809	0.700	0.250	**0.810**	-	0.922
Lights	4	2	58	0	**64**	-	9	0	3	0	**12**	-	9	395	14	0	**418**	-	4	349	14	1	**368**	-	862
% Lights	100%	100%	98.3%	0%	**98.5%**	-	100%	0%	75.0%	0%	**92.3%**	-	100%	97.8%	93.3%	0%	**97.7%**	-	80.0%	97.2%	100%	100%	**97.1%**	-	97.4%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	2	1	0	**3**	-	1	3	0	0	**4**	-	8
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	25.0%	0%	**7.7%**	-	0%	0.5%	6.7%	0%	**0.7%**	-	20.0%	0.8%	0%	0%	**1.1%**	-	0.9%
Buses and Single-Unit Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	7	0	0	**7**	-	15
% Buses and Single-Unit Trucks	0%	0%	1.7%	0%	**1.5%**	-	0%	0%	0%	0%	**0%**	-	0%	1.7%	0%	0%	**1.6%**	-	0%	1.9%	0%	0%	**1.8%**	-	1.7%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Corinth Street at Lamar Street - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518148, Location: 32.765066, -96.789386, Site Code: 9

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	20	120	1	0	**141**	0	46	36	12	0	**94**	0	11	102	154	0	**267**	0	16	83	15	0	**114**	1	**616**
4:45PM	16	129	6	3	**154**	0	50	37	12	0	**99**	0	7	97	159	0	**263**	0	17	97	12	0	**126**	0	**642**
Hourly Total	36	249	7	3	**295**	0	96	73	24	0	**193**	0	18	199	313	0	**530**	0	33	180	27	0	**240**	1	**1258**
5:00PM	11	137	2	1	**151**	1	45	47	9	0	**101**	0	12	89	110	0	**211**	1	16	122	20	0	**158**	0	**621**
5:15PM	14	120	1	0	**135**	0	50	25	10	0	**85**	0	7	61	133	0	**201**	0	26	94	10	0	**130**	0	**551**
5:30PM	12	137	1	0	**150**	0	58	22	9	0	**89**	0	10	71	134	0	**215**	0	12	83	17	0	**112**	0	**566**
5:45PM	12	114	2	0	**128**	0	37	21	7	0	**65**	0	4	59	148	0	**211**	0	14	72	13	0	**99**	0	**503**
Hourly Total	49	508	6	1	**564**	1	190	115	35	0	**340**	0	33	280	525	0	**838**	1	68	371	60	0	**499**	0	**2241**
6:00PM	14	106	4	1	**125**	1	46	19	9	0	**74**	0	3	54	126	0	**183**	1	17	85	19	0	**121**	0	**503**
6:15PM	11	79	2	0	**92**	0	39	25	4	0	**68**	0	5	59	114	0	**178**	0	8	77	10	0	**95**	0	**433**
Hourly Total	25	185	6	1	**217**	1	85	44	13	0	**142**	0	8	113	240	0	**361**	1	25	162	29	0	**216**	0	**936**
Total	110	942	19	5	**1076**	2	371	232	72	0	**675**	0	59	592	1078	0	**1729**	2	126	713	116	0	**955**	1	**4435**
% Approach	10.2%	87.5%	1.8%	0.5%	**-**	-	55.0%	34.4%	10.7%	0%	**-**	-	3.4%	34.2%	62.3%	0%	**-**	-	13.2%	74.7%	12.1%	0%	**-**	-	-
% Total	2.5%	21.2%	0.4%	0.1%	**24.3%**	-	8.4%	5.2%	1.6%	0%	**15.2%**	-	1.3%	13.3%	24.3%	0%	**39.0%**	-	2.8%	16.1%	2.6%	0%	**21.5%**	-	-
Lights	95	904	19	5	**1023**	-	351	208	61	0	**620**	-	59	583	1045	0	**1687**	-	124	704	107	0	**935**	-	4265
% Lights	86.4%	96.0%	100%	100%	**95.1%**	-	94.6%	89.7%	84.7%	0%	**91.9%**	-	100%	98.5%	96.9%	0%	**97.6%**	-	98.4%	98.7%	92.2%	0%	**97.9%**	-	96.2%
Articulated Trucks	4	10	0	0	**14**	-	7	7	1	0	**15**	-	0	2	5	0	**7**	-	0	1	2	0	**3**	-	39
% Articulated Trucks	3.6%	1.1%	0%	0%	**1.3%**	-	1.9%	3.0%	1.4%	0%	**2.2%**	-	0%	0.3%	0.5%	0%	**0.4%**	-	0%	0.1%	1.7%	0%	**0.3%**	-	0.9%
Buses and Single-Unit Trucks	11	28	0	0	**39**	-	13	17	10	0	**40**	-	0	7	28	0	**35**	-	2	8	7	0	**17**	-	131
% Buses and Single-Unit Trucks	10.0%	3.0%	0%	0%	**3.6%**	-	3.5%	7.3%	13.9%	0%	**5.9%**	-	0%	1.2%	2.6%	0%	**2.0%**	-	1.6%	1.1%	6.0%	0%	**1.8%**	-	3.0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Corinth Street at Lamar Street - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518148, Location: 32.765066, -96.789386, Site Code: 9

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Corinth Street						Corinth Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	20	120	1	0	**141**	0	46	36	12	0	**94**	0	11	102	154	0	**267**	0	16	83	15	0	**114**	1	**616**
4:45PM	16	129	6	3	**154**	0	50	37	12	0	**99**	0	7	97	159	0	**263**	0	17	97	12	0	**126**	0	**642**
5:00PM	11	137	2	1	**151**	1	45	47	9	0	**101**	0	12	89	110	0	**211**	1	16	122	20	0	**158**	0	**621**
5:15PM	14	120	1	0	**135**	0	50	25	10	0	**85**	0	7	61	133	0	**201**	0	26	94	10	0	**130**	0	**551**
Total	61	506	10	4	**581**	1	191	145	43	0	**379**	0	37	349	556	0	**942**	1	75	396	57	0	**528**	1	**2430**
% Approach	10.5%	87.1%	1.7%	0.7%	**-**	-	50.4%	38.3%	11.3%	0%	**-**	-	3.9%	37.0%	59.0%	0%	**-**	-	14.2%	75.0%	10.8%	0%	**-**	-	-
% Total	2.5%	20.8%	0.4%	0.2%	**23.9%**	-	7.9%	6.0%	1.8%	0%	**15.6%**	-	1.5%	14.4%	22.9%	0%	**38.8%**	-	3.1%	16.3%	2.3%	0%	**21.7%**	-	-
PHF	0.763	0.923	0.417	0.333	**0.943**	-	0.955	0.771	0.896	-	**0.938**	-	0.771	0.855	0.874	-	**0.882**	-	0.721	0.811	0.713	-	**0.835**	-	0.946
Lights	52	482	10	4	**548**	-	177	130	35	0	**342**	-	37	344	536	0	**917**	-	73	388	50	0	**511**	-	2318
% Lights	85.2%	95.3%	100%	100%	**94.3%**	-	92.7%	89.7%	81.4%	0%	**90.2%**	-	100%	98.6%	96.4%	0%	**97.3%**	-	97.3%	98.0%	87.7%	0%	**96.8%**	-	95.4%
Articulated Trucks	3	6	0	0	**9**	-	6	3	1	0	**10**	-	0	1	3	0	**4**	-	0	1	2	0	**3**	-	26
% Articulated Trucks	4.9%	1.2%	0%	0%	**1.5%**	-	3.1%	2.1%	2.3%	0%	**2.6%**	-	0%	0.3%	0.5%	0%	**0.4%**	-	0%	0.3%	3.5%	0%	**0.6%**	-	1.1%
Buses and Single-Unit Trucks	6	18	0	0	**24**	-	8	12	7	0	**27**	-	0	4	17	0	**21**	-	2	7	5	0	**14**	-	86
% Buses and Single-Unit Trucks	9.8%	3.6%	0%	0%	**4.1%**	-	4.2%	8.3%	16.3%	0%	**7.1%**	-	0%	1.1%	3.1%	0%	**2.2%**	-	2.7%	1.8%	8.8%	0%	**2.7%**	-	3.5%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Corinth Street at Lamar Street - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518134, Location: 32.765053, -96.789323

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Corinth Street						Corinth Street						Lamar Street						Lamar Street						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	7	37	46	0	**90**	0	8	55	14	0	**77**	0	46	26	5	0	**77**	0	3	20	5	1	**29**	1	**273**
12:15PM	4	42	39	0	**85**	0	4	55	9	0	**68**	0	44	34	18	0	**96**	0	13	30	2	1	**46**	0	**295**
12:30PM	7	44	49	0	**100**	0	14	56	13	0	**83**	0	41	25	7	0	**73**	0	10	45	5	1	**61**	0	**317**
12:45PM	6	38	54	1	**99**	0	5	55	11	0	**71**	0	34	25	4	0	**63**	0	17	33	5	1	**56**	0	**289**
Hourly Total	24	161	188	1	**374**	0	31	221	47	0	**299**	0	165	110	34	0	**309**	0	43	128	17	4	**192**	1	**1174**
1:00PM	1	42	48	0	**91**	0	7	49	13	0	**69**	0	37	22	4	0	**63**	0	10	35	6	0	**51**	0	**274**
1:15PM	6	52	56	0	**114**	0	1	40	10	0	**51**	0	43	22	5	1	**71**	0	10	42	6	0	**58**	0	**294**
1:30PM	2	50	59	0	**111**	0	2	41	8	0	**51**	1	39	36	6	0	**81**	0	8	29	1	0	**38**	0	**281**
1:45PM	7	43	49	0	**99**	0	2	58	13	1	**74**	0	50	27	7	0	**84**	0	13	29	7	0	**49**	0	**306**
Hourly Total	16	187	212	0	**415**	0	12	188	44	1	**245**	1	169	107	22	1	**299**	0	41	135	20	0	**196**	0	**1155**
Total	40	348	400	1	**789**	0	43	409	91	1	**544**	1	334	217	56	1	**608**	0	84	263	37	4	**388**	1	**2329**
% Approach	5.1%	44.1%	50.7%	0.1%	**-**	-	7.9%	75.2%	16.7%	0.2%	**-**	-	54.9%	35.7%	9.2%	0.2%	**-**	-	21.6%	67.8%	9.5%	1.0%	**-**	-	-
% Total	1.7%	14.9%	17.2%	0%	**33.9%**	-	1.8%	17.6%	3.9%	0%	**23.4%**	-	14.3%	9.3%	2.4%	0%	**26.1%**	-	3.6%	11.3%	1.6%	0.2%	**16.7%**	-	-
Lights	39	338	384	1	**762**	-	41	398	89	1	**529**	-	321	206	52	1	**580**	-	73	248	36	4	**361**	-	2232
% Lights	97.5%	97.1%	96.0%	100%	**96.6%**	-	95.3%	97.3%	97.8%	100%	**97.2%**	-	96.1%	94.9%	92.9%	100%	**95.4%**	-	86.9%	94.3%	97.3%	100%	**93.0%**	-	95.8%
Articulated Trucks	0	1	7	0	**8**	-	1	3	0	0	**4**	-	4	1	2	0	**7**	-	2	6	0	0	**8**	-	27
% Articulated Trucks	0%	0.3%	1.8%	0%	**1.0%**	-	2.3%	0.7%	0%	0%	**0.7%**	-	1.2%	0.5%	3.6%	0%	**1.2%**	-	2.4%	2.3%	0%	0%	**2.1%**	-	1.2%
Buses and Single-Unit Trucks	1	9	9	0	**19**	-	1	8	2	0	**11**	-	9	10	2	0	**21**	-	9	9	1	0	**19**	-	70
% Buses and Single-Unit Trucks	2.5%	2.6%	2.3%	0%	**2.4%**	-	2.3%	2.0%	2.2%	0%	**2.0%**	-	2.7%	4.6%	3.6%	0%	**3.5%**	-	10.7%	3.4%	2.7%	0%	**4.9%**	-	3.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9. Corinth Street at Lamar Street - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518134, Location: 32.765053, -96.789323

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Corinth Street Eastbound						Corinth Street Westbound						Lamar Street Northbound						Lamar Street Southbound						
Time	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	L	T	R	U	**App**	Ped*	**Int**
2018-04-28 12:15PM	4	42	39	0	**85**	0	4	55	9	0	**68**	0	44	34	18	0	**96**	0	13	30	2	1	**46**	0	**295**
12:30PM	7	44	49	0	**100**	0	14	56	13	0	**83**	0	41	25	7	0	**73**	0	10	45	5	1	**61**	0	**317**
12:45PM	6	38	54	1	**99**	0	5	55	11	0	**71**	0	34	25	4	0	**63**	0	17	33	5	1	**56**	0	**289**
1:00PM	1	42	48	0	**91**	0	7	49	13	0	**69**	0	37	22	4	0	**63**	0	10	35	6	0	**51**	0	**274**
Total	18	166	190	1	**375**	0	30	215	46	0	**291**	0	156	106	33	0	**295**	0	50	143	18	3	**214**	0	**1175**
% Approach	4.8%	44.3%	50.7%	0.3%	**-**	-	10.3%	73.9%	15.8%	0%	**-**	-	52.9%	35.9%	11.2%	0%	**-**	-	23.4%	66.8%	8.4%	1.4%	**-**	-	-
% Total	1.5%	14.1%	16.2%	0.1%	**31.9%**	-	2.6%	18.3%	3.9%	0%	**24.8%**	-	13.3%	9.0%	2.8%	0%	**25.1%**	-	4.3%	12.2%	1.5%	0.3%	**18.2%**	-	-
PHF	0.643	0.943	0.880	0.250	**0.938**	-	0.536	0.960	0.885	-	**0.877**	-	0.886	0.779	0.458	-	**0.768**	-	0.735	0.794	0.750	0.750	**0.877**	-	0.927
Lights	18	162	182	1	**363**	-	28	210	46	0	**284**	-	150	101	30	0	**281**	-	45	133	18	3	**199**	-	1127
% Lights	100%	97.6%	95.8%	100%	**96.8%**	-	93.3%	97.7%	100%	0%	**97.6%**	-	96.2%	95.3%	90.9%	0%	**95.3%**	-	90.0%	93.0%	100%	100%	**93.0%**	-	95.9%
Articulated Trucks	0	1	5	0	**6**	-	1	1	0	0	**2**	-	2	0	2	0	**4**	-	1	6	0	0	**7**	-	19
% Articulated Trucks	0%	0.6%	2.6%	0%	**1.6%**	-	3.3%	0.5%	0%	0%	**0.7%**	-	1.3%	0%	6.1%	0%	**1.4%**	-	2.0%	4.2%	0%	0%	**3.3%**	-	1.6%
Buses and Single-Unit Trucks	0	3	3	0	**6**	-	1	4	0	0	**5**	-	4	5	1	0	**10**	-	4	4	0	0	**8**	-	29
% Buses and Single-Unit Trucks	0%	1.8%	1.6%	0%	**1.6%**	-	3.3%	1.9%	0%	0%	**1.7%**	-	2.6%	4.7%	3.0%	0%	**3.4%**	-	8.0%	2.8%	0%	0%	**3.7%**	-	2.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Lamar Street at Cockrell Avenue - TMC

Tue May 1, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518149, Location: 32.76542, -96.790822, Site Code: 10

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cockrell Avenue						Cockrell Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	147	30	0	**177**	0	1	60	1	0	**62**	0	6	1	1	0	**8**	0	3	1	0	0	**4**	1	**251**
4:45PM	0	137	28	0	**165**	0	4	45	5	1	**55**	0	9	0	1	0	**10**	0	4	3	0	0	**7**	1	**237**
Hourly Total	0	284	58	0	**342**	0	5	105	6	1	**117**	0	15	1	2	0	**18**	0	7	4	0	0	**11**	2	**488**
5:00PM	1	144	46	0	**191**	0	2	67	3	1	**73**	0	3	0	0	0	**3**	1	10	5	0	0	**15**	0	**282**
5:15PM	0	130	31	0	**161**	0	1	40	3	1	**45**	0	7	0	0	0	**7**	0	5	2	0	0	**7**	0	**220**
5:30PM	0	149	21	0	**170**	0	2	41	5	0	**48**	0	4	1	4	0	**9**	0	1	2	0	0	**3**	0	**230**
5:45PM	0	137	28	0	**165**	0	0	37	0	1	**38**	0	4	0	1	0	**5**	1	0	2	0	0	**2**	0	**210**
Hourly Total	1	560	126	0	**687**	0	5	185	11	3	**204**	0	18	1	5	0	**24**	2	16	11	0	0	**27**	0	**942**
6:00PM	0	115	20	0	**135**	0	0	38	1	0	**39**	1	2	0	1	0	**3**	1	3	0	0	0	**3**	0	**180**
6:15PM	1	80	27	0	**108**	0	0	36	2	2	**40**	0	3	0	4	0	**7**	0	2	1	1	0	**4**	0	**159**
Hourly Total	1	195	47	0	**243**	0	0	74	3	2	**79**	1	5	0	5	0	**10**	1	5	1	1	0	**7**	0	**339**
Total	2	1039	231	0	**1272**	0	10	364	20	6	**400**	1	38	2	12	0	**52**	3	28	16	1	0	**45**	2	**1769**
% Approach	0.2%	81.7%	18.2%	0%	-	-	2.5%	91.0%	5.0%	1.5%	-	-	73.1%	3.8%	23.1%	0%	-	-	62.2%	35.6%	2.2%	0%	-	-	-
% Total	0.1%	58.7%	13.1%	0%	**71.9%**	-	0.6%	20.6%	1.1%	0.3%	**22.6%**	-	2.1%	0.1%	0.7%	0%	**2.9%**	-	1.6%	0.9%	0.1%	0%	**2.5%**	-	-
Lights	2	987	231	0	**1220**	-	9	334	20	6	**369**	-	38	2	12	0	**52**	-	28	15	1	0	**44**	-	1685
% Lights	100%	95.0%	100%	0%	**95.9%**	-	90.0%	91.8%	100%	100%	**92.3%**	-	100%	100%	100%	0%	**100%**	-	100%	93.8%	100%	0%	**97.8%**	-	95.3%
Articulated Trucks	0	12	0	0	**12**	-	1	8	0	0	**9**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	21
% Articulated Trucks	0%	1.2%	0%	0%	**0.9%**	-	10.0%	2.2%	0%	0%	**2.3%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses and Single-Unit Trucks	0	40	0	0	**40**	-	0	22	0	0	**22**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	63
% Buses and Single-Unit Trucks	0%	3.8%	0%	0%	**3.1%**	-	0%	6.0%	0%	0%	**5.5%**	-	0%	0%	0%	0%	**0%**	-	0%	6.3%	0%	0%	**2.2%**	-	3.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Lamar Street at Cockrell Avenue - TMC

Tue May 1, 2018
PM Peak (4:30PM - 5:30PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518149, Location: 32.76542, -96.790822, Site Code: 10

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cockrell Avenue						Cockrell Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-01 4:30PM	0	147	30	0	**177**	0	1	60	1	0	**62**	0	6	1	1	0	**8**	0	3	1	0	0	**4**	1	**251**
4:45PM	0	137	28	0	**165**	0	4	45	5	1	**55**	0	9	0	1	0	**10**	0	4	3	0	0	**7**	1	**237**
5:00PM	1	144	46	0	**191**	0	2	67	3	1	**73**	0	3	0	0	0	**3**	1	10	5	0	0	**15**	0	**282**
5:15PM	0	130	31	0	**161**	0	1	40	3	1	**45**	0	7	0	0	0	**7**	0	5	2	0	0	**7**	0	**220**
Total	1	558	135	0	**694**	0	8	212	12	3	**235**	0	25	1	2	0	**28**	1	22	11	0	0	**33**	2	**990**
% Approach	0.1%	80.4%	19.5%	0%	-	-	3.4%	90.2%	5.1%	1.3%	-	-	89.3%	3.6%	7.1%	0%	-	-	66.7%	33.3%	0%	0%	-	-	-
% Total	0.1%	56.4%	13.6%	0%	**70.1%**	-	0.8%	21.4%	1.2%	0.3%	**23.7%**	-	2.5%	0.1%	0.2%	0%	**2.8%**	-	2.2%	1.1%	0%	0%	**3.3%**	-	-
PHF	0.250	0.949	0.734	-	**0.908**	-	0.500	0.791	0.600	0.750	**0.805**	-	0.694	0.250	0.500	-	**0.700**	-	0.550	0.550	-	-	**0.550**	-	0.878
Lights	1	524	135	0	**660**	-	7	193	12	3	**215**	-	25	1	2	0	**28**	-	22	10	0	0	**32**	-	935
% Lights	100%	93.9%	100%	0%	**95.1%**	-	87.5%	91.0%	100%	100%	**91.5%**	-	100%	100%	100%	0%	**100%**	-	100%	90.9%	0%	0%	**97.0%**	-	94.4%
Articulated Trucks	0	7	0	0	**7**	-	1	4	0	0	**5**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	12
% Articulated Trucks	0%	1.3%	0%	0%	**1.0%**	-	12.5%	1.9%	0%	0%	**2.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.2%
Buses and Single-Unit Trucks	0	27	0	0	**27**	-	0	15	0	0	**15**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	43
% Buses and Single-Unit Trucks	0%	4.8%	0%	0%	**3.9%**	-	0%	7.1%	0%	0%	**6.4%**	-	0%	0%	0%	0%	**0%**	-	0%	9.1%	0%	0%	**3.0%**	-	4.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Lamar Street at Cockrell Avenue - TMC

Sat Apr 28, 2018
Full Length (12PM-2PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518137, Location: 32.765414, -96.790777

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cockrell Avenue						Cockrell Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:00PM	3	40	2	1	**46**	1	2	24	6	0	**32**	0	1	1	1	0	**3**	0	6	1	2	0	**9**	0	**90**
12:15PM	2	50	1	0	**53**	0	0	43	8	0	**51**	0	3	4	3	0	**10**	0	3	1	0	0	**4**	0	**118**
12:30PM	3	41	5	0	**49**	0	1	53	5	0	**59**	0	4	3	3	0	**10**	2	6	0	0	0	**6**	0	**124**
12:45PM	1	38	3	0	**42**	0	1	45	10	0	**56**	0	7	1	3	0	**11**	0	5	1	2	0	**8**	0	**117**
Hourly Total	9	169	11	1	**190**	1	4	165	29	0	**198**	0	15	9	10	0	**34**	2	20	3	4	0	**27**	0	**449**
1:00PM	2	32	3	0	**37**	0	0	44	18	0	**62**	0	3	0	0	0	**3**	0	2	0	1	0	**3**	0	**105**
1:15PM	1	36	2	0	**39**	2	0	48	7	0	**55**	0	0	1	0	0	**1**	0	2	1	3	0	**6**	0	**101**
1:30PM	1	38	3	1	**43**	0	0	37	16	0	**53**	0	0	0	0	0	**0**	0	5	0	2	0	**7**	0	**103**
1:45PM	4	40	2	1	**47**	0	0	41	15	0	**56**	0	2	1	0	0	**3**	0	1	0	3	0	**4**	0	**110**
Hourly Total	8	146	10	2	**166**	2	0	170	56	0	**226**	0	5	2	0	0	**7**	0	10	1	9	0	**20**	0	**419**
Total	17	315	21	3	**356**	3	4	335	85	0	**424**	0	20	11	10	0	**41**	2	30	4	13	0	**47**	0	**868**
% Approach	4.8%	88.5%	5.9%	0.8%	**-**	-	0.9%	79.0%	20.0%	0%	**-**	-	48.8%	26.8%	24.4%	0%	**-**	-	63.8%	8.5%	27.7%	0%	**-**	-	**-**
% Total	2.0%	36.3%	2.4%	0.3%	**41.0%**	-	0.5%	38.6%	9.8%	0%	**48.8%**	-	2.3%	1.3%	1.2%	0%	**4.7%**	-	3.5%	0.5%	1.5%	0%	**5.4%**	-	**-**
Lights	16	301	21	3	**341**	-	4	311	84	0	**399**	-	20	11	9	0	**40**	-	29	4	12	0	**45**	-	825
% Lights	94.1%	95.6%	100%	100%	**95.8%**	-	100%	92.8%	98.8%	0%	**94.1%**	-	100%	100%	90.0%	0%	**97.6%**	-	96.7%	100%	92.3%	0%	**95.7%**	-	95.0%
Articulated Trucks	0	1	0	0	**1**	-	0	8	0	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	9
% Articulated Trucks	0%	0.3%	0%	0%	**0.3%**	-	0%	2.4%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.0%
Buses and Single-Unit Trucks	1	13	0	0	**14**	-	0	16	1	0	**17**	-	0	0	1	0	**1**	-	1	0	1	0	**2**	-	34
% Buses and Single-Unit Trucks	5.9%	4.1%	0%	0%	**3.9%**	-	0%	4.8%	1.2%	0%	**4.0%**	-	0%	0%	10.0%	0%	**2.4%**	-	3.3%	0%	7.7%	0%	**4.3%**	-	3.9%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10. Lamar Street at Cockrell Avenue - TMC

Sat Apr 28, 2018
Midday Peak (WKND) (12:15PM - 1:15PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 518137, Location: 32.765414, -96.790777

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Lamar Street						Lamar Street						Cockrell Avenue						Cockrell Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-04-28 12:15PM	2	50	1	0	**53**	0	0	43	8	0	**51**	0	3	4	3	0	**10**	0	3	1	0	0	**4**	0	**118**
12:30PM	3	41	5	0	**49**	0	1	53	5	0	**59**	0	4	3	3	0	**10**	2	6	0	0	0	**6**	0	**124**
12:45PM	1	38	3	0	**42**	0	1	45	10	0	**56**	0	7	1	3	0	**11**	0	5	1	2	0	**8**	0	**117**
1:00PM	2	32	3	0	**37**	0	0	44	18	0	**62**	0	3	0	0	0	**3**	0	2	0	1	0	**3**	0	**105**
Total	8	161	12	0	**181**	0	2	185	41	0	**228**	0	17	8	9	0	**34**	2	16	2	3	0	**21**	0	**464**
% Approach	4.4%	89.0%	6.6%	0%	**-**	-	0.9%	81.1%	18.0%	0%	**-**	-	50.0%	23.5%	26.5%	0%	**-**	-	76.2%	9.5%	14.3%	0%	**-**	-	-
% Total	1.7%	34.7%	2.6%	0%	**39.0%**	-	0.4%	39.9%	8.8%	0%	**49.1%**	-	3.7%	1.7%	1.9%	0%	**7.3%**	-	3.4%	0.4%	0.6%	0%	**4.5%**	-	-
PHF	0.667	0.805	0.600	-	**0.854**	-	0.500	0.873	0.569	-	**0.919**	-	0.607	0.500	0.750	-	**0.773**	-	0.667	0.500	0.375	-	**0.656**	-	0.935
Lights	8	155	12	0	**175**	-	2	170	41	0	**213**	-	17	8	8	0	**33**	-	16	2	2	0	**20**	-	441
% Lights	100%	96.3%	100%	0%	**96.7%**	-	100%	91.9%	100%	0%	**93.4%**	-	100%	100%	88.9%	0%	**97.1%**	-	100%	100%	66.7%	0%	**95.2%**	-	95.0%
Articulated Trucks	0	0	0	0	**0**	-	0	7	0	0	**7**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	7
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	3.8%	0%	0%	**3.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Buses and Single-Unit Trucks	0	6	0	0	**6**	-	0	8	0	0	**8**	-	0	0	1	0	**1**	-	0	0	1	0	**1**	-	16
% Buses and Single-Unit Trucks	0%	3.7%	0%	0%	**3.3%**	-	0%	4.3%	0%	0%	**3.5%**	-	0%	0%	11.1%	0%	**2.9%**	-	0%	0%	33.3%	0%	**4.8%**	-	3.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Kimley»Horn

Synchro™ Output - 2018 Existing Traffic

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	448	149	140	147	90	39	357	257	112	14	43
Future Volume (vph)	49	448	149	140	147	90	39	357	257	112	14	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.96		1.00	0.94			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3407		1770	3338			3320			1783	1583
Flt Permitted	0.59	1.00		0.24	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1103	3407		442	3338			3320			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	487	162	152	160	98	42	388	279	122	15	47
RTOR Reduction (vph)	0	18	0	0	52	0	0	72	0	0	0	42
Lane Group Flow (vph)	53	631	0	152	206	0	0	637	0	0	137	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.8	55.8		57.8	57.8			33.1			14.9	14.9
Effective Green, g (s)	56.8	55.8		57.8	57.8			33.1			14.9	14.9
Actuated g/C Ratio	0.41	0.40		0.42	0.42			0.24			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	509	1375		315	1396			795			192	170
v/s Ratio Prot	0.01	c0.19		c0.05	0.06			c0.19			c0.08	
v/s Ratio Perm	0.03			c0.15								0.00
v/c Ratio	0.10	0.46		0.48	0.15			0.80			0.71	0.03
Uniform Delay, d1	25.2	30.1		27.1	24.9			49.5			59.6	55.2
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	1.1		1.2	0.2			5.8			11.8	0.1
Delay (s)	25.3	31.3		28.3	25.1			55.3			71.4	55.3
Level of Service	C	C		C	C			E			E	E
Approach Delay (s)		30.8			26.3			55.3			67.3	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	41.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	138.2	Sum of lost time (s)	20.8
Intersection Capacity Utilization	68.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	438	1166	0	0	281	39	222	233	72	54	0	255
Future Volume (vph)	438	1166	0	0	281	39	222	233	72	54	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4879		1770		1583
Flt Permitted	0.57	1.00			1.00	1.00		0.98		0.21		1.00
Satd. Flow (perm)	2045	5085			3539	1583		4879		388		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	476	1267	0	0	305	42	241	253	78	59	0	277
RTOR Reduction (vph)	0	0	0	0	0	15	0	15	0	0	0	240
Lane Group Flow (vph)	476	1267	0	0	305	27	0	557	0	59	0	37
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	114.5	113.2			93.2	93.2		19.2		19.2		19.2
Effective Green, g (s)	114.5	113.2			93.2	93.2		19.2		19.2		19.2
Actuated g/C Ratio	0.80	0.79			0.65	0.65		0.13		0.13		0.13
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1775	3997			2290	1024		650		51		211
v/s Ratio Prot	0.03	c0.25			0.09							
v/s Ratio Perm	0.18					0.02		0.11		c0.15		0.02
v/c Ratio	0.27	0.32			0.13	0.03		0.96dl		1.16		0.18
Uniform Delay, d1	3.9	4.4			9.8	9.1		61.1		62.4		55.4
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.4	0.2			0.1	0.0		13.7		175.4		1.8
Delay (s)	4.3	4.6			9.9	9.2		74.8		237.8		57.2
Level of Service	A	A			A	A		E		F		E
Approach Delay (s)		4.5			9.8			74.8			88.9	
Approach LOS		A			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	537	40	663	3	21	70	124	397	8	5	647	131
Future Volume (vph)	537	40	663	3	21	70	124	397	8	5	647	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1673		1770	1857		1770	3539	1583
Flt Permitted	0.69	1.00	1.00		1.00		0.27	1.00		0.51	1.00	1.00
Satd. Flow (perm)	1294	1863	1583		1669		498	1857		944	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	584	43	721	3	23	76	135	432	9	5	703	142
RTOR Reduction (vph)	0	0	279	0	49	0	0	1	0	0	0	68
Lane Group Flow (vph)	584	43	442	0	53	0	135	440	0	5	703	74
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	40.0	40.0	40.0		40.0		64.6	64.6		50.0	50.0	50.0
Effective Green, g (s)	40.0	40.0	40.0		40.0		64.6	64.6		50.0	50.0	50.0
Actuated g/C Ratio	0.35	0.35	0.35		0.35		0.56	0.56		0.44	0.44	0.44
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	451	650	552		582		387	1046		411	1544	690
v/s Ratio Prot		0.02					0.03	c0.24			c0.20	
v/s Ratio Perm	c0.45		0.28		0.03		0.17			0.01		0.05
v/c Ratio	1.29	0.07	0.80		0.09		0.35	0.42		0.01	0.46	0.11
Uniform Delay, d1	37.3	24.9	33.7		25.1		13.3	14.3		18.3	22.7	19.1
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	148.4	0.0	8.2		0.1		0.5	0.3		0.1	1.0	0.3
Delay (s)	185.7	24.9	41.9		25.1		13.9	14.6		18.4	23.7	19.4
Level of Service	F	C	D		C		B	B		B	C	B
Approach Delay (s)		103.7			25.1			14.4			22.9	
Approach LOS		F			C			B			C	

Intersection Summary				
HCM 2000 Control Delay	59.1	HCM 2000 Level of Service	E	
HCM 2000 Volume to Capacity ratio	0.80			
Actuated Cycle Length (s)	114.6	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	85.3%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	697	0	0	89	7	30	217	314	0	0	0
Future Volume (veh/h)	110	697	0	0	89	7	30	217	314	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	120	758	0	0	97	8	33	236	341			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	698	2427	0	0	2910	232	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.2	12.4	0.0	0.0	10.4	10.5	15.3	16.3	23.1			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		878			105			610				
Approach Delay, s/veh		12.4			10.5			20.0				
Approach LOS		B			B			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 36		27.8		* 36		
Max Allow Headway (MAH), s		5.0		5.2		5.0		
Max Q Clear (g_c+I1), s		8.9		15.0		2.7		
Green Ext Time (g_e), s		6.8		3.1		7.1		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1284		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6357		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		486		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	120	0	33	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1284	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.1	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.8	0.0	0.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1284	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	698	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.05	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	698	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	15.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.2	0.0	15.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	758	0	236	0	76	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	6.9	0.0	3.5	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.9	0.0	3.5	0.0	0.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.31	0.00	0.19	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.0	0.0	16.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	16.3	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	1.6	0.0	0.3	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	1.7	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.09	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	341	0	29	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	848	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.58	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	848	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.9	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.2	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.1	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.6	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.3	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.35	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.2
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	10	13	309	171	16
Future Volume (veh/h)	6	10	13	309	171	16
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	11	14	336	186	17
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	59	53	969	2903	2437	221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.01	0.82	0.74	0.74
Ln Grp Delay, s/veh	35.5	36.6	1.9	1.4	2.7	2.7
Ln Grp LOS	D	D	A	A	A	A
Approach Vol, veh/h	18			350	203	
Approach Delay, s/veh	36.2			1.4	2.7	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	5.7	60.0	8.1			65.7		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.3	4.0			5.3		
Max Q Clear (g_c+I1), s	2.1	3.2	2.5			3.4		
Green Ext Time (g_e), s	0.0	3.8	0.0			3.8		
Prob of Phs Call (p_c)	0.25	1.00	0.31			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3376	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		297	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	14	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1174	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	53.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	969	0	59	0	0	0	0	0
V/C Ratio (X)	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1432	0	1788	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	1.9	0.0	34.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	1.9	0.0	35.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	99	0	0	0	336	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	1.1	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	0.0	0.0	1.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1314	0	0	0	2903	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	1314	0	0	0	2903	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.7	0.0	0.0	0.0	1.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	104	11	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1344	53	0	0	0	0	0
V/C Ratio (X)	0.00	0.08	0.21	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1344	1596	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.6	34.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.7	36.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.0
HCM 2010 LOS	A

Notes

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

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	141	16	0	0	23	940	47	1	604	1
Future Volume (veh/h)	2	0	141	16	0	0	23	940	47	1	604	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	153	17	0	0	25	1022	51	1	657	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	456	0	406	404	0	406	70	2008	99	317	2168	970
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
Prop Arrive On Green	0.26	0.00	0.26	0.26	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	22.2	0.0	27.2	22.7	0.0	0.0	10.2	0.0	10.6	12.9	7.7	6.0
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		155			17			1098			659	
Approach Delay, s/veh		27.1			22.7			10.4			7.7	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		26.0		54.0		26.0		54.0
Change Period (Y+Rc), s		5.5		* 5		5.5		* 5
Max Green (Gmax), s		20.5		* 49		20.5		* 49
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		2.9		16.4		8.4		16.3
Green Ext Time (g_e), s		0.5		16.1		0.4		16.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1225		524		1428		37

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3279

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		162

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	17	0	1	0	2	0	572
Grp Sat Flow (s), veh/h/ln	0	1225	0	524	0	1428	0	1811
Q Serve Time (g_s), s	0.0	0.8	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.9	0.0	14.4	0.0	0.1	0.0	13.7
Perm LT Sat Flow (s_l), veh/h/ln	0	1254	0	524	0	1440	0	788
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	20.5	0.0	49.0	0.0	20.5	0.0	49.0
Perm LT Serve Time (g_u), s	0.0	20.4	0.0	34.7	0.0	19.6	0.0	41.9
Perm LT Q Serve Time (g_ps), s	0.0	0.8	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.7
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	404	0	317	0	456	0	1156
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.50
Avail Cap (c_a), veh/h	0	404	0	317	0	456	0	1156
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.5	0.0	12.8	0.0	22.2	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	12.9	0.0	22.2	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	7.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	7.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	657	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2168	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2168	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	7.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.4	0.0	0.0	0.0	0.0

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.55	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	153	0	526
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1667
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	6.4	0.0	14.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	6.4	0.0	14.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.10
Lane Grp Cap (c), veh/h	0	406	0	970	0	406	0	1021
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.51
Avail Cap (c_a), veh/h	0	406	0	970	0	406	0	1021
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	6.0	0.0	24.5	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.7	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	6.0	0.0	27.2	0.0	10.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	6.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.1	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	10.9
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	506	10	191	145	43	37	349	556	75	396	57
Future Volume (veh/h)	61	506	10	191	145	43	37	349	556	75	396	57
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	66	550	11	208	158	47	40	379	604	82	430	62
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	549	887	18	407	678	196	444	848	396	312	885	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.25	0.25	0.13	0.25	0.25	0.21	0.42	0.42	0.13	0.25	0.25
Ln Grp Delay, s/veh	16.8	33.0	32.8	23.2	25.1	25.3	15.2	21.0	272.5	20.9	27.5	24.3
Ln Grp LOS	B	C	C	C	C	C	B	C	F	C	C	C
Approach Vol, veh/h		627			413			1023			574	
Approach Delay, s/veh		31.2			24.2			169.3			26.2	
Approach LOS		C			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	15.0	25.0	15.0	25.0	15.0	25.0	15.0	25.0
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	10.0	* 20	10.0	* 20	10.0	* 20	10.0	* 20
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.1	10.3	8.6	13.0	4.4	22.0	3.9	5.8
Green Ext Time (g_e), s	0.0	6.4	0.1	2.6	0.1	0.0	0.1	4.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		3549		3390		2712
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		71		1583		782
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	40	0	208	0	82	0	66	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.1	0.0	6.6	0.0	2.4	0.0	1.9	0.0
Cycle Q Clear Time (g_c), s	1.1	0.0	6.6	0.0	2.4	0.0	1.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	901	0	845	0	570	0	1172	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	20.0	0.0	20.0	0.0	20.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	11.7	0.0	9.0	0.0	0.0	0.0	16.2	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	3.6	0.0	0.0	0.0	0.2	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	444	0	407	0	312	0	549	0
V/C Ratio (X)	0.09	0.00	0.51	0.00	0.26	0.00	0.12	0.00
Avail Cap (c_a), veh/h	444	0	407	0	312	0	549	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	14.8	0.0	18.7	0.0	18.9	0.0	16.3	0.0
Incr Delay (d2), s/veh	0.4	0.0	4.5	0.0	2.0	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.2	0.0	23.2	0.0	20.9	0.0	16.8	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	3.2	0.0	1.2	0.0	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.6	0.0	3.7	0.0	1.3	0.0	1.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.62	0.00	0.23	0.00	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	430	0	274	0	379	0	101
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	8.3	0.0	11.0	0.0	6.4	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	11.0	0.0	6.4	0.0	3.6
Lane Grp Cap (c), veh/h	0	885	0	442	0	848	0	442
V/C Ratio (X)	0.00	0.49	0.00	0.62	0.00	0.45	0.00	0.23
Avail Cap (c_a), veh/h	0	885	0	442	0	848	0	442
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.6	0.0	26.6	0.0	19.3	0.0	23.9
Incr Delay (d2), s/veh	0.0	1.9	0.0	6.4	0.0	1.7	0.0	1.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	0.0	33.0	0.0	21.0	0.0	25.1
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	5.3	0.0	3.0	0.0	1.8

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.8	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	6.1	0.0	3.2	0.0	1.9
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.51	0.00	0.50	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	62	0	287	0	604	0	104
Grp Sat Flow (s), veh/h/ln	0	1583	0	1850	0	1583	0	1725
Q Serve Time (g_s), s	0.0	2.4	0.0	11.0	0.0	20.0	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	11.0	0.0	20.0	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.45
Lane Grp Cap (c), veh/h	0	396	0	463	0	396	0	431
V/C Ratio (X)	0.00	0.16	0.00	0.62	0.00	1.53	0.00	0.24
Avail Cap (c_a), veh/h	0	396	0	463	0	396	0	431
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.4	0.0	26.6	0.0	23.3	0.0	23.9
Incr Delay (d2), s/veh	0.0	0.8	0.0	6.1	0.0	249.2	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.3	0.0	32.8	0.0	272.5	0.0	25.3
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	5.6	0.0	8.6	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.8	0.0	27.4	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	6.4	0.0	36.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.53	0.00	5.68	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	52.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	82.6
HCM 2010 LOS	F

Notes

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

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	1.2					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1495	766	0	119	73
Future Vol, veh/h	0	1495	766	0	119	73
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1625	833	0	129	79

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1483	416
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	650	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*321	*746
Stage 1	0	-	-	0	*766	-
Stage 2	0	-	-	0	*438	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*321	*746
Mov Cap-2 Maneuver	-	-	-	-	*410	-
Stage 1	-	-	-	-	*766	-
Stage 2	-	-	-	-	*438	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	410	746
HCM Lane V/C Ratio	-	-	0.315	0.106
HCM Control Delay (s)	-	-	17.8	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.3	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	1.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↑		↰	↑↑	
Traffic Vol, veh/h	25	1	2	22	11	0	1	558	135	8	212	12
Future Vol, veh/h	25	1	2	22	11	0	1	558	135	8	212	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	27	1	2	24	12	0	1	607	147	9	230	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	565	1009	122	815	943	377	243	0	0	753	0	0
Stage 1	254	254	-	682	682	-	-	-	-	-	-	-
Stage 2	311	755	-	133	261	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	408	239	906	269	261	621	1320	-	-	853	-	-
Stage 1	728	696	-	406	448	-	-	-	-	-	-	-
Stage 2	674	415	-	857	691	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	390	236	906	265	258	621	1320	-	-	853	-	-
Mov Cap-2 Maneuver	390	236	-	265	258	-	-	-	-	-	-	-
Stage 1	727	689	-	406	448	-	-	-	-	-	-	-
Stage 2	656	415	-	845	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.8	20.8	0	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1320	-	-	380	906	263	-	853	-	-
HCM Lane V/C Ratio	0.001	-	-	0.074	0.002	0.136	-	0.01	-	-
HCM Control Delay (s)	7.7	-	-	15.2	9	20.8	0	9.3	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.5	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront
05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1250	0	0	335	0	0
Future Vol, veh/h	1250	0	0	335	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	-	-	150	-	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	1359	0	0	364	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1359	0	1541	679
Stage 1	-	-	-	-	1359	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	502	-	106	394
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	502	-	106	394
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	831	-

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)	-	-	-	-	502	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront
05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1250	0	0	335	0	0
Future Vol, veh/h	1250	0	0	335	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	1359	0	0	364	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	679
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	394
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	394
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

PM Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1250	0	0	335	0	0
Future Vol, veh/h	1250	0	0	335	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	-	-	150	-	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	1359	0	0	364	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1359	0	1541	679
Stage 1	-	-	-	-	1359	-
Stage 2	-	-	-	-	182	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	502	-	106	394
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	502	-	106	394
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	831	-

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)	-	-	-	-	502	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	142	59	117	131	97	48	170	133	156	13	41
Future Volume (vph)	44	142	59	117	131	97	48	170	133	156	13	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.96		1.00	0.94			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3383		1770	3314			3315			1780	1583
Flt Permitted	0.60	1.00		0.55	1.00			0.99			0.96	1.00
Satd. Flow (perm)	1115	3383		1022	3314			3315			1780	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	154	64	127	142	105	52	185	145	170	14	45
RTOR Reduction (vph)	0	24	0	0	56	0	0	72	0	0	0	39
Lane Group Flow (vph)	48	194	0	127	191	0	0	310	0	0	184	6
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.4	55.4		57.0	57.0			16.7			17.2	17.2
Effective Green, g (s)	56.4	55.4		57.0	57.0			16.7			17.2	17.2
Actuated g/C Ratio	0.47	0.46		0.47	0.47			0.14			0.14	0.14
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	570	1548		548	1561			457			253	225
v/s Ratio Prot	0.01	c0.06		c0.02	0.06			c0.09			c0.10	
v/s Ratio Perm	0.03			c0.09								0.00
v/c Ratio	0.08	0.13		0.23	0.12			0.68			0.73	0.03
Uniform Delay, d1	18.0	18.9		18.4	18.0			49.6			49.7	44.7
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2		0.2	0.2			4.0			10.0	0.1
Delay (s)	18.1	19.0		18.6	18.1			53.6			59.6	44.8
Level of Service	B	B		B	B			D			E	D
Approach Delay (s)		18.9			18.3			53.6			56.7	
Approach LOS		B			B			D			E	

Intersection Summary				
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.38			
Actuated Cycle Length (s)	121.0	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	53.5%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	349	0	0	294	42	195	195	72	46	0	157
Future Volume (vph)	132	349	0	0	294	42	195	195	72	46	0	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4864		1770		1583
Flt Permitted	0.56	1.00			1.00	1.00		0.98		0.26		1.00
Satd. Flow (perm)	2016	5085			3539	1583		4864		480		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	143	379	0	0	320	46	212	212	78	50	0	171
RTOR Reduction (vph)	0	0	0	0	0	16	0	18	0	0	0	148
Lane Group Flow (vph)	143	379	0	0	320	30	0	484	0	50	0	23
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	114.5	113.2			93.2	93.2		19.2		19.2		19.2
Effective Green, g (s)	114.5	113.2			93.2	93.2		19.2		19.2		19.2
Actuated g/C Ratio	0.80	0.79			0.65	0.65		0.13		0.13		0.13
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1755	3997			2290	1024		648		64		211
v/s Ratio Prot	0.01	c0.07			c0.09							
v/s Ratio Perm	0.06					0.02		0.10		c0.10		0.01
v/c Ratio	0.08	0.09			0.14	0.03		0.75		0.78		0.11
Uniform Delay, d1	3.3	3.6			9.9	9.1		60.1		60.4		54.9
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.1	0.0			0.1	0.1		7.7		61.7		1.0
Delay (s)	3.3	3.6			10.0	9.2		67.7		122.1		55.9
Level of Service	A	A			A	A		E		F		E
Approach Delay (s)		3.5			9.9			67.7			70.9	
Approach LOS		A			A			E			E	

Intersection Summary				
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.23			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	43.6%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	196	4	205	4	4	11	119	222	9	8	287	121
Future Volume (vph)	196	4	205	4	4	11	119	222	9	8	287	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1695		1770	1852		1770	3539	1583
Flt Permitted	0.74	1.00	1.00		0.97		0.51	1.00		0.60	1.00	1.00
Satd. Flow (perm)	1386	1863	1583		1659		953	1852		1124	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	213	4	223	4	4	12	129	241	10	9	312	132
RTOR Reduction (vph)	0	0	175	0	9	0	0	1	0	0	0	61
Lane Group Flow (vph)	213	4	48	0	11	0	129	250	0	9	312	71
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	20.0	20.0	20.0		20.0		63.7	63.7		50.4	50.4	50.4
Effective Green, g (s)	20.0	20.0	20.0		20.0		63.7	63.7		50.4	50.4	50.4
Actuated g/C Ratio	0.21	0.21	0.21		0.21		0.68	0.68		0.54	0.54	0.54
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	295	397	337		354		720	1259		604	1903	851
v/s Ratio Prot		0.00					0.02	c0.14			0.09	
v/s Ratio Perm	c0.15		0.03		0.01		0.11			0.01		0.04
v/c Ratio	0.72	0.01	0.14		0.03		0.18	0.20		0.01	0.16	0.08
Uniform Delay, d1	34.3	29.0	29.9		29.2		5.3	5.6		10.1	11.0	10.5
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.4	0.0	0.2		0.0		0.1	0.1		0.0	0.2	0.2
Delay (s)	42.7	29.1	30.1		29.2		5.5	5.6		10.1	11.2	10.7
Level of Service	D	C	C		C		A	A		B	B	B
Approach Delay (s)		36.2			29.2			5.6			11.0	
Approach LOS		D			C			A			B	

Intersection Summary				
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.34			
Actuated Cycle Length (s)	93.7	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	60.0%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	122	0	0	78	11	25	168	164	0	0	0
Future Volume (veh/h)	43	122	0	0	78	11	25	168	164	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	47	133	0	0	85	12	27	183	178			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	842	2734	0	0	3099	413	382	730	341			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.54	0.54	0.00	0.00	0.54	0.54	0.22	0.22	0.22			
Ln Grp Delay, s/veh	5.4	5.1	0.0	0.0	5.0	5.0	14.5	15.2	17.2			
Ln Grp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		180			97			388				
Approach Delay, s/veh		5.2			5.0			16.1				
Approach LOS		A			A			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		30.0		16.1		30.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 25		23.8		* 25		
Max Allow Headway (MAH), s		4.9		5.2		4.9		
Max Q Clear (g_c+I1), s		3.2		6.6		2.3		
Green Ext Time (g_e), s		1.5		2.1		1.5		
Prob of Phs Call (p_c)		1.00		0.99		0.97		
Prob of Max Out (p_x)		0.00		0.02		0.00		

Left-Turn Movement Data						
Assigned Mvmt		5		7		1
Mvmt Sat Flow, veh/h		1293		1774		0

Through Movement Data						
Assigned Mvmt		2		4		6
Mvmt Sat Flow, veh/h		5253		3390		6025

Right-Turn Movement Data						
Assigned Mvmt		12		14		16
Mvmt Sat Flow, veh/h		0		1583		769

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	47	0	27	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1293	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	0.8	0.0	0.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	0.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1293	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	842	0	382	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.00	0.07	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	842	0	915	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	14.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	14.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	133	0	183	0	70	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	2.1	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	2.1	0.0	0.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2734	0	730	0	2584	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.25	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2734	0	1749	0	2584	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	15.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.1	0.0	15.2	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.0	0.0	0.1	0.0	0.0

Saturday Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.11	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	178	0	27	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1727	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.6	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.6	0.0	0.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.45	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	341	0	928	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.52	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	817	0	928	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.2	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.1	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.23	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	23	81	579	270	31
Future Volume (veh/h)	8	23	81	579	270	31
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	9	25	88	629	293	34
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	95	85	865	2856	2266	261
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.05	0.03	0.81	0.71	0.71
Ln Grp Delay, s/veh	35.3	37.1	2.4	1.9	3.8	3.8
Ln Grp LOS	D	D	A	A	A	A
Approach Vol, veh/h	34			717	327	
Approach Delay, s/veh	36.6			2.0	3.8	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	7.6	60.0	9.7			67.6		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.3	4.0			5.3		
Max Q Clear (g_c+I1), s	2.9	4.3	3.2			5.2		
Green Ext Time (g_e), s	0.2	7.8	0.1			7.8		
Prob of Phs Call (p_c)	0.85	1.00	0.52			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3292	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		368	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

Saturday Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	88	0	9	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.9	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1049	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	52.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	865	0	95	0	0	0	0	0
V/C Ratio (X)	0.10	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1263	0	1706	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.3	0.0	34.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.4	0.0	35.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	161	0	0	0	629	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	2.3	0.0	0.0	0.0	3.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	0.0	0.0	0.0	3.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1253	0	0	0	2856	0	0
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1253	0	0	0	2856	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.6	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.8	0.0	0.0	0.0	1.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	1.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	166	25	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1798	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.3	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	1.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1273	85	0	0	0	0	0
V/C Ratio (X)	0.00	0.13	0.29	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1273	1522	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.6	35.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.8	37.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.6
HCM 2010 LOS	A

Notes

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

Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	101	17	1	8	23	773	31	11	743	27
Future Volume (veh/h)	6	3	101	17	1	8	23	773	31	11	743	27
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	7	3	110	18	1	9	25	840	34	12	808	29
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	433	165	602	505	24	602	92	1349	54	273	1451	649
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
Prop Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.41	0.41	0.41
Ln Grp Delay, s/veh	9.8	0.0	11.0	11.7	0.0	9.7	14.6	0.0	16.1	16.5	12.8	9.0
Ln Grp LOS	A		B	B		A	B		B	B	B	A
Approach Vol, veh/h		120			28			899			849	
Approach Delay, s/veh		10.9			11.0			15.3			12.7	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 19		20.5		* 19		20.5
Max Allow Headway (MAH), s		4.3		5.3		4.3		5.3
Max Q Clear (g_c+I1), s		6.5		13.1		6.4		12.3
Green Ext Time (g_e), s		0.4		5.6		0.4		6.1
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		959		632		817		40

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		64		3539		434		3290

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		131

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

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Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	19	0	12	0	10	0	466
Grp Sat Flow (s), veh/h/ln	0	1023	0	632	0	1251	0	1789
Q Serve Time (g_s), s	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	11.1	0.0	4.4	0.0	9.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1300	0	632	0	1427	0	667
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	0.0	20.5	0.0	19.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	14.8	0.0	10.2	0.0	14.7	0.0	11.8
Perm LT Q Serve Time (g_ps), s	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.1	0.0	0.0	0.0	0.9	0.0	11.6
Serve Time pre Blk (g_fs), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	9.8
Prop LT Inside Lane (P_L)	0.00	0.95	0.00	1.00	0.00	0.70	0.00	0.05
Lane Grp Cap (c), veh/h	0	529	0	273	0	598	0	810
V/C Ratio (X)	0.00	0.04	0.00	0.04	0.00	0.02	0.00	0.58
Avail Cap (c_a), veh/h	0	529	0	273	0	598	0	810
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.6	0.0	16.2	0.0	9.8	0.0	11.6
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.1	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	16.5	0.0	9.8	0.0	14.6
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.04	0.00	0.01	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	808	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1451	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.56	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1451	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	12.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0

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2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	9	0	29	0	110	0	433
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1672
Q Serve Time (g_s), s	0.0	0.2	0.0	0.6	0.0	2.3	0.0	10.3
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	0.6	0.0	2.3	0.0	10.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.08
Lane Grp Cap (c), veh/h	0	602	0	649	0	602	0	685
V/C Ratio (X)	0.00	0.01	0.00	0.04	0.00	0.18	0.00	0.63
Avail Cap (c_a), veh/h	0	602	0	649	0	602	0	685
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	8.9	0.0	10.3	0.0	11.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	4.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	9.0	0.0	11.0	0.0	16.1
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.2	0.0	1.0	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.3	0.0	1.1	0.0	5.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.07	0.00	0.11	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	166	190	30	215	46	156	106	33	50	143	18
Future Volume (veh/h)	18	166	190	30	215	46	156	106	33	50	143	18
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	20	180	207	33	234	50	170	115	36	54	155	20
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	307	395	353	249	669	140	676	1610	466	650	1315	588
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
Prop Arrive On Green	0.01	0.22	0.22	0.02	0.23	0.23	0.09	0.41	0.41	0.05	0.37	0.37
Ln Grp Delay, s/veh	20.0	23.4	24.9	20.3	22.2	22.3	11.1	12.1	12.3	11.7	14.1	13.6
Ln Grp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		407			317			321			229	
Approach Delay, s/veh		24.0			22.0			11.6			13.5	
Approach LOS		C			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		10.9	30.0	6.4	20.0	8.2	32.7	5.9	20.4			
Change Period (Y+Rc), s		5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5			
Max Green (Gmax), s		7.0	* 25	7.0	* 25	7.0	* 25	7.0	* 25			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.4	3.8	5.2	3.8	5.4			
Max Q Clear (g_c+I1), s		5.9	3.9	3.0	9.9	3.2	3.3	2.6	6.6			
Green Ext Time (g_e), s		0.1	1.9	0.0	3.7	0.0	1.9	0.0	4.0			
Prob of Phs Call (p_c)		1.00	1.00	0.46	1.00	1.00	1.00	0.31	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.71	0.16	1.00	0.00	0.35	0.09			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1774		1774		1774		1774				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3539		1770		3918		2913			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1583		1583		1135		611			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)				

Saturday Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	170	0	33	0	54	0	20	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	3.9	0.0	1.0	0.0	1.2	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	3.9	0.0	1.0	0.0	1.2	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1205	0	992	0	1231	0	1091	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	25.0	0.0	15.0	0.0	25.0	0.0	15.0	0.0
Perm LT Serve Time (g_u), s	23.1	0.0	7.1	0.0	25.0	0.0	10.8	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	0.3	0.0	0.0	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	676	0	249	0	650	0	307	0
V/C Ratio (X)	0.25	0.00	0.13	0.00	0.08	0.00	0.07	0.00
Avail Cap (c_a), veh/h	705	0	397	0	749	0	467	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.9	0.0	20.1	0.0	11.7	0.0	19.9	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.0	0.1	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.1	0.0	20.3	0.0	11.7	0.0	20.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.5	0.0	0.6	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	0.5	0.0	0.6	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.32	0.00	0.08	0.00	0.10	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	155	0	180	0	98	0	141
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	1.9	0.0	5.9	0.0	1.2	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	5.9	0.0	1.2	0.0	4.5
Lane Grp Cap (c), veh/h	0	1315	0	395	0	1393	0	406
V/C Ratio (X)	0.00	0.12	0.00	0.46	0.00	0.07	0.00	0.35
Avail Cap (c_a), veh/h	0	1315	0	658	0	1393	0	658
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	22.6	0.0	12.0	0.0	21.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.8	0.0	0.1	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	23.4	0.0	12.1	0.0	22.2
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	2.9	0.0	0.5	0.0	2.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	3.0	0.0	0.6	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.25	0.00	0.09	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	20	0	207	0	53	0	143
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1662	0	1755
Q Serve Time (g_s), s	0.0	0.5	0.0	7.9	0.0	1.3	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	0.5	0.0	7.9	0.0	1.3	0.0	4.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.68	0.00	0.35
Lane Grp Cap (c), veh/h	0	588	0	353	0	683	0	403
V/C Ratio (X)	0.00	0.03	0.00	0.59	0.00	0.08	0.00	0.36
Avail Cap (c_a), veh/h	0	588	0	588	0	683	0	652
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.5	0.0	23.4	0.0	12.1	0.0	21.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.5	0.0	0.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.6	0.0	24.9	0.0	12.3	0.0	22.3
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	3.4	0.0	0.6	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	3.6	0.0	0.6	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.30	0.00	0.10	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		18.5
HCM 2010 LOS		B

Notes

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

Saturday Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	1.4					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	424	638	0	60	104
Future Vol, veh/h	0	424	638	0	60	104
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	461	693	0	65	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	877	347
Stage 1	-	-	-	-	693	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*665	*765
Stage 1	0	-	-	0	*785	-
Stage 2	0	-	-	0	*762	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*665	*765
Mov Cap-2 Maneuver	-	-	-	-	*699	-
Stage 1	-	-	-	-	*785	-
Stage 2	-	-	-	-	*762	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	699	765
HCM Lane V/C Ratio	-	-	0.093	0.148
HCM Control Delay (s)	-	-	10.7	10.5
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.5

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	1.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	17	8	9	16	2	3	8	161	12	2	185	41
Future Vol, veh/h	17	8	9	16	2	3	8	161	12	2	185	41
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	18	9	10	17	2	3	9	175	13	2	201	45

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	334	433	123	308	449	94	246	0	0	188	0	0
Stage 1	228	228	-	199	199	-	-	-	-	-	-	-
Stage 2	106	205	-	109	250	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	596	514	905	621	504	944	1317	-	-	1384	-	-
Stage 1	754	714	-	784	735	-	-	-	-	-	-	-
Stage 2	888	731	-	885	699	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	588	510	905	602	500	944	1317	-	-	1384	-	-
Mov Cap-2 Maneuver	588	510	-	602	500	-	-	-	-	-	-	-
Stage 1	749	713	-	779	730	-	-	-	-	-	-	-
Stage 2	876	726	-	864	698	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11	10.9	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1317	-	-	561	905	589	944	1384	-	-
HCM Lane V/C Ratio	0.007	-	-	0.048	0.011	0.033	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.7	9	11.3	8.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0	0	-	-

Saturday Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	0	0	646	0	0
Future Vol, veh/h	467	0	0	646	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	-	-	150	-	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	508	0	0	702	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	859	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	296	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	296	745
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	684	-

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)	-	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	0	0	646	0	0
Future Vol, veh/h	467	0	0	646	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	508	0	0	702	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	254
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	745
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	745
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Saturday Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	467	0	0	646	0	0
Future Vol, veh/h	467	0	0	646	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	-	-	150	-	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	508	0	0	702	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	859	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	296	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	296	745
Mov Cap-2 Maneuver	-	-	-	-	296	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	684	-

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)	-	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Kimley»Horn

Synchro™ Output - 2020 Background Traffic

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	711	0	0	91	7	31	221	320	0	0	0
Future Volume (veh/h)	112	711	0	0	91	7	31	221	320	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	122	773	0	0	99	8	34	240	348			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	696	2427	0	0	2915	228	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.3	12.4	0.0	0.0	10.4	10.5	15.3	16.3	23.4			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		895			107			622				
Approach Delay, s/veh		12.4			10.5			20.2				
Approach LOS		B			B			C				
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6					
Case No			6.0		10.0		8.0					
Phs Duration (G+Y+Rc), s			41.0		34.0		41.0					
Change Period (Y+Rc), s			* 5.2		6.2		* 5.2					
Max Green (Gmax), s			* 36		27.8		* 36					
Max Allow Headway (MAH), s			5.0		5.2		5.0					
Max Q Clear (g_c+I1), s			9.0		15.3		2.7					
Green Ext Time (g_e), s			7.0		3.1		7.3					
Prob of Phs Call (p_c)			1.00		1.00		1.00					
Prob of Max Out (p_x)			0.00		0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5		7		1					
Mvmt Sat Flow, veh/h			1281		1774		0					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			5253		3390		6367					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		1583		478					
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	0			
Lane Assignment												

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	122	0	34	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1281	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.2	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	0.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1281	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	696	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.05	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	696	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	15.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	15.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	773	0	240	0	77	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	3.6	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	3.6	0.0	0.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.19	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	16.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	16.3	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	1.7	0.0	0.3	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	1.7	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.19	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	348	0	30	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1778	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.3	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.3	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	849	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.59	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	849	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.0	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.4	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	23.4	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.8	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.71	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	10	13	315	174	16
Future Volume (veh/h)	6	10	13	315	174	16
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	11	14	342	189	17
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	59	53	966	2903	2441	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.03	0.01	0.82	0.74	0.74
Ln Grp Delay, s/veh	35.5	36.6	1.9	1.4	2.7	2.7
Ln Grp LOS	D	D	A	A	A	A
Approach Vol, veh/h	18			356	206	
Approach Delay, s/veh	36.2			1.4	2.7	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	5.7	60.0	8.1			65.7		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.3	4.0			5.3		
Max Q Clear (g_c+I1), s	2.1	3.2	2.5			3.4		
Green Ext Time (g_e), s	0.0	3.9	0.0			3.9		
Prob of Phs Call (p_c)	0.25	1.00	0.31			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3381	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		293	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	14	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1171	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	53.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	966	0	59	0	0	0	0	0
V/C Ratio (X)	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1429	0	1788	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	1.9	0.0	34.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	1.9	0.0	35.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.01	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	101	0	0	0	342	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1314	0	0	0	2903	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.00	0.00	0.12	0.00	0.00
Avail Cap (c_a), veh/h	0	1314	0	0	0	2903	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.6	0.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.7	0.0	0.0	0.0	1.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	105	11	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1811	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1344	53	0	0	0	0	0
V/C Ratio (X)	0.00	0.08	0.21	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1344	1596	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.6	34.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.7	36.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.0
HCM 2010 LOS	A

Notes

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

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	144	16	0	0	23	959	48	1	616	1
Future Volume (veh/h)	2	0	144	16	0	0	23	959	48	1	616	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	157	17	0	0	25	1042	52	1	670	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	468	0	431	412	0	431	65	2002	99	299	2163	968
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
Prop Arrive On Green	0.27	0.00	0.27	0.27	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	23.9	0.0	28.8	24.4	0.0	0.0	11.5	0.0	12.0	14.8	8.8	6.8
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		159			17			1119			672	
Approach Delay, s/veh		28.8			24.4			11.7			8.8	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0
Change Period (Y+Rc), s		5.5		* 5		5.5		* 5
Max Green (Gmax), s		24.5		* 55		24.5		* 55
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		3.0		18.7		9.2		18.6
Green Ext Time (g_e), s		0.6		17.4		0.5		17.4
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1221		513		1426		38

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3275

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		162

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
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Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	17	0	1	0	2	0	583
Grp Sat Flow (s), veh/h/ln	0	1221	0	513	0	1427	0	1808
Q Serve Time (g_s), s	0.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	16.7	0.0	0.1	0.0	15.9
Perm LT Sat Flow (s_l), veh/h/ln	0	1249	0	513	0	1440	0	779
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	24.5	0.0	55.0	0.0	24.5	0.0	55.0
Perm LT Serve Time (g_u), s	0.0	24.4	0.0	38.4	0.0	23.5	0.0	46.8
Perm LT Q Serve Time (g_ps), s	0.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	412	0	299	0	468	0	1147
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.51
Avail Cap (c_a), veh/h	0	412	0	299	0	468	0	1147
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.2	0.0	14.8	0.0	23.9	0.0	9.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.4	0.0	14.8	0.0	23.9	0.0	11.5
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	8.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	8.6
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	670	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	8.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.2	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2163	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2163	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.9	0.0	0.0	0.0	0.0

PM Peak Hour

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2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	157	0	536
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1667
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	16.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	16.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.10
Lane Grp Cap (c), veh/h	0	431	0	968	0	431	0	1018
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.53
Avail Cap (c_a), veh/h	0	431	0	968	0	431	0	1018
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	6.8	0.0	26.5	0.0	10.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	6.8	0.0	28.8	0.0	12.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.1	0.0	7.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.4	0.0	8.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	516	10	195	148	44	38	356	567	77	404	58
Future Volume (veh/h)	62	516	10	195	148	44	38	356	567	77	404	58
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	67	561	11	212	161	48	41	387	616	84	439	63
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	477	789	15	341	602	174	490	1130	528	277	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.04	0.11	0.11	0.11	0.33	0.33
Ln Grp Delay, s/veh	21.5	42.7	42.4	32.3	30.5	30.8	16.2	31.8	134.3	22.4	23.7	21.3
Ln Grp LOS	C	D	D	C	C	C	B	C	F	C	C	C
Approach Vol, veh/h		639			421			1044			586	
Approach Delay, s/veh		40.3			31.5			91.6			23.3	
Approach LOS		D			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	15.0	35.0	15.0	25.0	15.0	35.0	15.0	25.0
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	10.0	* 30	10.0	* 20	10.0	* 30	10.0	* 20
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	10.5	10.1	15.1	4.5	32.0	4.4	6.6
Green Ext Time (g_e), s	0.0	10.5	0.0	2.0	0.1	0.0	0.1	4.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		3550		3390		2710
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		70		1583		784
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	41	0	212	0	84	0	67	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	8.1	0.0	2.5	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	8.1	0.0	2.5	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	893	0	837	0	559	0	1168	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.0	0.0	20.0	0.0	30.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	21.5	0.0	6.9	0.0	0.0	0.0	15.4	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	4.5	0.0	0.0	0.0	0.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	490	0	341	0	277	0	477	0
V/C Ratio (X)	0.08	0.00	0.62	0.00	0.30	0.00	0.14	0.00
Avail Cap (c_a), veh/h	490	0	341	0	277	0	477	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	15.9	0.0	24.0	0.0	19.6	0.0	20.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	8.3	0.0	2.8	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.2	0.0	32.3	0.0	22.4	0.0	21.5	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	3.9	0.0	1.2	0.0	1.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.8	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	4.7	0.0	1.4	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.11	0.00	0.79	0.00	0.24	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	439	0	279	0	387	0	103
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	8.5	0.0	13.1	0.0	9.5	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	13.1	0.0	9.5	0.0	4.3
Lane Grp Cap (c), veh/h	0	1180	0	393	0	1130	0	393
V/C Ratio (X)	0.00	0.37	0.00	0.71	0.00	0.34	0.00	0.26
Avail Cap (c_a), veh/h	0	1180	0	393	0	1130	0	393
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.8	0.0	32.3	0.0	30.9	0.0	28.9
Incr Delay (d2), s/veh	0.0	0.9	0.0	10.4	0.0	0.8	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.7	0.0	42.7	0.0	31.8	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	6.4	0.0	4.5	0.0	2.1

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	7.5	0.0	4.6	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.63	0.00	0.72	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	63	0	293	0	616	0	106
Grp Sat Flow (s), veh/h/ln	0	1583	0	1850	0	1583	0	1724
Q Serve Time (g_s), s	0.0	2.5	0.0	13.1	0.0	30.0	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	13.1	0.0	30.0	0.0	4.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.45
Lane Grp Cap (c), veh/h	0	528	0	411	0	528	0	383
V/C Ratio (X)	0.00	0.12	0.00	0.71	0.00	1.17	0.00	0.28
Avail Cap (c_a), veh/h	0	528	0	411	0	528	0	383
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.8	0.0	32.3	0.0	40.1	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	10.0	0.0	94.2	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.3	0.0	42.4	0.0	134.3	0.0	30.8
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	6.7	0.0	13.1	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.1	0.0	13.8	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	7.8	0.0	27.0	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.65	0.00	4.25	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	22.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	55.1	
HCM 2010 LOS	E	

Notes

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

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	457	152	143	150	92	40	364	262	114	14	44
Future Volume (vph)	50	457	152	143	150	92	40	364	262	114	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.96		1.00	0.94			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3407		1770	3337			3320			1783	1583
Flt Permitted	0.59	1.00		0.23	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1098	3407		422	3337			3320			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	497	165	155	163	100	43	396	285	124	15	48
RTOR Reduction (vph)	0	19	0	0	54	0	0	72	0	0	0	43
Lane Group Flow (vph)	54	643	0	155	209	0	0	652	0	0	139	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.7	55.7		57.8	57.8			33.8			15.1	15.1
Effective Green, g (s)	56.7	55.7		57.8	57.8			33.8			15.1	15.1
Actuated g/C Ratio	0.41	0.40		0.41	0.41			0.24			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	503	1362		309	1384			805			193	171
v/s Ratio Prot	0.01	c0.19		c0.05	0.06			c0.20			c0.08	
v/s Ratio Perm	0.03			c0.16								0.00
v/c Ratio	0.11	0.47		0.50	0.15			0.81			0.72	0.03
Uniform Delay, d1	25.8	30.9		27.8	25.4			49.7			60.1	55.6
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	1.2		1.3	0.2			6.2			12.4	0.1
Delay (s)	25.9	32.1		29.1	25.7			55.9			72.5	55.6
Level of Service	C	C		C	C			E			E	E
Approach Delay (s)		31.6			26.9			55.9			68.1	
Approach LOS		C			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.61			
Actuated Cycle Length (s)	139.3	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	69.4%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	1189	0	0	287	40	226	238	73	55	0	260
Future Volume (vph)	447	1189	0	0	287	40	226	238	73	55	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8	5.8	5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00	1.00	0.95		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.96		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583	1770	3415		1770		1583
Flt Permitted	0.55	1.00			1.00	1.00	0.95	1.00		0.47		1.00
Satd. Flow (perm)	1998	5085			3539	1583	1770	3415		873		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	486	1292	0	0	312	43	246	259	79	60	0	283
RTOR Reduction (vph)	0	0	0	0	0	21	0	20	0	0	0	206
Lane Group Flow (vph)	486	1292	0	0	312	22	246	318	0	60	0	77
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2	39.2	39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2	39.2	39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51	0.27	0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8	5.8	5.8		5.8		5.8
Lane Grp Cap (vph)	1465	3291			1798	804	481	929		237		430
v/s Ratio Prot	0.04	c0.25			0.09			0.09				
v/s Ratio Perm	0.18					0.01	c0.14			0.07		0.05
v/c Ratio	0.33	0.39			0.17	0.03	0.51	0.34		0.25		0.18
Uniform Delay, d1	11.8	12.0			19.1	17.6	44.3	42.1		41.0		40.1
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.6	0.4			0.2	0.1	3.8	1.0		2.6		0.9
Delay (s)	12.4	12.4			19.3	17.7	48.2	43.1		43.5		41.0
Level of Service	B	B			B	B	D	D		D		D
Approach Delay (s)		12.4			19.1			45.2			41.4	
Approach LOS		B			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.44			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	53.7%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	548	41	676	3	21	71	126	405	8	5	660	134
Future Volume (vph)	548	41	676	3	21	71	126	405	8	5	660	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1672		1770	1857		1770	3539	1583
Flt Permitted	0.70	1.00	1.00		1.00		0.20	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1310	1863	1583		1669		364	1857		885	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	596	45	735	3	23	77	137	440	9	5	717	146
RTOR Reduction (vph)	0	0	159	0	41	0	0	1	0	0	0	75
Lane Group Flow (vph)	596	45	576	0	62	0	137	448	0	5	717	71
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	60.0	60.0	60.0		60.0		57.9	57.9		42.0	42.0	42.0
Effective Green, g (s)	60.0	60.0	60.0		60.0		57.9	57.9		42.0	42.0	42.0
Actuated g/C Ratio	0.47	0.47	0.47		0.47		0.45	0.45		0.33	0.33	0.33
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	614	873	742		782		284	840		290	1162	519
v/s Ratio Prot		0.02					0.04	c0.24			c0.20	
v/s Ratio Perm	c0.46		0.36		0.04		0.18			0.01		0.05
v/c Ratio	0.97	0.05	0.78		0.08		0.48	0.53		0.02	0.62	0.14
Uniform Delay, d1	33.1	18.5	28.3		18.7		23.3	25.3		29.0	36.2	30.2
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	28.9	0.0	5.1		0.0		1.3	0.7		0.1	2.5	0.6
Delay (s)	62.0	18.5	33.4		18.8		24.6	25.9		29.1	38.6	30.8
Level of Service	E	B	C		B		C	C		C	D	C
Approach Delay (s)		45.3			18.8			25.6			37.3	
Approach LOS		D			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	127.9	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	86.3%	ICU Level of Service	E	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	1.2					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1525	781	0	121	74
Future Vol, veh/h	0	1525	781	0	121	74
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1658	849	0	132	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1512	424
Stage 1	-	-	-	-	849	-
Stage 2	-	-	-	-	663	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	308	*746
Stage 1	0	-	-	0	754	-
Stage 2	0	-	-	0	432	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	308	*746
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	754	-
Stage 2	-	-	-	-	432	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	403	746
HCM Lane V/C Ratio	-	-	0.326	0.108
HCM Control Delay (s)	-	-	18.2	10.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	1.4	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	1.2											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↑		↰	↑↑	
Traffic Vol, veh/h	26	1	2	22	11	0	1	569	138	8	216	12
Future Vol, veh/h	26	1	2	22	11	0	1	569	138	8	216	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	28	1	2	24	12	0	1	618	150	9	235	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	576	1030	124	831	961	384	248	0	0	768	0	0
Stage 1	259	259	-	696	696	-	-	-	-	-	-	-
Stage 2	317	771	-	135	265	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	400	232	904	262	255	614	1315	-	-	842	-	-
Stage 1	723	692	-	398	441	-	-	-	-	-	-	-
Stage 2	669	408	-	854	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	382	229	904	258	252	614	1315	-	-	842	-	-
Mov Cap-2 Maneuver	382	229	-	258	252	-	-	-	-	-	-	-
Stage 1	722	685	-	398	441	-	-	-	-	-	-	-
Stage 2	650	408	-	842	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	21.3	0	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1315	-	-	373	904	256	-	842	-	-
HCM Lane V/C Ratio	0.001	-	-	0.079	0.002	0.14	-	0.01	-	-
HCM Control Delay (s)	7.7	-	-	15.5	9	21.3	0	9.3	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.5	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront
05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	0	0	342	0	0
Future Vol, veh/h	1275	0	0	342	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	-	-	150	-	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	1386	0	0	372	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1386	0	1572	693
Stage 1	-	-	-	-	1386	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	490	-	101	386
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	490	-	101	386
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	827	-

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)	-	-	-	-	490	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront
05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	0	0	342	0	0
Future Vol, veh/h	1275	0	0	342	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	1386	0	0	372	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	693
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	386
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	386
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

PM Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1275	0	0	342	0	0
Future Vol, veh/h	1275	0	0	342	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	-	-	150	-	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	1386	0	0	372	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1386	0	1572	693
Stage 1	-	-	-	-	1386	-
Stage 2	-	-	-	-	186	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	490	-	101	386
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	827	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	490	-	101	386
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	827	-

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)	-	-	-	-	490	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	145	60	119	134	99	49	173	136	159	13	42
Future Volume (vph)	45	145	60	119	134	99	49	173	136	159	13	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.96		1.00	0.94			0.94			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3384		1770	3313			3315			1780	1583
Flt Permitted	0.59	1.00		0.55	1.00			0.99			0.96	1.00
Satd. Flow (perm)	1107	3384		1017	3313			3315			1780	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	158	65	129	146	108	53	188	148	173	14	46
RTOR Reduction (vph)	0	23	0	0	57	0	0	71	0	0	0	39
Lane Group Flow (vph)	49	200	0	129	197	0	0	318	0	0	187	7
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.4	55.4		57.0	57.0			17.1			17.4	17.4
Effective Green, g (s)	56.4	55.4		57.0	57.0			17.1			17.4	17.4
Actuated g/C Ratio	0.46	0.46		0.47	0.47			0.14			0.14	0.14
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	564	1540		544	1551			465			254	226
v/s Ratio Prot	0.01	c0.06		c0.02	0.06			c0.10			c0.11	
v/s Ratio Perm	0.03			c0.09								0.00
v/c Ratio	0.09	0.13		0.24	0.13			0.68			0.74	0.03
Uniform Delay, d1	18.3	19.2		18.7	18.3			49.7			50.0	44.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2		0.2	0.2			4.1			10.6	0.1
Delay (s)	18.4	19.4		18.9	18.5			53.8			60.5	44.9
Level of Service	B	B		B	B			D			E	D
Approach Delay (s)		19.2			18.6			53.8			57.4	
Approach LOS		B			B			D			E	

Intersection Summary				
HCM 2000 Control Delay	36.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	121.7	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	54.0%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	356	0	0	300	43	199	199	73	47	0	160
Future Volume (vph)	135	356	0	0	300	43	199	199	73	47	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4865		1770		1583
Flt Permitted	0.54	1.00			1.00	1.00		0.98		0.38		1.00
Satd. Flow (perm)	1962	5085			3539	1583		4865		708		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	387	0	0	326	47	216	216	79	51	0	174
RTOR Reduction (vph)	0	0	0	0	0	23	0	18	0	0	0	127
Lane Group Flow (vph)	147	387	0	0	326	24	0	493	0	51	0	47
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1445	3291			1798	804		1324		192		430
v/s Ratio Prot	0.01	c0.08			c0.09							
v/s Ratio Perm	0.06					0.02		0.10		0.07		0.03
v/c Ratio	0.10	0.12			0.18	0.03		0.37		0.27		0.11
Uniform Delay, d1	9.8	9.7			19.2	17.7		42.4		41.1		39.3
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.1	0.1			0.2	0.1		0.8		3.4		0.5
Delay (s)	9.9	9.8			19.4	17.7		43.2		44.5		39.8
Level of Service	A	A			B	B		D		D		D
Approach Delay (s)		9.8			19.2			43.2			40.9	
Approach LOS		A			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.23			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	43.9%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	4	209	4	4	11	121	226	9	8	293	123
Future Volume (vph)	200	4	209	4	4	11	121	226	9	8	293	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1695		1770	1852		1770	3539	1583
Flt Permitted	0.74	1.00	1.00		0.97		0.51	1.00		0.60	1.00	1.00
Satd. Flow (perm)	1386	1863	1583		1659		947	1852		1119	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	4	227	4	4	12	132	246	10	9	318	134
RTOR Reduction (vph)	0	0	178	0	9	0	0	1	0	0	0	62
Lane Group Flow (vph)	217	4	49	0	11	0	132	255	0	9	318	72
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	20.4	20.4	20.4		20.4		63.8	63.8		50.4	50.4	50.4
Effective Green, g (s)	20.4	20.4	20.4		20.4		63.8	63.8		50.4	50.4	50.4
Actuated g/C Ratio	0.22	0.22	0.22		0.22		0.68	0.68		0.54	0.54	0.54
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	300	403	342		359		714	1254		598	1893	846
v/s Ratio Prot		0.00					0.02	c0.14			0.09	
v/s Ratio Perm	c0.16		0.03		0.01		0.11			0.01		0.05
v/c Ratio	0.72	0.01	0.14		0.03		0.18	0.20		0.02	0.17	0.08
Uniform Delay, d1	34.3	29.0	29.8		29.1		5.5	5.7		10.3	11.2	10.7
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.4	0.0	0.2		0.0		0.1	0.1		0.0	0.2	0.2
Delay (s)	42.6	29.0	30.0		29.1		5.6	5.8		10.3	11.4	10.9
Level of Service	D	C	C		C		A	A		B	B	B
Approach Delay (s)		36.1			29.1			5.7			11.2	
Approach LOS		D			C			A			B	

Intersection Summary				
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.35			
Actuated Cycle Length (s)	94.2	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	124	0	0	80	11	26	171	167	0	0	0
Future Volume (veh/h)	44	124	0	0	80	11	26	171	167	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	48	135	0	0	87	12	28	186	182			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	840	2733	0	0	3107	406	382	730	341			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.54	0.54	0.00	0.00	0.54	0.54	0.22	0.22	0.22			
Ln Grp Delay, s/veh	5.4	5.1	0.0	0.0	5.0	5.0	14.5	15.2	17.3			
Ln Grp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		183			99			396				
Approach Delay, s/veh		5.2			5.0			16.1				
Approach LOS		A			A			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		30.0		16.1		30.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 25		23.8		* 25		
Max Allow Headway (MAH), s		4.9		5.2		4.9		
Max Q Clear (g_c+I1), s		3.2		6.7		2.3		
Green Ext Time (g_e), s		1.5		2.1		1.5		
Prob of Phs Call (p_c)		1.00		0.99		0.97		
Prob of Max Out (p_x)		0.00		0.02		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1291		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6042		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		755		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	48	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1291	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	0.8	0.0	0.6	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	0.6	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1291	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	840	0	382	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.00	0.07	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	840	0	915	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	14.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	14.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	135	0	186	0	71	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	2.1	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	2.1	0.0	0.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2733	0	730	0	2583	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.25	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2733	0	1749	0	2583	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	15.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.1	0.0	15.2	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.0	0.0	0.1	0.0	0.0

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.11	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	182	0	28	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1730	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	4.7	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	4.7	0.0	0.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.44	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	341	0	930	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.53	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	817	0	930	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.3	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.1	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.23	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
3: Cadiz & Hotel 05/23/2018

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	23	83	591	275	32
Future Volume (veh/h)	8	23	83	591	275	32
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	9	25	90	642	299	35
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	95	85	860	2856	2262	263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	0.05	0.03	0.81	0.71	0.71
Ln Grp Delay, s/veh	35.3	37.1	2.4	1.9	3.9	3.9
Ln Grp LOS	D	D	A	A	A	A
Approach Vol, veh/h	34			732	334	
Approach Delay, s/veh	36.6			2.0	3.9	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	7.7	60.0	9.7			67.7		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.3	4.0			5.3		
Max Q Clear (g_c+I1), s	3.0	4.4	3.2			5.3		
Green Ext Time (g_e), s	0.2	8.0	0.1			8.0		
Prob of Phs Call (p_c)	0.86	1.00	0.52			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3289	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		371	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

Saturday Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	90	0	9	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1042	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	52.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	860	0	95	0	0	0	0	0
V/C Ratio (X)	0.10	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1257	0	1705	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.3	0.0	34.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.4	0.0	35.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	164	0	0	0	642	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	2.3	0.0	0.0	0.0	3.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	0.0	0.0	0.0	3.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1252	0	0	0	2856	0	0
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1252	0	0	0	2856	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.6	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.9	0.0	0.0	0.0	1.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	1.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	1.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	170	25	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1797	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.4	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	1.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.21	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1272	85	0	0	0	0	0
V/C Ratio (X)	0.00	0.13	0.29	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1272	1521	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.7	35.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.9	37.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.05	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	3.6
HCM 2010 LOS	A

Notes

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

Saturday Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	103	17	1	8	23	789	32	11	758	28
Future Volume (veh/h)	6	3	103	17	1	8	23	789	32	11	758	28
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	7	3	112	18	1	9	25	858	35	12	824	30
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	433	165	602	504	24	602	92	1349	54	267	1451	649
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
Prop Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.41	0.41	0.41
Ln Grp Delay, s/veh	9.8	0.0	11.0	11.7	0.0	9.7	14.8	0.0	16.5	16.7	13.0	9.0
Ln Grp LOS	A		B	B		A	B		B	B	B	A
Approach Vol, veh/h		122			28			918			866	
Approach Delay, s/veh		10.9			11.1			15.6			12.9	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 19		20.5		* 19		20.5
Max Allow Headway (MAH), s		4.3		5.3		4.3		5.3
Max Q Clear (g_c+I1), s		6.5		13.4		6.4		12.6
Green Ext Time (g_e), s		0.4		5.5		0.4		6.0
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		957		620		817		39

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		64		3539		434		3290

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		132

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	19	0	12	0	10	0	476
Grp Sat Flow (s), veh/h/ln	0	1021	0	620	0	1251	0	1789
Q Serve Time (g_s), s	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	11.4	0.0	4.4	0.0	10.1
Perm LT Sat Flow (s_l), veh/h/ln	0	1298	0	620	0	1427	0	656
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	0.0	20.5	0.0	19.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	14.8	0.0	9.9	0.0	14.7	0.0	11.5
Perm LT Q Serve Time (g_ps), s	0.0	0.4	0.0	0.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.1	0.0	0.0	0.0	0.9	0.0	11.6
Serve Time pre Blk (g_fs), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	10.1
Prop LT Inside Lane (P_L)	0.00	0.95	0.00	1.00	0.00	0.70	0.00	0.05
Lane Grp Cap (c), veh/h	0	528	0	267	0	598	0	809
V/C Ratio (X)	0.00	0.04	0.00	0.04	0.00	0.02	0.00	0.59
Avail Cap (c_a), veh/h	0	528	0	267	0	598	0	809
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.6	0.0	16.4	0.0	9.8	0.0	11.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.3	0.0	0.1	0.0	3.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	16.7	0.0	9.8	0.0	14.8
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	5.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.04	0.00	0.01	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	824	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1451	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.57	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1451	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.74	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	9	0	30	0	112	0	442
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1672
Q Serve Time (g_s), s	0.0	0.2	0.0	0.6	0.0	2.4	0.0	10.6
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	0.6	0.0	2.4	0.0	10.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.08
Lane Grp Cap (c), veh/h	0	602	0	649	0	602	0	685
V/C Ratio (X)	0.00	0.01	0.00	0.05	0.00	0.19	0.00	0.65
Avail Cap (c_a), veh/h	0	602	0	649	0	602	0	685
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	8.9	0.0	10.3	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	9.0	0.0	11.0	0.0	16.5
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.2	0.0	1.0	0.0	4.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.3	0.0	1.1	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.07	0.00	0.11	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	169	194	31	219	47	159	108	34	51	146	18
Future Volume (veh/h)	18	169	194	31	219	47	159	108	34	51	146	18
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	20	184	211	34	238	51	173	117	37	55	159	20
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	305	394	352	246	669	141	674	1606	470	649	1313	587
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
Prop Arrive On Green	0.01	0.22	0.22	0.02	0.23	0.23	0.09	0.41	0.41	0.05	0.37	0.37
Ln Grp Delay, s/veh	20.1	23.6	25.1	20.4	22.3	22.4	11.1	12.1	12.3	11.8	14.2	13.6
Ln Grp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		415			323			327			234	
Approach Delay, s/veh		24.2			22.1			11.6			13.5	
Approach LOS		C			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		11.0	30.0	6.4	20.0	8.3	32.7	5.9	20.5			
Change Period (Y+Rc), s		5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5			
Max Green (Gmax), s		7.0	* 25	7.0	* 25	7.0	* 25	7.0	* 25			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.4	3.8	5.2	3.8	5.4			
Max Q Clear (g_c+I1), s		5.9	4.0	3.0	10.1	3.3	3.3	2.6	6.7			
Green Ext Time (g_e), s		0.0	2.0	0.0	3.7	0.0	2.0	0.0	4.0			
Prob of Phs Call (p_c)		1.00	1.00	0.47	1.00	1.00	1.00	0.31	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.74	0.17	1.00	0.00	0.35	0.09			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1774		1774		1774		1774				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3539		1770		3908		2911			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1583		1583		1143		613			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)				

Saturday Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	173	0	34	0	55	0	20	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	3.9	0.0	1.0	0.0	1.3	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	3.9	0.0	1.0	0.0	1.3	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1200	0	985	0	1228	0	1086	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	25.0	0.0	15.0	0.0	25.0	0.0	15.0	0.0
Perm LT Serve Time (g_u), s	23.0	0.0	6.9	0.0	25.0	0.0	10.8	0.0
Perm LT Q Serve Time (g_ps), s	0.3	0.0	0.3	0.0	0.0	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	674	0	246	0	649	0	305	0
V/C Ratio (X)	0.26	0.00	0.14	0.00	0.08	0.00	0.07	0.00
Avail Cap (c_a), veh/h	701	0	393	0	747	0	465	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	10.9	0.0	20.2	0.0	11.7	0.0	20.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.1	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.1	0.0	20.4	0.0	11.8	0.0	20.1	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	0.5	0.0	0.6	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.9	0.0	0.5	0.0	0.6	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.32	0.00	0.08	0.00	0.10	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	159	0	184	0	100	0	143
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	2.0	0.0	6.1	0.0	1.2	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	2.0	0.0	6.1	0.0	1.2	0.0	4.6
Lane Grp Cap (c), veh/h	0	1313	0	394	0	1394	0	406
V/C Ratio (X)	0.00	0.12	0.00	0.47	0.00	0.07	0.00	0.35
Avail Cap (c_a), veh/h	0	1313	0	656	0	1394	0	656
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	22.7	0.0	12.0	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.9	0.0	0.1	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.2	0.0	23.6	0.0	12.1	0.0	22.3
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	3.0	0.0	0.6	0.0	2.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	3.1	0.0	0.6	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.26	0.00	0.09	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	20	0	211	0	54	0	146
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1661	0	1755
Q Serve Time (g_s), s	0.0	0.5	0.0	8.1	0.0	1.3	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	0.5	0.0	8.1	0.0	1.3	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.69	0.00	0.35
Lane Grp Cap (c), veh/h	0	587	0	352	0	683	0	403
V/C Ratio (X)	0.00	0.03	0.00	0.60	0.00	0.08	0.00	0.36
Avail Cap (c_a), veh/h	0	587	0	587	0	683	0	651
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	13.5	0.0	23.5	0.0	12.1	0.0	21.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.6	0.0	0.2	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.6	0.0	25.1	0.0	12.3	0.0	22.4
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	3.5	0.0	0.6	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	3.7	0.0	0.6	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.31	0.00	0.10	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	18.6	
HCM 2010 LOS	B	

Notes

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

Saturday Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	1.4					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	433	651	0	61	106
Future Vol, veh/h	0	433	651	0	61	106
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	471	708	0	66	115

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	896	354
Stage 1	-	-	-	-	708	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*650	*765
Stage 1	0	-	-	0	*785	-
Stage 2	0	-	-	0	*758	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*650	*765
Mov Cap-2 Maneuver	-	-	-	-	*693	-
Stage 1	-	-	-	-	*785	-
Stage 2	-	-	-	-	*758	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	693	765
HCM Lane V/C Ratio	-	-	0.096	0.151
HCM Control Delay (s)	-	-	10.7	10.5
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.3	0.5

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	1.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	17	8	9	16	2	3	8	164	12	2	189	42
Future Vol, veh/h	17	8	9	16	2	3	8	164	12	2	189	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	18	9	10	17	2	3	9	178	13	2	205	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	442	126	313	457	96	251	0	0	191	0	0
Stage 1	233	233	-	202	202	-	-	-	-	-	-	-
Stage 2	108	209	-	111	255	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	589	508	901	616	498	942	1311	-	-	1380	-	-
Stage 1	749	711	-	781	733	-	-	-	-	-	-	-
Stage 2	886	728	-	882	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	581	504	901	597	494	942	1311	-	-	1380	-	-
Mov Cap-2 Maneuver	581	504	-	597	494	-	-	-	-	-	-	-
Stage 1	744	710	-	776	728	-	-	-	-	-	-	-
Stage 2	874	723	-	860	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	11	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	554	901	583	942	1380	-	-
HCM Lane V/C Ratio	0.007	-	-	0.049	0.011	0.034	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.8	9	11.4	8.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0	0	-	-

Saturday Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	476	0	0	659	0	0
Future Vol, veh/h	476	0	0	659	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	-	-	150	-	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	517	0	0	716	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	517	0	875	259
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1045	-	289	740
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	289	740
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	678	-

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)	-	-	-	-	1045	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	476	0	0	659	0	0
Future Vol, veh/h	476	0	0	659	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	517	0	0	716	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	259
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	740
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	740
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Saturday Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	476	0	0	659	0	0
Future Vol, veh/h	476	0	0	659	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	-	-	150	-	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	517	0	0	716	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	517	0	875	259
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1045	-	289	740
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	289	740
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	678	-

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)	-	-	-	-	1045	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Kimley»Horn

Synchro™ Output - 2020 Background Plus Site Traffic

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	711	0	0	91	7	44	234	333	0	0	0
Future Volume (veh/h)	112	711	0	0	91	7	44	234	333	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	122	773	0	0	99	8	48	254	362			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	696	2427	0	0	2915	228	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.3	12.4	0.0	0.0	10.4	10.5	15.5	16.4	24.1			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		895			107			664				
Approach Delay, s/veh		12.4			10.5			20.5				
Approach LOS		B			B			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 36		27.8		* 36		
Max Allow Headway (MAH), s		5.0		5.2		5.0		
Max Q Clear (g_c+I1), s		9.0		16.0		2.7		
Green Ext Time (g_e), s		7.0		3.2		7.3		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1281		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6367		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		478		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	122	0	48	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1281	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.2	0.0	1.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	1.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1281	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	696	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.07	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	696	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.7	0.0	15.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	15.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.12	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	773	0	254	0	77	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	7.0	0.0	3.8	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.0	0.0	3.8	0.0	0.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.20	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	16.1	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	16.4	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	1.8	0.0	0.3	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	1.8	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.20	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	362	0	30	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1778	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	14.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	14.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.27	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	849	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.62	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	849	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.3	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.8	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	24.1	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.8	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.74	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	39	26	368	203	16
Future Volume (veh/h)	6	39	26	368	203	16
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	42	28	400	221	17
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	120	107	909	2805	2367	181
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.07	0.02	0.79	0.71	0.71
Ln Grp Delay, s/veh	33.9	36.8	2.5	2.0	3.6	3.6
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	49			428	238	
Approach Delay, s/veh	36.4			2.0	3.6	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	6.4	60.0	10.8			66.4		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	2.3	3.6	4.0			4.0		
Green Ext Time (g_e), s	0.0	4.7	0.2			4.7		
Prob of Phs Call (p_c)	0.45	1.00	0.65			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3426	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		255	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	28	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1138	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	53.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	909	0	120	0	0	0	0	0
V/C Ratio (X)	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1338	0	1711	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.5	0.0	33.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.5	0.0	33.9	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	117	0	0	0	400	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	1.6	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.6	0.0	0.0	0.0	2.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1257	0	0	0	2805	0	0
V/C Ratio (X)	0.00	0.09	0.00	0.00	0.00	0.14	0.00	0.00
Avail Cap (c_a), veh/h	0	1257	0	0	0	2805	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.5	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	0.0	0.0	0.0	2.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	1.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	1.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	121	42	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1818	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.6	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.6	2.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1291	107	0	0	0	0	0
V/C Ratio (X)	0.00	0.09	0.39	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1291	1527	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.5	34.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	36.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

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

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	144	16	0	0	23	1012	48	1	674	1
Future Volume (veh/h)	2	0	144	16	0	0	23	1012	48	1	674	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	157	17	0	0	25	1100	52	1	733	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	476	0	440	419	0	440	63	1989	93	276	2143	959
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
Prop Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	23.5	0.0	28.3	24.0	0.0	0.0	12.3	0.0	12.8	16.1	9.3	7.0
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		159			17			1177			735	
Approach Delay, s/veh		28.2			24.0			12.5			9.3	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 25		54.5		* 25		54.5
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		3.0		20.3		9.2		20.2
Green Ext Time (g_e), s		0.6		18.5		0.5		18.5
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1221		486		1426		36

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3284

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		154

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	17	0	1	0	2	0	612
Grp Sat Flow (s), veh/h/ln	0	1221	0	486	0	1426	0	1806
Q Serve Time (g_s), s	0.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.0	0.0	18.3	0.0	0.1	0.0	17.4
Perm LT Sat Flow (s_l), veh/h/ln	0	1249	0	486	0	1440	0	734
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	25.0	0.0	54.5	0.0	25.0	0.0	54.5
Perm LT Serve Time (g_u), s	0.0	24.9	0.0	36.3	0.0	24.0	0.0	45.2
Perm LT Q Serve Time (g_ps), s	0.0	0.9	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	419	0	276	0	476	0	1135
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.54
Avail Cap (c_a), veh/h	0	419	0	276	0	476	0	1135
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	16.0	0.0	23.5	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.0	0.0	16.1	0.0	23.5	0.0	12.3
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	8.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	9.4
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	733	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2143	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.34	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2143	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	157	0	565
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1668
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	18.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	18.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.09
Lane Grp Cap (c), veh/h	0	440	0	959	0	440	0	1010
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.56
Avail Cap (c_a), veh/h	0	440	0	959	0	440	0	1010
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	7.0	0.0	26.1	0.0	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.3	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	7.0	0.0	28.3	0.0	12.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.1	0.0	8.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.4	0.0	8.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	516	10	224	148	44	38	382	593	77	433	58
Future Volume (veh/h)	62	516	10	224	148	44	38	382	593	77	433	58
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	67	561	11	243	161	48	41	415	645	84	471	63
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	477	789	15	341	602	174	477	1130	528	277	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.04	0.11	0.11	0.11	0.33	0.33
Ln Grp Delay, s/veh	21.5	42.7	42.4	36.5	30.5	30.8	16.3	32.2	156.2	22.4	24.1	21.3
Ln Grp LOS	C	D	D	D	C	C	B	C	F	C	C	C
Approach Vol, veh/h		639			452			1101			618	
Approach Delay, s/veh		40.3			33.8			104.2			23.6	
Approach LOS		D			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	15.0	35.0	15.0	25.0	15.0	35.0	15.0	25.0
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	10.0	* 30	10.0	* 20	10.0	* 30	10.0	* 20
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	11.2	11.5	15.1	4.5	32.0	4.4	6.6
Green Ext Time (g_e), s	0.0	10.9	0.0	2.0	0.1	0.0	0.1	4.0
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		3550		3390		2710
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		70		1583		784
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	41	0	243	0	84	0	67	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	9.5	0.0	2.5	0.0	2.4	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	9.5	0.0	2.5	0.0	2.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	867	0	837	0	530	0	1168	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.0	0.0	20.0	0.0	30.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	20.8	0.0	6.9	0.0	0.0	0.0	15.4	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	5.4	0.0	0.0	0.0	0.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	477	0	341	0	277	0	477	0
V/C Ratio (X)	0.09	0.00	0.71	0.00	0.30	0.00	0.14	0.00
Avail Cap (c_a), veh/h	477	0	341	0	277	0	477	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.0	0.0	24.5	0.0	19.6	0.0	20.9	0.0
Incr Delay (d2), s/veh	0.4	0.0	12.0	0.0	2.8	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.3	0.0	36.5	0.0	22.4	0.0	21.5	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.6	0.0	1.2	0.0	1.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.1	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	5.7	0.0	1.4	0.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.11	0.00	0.97	0.00	0.24	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	471	0	279	0	415	0	103
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	9.2	0.0	13.1	0.0	10.2	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	13.1	0.0	10.2	0.0	4.3
Lane Grp Cap (c), veh/h	0	1180	0	393	0	1130	0	393
V/C Ratio (X)	0.00	0.40	0.00	0.71	0.00	0.37	0.00	0.26
Avail Cap (c_a), veh/h	0	1180	0	393	0	1130	0	393
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.1	0.0	32.3	0.0	31.2	0.0	28.9
Incr Delay (d2), s/veh	0.0	1.0	0.0	10.4	0.0	0.9	0.0	1.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	42.7	0.0	32.2	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	6.4	0.0	4.8	0.0	2.1

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.1	0.0	0.1	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.7	0.0	7.5	0.0	5.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.63	0.00	0.78	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	63	0	293	0	645	0	106
Grp Sat Flow (s), veh/h/ln	0	1583	0	1850	0	1583	0	1724
Q Serve Time (g_s), s	0.0	2.5	0.0	13.1	0.0	30.0	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	13.1	0.0	30.0	0.0	4.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.45
Lane Grp Cap (c), veh/h	0	528	0	411	0	528	0	383
V/C Ratio (X)	0.00	0.12	0.00	0.71	0.00	1.22	0.00	0.28
Avail Cap (c_a), veh/h	0	528	0	411	0	528	0	383
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	20.8	0.0	32.3	0.0	40.1	0.0	29.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	10.0	0.0	116.1	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.3	0.0	42.4	0.0	156.2	0.0	30.8
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	6.7	0.0	13.1	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.1	0.0	17.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	7.8	0.0	30.2	0.0	2.4
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.65	0.00	4.76	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	29.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	60.6
HCM 2010 LOS	E

Notes

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

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	457	181	143	150	92	53	404	262	114	14	44
Future Volume (vph)	50	457	181	143	150	92	53	404	262	114	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.96		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3389		1770	3337			3333			1783	1583
Flt Permitted	0.59	1.00		0.20	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1098	3389		372	3337			3333			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	497	197	155	163	100	58	439	285	124	15	48
RTOR Reduction (vph)	0	25	0	0	55	0	0	53	0	0	0	43
Lane Group Flow (vph)	54	669	0	155	208	0	0	729	0	0	139	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.8	55.8		57.8	57.8			37.0			15.2	15.2
Effective Green, g (s)	56.8	55.8		57.8	57.8			37.0			15.2	15.2
Actuated g/C Ratio	0.40	0.39		0.40	0.40			0.26			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	493	1323		288	1349			862			189	168
v/s Ratio Prot	0.01	c0.20		c0.05	0.06			c0.22			c0.08	
v/s Ratio Perm	0.03			c0.16								0.00
v/c Ratio	0.11	0.51		0.54	0.15			0.85			0.74	0.03
Uniform Delay, d1	27.3	33.1		29.8	27.0			50.2			61.9	57.2
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	1.4		1.9	0.2			7.6			13.8	0.1
Delay (s)	27.4	34.5		31.7	27.3			57.9			75.7	57.3
Level of Service	C	C		C	C			E			E	E
Approach Delay (s)		33.9			28.9			57.9			71.0	
Approach LOS		C			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	45.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	142.9	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	71.8%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	447	1291	0	0	393	106	226	238	117	113	0	260
Future Volume (vph)	447	1291	0	0	393	106	226	238	117	113	0	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8	5.8	5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00	1.00	0.95		1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.95		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583	1770	3365		1770		1583
Flt Permitted	0.48	1.00			1.00	1.00	0.95	1.00		0.42		1.00
Satd. Flow (perm)	1719	5085			3539	1583	1770	3365		788		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	486	1403	0	0	427	115	246	259	127	123	0	283
RTOR Reduction (vph)	0	0	0	0	0	57	0	41	0	0	0	206
Lane Group Flow (vph)	486	1403	0	0	427	58	246	345	0	123	0	77
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2	39.2	39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2	39.2	39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51	0.27	0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8	5.8	5.8		5.8		5.8
Lane Grp Cap (vph)	1312	3291			1798	804	481	916		214		430
v/s Ratio Prot	0.04	c0.28			0.12			0.10				
v/s Ratio Perm	0.20					0.04	0.14			c0.16		0.05
v/c Ratio	0.37	0.43			0.24	0.07	0.51	0.38		0.57		0.18
Uniform Delay, d1	13.7	12.4			19.8	18.1	44.3	42.5		45.2		40.1
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00		1.00
Incremental Delay, d2	0.8	0.4			0.3	0.2	3.8	1.2		10.8		0.9
Delay (s)	14.5	12.8			20.1	18.2	48.2	43.7		56.0		41.0
Level of Service	B	B			C	B	D	D		E		D
Approach Delay (s)		13.2			19.7			45.4			45.5	
Approach LOS		B			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	59.1%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	601	41	716	3	21	71	155	405	8	5	660	192
Future Volume (vph)	601	41	716	3	21	71	155	405	8	5	660	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1672		1770	1857		1770	3539	1583
Flt Permitted	0.70	1.00	1.00		1.00		0.19	1.00		0.48	1.00	1.00
Satd. Flow (perm)	1308	1863	1583		1669		361	1857		903	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	653	45	778	3	23	77	168	440	9	5	717	209
RTOR Reduction (vph)	0	0	160	0	41	0	0	1	0	0	0	107
Lane Group Flow (vph)	653	45	618	0	62	0	168	448	0	5	717	102
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	60.0	60.0	60.0		60.0		58.7	58.7		42.0	42.0	42.0
Effective Green, g (s)	60.0	60.0	60.0		60.0		58.7	58.7		42.0	42.0	42.0
Actuated g/C Ratio	0.47	0.47	0.47		0.47		0.46	0.46		0.33	0.33	0.33
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	609	868	737		778		292	846		294	1154	516
v/s Ratio Prot		0.02					0.05	c0.24			c0.20	
v/s Ratio Perm	c0.50		0.39		0.04		0.21			0.01		0.06
v/c Ratio	1.07	0.05	0.84		0.08		0.58	0.53		0.02	0.62	0.20
Uniform Delay, d1	34.3	18.8	30.1		19.0		23.7	25.1		29.4	36.6	31.2
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	57.4	0.0	8.3		0.0		2.7	0.6		0.1	2.5	0.9
Delay (s)	91.7	18.8	38.4		19.1		26.5	25.7		29.5	39.2	32.1
Level of Service	F	B	D		B		C	C		C	D	C
Approach Delay (s)		61.4			19.1			25.9			37.5	
Approach LOS		E			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	128.7	Sum of lost time (s)	15.0
Intersection Capacity Utilization	89.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp
05/23/2018

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1554	887	0	194	74
Future Vol, veh/h	0	1554	887	0	194	74
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1689	964	0	211	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1640	482
Stage 1	-	-	-	-	964	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*301	*709
Stage 1	0	-	-	0	*728	-
Stage 2	0	-	-	0	*425	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*301	*709
Mov Cap-2 Maneuver	-	-	-	-	*396	-
Stage 1	-	-	-	-	*728	-
Stage 2	-	-	-	-	*425	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	396	709
HCM Lane V/C Ratio	-	-	0.532	0.113
HCM Control Delay (s)	-	-	24	10.7
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	3	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar
05/23/2018

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	26	1	2	22	11	0	1	569	138	8	216	12
Future Vol, veh/h	26	1	2	22	11	0	1	569	138	8	216	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	28	1	2	24	12	0	1	618	150	9	235	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	576	1030	124	831	961	384	248	0	0	768	0	0
Stage 1	259	259	-	696	696	-	-	-	-	-	-	-
Stage 2	317	771	-	135	265	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	400	232	904	262	255	614	1315	-	-	842	-	-
Stage 1	723	692	-	398	441	-	-	-	-	-	-	-
Stage 2	669	408	-	854	688	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	382	229	904	258	252	614	1315	-	-	842	-	-
Mov Cap-2 Maneuver	382	229	-	258	252	-	-	-	-	-	-	-
Stage 1	722	685	-	398	441	-	-	-	-	-	-	-
Stage 2	650	408	-	842	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.1	21.3	0	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1315	-	-	373	904	256	-	842	-	-
HCM Lane V/C Ratio	0.001	-	-	0.079	0.002	0.14	-	0.01	-	-
HCM Control Delay (s)	7.7	-	-	15.5	9	21.3	0	9.3	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0	0.5	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1421	58	15	474	40	0
Future Vol, veh/h	1421	58	15	474	40	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	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1545	63	16	515	43	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1608	0	1866	804
Stage 1	-	-	-	-	1576	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	402	-	64	326
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	734	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	402	-	61	326
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	156	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	39.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	146	-	-	-	402	-
HCM Lane V/C Ratio	0.298	-	-	-	0.041	-
HCM Control Delay (s)	39.8	0	-	-	14.3	-
HCM Lane LOS	E	A	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	-	0.1	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1392	29	0	489	0	13
Future Vol, veh/h	1392	29	0	489	0	13
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	1513	32	0	532	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	772
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	342
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	342	-	-	-
HCM Lane V/C Ratio	0.041	-	-	-
HCM Control Delay (s)	16	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

PM Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	7.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1288	117	73	357	132	79
Future Vol, veh/h	1288	117	73	357	132	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1400	127	79	388	143	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1527	0	1817	764
Stage 1	-	-	-	-	1464	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	432	-	~ 69	346
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	432	-	~ 56	346
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	179	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	66.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	165	346	-	-	432	-
HCM Lane V/C Ratio	0.87	0.248	-	-	0.184	-
HCM Control Delay (s)	94.4	18.8	-	-	15.2	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	6.1	1	-	-	0.7	-

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

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	145	90	119	134	99	63	215	136	159	13	42
Future Volume (vph)	45	145	90	119	134	99	63	215	136	159	13	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.94		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3336		1770	3313			3339			1780	1583
Flt Permitted	0.59	1.00		0.53	1.00			0.99			0.96	1.00
Satd. Flow (perm)	1107	3336		984	3313			3339			1780	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	158	98	129	146	108	68	234	148	173	14	46
RTOR Reduction (vph)	0	51	0	0	59	0	0	44	0	0	0	40
Lane Group Flow (vph)	49	205	0	129	195	0	0	406	0	0	187	6
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.4	55.4		57.1	57.1			20.8			17.4	17.4
Effective Green, g (s)	56.4	55.4		57.1	57.1			20.8			17.4	17.4
Actuated g/C Ratio	0.45	0.44		0.45	0.45			0.17			0.14	0.14
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	547	1469		517	1503			552			246	218
v/s Ratio Prot	0.01	c0.06		c0.02	0.06			c0.12			c0.11	
v/s Ratio Perm	0.03			c0.09								0.00
v/c Ratio	0.09	0.14		0.25	0.13			0.74			0.76	0.03
Uniform Delay, d1	20.0	21.0		20.3	19.9			49.9			52.2	46.9
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2		0.3	0.2			5.1			12.9	0.1
Delay (s)	20.1	21.2		20.6	20.1			54.9			65.1	46.9
Level of Service	C	C		C	C			D			E	D
Approach Delay (s)		21.0			20.3			54.9			61.5	
Approach LOS		C			C			D			E	

Intersection Summary				
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.42			
Actuated Cycle Length (s)	125.8	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	55.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	462	0	0	413	114	199	199	118	107	0	160
Future Volume (vph)	135	462	0	0	413	114	199	199	118	107	0	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4818		1770		1583
Flt Permitted	0.46	1.00			1.00	1.00		0.98		0.35		1.00
Satd. Flow (perm)	1669	5085			3539	1583		4818		646		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	502	0	0	449	124	216	216	128	116	0	174
RTOR Reduction (vph)	0	0	0	0	0	61	0	37	0	0	0	127
Lane Group Flow (vph)	147	502	0	0	449	63	0	523	0	116	0	47
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1285	3291			1798	804		1311		175		430
v/s Ratio Prot	0.01	c0.10			c0.13							
v/s Ratio Perm	0.06					0.04		0.11		c0.18		0.03
v/c Ratio	0.11	0.15			0.25	0.08		0.40		0.66		0.11
Uniform Delay, d1	11.2	9.9			19.9	18.1		42.8		46.5		39.3
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.2	0.1			0.3	0.2		0.9		18.1		0.5
Delay (s)	11.4	10.0			20.3	18.3		43.7		64.6		39.8
Level of Service	B	B			C	B		D		E		D
Approach Delay (s)		10.3			19.8			43.7			49.7	
Approach LOS		B			B			D			D	

Intersection Summary				
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.36			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	49.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	4	251	4	4	11	151	226	9	8	293	183
Future Volume (vph)	257	4	251	4	4	11	151	226	9	8	293	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1695		1770	1852		1770	3539	1583
Flt Permitted	0.74	1.00	1.00		0.97		0.51	1.00		0.60	1.00	1.00
Satd. Flow (perm)	1386	1863	1583		1665		943	1852		1119	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	279	4	273	4	4	12	164	246	10	9	318	199
RTOR Reduction (vph)	0	0	202	0	9	0	0	1	0	0	0	100
Lane Group Flow (vph)	279	4	71	0	11	0	164	255	0	9	318	99
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	26.3	26.3	26.3		26.3		65.3	65.3		50.6	50.6	50.6
Effective Green, g (s)	26.3	26.3	26.3		26.3		65.3	65.3		50.6	50.6	50.6
Actuated g/C Ratio	0.26	0.26	0.26		0.26		0.64	0.64		0.50	0.50	0.50
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	358	482	409		430		685	1190		557	1762	788
v/s Ratio Prot		0.00					c0.02	0.14			0.09	
v/s Ratio Perm	c0.20		0.04		0.01		c0.13			0.01		0.06
v/c Ratio	0.78	0.01	0.17		0.03		0.24	0.21		0.02	0.18	0.13
Uniform Delay, d1	35.0	28.0	29.2		28.1		7.3	7.5		12.9	14.1	13.7
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.3	0.0	0.2		0.0		0.2	0.1		0.1	0.2	0.3
Delay (s)	45.2	28.0	29.4		28.1		7.5	7.6		13.0	14.3	14.0
Level of Service	D	C	C		C		A	A		B	B	B
Approach Delay (s)		37.3			28.1			7.6			14.2	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	101.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	124	0	0	80	11	40	185	181	0	0	0
Future Volume (veh/h)	44	124	0	0	80	11	40	185	181	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	48	135	0	0	87	12	43	201	197			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	840	2732	0	0	3105	405	383	732	342			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.54	0.54	0.00	0.00	0.54	0.54	0.22	0.22	0.22			
Ln Grp Delay, s/veh	5.4	5.1	0.0	0.0	5.0	5.0	14.7	15.3	17.7			
Ln Grp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		183			99			441				
Approach Delay, s/veh		5.2			5.0			16.3				
Approach LOS		A			A			B				
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6					
Case No			6.0		10.0		8.0					
Phs Duration (G+Y+Rc), s			30.0		16.2		30.0					
Change Period (Y+Rc), s			* 5.2		6.2		* 5.2					
Max Green (Gmax), s			* 25		23.8		* 25					
Max Allow Headway (MAH), s			4.9		5.1		4.9					
Max Q Clear (g_c+I1), s			3.2		7.1		2.3					
Green Ext Time (g_e), s			1.5		2.3		1.5					
Prob of Phs Call (p_c)			1.00		1.00		0.97					
Prob of Max Out (p_x)			0.00		0.03		0.00					
Left-Turn Movement Data												
Assigned Mvmt			5		7		1					
Mvmt Sat Flow, veh/h			1291		1774		0					
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			5253		3390		6042					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		1583		755					
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	0			
Lane Assignment												

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	48	0	43	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1291	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	0.8	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	0.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1291	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	840	0	383	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.00	0.11	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	840	0	915	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.3	0.0	14.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	14.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.08	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	135	0	201	0	71	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	2.3	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	2.3	0.0	0.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2732	0	732	0	2582	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.27	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2732	0	1748	0	2582	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	15.1	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.1	0.0	15.3	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.1	0.0	0.1	0.0	0.0

Saturday Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.1	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.12	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	197	0	28	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1730	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	5.1	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	5.1	0.0	0.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.44	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	342	0	929	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.58	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	816	0	929	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.2	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.7	0.0	5.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.2	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.4	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.26	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	8	53	97	648	305	32
Future Volume (veh/h)	8	53	97	648	305	32
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	9	58	105	704	332	35
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	137	123	816	2787	2217	232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.04	0.79	0.69	0.69
Ln Grp Delay, s/veh	34.4	38.1	2.9	2.5	4.7	4.7
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	67			809	367	
Approach Delay, s/veh	37.6			2.5	4.7	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	8.1	60.0	11.8			68.1		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.3	4.0			5.3		
Max Q Clear (g_c+I1), s	3.3	4.9	4.8			6.2		
Green Ext Time (g_e), s	0.2	9.1	0.2			9.1		
Prob of Phs Call (p_c)	0.90	1.00	0.77			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3327	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		339	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

Saturday Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	105	0	9	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	1.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1011	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	51.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	816	0	137	0	0	0	0	0
V/C Ratio (X)	0.13	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1190	0	1651	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.8	0.0	34.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.9	0.0	34.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	181	0	0	0	704	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	2.9	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	0.0	0.0	0.0	4.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1213	0	0	0	2787	0	0
V/C Ratio (X)	0.00	0.15	0.00	0.00	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	1213	0	0	0	2787	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.4	0.0	0.0	0.0	2.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	2.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	186	58	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1803	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.9	2.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	2.8	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1236	123	0	0	0	0	0
V/C Ratio (X)	0.00	0.15	0.47	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1236	1474	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.4	35.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	2.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	38.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	1.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	1.3	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.11	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Notes

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

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	103	17	1	8	23	846	32	11	818	28
Future Volume (veh/h)	6	3	103	17	1	8	23	846	32	11	818	28
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	7	3	112	18	1	9	25	920	35	12	889	30
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	433	165	602	504	24	602	90	1353	51	248	1451	649
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
Prop Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.41	0.41	0.41
Ln Grp Delay, s/veh	9.8	0.0	11.0	11.7	0.0	9.7	15.6	0.0	17.7	17.6	13.6	9.0
Ln Grp LOS	A		B	B		A	B		B	B	B	A
Approach Vol, veh/h		122			28			980			931	
Approach Delay, s/veh		10.9			11.1			16.6			13.5	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 19		20.5		* 19		20.5
Max Allow Headway (MAH), s		4.3		5.3		4.3		5.3
Max Q Clear (g_c+I1), s		6.5		14.5		6.4		13.6
Green Ext Time (g_e), s		0.4		4.9		0.4		5.6
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		957		585		817		36

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		64		3539		434		3300

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		124

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	19	0	12	0	10	0	507
Grp Sat Flow (s), veh/h/ln	0	1021	0	585	0	1251	0	1787
Q Serve Time (g_s), s	0.0	0.4	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	12.5	0.0	4.4	0.0	11.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1298	0	585	0	1427	0	618
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	0.0	20.5	0.0	19.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	14.8	0.0	8.9	0.0	14.7	0.0	10.6
Perm LT Q Serve Time (g_ps), s	0.0	0.4	0.0	0.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.1	0.0	0.0	0.0	0.9	0.0	11.6
Serve Time pre Blk (g_fs), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	11.0
Prop LT Inside Lane (P_L)	0.00	0.95	0.00	1.00	0.00	0.70	0.00	0.05
Lane Grp Cap (c), veh/h	0	528	0	248	0	598	0	808
V/C Ratio (X)	0.00	0.04	0.00	0.05	0.00	0.02	0.00	0.63
Avail Cap (c_a), veh/h	0	528	0	248	0	598	0	808
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.6	0.0	17.3	0.0	9.8	0.0	12.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.0	0.1	0.0	3.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.7	0.0	17.6	0.0	9.8	0.0	15.6
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	6.5
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.04	0.00	0.01	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	889	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.9	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1451	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1451	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	9	0	30	0	112	0	473
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1673
Q Serve Time (g_s), s	0.0	0.2	0.0	0.6	0.0	2.4	0.0	11.6
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	0.6	0.0	2.4	0.0	11.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.07
Lane Grp Cap (c), veh/h	0	602	0	649	0	602	0	686
V/C Ratio (X)	0.00	0.01	0.00	0.05	0.00	0.19	0.00	0.69
Avail Cap (c_a), veh/h	0	602	0	649	0	602	0	686
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	8.9	0.0	10.3	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.7	0.0	5.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	9.0	0.0	11.0	0.0	17.7
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.2	0.0	1.0	0.0	5.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.3	0.0	1.1	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.07	0.00	0.11	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	169	194	61	219	47	159	136	62	51	176	18
Future Volume (veh/h)	18	169	194	61	219	47	159	136	62	51	176	18
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	20	184	211	66	238	51	173	148	67	55	191	20
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	321	385	344	274	714	150	642	1429	585	611	1282	574
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
Prop Arrive On Green	0.01	0.22	0.22	0.04	0.25	0.25	0.09	0.40	0.40	0.05	0.36	0.36
Ln Grp Delay, s/veh	20.8	24.5	26.2	20.7	21.8	21.9	11.8	13.0	13.3	12.4	15.1	14.3
Ln Grp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		415			355			388			266	
Approach Delay, s/veh		25.2			21.6			12.5			14.5	
Approach LOS		C			C			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	11.1	30.0	7.9	20.0	8.3	32.8	6.0	21.9
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	7.0	* 25	7.0	* 25	7.0	* 25	7.0	* 25
Max Allow Headway (MAH), s	3.8	5.2	3.8	5.4	3.8	5.2	3.8	5.4
Max Q Clear (g_c+I1), s	6.1	4.5	4.0	10.3	3.3	4.0	2.6	6.7
Green Ext Time (g_e), s	0.0	2.6	0.0	3.7	0.0	2.6	0.0	4.0
Prob of Phs Call (p_c)	1.00	1.00	0.72	1.00	1.00	1.00	0.32	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.18	1.00	0.00	0.36	0.10
Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		1770		3545		2911
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1452		613
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

Saturday Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	173	0	66	0	55	0	20	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	4.1	0.0	2.0	0.0	1.3	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	4.1	0.0	2.0	0.0	1.3	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1166	0	985	0	1162	0	1086	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	25.0	0.0	15.0	0.0	25.0	0.0	15.0	0.0
Perm LT Serve Time (g_u), s	22.5	0.0	6.7	0.0	25.0	0.0	12.2	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.6	0.0	0.0	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	642	0	274	0	611	0	321	0
V/C Ratio (X)	0.27	0.00	0.24	0.00	0.09	0.00	0.06	0.00
Avail Cap (c_a), veh/h	664	0	380	0	705	0	476	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.6	0.0	20.2	0.0	12.4	0.0	20.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.1	0.0	0.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	20.7	0.0	12.4	0.0	20.8	0.0
1st-Term Q (Q1), veh/ln	1.9	0.0	1.0	0.0	0.6	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	1.0	0.0	0.6	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.33	0.00	0.17	0.00	0.11	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	191	0	184	0	141	0	143
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	2.5	0.0	6.3	0.0	1.8	0.0	4.6
Cycle Q Clear Time (g_c), s	0.0	2.5	0.0	6.3	0.0	1.8	0.0	4.6
Lane Grp Cap (c), veh/h	0	1282	0	385	0	1366	0	434
V/C Ratio (X)	0.00	0.15	0.00	0.48	0.00	0.10	0.00	0.33
Avail Cap (c_a), veh/h	0	1282	0	641	0	1366	0	641
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	23.6	0.0	12.8	0.0	21.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.9	0.0	0.2	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.1	0.0	24.5	0.0	13.0	0.0	21.8
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	3.1	0.0	0.8	0.0	2.2

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	3.2	0.0	0.9	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.26	0.00	0.13	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	20	0	211	0	74	0	146
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1607	0	1755
Q Serve Time (g_s), s	0.0	0.6	0.0	8.3	0.0	2.0	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	8.3	0.0	2.0	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	0.90	0.00	0.35
Lane Grp Cap (c), veh/h	0	574	0	344	0	647	0	430
V/C Ratio (X)	0.00	0.03	0.00	0.61	0.00	0.11	0.00	0.34
Avail Cap (c_a), veh/h	0	574	0	574	0	647	0	636
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.2	0.0	24.4	0.0	12.9	0.0	21.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	1.8	0.0	0.4	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	26.2	0.0	13.3	0.0	21.9
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	3.6	0.0	0.9	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	3.8	0.0	1.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.32	0.00	0.15	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		18.8
HCM 2010 LOS		B

Notes

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

Saturday Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	1.9					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	463	764	0	136	106
Future Vol, veh/h	0	463	764	0	136	106
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	503	830	0	148	115

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1031	415
Stage 1	-	-	-	-	830	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*594	*746
Stage 1	0	-	-	0	*766	-
Stage 2	0	-	-	0	*747	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*594	*746
Mov Cap-2 Maneuver	-	-	-	-	*666	-
Stage 1	-	-	-	-	*766	-
Stage 2	-	-	-	-	*747	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	666	746
HCM Lane V/C Ratio	-	-	0.222	0.154
HCM Control Delay (s)	-	-	11.9	10.7
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.8	0.5

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	1.5											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	17	8	9	16	2	3	8	164	12	2	189	42
Future Vol, veh/h	17	8	9	16	2	3	8	164	12	2	189	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	18	9	10	17	2	3	9	178	13	2	205	46

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	442	126	313	457	96	251	0	0	191	0	0
Stage 1	233	233	-	202	202	-	-	-	-	-	-	-
Stage 2	108	209	-	111	255	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	589	508	901	616	498	942	1311	-	-	1380	-	-
Stage 1	749	711	-	781	733	-	-	-	-	-	-	-
Stage 2	886	728	-	882	695	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	581	504	901	597	494	942	1311	-	-	1380	-	-
Mov Cap-2 Maneuver	581	504	-	597	494	-	-	-	-	-	-	-
Stage 1	744	710	-	776	728	-	-	-	-	-	-	-
Stage 2	874	723	-	860	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.1	11	0.3	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1311	-	-	554	901	583	942	1380	-	-
HCM Lane V/C Ratio	0.007	-	-	0.049	0.011	0.034	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	11.8	9	11.4	8.8	7.6	-	-
HCM Lane LOS	A	-	-	B	A	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	0.1	0	0	-	-

Saturday Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	627	60	15	800	42	0
Future Vol, veh/h	627	60	15	800	42	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	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	682	65	16	870	46	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	747	0	1181	373
Stage 1	-	-	-	-	714	-
Stage 2	-	-	-	-	467	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	857	-	183	624
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	857	-	180	624
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	586	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	-	857	-
HCM Lane V/C Ratio	0.123	-	-	-	0.019	-
HCM Control Delay (s)	16.1	0	-	-	9.3	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	-	0.1	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	597	30	0	815	0	14
Future Vol, veh/h	597	30	0	815	0	14
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	649	33	0	886	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	341
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	655
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	655
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	655	-	-	-
HCM Lane V/C Ratio	0.023	-	-	-
HCM Control Delay (s)	10.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Saturday Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	490	121	75	674	141	85
Future Vol, veh/h	490	121	75	674	141	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	533	132	82	733	153	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	664	0	1127	332
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	529	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	921	-	198	664
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	921	-	180	664
Mov Cap-2 Maneuver	-	-	-	-	379	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	379	664	-	-	921	-
HCM Lane V/C Ratio	0.404	0.139	-	-	0.089	-
HCM Control Delay (s)	20.8	11.3	-	-	9.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	1.9	0.5	-	-	0.3	-

Synchro™ Output - 2025 Background Traffic

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	747	0	0	95	7	55	255	359	0	0	0
Future Volume (veh/h)	118	747	0	0	95	7	55	255	359	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	128	812	0	0	103	8	60	277	390			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	694	2427	0	0	2924	220	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.4	12.6	0.0	0.0	10.4	10.5	15.6	16.6	25.6			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		940			111			727				
Approach Delay, s/veh		12.5			10.5			21.3				
Approach LOS		B			B			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 36		27.8		* 36		
Max Allow Headway (MAH), s		5.0		5.2		5.0		
Max Q Clear (g_c+I1), s		9.4		17.4		2.7		
Green Ext Time (g_e), s		7.3		3.3		7.8		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1277		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6387		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		461		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	128	0	60	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1277	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.4	0.0	1.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	1.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1277	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	694	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.09	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	694	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.8	0.0	15.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	15.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	812	0	277	0	80	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	4.2	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	4.2	0.0	0.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.22	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	16.2	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	16.6	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	2.0	0.0	0.3	0.0	0.0

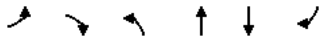
PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	2.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.22	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	390	0	31	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1781	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	15.4	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	15.4	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.26	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	850	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.66	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	850	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.7	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.8	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	25.6	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.7	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.7	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.84	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.0
HCM 2010 LOS	B

Notes

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



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	57	37	491	229	17
Future Volume (veh/h)	6	57	37	491	229	17
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	62	40	534	249	18
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	141	125	877	2772	2336	168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.02	0.78	0.70	0.70
Ln Grp Delay, s/veh	33.6	37.7	2.7	2.3	4.1	4.1
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	69			574	267	
Approach Delay, s/veh	37.2			2.4	4.1	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	6.7	60.0	11.8			66.7		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	2.5	3.9	4.9			5.0		
Green Ext Time (g_e), s	0.1	6.2	0.2			6.2		
Prob of Phs Call (p_c)	0.58	1.00	0.78			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3442	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		241	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	40	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.5	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1108	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	52.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	877	0	141	0	0	0	0	0
V/C Ratio (X)	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1289	0	1680	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	2.7	0.0	33.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	2.7	0.0	33.6	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	131	0	0	0	534	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	3.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1234	0	0	0	2772	0	0
V/C Ratio (X)	0.00	0.11	0.00	0.00	0.00	0.19	0.00	0.00
Avail Cap (c_a), veh/h	0	1234	0	0	0	2772	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.9	0.0	0.0	0.0	2.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.1	0.0	0.0	0.0	2.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	0.0	0.0	1.4	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	0.0	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	136	62	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1820	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.9	2.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	2.9	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1270	125	0	0	0	0	0
V/C Ratio (X)	0.00	0.11	0.49	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1270	1499	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.9	34.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	3.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.1	37.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.9	1.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.0	1.4	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.12	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

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

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	151	17	0	0	25	1007	50	1	647	1
Future Volume (veh/h)	2	0	151	17	0	0	25	1007	50	1	647	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	164	18	0	0	27	1095	54	1	703	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	476	0	440	417	0	440	66	1979	97	277	2143	959
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
Prop Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	23.5	0.0	28.6	24.1	0.0	0.0	12.3	0.0	12.8	16.1	9.1	7.0
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		166			18			1176			705	
Approach Delay, s/veh		28.5			24.1			12.5			9.2	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 25		54.5		* 25		54.5
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		3.1		20.3		9.5		20.2
Green Ext Time (g_e), s		0.6		18.1		0.5		18.2
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1213		487		1427		40

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3269

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		159

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	18	0	1	0	2	0	612
Grp Sat Flow (s), veh/h/ln	0	1213	0	487	0	1427	0	1802
Q Serve Time (g_s), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	18.3	0.0	0.1	0.0	17.4
Perm LT Sat Flow (s_l), veh/h/ln	0	1241	0	487	0	1440	0	755
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	25.0	0.0	54.5	0.0	25.0	0.0	54.5
Perm LT Serve Time (g_u), s	0.0	24.9	0.0	36.3	0.0	23.9	0.0	45.7
Perm LT Q Serve Time (g_ps), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	417	0	277	0	476	0	1133
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.54
Avail Cap (c_a), veh/h	0	417	0	277	0	476	0	1133
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	16.0	0.0	23.5	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	16.1	0.0	23.5	0.0	12.3
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	8.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	9.4
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	703	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	8.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2143	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2143	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.70	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	164	0	564
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1667
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	18.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	18.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.10
Lane Grp Cap (c), veh/h	0	440	0	959	0	440	0	1009
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.56
Avail Cap (c_a), veh/h	0	440	0	959	0	440	0	1009
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	7.0	0.0	26.2	0.0	10.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	7.0	0.0	28.6	0.0	12.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.3	0.0	8.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.6	0.0	8.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	588	11	205	201	46	40	374	596	80	424	107
Future Volume (veh/h)	111	588	11	205	201	46	40	374	596	80	424	107
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	121	639	12	223	218	50	43	407	648	87	461	116
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	451	790	15	317	638	144	472	1130	528	277	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.04	0.11	0.11	0.11	0.33	0.33
Ln Grp Delay, s/veh	23.1	49.5	48.9	37.0	31.7	32.0	16.3	32.0	158.5	22.5	24.0	22.5
Ln Grp LOS	C	D	D	D	C	C	B	C	F	C	C	C
Approach Vol, veh/h		772			491			1098			664	
Approach Delay, s/veh		45.1			34.2			106.0			23.5	
Approach LOS		D			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	15.0	35.0	15.0	25.0	15.0	35.0	15.0	25.0
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	10.0	* 30	10.0	* 20	10.0	* 30	10.0	* 20
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	11.0	10.6	17.4	4.6	32.0	6.4	7.9
Green Ext Time (g_e), s	0.0	11.1	0.0	1.4	0.1	0.0	0.1	4.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		1		3		5		7
Mvmt Sat Flow, veh/h		1774		1774		1774		1774
Through Movement Data								
Assigned Mvmt			2		4		6		8
Mvmt Sat Flow, veh/h			3539		3554		3390		2873
Right-Turn Movement Data								
Assigned Mvmt			12		14		16		18
Mvmt Sat Flow, veh/h			1583		67		1583		646
Left Lane Group Data								
Assigned Mvmt		1	0	3	0	5	0	7	0
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	43	0	223	0	87	0	121	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	8.6	0.0	2.6	0.0	4.4	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	8.6	0.0	2.6	0.0	4.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	833	0	778	0	533	0	1107	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.0	0.0	20.0	0.0	30.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	21.0	0.0	4.6	0.0	0.0	0.0	14.1	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	4.6	0.0	0.0	0.0	0.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	472	0	317	0	277	0	451	0
V/C Ratio (X)	0.09	0.00	0.70	0.00	0.31	0.00	0.27	0.00
Avail Cap (c_a), veh/h	472	0	317	0	277	0	451	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.0	0.0	24.7	0.0	19.6	0.0	21.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	12.3	0.0	2.9	0.0	1.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.3	0.0	37.0	0.0	22.5	0.0	23.1	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.2	0.0	1.2	0.0	2.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	1.1	0.0	0.2	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	5.2	0.0	1.5	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.89	0.00	0.25	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	461	0	318	0	407	0	133
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	9.0	0.0	15.3	0.0	10.0	0.0	5.7
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	15.3	0.0	10.0	0.0	5.7
Lane Grp Cap (c), veh/h	0	1180	0	393	0	1130	0	393
V/C Ratio (X)	0.00	0.39	0.00	0.81	0.00	0.36	0.00	0.34
Avail Cap (c_a), veh/h	0	1180	0	393	0	1130	0	393
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.0	0.0	33.2	0.0	31.2	0.0	29.4
Incr Delay (d2), s/veh	0.0	1.0	0.0	16.3	0.0	0.9	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.0	0.0	49.5	0.0	32.0	0.0	31.7
1st-Term Q (Q1), veh/ln	0.0	4.4	0.0	7.5	0.0	4.7	0.0	2.8

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.8	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.5	0.0	9.3	0.0	4.8	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.78	0.00	0.76	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	116	0	333	0	648	0	135
Grp Sat Flow (s), veh/h/ln	0	1583	0	1851	0	1583	0	1749
Q Serve Time (g_s), s	0.0	4.7	0.0	15.4	0.0	30.0	0.0	5.9
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	15.4	0.0	30.0	0.0	5.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.37
Lane Grp Cap (c), veh/h	0	528	0	411	0	528	0	389
V/C Ratio (X)	0.00	0.22	0.00	0.81	0.00	1.23	0.00	0.35
Avail Cap (c_a), veh/h	0	528	0	411	0	528	0	389
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.6	0.0	33.2	0.0	40.1	0.0	29.5
Incr Delay (d2), s/veh	0.0	1.0	0.0	15.7	0.0	118.4	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.5	0.0	48.9	0.0	158.5	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	7.9	0.0	13.1	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.8	0.0	17.4	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	9.7	0.0	30.5	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.81	0.00	4.81	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	30.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	60.7	
HCM 2010 LOS	E	

Notes

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

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	480	206	150	157	96	65	450	275	120	15	46
Future Volume (vph)	52	480	206	150	157	96	65	450	275	120	15	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.95		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3380		1770	3338			3341			1783	1583
Flt Permitted	0.58	1.00		0.16	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1085	3380		289	3338			3341			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	522	224	163	171	104	71	489	299	130	16	50
RTOR Reduction (vph)	0	29	0	0	54	0	0	45	0	0	0	45
Lane Group Flow (vph)	57	717	0	163	221	0	0	814	0	0	146	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.5	55.5		57.7	57.7			40.7			15.9	15.9
Effective Green, g (s)	56.5	55.5		57.7	57.7			40.7			15.9	15.9
Actuated g/C Ratio	0.38	0.38		0.39	0.39			0.28			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	473	1269		262	1303			920			191	170
v/s Ratio Prot	0.01	c0.21		c0.06	0.07			c0.24			c0.08	
v/s Ratio Perm	0.04			c0.18								0.00
v/c Ratio	0.12	0.57		0.62	0.17			0.88			0.76	0.03
Uniform Delay, d1	29.8	36.6		33.0	29.4			51.3			64.1	59.1
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	1.8		4.5	0.3			10.2			16.5	0.1
Delay (s)	29.9	38.4		37.5	29.7			61.5			80.6	59.1
Level of Service	C	D		D	C			E			F	E
Approach Delay (s)		37.8			32.6			61.5			75.2	
Approach LOS		D			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	147.8	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	76.1%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	1409	0	0	484	156	238	318	77	58	0	433
Future Volume (vph)	469	1409	0	0	484	156	238	318	77	58	0	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4900		1770		1583
Flt Permitted	0.42	1.00			1.00	1.00		0.98		0.27		1.00
Satd. Flow (perm)	1503	5085			3539	1583		4900		502		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	510	1532	0	0	526	170	259	346	84	63	0	471
RTOR Reduction (vph)	0	0	0	0	0	84	0	12	0	0	0	302
Lane Group Flow (vph)	510	1532	0	0	526	86	0	677	0	63	0	169
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1194	3291			1798	804		1333		136		430
v/s Ratio Prot	0.05	c0.30			0.15							
v/s Ratio Perm	0.23					0.05		0.14		0.13		0.11
v/c Ratio	0.43	0.47			0.29	0.11		0.51		0.46		0.39
Uniform Delay, d1	16.1	12.8			20.4	18.4		44.2		43.6		42.7
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	1.1	0.5			0.4	0.3		1.4		10.9		2.7
Delay (s)	17.2	13.3			20.9	18.7		45.6		54.6		45.4
Level of Service	B	B			C	B		D		D		D
Approach Delay (s)		14.3			20.3			45.6			46.5	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	67.9%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	575	43	756	3	22	75	179	425	9	5	693	140
Future Volume (vph)	575	43	756	3	22	75	179	425	9	5	693	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1671		1770	1857		1770	3539	1583
Flt Permitted	0.69	1.00	1.00		1.00		0.17	1.00		0.46	1.00	1.00
Satd. Flow (perm)	1294	1863	1583		1668		325	1857		859	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	625	47	822	3	24	82	195	462	10	5	753	152
RTOR Reduction (vph)	0	0	157	0	44	0	0	1	0	0	0	74
Lane Group Flow (vph)	625	47	665	0	65	0	195	471	0	5	753	78
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	60.0	60.0	60.0		60.0		59.2	59.2		42.0	42.0	42.0
Effective Green, g (s)	60.0	60.0	60.0		60.0		59.2	59.2		42.0	42.0	42.0
Actuated g/C Ratio	0.46	0.46	0.46		0.46		0.46	0.46		0.33	0.33	0.33
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	600	865	735		774		285	850		279	1150	514
v/s Ratio Prot		0.03					c0.06	0.25			0.21	
v/s Ratio Perm	c0.48		0.42		0.04		c0.25			0.01		0.05
v/c Ratio	1.04	0.05	0.90		0.08		0.68	0.55		0.02	0.65	0.15
Uniform Delay, d1	34.6	19.0	31.9		19.3		24.6	25.4		29.6	37.4	30.9
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	48.0	0.0	14.5		0.0		6.6	0.8		0.1	2.9	0.6
Delay (s)	82.6	19.0	46.5		19.3		31.2	26.2		29.7	40.3	31.6
Level of Service	F	B	D		B		C	C		C	D	C
Approach Delay (s)		60.7			19.3			27.7			38.8	
Approach LOS		E			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	129.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	3.1					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1647	1003	0	241	78
Future Vol, veh/h	0	1647	1003	0	241	78
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1790	1090	0	262	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1806	545
Stage 1	-	-	-	-	1090	-
Stage 2	-	-	-	-	716	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*~ 255	*691
Stage 1	0	-	-	0	*709	-
Stage 2	0	-	-	0	*405	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*~ 255	*691
Mov Cap-2 Maneuver	-	-	-	-	*374	-
Stage 1	-	-	-	-	*709	-
Stage 2	-	-	-	-	*405	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	28.6
HCM LOS			D

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	374	691
HCM Lane V/C Ratio	-	-	0.7	0.123
HCM Control Delay (s)	-	-	34.3	10.9
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	5.1	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	9.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Future Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	29	100	2	26	112	0	1	650	158	10	247	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	656	1083	130	924	1011	404	261	0	0	808	0	0
Stage 1	273	273	-	731	731	-	-	-	-	-	-	-
Stage 2	383	810	-	193	280	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	351	216	896	224	238	596	1300	-	-	813	-	-
Stage 1	710	683	-	379	425	-	-	-	-	-	-	-
Stage 2	611	391	-	790	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	213	896	140	235	596	1300	-	-	813	-	-
Mov Cap-2 Maneuver	218	213	-	140	235	-	-	-	-	-	-	-
Stage 1	709	675	-	379	425	-	-	-	-	-	-	-
Stage 2	450	391	-	663	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44	51	0	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	214	896	208	-	813	-	-
HCM Lane V/C Ratio	0.001	-	-	0.604	0.002	0.664	-	0.012	-	-
HCM Control Delay (s)	7.8	-	-	44.6	9	51	0	9.5	-	-
HCM Lane LOS	A	-	-	E	A	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.5	0	4	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	0					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1385	0	0	405	0	0
Future Vol, veh/h	1385	0	0	405	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	-	-	150	-	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	1505	0	0	440	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1505	0	1725	753
Stage 1	-	-	-	-	1505	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	441	-	80	352
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	441	-	80	352
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	795	-

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)	-	-	-	-	441	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	0					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1385	0	0	405	0	0
Future Vol, veh/h	1385	0	0	405	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	1505	0	0	440	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	753
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	352
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	352
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

PM Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1385	0	0	405	0	0
Future Vol, veh/h	1385	0	0	405	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	-	-	150	-	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	1505	0	0	440	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1505	0	1725	753
Stage 1	-	-	-	-	1505	-
Stage 2	-	-	-	-	220	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	441	-	80	352
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	795	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	441	-	80	352
Mov Cap-2 Maneuver	-	-	-	-	80	-
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	795	-

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)	-	-	-	-	441	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	152	109	125	140	104	74	250	142	167	14	44
Future Volume (vph)	47	152	109	125	140	104	74	250	142	167	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.94		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3318		1770	3313			3351			1780	1583
Flt Permitted	0.59	1.00		0.50	1.00			0.99			0.96	1.00
Satd. Flow (perm)	1096	3318		939	3313			3351			1780	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	165	118	136	152	113	80	272	154	182	15	48
RTOR Reduction (vph)	0	68	0	0	63	0	0	36	0	0	0	41
Lane Group Flow (vph)	51	215	0	136	202	0	0	470	0	0	197	7
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.4	55.4		57.1	57.1			24.0			18.1	18.1
Effective Green, g (s)	56.4	55.4		57.1	57.1			24.0			18.1	18.1
Actuated g/C Ratio	0.43	0.43		0.44	0.44			0.18			0.14	0.14
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	527	1410		488	1451			617			247	219
v/s Ratio Prot	0.01	c0.06		c0.03	0.06			c0.14			c0.11	
v/s Ratio Perm	0.03			c0.10								0.00
v/c Ratio	0.10	0.15		0.28	0.14			0.76			0.80	0.03
Uniform Delay, d1	22.0	23.0		22.4	21.9			50.4			54.3	48.5
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2		0.3	0.2			5.5			16.2	0.1
Delay (s)	22.1	23.3		22.7	22.1			56.0			70.6	48.6
Level of Service	C	C		C	C			E			E	D
Approach Delay (s)		23.1			22.3			56.0			66.2	
Approach LOS		C			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	130.3	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	57.9%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

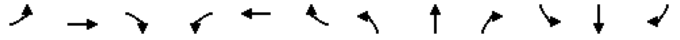
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	534	0	0	498	159	209	277	77	49	0	328
Future Volume (vph)	141	534	0	0	498	159	209	277	77	49	0	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.98		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4890		1770		1583
Flt Permitted	0.41	1.00			1.00	1.00		0.98		0.31		1.00
Satd. Flow (perm)	1473	5085			3539	1583		4890		585		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	580	0	0	541	173	227	301	84	53	0	357
RTOR Reduction (vph)	0	0	0	0	0	85	0	15	0	0	0	260
Lane Group Flow (vph)	153	580	0	0	541	88	0	597	0	53	0	97
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1177	3291			1798	804		1331		159		430
v/s Ratio Prot	0.01	c0.11			c0.15							
v/s Ratio Perm	0.07					0.06		0.12		0.09		0.06
v/c Ratio	0.13	0.18			0.30	0.11		0.45		0.33		0.23
Uniform Delay, d1	12.5	10.1			20.5	18.4		43.4		41.9		40.6
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.2	0.1			0.4	0.3		1.1		5.6		1.2
Delay (s)	12.7	10.2			21.0	18.7		44.5		47.5		41.9
Level of Service	B	B			C	B		D		D		D
Approach Delay (s)		10.7			20.4			44.5			42.6	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.33			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	60.2%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	4	266	4	4	12	173	238	10	9	307	130
Future Volume (vph)	210	4	266	4	4	12	173	238	10	9	307	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1691		1770	1851		1770	3539	1583
Flt Permitted	0.74	1.00	1.00		0.97		0.50	1.00		0.59	1.00	1.00
Satd. Flow (perm)	1385	1863	1583		1659		931	1851		1105	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	4	289	4	4	13	188	259	11	10	334	141
RTOR Reduction (vph)	0	0	223	0	10	0	0	1	0	0	0	68
Lane Group Flow (vph)	228	4	66	0	11	0	188	269	0	10	334	73
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	22.2	22.2	22.2		22.2		65.5	65.5		50.6	50.6	50.6
Effective Green, g (s)	22.2	22.2	22.2		22.2		65.5	65.5		50.6	50.6	50.6
Actuated g/C Ratio	0.23	0.23	0.23		0.23		0.67	0.67		0.52	0.52	0.52
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	314	423	359		376		709	1240		572	1832	819
v/s Ratio Prot		0.00					c0.03	0.15			0.09	
v/s Ratio Perm	c0.16		0.04		0.01		c0.15			0.01		0.05
v/c Ratio	0.73	0.01	0.18		0.03		0.27	0.22		0.02	0.18	0.09
Uniform Delay, d1	34.9	29.2	30.4		29.4		6.1	6.2		11.5	12.5	11.9
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.1	0.0	0.2		0.0		0.2	0.1		0.1	0.2	0.2
Delay (s)	43.0	29.2	30.7		29.4		6.3	6.3		11.5	12.8	12.1
Level of Service	D	C	C		C		A	A		B	B	B
Approach Delay (s)		36.1			29.4			6.3			12.5	
Approach LOS		D			C			A			B	

Intersection Summary				
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	97.7	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	60.8%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	131	0	0	84	12	50	203	199	0	0	0
Future Volume (veh/h)	46	131	0	0	84	12	50	203	199	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	50	142	0	0	91	13	54	221	216			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	830	2713	0	0	3070	414	393	750	350			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.22	0.22	0.22			
Ln Grp Delay, s/veh	5.6	5.2	0.0	0.0	5.1	5.2	14.7	15.3	18.1			
Ln Grp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		192			104			491				
Approach Delay, s/veh		5.3			5.1			16.5				
Approach LOS		A			A			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		30.0		16.5		30.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 25		23.8		* 25		
Max Allow Headway (MAH), s		4.9		5.1		4.9		
Max Q Clear (g_c+I1), s		3.3		7.7		2.4		
Green Ext Time (g_e), s		1.6		2.6		1.6		
Prob of Phs Call (p_c)		1.00		1.00		0.98		
Prob of Max Out (p_x)		0.00		0.04		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1285		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6015		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		777		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	50	0	54	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1285	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	0.9	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	0.0	1.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1285	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	830	0	393	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.00	0.14	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	830	0	908	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	14.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	14.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	142	0	221	0	75	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	2.5	0.0	0.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	2.5	0.0	0.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2713	0	750	0	2564	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.29	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2713	0	1736	0	2564	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.2	0.0	15.1	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.2	0.0	15.3	0.0	5.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.2	0.0	0.2	0.0	0.0

Saturday Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.2	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.13	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	216	0	29	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1726	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	5.7	0.0	0.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	5.7	0.0	0.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.45	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	350	0	921	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.62	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	811	0	921	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.3	0.0	5.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.1	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.29	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	71	110	780	335	33
Future Volume (veh/h)	9	71	110	780	335	33
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	10	77	120	848	364	36
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	151	134	789	2767	2203	217
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.04	0.78	0.68	0.68
Ln Grp Delay, s/veh	34.3	39.5	3.1	2.8	5.1	5.1
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	87			968	400	
Approach Delay, s/veh	38.9			2.9	5.1	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	8.5	60.0	12.5			68.5		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	3.5	5.3	5.8			7.6		
Green Ext Time (g_e), s	0.3	11.4	0.3			11.3		
Prob of Phs Call (p_c)	0.93	1.00	0.86			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3349	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		320	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

Saturday Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	120	0	10	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	1.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.5	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	981	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	789	0	151	0	0	0	0	0
V/C Ratio (X)	0.15	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1151	0	1630	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	34.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.1	0.0	34.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	197	0	0	0	848	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	3.3	0.0	0.0	0.0	5.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.3	0.0	0.0	0.0	5.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1198	0	0	0	2767	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1198	0	0	0	2767	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.8	0.0	0.0	0.0	2.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	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
Control Delay (d), s/veh	0.0	5.1	0.0	0.0	0.0	2.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.0	0.0	2.6	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	203	77	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1806	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.3	3.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.3	3.8	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1222	134	0	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.57	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1222	1455	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.8	35.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	3.8	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.1	39.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	1.6	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	1.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.15	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	5.6
HCM 2010 LOS	A

Notes

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

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	108	18	1	9	25	828	33	12	796	29
Future Volume (veh/h)	6	3	108	18	1	9	25	828	33	12	796	29
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	7	3	117	20	1	10	27	900	36	13	865	32
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	417	158	602	487	21	602	93	1346	53	253	1451	649
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
Prop Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.41	0.41	0.41
Ln Grp Delay, s/veh	9.9	0.0	11.1	12.3	0.0	9.7	15.4	0.0	17.4	17.5	13.3	9.0
Ln Grp LOS	A		B	B		A	B		B	B	B	A
Approach Vol, veh/h		127			31			963			910	
Approach Delay, s/veh		11.0			11.4			16.4			13.2	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 19		20.5		* 19		20.5
Max Allow Headway (MAH), s		4.3		5.3		4.3		5.3
Max Q Clear (g_c+I1), s		7.3		14.3		7.1		13.4
Green Ext Time (g_e), s		0.4		5.0		0.4		5.7
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		912		596		776		41

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		55		3539		417		3282

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		129

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	21	0	13	0	10	0	498
Grp Sat Flow (s), veh/h/ln	0	968	0	596	0	1193	0	1780
Q Serve Time (g_s), s	0.0	0.4	0.0	0.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	12.3	0.0	5.1	0.0	10.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1292	0	596	0	1426	0	630
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	0.0	20.5	0.0	19.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	14.2	0.0	9.1	0.0	13.9	0.0	11.0
Perm LT Q Serve Time (g_ps), s	0.0	0.4	0.0	0.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.1	0.0	0.0	0.0	0.9	0.0	11.2
Serve Time pre Blk (g_fs), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	10.8
Prop LT Inside Lane (P_L)	0.00	0.95	0.00	1.00	0.00	0.70	0.00	0.05
Lane Grp Cap (c), veh/h	0	508	0	253	0	576	0	806
V/C Ratio (X)	0.00	0.04	0.00	0.05	0.00	0.02	0.00	0.62
Avail Cap (c_a), veh/h	0	508	0	253	0	576	0	806
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	17.1	0.0	9.8	0.0	11.9
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.4	0.0	0.1	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	17.5	0.0	9.9	0.0	15.4
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	5.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	6.2
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.04	0.00	0.01	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	865	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1451	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.60	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1451	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	13.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	10	0	32	0	117	0	465
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1672
Q Serve Time (g_s), s	0.0	0.2	0.0	0.6	0.0	2.5	0.0	11.4
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	0.6	0.0	2.5	0.0	11.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.08
Lane Grp Cap (c), veh/h	0	602	0	649	0	602	0	686
V/C Ratio (X)	0.00	0.02	0.00	0.05	0.00	0.19	0.00	0.68
Avail Cap (c_a), veh/h	0	602	0	649	0	602	0	686
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	8.9	0.0	10.4	0.0	12.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.7	0.0	5.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	9.0	0.0	11.1	0.0	17.4
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.3	0.0	1.1	0.0	5.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.3	0.0	1.2	0.0	6.2
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.07	0.00	0.12	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	224	204	32	276	49	167	114	35	54	153	65
Future Volume (veh/h)	65	224	204	32	276	49	167	114	35	54	153	65
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	71	243	222	35	300	53	182	124	38	59	166	71
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	314	427	374	247	650	114	640	1583	450	630	1273	570
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
Prop Arrive On Green	0.04	0.24	0.24	0.02	0.22	0.22	0.09	0.40	0.40	0.05	0.36	0.36
Ln Grp Delay, s/veh	20.4	24.5	24.9	21.2	24.6	24.7	11.9	12.9	13.1	12.6	15.2	15.4
Ln Grp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		536			388			344			296	
Approach Delay, s/veh		24.1			24.3			12.4			14.7	
Approach LOS		C			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		11.4	30.0	6.5	21.6	8.4	32.9	8.1	20.0			
Change Period (Y+Rc), s		5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5			
Max Green (Gmax), s		7.0	* 25	7.0	* 25	7.0	* 25	7.0	* 25			
Max Allow Headway (MAH), s		3.8	5.1	3.8	5.4	3.8	5.1	3.8	5.4			
Max Q Clear (g_c+I1), s		6.4	4.2	3.1	10.7	3.4	3.5	4.1	8.1			
Green Ext Time (g_e), s		0.0	2.2	0.0	4.4	0.0	2.2	0.0	4.7			
Prob of Phs Call (p_c)		1.00	1.00	0.49	1.00	1.00	1.00	0.75	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.83	0.27	1.00	0.00	1.00	0.18			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1774		1774		1774		1774				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3539		1788		3936		3013			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1583		1568		1119		526			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)				

Saturday Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	182	0	35	0	59	0	71	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	4.4	0.0	1.1	0.0	1.4	0.0	2.1	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	1.1	0.0	1.4	0.0	2.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1139	0	924	0	1219	0	1024	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	25.0	0.0	15.0	0.0	25.0	0.0	15.0	0.0
Perm LT Serve Time (g_u), s	22.8	0.0	7.9	0.0	25.0	0.0	8.9	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.3	0.0	0.0	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	640	0	247	0	630	0	314	0
V/C Ratio (X)	0.28	0.00	0.14	0.00	0.09	0.00	0.23	0.00
Avail Cap (c_a), veh/h	656	0	387	0	721	0	413	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.7	0.0	21.0	0.0	12.5	0.0	20.1	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.0	0.1	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.9	0.0	21.2	0.0	12.6	0.0	20.4	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	0.5	0.0	0.7	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.5	0.0	0.7	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.09	0.00	0.12	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	166	0	240	0	105	0	175
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	2.2	0.0	8.3	0.0	1.3	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	8.3	0.0	1.3	0.0	6.0
Lane Grp Cap (c), veh/h	0	1273	0	423	0	1363	0	382
V/C Ratio (X)	0.00	0.13	0.00	0.57	0.00	0.08	0.00	0.46
Avail Cap (c_a), veh/h	0	1273	0	637	0	1363	0	637
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.9	0.0	23.3	0.0	12.8	0.0	23.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.2	0.0	0.1	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.2	0.0	24.5	0.0	12.9	0.0	24.6
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	4.1	0.0	0.6	0.0	2.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	4.2	0.0	0.6	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.35	0.00	0.10	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	71	0	225	0	57	0	178
Grp Sat Flow (s), veh/h/ln	0	1583	0	1586	0	1665	0	1770
Q Serve Time (g_s), s	0.0	2.1	0.0	8.7	0.0	1.5	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	8.7	0.0	1.5	0.0	6.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.99	0.00	0.67	0.00	0.30
Lane Grp Cap (c), veh/h	0	570	0	379	0	670	0	382
V/C Ratio (X)	0.00	0.12	0.00	0.59	0.00	0.08	0.00	0.47
Avail Cap (c_a), veh/h	0	570	0	571	0	670	0	637
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.9	0.0	23.5	0.0	12.9	0.0	23.8
Incr Delay (d2), s/veh	0.0	0.4	0.0	1.5	0.0	0.2	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.4	0.0	24.9	0.0	13.1	0.0	24.7
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	3.8	0.0	0.7	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	4.0	0.0	0.7	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.33	0.00	0.11	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		19.8
HCM 2010 LOS		B

Notes

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

Saturday Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	500	866	0	178	111
Future Vol, veh/h	0	500	866	0	178	111
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	543	941	0	193	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1158	471
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*601	*709
Stage 1	0	-	-	0	*728	-
Stage 2	0	-	-	0	*733	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*601	*709
Mov Cap-2 Maneuver	-	-	-	-	*652	-
Stage 1	-	-	-	-	*728	-
Stage 2	-	-	-	-	*733	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	652	709
HCM Lane V/C Ratio	-	-	0.297	0.17
HCM Control Delay (s)	-	-	12.8	11.1
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	1.2	0.6

Notes

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↑		↰	↑↑	
Traffic Vol, veh/h	18	100	10	17	93	3	9	172	13	2	198	44
Future Vol, veh/h	18	100	10	17	93	3	9	172	13	2	198	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	20	109	11	18	101	3	10	187	14	2	215	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	464	132	380	481	101	263	0	0	201	0	0
Stage 1	243	243	-	214	214	-	-	-	-	-	-	-
Stage 2	164	221	-	166	267	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	529	494	893	552	483	935	1298	-	-	1368	-	-
Stage 1	739	703	-	768	724	-	-	-	-	-	-	-
Stage 2	822	719	-	820	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	439	489	893	449	479	935	1298	-	-	1368	-	-
Mov Cap-2 Maneuver	439	489	-	449	479	-	-	-	-	-	-	-
Stage 1	733	702	-	762	718	-	-	-	-	-	-	-
Stage 2	698	713	-	684	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	14.9	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	481	893	474	935	1368	-	-
HCM Lane V/C Ratio	0.008	-	-	0.267	0.012	0.252	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	15.2	9.1	15.1	8.9	7.6	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0	1	0	0	-	-

Saturday Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	0	0	738	0	0
Future Vol, veh/h	546	0	0	738	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	-	-	150	-	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	593	0	0	802	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	593	0	994	297
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	979	-	242	699
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	979	-	242	699
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	645	-

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)	-	-	-	-	979	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	0	0	738	0	0
Future Vol, veh/h	546	0	0	738	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	593	0	0	802	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	297
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	699
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	699
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	WBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Saturday Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	546	0	0	738	0	0
Future Vol, veh/h	546	0	0	738	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	-	-	150	-	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	593	0	0	802	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	593	0	994	297
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	401	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	979	-	242	699
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	645	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	979	-	242	699
Mov Cap-2 Maneuver	-	-	-	-	242	-
Stage 1	-	-	-	-	515	-
Stage 2	-	-	-	-	645	-

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)	-	-	-	-	979	-
HCM Lane V/C Ratio	-	-	-	-	-	-
HCM Control Delay (s)	0	0	-	-	0	-
HCM Lane LOS	A	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-	0	-

Kimley»Horn

Synchro™ Output - 2025 Background Plus Site Traffic

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	747	0	0	95	7	68	268	372	0	0	0
Future Volume (veh/h)	118	747	0	0	95	7	68	268	372	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	128	812	0	0	103	8	74	291	404			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	694	2427	0	0	2924	220	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.4	12.6	0.0	0.0	10.4	10.5	15.8	16.7	26.4			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		940			111			769				
Approach Delay, s/veh		12.5			10.5			21.7				
Approach LOS		B			B			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 36		27.8		* 36		
Max Allow Headway (MAH), s		5.0		5.2		5.0		
Max Q Clear (g_c+I1), s		9.4		18.2		2.7		
Green Ext Time (g_e), s		7.3		3.3		7.8		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1277		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6387		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		461		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	128	0	74	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1277	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.4	0.0	2.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	2.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1277	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	694	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.11	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	694	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.8	0.0	15.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	15.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	812	0	291	0	80	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	4.4	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	4.4	0.0	0.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.23	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	16.2	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	16.7	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	2.1	0.0	0.3	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	2.1	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.23	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	404	0	31	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1781	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	16.2	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.2	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.26	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	850	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.69	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	850	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.9	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	26.4	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.1	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	8.1	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.89	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	86	50	544	258	17
Future Volume (veh/h)	6	86	50	544	258	17
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	93	54	591	280	18
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	158	141	845	2744	2319	148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.03	0.78	0.69	0.69
Ln Grp Delay, s/veh	33.3	40.3	3.0	2.6	4.5	4.5
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	100			645	298	
Approach Delay, s/veh	39.8			2.6	4.5	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	7.1	60.0	12.7			67.1		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	2.7	4.3	6.5			5.6		
Green Ext Time (g_e), s	0.1	7.1	0.3			7.1		
Prob of Phs Call (p_c)	0.70	1.00	0.89			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3471	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		216	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	54	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1077	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	52.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	845	0	158	0	0	0	0	0
V/C Ratio (X)	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1243	0	1654	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	146	0	0	0	591	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	0.0	0.0	3.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1215	0	0	0	2744	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1215	0	0	0	2744	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	0.0	0.0	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	0.0	0.0	0.0	2.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	1.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	152	93	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1825	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.3	4.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	4.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1253	141	0	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.66	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1253	1476	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	35.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	5.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	40.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.19	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

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

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	151	17	0	0	25	1060	50	1	705	1
Future Volume (veh/h)	2	0	151	17	0	0	25	1060	50	1	705	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	164	18	0	0	27	1152	54	1	766	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	476	0	440	417	0	440	65	1984	92	259	2143	959
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
Prop Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	23.5	0.0	28.6	24.1	0.0	0.0	12.7	0.0	13.3	16.9	9.4	7.0
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		166			18			1233			768	
Approach Delay, s/veh		28.5			24.1			13.0			9.4	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 25		54.5		* 25		54.5
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		3.1		21.7		9.5		21.5
Green Ext Time (g_e), s		0.6		19.2		0.5		19.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1213		462		1427		38

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3277

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		152

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	18	0	1	0	2	0	641
Grp Sat Flow (s), veh/h/ln	0	1213	0	462	0	1427	0	1799
Q Serve Time (g_s), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	19.7	0.0	0.1	0.0	18.6
Perm LT Sat Flow (s_l), veh/h/ln	0	1241	0	462	0	1440	0	712
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	25.0	0.0	54.5	0.0	25.0	0.0	54.5
Perm LT Serve Time (g_u), s	0.0	24.9	0.0	35.0	0.0	23.9	0.0	44.7
Perm LT Q Serve Time (g_ps), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	417	0	259	0	476	0	1131
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.57
Avail Cap (c_a), veh/h	0	417	0	259	0	476	0	1131
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	16.9	0.0	23.5	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	2.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	16.9	0.0	23.5	0.0	12.7
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	9.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	10.1
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	766	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2143	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2143	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	164	0	592
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1668
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	19.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	19.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.09
Lane Grp Cap (c), veh/h	0	440	0	959	0	440	0	1010
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.59
Avail Cap (c_a), veh/h	0	440	0	959	0	440	0	1010
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	7.0	0.0	26.2	0.0	10.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	7.0	0.0	28.6	0.0	13.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.3	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.6	0.0	9.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	588	11	234	201	46	40	400	622	80	453	107
Future Volume (veh/h)	111	588	11	234	201	46	40	400	622	80	453	107
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	121	639	12	254	218	50	43	435	676	87	492	116
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	451	790	15	317	638	144	460	1130	528	277	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.04	0.11	0.11	0.11	0.33	0.33
Ln Grp Delay, s/veh	23.1	49.5	48.9	44.1	31.7	32.0	16.5	32.5	180.4	22.5	24.3	22.5
Ln Grp LOS	C	D	D	D	C	C	B	C	F	C	C	C
Approach Vol, veh/h		772			522			1154			695	
Approach Delay, s/veh		45.1			37.8			118.5			23.8	
Approach LOS		D			D			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	15.0	35.0	15.0	25.0	15.0	35.0	15.0	25.0
Change Period (Y+Rc), s	5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5
Max Green (Gmax), s	10.0	* 30	10.0	* 20	10.0	* 30	10.0	* 20
Max Allow Headway (MAH), s	3.8	5.3	3.8	5.3	3.8	5.3	3.8	5.3
Max Q Clear (g_c+I1), s	3.3	11.7	12.0	17.4	4.6	32.0	6.4	7.9
Green Ext Time (g_e), s	0.0	11.4	0.0	1.4	0.1	0.0	0.1	4.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1774		1774		1774		1774	
Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3539		3554		3390		2873
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		67		1583		646
Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)	

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	43	0	254	0	87	0	121	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	10.0	0.0	2.6	0.0	4.4	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	10.0	0.0	2.6	0.0	4.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	809	0	778	0	505	0	1107	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.0	0.0	20.0	0.0	30.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	20.3	0.0	4.6	0.0	0.0	0.0	14.1	0.0
Perm LT Q Serve Time (g_ps), s	0.6	0.0	4.6	0.0	0.0	0.0	0.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	460	0	317	0	277	0	451	0
V/C Ratio (X)	0.09	0.00	0.80	0.00	0.31	0.00	0.27	0.00
Avail Cap (c_a), veh/h	460	0	317	0	277	0	451	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.1	0.0	25.2	0.0	19.6	0.0	21.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	18.8	0.0	2.9	0.0	1.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.5	0.0	44.1	0.0	22.5	0.0	23.1	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.8	0.0	1.2	0.0	2.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	1.7	0.0	0.2	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	6.5	0.0	1.5	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	1.09	0.00	0.25	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	492	0	318	0	435	0	133
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	9.7	0.0	15.3	0.0	10.7	0.0	5.7
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	15.3	0.0	10.7	0.0	5.7
Lane Grp Cap (c), veh/h	0	1180	0	393	0	1130	0	393
V/C Ratio (X)	0.00	0.42	0.00	0.81	0.00	0.38	0.00	0.34
Avail Cap (c_a), veh/h	0	1180	0	393	0	1130	0	393
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.2	0.0	33.2	0.0	31.5	0.0	29.4
Incr Delay (d2), s/veh	0.0	1.1	0.0	16.3	0.0	1.0	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.3	0.0	49.5	0.0	32.5	0.0	31.7
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	7.5	0.0	5.0	0.0	2.8

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.8	0.0	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	9.3	0.0	5.2	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.78	0.00	0.82	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	116	0	333	0	676	0	135
Grp Sat Flow (s), veh/h/ln	0	1583	0	1851	0	1583	0	1749
Q Serve Time (g_s), s	0.0	4.7	0.0	15.4	0.0	30.0	0.0	5.9
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	15.4	0.0	30.0	0.0	5.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.37
Lane Grp Cap (c), veh/h	0	528	0	411	0	528	0	389
V/C Ratio (X)	0.00	0.22	0.00	0.81	0.00	1.28	0.00	0.35
Avail Cap (c_a), veh/h	0	528	0	411	0	528	0	389
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.6	0.0	33.2	0.0	40.1	0.0	29.5
Incr Delay (d2), s/veh	0.0	1.0	0.0	15.7	0.0	140.4	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.5	0.0	48.9	0.0	180.4	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	7.9	0.0	13.1	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.8	0.0	20.6	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	9.7	0.0	33.7	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.81	0.00	5.32	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	66.1	
HCM 2010 LOS	E	

Notes

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

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	480	235	150	157	96	78	490	275	120	15	46
Future Volume (vph)	52	480	235	150	157	96	78	490	275	120	15	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.95		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3365		1770	3338			3351			1783	1583
Flt Permitted	0.58	1.00		0.13	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1085	3365		246	3338			3351			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	522	255	163	171	104	85	533	299	130	16	50
RTOR Reduction (vph)	0	37	0	0	54	0	0	37	0	0	0	45
Lane Group Flow (vph)	57	740	0	163	221	0	0	880	0	0	146	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.3	55.3		57.5	57.5			42.8			16.0	16.0
Effective Green, g (s)	56.3	55.3		57.5	57.5			42.8			16.0	16.0
Actuated g/C Ratio	0.38	0.37		0.38	0.38			0.29			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	466	1241		246	1280			956			190	168
v/s Ratio Prot	0.01	c0.22		c0.07	0.07			c0.26			c0.08	
v/s Ratio Perm	0.04			c0.19								0.00
v/c Ratio	0.12	0.60		0.66	0.17			0.92			0.77	0.03
Uniform Delay, d1	30.8	38.3		34.5	30.5			51.9			65.1	60.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	2.1		6.6	0.3			13.7			16.9	0.1
Delay (s)	31.0	40.4		41.1	30.8			65.6			82.0	60.1
Level of Service	C	D		D	C			E			F	E
Approach Delay (s)		39.8			34.6			65.6			76.4	
Approach LOS		D			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	149.9	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	78.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

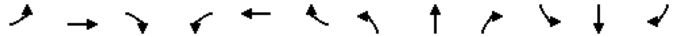
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	1511	0	0	590	222	238	318	121	116	0	433
Future Volume (vph)	469	1511	0	0	590	222	238	318	121	116	0	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4863		1770		1583
Flt Permitted	0.35	1.00			1.00	1.00		0.98		0.24		1.00
Satd. Flow (perm)	1279	5085			3539	1583		4863		454		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	510	1642	0	0	641	241	259	346	132	126	0	471
RTOR Reduction (vph)	0	0	0	0	0	91	0	24	0	0	0	257
Lane Group Flow (vph)	510	1642	0	0	641	150	0	713	0	126	0	214
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1071	3291			1798	804		1323		123		430
v/s Ratio Prot	0.05	c0.32			0.18							
v/s Ratio Perm	0.26					0.09		0.15		c0.28		0.14
v/c Ratio	0.48	0.50			0.36	0.19		0.54		1.02		0.50
Uniform Delay, d1	19.1	13.2			21.3	19.2		44.7		52.4		44.1
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	1.5	0.5			0.6	0.5		1.6		87.8		4.1
Delay (s)	20.6	13.8			21.8	19.7		46.3		140.2		48.2
Level of Service	C	B			C	B		D		F		D
Approach Delay (s)		15.4			21.2			46.3			67.6	
Approach LOS		B			C			D			E	

Intersection Summary				
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	628	43	796	3	22	75	208	425	9	5	693	198
Future Volume (vph)	628	43	796	3	22	75	208	425	9	5	693	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1671		1770	1857		1770	3539	1583
Flt Permitted	0.69	1.00	1.00		1.00		0.17	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1293	1863	1583		1668		323	1857		870	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	683	47	865	3	24	82	226	462	10	5	753	215
RTOR Reduction (vph)	0	0	158	0	44	0	0	1	0	0	0	105
Lane Group Flow (vph)	683	47	707	0	65	0	226	471	0	5	753	110
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	60.0	60.0	60.0		60.0		59.7	59.7		42.0	42.0	42.0
Effective Green, g (s)	60.0	60.0	60.0		60.0		59.7	59.7		42.0	42.0	42.0
Actuated g/C Ratio	0.46	0.46	0.46		0.46		0.46	0.46		0.32	0.32	0.32
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	598	861	732		771		290	854		281	1146	512
v/s Ratio Prot		0.03					c0.08	0.25			0.21	
v/s Ratio Perm	c0.53		0.45		0.04		c0.28			0.01		0.07
v/c Ratio	1.14	0.05	0.97		0.08		0.78	0.55		0.02	0.66	0.22
Uniform Delay, d1	34.8	19.2	33.9		19.5		25.2	25.3		29.8	37.7	31.9
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	82.7	0.0	24.9		0.0		12.4	0.8		0.1	3.0	1.0
Delay (s)	117.5	19.2	58.7		19.5		37.6	26.1		29.9	40.6	32.8
Level of Service	F	B	E		B		D	C		C	D	C
Approach Delay (s)		82.7			19.5			29.8			38.8	
Approach LOS		F			B			C			D	

Intersection Summary					
HCM 2000 Control Delay	57.1	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.99				
Actuated Cycle Length (s)	129.7	Sum of lost time (s)		15.0	
Intersection Capacity Utilization	91.9%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	6.8					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1676	1109	0	314	78
Future Vol, veh/h	0	1676	1109	0	314	78
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1822	1205	0	341	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1934	603
Stage 1	-	-	-	-	1205	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*~ 248	*654
Stage 1	0	-	-	0	*671	-
Stage 2	0	-	-	0	*398	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*~ 248	*654
Mov Cap-2 Maneuver	-	-	-	-	*366	-
Stage 1	-	-	-	-	*671	-
Stage 2	-	-	-	-	*398	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	54.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	366	654
HCM Lane V/C Ratio	-	-	0.933	0.13
HCM Control Delay (s)	-	-	65.7	11.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	9.9	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	9.6											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Future Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	29	100	2	26	112	0	1	650	158	10	247	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	656	1083	130	924	1011	404	261	0	0	808	0	0
Stage 1	273	273	-	731	731	-	-	-	-	-	-	-
Stage 2	383	810	-	193	280	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	351	216	896	224	238	596	1300	-	-	813	-	-
Stage 1	710	683	-	379	425	-	-	-	-	-	-	-
Stage 2	611	391	-	790	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	213	896	140	235	596	1300	-	-	813	-	-
Mov Cap-2 Maneuver	218	213	-	140	235	-	-	-	-	-	-	-
Stage 1	709	675	-	379	425	-	-	-	-	-	-	-
Stage 2	450	391	-	663	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44	51	0	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	214	896	208	-	813	-	-
HCM Lane V/C Ratio	0.001	-	-	0.604	0.002	0.664	-	0.012	-	-
HCM Control Delay (s)	7.8	-	-	44.6	9	51	0	9.5	-	-
HCM Lane LOS	A	-	-	E	A	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.5	0	4	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1531	58	15	537	40	0
Future Vol, veh/h	1531	58	15	537	40	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	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1664	63	16	584	43	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1727	0	2020	864
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	362	-	51	297
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	362	-	49	297
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	47.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	-	-	-	362	-
HCM Lane V/C Ratio	0.345	-	-	-	0.045	-
HCM Control Delay (s)	47.9	0	-	-	15.4	-
HCM Lane LOS	E	A	-	-	C	-
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1	-

HCM 2010 TWSC
12: Drive 2 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1502	29	0	552	0	13
Future Vol, veh/h	1502	29	0	552	0	13
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	1633	32	0	600	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	832
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	312
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	312
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	312	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	17.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

PM Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	9.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1398	117	73	420	132	79
Future Vol, veh/h	1398	117	73	420	132	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1520	127	79	457	143	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1647	0	1970	823
Stage 1	-	-	-	-	1583	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	389	-	~ 55	317
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	389	-	~ 44	317
Mov Cap-2 Maneuver	-	-	-	-	~ 142	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	523	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	95.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	317	-	-	389	-
HCM Lane V/C Ratio	1.01	0.271	-	-	0.204	-
HCM Control Delay (s)	140.1	20.5	-	-	16.6	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	7.4	1.1	-	-	0.8	-

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

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	152	139	125	140	104	88	292	142	167	14	44
Future Volume (vph)	47	152	139	125	140	104	88	292	142	167	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.93		1.00	0.94			0.96			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.96	1.00
Satd. Flow (prot)	1770	3286		1770	3313			3367			1780	1583
Flt Permitted	0.59	1.00		0.47	1.00			0.99			0.96	1.00
Satd. Flow (perm)	1096	3286		880	3313			3367			1780	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	165	151	136	152	113	96	317	154	182	15	48
RTOR Reduction (vph)	0	89	0	0	65	0	0	27	0	0	0	42
Lane Group Flow (vph)	51	227	0	136	200	0	0	540	0	0	197	6
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.4	55.4		57.1	57.1			27.3			18.1	18.1
Effective Green, g (s)	56.4	55.4		57.1	57.1			27.3			18.1	18.1
Actuated g/C Ratio	0.42	0.41		0.43	0.43			0.20			0.14	0.14
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	515	1359		457	1412			686			240	213
v/s Ratio Prot	0.01	c0.07		c0.03	0.06			c0.16			c0.11	
v/s Ratio Perm	0.03			c0.10								0.00
v/c Ratio	0.10	0.17		0.30	0.14			0.79			0.82	0.03
Uniform Delay, d1	23.5	24.7		24.1	23.4			50.5			56.3	50.3
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	0.3		0.4	0.2			6.0			19.7	0.1
Delay (s)	23.6	25.0		24.4	23.7			56.5			76.0	50.3
Level of Service	C	C		C	C			E			E	D
Approach Delay (s)		24.8			23.9			56.5			71.0	
Approach LOS		C			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	43.1	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	133.9	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	59.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	640	0	0	611	230	209	277	122	109	0	328
Future Volume (vph)	141	640	0	0	611	230	209	277	122	109	0	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4849		1770		1583
Flt Permitted	0.34	1.00			1.00	1.00		0.98		0.29		1.00
Satd. Flow (perm)	1237	5085			3539	1583		4849		531		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	696	0	0	664	250	227	301	133	118	0	357
RTOR Reduction (vph)	0	0	0	0	0	123	0	31	0	0	0	249
Lane Group Flow (vph)	153	696	0	0	664	127	0	630	0	118	0	108
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1048	3291			1798	804		1320		144		430
v/s Ratio Prot	0.02	c0.14			c0.19							
v/s Ratio Perm	0.08					0.08		0.13		c0.22		0.07
v/c Ratio	0.15	0.21			0.37	0.16		0.48		0.82		0.25
Uniform Delay, d1	14.3	10.4			21.4	18.9		43.8		49.1		40.9
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	0.3	0.1			0.6	0.4		1.2		38.5		1.4
Delay (s)	14.6	10.5			22.0	19.3		45.1		87.6		42.3
Level of Service	B	B			C	B		D		F		D
Approach Delay (s)		11.3			21.3			45.1			53.6	
Approach LOS		B			C			D			D	

Intersection Summary				
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	64.0%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Saturday Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	267	4	308	4	4	12	203	238	10	9	307	190
Future Volume (vph)	267	4	308	4	4	12	203	238	10	9	307	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1691		1770	1851		1770	3539	1583
Flt Permitted	0.74	1.00	1.00		0.97		0.49	1.00		0.59	1.00	1.00
Satd. Flow (perm)	1385	1863	1583		1663		917	1851		1105	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	290	4	335	4	4	13	221	259	11	10	334	207
RTOR Reduction (vph)	0	0	246	0	10	0	0	1	0	0	0	107
Lane Group Flow (vph)	290	4	89	0	11	0	221	269	0	10	334	100
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	27.8	27.8	27.8		27.8		67.2	67.2		50.7	50.7	50.7
Effective Green, g (s)	27.8	27.8	27.8		27.8		67.2	67.2		50.7	50.7	50.7
Actuated g/C Ratio	0.26	0.26	0.26		0.26		0.64	0.64		0.48	0.48	0.48
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	366	493	419		440		680	1184		533	1708	764
v/s Ratio Prot		0.00					c0.04	0.15			0.09	
v/s Ratio Perm	c0.21		0.06		0.01		c0.17			0.01		0.06
v/c Ratio	0.79	0.01	0.21		0.03		0.33	0.23		0.02	0.20	0.13
Uniform Delay, d1	35.9	28.4	30.1		28.6		8.0	8.0		14.2	15.5	15.0
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	11.2	0.0	0.3		0.0		0.3	0.1		0.1	0.3	0.4
Delay (s)	47.1	28.4	30.3		28.6		8.3	8.1		14.2	15.8	15.3
Level of Service	D	C	C		C		A	A		B	B	B
Approach Delay (s)		38.0			28.6			8.2			15.6	
Approach LOS		D			C			A			B	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	131	0	0	84	12	64	217	213	0	0	0
Future Volume (veh/h)	46	131	0	0	84	12	64	217	213	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	50	142	0	0	91	13	70	236	232			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	817	2672	0	0	3024	408	413	790	369			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.53	0.53	0.00	0.00	0.53	0.53	0.23	0.23	0.23			
Ln Grp Delay, s/veh	5.9	5.5	0.0	0.0	5.4	5.4	14.6	15.1	18.0			
Ln Grp LOS	A	A			A	A	B	B	B			
Approach Vol, veh/h		192			104			538				
Approach Delay, s/veh		5.6			5.4			16.3				
Approach LOS		A			A			B				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		30.0		17.2		30.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 25		23.8		* 25		
Max Allow Headway (MAH), s		4.9		5.1		4.9		
Max Q Clear (g_c+I1), s		3.3		8.2		2.4		
Green Ext Time (g_e), s		1.6		2.8		1.6		
Prob of Phs Call (p_c)		1.00		1.00		0.98		
Prob of Max Out (p_x)		0.00		0.06		0.00		

Left-Turn Movement Data						
Assigned Mvmt		5		7		1
Mvmt Sat Flow, veh/h		1285		1774		0

Through Movement Data						
Assigned Mvmt		2		4		6
Mvmt Sat Flow, veh/h		5253		3390		6015

Right-Turn Movement Data						
Assigned Mvmt		12		14		16
Mvmt Sat Flow, veh/h		0		1583		777

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	50	0	70	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1285	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	0.9	0.0	1.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	0.0	1.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1285	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	817	0	413	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.00	0.17	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	817	0	895	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	0.0	14.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.9	0.0	14.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	142	0	236	0	75	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	0.6	0.0	2.7	0.0	0.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.6	0.0	2.7	0.0	0.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2672	0	790	0	2525	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.30	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2672	0	1710	0	2525	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	14.9	0.0	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.5	0.0	15.1	0.0	5.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	1.2	0.0	0.2	0.0	0.0

Saturday Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	1.3	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.14	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	232	0	29	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1726	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	6.2	0.0	0.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.2	0.0	0.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.45	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	907	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.63	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	798	0	907	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	16.3	0.0	5.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.0	0.0	5.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.7	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.9	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.31	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	101	124	837	365	33
Future Volume (veh/h)	9	101	124	837	365	33
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	10	110	135	910	397	36
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	162	145	764	2750	2196	198
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.05	0.78	0.67	0.67
Ln Grp Delay, s/veh	34.2	44.3	3.3	3.1	5.4	5.4
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	120			1045	433	
Approach Delay, s/veh	43.5			3.1	5.4	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	8.9	60.0	13.1			68.9		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	3.8	5.8	7.6			8.3		
Green Ext Time (g_e), s	0.3	12.7	0.4			12.6		
Prob of Phs Call (p_c)	0.95	1.00	0.93			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3377	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		296	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

Saturday Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	135	0	10	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	1.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.8	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	951	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	51.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	764	0	162	0	0	0	0	0
V/C Ratio (X)	0.18	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1114	0	1611	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.2	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.3	0.0	34.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	213	0	0	0	910	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	3.7	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.7	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1184	0	0	0	2750	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1184	0	0	0	2750	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	0.0	0.0	2.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	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
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	3.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	0.0	0.0	3.0	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	220	110	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.8	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	5.6	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.16	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1211	145	0	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.76	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1211	1438	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	36.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	8.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	44.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.8	2.4	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.9	2.7	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.24	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		6.8
HCM 2010 LOS		A

Notes

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

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	3	108	18	1	9	25	885	33	12	856	29
Future Volume (veh/h)	6	3	108	18	1	9	25	885	33	12	856	29
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	7	3	117	20	1	10	27	962	36	13	930	32
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	417	158	602	487	21	602	91	1349	50	235	1451	649
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
Prop Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.41	0.41	0.41	0.41	0.41	0.41
Ln Grp Delay, s/veh	9.9	0.0	11.1	12.3	0.0	9.7	16.3	0.0	18.9	18.4	14.0	9.0
Ln Grp LOS	A		B	B		A	B		B	B	B	A
Approach Vol, veh/h		127			31			1025			975	
Approach Delay, s/veh		11.0			11.4			17.6			13.9	
Approach LOS		B			B			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		24.0		26.0		24.0		26.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 19		20.5		* 19		20.5
Max Allow Headway (MAH), s		4.3		5.3		4.3		5.3
Max Q Clear (g_c+I1), s		7.3		15.4		7.1		14.4
Green Ext Time (g_e), s		0.4		4.3		0.4		5.1
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		912		562		776		39

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		55		3539		417		3291

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		122

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	3
Lane Assignment		L+T				L+T		L+T

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	21	0	13	0	10	0	529
Grp Sat Flow (s), veh/h/ln	0	968	0	562	0	1193	0	1778
Q Serve Time (g_s), s	0.0	0.4	0.0	1.0	0.0	0.0	0.0	0.5
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	13.4	0.0	5.1	0.0	11.8
Perm LT Sat Flow (s_l), veh/h/ln	0	1292	0	562	0	1426	0	593
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	0.0	20.5	0.0	19.0	0.0	20.5
Perm LT Serve Time (g_u), s	0.0	14.2	0.0	8.1	0.0	13.9	0.0	10.0
Perm LT Q Serve Time (g_ps), s	0.0	0.4	0.0	1.0	0.0	0.0	0.0	0.5
Time to First Blk (g_f), s	0.0	0.1	0.0	0.0	0.0	0.9	0.0	11.2
Serve Time pre Blk (g_fs), s	0.0	0.1	0.0	0.0	0.0	0.2	0.0	11.2
Prop LT Inside Lane (P_L)	0.00	0.95	0.00	1.00	0.00	0.70	0.00	0.05
Lane Grp Cap (c), veh/h	0	508	0	235	0	576	0	805
V/C Ratio (X)	0.00	0.04	0.00	0.06	0.00	0.02	0.00	0.66
Avail Cap (c_a), veh/h	0	508	0	235	0	576	0	805
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	18.0	0.0	9.8	0.0	12.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.4	0.0	0.1	0.0	4.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	18.4	0.0	9.9	0.0	16.3
1st-Term Q (Q1), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	5.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	6.8
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.05	0.00	0.01	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	930	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	1451	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.64	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	1451	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	11.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0

Saturday Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
8: Corinth & Cockrell 05/23/2018

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.86	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	10	0	32	0	117	0	496
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1674
Q Serve Time (g_s), s	0.0	0.2	0.0	0.6	0.0	2.5	0.0	12.4
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	0.6	0.0	2.5	0.0	12.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.07
Lane Grp Cap (c), veh/h	0	602	0	649	0	602	0	686
V/C Ratio (X)	0.00	0.02	0.00	0.05	0.00	0.19	0.00	0.72
Avail Cap (c_a), veh/h	0	602	0	649	0	602	0	686
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	8.9	0.0	10.4	0.0	12.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.1	0.0	0.7	0.0	6.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.7	0.0	9.0	0.0	11.1	0.0	18.9
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	0.3	0.0	1.1	0.0	5.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	1.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.3	0.0	1.2	0.0	6.9
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.07	0.00	0.12	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

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

HCM 2010 Signalized Intersection Capacity Analysis
9: Corinth & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	224	204	62	276	49	167	142	63	54	183	65
Future Volume (veh/h)	65	224	204	62	276	49	167	142	63	54	183	65
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863
Adj Flow Rate, veh/h	71	243	222	67	300	53	182	154	68	59	199	71
Adj No. of Lanes	1	2	0	1	2	0	1	3	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	316	393	345	263	655	114	621	1433	574	605	1270	568
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
Prop Arrive On Green	0.04	0.22	0.22	0.04	0.22	0.22	0.09	0.40	0.40	0.05	0.36	0.36
Ln Grp Delay, s/veh	20.4	26.1	26.7	20.9	24.5	24.6	12.0	13.2	13.5	12.7	15.4	15.4
Ln Grp LOS	C	C	C	C	C	C	B	B	B	B	B	B
Approach Vol, veh/h		536			420			404			329	
Approach Delay, s/veh		25.6			24.0			12.7			14.9	
Approach LOS		C			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	4.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		11.4	30.0	7.9	20.3	8.4	33.0	8.1	20.1			
Change Period (Y+Rc), s		5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5			
Max Green (Gmax), s		7.0	* 25	7.0	* 25	7.0	* 25	7.0	* 25			
Max Allow Headway (MAH), s		3.8	5.1	3.8	5.4	3.8	5.1	3.8	5.4			
Max Q Clear (g_c+I1), s		6.4	4.7	4.0	11.0	3.4	4.1	4.1	8.1			
Green Ext Time (g_e), s		0.0	2.9	0.0	4.4	0.0	2.9	0.0	4.7			
Prob of Phs Call (p_c)		1.00	1.00	0.73	1.00	1.00	1.00	0.75	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.28	1.00	0.00	1.00	0.18			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1774		1774		1774		1774				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3539		1788		3570		3013			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1583		1568		1431		526			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)				

Saturday Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	182	0	67	0	59	0	71	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	4.4	0.0	2.0	0.0	1.4	0.0	2.1	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	2.0	0.0	1.4	0.0	2.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1105	0	924	0	1154	0	1024	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	25.0	0.0	15.1	0.0	25.0	0.0	15.1	0.0
Perm LT Serve Time (g_u), s	22.3	0.0	6.4	0.0	25.0	0.0	9.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.7	0.0	0.0	0.0	0.5	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	621	0	263	0	605	0	316	0
V/C Ratio (X)	0.29	0.00	0.26	0.00	0.10	0.00	0.23	0.00
Avail Cap (c_a), veh/h	636	0	366	0	696	0	414	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	11.8	0.0	20.4	0.0	12.6	0.0	20.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.5	0.0	0.1	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.0	0.0	20.9	0.0	12.7	0.0	20.4	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	1.0	0.0	0.7	0.0	1.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.1	0.0	1.0	0.0	0.7	0.0	1.1	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.17	0.00	0.12	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	199	0	240	0	145	0	175
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1695	0	1770
Q Serve Time (g_s), s	0.0	2.7	0.0	8.5	0.0	1.9	0.0	6.0
Cycle Q Clear Time (g_c), s	0.0	2.7	0.0	8.5	0.0	1.9	0.0	6.0
Lane Grp Cap (c), veh/h	0	1270	0	389	0	1361	0	385
V/C Ratio (X)	0.00	0.16	0.00	0.62	0.00	0.11	0.00	0.45
Avail Cap (c_a), veh/h	0	1270	0	635	0	1361	0	635
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	24.5	0.0	13.0	0.0	23.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.6	0.0	0.2	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.4	0.0	26.1	0.0	13.2	0.0	24.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	4.1	0.0	0.9	0.0	2.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	4.3	0.0	0.9	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.36	0.00	0.14	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	71	0	225	0	77	0	178
Grp Sat Flow (s), veh/h/ln	0	1583	0	1586	0	1610	0	1770
Q Serve Time (g_s), s	0.0	2.1	0.0	9.0	0.0	2.1	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	9.0	0.0	2.1	0.0	6.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.99	0.00	0.89	0.00	0.30
Lane Grp Cap (c), veh/h	0	568	0	349	0	646	0	385
V/C Ratio (X)	0.00	0.12	0.00	0.64	0.00	0.12	0.00	0.46
Avail Cap (c_a), veh/h	0	568	0	569	0	646	0	635
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.0	0.0	24.7	0.0	13.1	0.0	23.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	2.0	0.0	0.4	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.4	0.0	26.7	0.0	13.5	0.0	24.6
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	3.9	0.0	0.9	0.0	3.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.2	0.0	0.1	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	4.1	0.0	1.0	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.34	0.00	0.15	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay	20.0	
HCM 2010 LOS	C	

Notes

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

Saturday Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection						
Int Delay, s/veh	2.7					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	530	979	0	253	111
Future Vol, veh/h	0	530	979	0	253	111
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	576	1064	0	275	121

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1294	532
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*545	*691
Stage 1	0	-	-	0	*709	-
Stage 2	0	-	-	0	*722	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*545	*691
Mov Cap-2 Maneuver	-	-	-	-	*625	-
Stage 1	-	-	-	-	*709	-
Stage 2	-	-	-	-	*722	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	625	691
HCM Lane V/C Ratio	-	-	0.44	0.175
HCM Control Delay (s)	-	-	15.2	11.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	2.2	0.6

Notes

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection												
Int Delay, s/veh	5.4											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰	↱		↰	↱	↰	↑↱		↰	↑↱	
Traffic Vol, veh/h	18	100	10	17	93	3	9	172	13	2	198	44
Future Vol, veh/h	18	100	10	17	93	3	9	172	13	2	198	44
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	20	109	11	18	101	3	10	187	14	2	215	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	407	464	132	380	481	101	263	0	0	201	0	0
Stage 1	243	243	-	214	214	-	-	-	-	-	-	-
Stage 2	164	221	-	166	267	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	529	494	893	552	483	935	1298	-	-	1368	-	-
Stage 1	739	703	-	768	724	-	-	-	-	-	-	-
Stage 2	822	719	-	820	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	439	489	893	449	479	935	1298	-	-	1368	-	-
Mov Cap-2 Maneuver	439	489	-	449	479	-	-	-	-	-	-	-
Stage 1	733	702	-	762	718	-	-	-	-	-	-	-
Stage 2	698	713	-	684	686	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	14.9	0.4	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	481	893	474	935	1368	-	-
HCM Lane V/C Ratio	0.008	-	-	0.267	0.012	0.252	0.003	0.002	-	-
HCM Control Delay (s)	7.8	-	-	15.2	9.1	15.1	8.9	7.6	-	-
HCM Lane LOS	A	-	-	C	A	C	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.1	0	1	0	0	-	-

Saturday Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0.5					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	697	60	15	879	42	0
Future Vol, veh/h	697	60	15	879	42	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	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	758	65	16	955	46	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	823	0	1300	411
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	510	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	803	-	153	590
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	803	-	150	590
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	17.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	339	-	-	-	803	-
HCM Lane V/C Ratio	0.135	-	-	-	0.02	-
HCM Control Delay (s)	17.3	0	-	-	9.6	-
HCM Lane LOS	C	A	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	-	0.1	-

HCM 2010 TWSC
12: Drive 2 & Riverfront 05/23/2018

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	667	30	0	894	0	14
Future Vol, veh/h	667	30	0	894	0	14
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	725	33	0	972	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	379
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	619
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	619
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	619	-	-	-
HCM Lane V/C Ratio	0.025	-	-	-
HCM Control Delay (s)	11	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Saturday Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	560	121	75	753	141	85
Future Vol, veh/h	560	121	75	753	141	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	609	132	82	818	153	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	740	0	1246	370
Stage 1	-	-	-	-	674	-
Stage 2	-	-	-	-	572	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	862	-	166	627
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	862	-	~ 150	627
Mov Cap-2 Maneuver	-	-	-	-	347	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	478	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	347	627	-	-	862	-
HCM Lane V/C Ratio	0.442	0.147	-	-	0.095	-
HCM Control Delay (s)	23.3	11.7	-	-	9.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	2.2	0.5	-	-	0.3	-

Notes

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

Kimley»Horn

Synchro™ Output - Mitigation

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
2: Cadiz & Lamar 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	480	235	150	157	96	78	490	275	120	15	46
Future Volume (vph)	52	480	235	150	157	96	78	490	275	120	15	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Lane Util. Factor	1.00	0.95		1.00	0.95			0.95			1.00	1.00
Frt	1.00	0.95		1.00	0.94			0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.96	1.00
Satd. Flow (prot)	1770	3365		1770	3338			3351			1783	1583
Flt Permitted	0.58	1.00		0.13	1.00			1.00			0.96	1.00
Satd. Flow (perm)	1085	3365		246	3338			3351			1783	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	522	255	163	171	104	85	533	299	130	16	50
RTOR Reduction (vph)	0	37	0	0	54	0	0	37	0	0	0	45
Lane Group Flow (vph)	57	740	0	163	221	0	0	880	0	0	146	5
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases	6			2								4
Actuated Green, G (s)	56.3	55.3		57.5	57.5			42.8			16.0	16.0
Effective Green, g (s)	56.3	55.3		57.5	57.5			42.8			16.0	16.0
Actuated g/C Ratio	0.38	0.37		0.38	0.38			0.29			0.11	0.11
Clearance Time (s)	5.0	6.0		5.0	6.0			5.3			4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	466	1241		246	1280			956			190	168
v/s Ratio Prot	0.01	c0.22		c0.07	0.07			c0.26			c0.08	
v/s Ratio Perm	0.04			c0.19								0.00
v/c Ratio	0.12	0.60		0.66	0.17			0.92			0.77	0.03
Uniform Delay, d1	30.8	38.3		34.5	30.5			51.9			65.1	60.0
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	1.00
Incremental Delay, d2	0.1	2.1		6.6	0.3			13.7			16.9	0.1
Delay (s)	31.0	40.4		41.1	30.8			65.6			82.0	60.1
Level of Service	C	D		D	C			E			F	E
Approach Delay (s)		39.8			34.6			65.6			76.4	
Approach LOS		D			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	51.8	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	149.9	Sum of lost time (s)	20.8	
Intersection Capacity Utilization	78.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
4: Cadiz & Riverfront 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	469	1511	0	0	590	222	238	318	121	116	0	433
Future Volume (vph)	469	1511	0	0	590	222	238	318	121	116	0	433
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Util. Factor	0.97	0.91			0.95	1.00		0.91		1.00		1.00
Frt	1.00	1.00			1.00	0.85		0.97		1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00		0.98		0.95		1.00
Satd. Flow (prot)	3433	5085			3539	1583		4863		1770		1583
Flt Permitted	0.35	1.00			1.00	1.00		0.98		0.24		1.00
Satd. Flow (perm)	1279	5085			3539	1583		4863		454		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	510	1642	0	0	641	241	259	346	132	126	0	471
RTOR Reduction (vph)	0	0	0	0	0	91	0	24	0	0	0	257
Lane Group Flow (vph)	510	1642	0	0	641	150	0	713	0	126	0	214
Turn Type	pm+pt	NA			NA	Perm	Perm	NA		D.Pm		Perm
Protected Phases	1	6			2			4				
Permitted Phases	6					2	4			4		4
Actuated Green, G (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Effective Green, g (s)	94.5	93.2			73.2	73.2		39.2		39.2		39.2
Actuated g/C Ratio	0.66	0.65			0.51	0.51		0.27		0.27		0.27
Clearance Time (s)	4.5	5.8			5.8	5.8		5.8		5.8		5.8
Lane Grp Cap (vph)	1071	3291			1798	804		1323		123		430
v/s Ratio Prot	0.05	c0.32			0.18							
v/s Ratio Perm	0.26					0.09		0.15		c0.28		0.14
v/c Ratio	0.48	0.50			0.36	0.19		0.54		1.02		0.50
Uniform Delay, d1	19.1	13.2			21.3	19.2		44.7		52.4		44.1
Progression Factor	1.00	1.00			1.00	1.00		1.00		1.00		1.00
Incremental Delay, d2	1.5	0.5			0.6	0.5		1.6		87.8		4.1
Delay (s)	20.6	13.8			21.8	19.7		46.3		140.2		48.2
Level of Service	C	B			C	B		D		F		D
Approach Delay (s)		15.4			21.2			46.3			67.6	
Approach LOS		B			C			D			E	

Intersection Summary				
HCM 2000 Control Delay	28.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	16.1	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM Signalized Intersection Capacity Analysis
7: Corinth & Riverfront

05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	628	43	796	3	22	75	208	425	9	5	693	198
Future Volume (vph)	628	43	796	3	22	75	208	425	9	5	693	198
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	0.95	1.00
Frt	1.00	1.00	0.85		0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		1671		1770	1857		1770	3539	1583
Flt Permitted	0.73	1.00	1.00		1.00		0.15	1.00		0.48	1.00	1.00
Satd. Flow (perm)	1358	1863	1583		1668		287	1857		894	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	683	47	865	3	24	82	226	462	10	5	753	215
RTOR Reduction (vph)	0	0	168	0	41	0	0	1	0	0	0	152
Lane Group Flow (vph)	683	47	697	0	68	0	226	471	0	5	753	63
Turn Type	Perm	NA	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			4		1	6			2	
Permitted Phases	4		4	4			6			2		2
Actuated Green, G (s)	45.0	45.0	45.0		45.0		35.0	35.0		21.0	21.0	21.0
Effective Green, g (s)	45.0	45.0	45.0		45.0		35.0	35.0		21.0	21.0	21.0
Actuated g/C Ratio	0.50	0.50	0.50		0.50		0.39	0.39		0.23	0.23	0.23
Clearance Time (s)	5.0	5.0	5.0		5.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	679	931	791		834		259	722		208	825	369
v/s Ratio Prot		0.03					c0.09	0.25			0.21	
v/s Ratio Perm	c0.50		0.44		0.04		c0.25			0.01		0.04
v/c Ratio	1.01	0.05	0.88		0.08		0.87	0.65		0.02	0.91	0.17
Uniform Delay, d1	22.5	11.5	20.1		11.7		21.9	22.5		26.6	33.6	27.6
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	36.0	0.0	11.3		0.0		26.0	2.1		0.2	16.2	1.0
Delay (s)	58.5	11.6	31.4		11.8		47.8	24.7		26.8	49.8	28.6
Level of Service	E	B	C		B		D	C		C	D	C
Approach Delay (s)		42.4			11.8			32.2			45.0	
Approach LOS		D			B			C			D	

Intersection Summary				
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.0	
Intersection Capacity Utilization	91.9%	ICU Level of Service	F	
Analysis Period (min)	15			

c Critical Lane Group

PM Peak Hour

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	747	0	0	95	7	68	268	372	0	0	0
Future Volume (veh/h)	118	747	0	0	95	7	68	268	372	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q, veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	128	812	0	0	103	8	74	291	404			
Adj No. of Lanes	1	3	0	0	4	0	1	3	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Opposing Right Turn Influence	Yes			No			Yes					
Cap, veh/h	694	2427	0	0	2924	220	658	1257	587			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.48	0.48	0.00	0.00	0.48	0.48	0.37	0.37	0.37			
Ln Grp Delay, s/veh	12.4	12.6	0.0	0.0	10.4	10.5	15.8	16.7	26.4			
Ln Grp LOS	B	B			B	B	B	B	C			
Approach Vol, veh/h		940			111			769				
Approach Delay, s/veh		12.5			10.5			21.7				
Approach LOS		B			B			C				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		6.0		10.0		8.0		
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		
Change Period (Y+Rc), s		* 5.2		6.2		* 5.2		
Max Green (Gmax), s		* 36		27.8		* 36		
Max Allow Headway (MAH), s		5.0		5.2		5.0		
Max Q Clear (g_c+I1), s		9.4		18.2		2.7		
Green Ext Time (g_e), s		7.3		3.3		7.8		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		1277		1774		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		5253		3390		6387		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		1583		461		

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	0	
Lane Assignment									

HCM 2010 Signalized Intersection Capacity Analysis
1: Cadiz & Griffin 05/23/2018

Lanes in Grp	0	1	0	1	0	0	0	0
Grp Vol (v), veh/h	0	128	0	74	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1277	0	1774	0	0	0	0
Q Serve Time (g_s), s	0.0	4.4	0.0	2.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.1	0.0	2.1	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1277	0	1774	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	35.1	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	35.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	694	0	658	0	0	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.11	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	694	0	658	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.8	0.0	15.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.4	0.0	15.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	1.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	1.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T		T		T		
Lanes in Grp	0	3	0	2	0	3	0	0
Grp Vol (v), veh/h	0	812	0	291	0	80	0	0
Grp Sat Flow (s), veh/h/ln	0	1695	0	1695	0	1602	0	0
Q Serve Time (g_s), s	0.0	7.4	0.0	4.4	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	0.0	4.4	0.0	0.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2427	0	1257	0	2294	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.23	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	2427	0	1257	0	2294	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	16.2	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.6	0.0	16.7	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	2.1	0.0	0.3	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	2.1	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.23	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				T+R		T+R		
Lanes in Grp	0	0	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	404	0	31	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1583	0	1781	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	16.2	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	16.2	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.26	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	587	0	850	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.69	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	587	0	850	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	19.9	0.0	10.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	26.4	0.0	10.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.1	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	8.1	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.89	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Notes

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

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	86	50	544	258	17
Future Volume (veh/h)	6	86	50	544	258	17
Number	3	18	1	6	2	12
Initial Q, veh	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00	1.00	1.00			1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	7	93	54	591	280	18
Adj No. of Lanes	1	1	1	2	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Opposing Right Turn Influence	Yes		Yes			
Cap, veh/h	158	141	845	2744	2319	148
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.09	0.09	0.03	0.78	0.69	0.69
Ln Grp Delay, s/veh	33.3	40.3	3.0	2.6	4.5	4.5
Ln Grp LOS	C	D	A	A	A	A
Approach Vol, veh/h	100			645	298	
Approach Delay, s/veh	39.8			2.6	4.5	
Approach LOS	D			A	A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8			6		
Case No	1.2	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s	7.1	60.0	12.7			67.1		
Change Period (Y+Rc), s	5.0	* 5.2	5.6			* 5.2		
Max Green (Gmax), s	20.0	* 55	74.4			* 55		
Max Allow Headway (MAH), s	3.8	5.2	4.0			5.2		
Max Q Clear (g_c+I1), s	2.7	4.3	6.5			5.6		
Green Ext Time (g_e), s	0.1	7.1	0.3			7.1		
Prob of Phs Call (p_c)	0.70	1.00	0.89			1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00			0.00		
Left-Turn Movement Data								
Assigned Mvmt	1	5	3					
Mvmt Sat Flow, veh/h	1774	0	1774					
Through Movement Data								
Assigned Mvmt		2	8			6		
Mvmt Sat Flow, veh/h		3471	0			3632		
Right-Turn Movement Data								
Assigned Mvmt		12	18			16		
Mvmt Sat Flow, veh/h		216	1583			0		
Left Lane Group Data								
Assigned Mvmt	1	5	3	0	0	0	0	0
Lane Assignment	(Pr/Pm)							

PM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	54	0	7	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	0	0	0	0
Q Serve Time (g_s), s	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	1077	0	1774	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	52.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	54.8	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	845	0	158	0	0	0	0	0
V/C Ratio (X)	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1243	0	1654	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.0	0.0	33.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.05	0.00	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	146	0	0	0	591	0	0
Grp Sat Flow (s), veh/h/ln	0	1770	0	0	0	1770	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	0.0	0.0	3.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1215	0	0	0	2744	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1215	0	0	0	2744	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	0.0	0.0	0.0	2.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	0.0	0.0	0.0	2.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	0.0	0.0	0.0	1.7	0.0	0.0

2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	0.0	0.0	1.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	152	93	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1825	1583	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.3	4.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.3	4.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1253	141	0	0	0	0	0
V/C Ratio (X)	0.00	0.12	0.66	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1253	1476	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	35.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	5.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	40.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.19	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

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

PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	151	17	0	0	25	1060	50	1	705	1
Future Volume (veh/h)	2	0	151	17	0	0	25	1060	50	1	705	1
Number	1	6	16	5	2	12	3	8	18	7	4	14
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	2	0	164	18	0	0	27	1152	54	1	766	1
Adj No. of Lanes	0	1	1	0	1	1	0	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	476	0	440	417	0	440	65	1984	92	259	2143	959
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
Prop Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.00	0.61	0.61	0.61	0.61	0.61	0.61
Ln Grp Delay, s/veh	23.5	0.0	28.6	24.1	0.0	0.0	12.7	0.0	13.3	16.9	9.4	7.0
Ln Grp LOS	C		C	C			B		B	B	A	A
Approach Vol, veh/h		166			18			1233			768	
Approach Delay, s/veh		28.5			24.1			13.0			9.4	
Approach LOS		C			C			B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Case No		7.0		5.0		7.0		8.0
Phs Duration (G+Y+Rc), s		30.0		60.0		30.0		60.0
Change Period (Y+Rc), s		* 5		5.5		* 5		5.5
Max Green (Gmax), s		* 25		54.5		* 25		54.5
Max Allow Headway (MAH), s		4.2		5.3		4.2		5.3
Max Q Clear (g_c+I1), s		3.1		21.7		9.5		21.5
Green Ext Time (g_e), s		0.6		19.2		0.5		19.3
Prob of Phs Call (p_c)		1.00		1.00		1.00		1.00
Prob of Max Out (p_x)		0.00		0.00		0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		3
Mvmt Sat Flow, veh/h		1213		462		1427		38

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		0		3539		0		3277

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1583		1583		1583		152

Left Lane Group Data									
Assigned Mvmt	0	5	0	7	0	1	0	3	
Lane Assignment		L+T				L+T		L+T	

Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	18	0	1	0	2	0	641
Grp Sat Flow (s), veh/h/ln	0	1213	0	462	0	1427	0	1799
Q Serve Time (g_s), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	19.7	0.0	0.1	0.0	18.6
Perm LT Sat Flow (s_l), veh/h/ln	0	1241	0	462	0	1440	0	712
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1774	0	0
Perm LT Eff Green (g_p), s	0.0	25.0	0.0	54.5	0.0	25.0	0.0	54.5
Perm LT Serve Time (g_u), s	0.0	24.9	0.0	35.0	0.0	23.9	0.0	44.7
Perm LT Q Serve Time (g_ps), s	0.0	1.0	0.0	0.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.6
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.04
Lane Grp Cap (c), veh/h	0	417	0	259	0	476	0	1131
V/C Ratio (X)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.57
Avail Cap (c_a), veh/h	0	417	0	259	0	476	0	1131
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.9	0.0	16.9	0.0	23.5	0.0	10.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.0	2.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	0.0	16.9	0.0	23.5	0.0	12.7
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	9.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	10.1
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	766	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1770	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	2143	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	2143	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	0.0

PM Peak Hour

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.78	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	1	0	164	0	592
Grp Sat Flow (s), veh/h/ln	0	1583	0	1583	0	1583	0	1668
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	19.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	7.5	0.0	19.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.09
Lane Grp Cap (c), veh/h	0	440	0	959	0	440	0	1010
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.59
Avail Cap (c_a), veh/h	0	440	0	959	0	440	0	1010
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	7.0	0.0	26.2	0.0	10.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.4	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	7.0	0.0	28.6	0.0	13.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	3.3	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	3.6	0.0	9.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary		
HCM 2010 Ctrl Delay		13.0
HCM 2010 LOS		B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	111	588	11	234	201	46	40	400	622	80	453	107
Future Volume (veh/h)	111	588	11	234	201	46	40	400	622	80	453	107
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q, 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	1863	1863	1863	1863
Adj Flow Rate, veh/h	121	639	12	254	218	50	43	435	676	87	492	116
Adj No. of Lanes	1	2	0	1	2	0	1	1	2	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	451	790	15	317	638	144	460	621	1056	332	1180	528
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Prop Arrive On Green	0.11	0.22	0.22	0.11	0.22	0.22	0.04	0.11	0.11	0.11	0.33	0.33
Ln Grp Delay, s/veh	23.1	49.5	48.9	44.1	31.7	32.0	16.5	42.2	37.9	19.3	24.3	22.5
Ln Grp LOS	C	D	D	D	C	C	B	D	D	B	C	C
Approach Vol, veh/h		772			522			1154			695	
Approach Delay, s/veh		45.1			37.8			38.7			23.4	
Approach LOS		D			D			D			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		1.1	3.0	1.1	4.0	1.1	3.0	1.1	4.0			
Phs Duration (G+Y+Rc), s		15.0	35.0	15.0	25.0	15.0	35.0	15.0	25.0			
Change Period (Y+Rc), s		5.0	* 5	5.0	* 5	5.0	* 5	5.0	* 5			
Max Green (Gmax), s		10.0	* 30	10.0	* 20	10.0	* 30	10.0	* 20			
Max Allow Headway (MAH), s		3.8	4.7	3.8	5.3	3.8	4.7	3.8	5.3			
Max Q Clear (g_c+I1), s		3.3	11.7	12.0	17.4	4.6	22.3	6.4	7.9			
Green Ext Time (g_e), s		0.0	9.4	0.0	1.4	0.1	5.2	0.1	4.5			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1774		1774		1774		1774				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3539		3554		1863		2873			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1583		67		3167		646			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)		(Pr/Pm)				

PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	43	0	254	0	87	0	121	0
Grp Sat Flow (s), veh/h/ln	1774	0	1774	0	1774	0	1774	0
Q Serve Time (g_s), s	1.3	0.0	10.0	0.0	2.6	0.0	4.4	0.0
Cycle Q Clear Time (g_c), s	1.3	0.0	10.0	0.0	2.6	0.0	4.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	809	0	778	0	505	0	1107	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	30.0	0.0	20.0	0.0	30.0	0.0	20.0	0.0
Perm LT Serve Time (g_u), s	20.3	0.0	4.6	0.0	9.7	0.0	14.1	0.0
Perm LT Q Serve Time (g_ps), s	0.6	0.0	4.6	0.0	4.2	0.0	0.7	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	460	0	317	0	332	0	451	0
V/C Ratio (X)	0.09	0.00	0.80	0.00	0.26	0.00	0.27	0.00
Avail Cap (c_a), veh/h	460	0	317	0	332	0	451	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	16.1	0.0	25.2	0.0	17.4	0.0	21.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	18.8	0.0	1.9	0.0	1.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.5	0.0	44.1	0.0	19.3	0.0	23.1	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	4.8	0.0	1.2	0.0	2.1	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	1.7	0.0	0.2	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	6.5	0.0	1.4	0.0	2.3	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	1.09	0.00	0.24	0.00	0.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	1	0	1
Grp Vol (v), veh/h	0	492	0	318	0	435	0	133
Grp Sat Flow (s), veh/h/ln	0	1770	0	1770	0	1863	0	1770
Q Serve Time (g_s), s	0.0	9.7	0.0	15.3	0.0	20.3	0.0	5.7
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	15.3	0.0	20.3	0.0	5.7
Lane Grp Cap (c), veh/h	0	1180	0	393	0	621	0	393
V/C Ratio (X)	0.00	0.42	0.00	0.81	0.00	0.70	0.00	0.34
Avail Cap (c_a), veh/h	0	1180	0	393	0	621	0	393
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.2	0.0	33.2	0.0	35.7	0.0	29.4
Incr Delay (d2), s/veh	0.0	1.1	0.0	16.3	0.0	6.5	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.3	0.0	49.5	0.0	42.2	0.0	31.7
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	7.5	0.0	10.5	0.0	2.8

2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.8	0.0	1.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	9.3	0.0	11.6	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.78	0.00	1.83	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	116	0	333	0	676	0	135
Grp Sat Flow (s), veh/h/ln	0	1583	0	1851	0	1583	0	1749
Q Serve Time (g_s), s	0.0	4.7	0.0	15.4	0.0	18.4	0.0	5.9
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	15.4	0.0	18.4	0.0	5.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.04	0.00	1.00	0.00	0.37
Lane Grp Cap (c), veh/h	0	528	0	411	0	1056	0	389
V/C Ratio (X)	0.00	0.22	0.00	0.81	0.00	0.64	0.00	0.35
Avail Cap (c_a), veh/h	0	528	0	411	0	1056	0	389
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.6	0.0	33.2	0.0	34.9	0.0	29.5
Incr Delay (d2), s/veh	0.0	1.0	0.0	15.7	0.0	3.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.5	0.0	48.9	0.0	37.9	0.0	32.0
1st-Term Q (Q1), veh/ln	0.0	2.1	0.0	7.9	0.0	8.1	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	1.8	0.0	0.4	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	9.7	0.0	8.5	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.81	0.00	1.34	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

PM Peak Hour

HCM 2010 TWSC
6: Riverfront & 35E South / 30 East Off-Ramp 05/23/2018

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰	↱
Traffic Vol, veh/h	0	1676	1109	0	314	78
Future Vol, veh/h	0	1676	1109	0	314	78
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	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1822	1205	0	341	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	1934	603
Stage 1	-	-	-	-	1205	-
Stage 2	-	-	-	-	729	-
Critical Hdwy	-	-	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	-	6.04	-
Follow-up Hdwy	-	-	-	-	3.82	3.92
Pot Cap-1 Maneuver	0	-	-	0	*~ 248	*654
Stage 1	0	-	-	0	*671	-
Stage 2	0	-	-	0	*398	-
Platoon blocked, %		-	-		1	1
Mov Cap-1 Maneuver	-	-	-	-	*~ 248	*654
Mov Cap-2 Maneuver	-	-	-	-	*366	-
Stage 1	-	-	-	-	*671	-
Stage 2	-	-	-	-	*398	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	54.9
HCM LOS			F

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	366	654
HCM Lane V/C Ratio	-	-	0.933	0.13
HCM Control Delay (s)	-	-	65.7	11.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	9.9	0.4

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

HCM 2010 TWSC
10: Cockrell & Lamar 05/23/2018

Intersection	
Int Delay, s/veh	9.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰↑	↱		↰↑	↱	↰	↑↑↱		↰	↑↑↱	
Traffic Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Future Vol, veh/h	27	92	2	24	103	0	1	598	145	9	227	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	150	-	-	150	150	-	-	150	-	-
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	29	100	2	26	112	0	1	650	158	10	247	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	656	1083	130	924	1011	404	261	0	0	808	0	0
Stage 1	273	273	-	731	731	-	-	-	-	-	-	-
Stage 2	383	810	-	193	280	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	351	216	896	224	238	596	1300	-	-	813	-	-
Stage 1	710	683	-	379	425	-	-	-	-	-	-	-
Stage 2	611	391	-	790	678	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	218	213	896	140	235	596	1300	-	-	813	-	-
Mov Cap-2 Maneuver	218	213	-	140	235	-	-	-	-	-	-	-
Stage 1	709	675	-	379	425	-	-	-	-	-	-	-
Stage 2	450	391	-	663	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	44	51	0	0.3
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1300	-	-	214	896	208	-	813	-	-
HCM Lane V/C Ratio	0.001	-	-	0.604	0.002	0.664	-	0.012	-	-
HCM Control Delay (s)	7.8	-	-	44.6	9	51	0	9.5	-	-
HCM Lane LOS	A	-	-	E	A	F	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	3.5	0	4	-	0	-	-

PM Peak Hour

HCM 2010 TWSC
11: Drive 1 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1531	58	15	537	40	0
Future Vol, veh/h	1531	58	15	537	40	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	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1664	63	16	584	43	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1727	0	2020	864
Stage 1	-	-	-	-	1696	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	362	-	51	297
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	362	-	49	297
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	134	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	47.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	126	-	-	-	362	-
HCM Lane V/C Ratio	0.345	-	-	-	0.045	-
HCM Control Delay (s)	47.9	0	-	-	15.4	-
HCM Lane LOS	E	A	-	-	C	-
HCM 95th %tile Q(veh)	1.4	-	-	-	0.1	-

HCM 2010 TWSC
12: Drive 2 & Riverfront
05/23/2018

Intersection						
Int Delay, s/veh	0.1					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1502	29	0	552	0	13
Future Vol, veh/h	1502	29	0	552	0	13
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	1633	32	0	600	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	832
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	312
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	312
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	17.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	312	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	17.1	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

PM Peak Hour

HCM 2010 TWSC
13: Drive 3 & Riverfront 05/23/2018

Intersection	
Int Delay, s/veh	9.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1398	117	73	420	132	79
Future Vol, veh/h	1398	117	73	420	132	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1520	127	79	457	143	86

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1647	0	1970	823
Stage 1	-	-	-	-	1583	-
Stage 2	-	-	-	-	387	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	389	-	~ 55	317
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	656	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	389	-	~ 44	317
Mov Cap-2 Maneuver	-	-	-	-	~ 142	-
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	523	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.5	95.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	142	317	-	-	389	-
HCM Lane V/C Ratio	1.01	0.271	-	-	0.204	-
HCM Control Delay (s)	140.1	20.5	-	-	16.6	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q(veh)	7.4	1.1	-	-	0.8	-

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